

Newsletter of the Jet Pilot's Organization

Contrails

Spring 2008

Volume 20, Issue 2



Jason Jones caught a smokin'
ViperJet at Desert Jet Storm.

Florida Jets



From the Editor

In Memorium

George Leu 1947-2008

With great sadness I must report that fellow JPO member, George Leu passed away suddenly in mid-February, 2008.

George was the first elected president of JPO, serving one term from 1994 to 1995. These were very active years for the organization and George was instrumental. We were just beginning to introduce turbine technology to R/C model jets and George's leadership helped form the AMA Turbine Committee, composed entirely of JPO members, which pioneered the turbine regulations in use today. The rapid growth in turbine use followed a safe path thanks to his foresight in these early years. George was a strong advocate of safety and always promoted a high degree of professionalism in all model jet operations.

The first ever Jet World Masters was held in 1995 and George was elected to the International Jet Model Committee (IJMC) for rules development and planning of this premier event. He served on the US Team Selection Committee which fielded a team to garner three first place standings, including Overall Team.

George was always interested in R/C Scale and served as the Chief Flight Judge at TOP GUN from 1991-1995. He teamed with Dino DiGeorgio in 1996 to place 7th overall with his BVM F-86 *Sabre*.

George's early occupation as a Sales Rep/Manager brought him to many model events throughout the US. He was a frequent attendee at the Greater Southwest Fan Fly, the Arizona Jet Rally, Superman, Turbine America, Jets Over Deland, Lakehurst Jet Rally, Liberty Bell, Maine Jet Rally, Big Apple Jet Rally and Capitol Jets. He wrote regularly of the events for *Radio Control Jet International* (RCJI) magazine. George was also a frequent contributor of R/C scale articles in *Flying Models* and *Model Airplane News*. George changed careers in 2002 and became a Physics Teacher in his local High School. He was the Advisor to both the Science Olympiad Team and its R/C club.

In all these endeavors, George conducted himself as a gentleman and was always open to the exchange of ideas and conversation. Most of all, he was a true friend to all that knew him and will be missed but not forgotten. Rest in peace.

Hello everyone, Spring has sprung at last!

As always, I look for information about events in your part of the woods, and your reps need your help as well. Event information, and of course photos, are always nice in order to document the goings-on.

Information can be sent either to me, or (preferably) to your district rep.

We lost another one of our past Presidents, avid modeler and good guy George Leu, in February. Art Arro has provided us with a memorium.

George was always ready to talk models, and a one paragraph question frequently elicited a several page answer...which you read and hung onto every word.

Tailwinds George.

Enjoy this edition!

Greg

Treasurer's Report

Beginning Balance - 12/31/07	\$11,709.43
Income	
Membership Dues - Cash/Checks	\$975.00
Membership Dues - Paypal	958.80
Bank Interest	24.27
January Expenses	
Renewal Postcards	138.24
February Expenses	
Bank Charges	5.00
March Expenses	
Trophies	145.90
Winter <i>Contraails</i>	1,111.26
Conference Call	90.12
Postage & Supplies	110.44
Ending Balance - 3/31/07	\$12,066.54

Respectfully Submitted,
Susan M. Moore
JPO Secretary/Treasurer



President's Report

Frank Tiano

We Are Responsible!

This March, I drove around **Florida Jets** on my golf cart looking at the marvelous collection of aircraft while making some mental notes of just how much of an impact jet modeling has had, and is having, on our sport. When you consider where the general marketplace might be going, it should come as no surprise that most jet modelers not only live on the leading edge of technology, but are a key ingredient for keeping the sport of aero-modeling alive, interesting and exciting! "Aha" you say. "What the heck does he mean when he says considering where the market pace is going?" Here's my theory... and I promise not to bore you too much!

Not that many years ago, like maybe 15, the common practice for a retiring person - if he were a modeler, was to relax and enjoy the rest of his life in the home that he had just paid off. With a retirement income, no mortgage and less expenses, a modeler was truly in hog heaven. The garage continued to fill up with half-completed projects, piles of hardware could be found in every corner and in general, all was well.

But then something happened. The partner in the marriage started to interject a different opinion as to what should be done after retirement. "Let's sell the home we've lived in for 23 years, take the profit, and buy a condo in Arizona, Florida or anywhere else where the weather is great 80% of the time. We won't have to cut the lawn or trim the shrubs and we can enjoy the rest of our lives." Translation: "Let's move! ... like to a home where I don't have to get on your sorry ass to do the landscaping chores around the house, one that is not cluttered with all this model airplane crap and one that is in a community of folks our age so we can play bridge, tennis or take long walks together."

So, the retiree moves. His new place has room for one or two airplanes (as long as they are not in need

of repair), has no workshop, and perhaps a one-car garage. In other words, he needs to build and fly an ARF, because for all practical purposes, his life as a model builder is over. Oh yeah, he still gets out there and flies once in awhile, but no more making balsa dust or stinking up the house with those great, but peculiar, smells that may give others a miserable headache!

That is where modeling has gone. Hardly anybody builds anymore. Think about it, other than jets, kit companies haven't released a balsa wood model in a very long time. ARFs yes, kits, NO. So where do we come in?

Jet modelers not only remain creative, we remain young at heart. We still have the most exciting models and we still are deep into technology. Spectators seem to gravitate to jet events, way more than most others. Jet modelers/pilots are generally respected as people who know what they are doing and as people who do it well. Because we are a group with above-average flying skills, and because we field some of the best-looking models on the planet, we have gained the respect of fellow modelers and newcomers as well. In short, we are responsible for helping to keep the sport of modeling alive! After **Florida Jets**, our local hobby shops are inundated with sales and inquiries about entry-level R/C airplanes. All because fathers and sons want to take a shot at getting started in flying R/C, with the hopes of someday flying one of those bad-ass looking, not to mention sounding, jets.

Another thing. Manufacturers enjoy testing new products in OUR market place first. Why? Because they realize that we are a dedicated bunch of people who take our sport seriously, and who will give an honest opinion or reaction to a new product. JR placed several 2.4 radios in the hands of selected jet pilots way before any other group (other than the heli-dudes perhaps). We had a bunch of them flying at Florida Jets in 2007 and this year, 62% of all radios at FJ were on 2.4! Electric-powered models of all types have made incredible progress in technology, across the board, with much of that success directly related to the result of the experimentation with electric-ducted fans.

And, speaking of electric-ducted fans, look at the choices we now have in that arena! So, I think we can pat ourselves on the back a bit. Jet modeling has been

responsible for the introduction of so many new products that it is mind blowing! Servos have gotten stronger while remaining compact; batteries are more powerful and longer lasting, yet have seen a dramatic reduction in price; pre-painted models, with extraordinary finishes, have become common place; ARFs are being built better and, in general, our part of the modeling marketplace seems to be growing while other areas are quite stagnant. Every time we fly a jet at a local field, whether it's electric- or turbine-powered, we create some excitement for somebody. And many of those somebodies make their way to a hobby shop and enter the wonderful world of modeling. All because of what you, the jet pilot, were doing on a regular basis.

in this event. The dates are October 17-19, 2008 and it is being held at Lake Wales Airport, on Route 60 in Lake Wales, Florida. We will fly from a 3000 foot by 120 foot wide runway with no encumbrances. We will have some info on our web site soon.

Thanks for listening,

Frank

Complaint of the Month

If you get a chance, go to www.modelaircraft.org and check out the requirements for experimental aircraft. The parameters listed are so antiquated that they need a serious face lift, and these are some of the rules that we must follow if we have an "overweight jet. Some of the statements, I believe, are in need of a tune-up as follows:

2.1 Wing-loading must not exceed 60 ounces per sq. foot of total wing area.

2.6 Battery must be at least 1200 MAH. If more than 12 servos are used, 2000 MAH is the minimum. (These are from the Dark Ages!)

2.9 All servos used to control pitch, yaw and roll, in other words, elevator, rudder and ailerons, must be rated at a minimum of 100 oz. of torque.

Total weight, including fuel, must not exceed 75 pounds. However, if you have a propeller-driven model, it may weigh 100 pounds... we need to get on the same page! so I am drafting a letter to the safety committee chairman to see if we can get our weight limit raised.

That's it for this month. Some of you have asked about the new event we are hosting in the Fall. The name of the event is Monster Planes USA. It is an event for very large models, minimum weight of 35 pounds dry the first year. No maximum weight limits. We have private insurance, the AMA is NOT involved





Vice presidents Report

Keith Sievers

CNC

I enjoy flying immensely, but I think I relish the time in the shop even more. The challenge of building, fitting and finishing something as complex as a turbine model is the most interesting part of the hobby for me. It is therefore a given that I am a sucker for interesting tools, and I may have more money tied up in electric motors than in turbine engines.

My most recent acquisition was a CNC machine. I had eyed them for years, but the pre-assembled machines were a bit over-the-top financially, and I didn't have the time to climb the learning curve to build one from the parts bin. Recently, however, I ran across a reasonably-priced unit on eBay and took the leap.

The Masters machine I purchased will handle material up to 15 inches wide, 24 inches long and 3 inches in depth. It will cut a variety of materials, but works very well with ply, which is primarily what I work with. I had lots of ideas of how I might use the mill, but to my pleasant surprise, the actual utility has far exceeded expectations. In the past couple of months I have made custom component boards, servo mounting plates, formers, pump mounting supports, braces of all sorts, flex plates, ply backers, air valve mounts, switch plates, spacers and UAT fixtures. Many of these designs are reusable, so I am busily building an inventory of designs and programs that will make turning out parts much easier the second time around.

What is needed? If you buy a complete unit, it will likely come in two parts ... the mill and the controller. The mill is basically a bed and a router, which is mounted to a platform moved in three axis by jackscrews turned by stepper motors. Lesser-priced units probably will be made of a composite plastic rather than metal and use a reasonably-priced router such as a Rotozip. If built securely, however, even a low-end unit like this can reach a level of precision that far exceeds the demands of routine modeling. The

controller contains the power supply and the electronics that turn instructions from the mill software into electrical commands that move the stepper motors as required.

I'll discuss the software requirements in a minute, but obviously the presence of computer programs implies the need for a PC. This is typically not sold with the mill, and research revealed that any old cheap unit works fine. In fact, most controllers will require connection through an old style parallel port, so older machines actually work better. I had an old Compaq laptop that wasn't fit for much any more, and it turned out to be a perfect unit to run the mill.

The learning curve for CNC work is in the software. Basically, three programs are required. The first and most obvious is some form of CAD software where the piece is initially designed. Learning the basic commands is relatively easy, but thinking through how to combine basic shapes into more complex designs requires a bit of practice. I struggled for a while, but suddenly the light bulb went off when I realized the best approach was often to "overdraw" and then use scissors to delete the unwanted parts. What I mean by this is that it is usually simpler to draw a circle and erase half of it, than to draw a semi-circle in the first place. This approach, combined with a few other key skills (snapping shapes to specific alignment points on your diagram, entering specific dimensions) allowed a rapid progression in parts design.

The second program is generically referred to as CAM software, and it converts the design into what is known as "G" code. "G" code essentially translates your design into distance vectors, speeds and lengths that relate to a starting point, or "origin" on your diagram. These commands position the head of the router just where you need it to make the various cuts for your piece. In the CAM software, you will also specify the order in which cuts are made, depths of cut, thickness of the material, head movement speeds and the diameter of the cutting bit. The learning curve for CAM software is actually not very steep for entry-level products, and I quickly adapted.

The third program is the mill software itself, which executes the "G" code instructions and drives the controller. The mill software that came with my machine also had the capability to run simulations,

Vice President's Report (cont'd)

Keith Sievers

which allowed me to quickly troubleshoot my many initial mistakes in design or CAM instructions.

There are many programs available, but I settled on three fairly popular choices including Intellicad for design, LazyCAM and Mach 3 mill software.

As I mentioned at the outset, I was a bit hesitant in buying a mill, not sure if I would use it a few times and then let it gather dust. In actuality, I continue to be amazed at the utility and versatility it offers, and the additional time spent on design is often recaptured immediately in the speed of fabrication, and certainly is if repetitive parts are required. If you have ever thought about a CNC machine, now may be a good time to invest.

Website Updates

Hopefully you have visited the site lately and have seen the new logo. This was submitted a while back by one of our members, and recently resurfaced with enthusiastic reception by the other officers. We continue to add articles into the knowledge bank as well as the new weight and balance section. The event calendar on the site is also unique, as it is one of the few places you can view jet events in a traditional calendar format, complete with holidays. Another key element of the site is the on-line *Conrails* section, which has recently been reorganized to make access to your favorite issue much easier.

I would still like to encourage members to submit pictures for the online album, and of course, contributions for the knowledge bank are always welcome.

Enjoy the coming jet season, and fly safely!

Keith



Richard Poussard and his Jet Legend F-15.



District I Report

Bob Radford

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Hi, I'm Bob Radford! After a very close and hard fought election, I am your new JPO district I Representative. I would like to thank Ray Davis, who has served this district, JPO, and the jet community so well over these past several years. I've got some big shoes to fill.

I've been flying R/C since 1979 and jets since 1987. The Byron F-16 you see in the picture is 21 years old and is currently kept in "flyable storage." I have been flying turbines since 2005 with a Bobcat-XL, and I've just gotten a couple of electric df jets to take to the skies in the notorious MIG battles we've been having at some of the jet meets here in New England. I guess I like XLs because I have a Byron F-16XL conversion on the boards, which I plan on powering with an OS .77 DF engine, and then, maybe later, converting it to turbine-power.

My goals for this year are to:

- Enroll 10 new members in District I
- Find at least one more jet-capable site
- Get another jet rally going in District I in 2008 or 2009.

I'll need your help in achieving these goals, so PLEASE feel free to contact me to discuss ideas that you may have, or assistance that you might need in this exciting world of jets. Contributions of pictures, ideas or material for *Contraails* would also be appreciated. Otherwise you might get tired of reading about my stuff and seeing pictures of aircraft from my club.

Christmas brought a very welcome surprise from our Classy District II JPO Rep, Art Arro. It arrived wrapped for the season, so what could it be? Should I wait until Christmas? Oh what the heck, so open it I did and what did I find... a new solder tip and this was all mine! You see, I have been searching for a Bernzomatic Solder tip for quite some time, but they were out of production and not to be found. I needed one so that I don't overheat the wire struts on my BobCat XL when

soldering on the retract adapter and the axles. Using the solder tip allows the struts to retain their temper. Inside, a note was attached that said: "Bob I found this in a hardware store in upstate NY." What a great surprise Art! I can't thank you enough!



Jeff Lynds is putting together the **3rd Annual New England Jet Rally** to be held August 15, 16 & 17 at Gardner Airport. An interesting thing about Gardner is that we must keep the taxiway open for full-size aircraft. Also, we cannot use the taxiway approaches to the runway. Jeff, with some help from some great folks, has devised a plywood taxiway system crossing the grass between the taxiway and runway. It works super! Plus, it is actually quite fun to control your jet as the plywood goes over rolling terrain with its peaks and valleys. Throttle management, steering and brake coordination skills are put to the test, and if you mess up and go off the taxiway, everyone gets to see it! Go to: <http://groups.msn.com/Barnstormers/home.msnw> for more information on the New England Jet Rally.

We also have the world renowned **Maine Jet Rally** coming up in September -- Antony and Ray always hold a superb event, more on that in the next issue of *Contraails*. Additionally, just over the border in NY, we have **The Big Apple Jet Rally** in June, and **Capitol Jets** in July.

You may have noticed we have a new JPO logo. Let me know if you want a JPEG file of the new logo so that you can print decals or T-shirt transfers.

Let's work together for a great 2008

Bob

District II Report

Art Arro



New Jersey
New York
Europe

Greetings District Deuces, it appears that spring has finally sprung here in the northeast!

Many of us have new projects in the works and are preparing for those initial test flights. A very wise jet pilot once told me not to fly until everything is 110% ready to go. Any compromises will usually bite you during that first flight, or shortly thereafter. For existing jets, a pre-flying-season check of the radio installation, fuel system(s), control linkages, retract system and the overall structural integrity will yield huge payoffs later on. This is the first step in practicing jet safety.

District-wise, to date, there is only a single jet event scheduled. **Capitol Jets IV** will be July 11-13 at the South Albany Airport near Selkirk, NY. This is the same site as last year, but we expect to have the treeline removed for fewer flight restrictions. JPO again will sponsor this event with their Top Gun trophy, and there will be other award categories as well. We invite district deuces, and all other jet pilots to attend. Further information will be posted as it becomes available, so check the website for updates at: www.capitoljets.com for directions, lodging, etc.

Unfortunately, the long-running **Big Apple Jet Rally** will not be held this year. The previous CD is very busy and none of the other club CDs stepped up to the task. There is a lot of work involved to host a good jet rally and CD burnout is a typical result.

Additionally, the **Bay of Quinte Jet Rally**, in Canada, will not be held this year for similar reasons. This was the longest-running jet event at a single location in North America. For over 20 years, jet pilots from the US and Canada convened at CFB Mountainview, Ontario, Canada to share the flying and camaraderie of our passion. I sincerely hope that both of these events are restored in the near future.

There are several jet events currently in the planning stages to make up for the shortfall this year. They are not in District II but will still draw a large contingent of

deuces. Kindly contact the District I, III, and IV reps for further information about these events. Also, be sure to check the jet event calendar on our website: www.jetpilots.org.

At the national level, JPO has presented a letter to the AMA regarding the enforcement of flight safety at AMA-sanctioned events. Our proposal was accepted by the AMA Safety Committee which will meet in early April to discuss the matter, at which time the committee may-or-may-not forward it to the AMA Executive Council for further discussion and a possible ruling.

We hope that it will generate an awareness of JPO's concern for jet safety. Personally, I'd like to see every jet pilot take safety very seriously and not have to deal with additional regulations or guidelines and their enforcement. I believe that this action was brought about by the unsafe actions of the very few, but we all will have abide by whatever comes forth.

As always, I look forward to hearing from you, and my contact information is listed elsewhere in this newsletter and on our website: www.jetpilots.org.

Art





District V Report

Eric Clapp

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

Florida Jets arrived in grand style with weather not unlike previous years. Wednesday saw mild temps with light winds as vendors arrived to set up their spaces with the latest and greatest. Thursday, as most know, brought high winds which continued through Saturday afternoon. We all digested more sand and dust, which for me, was a bit too much to handle. I still suffer from an eye injury due to sand. Sunday, for those who "hung in there," proved the best day to fly with all seven pilot stations active for the day. Many, many flights and hundreds of gallons of Jet A were the order of this, the last day of the event.

This event will be reported by other JPO reps in attendance so I will not be redundant with my report. There are hundreds of pictures on RCU with reports to match. If you have not surfed through them, please do so.

Several District V pilots received prestigious awards at the Saturday night Banquet. Larry Kramer and father Vern Kramer garnered "Best Sport Jet" and "Runner-up Sport Jet" with their gorgeous Rhino-powered *King Cat* and Super Eagle-powered *BobCat*. The Kramers are renowned for their flawless paint quality. Congrats to all award winners.

Next stop for your District V rep was the Cape Coral Seahawks Giant Scale Fly-in. It was anticipated that jets would be in attendance, but when the trailers opened up, all were very surprised. Winds reared their head on Saturday... and they were not light. Some say they hung around from FJ just to be ornery. Pictures show each pilot with their jet or jets and all showed their skills with each and every flight. One District V member in particular, Jose Figueroa, experienced the departure of the left wing on his jet. A total loss, but in talking to Jose after the meet, he was in good spirits and making plans to get back in the air as soon as possible. Not to be deterred by the winds, Andy Kane, Bill Hatcher, Alex Villareal, Pablo Fernandez and others, took their jets to the skies. Anthony Greco took advantage of every opportunity to launch his Rhino-

powered Comp-Arf *Eurosport* with Anthony Sr. assisting with the start up duties and spotting. The Grecos also brought their much flown "AirForce One L-1011 from the now defunct PCM models kit. Wagner Machado from RC Jet Models was there with his pilot, Pablo, with a hangar full of jets. Pablo flew the MB-339 and *Velox XL*. Unfortunately, both met the ground outside of the landing profile.

The team of Kane and Hatcher (representing Comp-ARF and Troybuilt models), took to the skies with Andy flying the Rhino-powered Comp-ARF *Lightning* painted in Thunderbird colors showing the continuing prowess of this great jet. Bill Hatcher and Andy Kane flew the new TBM "*ShokJet*" with Super Bee power showing the masses there really is a jet trainer for anyone ready to crossover from props into jets. This jet is capable of any maneuver the pilot is comfortable with. Bill followed with the Rhino Powered WJM *Rafael* braving the cross winds on each landing.

Alex Villareal (the best vet in the state of Florida) was not to be kept idle by the winds. He burned gallons of kero with his RTI-powered *Boomerang XL*. Not just an XL, but a totally custom rework of this great jet. We must not forget the hard work of JPO member Ed Gamlis who not only CD'd this event, but handled the microphone for most of the weekend. JPO member Lloyd Socky, safety officer for the club, kept his eagle eye on the registration process as well as the goings on. Overall, a great job by all.

In closing this report, I must share with our members the provocative statement by Admiral Rick Hunter, U.S. Navy: "When it comes to testing or determining maximum performance of new jets, pilots enjoy talking about pushing the envelope. This, of course, refers to a two-dimensional model: The bottom is zero altitude - the ground. The left is zero speed. The top is max altitude, and the right, maximum velocity, of course. So, these pilots are pushing that upper right hand corner of the envelope. What they must keep in mind is, that's where the postage stamp gets canceled, too!"

That's a wrap for District V... next stop Toledo; see you there.

Eric



Lewis Patton With C/JM F-18 Rhino-powered



New JPO member Pablo Fernandez' jet fleet



District V rep Eric Clapp and son Travis



Andy Kane and Bill Hatcher with their ShokJet - Super Bee-Powered.



Anthony Greco And father with their Comp ARF Eurosport Rhino-Power



New JPO member Michael Binder at his best!

District V Report (cont'd)

Eric Clapp



Bill Hatcher with ShokJet and WJM Rafale Rhino- powered



Alex Villarrea with his RTI-powered custom Boomerang XL



Alex Villarrea - Jose Figueroa spotting



Pablo Fernandez with his RTI-powered Fei Bao MB-339.



New JPO members Pablo Fernandez and Wagner Machado



Anthony Jr & Sr. with their Ram-powered L-1011 & Rhino-powered Euro Sport



Michael Binder with his JWM LearJet.

District VI Report

Patrick Frost



Illinois
Indiana
Kentucky
Missouri

The 2008 District VI season has seven events planned for you, so there is no excuse for you not to get in some "afterburner time." With state-of-the-art facilities, great food, prizes and awards, what are you waiting for? Get out of that LazyBoy chair you have been keeping warm all winter and blaze the skies at our District VI events. Every event is a HIT with a great attitude, so join us and support each host-club as they put on a great show for "the jet pilots." District VI is a thriving quad-state area that "brings on the fun," and is just a short drive down the road! Don't take my word for it...come and see for yourself.

Blue Grass Jet Jam (3rd Annual) May 29 - June 1. These good ole country boyz pull out all the stops with damn good cookin' and friendly faces! These guys know how to have fun!

Gateway Jet Rally (2nd Annual) June 19 - 22. The gateway to America starts here! This is a small jet event that THRIVES on quality! We're your vacation from vacation!

Jets Over the Heartland (Winamac) June 25 - 29. A veteran jet event with 13 years of experience and doin' it right with memories to last a lifetime!

Kentucky Jets (3rd Annual) July 2 - 6. The thoroughbred of jet events! This is what ALL jet events want to be when they grown up! A full-scale runway makes this one a big hit!

Windy City Jets (3rd Annual) August 14 - 17. They're baaaaack with bigger and better than ever prizes and awards! These city boys know how to bring the spectators to ya!

Route 66 Jet Rally (3rd Annual) September 4 - 7. Laid back and takin it sloooooow and easy is how we do this one! Did I mention a full-scale runway? You don't want to miss this one!

Spiderman Jet Rally (3rd Annual) September 25-28. Good times and kickin' fireworks blow this baby out of the park for a homerun that will end the season with a BANG!



Jess Hogan's *Super Bandit* and his family.



I love it when guys send me pictures of their birds. It's nice to see that we still have some outstanding builders out there. Seems as if they are nearly extinct.

See you at the Field!

Frosty



District VII Report

Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

Will Fuel Costs Cut Travel?

Everyday it's more doom and gloom from the recreation and travel division forecasting less travel and more fall out from high fuel prices.

Those who have flexible earnings or over-funded retirement programs won't be hurt by higher fuel prices and will go to R/C events as planned, but those who are on budgets will now be faced with where to go and what event to cut from their hobby travel dollar.

My friends with motor homes who traveled 2000 miles or more a season have said they'd cut that in a third or more. Others have said they'd stay closer to home this season and not travel to jet events more than 200 miles from their home.

Fuel cost is a hot button subject no matter the use, work or recreation. It's too early to say what effect higher fuel costs are going to have short-term, but no one is forecasting fuel prices to go down, only up!

So, will jet events suffer? Will travel become too costly to attend several jet events in a season? Is it time for the JPO to consider a "JPO Jet Event" in the middle of the country in mid-summer?

Slow Start

Wisconsin weather this year has been long and hard on those of us who wanted to be flying by now. We have had record snow, brutal cold and damp air, plus, the added rain and snow melt have caused some area flooding. Most flying fields are still under snow or water and the prospect of flying anytime soon isn't all that great.

Last year at this time we already had several 80 degree days, and we went from winter to summer skipping spring. Not this year!

The good news is, several more area clubs are now reporting jets as commonplace at their field. Seems that jets are becoming more popular and grass friendly! Pilots keep showing up with jets and are flying from sites that once were reserved for tail-draggers and low-performance prop aircraft.

Like everything, there is a down side, too! The age of our pilots is inching up and some are dropping out. Last season a few friends of mine called it quits and have sold off all their R/C aircraft, everything including their prop planes.

One guy said "it's not the cost, it's my health and fitness." It seems his vision and a host of other physical limitations have made flying a task and a safety issue! They'll miss flying, but seek out other recreational activities. Our loss!

Hopefully a new generation of jet flyers will pick up that loss and we'll see more, not less, jet pilots on the flightlines this season!

Looking for Stories

It's hard for me to attend all the events across my district, but we'd all like to read about them and see photos from those of you who do attend those events.

Right now we're coming out of winter and into spring with not a lot to report on from our district. That's why this column is short and without much fresh news to report.

Like always, I'd like to hear from you and share your stories and photos with everyone. If you have a story, some humor, photos or building tips you'd like to share, I'd like to receive them so that I can get them in my next column.

Remember, a smile is contagious, let's see if we can't start an epidemic!

Take care,

Tom

District VIII Report

Sam Snyder



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

The event season is looming on the horizon and District VIII wishes you a successful year.

Let's continue our series of articles on scratch building. In our first article, we selected the aircraft we wished to build, and viewed the relative size by means of an overhead projector and a three-view transparency.

Assuming that the building methodology is of balsa planking and sheeting, judicious use of plywood formers and carbon fiber, we can ascertain the approximate weight of the aircraft.

Essentially, the weight of the structure can be computed by multiplying the number of square inches of surface structure by .06 oz. per square inch. In addition to this weight, you must add the weight of the turbine plus ancillary equipment as well as the retract mechanism. The sum of this will give you the anticipated weight of the completed aircraft plus or minus one pound. Using this figure, one can derive the basic wing loading anticipated.

It is at this point that we should make the build/cancel decision. If the negatives are minimal but of some concern, such as the wing loading is too high, contemplate some adjustments by enlarging the airframe and recomputing the weight from the new measurements.

Some of the weight cannot be altered. For example, the turbine and ancillary equipment, servos and receivers, retract switch, etc. However, the flight and pump batteries can be altered to affect the weight.

At this point you should be able to decide on the aircraft and the size. However, before you put the saw to the wood, there is one more critical choice to make: the retracts.

BVM manufacturers some great retracts, and these retracts are modifiable in many cases to fit your

application. Also, the wheels that BVM produces are of excellent quality and are available in a variety of sizes.

So return to the overhead projector with your three-view transparency and with the BVM catalog in hand, see if you can match a BVM product to your creation. Let's say it comes close and the anticipated scale is 1/6, but if you made the scale 1 to 5.8 it would be perfect. Now you have selected your retracts, which in fact has established the scale size of the aircraft.

The key to a successful scale aircraft that is reliable resides in the landing gear. Of all the problems associated with jet turbine aircraft, which item most consistently creates maintenance, repair, and scraped air frames? Correct, the landing gear. This is the weakest link in scale aircraft consistency.

So much for this episode, we have decided on the aircraft, basically formulated the size, calculated a reasonable guess at the weight and chosen the retracts and wheels.

The next time this series will be interrupted by various events and photos of events taking place in District VIII. Maybe we will squeeze in instrument panels and canopies.

Warmest Regards,

Sam





District IX Report

Mike Weidner

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

will have to be content knowing that good flying weather is just around the corner.

On a final note, most who pay attention to what is going on will note the change in JPO logo, which I think looks great. There are other things going on as well - all related to our new president's vision and leadership. Because of that, you will want to pay close attention to Frank's view on how he intends to help and guide your SIG. Notably, he - as I do - wants to hear from you on constructive ways to expand or improve the organization.

Until the next report, fly safe and happy landings.

Mike

I know I speak for many when I mention that spring is traditionally a time of renewal for many things. Depending on where you live, you might not have flown much the past three months and, alternately, spent that time in your workshop. Over the past few months I have not flown, other than what I can accomplish on my trusty PC-based simulator. Also, I did not spend much time in my shop as it was imploded a couple of months ago.

After two years' planning, we have sold the house and are getting ready to upgrade and move (locally) to another one. I am looking forward to that feeling of "renewal" for myself - it won't happen soon enough!

When good weather finally hits here along the Front Range, I will be ready to fly, as I have stuff already staged with new 2.4GHz control systems ready to go into action no matter where my shop ends up! I've followed all the usual precautions of accomplishing system-level inspections and ensuring that battery capacities, after being stored for months, are up to the task. Similarly, all the other nitpick items associated with airframe maintenance have been tended to, as well.

There are at least three jet events I know of within our district this coming year, which is almost twice as many as last year. I know (my) Chief of the House has plans I need to support for our new house - including me putting together a new shop - but I plan to attend as many events as possible. The price of auto/truck fuel continues to go skyward or beyond, and I hope most can compensate for those increased costs and still attend the jet rally(s) of their choice.

With the addition of new members, district membership has swollen an additional 25%. I'm still waiting for updates from our district members on what they've cobbled up over the winter months, and will report on that in future columns. Additionally, in future reports I plan to highlight and focus on at least one district member here in *Contrails*. Meanwhile, you all



District XI Report

Al Watson

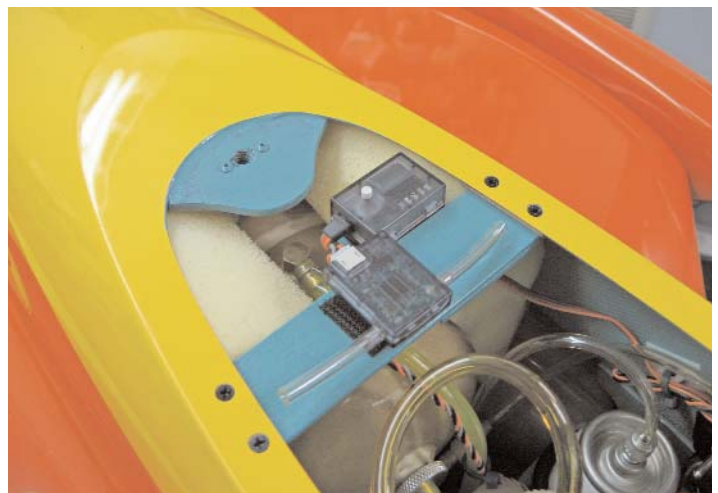
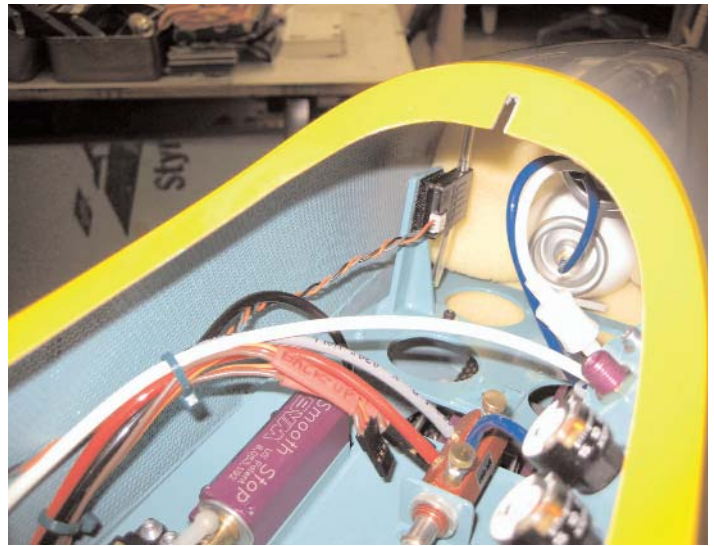


Alaska
Idaho
Montana
Oregon
Washington

It has been a very long winter here in the Northwest with lots of rain and wind. Most of the guys have been working on new projects and getting their existing fleet prepared for springtime when we will be able to get out and do some serious flying again.

Over the winter months I spent quite a bit of time playing with 2.4 ghz stuff and made the decision to have all my jets flying on 2.4 in 2008. I purchased a *Spektrum* module for one of my 10x transmitters with the AR 9000 receiver, then I braved some miserable weather to test fly that system in one of my prop models before installing it in my composite *BobCat*. I never feel good about installing new radio stuff in an expensive model without burning it in for a few hours.

Manufacturing flaws will generally show up early in the life of this hardware, so test fly it if you can, or at least run it on the bench for awhile. Here are a couple of pictures showing the AR 9000 with two remotes and a data logger installed in the *BobCat*.



I have an AR 9100 receiver which will be installed in my *KingCat* as soon as I get two Spektrum VR 6010 regulators, which are currently on back order. Putting the Spektrum module in the 10x is an easy way to go because you don't end up having to reprogram any models, as long as you can get by with nine channels. Beyond the *KingCat*, hopefully the rest of my airplanes will use the new JR12x, which I hope to have from Horizon in June. You Mode 2 guys are getting the 12x in May, but since I fly Mode 1, I have to wait until June. I am really looking forward to getting that system!

Five of us Seattle-area turbine flyers got together at OLF Whidbey on March 2. The weather was pretty good, though it was cold and overcast with light winds out of the south straight down the runway. Roberto Flores and Bill Broderick each had their Yellow F15s.

District XI Report (cont'd)

Al Watson



Bob Brusa had his new *Elan*, Chuck Bower had his F-100 and I had my *KingCat*. Chuck had some turbine problems and, unfortunately, did not get to fly, but the rest of us had a good time and each made a number of flights. It was great to get some stick time after the long winter lay off. Here are a few pictures - the guy in the jacket with the hood up is Bob Brusa - I guess he must be feeling the cold!

Below is the schedule of events in District XI for 2008:

Princeton Jets Spring Warm-Up May 30 - June 1
CD Bart Ramsay (778) 999-2694

Idaho Jet Rally June 6 - 8
CD Al Culver (208) 482-7356

Montana Jets July 18 - 20
CD Art Grisez (406) 752-8496

Jets Over Whidbey August 22 - 24
CD Roy Holt (253) 891-2437

Princeton Jets September 11 - 14
CD - TBA

Even though Princeton, British Columbia is not in our district, I have included information on their two events. Princeton is east of Vancouver, approximately 200 miles, and it is about four and one-half hours drive from Seattle. A lot of the western Washington guys attend these meets each year and enjoy the great hospitality of our Canadian friends.

Al



Upcoming Jet Events

- Mississippi Afterburner Jet Rally:** May 1 - 4, 2008
John Bell Williams Airport
Raymond, MI (suburb of Jackson, MI)
www.mississippijets.com
CD: Dennis Lott
- Dixie Jet Rally:** May May 2 - 4, 2008
St. George, UT
www.remotepossibilitiesrcclub.com
- Central Texas Jet Rally:** May 16 - 18, 2008
ARCA Club Field, Austin, TX
www.austinrc.org
CD: Ken White 512-352-2294
- Mid-Atlantic Jet Rally:** May 24 - 26, 2008
NALF Fentress, VA
Info: Frank Rega 757-479-4905
frankflyboy1@cs.com
- Blue Grass Jet Jam:** May 29 - June 1, 2008
SKYMAC Club Field
Bowling Green, KY
www.skymacrc.com
CD: Mike Kirby 270-784-9276
- Princeton Jets Spring Event:** May 30 - June 1, 2008
CD: Bart Ramsay (778) 999-2694
Canada
- North East Texas Jet Rally:** May 30 - June 1, 2008
Mt. Pleasant, TX
CD: Gus Hudson
www.clubnetrc.com
- Central Plains Jet Rally:** June 5 - 8, 2008
Wellington, KS
www.clearviewfield.com
- Idaho Jet Rally:** June 6 - 8, 2008
TVA Club Field
Parma, ID (west of Boise, ID)
CD: Al Culver
carolculver@cableone.net
www.flytva.com
- DFW Jet Rodeo:** June 13 - 15, 2008
North Dallas RC Club Field
www.ndrcc.com
CD: Greg Pulcini (gpulcini@aol.com)
- 2nd Annual Gateway Jet Rally:** June 19 - 22, 2008
St. Louis, MO
www.gateway-jets.com
CD: Patrick Frost
daleshs@bellnet.ca
- OctTurbo Fest:** June 20 - 21, 2008
Titusville, PA
- Jets over the Heartland:** June 25 - 29, 2008
Winamac, IN
- Kentucky Jets:** July 4 - 6, 2008
Lebanon, KY
www.visitlebanonky.com/events/kyjets.htm
- Capitol Jets IV:** July 12 - 13, 2008
South Albany Airport, S. Albany, NY
- Flying Aeros Jet Jam:** July 12 - 13, 2008
R/C Nighthawks Model Flying Field
North Jackson, OH
CD: Joe Lewis
www.flyingaeros.com
- Shreveport Jets:** July 12 - 13, 2008
- Montana Jets:** July 18 - 20, 2008
CD: Art Grisez (406) 752-8496
- Mid Georgia Jet Rally:** July 19 - 21
- Missouri Valley Jet Scramble:** July 24 - 27, 2008
Tecumseh, NE
www2.mvjs.com:9000
- Cincinnati Jets:** July 25 - 27, 2008
Hook Field in Middletown, OH
CD: Gary Jefferson
- Liberty Bell Jet Rally:** July 31 - August 3, 2008
Donegal Springs Airpark, Marietta, PA.
www.libertybelljetrally.com
CD: Mike Leshner
- Michigan Jets Charity Event:** August 8 - 10, 2008
Grosse Ile, MI
CD: Burt Eisenberg
- T-38 Jet Rally:** August 13 - 16, 2008
Abernathy Airport (12 miles from Lubbock), TX
www.Wingsmas.org
CD: Les Morrow:lmorrow@hubofthe.net
- Minnesota Jet Rally:** August 14 - 17, 2008
Rushford, MN
CD: Dave Dennison
ddennison@yahoo.com
- Windy City Jets:** August 15 - 17, 2008
Fox Valley Aero Club Field
www.foxvalleyaero.com/
- New England Jet Rally:** August 15 - 17, 2008
Gardner, MA
www.wachusettbarnstormers.com
- Heart of Ohio Jet Scramble:** August 21 - 24, 2008
TORKS Club Field, Columbus, OH
www.torks.com
CD: Terry Nitsch
- Jets over Whidbey:** August 22 - 24, 2008
Whidbey Island, WA
www.jetsoverwhidbey.com
CD: Billy Edwards 323-595-0087

Officers and District Representatives

PRESIDENT

Frank Tiano
3607 Ventura Drive, East
Lakeland, FL 33811
863-607-6611
frank@franktiano.com

**VICE PRESIDENT/
WEBSITE MANAGER**

Keith Sievers
12926 Littleton Bend Road
Jacksonville, FL 32224
904-318-7171
pilot114@aol.com

SECRETARY/TREASURER

Susan Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781 (H)
jposecretary@comcast.net

CONTRAILS EDITOR

Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781 (H)
jetflyr@comcast.net

DISTRICT I

Robert J. Radford
P.O. Box 1640
Plaistow, NH 03865
603-475-2200
r.radford@comcast.net

DISTRICT II / AMA LIAISON

Art Arro
7629 Creek Farm Lane
Holland Patent, NY 13354
315-865-4990 (H)
arrokats@twcnny.rr.com

DISTRICT III

Mark McCracken
180 Blackman Street
Wilkes-Barre, PA 18702
570-760-6987 (W)
570-825-0713 (H)
trioval00@verizon.net

DISTRICT IV

Lee Reightler
108 W. Heather Road
Bel Air, MD 21014
410-838-4208 (H)
clrmd@msn.com

DISTRICT V

Eric Clapp
5285 White Ibis Drive
North Port, FL 34287
941-468-1246 (W)
941-423-9931 (H)
jetartessales@aol.com

DISTRICT VI

Patrick Frost
210 S. Spilman Avenue
Rolla, MO 65401
573-364-9214
elegant@fidnet.com

DISTRICT VII

Tom Ryan
P.O. Box 1111
Milwaukee, WI 53201
414-881-0070 (H)
tomcat@execpc.com

DISTRICT VIII

Sam Snyder
1215 Wilder Way
Tyler, TX 75703
sarita@cox-internet.com

DISTRICT IX

Mike Weidner
6535 Foxdale Circle
Colorado Springs, CO 80919
719-531-0142 (H)
rockymtnjets@comcast.net

DISTRICT X

Paul Bageman
12184 Oakview Way
San Diego, CA 92128
858-513-1515 (H)

DISTRICT XI

Al Watson
130-145th Ave. N.E.
Bellevue, WA 98007
425-746-9519
alenawatson@msn.com

CANADA

Gaston Boissoneault
1157 Dominion Drive
Hanmer, ON
P3P1R9
Canada
705-969-6728



New District I Rep, Bob Radford, poses with his venerable 21 year-old Byron F-16.



Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906

