Newsletter of the Jet Pilot's Organization

Contrails

Spring 2024

Volume 36, Issue 1

Ron Scwarzkopf caught this *Rebel Pro* making a flyby of the Bomber Field Eagle at the Houston Jet Rally.

President's Report — Bob Klenke

Well, it's been awhile since we talked, but things have been happening! You may, or may not have heard, but the turbine rules have been changed to allow the use of "bag-style" fuel tanks!

If you look at the AMA Gas Turbine Program document (510-A) in the first section, "Airframe Requirements," item number 5 now states:

"The fuel tanks shall be of rigid construction with consideration given to burst and puncture resistance. Consideration shall be given that non-metallic fuel lines may not be able to contact hot parts of the engine as installed. Bag style fuel cells are permitted under the following conditions:
a. is a multi-layer fuel cell that is purpose built for the application and designed to be resistant to rips, tears, hardening and cracking from kerosene/jet fuel exposure.
b. is mounted in such a way as to ensure no contact with rough surfaces capable of causing abrasion between the tank and any aircraft surface.
c. is mounted away from or protected from heat exposure from the engine(s) and pipe(s).
d. is filled with a pressure sensing fueling system to ensure the cell isn't over pressurized during fueling.
e. NO plasma/IV bags are permitted.

The first two sentences, that cover our traditional, hard fiberglass, Kevlar, or plastic tanks, are unchanged from what the previous rules state. That means, **if you're using those traditional hard tanks, all of the previous requirements and best practices still apply.**

However, the next, new, portion of the rules, outline the conditions that must be adhered to in order to utilize bag-style fuel tanks. Let's look at these provisions in more detail.

Part a) not any bag will do, the fuel cell must be specifically designed for use as a model jet fuel tank. It must be multilayered – the inner layer provides the resistance from exposure to kerosene/jet fuel (or diesel) and the outer layer(s) provide the resistance to rips, tears and the general strength of the fuel cell.

Part b) these tanks must be mounted in a very specific way. The tanks are made with sleeves on the two long edges through which carbon fiber rods are inserted. These rods are then solidly mounted inside the aircraft in such a way that the tank can expand and contract as fuel is added, or drained, AND **the tank can never contact the inside surfaces of the airframe**.This is necessary to prevent any abrasion of the tank material that would occur if it comes in contact with a hard surface (such as the composite aircraft structure). Any abrasion of the tank material will eventually lead to rupture/leakage.

Part c) obviously, the plastic material used in the bag tanks is not heat resistant as hard fuel tanks are. Generally, this means that the bag fuel tanks are going to have to be mounted forward of the turbine, unless substantial heat shielding is in place around the tank (which would generally negate any weight saving of the bag tank installation).

Part d) these tanks are filled with the vent plugged. Thus, when they are full, there should be no air in them. This means that the fueling system must stop filling the tank when it is optimally full. If the fueling system does not stop at the right point, the tank can be over pressurized which can cause them to burst or leak. This means that the fueling system must include a pressure sensor that will stop the fuel pump when the tank is full.

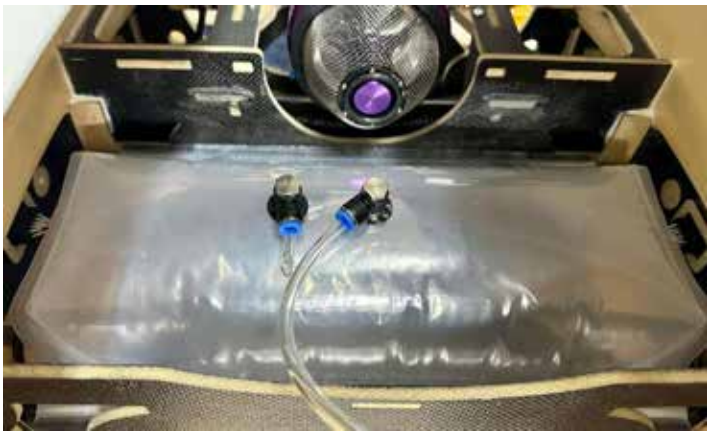
In addition, the tank must be mounted where it can be seen. If the fueling system is not completely air tight (most aren't), some air might get into the tank. Any air in the tank will defeat the main purpose of the bag tank. If any air does get into the tank, it must be removed using the vent provided in the tank and the tank re-topped off.

Part e) plasma or IV bags that were used in the old ducted fan days, are NOT suitable and cannot be used. They are not strong enough and quickly harden and degrade with exposure to turbine fuels. Please **DO NOT** try and use them!"

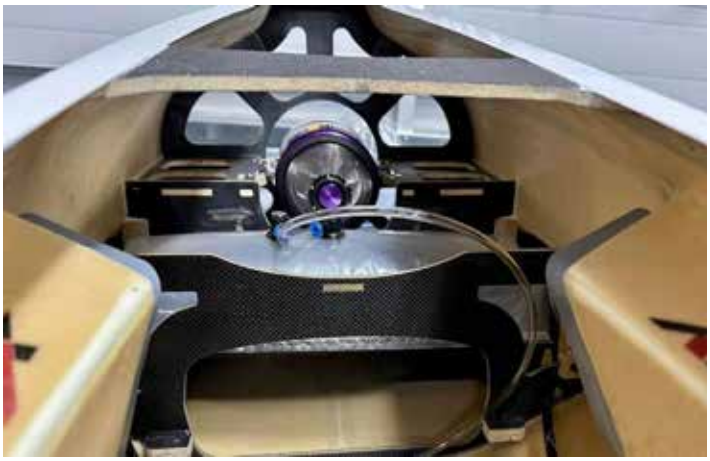
That's it. It is obvious from these requirements that bag tanks are not suitable for most general installations, both from a complexity standpoint, but also in terms of cost – they are generally more expensive than hard tanks. They really only make sense in installations where ultra reliable fuel draw (no air bubbles possible) weight savings (no UAT needed) are needed. Generally that means acrobatic/3D or multiengine jets.

Currently, there are several suppliers of these tanks in Europe, but you have to search around to find and contact them. Hopefully, now that their use is permitted in the U.S., more manufacturers and suppliers will come into the market here.

As an example, I found some pictures of a new installation of a bag tank by Danny Melnik in his new *Kinetix*, a sport jet which is ideally suited to take advantage of the benefits of this style of tank. With his permission, here are a few pictures of his installation. Note that it is mounted forward of the turbine. Also note the carbon fiber rods mounted such that the tank is suspended above the bottom of the fuselage and are spaced so that the tank has room to expand when filled.



President's Report (cont'd) — Bob Klenke



We need to acknowledge and thank AMA District V VP, Andrew Griffith, who authored this new rule, and the AMA Safety Committee and Executive Council who approved them. Also, note that this change, as required for all AMA Safety Rules, was reviewed and approved by the FAA.

We also need to thank Jim McEwen who is stepping down as Vice President of the JPO after many years of service to the organization. Jim's contributions towards improving the AMA Gas Turbine Rules and developing educational material for the jet community are very significant. I thank him for his efforts and wish him well in his future endeavors.

That's all for now. The flying season is upon those of us in the "northern latitudes" so I need to finish some maintenance items before the weather warms up and the semester at school ends.

This spring/summer we'll be heading to the Carolina Jet Fest in May, Jets over Kentucky in July, and Tiger Meet in October. We'll see you out there!

Bob

Treasurer's Report — Marty Gurewitz

Beginning Checking Account Balance 7/31/2023			$7,130.35
Beginning PayPal Account Balance 7/31/2023			$0.00
Total Cash on Hand 7/31/2023			$7,130.35
Income			
Member Dues		$1,496.83	
Total Income		$1,496.83	
Expenses			
Bob Klenke JPO website renewal	$264.00		
Smith-Petty Trophies 7/31/23-3/31/24	$333.60		
PIP Printing-Contrails	$852.16		
Total Expenses		$1,449.76	
Ending Checking Account Balance			$7,177.42
Current Pay Pal Account Balance			$0.00
Total Cash on Hand 7/31/2023			$7,177.42

Respectfully Submitted: Marty Gurewitz, Treasurer

Past Vice President's Report

Jim McEwen

Greetings, I started this article when we were in the heart of building season, there was snow on the ground, and I was hiding from the cold and making a few plans for this season. I've got to do a repair to my *Rafale* which was slightly damaged at Goshen last summer, and I had a flame out with the *Tucano* in May. (2023 wasn't a very lucky year for me, lol.) I've got the baby *Hustler* to finish, my new *Turbinator 2* to test fly, and I have a couple of kits that I've been meaning to build so there are lots of possibilities for this year. I also joined the National Association of Scale Modelers (nasascale.org) and may attend a couple their events this year. After due consideration, I decided to put the baby *Hustler* on hold as I am waiting for a few parts, so I need a new project to keep me busy. I have a Pacific RC Jets *Eurofighter* that is painted in the 30+09 "Bronze Tiger" scheme for the 2014 NATO Tiger Meet. Here are a couple of pictures of the assembled kit.

I found a great documentation package and decals for a 1/72-scale plastic model from syhartdecal.fr which is where I got the documentation for my yellow *Rafale*. The more I looked at the documentation, the more I learned that I would need to correct on the kit. First of all, the "98+30" number shown on either side of the fuselage should be "30+09". The underside of the wings and fuselage should be tiger stripe, not grey as should be the drop tanks and pylons.

Additionally, the model's fin is missing the German flag. Somebody (such as a German judge or a German competitor) will probably notice the omission.

Then there is the issue of color. I noticed a lot of photo-to-photo variation of the colors of the full-scale plane. In the composite photo below, the plane had a more bronze hue with black stripes whereas in the right photo, the plane appears to be orange & black.

Fortunately, the syhart decals have reference colors. The gloss bronze is apparently Hubrol 55, or Revell 95, or Tamiya X-34. I shall pick up a couple of bottles of the bronze, gloss black, light grey, and the blue-grey to see how much of the model I need to repaint.

So much for buying an ARF and competing with it in a scale contest without having to roll your sleeves up and do some serious rework/repainting! I will send off the decals to Callie Graphics and see what I need to repaint and what new decals I need to apply to the model. If you're not going to compete, the model looks fantastic and will satisfy the vast majority of modelers.

I also picked up a *Viggen* from Hank Miklich where the box had been gathering dust in his basement since approximately 1983. Its an old 1:10 scale kit designed by Einar Johnsson and will be perfect for one of the Kingtech K45 engines that I bought for the baby *Hustler*. I love the look of the *Viggen* (but I am clearly biased by canard-equipped planes such as the *Gripen*, the *Rafale*, and the *Eurofighter*).

I ordered a set of retracts from Ed Dubois at RCcrafters.com and had a "short" kit of wood cut (for the wings and stabs) by Holk RC of Australia (holkrc.com.au). This process was very simple. I sent them a scan of the kits plans (scanned at Staples down the street from my work), Holk asked me a few questions, and then cut out all the needed parts (ribs and fuselage formers) from lite plywood and mailed them to me. That sure beat cutting out the parts myself from lite plywood using an X-Acto knife (and potentially saved my fingers as well from the variety of cuts that I'm sure that they would have received had I cut the parts out manually (the old-fashioned way).

That should be enough new stuff to keep me busy. I've also got the *Rafale* and the *Tucano* to repair. My *Rafale* took a spill at Goshen last year (a main gear leg broke which caused the plane to ground loop on it's side which damaged both wingtip missiles and the nose). I'm not sure what I will do with the *Tucano* which needs a minor repair after the K45 engine flamed out in a bad area of sky and the landing wasn't exactly picture perfect. Ever since I watched a couple of K100-powered PC-21 turboprops a couple of years ago at Rosewood, I've been a bit bored with the *Tucano*. One of the great things about it is that I can fly it off my rough grass field (approx. 600 ft-long grass runway) which may be enough of

Past Vice President's Report (cont'd) — Jim McEwen

a reason for me to repair the plane, or perhaps I will give the plane to a buddy who is interested in having it. Decisions, decisions!

I turned 60 this year and underwent a few lifestyle changes. I moved in October (another move may be coming up – I'm not sure about that yet), have quit smoking (after 35-40 years of fun), am on a diet (I've lost 37 pounds so far but have another 20-30 pounds to also lose), and I am trying to simplify my life. My experience with the JPO has been quite a lot of fun/work at times. I am a big believer in giving back to the hobby and particularly to turbine enthusiasts. It has been my pleasure to have met so many of you over the 12+ years that I've been VP of the JPO, and my pleasure to work with the AMA during that time in the preparation/development/writing/proposing revisions to the Gas Turbine Program and its related documents. I particularly enjoyed championing the revisions to AMA document 510-A in 2019 and 2022, as well as AMA document 510-D, and writing the JPO turbine waiver preparation training presentation which became AMA document 510-S. I thank you all so much for your efforts with the documents and encourage you to use these documents either while preparing to take your waiver qualification or as a refresher after you have obtained your waiver.

I'm a "lifer" who has been involved with building/flying model airplanes since I was approximately 8 years old with Gillows free-flight kits, then I moved up to control line with Cox .049 cu inch engines, then onto RC with more powerful engines (and bigger and more expensive planes), and then internal combustion ducted-fan models including my BVM *Viper*(s), and then onto turbines when they came out.

In fact, I was the first Canadian turbine owner as my plane flew a couple of weeks before the two other Canadians who also bought and took delivery of their turbines (Golden West FD3/67) at the same time that I did, but they needed a bit more time to get their planes in the air. My BVM *Bandit* was a challenge to build and fly (I'm still not sure why my legs shook whenever I flew it. Was it the value of the model, or its performance which could easily exceed 200mph back in the days before speed limits, or both?). I had it for 12+ years and flew it in Canada (at the old Bay of Quinte Jet Meet outside of Kingston), Florida, New Mexico, Arizona, and California. And finally, onto scale competition with turbine-powered model jets.

I was Chief of Staff/Airframe Inspector at the Jet World Masters in Dayton in 2011, and then spotted for Andy Andrews at the Jet World Masters in Meiringen, Switzerland in 2013, and then US Team Manager at the 2015 JWM in Germany. I also competed in Top Gun with my *Rafale* (before and after the color change/repaint effort) and a Airworld *Gripen* which I sold to Hank Miklich after it needed modifications beyond my skillset to make the landing gear lock down. It was a phenomenal pleasure to return to Top Gun in 2022 where the judges awarded the *Gripen* a static score of 99.250 points (which tied for the highest static score of the event) and claimed that my documentation package was the best at the event.

Here are a collection of photos from throughout my modeling career. I was hoping to find some photos from my teen years with control line but I can't find them. At least I found the *Viper* pics which really was my first jet (an ICDF – an internal combustion ducted-fan) which I fell in love with thanks to a *Model Airplane News* build article written by Terry Nitch. Maybe I can claim that Terry Nitch is responsible for my love of jets but certainly Rich Uravitch also had a role (both as the editor of M.A.N and as the Chief Static Judge at Top Gun). Maybe a few of you "old timers" might recall Lt. Steve Stunning. I've had a lot of fun throughout the years, met a lot of fabulous people, across many countries, and gave back to the hobby in Canada via MAAC and club organizations, and in the US via the AMA and the JPO and club organizations. But now it is time to give someone else a chance to make a difference in the hobby and with jets.

I will still be involved in the hobby and suspect that I will be until my dying day. Good luck to all of you and thank you for all that you have done over the years.

Regards,

Jim

The first free-flight plane I built when I was about 10. I still have a nasty scar from a prop strike on my right thumb.

I moved up to control line models when I was 11-12 years old.

My first ICDF jet was this BVM *Viper.*

My first Hornet, and first turbine-powered jet.

Past Vice President's Report (cont'd) — Jim McEwen

My BVM Bandit with a RAM 750 turbine. Probably my favorite plane of all time. First flown in Canada in 1999, when I moved to the US, I got my turbine waiver with this plane in 2008.

I got my license to fly full-scale gliders when I lived in Albuquerque. Along the way, I also picked up my US pilot's license for powered flight.

2008 & my first Gripen which started the love affair. I thought that the plane was the sexiest thing with wings ever!

Pilots briefing at the 2011 World Jet Masters in Dayton, OH. The sign pretty much sums up my deep dive into "super scale".

The US Team at the 2013 event in Meiringen, Switzerland.

Andy Andrews and I with his "Metal-Morphed" *Sabre.*

My fleet in 2013. I was in love with the B58 Hustler since I was about 8 years old. One for ICDF as built in the 80's, and I reached out to Butch Sickles to see if we could resurrect one and he had a prototype for turbine power seen at the left.

Vice President's Report — Mark McCracken

For the past 23 years, most of you on the East coast have known me as your District 3 JPO rep. As of March 2024 District 3 has a new rep.

Erik Rudjord will be taking my place and is ready to move District 3 forward promoting the jet community the best he can. I have personally known Erik for 25+ years, he's one of the good guys and always willing to give a helping hand.

As for me, I have moved to the JPO VP officer position. For those of you that do not know me, I have been involved with RC flying since the mid 80s, flying a wide variety of aircraft. In my early 20s I flew sport planes and it seemed that I could not get enough speed out of them and also enjoyed biplanes. I even built a 1-800-collect biplane and had a chance to meet Sean Tucker with my biplane, which made for a great few pictures.

A few years later I was introduced into giant scale. Like most of us did, I had the Midwest *Giant Stick* with a G-38, a big *Stinger* and the Morrisey *Bravo* to name a few.

It wasn't until a friend of mine opened my eyes to a new type of flying back in 2000 when he built a *Kangaroo* with a propane start P-80. When he flipped his throttle I was hooked. Shortly afterwards, I bought my first P-80 and purchased my first jet. My first jet was the popular *Facet 2300*, and it was the very Facet 2300 Kerry Sterner demonstrated and promoted as a trainer that I bought. I used it to earn my waiver in 2004. When I earned my waiver, it was one of those days you kind of don't forget. On a mid-December day with a temperature of 30 degrees, with an up-to-20 mph cross wind, Kerry signed me off ... and boy, was it was cold!

I joined JPO in 2004/2005 and became the District 3 Rep a few years later. My goal as being your new VP, is to *Protect Your Future in jet flying*, and also to increase membership, promoting the hobby to the best of my ability.

I just ordered another jet and I hope to have it by mid-April. I'm going to do an open box live feed and show all the goodies I have to go with it. It will have a Swiwin 240 for power, DX 20 and Spektrum for guidance, Sky Candy lights and more.

JPO trophies: I will be the contact person to order the trophies for events, Just go to the JPO website and follow the directions.

If there is anything I can help with, please contact me, all my info is on the JPO website.

Until next time: Safe Flying!

Mark

Past Vice President's Report (cont'd from Page 6) — Jim McEwen

The new, lighter (120" long) fuselage plug and wings on my workbench in Tempe, AZ. Designed for the JWM 20Kg weight.

My *Gripen* at Top Gun 2015 captured by David Hart, and in one of my proudest moment, used by Radio Control Jet International on their cover.

After burning the candle at both ends getting the *Gripen* ready for Top Gun and being the team manager for the JWM in Germany - I was burned out and took several years off from scale competition. In 2018 I put my toes back in the water with a vividly-painted Rafale winning the Advanced Class at the Gunsmoke US Scalemasters event and placing 5th in the Unlimited Class at Top Gun ... and I got a trophy (Woo-Hoo!). AND: I got the cover of RCJI again! What an honor!

Continued on Page 9

District III Report Erik Rudjord

Ohio
Pennsylvania
West Virginia

Hello District 3 jet pilots, I am humbled by the opportunity and privilege to serve as your JPO rep. I'm looking forward to serving as your advocate, promoting the jet segment of our hobby, and paying it forward.

I have loved everything about airplanes since I was a young child, and flew my first RC airplane at age 11, 48 years ago. My passion for aviation led me to a very rewarding career as a pilot for Northwest, then Delta Air Lines.

I have been very active in the RC jet community since the early 2000s, and have served as a contest director of numerous jet events over the years. I intend to increase my participation in the hobby in the future, and am looking forward to making many new jet friends. Please don't hesitate to reach out to me if there's anything I can do to help, share information, or anything at all. Also, please share with me pictures of your jets, events, experiences, techniques, or anything jet related, and I will share it with the membership through *Contrails*. If you send me information about local events, I will post that here.

I will be attending Warbirds over Delaware July 10-13. It is an awesome, jet friendly event, the Berks County Aeromodelers 5th annual giant scale event on July 26 and 27, also jet friendly.

I CD the Quakertown Jet Jam September 27-29, with my good friend Jim Ellis. I hope to see many of you at the events.

Here is a pic of my current fleet. Elite Aerosports *Picaro* with Swiwin 240, Elite Aerosports BDX with Swiwin 240, BVM 1/5 F-16 with Swiwin 300, Boomerang *Ranger* with Swiwin 120, Comp Arf F-100 with Swiwin 300, BVM F-18 with Swiwin 190, and Skymaster F-4 with twin Swiwin 190s.

Thank you! Blue skies.

Erik

District X Report (cont'd from Page 13) Doug McConville

District V Report — Marvin Alvarez

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

I was born in Medellin. Colombia in 1973 and was brought to our beautiful vountry, The United States of America when I was 10 years old in 1984. I'm third generation in aviation and named after a U-Control Model Airplane my Dad was building in 1973, "Marvin" from Dave Platt plans.

I'm a Proud US Citizen, and while still only a "resident." I was a Proud "NAVY" enlisted man and worked on F-14 *Tomcats* as an airframe maintainer in Virginia Beach at Naval Airstation Oceana with the Famous VF-2 Bounty Hunters.

I have worked with Hobby Shops, AT&T, Bell South, NHP, Cingular Wireless, PRC, and have done kitchen cabinet refacing with Home Depot as well as Costco. I have managed an RC Flying Club and am involved with AMA as a Contest Director and LMAI working for the AMA Safety Officer.

I've also worked for a small company flying drones and partnered with my dad in the Model Airplane Industry as a professional builder, doing decals, lighting, electric gearing for retracts, custom paint jobs and super detail work on scale airplanes, so lots of custom work and as a consultant.

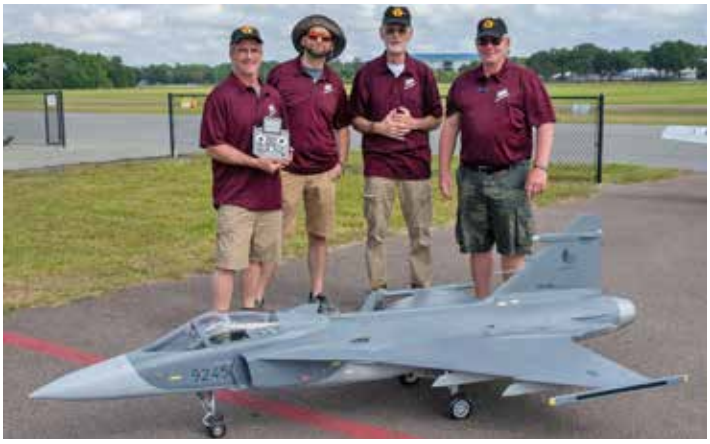
Like Jet International Magazine Stated "Crazy for Detail, Closer to Reality." I've been the Flight Line Boss at Jets Over KY since 2011, created Miami Jets in 2017/18, travel to other countries for events either to help, fly, teach about newer systems, building tips, proper CGs, Gyros and or support them at the event.

I'm a firm believer, super down-to-earth guy and love to help people as much as I can.

Until next time!

Marvin

Past Vice President's Report (cont'd from Page 7) — Jim McEwen



In 2022, the *Gripen* returned to Top Gun. Pilot Randy Moore put the plane through its paces and his score increased with every flight. The plane finished 3rd in Unlimited. I felt like a proud parent watching "my baby" finally have it's moment at Top Gun.

With only 2 turbine engines, the baby *Hustler* will be a good learning tool for the large version, which is still in development.

I was invited to tour a Swedish Air Force base with *Gripens*. Knowing that I would sit in the cockpit of a real *Gripen,* I said that I would likely use a picture of it as my Christmas card that year (which I did).

District VII Report

Tim Toutant

Iowa
Michigan
Minnesota
Wisconsin

It has been a long while since I have written anything due to multiple issues. Lastly, I had to deal with prostate cancer and the Misses not doing well. Both of us are on the mend, and I can say that I am cancer-free but I was only able to get out a couple of times last year.

The biggest events here in Michigan are the MIDWEST Jet Pilot's Spring Fling and Boondoggle in the fall. Both are always a great time and many of our Canadian friends come and bring out their offerings.

This year, the Spring Fling will be held June 7th through the 11th Sponsored by the Lake County Modelers & Flyers Association. This is held at the Baldwin Airport in Baldwin, Michigan.

The Boondoggle will be August 16 through the 20th. Contact Len Todd at: lentodd@att.net, or their FB page for more information. PMAC in Pontiac Michigan has a great Jet fly-in also, though it is mostly EDFs.

Here are some of the pictures I took from the Boondoggle. Though many jet events are held at the same time of year, if you have an opportunity to attend this one, please by all means come out and enjoy. You never know what might show up in full-scale. A pair of full-scale L-39s showed up two years ago. The airport has No hangars, but it has a 5,000 foot long x 100' wide runway. Let's keep the JPO alive and have fun.

The Trophy I designed for the Boondoggle went to Garret Wolf by vote of the spectators.

Until next time, Fly safe and have fun!

Tim

Tim redid his T-45 into a Tigers scheme with the help of Callie Graphics. Can guess as to who his favorite baseball team is?

A pair of T-1 A10s at the Boondoggle last year. Tim's is on the right.

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers... I just got back from the first 2 events I've attended this year – Tucson Jets, then a jet fly at Bomber Field, with 2 days of work in between. Both were great fun. I also managed to pick up something like poison ivy, most likely from a field cleanup a couple weeks before the Tucson event. I've never had poison ivy before, and I've read on the internet (so you know it's true) sometimes the symptoms don't show up for weeks after you've had contact with the stuff. My symptoms started showing up while at Tucson Jets. So, don't be like me and do that - not fun!

Our district also had several events in September/October 2023, but due to having reduced *Contrails* issues published for last year, I'd rather publish things a bit more current than 6 months ago. We'll work hard to get back on track...

Upcoming Events in District VIII

May 9-12: Texas Jets, Northeast Texas RC Club (Mt Pleasant TX), Hudson Northcutt CD

September 5-7: 42nd Annual Greater Southwest Jet Rally, HOTMAC (Waco TX), Dawn Ellzey CD

October 17-19: Louisiana Jet Rally, Minden Airport (Minden LA), Terry Monroe CD

October 25-26: Jetoberfest Jet Rally, Bomber Field (Monaville TX), Bob Brubaker CD

Houston Jet Rally, March 22-23, 2024

Bob Brubaker CD'd this event – held at Bomber Field, just West of Houston - which had a bit of a wet start... On Thursday night before the event started, several inches (6-10) of rain fell onto the model field, along with high winds, etc. On Friday, the official start of the jet rally, a lot of the field paved areas were quite wet, but sparing the runway. Club workers helped drain the water with pumps, and by late morning, the field was in good shape to start flying. On Saturday though, we had the best weather I've seen at the field in quite a while. The 55 registered pilots logged in many flights by the end of the event.

Post event hours, another large model jet (Composite ARF MiG-17) was signed off, so it could be flown on Saturday.

Vern Montgomery showed up and flew his *Rebel Pro*, but also flew his Byron F-15 with 2 Byrojets... Twin Byrojets have a sound and smell that only die-hard ducted-fan fliers can appreciate!

Another model that seemed to be popular were 4 large foam F-86s from HSD – 3 turbine-powered, and another as EDF. They seemed to present themselves nicely in the air.

I also found a little 3D printed F-84 *Thunderstreak* by Doc. Rodriguez that appeared to be FDM printed, but I was not

District VIII Report (cont'd) Ron Schwarzkopf

able to catch any details on it, and did not see it fly. I assume it is EDF-powered – I'll have to get more details at the next event it shows up.

Robert Bernal's T-45 in the flair.

A pair of MB-339s prep for takeoff.

North flightline lineup.

Until next time!

Ron

District X Report

Doug McConville

Arizona
California
Guam
Hawaii
Nevada
Utah

Hello everyone! I would like to introduce myself as your new District X JPO representative. I started in RC in the mid 80s, but for the last 5 years I have been flying mostly jets, both turbine and edfs. But I also enjoy all types of RC flying including glow sport planes, warbirds, and IMAC. I'm thrilled to be part of this organization and look forward to representing you.

This position has been vacant for awhile, and my intention is to grow our membership and promote our Jet Community. To do this I need your help!

I cannot attend events in all states, so please send me photos and short summaries of any jet-related events. I'm actually still researching turbine-approved flying sites in our district.

I reside in the Tucson, Arizona area, and belong to two great clubs. Tucson Radio Control Club and Tucson International Modelplex Park Association.

We just had the Tucson Jet Rally a few weeks ago. Sadly I could not attend this year due work schedule, however my colleague Ron Schwartzkopf from District VIII was able to attend and shared his notes on the event. It was held at TIMPA field, CD'd By Debbie Sherrow.

Tucson Jet Rally

This year, 57 pilots registered – a great turnout. We had a mostly windy, crosswind, cold, and light rain for a good part of Friday, but Thursday and Saturday was great flying weather. I'm told it was nice earlier in the week also.

The folks from BVM attended this event – that's a long drive from Florida.... I thought the standout fliers at the event were Rob Lynch, and Patrick Rohrbach – impressive flying by both, with *Ultra Bandits*, F-16s, and others.

Several BD-5Js showed up at this event - a "Red Baron" Byron BD-5J converted into a successful flying EDF, built and flown by Bob Ruff, Mike Lin's GJC BD-5J, and another BD-5J that wasn't quite ready to fly, but with a very nice dragon color scheme – we should be seeing this one fly very soon.

Several Canadian jet flyers attended this event, to get some sun, and burn some Jet A. Jonathan Vogt attended the event and if you haven't seen his YouTube channel: The Lighter Side of RC, I highly recommend checking it out. It's mostly on all aspects of building and flying RC jets!

Next issue I will list all the Districts Jet Events I can find. Also please send me any upcoming Jet events you know of in our District. Please enjoy Ron's Photos from Tucson.

Thank you!

Doug McConville

Continued on Page 8.

Canada District Report

Jeff Daly

Hi again everyone. Spring is here and time to get the jets ready for flying! As mentioned in the last edition, Canadian pilots were flying in 2023 under restrictions that included a 55-pound max take-off weight, a 400 ft altitude limit, and no organized jet events at airports. These limits kept some of our jets grounded, took some fun out of our flying and generally reduced enthusiasm to fly at all. Nevertheless, I was happy to fly some of my jets back in July 2023 at Highland Jets in Utica, New York.

On the positive side, I have read that a move is afoot to gain approvals for higher altitude and weight limits and a return to organized events, hopefully at airports. Fingers crossed, and I do appreciate the efforts from those within MAAC to regain some of our previous freedoms.

Some dedicated jet events are scheduled as listed below, but not our big draw events yet.

25-26 May 2024: Zone M Jet Fun Fly, Woodstock Ontario (www.maac.ca/en/events_details.php?type=1&event_id=7899).
22 June 2024: Niagra e-Jets, Niagra Falls Ontario (www.maac.ca/en/events_details.php?type=1&event_id=7922).)
6 Jul 2024: Annual EDF Jet Rally, Kingston Ontario (www.maac.ca/en/events_details.php?type=1&event_id=7868).
11-14 Jul 2024: Tofield Jet Fun Fly, Tofield Airport, Alberta (www.maac.ca/en/events_details.php?type=1&event_id=7901).
17-18 Aug 2024: Snake Island Jet Scramble, Osgoode Ontario (facebook: Ottawa Valley Jets)

I have just completed a 1/6-scale Skymaster F/A-18G *Growler,* equipped with Jeti, Powerbox Competition SR2, Unilight simulated afterburners, Digitech UATs, twin Xicoy X195s, and with a combination of JR and MKS servos. It was more work than expected, but I'm confident I have built a reliable jet for many sorties. Quality was excellent with this kit.

In building this jet, I came across a couple challenges that you might find interesting: 1) what to use as replacement strut fluid and 2) what servo brands to use these days.

First off, the Skymaster strut damping fluid. When I disassembled the F-18 front strut for painting, it leaked a significant amount of fluid that I wanted to replace. In searching various threads across Google, I read suggestions from transmission fluid to r/c truck silicone diff fluid. Well, I tried both of these. Transmission fluid is too thin and diff fluid is way too thick. After experimenting with r/c truck silicone shock fluid, I found that 20- or 25-weight shock fluid is just about right. So, if you wanted to know, go for this.

Now, onto Jet Servos. This was an adventure, and I am not advertising here any brand being good or bad, just telling you about my experience. I have been a loyal JR fan in the past, so I tried the JR Deeforce S9811BL-2K and S8944BL-2K brushless servos. Hmmmm... after some programming of the JR servos, they have some advantages (powerful) and disadvantages. I was not happy with their very notchy brushless motors, consequently I removed them from the ailerons and large ailevators on the Hornet. I then decided to buy the X8 brushless servo line that MKS sells... very nice and suitable (powerful, smooth and tighter)! The powerful JR servos I then limited to controlling the flaps and rudders.

That's it for me. Next time, I hope to have some event coverage!

Enjoy the flying season!

Jeff

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Renewal can be online at: www.jetpilots.org via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to: Marty Gurewitz, JPO Secretary/Treasurer, 40 Cragmere Oval, New City, NY, 10956

Ron Schwarzkopf recorded this image of the flight line at Tucson Jets.