Newsletter of the Jet Pilot's Organization

Contrails

Summer 2012

Volume 24, Issue 3

Bob Pannell's big and beautiful airliner on approach to Kentucky Jets. Patty Kneip photo

President's Report — Keith Sievers

I don't have much for the jet community this month. I am in the final stages of building a house in the mountains north of Atlanta and the accompanying move. All should be complete by mid-August. There is good news and bad news in this … the bad news is that I have not had time for jet modeling in the past few months, and as such, don't have anything of significance to add to this month's *Contrails*.

The good news is that Atlanta supports a very active jet community. I have been a non-resident member of Georgia Jets for a number of years, and have recently joined Georgia Model Aviators (GMA). GMA is a very active club about 10 miles from my new place with a spectacular field, they are jet friendly, and I am looking forward to flying there regularly starting in September.

I just received a new PowerBox *iGyro* for evaluation, and will have a complete report on this new piece of equipment in the next issue. Things have been quiet on the FAA front, but I will reach out to my contacts at the AMA and provide a more in-depth report on behind-the-scenes happenings as well.

In the meantime, fly safe and enjoy your summer!

Keith

Canada District Report (cont'd) — Paul Dries

A group of Snowbirds CT-114 *Tutors* lined up and ready for flight at Princeton, BC.

District I Report

Bob Radford

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

The 2012 jet season is in full swing here in the northeast! Since April, we've already had six events, with five great events to go - just in District I!

We welcome sixteen year old Jason Plummer to the ranks of turbine-waivered pilots! Jason purchased his first turbine jet last August and was able to successfully complete his turbine waiver flight at Plum Island in June. Congratulations, Jason!

The 3rd Annual Plum Island Jet rally was a great success with the non-profit, private airport receiving sufficient dollars between entry fees and their concession sales to invite us back, in both October and next June. Spectators filled the viewing areas throughout the weekend and were very interested both in the jets and talking to the pilots.

A great ambassador for the hobby, Mike Turocy, spent countless hours talking with the spectators and showing them his *Reaction* and *Hawk* up close - all were very excited to see the inner workings of Mike's fine aircraft. Contest Director Mike Fiorito had the event well organized and was superb in coordinating with the airport board. Mike also spiced up the event by holding a jet "Smoke-Off" and personally sponsoring additional trophies for Best Military Jet and Best Sport Jet.

The Best Military Jet award went to Frank Alvarez - from New York, and the Best Sport Jet award went to Chris Trump - from Canada.

As for the much anticipated "Smoke -Off," the crowd voted for the best smoke as the four jets entered made a series of passes, with Brian Lloyd facing off against Mike Turocy, and Frank Alvarez facing off against Chris Trump in the preliminary round. The crowd loved it as each pilot tried to get the most smoke out of their system - however the crowd was tough, as one contestant actually received a smattering of "Boos" after his smoke was not quite up to snuff. It was evident that one contestant really had his smoke together and he breezed through the preliminary round and literally smoked all his competitors. Once the smoke had cleared - Mike Turocy emerged victorious by a wide margin blocking out the sun and his competitors on some of his passes!! Congratulations, Mike!! Next year promises to have even more challengers to take on “The Champ.”

Domenic Mirabello earned the District I sponsored JPO Top Gun award by thrilling the crowd with his numerous and exciting flights throughout the weekend. Especially crowd pleasing were Domenic's low inverted passes and high speed aerobatics. Congratulations, Domenic!

Don Desandre had his fleet of aircraft with him and put on a great show. Jorge Escalona had some very nice scale-like flights with his big Hawker *Hunter*, Frank Alvarez had some crowd pleasing flights with both his SAAB *Draaken* and BAE *Hawk*, and many other pilots put in numerous flights throughout the weekend, and had a great time at a gem of an event! Save the date for the 4th Annual Plum Island Jet Rally on Father's Day weekend, June 14-16, 2013; and/or come out and join us at our fall Plum Island Fly-In: October 20-21, 2012.

Capitol Jets was held July 13-15 at the South Albany Airfield, and was yet another superb event run by co-CDs, Frank Alvarez and Art Arro, along with their many assistants including Frank's new bride Karen, and Jeff Lynd's fiancée Karen Adrian. As Capitol Jets is held in District II, I will let Len McIntosh provide the main story, but I do want to make a few observations. To start off, very good news was received with the announcement that my good friend Leonard "Max" Smart was named AMA Associate Vice President in District II - so congratulations are in order to a fine individual and great jet pilot! Next, my son Patrick accompanied me to Albany, and was thrilled to fly my *BobCat* on the buddy box. He was beaming the entire weekend and commented how much better it flies than his trainer. Additionally, Brian Lloyd and Domenic Mirabello burned up the sky as usual - they typically get 25-30 flights each per event and have a great time doing it.

One special treat was the half-time show in which spectators and the Civil Air Patrol Cadets were allowed to fly trainers on the buddy-box. After the buddy-box flying, Frank and Art had a very short special category show. Four *Bandits* were to go up together, however the formation split up when one had trouble starting ... so Domenic Mirabello and another pilot took to the skies and Domenic thrilled the crowd with his low inverted passes. Word on the street has it that Domenic may become a regular half-time demo pilot, but time will tell.

Big thanks go out to Scott, at JetCat, for a very quick turn on my P-120! At Plum Island in 2012, my turbine suffered the same symptoms as in 2011 - and wouldn't spin on start up after a flight. Just like last year, the turbine was quickly repaired and returned in a week and a half - just in time for another jet event!

Bob Sgroi took some very high quality in-flight videos from his *Reaction* - see RCUniverse jets forum for the link.

District I Report (cont'd) — Bob Radford

The New England Jet Rally, August 17-19, in Gardner is one of my favorite events - I like the challenge of the plywood taxiways and making sure you don't go off the sides for all to see. Tennessee BBQ will again be catering Saturday night's dinner - Jeff Lynds and Karen Adrian always run a first class event.

September brings the Horizon Air Meet (AKA Maine Jet Rally) in Sanford, Maine. This promises to be a spectacular event taking the Maine Jet Rally to a new level, and I hope to see you all there.

Enjoy the photos and I'll see you at the upcoming events!

Bob

Jason Plummer (on right) after his Waiver Flight.

Don Desandre's F-16.

Matt D'Auteuil's Electric Conversion of a Byron F-16.

Mike Turocy's Smokin' Jet.

Jorge Escalona's Hawker *Hunter*.

Early Morning at Plum Island.

Chris Trump's *Bandit*.

Jim Brown and Max Smart.

Frank Alvarez's BAE *Hawk*.

District II Report

Len McIntosh

New Jersey
New York
Europe

The District II flying season started with two great jet events: the Big Apple Jet Rally and Capital Jets R/C Model Jet Air Show.

The PARCS model airplane club held its 20th Big Apple Jet Rally the weekend of June 23-24. The event was held at Floyd Bennett field under near perfect weather conditions, with temperatures in the mid 80s and a 5-to-10 mph wind, straight down the runway.

This was a safe and incident-free event conducted by the air traffic control team headed by Mark Giummule (Air Boss), Joe Simeca, Chief Safety Controller and CD Ron Molaro. They did a fabulous job of directing and organizing the six volunteer controllers that turned in a terrific job of handling the 200-plus flights on Saturday.

The two day event drew 24 pilots and over two thousand spectators. Pilots and crews were treated to a free BBQ on Saturday prepared by our great chefs Sal Faraj and Pete Acuri.

Enjoy the photos by Dennis E. Andreas, our AMA - AVP.

20th Big Apple Jet Rally tee shirt.

Mark Scida.

Alex Fishetti.

Brad Carlton.

Ron Molaro - JPO Top Gun.

We owe very special thanks and gratitude to our family of sponsors who have always supported this event and the jet community in general: BVM Models, Frank Tiano Enterprises, Dreamworks, JetCat USA, TAM Jets, PST Jets, Jersey Modeler and Jet Central. Without their support we couldn't do what we do!

Capitol Jets

The 8th Annual Capitol Jets was held July 13-15, 2012. With the weather for the three days mostly perfect with rain

District II Report (cont'd) — Len McIntosh

beginning on Sunday at about 2:30 PM. The brief rain did not let an end come to some hard core jet drivers; they stayed until the very end at 5:00 PM sharp, Sunday evening!

The event took place at the South Albany airport in Selkirk, NY where a perfectly smooth 75 x 3000 foot asphalt runway provided nearly non-stop flying for the 46 registered pilots, each bringing along an average of two jets to enjoy the three days of flying at this great site.

A special noontime intermission has been created following the success of last year's "Hands on the Sticks" period. This short break, during the lunch hour, provides an opportunity for our visiting spectators to actually fly with a pre-designated instructor. This year, one of our local sister clubs, the "Flying Knights" took on the responsibility of conducting this golden opportunity, where many visitors enjoyed the experience of flying an R/C trainer by radio control! While the actual flying window was limited to about 4-5 minutes, everyone came away with a greater respect for the jet drivers, and most importantly, this served as a reach-out to our community to introduce this great hobby of ours to them! Many embraced the moment, with some committing to returning to local clubs in the Albany, NY area to further explore their interest in the R/C hobby. How can you go wrong with this?

One of the highlights this year, was the special recognition given to a very dedicated group that has been with us almost since the beginning of the event - the Vanguard Composite Squadron 390 of the Civil Air Patrol (CAP) from Freehold, New York - who was once again at our side!

The CAP ensured that many of the multi-point detail requirements of the event were met. These duties included, but were not limited to, spectator control and safety, aircraft incident first response and crash recovery, along with many other details that would otherwise strain our short, but dedicated, list of volunteers.

A certificate of recognition was presented to the Squadron for their outstanding support and dedication to the success of Capitol Jets. Along with this, a generous cash contribution to their specific unit was given to assist in the squadron's ongoing aeromodeling education efforts, and a final layer of recognition occurred immediately following the jet flying with a dedicated hour of "Hands on the Sticks" exclusively for these dedicated young men and women, and their supporting parental staff. This was a hugely rewarding moment for them, in that it provided a few moments to actually fly the models with complete impunity while on the buddy-box as well!

A personal debt of gratitude must go to the many sponsors for their generous contributions, and our supporting volunteers for their time that makes this type of event happen. Without this level of support, Capitol Jets would be rather lackluster when compared to some of the higher profile jet events that take place throughout the nation.

In the coming months we plan to attend Hamburg, PA, New England, Plum Island, Maine Jet Rally and Super Jets South in GA.

Enjoy the photos from KJETshots - Karen Escalona.

Civil Air Patrol receives certificate from Frank Alverez.

CAP cadets on the sticks with AMA District II VP Eric Williams.

Mike Lesher's *Viper.*

District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

I have something I would like to share with the readers of *Contrails*. It started at Christmas of 2011. My children, now grown, wanted to get me something a bit different, not knowing that the gift they purchased for me would turn out to have such an impact on my flying, and how it will effect how I fly in the future.

When they handed me my present, all eyes were watching as they knew I had no idea what was in the small box I was about to open. Without hesitation I ripped off the wrapping paper and in no time at all, I held in my hand a GO-Pro *Hero* camera. Needless to say, I had the biggest smile on my face, since none of my kids new that I had the perfect place for mounting the camera.

Many ideas came from the kids as to what I can do with the Go-Pro. I listened and took their hints, then they asked what I was going to do with the new camera. All I said was "my jets." It sat on my desk for about three months until one night while I was at my desk, I opened the box, picked up the paperwork and started reading. Let me say that this camera is one of the easiest cameras to use!

You can use it for still pics, multiple stills, and yes, for videos with sound. It even comes with a different back plate to use if the camera is out in the open, going over 100 mph.

You are probably wondering why I am writing about my G0-Pro. I'm going to tell you, but I am very sure, those of you that have one know where I am going with this.

On Memorial Weekend, a few of us jet guys headed to a fun fly in Muncy, PA for the day. I mounted the camera on my *Boomer XL*, turned it on, and got a few flights on it. At the end of the day, I removed the memory card from the camera and proceeded to download the videos onto my home computer.

Here is where this became a flight-changing moment. After looking at the video (the link to this video will be at the end of this article), I never knew just how far out I was flying. Thankfully I was over wooded areas but did come close to flying over a few barns and a house.

The next day, I flew at my home field with the Go-Pro still mounted on the *'Boomer XL*. As I was flying, I knew I had to keep it closer since I now knew that I was out further than I always thought. Again, at the end of the day, I was still way still out there.

When you watch the first video *"Boomer go pro 002,"* watch as I taxi back to the pit area, where everyone is pointing off to the side. After the shut down is complete, the guys told me I was near the trees up by the barn and asked "Didn't you see that?" On this video, go back to 6:24 and watch as I just miss the tree, any lower I would have hit it...

Now, this is not an article on preaching how we should fly, it's just an observation from my camera showing me I was out further than I thought and I should respect the neighbors by keeping it in closer.

Next issue we will have coverage of upcoming events (as I write this) The Liberty Bell Jet Rally, then onto the field in Hamburg where the boys of the Farview Flyers will host the August 2012 "Afterburner" event.

Video Links

Muncy, PA fun fly. In both videos the outside temperature was near or at 93.
www.youtube.com/watch?v=JGwos7LaDTw&feature=plcp.

The next video link is our home field the very next day.
www.youtube.com/watch?v=QdBNMcqZeWM&feature=plcp.

Treasurer's Report

Beginning Balance as of May 1, 2012			$6,154.15	
Income	Dues - Cash/Check	$250.00		
	Dues - PayPal	$287.35		
	Shirt Sales	$20.00		
	Total Income		$557.35	
Expenses	Post cards for renewals	$217.08		
	Envelopes and Postage	$102.07		
	Trophies	$408.00		
	Software for *Contrails*	$349.00		
	Contrails	$1,332.28		
	Total Expenses		$2,408.43	
Ending Balance as of July 31, 2012			$4,303.07	*Respectfully submitted, Carol Brusa*

District VI Report — Lance Campbell

Illinois
Indiana
Kentucky
Missouri

Jets Over Kentucky

Wow, where to start? Lewis Patton has grown this jet meet over the past eight years from a typical gathering of 30 or so guys at the first one, to a national-level event. Lewis has a great staff of people that help make this happen, and this year Marvin Alvarez was named as the assistant CD.

One facet that I think has contributed to the event growing so much over the years, is that Lewis and his staff are very open-minded about changing and improving things to make it the best event possible for the pilots. Some examples of those things are:

- Not only are huge tents provided for the pilots, but if you are a returning pilot you have your “spot” reserved for you from year-to-year. It's great to be able to be driving down the road, knowing you don't have to worry about where you're going set up camp when you get there.
- This year, when the flight line was really heating up with lots of jet action, he amended the startup process so people could wait in line, engine off, and then start up a few minutes before their flight, and not stress about running a hopper tank dry while waiting for a flight station to open up.
- Lots of flying days. Every year seems to add extra flight time at the front of the event, you can go fly for 10-11 days now if you wish to. Such a long time span helps make it worthwhile for those who live quite a long distance from Kentucky to make the trip.
- We've seen campers quite frequently at jet meets, but I don't recall seeing electrical and water lines running to them elsewhere. It looked like a mini-RV park had evolved amongst the hangers, with services keeping all of them humming right along.
- Extra stuff ... every year Lewis adds extra things to the mix. Parade of lights to show off jet lighting efforts, fireworks, night foamy flying, and swap meet evening.
- A/C tent out by the flight line area. Great to beat the July heat, although this year the weather dropped a nice 15 degrees just in time for the show.

All of this adds up to a very welcoming environment for people to enjoy flying jets together, and they did this year. The last I heard, there were 156 pilots this year, and I’d wager well over 2000 flights were made.

Wrap it all up at the end of the week, with a couple great dinners (Friday and Saturday night), an awards banquet, pilot drawings, and a very entertaining auction MC'd by John Redman and you've got a great ending to what has got to be the largest jet gathering in the US.

Enjoy the following photos, have fun out there this summer, and I'll see you at the jet meets here in the midwest.

Lance

Jeff Holsinger and his great flying turboprop bipe.

Great looking fin art on an F-16.

Jets Over Kentucky has developed great vendor support over the years.

District VI Report (cont'd) — Lance Campbell

Ali's F-105, built by B1-Bob.

Andy Andrews F-4 about to lift off. (Patty Kneip Photo)

A very impressive 16 foot electric Concord lifts into the air. (Patty Kneip Photo)

Not only did JOK have 3 F-14s this year, this photo was taken after they all had just done a great formation flight, with all wings swept...great stuff.

Jim Hiller's *Vampire* looking at home on what looked like a typical overcast British day. (Patty Kneip Photo)

Peanut spent his day spotting for Bob Violett (above). So, in the evening after a hard day of spotting for Bob, Peanut is ready for the relaxing ride back to the hotel. (Patty Kneip)

Nick Yuhasz's Fly Eagle J-10. (Patty Kneip Photo)

Lewis behind the table of hardware that is awarded to the pilots during the Saturday night dinner.

District VI Report (cont'd) — Lance Campbell

Jim Martin's great flying electric F-14 with swing wing. Jim was in the air all the time. (Patty Kneip Photo)

Jim Martin with his well earned Pilot's Choice Award.

Ryan Robertson, 6 year old 3d heli pilot, with just a small collection of the birds at Jets Over Kentucky.

Ray Gonzalez's BVM F-4. (Patty Kneip Photo)

Rod Snyder's JMP *Hustler*, in a sharp Red Bull paint job.

Randy Clark's *Hawk*, flown by Pablo. (Patty Kneip Photo)

The 2 *Hawks* flying together. (Patty Kneip Photo)

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello again from District VIII. I hope you've been able to get some flying in, in between the heat waves! This district is in full swing with flying events. I flew yesterday (end of July) and it was 102 degrees out - whew - but it was worth it! If you have not been able to get out and fly, I hope you've made some time to work on your latest project - we all like to see new stuff out at the flying field.

Ongoing Model Projects

Steve Ellzey (former JPO President) had acquired a JetCat P-20 about a year ago, but did not have a model of the right size to test the little turbine out. He decided to scratch-build a small chined delta jet, as of yet unnamed. Enclosed is a photo of the little craft still in primer, and another ready for engine test runs, all decked out in a flight test color scheme. Test flights should begin very soon - I imagine it should fly nicely with the P-20.

My Fei Bao MiG-21 may end up taking longer than my previous *Bandit* ARF model, which I've previously advertised as the world's longest ARF build! I did manage to get some more Flite Metal on the beast though, so enclosed is an update. One more wing panel to be sheeted with the thin foil, then the fun with working the surface and adding the rivet depressions will begin. The rivet simulation will be fun (I use small diameters of Aluminum or Brass tubing imbedded into a wood dowel "handle") - it is just a bit tedious. Maybe I should have just bought the MiG painted and all ready to fly? Nahh!

Recent Jet Events

In mid-May, the Central Texas Jet Rally was held again at the Austin R/C Association Field. Another nice weekend of flying in Austin, ending with a big steak dinner on Saturday! Also, in mid-June, Gus Hudson of the Northeast Texas R/C Model Club hosted another Mt. Pleasant Jet Rally. Thirty-five pilots registered and flew in nice weather. Most photos from Mt. Pleasant are from Andy Andrews - thanks! And thanks to all the hard work from the club members for making these two events a success again!

Upcoming events in District VIII

For Texas, our big event is the Greater Southwest Jet Rally, and this will be the 30th year for the event! The event used to move from location-to-location in Texas, but for the last eight or so years, it has been held at the Heart of Texas Model Airplane Club in Waco, including this year. So if you have time to make it, the dates are September 6-8, and we hope that you will join us. www.hotmacrc.org

Also, the Shreveport Sharks are hosting their Jet Fly the weekend of October 6-7 at their Louisiana home field, www.sharksrc.org. Kevin East is the CD, and I'm told they have a freshly resealed runway. Let's go over there and fly!

Enjoy the photos and see you at the next jet event!

Ron

Central Texas Jet Rally

F18F and C versions.

Luke Zollner's Fly-Fly F-100 edf.

Craig Pingleton holds his Boomerang Elan in a knife- edge pass.

District VIII Report (cont'd) — Ron Schwarzkopf

Large A-4 of "B-1 Bob" Moore.

Greg Moore refueling his Modellbau *SabreDog.*

Mt. Pleasant Jet Rally

Vernon Montgomery's Skymaster *Hawk* reaches for the runway in Mt. Pleasant.

Scott Marr with his very large Tomahawk Models *Hawk.*

Scott's *Hawk* rotates for flight.

Mike Lesher travelled from Pennsylvania to fly his *Viperjet.*

KingCat gathering at Mt. Pleasant.

Dan Avilla and Andy Andrews with their nice flying F-80s.

District VIII Report (cont'd) — Ron Schwarzkopf

Steve Ellzey shows off his just-completed "pointy-nosed" jet for his JetCat P-20.

Steve's jet painted and ready for a maiden flight.

Unfortunate results of a turbine blade coming loose during flight. More reason to NOT stand in the plane of, or aft of a running turbine!

Future model jet jocks enjoying the show!

Thunderbird F-16 landing.

A *Velox* performing a nice landing.

Ron's Mig 21 almost finished with the Flite Metal application.

Miscellaneous sized punches for simulating rivets.

District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

To start off this time around, Dave Weiss from Las Vegas shared a picture of his Boomerang *Nano* on the JPO District 10 Facebook page. It's powered by a 100mm Sapac-America Dynemax fan, powered by a 12S - 5300mAh battery controlled by a Castle 120HV v2 esc. Dave says that Tam from Tamjets was very helpful in getting his jet set up and that it flies great with a 1-to-1 thrust-to-weight ratio. Thanks for sharing Dave!

Looking at Dave's EDF is a good jumping off point to talk about some of the basic language of electric power.

To start off, electric power is governed by three things - volts, amps, and watts. Volts equates to how big is your battery. It is kind of like displacement in an internal combustion engine. Amps can be translated as flow rate. Watts is the amount of work a system can do. Watts can be loosely translated as horsepower and is a function of how many volts you have and what your rate of flow (amps) is. In order to calculate wattage, we use what is sometimes called the West Virginia formula: W = VA. (Watts = Volts x Amps) In order to figure watts, simply multiply your battery voltage and your amp draw.

In our EDF world, you constantly see people talking about how many watts they have in their jet. We talk about watts because it is a consistent measurement of power. Just like with a turbine, we can talk about how many pounds of thrust we get.

By looking at watts, we can compare to equally-sized fan systems. A 90mm fan that is putting out 1000 watts is going to have more power than a 90 mm fan that is only putting out 800 watts.

So how do we increase watts? The easiest way is by adding more volts. A system that is running a 4S battery that provides 14.8 volts pulling 60 amps will generate 888 watts. If we decide we need more power (and who doesn't need more power?) we can go up one cell to a 5S pack and 18.5 volts. If we keep the same 60 amp draw, we now have 1110 watts of power to work with.

Sometimes we just don't have the room for a bigger battery. If that 4S battery is the biggest we can fit, we have to come at the more power problem from another angle. We can increase wattage by increasing amps as well. If we stick with our 14.8 volts but increase our draw to 75 amps, we are back up to 1110 watts.

There are two ways to increase amp draw. The first is to have more load. This is accomplished by adding more blades or more pitch. This is hard to do, as it usually means a whole new fan system. The second is a different motor.

In shopping for a motor, one of the things you want to look at is Kv. Kv - or the voltage constant - stands for rpm per volt. In theory, if you put one volt to a 500Kv motor with no load on it, it will turn 500rpm. If you put two volts into the same motor it should turn 1000rpm. So, by going to a motor with a higher Kv, we can increase the amp draw and have more power.

A screen shot from a video camera shows Andy Zaner's 144-inch long, scratch built twin Stumax edf on 12S departing.

Remember, these are just the basics and are only meant to give you a starting point - and is working very much with theory. In the real world it gets a bit messy because we start looking at things like C ratings and finding out that radically different motors can have the same Kv. That is good a conversation for next time.

Until then, keep the low passes where they belong.

Dave

District XI Report — Bob Brusa

Alaska
Idaho
Montana
Oregon
Washington

Idaho Jets has come and gone, and Al Culver sent some photos, and a small commentary: As you know we moved the Jet Rally to the third weekend in June and have had much better luck with the weather. The last two years we have had three flyable days each of them. This year it was windy Friday morning but by afternoon we were flying jets. Saturday and Sunday were near perfect. With 7-10 pilots, everyone flew as much as they desired with no airspace conflict. Bryan Difandafer showed up with a turbo-prop *Tucano* to add a new touch, and the new sunshade made the need for pop-ups unnecessary.

This issue of *Contrails* should be arriving at your door at the end of August or in early September. Here are the remaining events I am aware of in our district:

- Jets Over Whidbey (JOW) August 24-26, on Whidbey Island north of Seattle. More info is available on their website - www.jetsoverwhidbey.com.
- Washington Warbirds August 31-September 2, at the Goldendale airport in Goldendale, WA. This is an all-warbirds event including airplanes, turbine-powered jets, and helicopters. Go to rc-warbirdflyer.com for additional information.
- The annual fall jet meet in Princeton, B.C. (Canada), will be from September 20 - 23. This is always a four-day event, and a great one to attend.

If you would like to receive your quarterly issues of *Contrails* by e-mail rather than hard copy, let me know, or any officer shown on the inside back cover of *Contrails*. In addition to being in full-color, rather than black-and-white, we will provide you with free JPO logo Tee shirt at no charge.

Those of you who would like to have a nice polo shirt or hat with the JPO logo on it, go to the JPO website - www.jetpilots.org - and they can be purchased there. For a small fee you can also have your name embroidered on the shirt.

It's not too soon to start thinking about renewing your JPO membership for 2013. You can use PayPal if you wish, or send a check to Carol (JPO Secretary/Treasurer) at the address shown on the inside back cover of *Contrails*.

I will include some photos of JOW in the next issue, and if anyone has photos of their jets they would like me to post in *Contrails*, please send them to me. Appropriate articles are also welcomed.

Bob

Scott Marr's *Shockwave* performing a knife edge pass.

Canada District Report

Paul Dries

Everyone starts these reports complaining about the weather, but this time I think those of us in the Pacific north west really do have something to complain about. So far, the weather has managed to cancel just about every planed flying day along with making the Spring Warm-up event more of a spring "chill out." It sounds like we are not unique here, as Robin Leblonde's event in Quebec managed to get almost entirely rained out. His report is attached to the end of this article.

As mentioned, our Spring Warm-up event was a bit of a cold one with a mix of afternoon crosswinds and rain showers that pretty much shut down the flightline in the early afternoon everyday. We did feature a pretty good cross-section of modellers coming in from neighboring Washington state and Alberta which is no small commitment based on the less than optimistic weather forecasts before the event. We lost one jet in a bizarre way to the weather and this was a cold reminder of how being lax with your pre-flight checklists can be disastrous.

The incident in question started the evening before when the winds had come up in the afternoon and were strong enough to blow a fair amount of dust around. Many modellers were busy stuffing rags, paper towels and foam into their intakes to prevent their turbines from filling with the dust and debris that was getting stirred up, and one particular jet was one of the aircraft in question. The next morning, the pilot brought his jet out to the start-up area, filled all the relevant tanks, re-checked his batteries and ran through his pre-flight checklist. What he did miss was the foam chunks stuck in the intakes and I'm pretty sure you can all figure out what happened from there. The airframe was a total loss although some of the electronics and turbine should be serviceable after a trip back to the manufacturer for a check-up. To the modeller's credit, he recognized his own mistake and vowed to take steps to ensure his pre-flights would not miss such a thing again to the point where he even posted his experiences on the RC Jets forum for others to learn.

The major highlight for me was the maidening of my new Comp-Arf Snowbirds *Tutor* which was a great success. I first saw this airplane when, by chance, I was in Germany on business over a weekend that coincided with the annual Comp-Arf meeting where I was able to see Dave Wilshire flying his early production model together with another pilot with the identical airframe and scheme. Right then I knew that it would be a great treat to coordinate the purchase of the same airframe with other local modellers such that we could have several of them show up at the same event. For those of you not familiar with the Canadian Snowbirds Aerobatics team, they are a nine-plane formation team that, in my humble and patriotic opinion, has the best jet formation flying routine, worldwide. They also manage to achieve this with a 40 year old airframe that is somewhat underpowered, requiring a good command of energy management along with precision flying skills.

So after some conversations at events with some of the other modellers, it was not hard to put together four guys who shared my enthusiasm for the jet, and this event saw all four aircraft there together. I would love to say we managed to get all four jets flying in formation together at once, but we have some work to do before this will even be a remote possibility. The modellers involved are Alan Blore from Calgary, Alberta, Dean Wichmann from Kamloops, Kevin Forsyth from Surrey and myself from Coquitlam, BC. We are all quite spread out, so most likely we will only all meet at a couple of events per year. It was still a treat to get all four jets lined up on the runway for some photos one evening and I don't believe that I have ever seen this many matching scale models together in event photos in the more than five years I have been flying jets.

As an update, you may recall I wrote about Dean Wichmann converting his *Tutor* to electric retracts after he experienced some damage and frustration with a partial gear-up landing. He had taken the stock Behotec retracts and sent them to *Down and Locked* for an electric conversion and had re-installed them in the airframe with the associated electric sequencer and support equipment. His first opportunity to test them flying was at the spring event and he did experience a reluctance for the gear to fully retract, due to the weight of the large gear and wheels used on the *Tutor*. He was able to manage this by rolling inverted after take-off to let gravity help the process out a little. Seems his gear controller settings for overload, due to jammed gear, was limiting the amount of power available for retraction and preventing the gear from completing the cycle. Dean has since sent the controller back to Down and Locked for a software upgrade and my understanding is that the gear is working perfectly now. The benefits of the electric retraction are somewhat masked by the fact that air is still needed for gear doors and brakes, but I'm sure as electric retracts become prevalent, additional systems for electric actuation of gear doors (I see Lado has something out now), and more importantly brakes, will complete the conversion process.

Thanks again to Sean and Marc McDonald for their photos. Many more photos can be found at: www.macimaging.com/f367524707, and videos found at: vimeo.com/search?q=macimaging.

Annual_BBQ

Canada District Report (cont'd) — Paul Dries

Sal taxies his F-16 after his maiden flight.

Nice closeup of a *Panther.*

Mike Beasley's F22

Kelly felt the need for an early morning flight still in his PJs.

Dean with his new *UltraFlash* powered by a JetCat P100 and guided by a new Futaba 18MZ.

Bill Rietzel readies his *Viperjet* for another flight.

Wayne Beasley joining the 2L club.

Kevin, Dean, Alan and Paul with their *Tutors*.

Canada District Report (cont'd) — Paul Dries

Here is a report from Robin Leblond on his event held in Sherbrooke, Quebec:

Sherbrooke Jet Recap

Before going further, please note that we recently updated our website (www.RcRallies.com). You can now find a "Pictures" section, where pictures and videos from our event are available. A special thanks has to go to Luce Simard who took many very nice pictures (some of which are shown here). You can also find on our website a list of all invited, registered and present pilots of our event ("Our Pilots" section).

From an organizational standpoint, the event was a success, everything was right on time and in place. Site setup went well, helpers were right on time and almost everything was ready for 4 PM on Friday. Our pre-organization was hard, some people thought that we would be able to fly on Friday morning, which was not true, it was partially our fault since, yes, we had announced it on our website, but we have to admit that we didn't say it in most of our communications.

Several pilots arrived on Friday afternoon (Jim, Jeff, Phil, Art, etc.), others on Friday night and some Saturday and Sunday. We had 18 pilots including myself, but some of them didn't bring their jet because of the really bad weather, but came as a supporter for those who had the courage to fight the weather ... something like 12 pilots actually flew during the weekend. We had about 12 cancellations, which was more than normal, because of the weather.

Talking about the weather, well ... it stunk ... it rained all weekend long! We were able to put in some flights on late Friday afternoon, early Saturday afternoon and on Sunday morning. However, even with the horrible weather we had a lot of fun, we went out for a diner Saturday night and we made many new friends, who I can't wait to see again.

Given the weather, we only had approximately 500 visitors, which was somehow very good.

Because we lost a lot of time setting up and tearing down the site every time it started/stopped raining, we didn't have the time to do our raffles, which we did a couple of days after the event.

While he event was a success, it would have been much more so had the weather cooperated....

About a future event: Putting together this event required a lot of effort, energy and help. Thanks to those who helped us, because without them it would not have been possible to do it. Therefore, we are not yet sure if we will do it again in this form. We are working on a new kind of event where jets will still be exclusive, but so far, nothing is set. To help us in this, we will need help from several partners and not only from our hobby, so stay tuned, we plan to finalize and announce something before Christmas ….

Thanks to all pilots for your flights or your support, to all the members of our team and helpers, to the 8 Pionniers (Scouts) of St-Jean sur Richelieu, to the 7 cadets of l'Escadron 670 de Cookshire-Eaton, to all Club Modéliste de L'Estrie members, and a very special thanks to all of our sponsors.

Robin Leblond

A *Rafale's* reflection from the rain.

A T-33 taxis out showing both the flightline and startup area.

In spite of the rain and weather, the pilots had a good time.

Spectators braved the rain, mud and wind.

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Vernon Montgomery's Skymaster Hawk takes to the skies for another sorti in Austin, TX. Photo by Greg Moore.