

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2018

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Pat Fernandez captured this
Cougar at The Greater Southwest
Jet Rally.

President's Report

Bob Klenke



It seems like in the blink of an eye, the summer flying season is over! Louie and I, along with the Richmond crew, made it to First in Flight in May. As usual, Larry Lewis and his crew put on a fantastic event. Then in July it was Kentucky Jets. Lewis Patton and his crew also put on a great event – lots of flying in spite of the heat. Next it was Super Jet South at Georgia Jets in late September. Mike Pascoe and the Georgia Jet gang also put on a great event!

This year, the JPO sponsored the pilot's dinner at the Super Jet South event. Our goal was to give back to the jet community and raise awareness of the JPO and its mission. The pilots at the event were very receptive and appreciative of our efforts. The plan is to rotate this type of sponsorship around the jet events, concentrating on the "club" type events that support a club and its flying site. If you have a suggestion for an event for us to support in this way, please let me know and we'll consider it.

Most importantly, this issue contains two articles from the most important columnists: YOU the members. Since "the board" can't be everywhere - much less know everything about everything (just ask ye olde editor!) we have an article on radio programming from Doug Hagy and an event report from Mark Basel, who attended the Route 66 event. Please enjoy them, and think of articles YOU could contribute!

Finally, in late October, the Richmond crew and one of our Maryland friends, attended the Tiger Meet in Scranton, SC.

As you can see from the picture, we got some good flying in once the weather moved out. Jamie Snipes and his crew did a great job as well, and their flying site is one of the best grass fields in the country – as least as far as I've been to.



They also hold a spring event in April which I hope to try and make it to next year. If you've never been to one of their events, you should check it out.

Now its time to start the fall and winter building projects. In addition to several new (or rebuilt) aircraft I'm working on, I finally broke down (or I should say, my wife let me) and got a new, slightly bigger trailer. I'm looking forward to getting that ready for next season as well.

Last time, I talked at length about the new FAA Reauthorization bill and its impact on Section 336 and our flying under AMA rules. You're all doubtless aware of the fact that the new law has been passed and the situation has changed. I continue to believe that, in the end, we will be able to continue our jet flying activities as we have in the past, but as Rich Hanson said in the latest Model Aviation magazine, we may have to "cross more 't's and dot more 'i's." As always, the AMA is the main (and really only) voice for us in all of this and the JPO will continue to advocate for the jet community as we move forward. I hope to have more on this in the future....

Until next time!

Bob

Route 66 Jet Rally Report (cont'd)

Mark Basel



Your event scribe prepares his *Sprint* for another flight.



District IV Report

Scott Strimple

**Delaware
District of Columbia
Maryland North Carolina
Virginia**

Greetings from Virginia! I'm excited to be able to remove the "VACANT" label from our District IV title in *Contrails*. My name is Scott Strimple, I am a captain for United Airlines and live in the Richmond, VA area.

I first got interested in R/C at the age of 12 when I grew tired of the limits of control line flight. Growing up on the windward side of Oahu presented me with unlimited opportunities to fly R/C sailplanes. Once my family moved us to the Chicago area, I quickly became interested in powered R/C flight and built a TopFlite *Contender*.

After graduating from high school I began the pursuit of becoming a professional pilot and my R/C hobby took a back seat for a number of years until moving to Richmond, VA with a small regional carrier in 1986. I then joined the local AMA club (RARC) and began flying often.

I attended the Mid Atlantic Fan Fly at Fentress field in 1987 and quickly realized that my unbuilt Byron F16 was going to be sold and replaced with something else, though it wasn't meant to be until the mid-to-late 90's when I purchased a Yellow A4 DF. Shortly thereafter, the first JetCat turbine began to surface and of course I had to have one.

After attending my first Florida Jets event at Flagler County Airport, I purchased a JetCat P120 and a *Hotspot*. Concurrent with my entry into R/C Jets my good friend Bob Neal, a fellow club member at RARC, also entered the jet world with a RAM 1000 powered *Kangaroo*. Bob Neal and I would flood our field weekly with the awesome sound of

the turbine engine and the smell of Jet-A, until one day our good friend and fellow club member Bob Klenke (now JPO president) and his son Louie threw in the towel and joined us with a JetCat P80-powered *Kangaroo*. We spent many a weekend flying at Fentress and attending various jet events in the Mid Atlantic and South regions.

I purchased an AD F16 and JetCat P160 which Bob Klenke built for me, just before the horrific events of 9/11 - though it would be 10 years before I was able to reconnect with my love for R/C turbine-powered flight. I owe Bob Klenke, Louie Klenke and Bob Neal a hearty thank you for not letting me drift but only so far away. Circa 2011 I began re-engaging with R/C flight and became enamored with the world of multi-rotors.

In my 10 year drift from the hobby I had become a filmmaker and was now dragging a camera under these new things that were being called "drones". Cautiously, I flirted with my old *HotSpot* from time to time as I would join the crew out at the Fort Pickett field.

I am excited to be back in the hobby and while I'm not without my war stories of mangled fiber and gelcoat I do feel I'm getting my chops back, so to speak. I have met many of you at First in Flight and Kentucky Jets over the past couple of years and I still have that awesome flying *Hotspot* which will be receiving (finally) a fresh look with new finishing and paint scheme.

Additionally, I still have my Aviation Design F16 as well as a couple of new aircraft, an FEJ BAe *Hawk* 2.38 powered by a JetCat P180 and I'm building a SkyMaster 1.625 scale A10 powered by 2 JetCat P120 turbines.

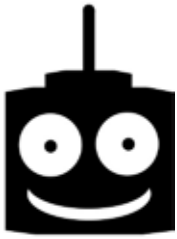
I look forward to seeing you all again and meeting those who I haven't in this upcoming season.

Scott

Treasurer's Report

Sid Gates

Beginning Checking Account Balance 1/1/2018		\$5,069.79
Income		
Member Dues for 2018	\$3,094.32	
Member Dues for 2019	\$554.32	
Member Dues for 2020	\$25.00	
Donations	\$17.09	
Total Income		\$3,690.73
Expenses		
<i>Contrails</i> Publications 2018	\$1,019.28	
Mailings-Stamps-Envelopes	\$81.90	
Trophies-Top Gun 2017	\$849.60	
Trophies-Top Gun 2018	\$763.40	
Web Site Hosting 12 months	\$155.00	
Event Pilot Dinners	\$800.00	
Total Expenses Paid		\$3,669.18
Ending Checking Account Balance		\$5,091.34
Current Pay Pal Account Balance		\$47.44
Total Cash On Hand 9/30/2018		\$5,138.78
Est. outstanding Trophy Invoices	\$106.00 x 5.00	\$530.00



Transmitter Setup For Jets

When I recently set up a new jet, I was in a quandary about the best way to assign transmitter controls. Which switch should control brakes? Landing gear? Engine enable/kill? And so on. I polled fellow pilots for suggestions. I learned there are few absolutes, opinions are varied, and some conflicting opinions are strongly held among pilots.

There's general agreement on stick movements to control the ailerons, elevator, rudder, and throttle. There is a lot of latitude, however, in the way a pilot can assign controls for flaps, landing gear, and brakes. Furthermore, once controls are assigned, there are myriad ways controls can be programmed to produce a desired effect.

I am writing to share what I've learned from others, what seems to work well for me, and a few not-so-obvious techniques you might want to snag. I want to give a head start to jet setup newbies and shortcut their trial and error process. One or two tips may inspire veterans to tweak their setups for the better. I may stir idea exchange among pilots who have been unwavering in their radio setup practices. Pilots may also discover control assignment and setup options that influence their choice when buying their next dream radio.

I researched features and capabilities from major radio manufacturers. Practices I present are supported by at least one model radio from each of the manufacturers I checked - Futaba, Jeti, and Spektrum.

Crossed Trims

This may take some getting used to if your current radio is the first you've had that offers this capability. I think, once you're accustomed to this convention, it will become your new standard.



Your left thumb can trim elevator and aileron while your right hand flies the plane. Your right hand never gives up control to reach for related trims.

Engine Enable/Kill Switch

Select a switch location that's not likely to be bumped while flying.

A safety locking switch is more difficult (nothing is impossible) to accidentally toggle while flying than a conventional toggle switch.

A hard-to-bump, momentary, push button may also work for you.



Landing Gear and Flap Switches

I discuss these controls together because they are often located in close proximity to one another and they are often used concurrently during takeoff and landing.

Landing gear is always on a two-position toggle switch. Flaps are typically on a 3-position switch to support cruise, half flap, and full-flap modes. Some setups may require proportional flap control, but I've not seen this in day-to-day practice.

Landing gear and flaps are usually assigned to controls on the left side of the transmitter, for use by the left hand while the right hand is flying the plane. Some pilots choose switches found on the top surface of the transmitter while others choose switches on the transmitter's front face. When switches on top are used, toggling the switches upward, when the transmitter is lying horizontal, will raise both gear and flaps. When switches are on the front face, toggling the switches upward, when the transmitter is standing vertically, raises both gear and flaps. The theme is that both switches move in the same direction to achieve up/down settings for gear and flaps.

Selecting controls on top, or controls on the face, seems to create a simple, consistent, arrangement, however, the approach I've seen most frequently used is landing gear on top of the transmitter and flaps on the front face (both in the upper left corner). The switches move in seemingly opposite directions from one another to get gear and flaps up and down. In practice, however, there is no sense of inconsistency in these switch movements. Gear on top feels natural pulled up, and flaps on the face feels natural pushed up, to get gear and flaps up.

Some pilots choose long switch controls to distinguish, by feel, gear and flap controls from nearby dual-rate controls. Some further magnify the tactile difference among controls by adding toggle switch bat covers.

Brakes – Momentary Switch or Proportional Control?

My first brake setup used a proportional control on the transmitter right-side surface. I could apply braking proportionally and, by leaving the control in the 'on' position, could achieve a parking brake effect when needed. I thought this worked pretty well though I had to fumble for this control after landing because my right hand had just completed flying the model to its landing. This was a little bit clumsy. Using a proportional control on the left side of the transmitter is not better. I'll often be using my left hand for nose wheel steering immediately after touchdown; particularly if I've landed off runway center and must steer to avoid the runway shoulder.

I was later coached into engaging brakes proportionally as down elevator is applied. Watching pilot practice, and Googling this topic, suggested this approach is commonly, though not universally, used. So, I have done this for a while with no problems. What keeps me challenging this practice is that I've always been nervous about applying down elevator to a model airplane that still rolling at a good speed after landing. For a brief period after touch down, the model is still "flying". Other than to apply brake, I would not think to apply down elevator. Also, I check control movements every flight prior to takeoff. Down elevator control check causes me to release some brake air before I take off. While not a major

Special Report (cont'd)

Doug Hagy

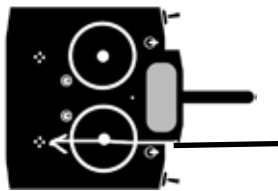
consideration, wasting brake air just does not seem "right."

I learned an alternate approach that I plan to use next season. A dedicated switch on the top face of the transmitter on the right side. The switch is a spring-return type – always off unless temporarily applied. At first blush, this seems like it would abruptly apply brake every time its toggled. The trick is to program the speed at which the control responds. This causes the transmitter to dampen the speed of brake application. It will take a few adjustments to the application speed to get it right. You can mix this control with another if you also want to create a firm parking brake.

Nose Wheel Steering Trim

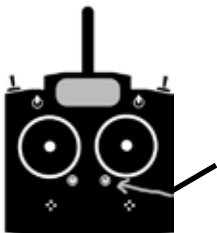
As you tweak the trim on your nose wheel steering, you certainly don't want to be altering the position of your flying rudder. A control should be dedicated to trimming nose wheel steering.

Last fall, I gained a tip about a control for nose wheel steering trim. First recall that your trims are crossed. If you use a toggle switch to enable/kill your engine, and this switch effectively sets throttle high/low trim, you're probably not using a separate control for throttle trim. You can configure the unused throttle trim control(s) to deliver nose wheel steering trim. When you rotate your transmitter on its side, to give throttle trim a sense of left and right, you can click in a little left or right trim to suit. This seemed pretty cool. I learned a use for my unused throttle trim!



Unused throttle trim appropriated for nose wheel steering trim.

Then, a pilot pointed me in a different direction. He said, "You've got the extra channels, so why not use them?" (Why didn't I think of that?). Now I use a rotary control, with a visual position indicator, to trim nose wheel steering. I use a control on the right side to allow me to trim with my right hand while steering the nose with my left hand – consistent with the convention of crossing my trims.



A rotary control, with visual position indicator, for nose wheel steering trim.

The visual indicator shows current trim position. Rotary control is intuitive for this purpose and makes day-to-day steering tweaks easy.

Nose Wheel Steering – Expo or Dual Rates?

My first jet setup used expo. The steering was soft in the middle to support light steering adjustments during takeoff. The model would turn tightly when I moved the stick to more extreme positions. This was good for taxiing.

A fellow pilot inspired me to assign a spring-loaded switch to engage high rate on nose wheel steering. Model

steering was soft unless I toggled this switch to cause the model to turn more tightly. I liked soft steering as the default condition and liked the ability to shift the model into tight steering mode with the click of a switch. When others flew or taxied my model, however, the switch setup was sometimes unexpected. It needed to be explained; sometimes after the model rolled into the grass because the soft steering wasn't sufficient to keep the model on the asphalt.

My current approach uses expo. This seems to be the more common convention. There's one less thing to think about and one less switch position consumed. BTW - I think it's a good idea to have the gear-up condition return nose wheel steering to center. Have your landing gear switch enable and disable the steering mix to the rudder channel.

Adjustable Servo Speed Refines Your Setup

Brakes

As mentioned earlier, brakes can be assigned to a momentary switch with brake activation dampened by slowing the channel response speed. Once this arrangement is set up and fine-tuned, you'll be able to finesse brake application to suit the circumstance. Brief switch clicks will produce light braking. Longer clicks will produce harder braking.

Flaps

Smoothly deployed flaps create less stress on the airframe, produce less strain for the servos, and are less disruptive to aircraft flight. Five seconds for full flap travel, in the absence of specific instruction from the airframe manufacturer, is an okay starting point.

Engine Acceleration Speed? – Perhaps.

Turbine manufacturers provide ways to adjust acceleration rate and sometimes impact the engine acceleration curve. While speedy acceleration makes the model more responsive, aggressive settings are said to increase the risk of flameout (particularly on hotter flying days) and increase engine wear. It could be useful to physically configure the engine for rapid acceleration/deceleration and use throttle channel speed adjustment to more gradually accelerate and decelerate the engine. This would equip the pilot to adjust acceleration and deceleration speed from the transmitter. The pilot could fine-tune to find a suspected sweet spot between desired responsiveness and risk of flameout and wear and tear. This setup could even be tweaked to observe warmer and cooler flying days. I've not seen this done but I think its worthy of investigation. I may experiment with this next season – corresponding with my engine manufacturer along the way.

Radio Failsafe Setup

Configure and test failsafe settings. Account for what should happen to every radio channel in the event of a radio problem. Failsafe engine shutdown must be configured in accordance with AMA safety regulations.

I hope this has been helpful. As you have read, I have changed and modified many things as I learn more about setting things up to MY liking. Try some of these and you might like them as well.

Route 66 Jet Rally Report

Mark Basel

It was a soggy ending to the **13th Annual Roger Shipley Route 66 Jet Rally** held from September 6-9, 2018. Pilots were greeted with cloudy skies but nice flying conditions to start the rally, and ended with a tropical storm that blew its way into central Illinois. However, that did not dampen the fun the pilots shared for the weekend.

Weekend rain brought the flying to an end, but the fun continued with an auction and free raffle giveaways. R/C jet items were generously donated again this year by many vendors that continue to support this event. Some of the items included the new iX12 Spektrum radio donated by Horizon Hobby, two fuel jugs and a smoke container from Jersey Modelers, an iGyro from Power Box Americas, King Tech donated four gallons of their turbine oil, Show Time Aviation Smoke Oil and assorted BVM items. Additionally, pilots enjoyed receiving free fuel again this year, graciously donated by the Litchfield airport!

Despite the damp conditions there were some shining flight examples. Bret Becker flying his EDF XB-70 and mini Electrolyte. The Electrolyte is his own design, a treat to see fly featuring a catapult launch. Also, Paul Applebaum and Steve Collins flying their twin Free Wing Avanti EDFs, Sebastian Kowalski and his Diamond in Radio Flyer colors and Lance Campbell's crowd favorite SR-71.



Of special note this year was Lewis Patton with his F-100 and his noontime mentoring of close to 350 local middle school students. His "We are the Nerds" presentation is something to hear and see and can only really be appreciated in person.



Continued on Page 2.



District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello from District VIII. Several jet events occurred in our district – a couple that I did not get a chance to advertise for. My apologies for that! If I do not hear from a CD that a jet event is coming up, I usually rely on the RCUniverse event listing (at the top of the Jets section, as a sticky post) and work from there. Or rely on my sometimes cluttered memory.... But anyway, let's dig into other things!

Spotters! Do we need them?

There are many out there way more experienced and have been flying longer than myself ... I got into flying ducted-fan models back around 1992 or so, and I started transitioning to turbine models in 2002 with my RAM 500-powered F-106 *Delta Dart*. Back in my ducted fan days, I probably did half of my yearly jet flying at jet events where most CDs required every pilot to have a spotter. I cannot remember a single event I've attended where that was not a rule.

There are several good reasons to use a spotter. All of the reasons focus on safety!

1.) Someone available to hold onto your model for a full throttle runup, while you set your fuel mixture (DF days...).

2.) Someone to be able to stop your model if needed before taking the runway. And also to disconnect your overflow fuel tank (if you use one) Especially important for models that do not carry a lot of fuel reserve.

3.) Once you're in the air with your model, a spotter can help with any trim adjustments if needed. The spotter should have quick access to the throttle kill switch if required.

4.) The spotter is available to keep an eye on full-scale traffic! It is too easy to become engrossed with your own model and its whereabouts so it will be a challenge to note a low-flying aircraft coming from a direction you are not used to. You should fly with the assumption that full-scale traffic always has the right of way!

5.) The spotter is available to keep an eye on other models or obstacles, flying or non-flying. Are you clear for doing a loop at show center? Is there a slower model I might soon be overtaking? Is there someone or something on the runway?

6.) Spotters can also assist with landing order, when multiple models need to land.

7.) "How many minutes do I have left before I have to land?" a pilot might ask if they are not comfortable searching for their transmitter timer

I've gone thru all of the AMA documents regarding turbine operation and turbine model flying, and I see there is no requirement for a spotter. Perhaps it is because it is rarely an issue in this segment of the hobby, since most of us are already using spotters. There are plenty of reasons to fly with a spotter, but I don't think I'd be able to come up with any good reasons to not have one.

Southwest Jet Rally, Waco TX

The HOTMAC club in Waco hosted the 36th Annual Greater Southwest Jet Rally, Sept 6 thru 8. Surprising many of us, the weather was great, up until the last half of the last day of the event, when it poured rain. A bit over 50 pilots attended – though this time the event was CD'd by Dawn Ellzey, as the long-time CD, Larry Garrett, had some family events to attend. The event brought in pilots from Arizona

to Mississippi, and I'd say most had a great time. This year, the club had expanded its seating area near the club house, with another covered area and picnic tables, which worked out great.

A few new models showed up this year, including Kevin Whitlow's new Skymaster F-4, which made several great flights. Buck Garza brought out a new BVM PNP F-18, but was set back with a turbine install issue that has now been resolved. Clay Sherrow has been flying and enjoying his Pirotti *Rebel*, which flew great! And Joseph Kouzez showed all of us the proper use of thrust vectoring with his F-22. I think the event could have brought in a few more pilots, but the weather forecast was indicating weather moving in at some point in the week. So, overall it was a nice event with our jets and friends. Enclosed are some photos from the event with many thanks to Pat Fernandez for taking some of the flying shots with his super-camera!



A Red Tails *Falcon* comes home to roost.



Keith Davis' BIG F-14 departs for another sorti.



Paul Bloxham's *Hunter* on a gear pass.



Buck Garza's BVM F-18 waits patiently for air under its wings.



Joseph Kouzez pulls his F22 into the vertical.



Let the foamy wars begin!



Rain, Rain go away! The late Saturday downpour.



Andy Andrews F16 landing in Waco.



Joe Paztor's Cougar dodges the impending rainstorm.

4th Annual Louisiana Jet Rally, Grand Cane, LA

The Shreveport Radio Kontrol Society held their jet fly October 19-20' at the CE "Rusty" Williams Airport. I was not able to make the event but around 21 pilots DID attend. Due to wet grounds, I'm told the pitting areas changed so that tents would be on a dry surface, and I heard there were no complaints. When I attended last year, flying off of the full-scale runway was great, so I assume all went well. This was an event I failed to advertise – sorry guys! I hope to not miss it next year!

After the Bomber Field Jetoberfest event, (prior to this issue going to press) I'd think we'll all be well into building mode. I know I am, and several others already are. My next column I'll likely start giving updates to 2 scratchbuild projects that are underway. That's all for now. Back to the mold making! Happy Flying!

Ron S.

Canada District Report

Jeff Daly



It's fall and the flying season for jets has ended up in my area in Canada. This year it was good to see some new jet pilots braving flight in their new jets. I was only able to attend three events this year, one of them being an inaugural event organized by Leonard Smart called Adirondack Air Aces Jet Scramble in Plattsburg, NY. But, all good things have to come to an end this year ... the trailer is now in winter storage ... maybe time to start a new jet project.

Here are two reports, one from the ThunderThrust over Chatham-Kent jet event and the other from the Adirondack Air Aces Jet Scramble, both having occurred on the same weekend in September. Considering that both events will be popular with Canadians in the future, I hope to have these events deconflicted from occurring at the same time next year. Thank you to the organizers of our jet events ... our hobby would suffer immensely without the dedication of the organizers.

6th Annual ThunderThrust Over Chatham Kent Municipal Airport - September 2018

The 6th annual ThunderThrust jet event occurred during September 20-23, 2018. It was an excellent turn-out over the four days with 32 pilots from Ottawa to Michigan bringing 80 jets and putting on a great show. The wide runways make it a dream to fly from, and event organizer Peter Doupnik, volunteered his time once again to make it a memorable event. Next year's Thunder Thrust will be a five-day event from Wednesday to Sunday, September 18 - 22, 2019.

For the JPO Top Gun award, I was not available to do the honours of awarding it to a pilot, so last year's winner stood in for me. Rick Bruce received the JPO Top Gun Award, and it was well deserved. Also, our most dedicated photographer, Larry Ingram, was awarded the Pickled Pilot award for his outstanding photography. As part of the fun, Peter also recognized the pilots in unique ways with 10 other special awards that were announced at the banquet on Saturday night:

Worst Shaky Knees ----->	Mike Stephenson
Kangaroo Landing Champ ----->	Ted Antonopoulos
Most Landings in One Flight ----->	Blair Shrubbsall (DV8R)
Hero to Ground Zero ----->	Richard Muller
Best Body Language ----->	Fabiano Silva
All Show & No Go ----->	Mike Irwin
Most Improved Jet Pilot ----->	Blair Shrubbsall
Lowest Successful Pass ----->	Chris Tucker
Pucker Factor Champ ----->	Jorden Hall and Larry Peterson
Most Interesting Landing ----->	Jeff Tremner
2018 Pickled Pilot Award ----->	Larry Ingram
JPO Top Gun Award ----->	Rick Bruce

Congrats to the award winners and thanks to Peter for another great event!

Following, are some photos from the event, thanks to Larry Ingram.



Canada District Report (cont'd)

Jeff Daly



1st Annual Adirondack Air Aces Jet Scramble in Plattsburg New York - September 2018

I attended the inaugural event during September 20-23, 2018 at the old USAF base in Plattsburgh, NY. In fact, there were seven Canadian jet pilots who made the three-hour drive down south from Ottawa and Montreal to Plattsburgh. Leonard "Max" Smart decided to put on this event and the local Canadian pilots went to support him. There were approximately 20 pilots who flew from the wide runways in casual style. The hospitality and generosity of Max and the local club were outstanding to make this event happen in the region ... Max, you are a great guy!

Thanks again Max, and we'll be back at first opportunity in the Spring! Here are some photos by Dave Penchuk.

The Canadian contingent enjoying the casual flying!



Happy building season!
Jeff

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IT'S TIME TO RENEW YOUR MEMBERSHIP!

Membership/Renewal Application

Please add/renew my JPO membership!

Name: _____ AMA Number*: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is \$25.

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: Sid Gates, JPO Secretary/Treasurer, 2380 S. Holly Place, Denver, Co 80222



Pat Fernandez captured Kevin Whitlow's F-4 at The Greater Southwest Jet Rally.