

Newsletter of the Jet Pilot's Organization

Contrails

Summer 2023

Volume 35, Issue 2



Jeff Daly's Super Bandit was captured at Highland
Jets in Utica, NY



President's Report

Bob Klenke

As I write this column (4 days late, much to the chagrin of our excellent Contrails editor – sorry Greg, again!) I'm somewhere over the Atlantic on a Lufthansa Boeing 747-8. It's somewhat rare to get a ride on one of these as they are giving way to the rise of the twin jet. The flight was past full, so my wife and I got a free upgrade from Premium Economy to Business Class on the upper deck, so life is good, or as good as it can be on an 8 hour 45 minute flight....

Those of us on the east coast were sad to see the passing of the First in Flight Jet Rally. Larry Lewis, Josh Bunn, and initially Robert Vess and their gang from NC started FIF after the Mid-Atlantic Jet Rally lost the use of the Fentress NALF and had to suspend that event a number of years ago. Holding events is a great service to the jet community and a LOT of work, so we thank those guys for all of their efforts over the years.

The great folks down at the Flying Tigers field in Scranton SC, took up the banner and held an event on the same weekend. The Flying Tigers field is a terrific site with a long and immaculately maintained grass field. It's an excellent place to fly and they are great hosts so if you have an opportunity to attend one of their events down there, you should do it (they have several, of different types every season (see <https://www.flyingtigerscinc.com/2023-events> for a list). Unfortunately, the weather didn't cooperate very well, but we did get a couple of flights in and had an opportunity to see lots of flyers from our area at the beginning of the season.

We also attended Jets over Kentucky again this year. We've attended Lewis Patton's event every year since it first began in 2003. Its hard to believe that's 20 years ago! As usual, it was an excellently run event with Marvin Alvarez keeping the flight line going. Even when there was a line to get to fly at one of the 6 flight stations, the operation was smooth and you could generally get in the air in a very reasonable time.

Since the airport where JoK is held now, Taylor County Airport, has a single runway, the FAA dictated that the airport could not be closed for the entire day during the event. This year, the flying hours were expanded to go from 10:00AM to 3:30PM and then again from 5:00PM to 8:30PM. The mid-day break gave everyone time to take a break, maybe grab something to eat, or wrench on a jet without the feeling that "I should be flying." These hours were expanded from what they were last year, and even then, there was little full-scale activity during the "down time," so maybe the hours will be expanded even more next year. Taylor County Airport is an *excellent* place to fly jets and we are privileged to be able to fly there so being good members of the aviation community and keeping everyone happy is the best way to continue to be able to do so.

Last year, there was somewhat of an issue with the 400' altitude limit. It wasn't strictly enforced and the event went

on as usual – even with representatives from the local FAA FSDO there every day. However, as you may have read in the information from the AMA, this year, every AMA sanctioned event comes with an altitude authorization to fly up to the base of the Class E airspace above the event location. If you recall the airspace discussion that I presented back several issues ago, you will remember that the base of Class E airspace is generally 1200' AGL most everywhere in the US, except for around selected full-scale airports where it is 700' AGL. That is the case for Taylor County Airport, so the AMA sanction for JoK came with an altitude authorization for 700' AGL. That is possible for sanctioned events because the FAA Reauthorization Act of 2018 specifically allows the "Administrator" (i.e., the FAA itself) to authorize higher altitudes for sanctioned events. Unfortunately, that same paragraph in the law simply states that the altitude restriction in Class G airspace is 400' AGL, with no "out" for the FAA to grant authorization for higher altitudes in uncontrolled airspace.

This restriction is one of the most important ones that the AMA has been working with Congress to remove (the FAA didn't write that section of the law, Congress did). That is why the AMA asked us for our support with Congress several months ago (you did send the letter/email to your Congressman, right?). Things are currently looking good for the new law, which is due out in September or October, to remove or ease this restriction, as well as provide us with other needed relief from regulations. See Tyler Dobbs' column in the August issue of *Model Aviation* for more details.

Remember, the AMA is the ONLY organization actively working to keep us flying and they are making progress. They deserve our support for that.

Speaking of rules, I've been working with the AMA Safety Committee to draft a set of rules for model helicopters over 55 lbs (Large Model Helicopters, LMH). This was definitely out of my area of expertise, but what I really did was organize meetings of experts in this area and act as scribe to capture their thoughts into a draft rule. That draft rule is working its way through the system and hopefully it will be out in the near future. Don't forget, any safety rule changes made by a recognized CBO (the AMA) ultimately have to be reviewed and approved by the FAA.

I volunteered to work on this to help out the Safety Committee and to help the JPO to be seen as "part of the solution, not part of the problem." Now that we have that draft complete, we are turning our attention to investigating if a new rule on bladder fuel tanks for jets and allowing jets up to 125 lbs is possible. I'll keep you in the loop on that as we see what can be done.

So that's the business part of the presentation. Now for something that I think might be interesting. I recently had an opportunity to visit the Am Technik Museum in Speyer, Germany. Now they don't have the collection of aircraft that the Smithsonian or U.S. Air Force Museums have, but there were some interesting jets there that I thought I'd share with you. They also have an extensive collection of very rare cars, boats, and submarines, but I'll stick to the jets.

President's Report (cont'd)

Bob Klenke



When you walk to the museum, the hotel next door has this L-39 as a gate guard, which is a good start.



You can also see the center-piece of the museum, this Lufthansa Boeing 747 mounted high on pylons in the center courtyard of the museum. You can (if you want) climb up to the interior of the aircraft and climb out on the wing for a picture. Louie and I decided to forgo this pleasure in order to see more of the museum before it closed.



Then when you walk into the entrance hall, you see this nice example of the French-designed Fouga CM.170 Magister.

Then in the next hall they have this aircraft.



It looks like a 2-place side-by-side version of the *Magister*, but it's really a Potez-Heinkel CM 191. The CM191 was developed by the Heinkel Company, in collaboration with Potez Company as a four seat executive, training and liaison aircraft. This is one of only two such aircraft that were built.

In the same hall, they had an excellent example of an F86 in the RCAF *Golden Hawks* scheme, a Mirage III, and an L-29 *Delfin* in a very nice Czech scheme.



In an adjoining hall, they had this very unique "aircraft." It is the BTS-002 full-scale flying prototype of the Soviet *Buran* orbiter (OK-GLI). This aircraft was equipped with four AL-31 afterburning jet engines, so it could take off from the runway under its own power. To better facilitate takeoffs under jet power, it had an extension on its nose gear that made rotation easier and the cargo bay was equipped with a large fuel tank for the engines. The aircraft would take off under jet power,

President's Report (cont'd)

Bob Klenke

climb to altitude, and the jet engines would be set to idle thrust so that the aircraft could glide to a practice landing. The initial aerodynamic testing showed that the jet engines had little effect on the handling characteristics.



The aircraft made a total of 24 flights for testing and pilot training. During the flight tests, the automated landing system that was ultimately used to land the actual *Buran* spacecraft on its only unmanned, orbital flight into space, was tested and flight-proven.

The rest of the aircraft were housed outside. Unfortunately, that means that they are exposed to the elements and are deteriorating a bit, especially with respect to paint oxidation. None the less, there were some interesting examples there.



This was an unusual place to see an F-4 in the *Blue Angels* scheme. There was another F-4 on pedestals directly opposite to this one in an Air Force combat scheme, but I was not able to get a good picture of that one.



There was a nice example of an F101 Voodoo in a Texas ANG scheme. How come nobody makes a nice 140-sized model of this aircraft? I'd be interested in one....



This MiG-23BN *Flogger H* painted in a commemorative eagle with black livery scheme was a former Czechoslovakian Air Force aircraft.



There were a couple of examples of Luftwaffe F-104 *Starfighters*.

The F-104 was an excellent aircraft, as we all know, when used for what it was designed – a high-speed, high altitude fighter/interceptor. However, the Luftwaffe specified the F-101G configuration which was intended to be an all-weather, ground attack version which was 2,000 pounds heavier than the original F-104 with the same engine. Foremost missions, it needed to carry four external fuel tanks, adding to the weight.

In service with the Luftwaffe and Marineflieger (German Navy), the aircraft proved difficult to fly in approach and landing because of its necessary high-speed, especially in the typically bad European weather. Also it had to perform the low-level high-speed attack mission and in those kind of sorties the aircraft was very sensitive to control-input and extremely unforgiving to pilot error. The result was an incredibly high accident rate. In total, the Germans lost 292 of 916 aircraft and 116 pilots from 1961 to 1989, its high accident rate earned it the nickname *Witwenmacher* ("widowmaker") from the German public. The aircraft had similar, or greater, loss rates in service with the Belgian, Canadian, Denmark, Norwegian, and Japanese Air Forces.

Finally, here's a little bit of a brain teaser for you. Who can name this unusual aircraft below and describe what it was used for. I'll pay next year's JPO membership for the first person who can email me the correct answer at: rhklenke@gmail.com.



Until next time, have fun and maybe we'll see you out there.

Bob



Vice President's Report

Jim McEwen

Greetings! It has been an interesting spring/summer of a problematic year. Let me save you some potential headaches by explaining what happened to me you can avoid these pitfalls and have a much better summer than I seem to be having.

Back in May, I was prepping my planes for the upcoming year. One of the things that I prefer to do is to change the diaphragm on the DLE-55 carburetor and to clean the carb to clear any oil residue that may have accumulated late year and/or during the winter. I had tried to start the engine the previous weekend at the field, but the engine wouldn't start (so I suspected that oil residue was to blame and the carb needed a good cleaning). I changed the diaphragm, cleaned the carb, and set up the warbird, bungee-wrapped on my test stand, for a quick engine test.

I had increased the throttle setting (to assist in priming the engine) but I didn't quite pull the throttle lever all the way back to idle. Such a tiny mistake, but one that had big consequences...I flipped the prop, the engine started and the thrust was enough allow the plane and test stand to move and it fell, prop-first, into my hand on its way to the ground. The prop had seriously cut up a couple of my fingers (I was afraid to remove the heavy glove I was wearing for fear of what I might find). I then had to put the plane, the test stand, my flight box, and the gas container back into my apartment (all the while bleeding on everything I came near), and then drive myself (bleeding all over the car) to the hospital. Needless to say, it was painful and is taking it's sweet time to heal (still ongoing).

Being out of practice and its effects

I didn't get much flying done in May and June, given my mishap, so I was a bit out of practice. Regardless, I decided to go with a friend to an event where I could fly both a warbird and a jet at their event. Sounds good, right?

Actually NO, it wasn't a good idea. I was out of practice, a bit nervous, and my planes were unproven that year (though they had flown many times before) and this made me unproven (this year). Several minor incidents either resulted or were worsened by my being "out of sorts".

One of the things that I have talked about is the role of the spotter (and how crucial it is). At the event, I asked a guy to spot for me, started up my *Rafale*, got permission to taxi from the air boss, taxied and took off. There was some issue on the next circuit, so my spotter took a couple of steps back to talk to the air boss. As it turns out the issue was that the air boss thought my upwind leg was a bit far and it took the plane to the edge of their airspace, so the air boss wanted me to fly a slighter tighter circuit. That's a simple request that can be immediately complied with. Unfortunately, my spotter chose not to communicate the issue to me so I had no idea what the issue was. Instead, my spotter decided that he would tell me when to turn. During the next upwind leg, he said "turn right"

to which I immediately complied (as I thought there was a safety issue such as traffic which needed to be avoided). During the next upwind leg, once again he said "turn right," which I did, but I could tell by the tone of his voice, that there wasn't traffic. During the next upwind leg, again he said "turn right" but I ignored him. I flew the rest of the flight, landed, and taxi'd back. Even though my plane was safely on the ground and stationary, my spotter gave me no explanation of the issue nor his "solution." I asked the air boss about the issue few hours later when he passed nearby. The air boss gave me a simple explanation that he felt that my upwind passes were a bit long (near to the edge of their airspace) and suggested that I turn earlier to the crosswind leg. Really, that was the issue? I had no idea. Sure, no problem, I'll keep it tighter on future flights. And I noted that I needed to get another spotter (who would simply communicate with me) from now on.

So, I selected another spotter, and we started up my *Spitfire*. After starting the engine, I gave a couple of clicks of throttle trim to stabilize the idle, and the plane rolled forward a few feet in the short grass. My new spotter started screaming at me that the plane moved and I didn't have taxi clearance yet. All that was needed to do was hold the plane in place by the tail – a standard practice for safety – not being screamed at. As I was taxiing out, the spotter started telling me where the five other planes were in the air at that moment. Why? They will be in a different location in ten seconds and I haven't even reached the runway yet! I briefed him that during the flight that I wanted to do a loop with a roll at the top of the loop and that I would need enough space between my plane and the other planes. I took off, and immediately found myself in traffic (a plane above and another in front of me). I mentioned the traffic to my spotter and was about to do a break and turn in early when the spotter told me to "hang on" and he went over to the next flight station to discuss this with another pilot. When he returned, I asked him what the convo was about and he told me "don't worry about it" and repeated not to "worry about it" when I asked him again. Now I literally don't know what's going on and decided right there that I needed to cut my flight short and find (yet another) spotter who didn't talk too much and was less likely to scream at me.

Prior to my next flight, I went to a good friend (we've spotted for each other at least a dozen times) and we've flown together at Top Gun, and I asked him to spot for me. No problem, he said, start the turbine up and I'll join you in the start up area. I brought the *Rafale* to the start up area, and the initial spotter (with the communication problem) walked over and began to help me prepare the plane for flight. My selected new spotter saw this and he figured that he was "replaced" so he never came out to join me.

I should have shut the plane down and told the "replacement" that he wasn't needed. Instead, I decided to give the original guy another chance at spotting for me. I took off, flew the flight and was on short final (descending through an altitude of ~10 feet) when the spotter screams "left". WHAT THE? I advanced the throttle to full to abort the landing. As the plane was climbing out, I asked him what the "left" was about. He said that I was pushed a bit right of the centerline by the cross wind. Who cares, the runway is at least 120 feet wide? This last-minute non-emergency really shook me and I was literally shaking in anger. I flew the go around circuit but was so upset that I throttled back

Vice President's Report (cont'd)

Jim McEwen

too late, still had too much speed on approach, and a main axle sheared when the plane touched down causing it to cartwheel (crushing both wing tips and part of the nose). I was so incensed that I retrieved the *Rafale*, and went back to my pit area to pack up to leave the event.

It's over two weeks later and I'm still upset. Not only was the *Rafale* damaged, it was damaged enough to that there was no time to fix it and then fly it in practice for a scale contest in a couple of weeks (which means skipping the contest). I have had the *Rafale* for about ten years, flew it at Top Gun twice, not to mention multiple other events, but I damaged my #1 plane because I got so upset at the spotting difficulties that I screwed up the landing. My fault for sure, but I will never forget it.

My advice to you is not to make the same mistake. If you're "out of practice" or can't find a spotter that you know, don't fly because there is far more potential for you to be affected by others (be it the air boss, another pilot, or your spotter(s)) and have this affect you and your performance.

B-58 Update

This spring, I flew out to Los Angeles to pick up my B-58 *Hustler* and drive it (across the country) to its new home in CT. The plane is 79" long and has a 44" wingspan. Some of you may be familiar with the plane (production kit #2) that was built (with 4 EDFs) by Chris Wolfe. Chris did a series of videos on YouTube documenting the build and finish of his model. Unfortunately, the plane crashed on its maiden flight when 3 of the 4 motors speed controls shut down due to overheating. I have production kit #3.



The *Hustler* in Coachella, CA on a lunch break with Dan Metz. Naturally, I put the external tank on the plane to show Dan. My next stop: Steve Gladstone's house in Mesa, AZ. Steve and Stephanie graciously put me up for the night.



It was a long ride to Cleveland where I stayed at Ed Dobias's house. Ed (RC Crafters) machined the landing gear.

For my model which will be fitted with a pair of 45N turbines and a complete telemetry package, the landing gear (made by RC Crafters) will get an upgrade with new larger diameter front axles, new wheels/tires, and electric brakes. The plane might fly this fall in primer, or I'll wait until spring (after I have painted it this coming winter - we shall have to see how everything goes). The model will be finished as the "Cowtown Hustler" like the full-scale in the USAF museum in Dayton. I've been compiling documentation for years on the Hustler and have thousands of sheets of original Convair drawings on microfilm (available from the Smithsonian) not to mention the thousands of photos that I've take of multiple full-scale aircraft located across the country. This will be a heck of a project; it was a heck of a drive across the country, but it was great to see longtime friends.

I was also very busy at home this year working on another Turbinator 2 model. I had built one a couple of years ago but it was destroyed after an unanticipated snap at low altitude.



My original Turb2.

Vice President's Report (cont'd)

Jim McEwen



Glassing the fuselage is a lot simpler with the holes filled.

Greg Alderman (who now owns Boomerang) has made several improvements to the kit including new wing tips (which can be used instead of the tip tanks). Unfortunately, the washout problem remains so I removed the lower wing skin, put each wing half in a jig, and redid the lower skin with 2 degrees of wash out which should correct the tendency for the model to unexpectedly snap...or at least that is the hope. The model is also glassed/painted (with minor nomenclature changes) like the earlier version.



Wings rebuilt with wash out, glassed, and ready for paint.



It feels so great to have some color added.

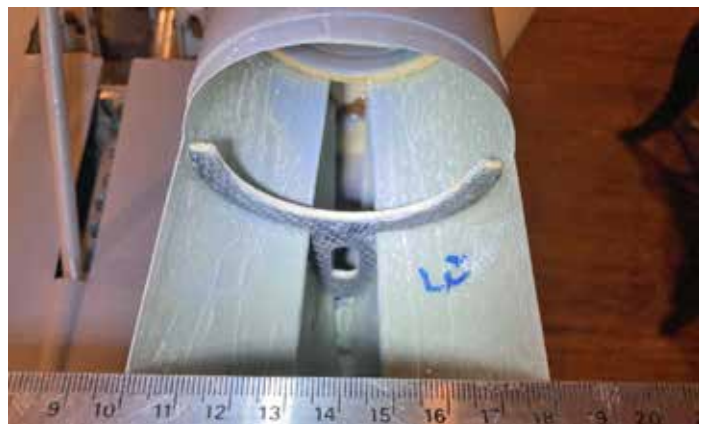
For some added building thrills, I set aside the Turb2 to do some work on the *Hustler*. I've installed the servos, linkages, and fuel tanks, and am working on the on-board lights (navigation, strobes, and landing), the gear doors, and the turbine(s) mounting and installation.



Hustler build: Fuel tanks, elevon servos and linkages installed.



Light system installation in the wing. Now to mold the Lexan cover.



Inboard pylon ready to rough fit the mounting structure and a Kingtech 45. It's a tight fit for sure.

Getting these two models built and flown will sure make for a busy late summer and fall. In the meantime, have a great summer, choose your spotters with care, and keep SAFE.

Jim

District VII Report

Tim Toutant



Iowa
Michigan
Minnesota
Wisconsin

What a start to the summer.... Being in the hospital was not fun due to prostate cancer. I survived and will need a check-up every three months to check my PSA. I'm doing better and starting to get out.

The first Jet Rally of the year was at the Pontiac Miniature Airplane Club with "David's EDF Jet Jam. We had a great turnout on the Memorial Day weekend, and I took 3rd Place with my Freewing PJ-50 Biz Jet in the Coast Guard scheme. Graphics were from Callie Graphics - she never lets me down. I just "had" to add a couple of new EDFs that I completed while I was convalescing. I assembled the X-fly T7-A and the X-Fly B1-B Lancer. Both are great looking aircraft and projects. I hope to get both of these aircraft in the air soon.



The next event I attended was the Spring Fling Jet Rally at Baldwin Airport, Michigan. It is always well attended. The show was put on by the Lake County Modelers and Flyers Association. They also host the Midwest Pilots Jet Boondoggle being held August 17th-19th. This event is also very well attended, even by our Canadian neighbors. Our very own Dist. VII Jet Master, Larry Peterson and family attend both events and from what I understand, took home

District VII Report (cont'd)

Tim Toutant

honors at Jets Over Kentucky. Way to go Larry! Also the Boomerang unofficial jet team was in attendance with their Boomerang Jets.

Fly Safe
Tim
{Tailspin}



Larry Peterson's F-18.



Tim with his T-One Models A-10.



A pair of "Hawgs".



The Boomerang Unofficial Team.



Jeremy Solt's B1-B captured in flight.





District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers! Temperature-wise, it's getting hot in this district. Make sure you're keeping hydrated at the model field. The district is also busy with jet flying, and I have the pics to prove it! If the heat is currently too much for you, I'm confident we'll have nice weather for at least one of these upcoming events – please pick a few to attend!

Upcoming Events in District VIII

September 7-9: 41st Greater Southwest Jet Rally, HOTMAC Field (Waco TX), Dawn Ellzey CD

October ?: 4th Thunderbirds Jet Rally, Thunderbird Field (Benbrook TX), Plans are TBD

October 19-21: Louisiana Jet Rally, Minden Airport (Minden LA), Terry Monroe CD

October 27-28: Jetoferfest Jet Rally, Bomber Field (Monaville TX), Barry Raborn CD

Houston Jet Rally, March 31 - April 1, 2023

James Hillin CD'd this Spring event, which was well attended with 53 pilots. Attendees also included Ali Machinchy from Horizon Hobby and Pablo Fernandez from Elite Aerosports – thanks for making the long haul and supporting our event! The crosswind was challenging at times – at least for me, but mostly we had great weather for flying. After-hours time was allowed for several large-scale jet models (55 lbs +) to be signed off – proving that the waiver process is mostly painless.

We also got a chance to see the new Elite Aerosports BDXs – a scaled-down version of the larger BDX, suitable for 80-100 class turbines. Both sizes were at the field, and both sizes flew great. Ali also demonstrated the new Horizon Hobby MB-339, which made several great flights throughout the weekend. We finally got a chance to see Woody Lee's rare Saab J29 *Tunnan* fly (from the MiBo kit). Nick Morrow showed up with a repainted Elite Aerosports *Rogue*, with a very custom paint job - with hand airbrushed mechanisms, gears, a turbojet cross-section – quite the artwork on this model! This is always a fun event – plus they do it again in the Fall....



Robert Bernal assembling his MiBo A-10.



Several large BDXs attending the Bomber Field event.



Sukhois of James Hillin at the Bomber event.



6 HSD F-16s ready for a mass scramble.

District VIII Report (cont'd)

Ron Schwarzkopf



Nick Morrows Repainted *Rogue* (above) and a detail shot (below).



MB339 and Saab *Tunnan*.

Texas Jets, May 11-13, 2023

Northeast Texas RC Club in Mt. Pleasant hosted another great event - thanks to Doug Mercier, Hudson Northcutt, and the rest of the club membership. This is always a nice, laid-back event, and this year had some nice raffle prizes, such as an E-Flite F-16 and an Airboss RC L-39.

Weather was apparently nice for the event, but I could only make it on Saturday – and on that day, the late afternoon gave us heavy rains... so my advice to you if you're attending next year – plan to attend for several days!



Doug Mercier's Large *Scorpion*.



Large BDX flown by Scott Hamett.



Hudson Northcutt's well-flown *KingCat*.



Late Saturday rains at end of the event.



Sukhoi Su-22M4 Fitter, 1/6 Scale – Number 2

We finally got *Fitter* #2 on its gear for a roll-out photo. A month or two later, in July, we were able to get photos of most of the hardware assembled with the majority of paint completed. This is essentially an Su-17M4 like the one I'm currently flying (pics have appeared in prior *Contrails* issues), but since this is modeled as an exported aircraft (to the Vietnamese Air Force), this is denoted as an Su-22M4. Vietnam still flies about 30 of these aircraft. This model build has slowed significantly, due to my having picked up some contract work, but we'll soon be installing the 17 servos, wiring, and all the other goodies. Pic enclosed somewhere in this column, as well as I've updated my Su-17 build thread on RCUniverse.

F-15 Eagle, 1/8 Scale Additional Detailing by PJ Ash

PJ Ash, a well known warbird and jet builder/flyer, had purchased an F-15, but wanted additional detail on the model, as well as a new color scheme. He ended up adding additional fastener detail (rivet heads and #0 screw heads), added removable antennas, hatches and gun details. Afterward, he gave it the colors of the F-15E roll-out scheme, using Tamiya lacquer spray (Dk Gray, Forest Green, OD Green). As soon as it cools down a bit, he's hoping to test fly it, and have it ready for the Little Rock AFB Airshow in Jacksonville, Arkansas, this October. Thanks for the pics PJ, and good luck on your next flights – the model is looking great!



PJ added the gun and details to his F15.



A simple way to balance your F15.



Nicely weathered surface.



F-15 Nozzle Details.

And, like PJ's model – if you're building anything unusual or something you'd like to see in this column, please let me know! Call, text, or email me and let me know of your project. I'll be happy to add it in a future column. With that, happy building and flying!

Ron

Canada District Report

Jeff Daly



Hello everyone. I hope you all have been enjoying some flying this year. Flying up in Canada has been more difficult this year with limitations placed on the hobby by the Canadian regulator, Transport Canada. Our modeling association, Model Aeronautics Association of Canada (MAAC), had failed to identify several flying sites that were approved inside controlled airspace without an agreement with NAV CANADA. These approvals were in breach of Canadian Air Regulations and in breach of an operating agreement with NAV CANADA, which owns and operates Canada's civil air navigation system. As a result of these breaches, Transport Canada and NAV Canada revoked MAAC's operating agreements...we were grounded.

Long story short, we are flying again, but under an altitude restriction of 400ft, and max weight of 55 lbs with no approved program for large aircraft weighing above 55 lbs. Events are very difficult to get approved and we had to get a drone pilot's license after taking an online exam. This has been very emotional for quite a few pilots seeing their hobby suffer from new regulations resulting from a few non-compliant clubs. Patience is key as MAAC is slowing negotiating to restore most of the freedoms we previously had.

For me and many of my jet friends, we have been looking to the US to participate in their jet events. I just returned from Highland Jets in Utica, NY which was hosted by the Mohawk Valley Radio Control Modelers. CD extraordinaire was Paul Ramos, who with his team hosted an awesome event...thank you Paul for the hospitality to us Canadians (10 of us)...we burned lots of fuel!

More spectacular news was that two fellow club members from the Ottawa Valley Jets, competed in Top Gun 2023. Both Elckar Monsalve (L-59 *Super Albatros*) and Christopher Simon (age 9 flying a Tomahawk *Viper Jet*) brought home trophies ... just exceptional individuals with amazing talent under pressure!

Enjoy some pics from Highland Jets ... photos from myself and Facebook (The Mohawk Valley Firebirds).

Jeff





8 year old Christopher Simon flew his Aermacchi MB-339.



Officers and District Representatives

PRESIDENT

Bob Klenke
11620 Parsons Walk Ct.
Glen Allen, VA 23059
804-901-2666 (C)
rhklenke@gmail.com

VICE PRESIDENT

Jim McEwen
126 New Britain Ave, Unit R2
Plainville, CT 06062
602-790-1695
ubereng1@gmail.com

SECRETARY/TREASURER

Marty Gurewitz
40 Cragmere Oval
New City, NY 10956
(845) 638-0239
onshelbygt500@verizon.net

CONTRAILS EDITOR

Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-337-1645
jetflyr@comcast.net

DISTRICT I

Vacant

DISTRICT II

Len McIntosh
51 Jesse Street
Freeport, NY 11520
516-623-1780 (H)
516-551-1819 (C)
mcintoshl@verizon.net

DISTRICT III

Mark McCracken
180 Blackman Street
Wilkes-Barre, PA 18702
570-825-0713 (H)
jpnepa@hotmail.com

DISTRICT IV

Scott Strimple
12417 Summer Creek Ct
Glen Allen, VA 23059-711
(804) 641-7278 (C)
gadjetman@earthlink.net

DISTRICT V

Chris Lavin
PO Box 33416
West Palm Beach, FL 33420
321-279-4289 (C)
clavin@chrislavin.com

DISTRICT VI

Vacant

District VII

Tim Toutant
22000 Avalon St
Saint Clair Shores, MI 48080
520-873-7709
tcoltpilot56@yahoo.com

District VIII

Ron Schwarzkopf
10436 Rancho Viejo Way
Crowley, TX 76036
682-208-6455 (C)
ronschwarzkopf@sbcglobal.net

DISTRICT IX

Vacant

DISTRICT X

Vacant

DISTRICT XI

Vacant

CANADA

Jeff Daly
457 Landswood Way
Stittsville, Ont
K2SOA4
Canada
613-836-7330
dalyfamily4@bell.net

Treasurer's Report

Beginning Checking Account Balance 12/31/202	\$5,617.56
Beginning PayPal Account Balance 12/31/20	\$0.00
 Total Cash on Hand 12/31/2022	 \$5,617.56
Income	
Member Dues	\$2,374.72
Total Income	\$2,374.72
Expenses	
Bob Klenke - Bladder fuel cells for eval.	\$401.23
Smith-Petty Trophies 1/1/23 - 7/31/23	\$171.70
Bob Klenke JPO website renewal	\$264.00
Double dues payment refund	\$25.00
 Total Expenses	 \$861.93
 Ending Checking Account Balance	 \$7,130.35
Current Pay Pal Account Balance	\$0.00
 Total Cash on Hand 7/31/2023	 \$7,130.35

Respectfully submitted: Marty Gurewitz, Treasurer



A turboprop PC-21 prepares for flight at Highland Jets in Utica, NY.