

Newsletter of the Jet Pilot's Organization

# *Contrails*

Spring 2013

Volume 25, Issue 2



David Reynolds captured the effects of a smokin' climb at Tucson Jets.



## President's Report

Keith Sievers

### JPO Officer Changes

I have several officer changes to report on this month. First, Al Watson, our Vice President, has stepped aside for personal reasons and the board has appointed Lance Campbell to fill the remainder of Al's term. You may be familiar with Lance either through his ground breaking engineering work, his now famous *Blackbird*, his involvement in the local District VI area as the JPO's current District VP, or his volunteer efforts working on the World Jet Masters. Lance is well respected throughout the jet community and beyond, and I look forward to working with him in his new role. I would like to take a minute to thank Al personally, who has contributed significantly to the organization in his VP role. I will miss his involvement and counsel.

The board has also appointed Paul Blanchard to replace Lance in the District VI VP role. Paul has also been active in the jet community for many years, and I have had the pleasure of flying with Paul at several jet meets in the past. He will share more with you about his background and interests in the next issue of *Contrails*.

Last, but not least, the board has been working with Paul Dries, our western Canadian VP, to boost representation in the eastern Canadian provinces. I am happy to announce that Paul has recruited, and the board has appointed, Jeff Daly to the position of Canadian VP. Jeff has also been active in the hobby for some time and brings both experience and energy to this important region, and I look forward to working with him in the future. I believe Paul will be sharing more about Jeff with you in his column in this issue. Paul will continue to remain involved with the JPO, but will hand the primary Canadian representation off to Jeff.

While all the District VPs invest their valuable time into the organization, I do want to recognize a few people whose work behind the scenes can go somewhat unnoticed. Greg Moore is, and has been for some time, our *Contrails* editor. He puts in countless hours collecting, compiling and publishing our quarterly newsletter. He is also a participant in all of our board activities. Bob and Carol Brusa serve as our Treasurer and Secretary, processing all of the membership applications and renewals, handling the money, publishing rosters and financial reports and

managing our merchandise program. If you should ever run into one of these fine folks at the field, make sure you show them your appreciation for their volunteer work for the JPO.

### Merchandise Price Reductions.

Speaking of merchandise, prices have just been reduced on JPO merchandise. The base price on shirts has come down to \$29.50 and hats are now just \$11. Please visit our website [www.jetpilots.org](http://www.jetpilots.org) to order.

### FAA Update

I spoke with the AMA today for an update on the FAA regulatory activity. As you recall, the FAA is working on a Notice of Proposed Rule Making that will cover small unmanned aerial vehicles. This set of regulations was due nearly two years ago and at my last report, was expected this summer. It has now been pushed back to year end. In the meantime, the FAA reauthorization bill that was passed last year exempted model aviation conducted under the auspices of "community-based organizations" with a specific safety code from the FAA SUAS rules. Accordingly, the AMA has officially applied for CBO status from the FAA, and that process, while proceeding slowly, is going well. Stay tuned.

### Electric Retract Conversions

I'll make a quick mention of a new company I have recently run across: *Down and Locked*. They specialize in converting pneumatic or hydraulic landing gear (and other mechanisms) to electric operation. I am looking at using electrics instead of hydraulics for the gear on my CARF MIG 29 and just converted the wing fold mechanism on my CARF Corsair to electric. The case for electrics is pretty good: reliability, positive locking, realistic speeds of operation and a reduction in the support equipment required. There may also be a reduction in weight in some cases, despite the need for additional power. The basic premise is to replace the hydraulic cylinder with a lightweight bullet motor/gearbox/jackscrew mechanism. There is a single control box that shuts down and reverses power to the motor when it senses an increase in amperage as the gear reaches the end of its travel. The control box simply plugs into the retract channel. Power for the retracts comes from a separate battery, isolating the gear from other flight electronics.

I was impressed with my recently acquired wing fold mechanism. I was able to jettison two heavy hydraulic cylinders, several valves, a pump and a hydraulic tank filled with baby oil. They work surprisingly well under the heavy loads of moving the wings up and down. The support from the *Down and Locked* folks was great, particularly their communications and turnaround times. They mentioned

## President's Report (cont'd)

Keith Sievers

some potential enhancements to my wing fold mechanisms, which shows me they are continually thinking about improving the quality of their products.

I have owned several aircraft in the past where scale speeds were desirable, or where air pressure was marginal for larger or forward retracting wheels, and having an electronic conversion option would have been very

desirable. If you are in this situation, consider checking them out at [www.downandlocked.com](http://www.downandlocked.com) or give Mitch Stott a call at 828-817-0412. They also have a number of videos on YouTube, so you might check them out there, as well.

Fly safely and enjoy the coming summer months!

Keith.

## Treasurer's Report

<b>Balance as of January 1, 2013</b>		<b>\$ 3, 599.45</b>
<b>Income:</b>		
Dues:	\$4, 612.29	
Shirts:	\$35.24	
Donation:	\$28.00	
<b>Total Income:</b>		<b>\$4, 675.53</b>
<b>Expenses:</b>		
Contraails (2 issues):	\$2,973.88	
Postage:	\$503.35	
Post Card Reminders:	\$253.51	
Mailing Envelopes for Shirts:	\$100.00	
Membership Cards:	\$38.30	
<b>Total Expenses:</b>		<b>\$3869.04</b>
<b>Ending Balance as of March 31, 2013:</b>		<b>\$4,405.94</b>

*Respectfully Submitted: Carlo Brusa*

## Upcoming Events

**Highland Jets:** May 31 - June 2, 2013  
Frankfort Highland Airport, Frankfort, NY  
<http://mvfirebirds.com>

**Virginia Jets:** June 7-9, 2013  
Twin County Airport, Hillsville, VA  
CD: Bill Jarrett (276-237-0607)

**WDA Jet Fly:** June 7-9, 2013  
Woodland, CA  
[www.wdarc.org](http://www.wdarc.org)

**Mount Pleasant, TX Jet Rally:** June 13-15, 2013  
Mt. Pleasant, TX  
[www.mtpleasantrc.com](http://www.mtpleasantrc.com)

**GateWay Fly Inn:** June 14-16, 2013  
Eureka, MO  
[www.SLRCFA.com](http://www.SLRCFA.com)

**OC-Turbo Fest-Early Summer Edition:** June 21-23, 2013  
Titusville Airport, Titusville, PA  
[jacknbets@aol.com](mailto:jacknbets@aol.com)

**Big Apple Jet Rally:** June 22-23, 2013  
Floyd Bennett Field  
Brooklyn, New York

**Wingham Jets:** June 26-28, 2013  
Wingham, Ontario, Canada.

**Jets over the Heartland:** June 28-30, 2013  
Winamac, IN  
[http://winamacaeromodelers.com/whats\\_new.html](http://winamacaeromodelers.com/whats_new.html)

**Jets over Kentucky:** July 7-14, 2013  
[www.visiblebanonky.com/events/kyjets.htm](http://www.visiblebanonky.com/events/kyjets.htm)

**Jets over Cayley:** July 18-21, 2013  
AJ Flying Ranch, Cayley, Alberta, Canada

**Capitol Jets :** July 19-21, 2013  
South Albany Airport, S. Albany, NY  
[www.capitoljets.com](http://www.capitoljets.com)

**Wingham Jets:** July 26-28, 2013  
Wingham, Ontario, Canada.  
[www.rccanada.ca/rccforum/showthread.php?t=187746](http://www.rccanada.ca/rccforum/showthread.php?t=187746)

**Hamburg Summer Afterburner:** August 1-4, 2013  
Hamburg, PA  
[www.farviewflyers.net](http://www.farviewflyers.net)

**Burt Eisenberg Memorial Charity Jet Fly :** August 8-11, 2013  
Grosse Ile, MI  
[www.michiganjets.com](http://www.michiganjets.com)

**Nighthawks Jet Rally:** August 16-18, 2013  
North Jackson, Ohio (Youngstown area)  
[http://nighthawksrc.com/Home\\_Page.html](http://nighthawksrc.com/Home_Page.html)

**New England Jet Rally:** August 16-18, 2013  
Gardner Municipal Airport, Gardner, MA  
[jlyndz@aol.com](mailto:jlyndz@aol.com)

**Midwest Jet Rally:** August 21-25, 2013  
Municipal Airport, New Hampton, IA  
CD: Dave Dennison  
[ddennison@yahoo.com](mailto:ddennison@yahoo.com)

Vice President's Report

Lance Campbell



BVM Jets  
 DownandLocked.com  
 Duralite Flight Systems  
 IV Computers  
 Jersey Modeler

Model Glasses.com  
 RC Jet Addiction  
 Snyder Designs Inc  
 Zap Glue

I feel honored to be able to come to you this time from the desk of the VP. Al Watson has retired from the position, and I would like to take this time to thank him for his years of service to JPO, tons of great articles in *Contraails*, and assistance to many fellow JPO members over his tenure with the organization. Thanks Al!

**Jet World Masters Team**

Last issue, I mentioned that the United States team is set for the 10th Jet World Masters to be held next fall in Switzerland. Rei Gonzalez had been planning on participating, but family obligations have caused a conflict and he's had to step down. We've got a team of 5 going, and all of them are strong competitors. As I write this, many of them are gearing up to compete at Top Gun, and I hope they do well.

The team roster is:  
 Jason Bauer, Team Captain  
 Andy Andrews  
 David Ribbe  
 David Shulman  
 Scott Harris  
 Lance Campbell, Team Manger

Also, Jason has been working very hard to drum up sponsorship, and has had good results so far. To date, the following have provided sponsorship to the US Team:

Aeroloft  
 AviatorGear.com  
 Jersey Modeler  
 King Tech Turbines

Also, you can follow the team preparations, and sneak peeks at the birds that will be taken by the US team on RCJet Addiction: [www.rcjetaddiction.com/group/teamusa2013](http://www.rcjetaddiction.com/group/teamusa2013).

Lastly, I'll leave you with a thought as I close this relatively short column. Over the years, I've seen jet meets come and go for various reasons. One of these reasons can come out of working with various regulatory bodies. Those of us in the jet modeling community know how safe we are, all the hours we spend going over our birds, the huge investment in dollars and time we have in our hobby, and that none of us are going to put them at risk unnecessarily. However, even if we do everything perfectly, there can be a public perception that what we do can be dangerous.

Personally, I feel much more comfortable next to a jet engine on the flight line, when compared to a big carbon fiber prop spinning out in the open, but Joe-Q-Public won't necessarily think like that. They will hear the jet engine whoosh by and recall seeing a fireball on YouTube, and so perceive a significantly higher danger than really exists.

As we gear up for another flying season, not only make sure your gear is ready to go, but think about ways to present what we do in a positive light to the non-jet modelers out there; be it other modelers or the public in general. It takes a bunch of positive things to out-do one bad thing, but it does all add up. We live in an age of public sensitivity, with all the recent news on unmanned aircraft and drones, and we don't need to 'feed the bears.'

Have a great flying season, and I'll see you at the jet meets!  
 Lance

District II Report (cont'd from Page 5)



Bob Bush, from Dayton, OH took *Third Place* in the Jet Category at the Toledo Expo. He designed and built a custom hydraulic system for the retracts, nosegear steering, slats and speedbrakes.



Keith Shaw, from Ann Arbor, MI scratch built, and took home *First Place - Film Covering* at Toledo. It is based on the Temco TT-1/Polish *Iskra* trainer jets. It is an edf-propelled by a Change Sun 90mm fan unit.



## District II Report

Len McIntosh

New Jersey  
New York  
Europe

FBF is finally open and ready for flight operations – I am recovering from a hip replacement and thank Art Arro for providing this month's report.

Len asked me to scribe a few lines highlighting the jet activity in the northern portion of the district, so here goes. So far this year, the flying in the northern part of District II has been nil due to the prolonged and bitter winter here. We've had snowfall well after a month of "official" spring, which commenced after the March equinox. Personally, I haven't flown anything since last October and have only performed scheduled maintenance and some building over the winter. The same for my jet buds and we're all eager to get out and burn some electrons or Jet A when the weather permits. I did host a jet talk at the Model Aircraft Forum in Syracuse during late January. This was an "off the cuff" talk as the featured speaker had to bow out due to a last minute family situation. Anyway, the talk was well received by a wide audience of several local clubs. I'd like to thank Brian Morse for providing his Yellow F-16C as a jet for me to speak to during the presentation.

Central NY is a virtual backwater of jet activity with the closest turbine-waivered pilot residing over 65 miles distant. The 2nd closest resides over 100 miles away and jet-friendly clubs are few and far between. However, other R/C activities such as warbirds, helicopters, gassers and electrics are thriving in the region. To remedy this situation, I decided to host a jet event at my local club called Highland Jets in Frankfort, NY from May 31-June 2, 2013. I made a presentation to the Mohawk Valley *Firebirds* around Thanksgiving, and they voted in favor of hosting the event. Since then, I've been busy with event-sanctioning, composing flyers, collecting sponsor donations, arranging accommodations and all the other required tasks. Everything is falling into place and pilot invites with flyers will be distributed shortly. Highland Jets will be held at the club field which is co-located on the Frankfort-Highland Airport with its 2800' x 60' newly-paved runway. There are few restrictions other than "all models must be able to take off and land on this expansive runway" - no hand or bungee launches. Glow df, edf and turbine jets are all welcome and we look forward to your attendance and participation. This inaugural event should help promote R/C jet activity in the area.

As a break from cabin fever, I attended the 59th Toledo R/C Expo in early April and spoke with several exhibitors. Note that only Century Jets exhibited - as many former

exhibitors bowed out long ago. Toledo used to be a mecca for jet vendors with BVM, JMP, JHH, Planes Plus and Yellow Aircraft all showing their jet wares. One by one, they have all dropped out, opting to spend their advertising and promotion dollars elsewhere. There were many edf suppliers, especially from Asian vendors, at this Expo. I did not note any jet stuff in the huge swap shop and skipped the auction on Saturday night due to my judging job. I did take some photos of the jet entries in the static competition.

In closing, I look forward to seeing and flying with many of the "District Deuce jet jocks" this coming season. Remember, Highland Jets from May 31-June 2; Big Apple Jet Rally from June 22-23 and Capitol Jets IX is July 19-21. Please enjoy the photos below. That's all and fly safe.

Art Arro



**First Place** in the Jet Category at Toledo was won by Greg Wright from Aurora, IL. His BVM F-100D *Super Sabre* is finished in an SEA camo-scheme, and is truly a work of art.



**Second Place** in the Jet category was captured by Terry Nitsch from Grove City, OH with his 1/5 scale Skymaster F86 *Sabre* done in the civilian *Sabre Dance* scheme. Terry also won **Best Finish - Paint** with this model, which is doubly-earned as black is a very difficult color to do well with.

Continued on Page 4.

District VIII Report

Ron Schwarzkopf



Arkansas  
Louisiana  
New Mexico  
Oklahoma  
Texas

Hello again from District VIII. By the time you read this, our district and nearby states will be in full swing with flying events. If you paid attention to my last quarterly article, your batteries no doubt have all been checked, your air systems are working, and your fuel filters are all clean, so we hope to see you at some of these events!

**Upcoming Events in District VIII**

I hear there are a couple more events bubbling up for the flying season, but for now, these are the ones that are firming up on the schedule:

- May 24-25: Central Texas Jet Rally (Austin, TX)
- June 13-15: Texas Jets (Mt. Pleasant, TX)
- September 5-7: Greater Southwest Jet Rally (Waco, TX)
- October 4-6: T-38 Jet Rally (Lubbock, TX)

**Past Jet Events**

Even though not in District VIII, a few of us from our district did attend the Tucson Jet Rally, held in early March where Clay and Debbie Sherrow, once again, did a fine job of hosting this event at the TIMPARC Club field. I've really enjoyed going to this event for the last few years, even though it is a bit of a drive. This time around, the weather was a bit unruly, with low temps and intermittent light rain. Luckily, the ground was dry enough to clear the puddles quickly, so flyers could take to the skies inbetween the showers. Following are a few photos from the event. There is a possibility this event might be held a week or two later in the month for next year, and yes, I hope to be there again!

Unfortunately I was not able to make the April 13 jet fly in Fortbend, TX due to a work weekend for me, but from I heard it was well received. It was held as a one-day jet rally/funfly, and even though the event had a bit of an unplanned crosswind, the event had about 15-16 jet flyers. District VIII hopes they give it another try for 2014 - we always need more District VIII jet flyers!

Please let me know if you'd like to have any of your latest projects posted here in this column - I'm always looking for District VIII stuff to publish. I know there's a lot of neat projects going on - I just don't know exactly where all the good work is taking place! Until then, time to get my stuff ready for Mississippi Afterburner - the event starts in just a few days...I hope to have seen you there!

Ron



Ad Clark's BobCat on a nose-high approach.



Cali Jets at Tucson.



Jim Edie's Bandit preps for flight.

## District VIII Report (cont'd)

Ron Schwarzkopf



Tucson Jets waiting for puddles to go away.



TX pit area in Tucson.



TIMPA Field startup area.



Nice CT-114 Tutor staying dry.



Nice F-4 executing a crabbed approach.

Bob and David Reynolds' *Fantasia* (redesign/sizing of the old MidWest *Jetster*) and E-Flight airliner with retracts waiting their turn to fly.



District X Report

David Reynolds

- Arizona
- California
- Guam
- Hawaii
- Nevada
- Utah

**Tucson Jet Rally**

Unseasonable grey skies and rain could not deter pilots from the Tucson Jet Rally in early March. As usual, it was a low-key event, and the pilots used the rain shower breaks to discuss important issues regarding model jets. This is also known as BS-ing, and it was enjoyed as much as the flying was. On Saturday night, Clay and Debbie Sherrow hosted a BBQ at the field that was great. As I mentioned in the last issue, the Tucson Jet Rally is a fundraiser for the scholarship in Ryan Sherrow's name and part of the event is a raffle. To make things even better, Paul Stenberg of Paul's Flying Stuff donated two goody bags for the top two donators to the fund. The Tucson Jet Rally is truly a family that has a reunion once a year and anyone is welcome to join.

**EDF Harrier**

One of the fun parts of the internet is simply crawling around to see what others are up to. In the VTOL forum on The E Zone, I came across something very cool - a thread from 2006 asking if anyone could ever make a scale edf *Harrier*. Flash forward a few years and Phil Maddox, an English engineer living in Singapore, has taken up the challenge. The work he is doing is very impressive as the pictures show.

Phil has been working on his project on and off for a few years now, and has recently come back to it with fellow EZoner Psinoc. Psionic, AKA: Matt Chang, lives in Australia, making this a truly international project. One thing that has brought on the resurgence, is the acquisition of a 3D printer that makes prototyping much easier and faster than laying up fiberglass by hand.

Much of the work, so far, is being done on the computer in the form of Autodesk Inventor 2010 Pro. This program allows Phil and Matt to study ducting style and flow in order to make a scale edf version of the *Pegasus* engine.

The current prototype is running a 69mm fan that is producing 400 grams of thrust after going through the ducts. This unit is currently being used to work out control options with plans for a larger version to get more power.

You can find and follow this thread on The E Zone at: [www.rcgroups.com/forums/showthread.php?t=520712](http://www.rcgroups.com/forums/showthread.php?t=520712).

That is all I have for this issue, if you have a cool project to share, event you want publicized, or any other thoughts, be sure to drop me a line at the email or snail mail address listed in the back. You can also share on the JPO District 10 Facebook page.

'Till next time, keep the low passes where they belong.

Dave



**So THAT'S what an engine looks like during start-up at dusk!**



Proper landing attitude for a *Phantom*.



Jim Edie doing his part to dry out the runway.



HEAT! Must be able to feel fingers to fly!



This is one way to wash the underside!



Roger, I've got the ball.



Let's see - A few more low passes like this one and the runway should be dry!



Did someone say there was a party here?



The *Velox* has a pleasing bottom view - and it's even smiling!



A neat way to secure and carry an airframe.



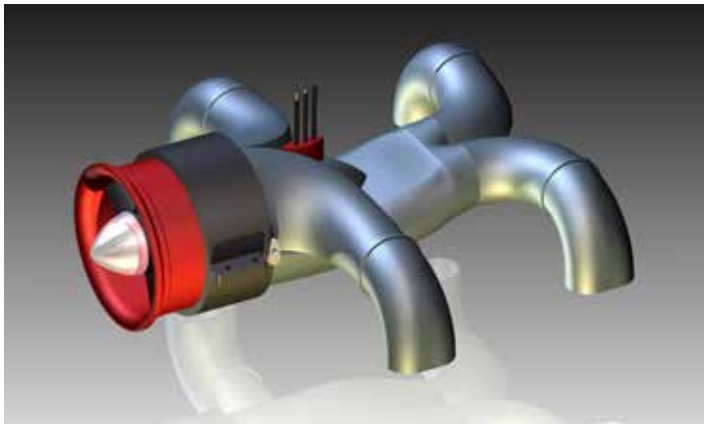
Crosswind? What crosswind?



Bob Ruff gets ready to arm his edf F4 *Phantom*.



EDF Harrier



The concept.



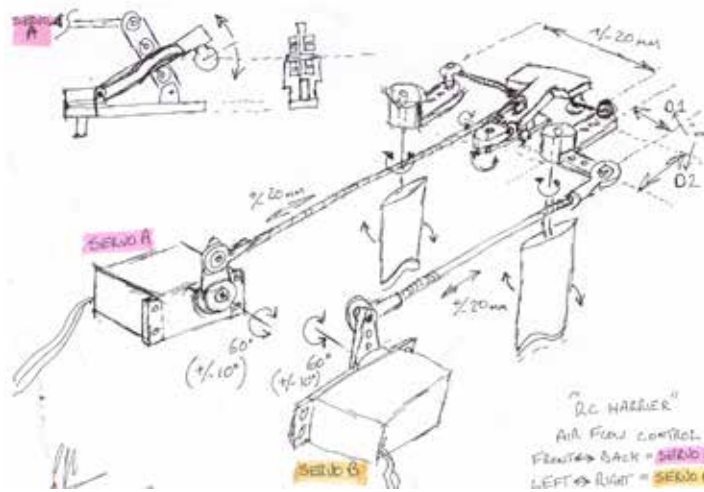
Nozzles perspective and mockup.



The first plug.



Bench test.



Dual-control vane concept.



The test rig.

District XI Report

Bob Brusa



Alaska  
Idaho  
Montana  
Oregon  
Washington

As I write this in April, the weather in the Pacific Northwest is still cold and rainy. We have had some nice days, but for the most part it hasn't been too good ... we are anxious to get out and do some flying! Carol and I were on a four week trip to Nevada, Arizona, and California last month to enjoy some of the nicer weather. We attended Tucson Jets, and I'm sure Dave Reynolds (District X JPO rep) will give a report in his District X article. I'll share a few pictures I took while at the event.

Here are a couple of pictures showing the start-up area and the pit area. As you can see, the pit area is totally covered. What you don't see, is that it has electric hookups and lights at each table.



Here is Dave Phillips, from San Diego, with his F18.

Tucson Jets is a great place to fly. Completely wide open with no obstructions and unlimited air space. I encourage all of our District XI jet pilots to give Tucson Jets a try one year. It is a comfortable event, with about 30 pilots. On Saturday night they have a barbeque for all at the field.

If you have not renewed your JPO membership for 2013, now is the time to do it. JPO is offering a free JPO logoed t-shirt for all who join or renew in 2013. Encourage all your friends to join. We still are not completely sure on the outcome of the proposed rule making yet, and AMA and JPO need your support.

The 2013 event for District XI that I am aware of is Jets Over Whidbey on Whidbey Island, WA August 23-25.

Two events not in our district, but close - Princeton Jets in BC, Canada: May 30 - June 2 and again from Sept 19-22.

Again, not in our district, is Woodland/Davis Jets (near Sacramento, Ca) from June 21-23 and also a little further away in Alberta, Canada they will be hosting a jet meet in Cayley from July 18-21.

I hope some of you will venture out this year and attend some of these events. Carol and I are going to try and make all of the above.

We are looking for a JPO representative in Dist IX (CO, KS, NE, ND, SD, WY). If anyone has any friends or knows of someone in that area who might be interested, please let me know and I will forward it on. If someone in our own District XI would be interested in being a future JPO representative, again, please let me know. It's a lot of fun and only requires writing four articles per year.

As another reminder, if you would like to have a collared polo-style shirt or hat with the JPO logo on them, go to the JPO website and you can order them there.

Bob

## Canada District Report

Paul Dries



I have NEWS! Since I started in this position, I have really enjoyed the contact it provided me to the other members in the JPO, and also the ability to network across to my other position on the MAAC Jet Committee. I did feel, however, that with a couple of strong JPO reps already on the west coast in WA and their constant presence at local events, the coverage in Canada could be enhanced by adding someone in the eastern provinces.

I am therefore pleased to announce your new JPO rep for Canada - Jeff Daly. Jeff has many years of experience in the hobby and I am proud to welcome him to the JPO team. Please see below his bio submission. This will be the last *Contrails* article that I will directly submit, however, I expect that I will be submitting articles to Jeff for him to include in his column.

## Jeff Daly

I'm a 31-plus year R/C hobbyist who has been flying jets since 1993 - for over 20 years. Like many in the hobby, I had a draw to the technical challenge with jets and a need for speed, first buying a Bob Parkinson *Cheetah DF* with a Dynamax/OS91. It was affectionately known by many as the *Nuclear Tomato*. I then replaced it with a Trim Aircraft *Spectre* to compete with the BVM *Vipers*. I certainly remember the days when we had five minutes of fuel, broken connecting rods, and filling the pit area (and covering our wives) with Wildcat exhaust as we tweaked the rpm! In 2001, I was introduced to gas turbines down in Tennessee and that got me hooked. So, I sold a muscle car and bought a BVM *Super Bandit!* Since then, I've held two AMA turbine waivers during two RCAF postings down to the US (2001-2003 then 2007-2010), and then received my MAAC LOP (Letter of Proficiency) and LOP examiner status in Canada. I've flown a myriad of jets and operated many turbine types over the years, attending 17 different jet event venues from down in MS, to the north in Cold Lake, Alberta, Canada, meeting many jet pilots.

Professionally, I'm serving as a senior officer in the Royal Canadian Air Force with 26 years of active duty as an aerospace engineer/aircraft maintenance officer. I received advanced training (Master's Degree) in aerodynamics from the University of Tennessee Space Institute. As a recent highlight, I was the technical authority (and aircraft type certificate holder) for the CT114 *Tutor* Snowbird fleet in the RCAF.

I look forward to being a JPO rep, continuing the excellent contribution by Paul Dries. I hope to promote safe jet modeling experiences in Canada and the US, encourage camaraderie among us jet jocks, and contribute to the

*Contrails* magazine on event reviews and on technical aspects (aero stuff) that can be applied to jet modeling. I also appreciate the help by Paul Dries, who intends to keep an eye on events out in western Canada, and appreciate interest from other Canadian JPO members who wish to assist me with jet event write-ups and jet-tech articles.

One quick note to Canadian jet pilots ... your joining JPO for \$25 US not only helps the organization to best act on your behalf to protect our jet hobby in North America ... you get a free JPO t-shirt for your support!

See you out there. Turn and burn!

Jeff

In the last issue, I promised I would send an update on the smoke system installation as I was not able to get any inflight shots of the system. I still don't have any inflight pictures. However, I did manage to update the smoke nozzle in my *Elan* with the new low flow nozzle from Tamjets. The new nozzle has a larger tube size allowing for a larger "slot" area at the business end of the nozzle, along with a deflector spot welded to the end of the tube. The deflector has a "hook" shape intended to create a fan out of the spray presumably intended to provide better atomization of the smoke fluid. Tam claims more smoke with less fluid, and so far the feedback on the internet is that these things work pretty well.



Another item I would like to share is a new compressor that I purchased and modified for filling air tanks. With all the interest in electric retracts, this subject may not be of interest to everyone, however, I have been so pleased with the results that I thought it was worth sharing.

I almost stumbled across the compressor itself when in a local auto parts store. It's a portable VIAIR unit intended to be carried around for roadside emergencies, sports inflation, etc. It comes with a power switch, place to store accessories, air gauge and a basic set of fittings and airhose: [www.viaircorp.com/85P.html](http://www.viaircorp.com/85P.html)

While the unit is pretty much ready-to-use out of the box, I made several modifications to the unit to make it more suitable for use in the pits. The first thing I did was to cut the power cord about six inches from the unit and installed an XT60 connector inline with the cigarette lighter cord (in case I want to use my truck as a backup power source). I also

Canada District Report (cont'd)

Paul Dries

installed a 3S LI-Ion battery that served as a turbine ECU battery in a previous life. However, with a nominal rating of 11.1 volts, I was not sure if this battery would provide enough voltage for efficient operation of the compressor. I mounted the battery to the support frame at one end, using some tie-straps to keep it secured in place.



Once I plugged the battery in, I discovered that there was a power indicator LED that would remain on all the time and would be a drain on the battery, so I removed the switch cover and cut one of the wires to the LED so it would not continue to be a problem.



Next, I needed a convenient way of connecting a 4mm air line to the compressor hose, but wanted to retain the standard Schrader valve connection in case I did need the compressor to inflate a tire. So I dug up an old tire valve stem and removed the valve insert to look for a way to adapt the stem to the hose. At first, I was looking for a way to solder a piece of brass tubing into the threaded brass stem, but quickly discovered that the valve had 5MM metric threads. With a quick check of my air fitting kit, I discovered that I had a 5mm thread to 4mm push-in Festo adapter. I took the valve stem and cut the threaded end off with my Dremel, and used a sander to grind the cut off portion flat and square to the threads, cleaned up the burrs and the 5mm Festo threaded nicely into the adapter.



I then ran the hose to a 4mm to 3mm push-in connector and installed a piece of 4mm and 3mm hoses so I could fill any of my air tanks.



The best part of all is how good this compressor is! Even though the catalog "rating" of the unit is 60 psi, I have had no problem filling tanks to 120 psi, and the efficiency and quiet operation is impressive. The compressor will fill the medium size Robart tanks in my Elan in about 4-5 seconds each, and yes, it really is that quick! I have two large Robart tanks in my *Ultra Lightning* tee'd together and it fills those to 100 psi in under 30 seconds. The last time I checked, the VIAIRs were selling on Amazon.com for \$44.00, including free shipping in the US.

As a final note, I did manage to make a trip to Whidbey Island to maiden my *Ultra Lightning*. While the first take-off was really easy and uneventful, I very quickly discovered that I had the gyro gain on the rudder turned up too high, and the plane started to wag its tail like a happy dog. The guys in the pits thought I was just showing off the new jet, but I quickly dropped the gear and came around for a landing. I reset the gain on the gyro, tightened some screws on the landing gear and headed out for the second flight. The jet felt very comfortable and I was just starting to do a couple of turnaround maneuvers when it dropped a wing and rolled onto its back. I corrected, and a few seconds later it did it again. I dropped the gear again and landed the jet. After some thorough range checks and a lot of head scratching, I can only surmise that there was some form of thermal/wind or radio interference. One of the other pilots said his *Hawk* got rocked pretty hard, and the weather had warmed up significantly from the morning temperatures with LOTS of pavement to create thermals.



I am looking forward to having Jeff representing in Ontario and I'm sure you guys will enjoy and find his content meaningful.

Paul

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David Reynolds captured Buck Garza dodging the rain showers in low and close at Tucson Jets.