Newsletter of the Jet Pilot's Organization

Contrails

Summer 2025

Volume 37, Issue 2

Ken Park captured this F-104 at the Snake island Jet Scramble.

President's Report — Bob Klenke

As you read this, the summer fly-in/flying season in our area is getting shorter. Earlier this year we made it to the *Carolina Jet Fest* at the Flying Tigers field in Lake City, SC. The Flying Tiger Club started this event when the long-running *First in Flight* Jet Rally in Wilson, NC had to shut down. The Flying Tigers field is a really nice facility with a LONG well-groomed grass runway that used to be a full-scale runway. They also have a nice clubhouse with air conditioning to cool off in when the heat gets too much and a hanger for overnight airplane storage. If you've never been to this field, you should consider coming down (or up) for their fall jet event, the Tiger Jet Meet from October 16-19th.

Many of you know my son, Louie Klenke. Louie started going to R/C events with me many years ago when he was 4 or 5. This is Louie and me in front of Matt Chapman's Cap 580 at Triple Tree back in 2004, I think.

Well, these days, in addition to being a lot older, (and me LOOKING a lot older), Louie has a new job as the track-side IT guy for the 23XI NASCAR team. Those of you who know Louie will recognize him in the thick of things at the track (next column top).

It's an incredible opportunity for him, but the NASCAR schedule is grueling and doesn't leave much time for weekend jet meets.

It turns out though, that Charlotte, NC, where 23XI is headquartered, is only a couple of hours from the Flying Tigers field. That allowed Louie to take a a few days during the Carolina Jet Fest and come down for some mid-week jet flying. He was able to get a few flights on his *Turbinator 2.*

I was flying my old reliable *Eurosport* for most of the event. I originally bought that *Euro* from Andy Kane sometime around 2000 or so as my second jet. It's had a number of main landing gear mount rebuilds, a complete rebuild after a propane fire (thanks again for quick thinking by Rich Miller for grabbing a fire extinguisher and putting it out) with two different paint schemes – the original CARF paint scheme being purple and yellow. It was originally powered by a Jetcat P120, and then I replaced that with a Jet Central *Super Eagle*, which was brand new at the time. I have hundreds and hundreds of flights on that airplane, and it's now probably over a thousand, yet it still flies great and is super fun and even relaxing to fly.

This past Memorial Day Sunday, Bob Neal and I went out to do some jet flying. Bob was working on getting the trims and CG dialed in on his Composite ARF A4 *Skyhawk.* That's right, I said CARF A4 *Skyhawk!* Bob purchased the plane

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

a number of years ago when they were still making it. Very few of these were ever sold as the the landing gear for this model was a problem from the start. After Bob got the plane, it took two years before he actually received the landing gear for it. The gear he got was produced by Down and Locked, and it didn't work from the start. Bob tried different motors and different controllers. It would then work on the bench with each gear independently, but in the plane, the gear would work for a couple of cycles and then bind. Bob finally gave up on the gear being electric, and, finally changed it to air using some very large industrial air cylinders. All of that fiddling, including machining many new parts to get the various motors, and then the air cylinders to fit took another couple of years.

Well, his tenacity paid off and he finally got a maiden flight on the airplane at Kentucky Jets. The plane flew well, but it was very nose heavy. He's been removing nose weight and continuing to get flights on it and it keeps getting better and better. This afternoon, he got two flights on it, nine and ten, I believe, and it's really impressive. It looks great in the air and Bob does a great job flying it. Lots of fun!

On another front, when we were at Kentucky Jets, there were a lot of guys flying 3D capable sport jets. Most of these were under 55-lbs, so theoretically, they were under the 50 -lbs maximum thrust rule. Well, it takes more than that much thrust to safely fly 3D maneuvers and hover. As usual, the technology (and the pilot skills) in our segment of the hobby keeps moving forward, and it's important that the rules keep pace. Along those lines, we proposed a new maximum thrust rule for the AMA Gas Turbine Program for jets that are 55-lbs or under. The Safety Committee agreed with the proposal, so its on its way to the AMA EC and then FAA for review and concurrence. We're hopeful that we'll have something approved this fall/winter and in place for next year. We'll keep you posted…

Happy flying!

Bob

Treasurer's Report — Marty Gurewitz

Beginning Checking Account Balance 3/31/2025			**$7,418.99**
Beginning Paypal Balance 3/31/2025		$0.00	
Total Cash on Hand 8/31/2025			$7,418.99
Income			
Member Dues	$453.59		
Total Income	$453.59		
Expenses			
PIP Printing-Contrails	$447.70		
Total Expenses	$447.70		
Ending Checking Account Balance 8/31/2025			$7,424.88
Current Pay Pal Account Balance 8/31/2025		$0.00	
Total Cash on Hand 8/31/2025			**$7,424.88**

District III Report

Erik Rudjord

Ohio
Pennsylvania
West Virginia

Greetings District 3 jet pilots. My summer has been busy, but I did get to attend Jets over the Heartland at Winamac, and Warbirds over Delaware. Both are fantastic events, and I had a blast.

We're getting ready to host the Quakertown Jet Jam next week, and are hoping for good weather.

I'm keeping it short this month, but will share some pics of District 3 jet guys and their planes. Stay safe. Blue skies,

Erik

Jim Ellis/EA *Picaro,* Erik Rudjord/EA *Havoc*, Kevin Rostkowski/EA *Havoc SS*, Mike Casey/EA *Rayzr.*

Enzo Grasso/Skymaster 1/5 F-16, Erik Rudjord/BVM 1/5 F-16, Ryan Schurman/BVM 1/5 F-16.

Ed Martino with his Fei Bao MB-339, with Swiwin 190 power.

Lee Hollahan with his T-1 models long nose *Hawk*.

Enzo Grasso with Skymaster large F-4, powered by twin Swiwin 190's.

District IV Report — Scott Strimple

Delaware
Maryland
North Carolina
Virginia

The District 4 *RC Jet Guys* found themselves in South Carolina May 27th attending the 2025 Carolina Jet Fest at Flying Tiger Field. This is an awesome venue if you ever have an opportunity to fly there! Then in July the RC Jet Guy crowd was present at Jets over Kentucky (JOK). Bob Neal flew his Carf-Models A4 *Skyhawk* on one of its first flights as well as his Carf-Models giant-scale BAE *Hawk*. Bob Klenke was present flying what must be one of the most seasoned Carf *Euro Fighters* around, and Marty Gurewitz (long time district 4 alumni) flew his Carf-Models *Viper Jet* and his *Picaro*. I finally got my Carf-Models *Rebel Max* back in the air; along with my Krill *Avanti.*

JoK had more than 200 registered pilots this year. Each year, there is a stand out scale-bird and this year we had a couple with the B-58 *Hustler* which didn't disappoint. Carf-Models put on multiple demonstrations of slow flight in a confined area show center with their gynormous F4 *Phantom*. After every JoK we lament about how its gonna be tough to top this year but each year Louis and his staff seem to get better! A surprise highlight for this year was Bill Culberson putting on a show with his full-scale Mig 17. Another must attend Jet event!

Enjoy some pictures from both the Carolina Jet Fest and Jets over Kentucky.

Scott

District IV Report (cont'd) Scott Strimple

District IV Report (cont'd) Scott Strimple

District VII Report

Tim Toutant

Iowa
Michigan
Minnesota
Wisconsin

Hello all! A lot went on this past summer, and I was only able to attend a few events due to a new job requiring me to work weekends, and medical issues with family members.

I was able to attend the Lake County Model Flyers Jet Boondoggle in Baldwin, MI in August. There were many people in attendance, including some of our Canadian friends. I had my 10X10 pop-up and JPO Flag flying and several JPO *Contrails* issues for visitors to take. I also had my T-7A on display for those visitors who had never seen how an EDF works.

Visitors were impressed with the technology being displayed and asked lots of questions. The best part was explaining the difference between EDF jets and turbines, not to mention how big the jets are. My best friend Larry Peterson and his family were there showing off his F-18.

I had balsa gliders to hand out to the kids that stopped by the tent and went home with none of them. Well, winter is soon to be upon us here in the Midwest and I'm sure new builds will be in progress and repairs to those airframes that need it. Gear Down and Locked.

Tim

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers! This summer has not been as hot as our summers in the recent past, so I'm hoping you're making good use of it – for flying R/C jets! I was able to attend the Texas Jets event in Mt Pleasant, and I just got back from the Southwest Jet Rally in Waco - but I missed the Cajun Jet Rally, and will likely miss at least something in October due to numerous family-related trips during this year. I'm hoping to gear back up to building/flying toward end of this year, when hopefully my schedule gets more predictable, and more open.

I did manage to finish a Composite ARF *Rebel Clasic* kit, which was ordered late last year thru Mike McConville. I ordered this one to replace a Pirotti *Rebel* I had damaged a few years back, and I've been suffering from *Rebel* withdrawal symptoms after unsuccessfully trying to perform a landing pattern through a tree.… There are several improvements in the Composite ARF kit over the Pirotti model, so overall I'm happy with this current sport jet. This will hold me over until I can get back onto some scale projects.

But enough of me – here's what's coming up in our district.

Oct 16-18: Louisiana 11th Annual Jet Rally, Springhill Airport, Springhill LA, Terry Monroe CD
Oct 30 – Nov 1: Jetoberfest Jet Event, Bomber Field, Monaville TX, Terry Monroe CD

Texas Jets (Mt Pleasant, TX), May 8-11, 2025.

Hudson Northcutt CD'd this long-standing jet event at the NE Texas RC Club. The weather was great, and allowed for 48 registered pilots to fly at this 4-day event. This was the first time we got to see (in this area, at least) the new Elite Aerosports *Firebird* do its thing. It's only a prototype, but flew several smooth, fast flights during the event. It's a large model!

Pablo Fernandez of E.A. prepping the *Firebird.*

If this is not your thing, pilots had other EA aircraft at the event: *BDX, RAYZR, Picaro*, etc. HSD Jets also had several of their jet models being flown.

Several EA models ready to fly.

South Pit Area.

Ronnie Dean taxiing to the runway.

District VIII Report (cont'd) Ron Schwarzkopf

At the end of the event, the club held a raffle for a Pilot RC *Dolphin* jet, along with other goodies.

This is always a nice, laid back event to attend, and one can also visit the Mid America Flight Museum - just east of the model field. I'll be there next year!

43rd Greater Southwest Jet Rally (Waco, TX), Sept 4-6,2025.

Steven Ellzey CD'd this event at the HOTMAC Field (recently named Max Blose Field) and drew in its largest number of pilots so far, at 89! The event had great weather to start off, but Saturday morning brought some drizzle for most of the morning, but flying resumed around lunchtime for the rest of the day and plenty of flying was done during the 4 days I attended.

We finally got to see Scott Grissman's Skymaster T-38 fly a few flights, with nose high landings. and it was also good to see Pete Lawton get a flight with his Trump business jet! Vernon Montgomery gave us a demonstration of what a ducted fan model is, and how fun they are to fly... oh, the joy of tweaking needle valves, replacing o-rings, and other fun stuff! This time he demo'd a BVM *Maverick*, powered by a BVM .91 ICDF. Terry Buckley, who travelled from AZ, displayed the Swiwin line of turbines from Bad Boyz RC.

Scott Grissman starting his Skymaster T-38.

Pete Lawton towing his Trump Bizjet.

Vern Montgomery and Steve Ellzey Prep a BVM *Maverick*.

Mike Burrey, Andy Davis and BVM Junior Model Mechanic.

District VIII Report (cont'd) Ron Schwarzkopf

A pair of EA *Firebirds*.

Jets under the hard shelter.

James Hillin's *Picaro* 2.0m.

Mike Burrey's Tomahawk F-86. Nice scheme!

David Elizondo Starting 1/6th Skymaster *Phantom.*

***BDX* with an Appropriate Scheme.**

The HOTMAC club uses a portion of its event income for funding of scholarship(s) for students in aviation-related fields, which I did not know. This is an event well worth attending if you have not made it here lately. Many have turned this event into a week long (or longer) deal, so maybe next year I'll stretch it out another day. Pics enclosed in this column for both events I attended.

That's it for now. Hopefully I can make it to at least one of the three upcoming October jet events! See you there…

Ron.

Canada District Report — Jeff Daly

Hello everyone from Canada. We are in the late summer of August and its been a really good flying season in parts of Canada. The weather has been dry for Southern Ontario but has been a major concern in other parts of Canada with many forest fires. In this article I'll provide an update/ reminder on how US pilots can fly in Canada, flying jets weighing more than 55 lbs, a tech tip and event coverage from Ottawa Valley Jets' Snake Island Jet Scramble.

US Pilots Flying Jets in Canada.

Many of you may already be tracking the politics from the last few years where the mutual agreement between MAAC and the AMA was terminated because of changes in Canada's flying regulations. Here's an update or reminder on the regulations.

It's administrative but manageable for Canadian pilots to fly in the US by obtaining an AMA Affiliate Membership (by the way, it now costs $125 USD for foreigners), register our models with the FAA, complete the FAA Recreational UAS Safety Test (TRUST) – not difficult, and finally obtain a Turbine Operator's Certificate here from the MAAC Jet Committee in Canada (similar to a Turbine Waiver in the US). Yes, that is administratively burdensome, but easily achievable.

However, for US pilots to operate in Canada, unfortunately it is still more difficult. US pilots must obtain a MAAC Temporary Foreign Membership (which is pro-rated based on duration in Canada starting at $15) and must obtain a Canadian Basic or Advanced RPAS operating certificate. The basic certificate is an online test which can be obtained prior to arrival, and which should meet most flying needs (up to 55 lbs). To apply for an advanced certificate (to operate models weighing more than 55 lbs), basic RPAS certification is required beforehand, completing an on-line advanced exam beforehand, and arranging an in-person flight examination conducted in Canada by a Canadian RPAS Flight Reviewer…obviously painful for visiting pilots… my sincere apologies.

Heavies in Canada.

Current Transport Canada regulations require an Advanced RPAS operating certificate and a Special Flight Operations Certificate (SFOC-RPAS) for models above 25 kg (55 lbs). Obtaining an Advanced operating license takes some effort to pass and requires arranging an in-person flight examination conducted by a Canadian RPAS Flight Reviewer. With the help of MAAC, some SFOCs were obtained for heavies at some clubs, which helped with the administration instead of individuals obtaining them. The SFOC requirement for heavies will go away on 4 November after new regulations are implemented by Transport Canada for RPAS weights up to 150 kg, but Canadian pilots (and foreign visitors) will still need to have an Advanced license. I personally have an advanced license but must say it does not improve safety when flying at an approved club site!

Tech Tip: inspect your bifurcated tail pipes. So why do I say inspect your bifurcated tail pipes? I had a Skymaster F-4E (R.I.P.) with a bifurcated pipe and with a Jet Central Mammoth inside a bypass pushing lots of thrust. I was always inspecting the splitter area of the pipe and making constant repairs to it, especially any spot welds down its length that occasionally needed re-welding. But recently, perhaps after approx. 40 flights, the pipe ripped apart before the splitter, and actually imploded! Game over, as anything in the area of the burst pipe melted including the fuselage and wiring. In retrospect, I don't think I would have noticed anything in this area as I was always concerned about the splitter area that would take the direct heat. Perhaps, the fact the turbine was in a bypass contributed to the failure as all flux was forced down the tailpipe, gradually changing the stainless properties of the pipe over time. To prevent recurrence on the next F-4, my thoughts are to have a beefier pipe, maybe eliminate the bypass, or go with a dual engine setup. I am always open to advice even after flying turbine jets for 27 years!

Snake Island Jet Scramble, Ottawa Valley Jets, 18-19 July.

The Ottawa Valley Jet Club (OVJ) is my home club dedicated to jet modelers in the Ottawa/Montreal region (https://www.facebook.com/groups/534359140057478/). This was the second annual event with about 25+ pilots. The club is spoiled with 1500+ feet of manicured short grass and no obstructions. Thanks again to Greg Hope (CD and president of OVJ) and the club members for putting on a fantastic event. Special thanks to Jeff Lusher for the chef prepared lunches! There was a good mix of scale and sport jets and prizes were donated by Altecare RC, Great Hobbies, and OMG Servos – thank you! Check out the enclosed pics.

That's it for me. Enjoy the rest of the Summer!

Jeff

Canada District Report (cont'd) — Jeff Daly

Canada District Report (cont'd) Jeff Daly

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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: Marty Gurewitz, JPO Secretary/Treasurer, 40 Cragmere Oval, New City, NY, 10956

Scott Strimple captured Bill Culberson putting on a show with his full scale Mig 17 at Jets Over Kentucky.