

Newsletter of the Jet Pilot's Organization

Contrails

Summer 2022

Volume 34, Issue 2



Ken Parks captured this F-16A at Thunderthrust
over Chatham-Kent in Ontario, Canada



President's Report

Bob Klenke

I apologize guys, its going to be a short column this time. There's been a lot of changes at work and it's been keeping me busy.

However, I did want to tell you about a few things we've been working on. I got a call a few months ago from Larry Lewis, the organizer for the (excellent!) First-in-Flight Jet Rally. For those of you who haven't been able to attend FIF, it's held on the week of the Memorial Day weekend at the Wilson, NC Industrial Airpark. The airpark is an old WWII practice airfield and it has 3 runways. During the event, one of the runways is closed for the flight line and the other two runways remain open. There is a system that has been in place to organize that and it has worked well for the previous 11 years that the event has been held.

In the recent past, getting the FAA Notice to Airmen (NOTAM) filed to inform the manned-aircraft community of the event has been somewhat problematic. This year, before the event, Larry got in touch with me and asked for our help in getting the process "smoothed out." Larry and I put together a 2-page document that outlined the procedures used during the event, how the event was laid out on the airport, and the history of the event and community relations with the City of Wilson (they *love* this event and its economic impact on the community). We provided this write-up to Tyler Dobbs, the AMA's Senior Director of Government Affairs. Tyler worked with his FAA contacts to help review the plans and put the required NOTAMS in place. It took some time, and there were a few SNAFUs in the beginning, but the end result was that the event was able to be held as in the past with the knowledge and assistance of the FAA.

In addition, for the past year or more, Tyler and the AMA folks have been working with the FAA to hold Safety Risk Management (SRM) panels for AMA clubs whose flying fields are in controlled airspace (Class B, C, and D). The result of these SRM panels is that many AMA clubs have been able to obtain Letters of Agreement (LOA) from the FAA that allow them to operate at those fields.

These efforts by the AMA are critical to our being able to continue to pursue our hobby safely as we have in the past. The AMA is the lead, and really only organization fighting for our ability to do this. The most important function of the JPO, in my opinion, is to assist the AMA in these efforts and provide the unique knowledge we have on our segment of the hobby – namely jet modeling.

Another issue that came up earlier this year was brought to my attention by Alan Blore, the Chair of the Model Aeronautics Association of Canada (MAAC) Jet Committee. In the past, the process for US and Canadian flyers (and jet-turbine flyers) to "cross the border" and fly in each other's country was fairly straight forward. Recent events have complicated this process. We worked with the AMA leadership to solidify and document the new process

required. The current process for jet modelers to "cross the border" is outlined below. My thanks to Alan and our JPO Exec VP, Jim McEwen, for putting this information together.

Crossing the US/Canadian Border to Fly Models

Many years ago, the AMA and MAAC entered in a reciprocal agreement allowing their members to cross the border and fly at fields and events in each others' country yet still maintain their insurance coverage. The reciprocal agreement was basically an understanding that when either resident travelled and flew at one another's sanctioned flying fields, that rights and privileges were honoured between the two organizations. This agreement had been around for decades.

Effective 9th January 2019, Transport Canada (TC - Canada's regulatory body) issued Canadian Aviation Regulation (CAR) Part IX which governs all Remotely Piloted Aerial Systems (RPAS). CAR Part IX applied only to Canadian residents operating RPAS in Canadian airspace and effectively stopped operation by non-Canadian residents. Effectively, this negated the AMA/MAAC reciprocal agreement.

On 26th July 2021, MAAC issued a notice advising that, per the new Part IX rules set down by TC, in order to operate an RPAS in Canada, all foreign pilots must be members of MAAC. Similarly, on 1st January 2022, the AMA advised its members that the AMA/MAAC reciprocal agreement was no longer effective and that any visiting Canadian pilots must become AMA members and abide by AMA rules in the USA.

So, with the AMA/MAAC reciprocal agreement no longer valid, a new process needs to be followed by modellers (on either side of the border) who wish to visit and fly in one another's country. The process is simple and is explained below:

For Canadians wishing to fly in the USA:

- Start by going to the AMA website to enroll as an affiliate member at: <https://www.modelaircraft.org/content/affiliate-enrollment> which is \$36 USD/year. Print out the page confirming your membership and AMA number, or take a screen shot, so that you have it with you in the US.
- In order to fly RC aircraft in the US, you need to register with the FAA for a Small UAS Certificate for Recreational Flyers via <https://faadronezone.faa.gov/#/>. Again, print out the page or take a screen shot so you have it (and your registration number) with you in the US.
- Take the Recreational UAS Safety (Trust) Test at <https://www.modelaircraft.org/trust>. There is no need to study since if you get a question wrong, the webpage gives you the correct answer and allows you to answer the question again. The test takes about 10 minutes. Once you have completed the test, print out the page or take a screenshot.
- If you are an MAAC member wishing to fly turbine-powered models in the US, you will either need:
 - Your MAAC Turbine Operators Certificate (TOC) as the AMA announced in early 2022 that they will continue to accept the MAAC TOC as the equivalent to an AMA turbine waiver; or
 - An AMA turbine waiver. It may be possible, before/after hours at an event, to perform the Turbine Waiver Qualification (ground and flight). Alternatively, contact the executive of a

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

US-based club to make arrangements for performing the Waiver Qualification.

Please present these credentials to the CD/registration person (at an event) or to any club executive at an AMA-sanctioned field. Please also remember that, for the time you are flying stateside, you are an AMA member and must follow all AMA rules and procedures.

For Americans wishing to fly in Canada:

- Enroll in MAAC online at: https://www.maac.ca/en/foreign_membership.php. You can select either a 90-day Temporary Foreign Membership (\$40 Cdn) or a Full membership (\$80 Cdn). The membership application contains a link to the MAAC Safety Code (MSC) which is a list of 25 documents as well as MSC-02 (which is a table with links to the documents which are applicable to which type of model).

In the case of RC Jets, MSC documents 1 (Intro), 2 (Key, aka table of applicable documents), 3 (All – aka the MAIN document), 7 (Spotters), 10 ([Turbine] Jets), 17 (Radios), and the TC Exemption are applicable. This all sounds very complicated, but most documents are very short so reading all of them may take you 5-to-10 minutes max. The MAAC Safety Code is very similar to the AMA Code and the AMA Gas Turbine Program, so you won't be surprised by anything. To summarize, at the start of the day preflight your model, have a CO2 extinguisher, use a 2.4GHz or 72 MHz radio, use a spotter, don't fly in a reckless manner, and you will be fine.

- Decide whether you want to operate as a Supervised or an Unsupervised pilot; this question DOES NOT refer to any level of competency/proficiency as an RC pilot, but is aimed at whether or not you need to be familiar with the regulations regarding Canadian airspace.

- Choose "supervised" if you intend to fly at sanctioned event(s) only. A supervised pilot does not need to understand Canadian air space regulations (since there will be a "MAAC

instructor" present at the event to ensure that all operations are within the code). An "MAAC instructor" can supervise up to 4 foreign pilots at a time. (A "supervisor" may be a better description than "instructor", since they aren't going to be glued to you or buddy-box you or anything; a "MAAC instructor" simply must be in attendance when supervised foreign pilots are flying.) Be sure to contact the event CD to let him/her know that you intend to fly supervised at his event.

- Choose "unsupervised" if you intend to fly at a club not having an event (since a "MAAC instructor" may not be at the field when you want to fly) or if you intend to fly at a location which is not an MAAC field (e.g. you are renting a cottage on a remote lake, and you will bring along a float plane for some aeronautical fun; there won't be a "MAAC instructor" around). In this case, you must demonstrate knowledge of the airspace requirements and the MAAC rules as well as a minimum level of piloting competency. Contact the MAAC Zone Director via the MAAC website (About > Board of Directors) or the executive of a local club to arrange for the demonstration of competency (a basic flight test) to an examiner. The demo can be performed remotely, by video, or can be done after arrival in Canada. They can also suggest which documents you should read (e.g. MAAC website > Resources > Documents > Advisory Group-Safety > MPPD 15 which describes altitude limitations) so you can demonstrate your knowledge of Canadian regulations. Once satisfied with your knowledge and skills, the examiner has MAAC update your status in their database.

Be prepared to produce your AMA Turbine Wavier when asked for by a club official, event CD, or qualified examiner (for the unsupervised option). Please remember, when you are flying in Canada you are an MAAC member, and you must follow all the MAAC Safety Code rules and procedures.

Good luck to all and may you have a great flying season.

Bob Klenke
President,
Jet Pilots Organization

Alan Blore
MAAC Jet Committee
Chairman & JPO Member

Treasurer's Report**Marty Gurewitz****JPO Financial Status - June 2022**

Beginning Checking Account Balance 01/01/2022	\$6,560.41
Beginning PayPal Account Balance 01/01/2022	\$0.00
Total Cash on Hand 07/1/2021	\$6,560.41
Income	
Member Dues	\$1,118.48
Total Income	\$1,118.48
Expenses	
PIP Contrails printing/mailing	\$600.71
Smith-Petty Trophies 6/21-5/22	\$745.60
Bob Klenke - Website	\$168.00
Total Expenses	\$1,514.31
Ending Checking Account Balance	\$6,164.58
Current Pay Pal Account Balance	\$0.00
Total Cash on Hand 06/30/2022	\$6,164.58



Vice President's Report

Jim McEwen

Greetings!

The flying season is well underway, and I wish you all "happy landings" and encourage you all to be safe. With that in mind, I would like to report to you that the waiver-qualification training presentation has been submitted to the AMA for inclusion in the AMA Documents page <https://www.modelaircraft.org/documents> (scroll down to the Turbine section). The document gives a complete description of everything a waiver applicant or an ETP supervising a waiver should know. The document can also serve as a refresher to all turbine pilots so please check it out.

I have just returned from driving to Lakeland, FL to compete in Top Gun. I also made a pit stop in Jacksonville to meet up with AMA D5 VP Andrew Griffiths at the JaxRC field for a bit of jet flying & BS'ing. It's a nice field, though a bit tight, so I don't recommend anything larger than a 120N turbine-powered model for flying there. They have two paved runways and a great pit area with plenty of overhead cover to get out of the sun.



Ron's Su-17 *Fitter* with the wings swept back to mid position



The Su-17 with wings forward and ready to land



Steve Ellzey's F100



Craig Williams and Andrew Griffiths (AMA D5 VP) and their jets at the JaxRC field

After a great time at JaxRC, I continued to Lakeland where I met up with Ron Schwarkopf (who was competing in Masters with his incredible scratch-built swing-wing Sukhoi Su-17 *Fitter*) and former JPO Prez Steve Ellzey (who was in Expert with his F-100). Several members of the Nashville Jet Band and I were competing with a JAS-39C *Gripen* in the Unlimited class.

Spoiler alert: Ron picked up awards for Engineering Performance, Best Military (Pilot's Choice), in addition to placing 3rd in Masters. Steve (with his wife Dawn calling) took 3rd place in Expert.

I've discussed the Airworld *Gripen* before, but here is a bit of a backstory. I built the Airworld *Gripen* model for Top Gun 2015. The model featured vinyl wraps for the fin and the canards (as did the full-size plane flown by the Czech Air Force). While the model did well in static, it had TWO major problems related to flying that needed to be rectified before it could realistically be flown (not to mention repairing the belly damage when I dumb-thumbed it into the overshoot at Top Gun 2015). Models of the JAS-39 *Gripen* are notoriously difficult to take-off realistically, and often leap into the air. The full-scale aircraft uses a fly-by-wire system to gently lift the nose of the plane as it approaches takeoff speed. Once the nose starts to rise, the canards depress to a negative AOA to prevent over-rotation. Of course, we don't have such a system in the model, so over-rotation (aka the "*Gripen* Leap") is all too common in models. The second issue is the major flaw of the Airworld kit in that the main landing gear does not include a mechanical downlock but instead relies on hydraulic lock of the main gear cylinders. Unless the plane is landed EVERY TIME as softly as "a butterfly with sore

Vice President's Report (cont'd)

Jim McEwen

feet," the landing loads will buckle the (extended) main gear cylinders which then need to be replaced at a cost of \$200 each (plus 4-months lead time to get the replacements).



Brand new Airworld *Gripen* (the look of disillusionment is not yet in my eyes)



"Finished" *Gripen* (complete with non-locking main gear) at Top Gun 2015

The main landing gear obviously needed to be redesigned/remanufactured so I sold the plane to Nashville Jet Band member Hank Miklich, a master machinist and tool designer who happened to work on the Apollo program "back in the day." Hank also had a NIB Airworld *Gripen* but he wasn't interested in putting in the 2500+ hour of labor that I expended in building my kit, so we made a deal whereby I would sell him my plane and, in exchange, he would sell me his kit PLUS a set of whatever parts he developed to create a mechanical locking feature for the main landing gear. Hank also has access to a full-scale airport (with which the Nashville Jet Band has an outstanding relationship) so, after resolving the downlock issue, he could work on solving the "*Gripen* Leap" problem. Hank's redesign featured incorporation of a small pneumatic cylinder into the drag link of each MLG to lock the drag link in the fully-extended position.



Hank designed/built locking drag links and central reinforcement/pivots with Heim joints



Hank made several other changes to the model including, after a major hydraulic leak sprayed the inside of the model with oil, converting the landing gear to pneumatics. Another notable improvement was the design, manufacture, and installation of a pair of special multi-purpose brackets for the speedbrakes. The brackets are bolted to a bulkhead in the rear fuselage and hold a high-strength servo (to actuate a speedbrake) and serve as the speedbrake mounting joint (thereby replacing the built-up hinge brackets).



A speedbrake servo on its multi-purpose mount

Vice President's Report (cont'd)

Jim McEwen



The Airworld cockpit was too flimsy so Hank made replacements out of wood and molded plastic

The model re-maidened at "Area 52" (as the NJB calls Russellville Airport) in May 2021 which I attended. The model was flown by Hank's pilot, NJB member Jerry "Randy" Moore. The re-maiden was exciting (to put it mildly) and more changes were needed primarily to the C.G. and gyro settings. The model was flown at Jets Over Kentucky by world-class pilot Ali Machinchy who suggested a few other tweaks. A combination of pilot technique (advancing the power to full for the take-off run, then throttling back to 1/2-2/3 power just before takeoff) and a new take-off mode for the transmitter solved the *Gripen* Leap problem (most of the time). The model next reappeared at the Fall Jet Classic in Indiana in October 2021 where Randy flew the jet several times and Hank kindly gave me the opportunity to have a "pull at the sticks" (that'll teach him).



May 2021 "Area 52" re-maiden with Hank and Randy



A pull at the sticks of an old friend – Fall Classic 2021

With the two major issues solved and, as occurred in the movie, Hank announced that we "characters are going to Top Gun" with the *Gripen*. I'd participated in Top Gun in 2013-2015, and again in 2018 and Hank and Randy were "Top Gun newbies". As such, I focused on making scale details for the plane and preparing the documentation, Hank was to install all the detailed parts, as well as to get the jet in tip-top shape and to make any other needed changes, while Randy (who had never flown in, or even attended, a scale-meet) was tutored in scale-flying by NJB member Scott Harris (who has competed in Top Gun many times, as well as the Jet World Masters, and has won the US ScaleMasters). NJB ringleader Glenn Sheppard assisted Hank with painting the fin and canards (Hank wanted the original vinyls removed to make the plane less "flashy" and revert to a non-airshow scheme) as well as molding a new cockpit.

Several changes to the Top Gun rules were announced

Vice President's Report (cont'd)

Jim McEwen

in Jan 2022 which were effective immediately. A major change, which primarily affected the Team Scale category, was that the builder of the model had to attend the static judging. Even though Covid is winding down, several teams rebuked the changes and the trouble/expense of flying in (sometimes from overseas) the builder just to have him/her stand there for 15 minutes during static judging. The debate, unfortunately, occurred on social media and there were plenty of opinions expressed and bent feelings. I thought it best that we enter the Unlimited category to stay away from the drama and to recognize Hank for the work he'd done. There are only a few rules in Unlimited (which is otherwise known as "the best plane and pilot that money can buy" category). The Unlimited category has three rules: 1) you must have a team of at least three people, 2) you must wear matching team shirts, and 3) to quote the rule book, "It does not matter, we do not care who, or what firm, may have built the model."

Our team had a collective gasp when our pilot, Randy, who also races BMX bicycles, was badly injured with a punctured/deflated lung and six broken ribs at a race in Louisiana the weekend before the event (fortunately, his eyes and magic thumbs were undamaged). As Randy says "If you're gonna be dumb, you'd better be tough" so he had the hospital reinflate his lung and otherwise patch him up in a couple of days (well, he did have to go back after he sprang a major "red leak" that wiped out a set of bedsheets and a mattress top).

It seemed that the plan was coming together but my departure to Lakeland, FL was delayed by one day because one of the antennas went missing at Glenn's so I had to make an emergency replacement (which would be painted in the pits, before it was glued onto the model - not like it's a first time that someone has painted in the pits at Top Gun). Myself and my trusted wingman Jet drove down to Lakeland from Connecticut, Hank and his son Evan drove the model from Nashville, and Randy didn't have any medical restrictions, so he flew from Nashville to Orlando, FL (via a layover in Ohio, of all places). I scrounged for some masking tape (thanks Patrick Ash) to correct a paint issue with rear formation lights, we painted everything that needed to be painted (and some things that didn't) and performed final assembly before putting on our Nashville Jet Band shirts and brave faces for static judging.

Static judging at Top Gun occurs on the Thursday and Friday before the final weekend of flying; the *Gripen* was one of the last models to be judged. The team of four judges (plus a scribe) are heavily experienced as you would imagine for an event of this caliber. Fifteen minutes is given for each plane (though they took closer to 30 minutes for the *Gripen*) and it is very, very, thorough. I introduced the team and briefed the judges on how Saab, the manufacturer of the full-scale aircraft, provided technical support for the build of the model (including engineering drawings, the paint manual, and close up detailed photos of the plane); the judges seemed impressed and set to work. The model is judged for side view, then front view, then top view by the Outline Judge (30 points), while the Finish, Color, and Markings Judge (30 points) walks around (maintaining ~15 feet of separation from the model), and the Craftsmanship Judge (30 points) who can approach the model to ZERO feet (and look at anything he wants). All the judges determine the Realism score (10 points).

We figured that static judging went well as, when it was over, the Finish, Color, and Markings Judge told us that it was an honor for him to judge a model of this caliber. The Craftsmanship Judge told us that he was very impressed as the model was of "Graeme Mears quality". (Graeme is the only person to ever score a perfect 100 in static at Top Gun.)



Static judging of side view



Engine startup (with Ali in the background)

The flying portion of the event is a morning and afternoon flight on Saturday and Sunday. Hank prepped the model, I focused on the paperwork, while Randy just concentrated on healing and pain management. At Top Gun, multiple classes and types fly in up to five stations so there can be jets, WWII warbirds, WWI biplanes either taking off, landing, or doing their maneuver sequence at the same time. It can get pretty busy, and focus is needed to avoid mid-air collisions (which are extremely rare). After briefing the judges, Randy started up the *Gripen* and it was "Game On!" The wind at Top Gun (which has been described as "enthusiastic") was reasonably calm this year (only 15 knots at up to 40 degrees cross at worst) but the dark clouds of impending rain made it hard to see a grey jet. The flying boundaries were quite restricted this year (you had to fly significantly inwards for a portion of the downwind leg to avoid a school) and were actively monitored by flightline staff (and any infractions were heavily enforced). The *Gripen* is a big, fast, model that uses up a lot of airspace, so it took Randy (who hadn't flown at Paradise Field before) a couple of laps to partially tame the *Gripen* for its new environment. The maneuvers went well, and the inverted pass was awe-inspiring. (Photo on the next page).

Vice President's Report (cont'd)

Jim McEwen



The crosswind landing was fine and we all breathed a sigh of relief when the plane taxied back to the pits. Virgin no more! Randy celebrated by having a nap and continuing to heal. The second flight was even better, though I was distracted when another pilot was erratically flying in and out of our flightpath which resulted in me calling a maneuver out of sequence (5-point penalty). We were chagrined to learn that the static scores and sheets wouldn't be returned after the first round of flying but would be held until after the banquet that night. Hank and I had planned on just eating takeout pizza at the hotel but instead we ponied up the \$120 for a couple of tickets and considered which of our shirts/pants had the least dirt/wrinkles and would be worn as our "evening wear."



Gear down on approach for landing.

We lucked out at the banquet when we were invited to join Ralph Esposito and his wife (a former Miss Brazil who has the most fabulous smile and pair of eyes) and the "Rif Raf" gang (Boli Muentes, Rod Snyder, Chris Jackson) at their table. It turned out that we were sitting at the winners table as we all received awards including Hank/myself for High Static in Unlimited with the *Gripen*. The awards were truly international with recipients from Germany, Brazil, several Latin American countries, and the US. The downside was that the static sheets and scores were not released at the banquet, damn!

Flying continued Sunday with an even better score in round 3. I made sure that I didn't screw up while calling the sequence and Randy put the jet through its paces to earn a flight score of 91.55. We were all looking forward to round 4 where Randy assured us that he was in the swing of it now and would really let the *Gripen* off the leash. Down the runway, rotate, and into the air. Gear up, and....wait, the

nose gear is not all the way up. Crap. OK, cycle the gear... that didn't clear it. I thought quickly and realized that the next higher competitor had too big a lead for us to catch up on this flight and that we hadn't used a throw away yet. In other words, we had nothing to gain and everything to lose as the *Gripen* flies quite differently with the gear down, and we have an unknown issue with the nose gear so let's abort the rest of the flight, get the gear down while we still have air pressure, and get the plane on the ground. Randy agreed, noting that the plane lands even better when fully loaded.

So, I turned to the flight judges and told them that we had a gear issue and would be aborting the rest of the flight (then whispered to Randy to nail the landing and let's call it a day). Randy dropped the gear, brought the bird around to final approach, opened the speedbrakes, set the plane down on the centerline, lowered the canards to aerobrake, and the *Gripen* came to a gentle stop just past the judges. Woo hoo, that's a wrap!

The static sheets and scores were released Sunday afternoon. We discovered that not only did the *Gripen* receive the high static score for Unlimited, its score of 99.250 was the overall highest static score at Top Gun 2022 and that the Outline Judge had left us a note on his score sheet. Soon thereafter, the awards were handed out and the *Gripen* finished in 3rd place in Unlimited. Not bad for a wounded rookie pilot, eh? Of course, we did the obligatory photo on the runway with the plane and the awards.



Nashville Jet Band team & the awarded "hardware".

That's it for this issue; see you next time.

Regards,

Jim



District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

Here it is, already July 4th weekend, the year is just flying by and I have yet to get in the air. Let's just say it's been crazy - hectic - busy with work and building. My latest project is the new EA *Viper Sport*, with a Powerbox Pioneer receiver and for the sticks, I will be using my Core radio with high hopes to get it in the air soon.

There are a couple of events coming up and I would like to share them with you.

1) August 20th: The 21st Giant-Scale event at Buc-lee Aero Sportsman. There is a beautiful 1,000-foot grass runway with open unrestricted view of the flying area, RV parking, NO hookups. Flea market items welcomed. It is an AMA-sanctioned event \$10.00 landing fee.

-Saturday: 80" wing-span monoplane/60-inch biplane or 1/4-scale apply and Sunday, any size can fly.

-JETS are welcome both days. For more info and directions, please visit, <http://www.buc-lee.org>.

2) Buc-Lee Aero Sportsman will host another JET JAM, September 30th through October 2nd. Each year this event brings out some of the best pilots and aircraft and this is one not to miss.

We have several new aircraft to show you that I had the pleasure of getting to see their maiden flights.



Erik Rudjord with his *Viper Sport*



Mike Casey's *Picaro*



James Ellis with his *Picaro*

Wow! What an amazing day! I got to spend time with my best flying buddies AND I got the maiden done on my new Elite Aero sports *Picaro*!

The *Picaro* arrived in perfect condition, well-packaged and almost exactly when Scott Marr told me it would be delivered. And that's after 16 weeks on a ship and sitting in port on the west coast! Well done Elite! The build was one of the easiest builds ever. Everything fit the way you would expect in a top-notch product with no modifications needed.

There were a few questions that I had and a quick email to Scott was answered literally within minutes. The pictures that Scott sent before the model arrived were more than adequate to do the build but I did have a question or two as the build progressed.

Using a Swiwin 220 from Andy at CRX Turbines was also a pleasant experience. The 220 is the upper recommended thrust for the *Picaro* and it pushes it around smartly.

We fly off of grass and it took about 500 feet to get the airplane airborne. I was thinking that it might take more but the airplane took off without a hitch. Three clicks of right aileron and two clicks of down elevator and I was off to the races! I never got more than a little over half throttle, except for the take-off roll, which was of course, full-throttle.

The airplane cruised around nicely and when it was time to land, it slowed very well, too. WOW this airplane has a wide speed-envelope. Landing was certainly not a heart attack and when the airplane touched down I was a very happy camper!

I can't thank Elite Aero sports and my good friend Erik Rudjord enough for their help and support! But, as happy as I was with this airplane, there is nothing like a day at the field with your friends, which is the best part of this great hobby of ours!

I am finishing up my EA *Viper Sport*, powered by a Swiwin 220, and a Spektrum IX20SE. I absolutely love the jet. The construction, fit and finish are perfectly done, like my other EA airplanes. Simply top notch. It flies awesomely, with no bad habits, and is a great little airplane to just throw in the truck for a quick, easy trip to the field, and is perfect for shorter runways, or tighter airspace. Thanks Elite Aerosports, for another winner!

I would like to give a big shout out to Salvator Apice and William Stevik from Sky Candy Landing Lights. As, once again, they set me up with a killer set of wing lights for my EA *Viper Sport*.

Fly safe,

Mark

District VII Report

Tim Toutant



Iowa
Michigan
Minnesota
Wisconsin

Finally, this COVID thing is in the rearview mirror but now the gas prices to get anywhere is disturbing. That being said, the MIDWEST Jet Spring Fling held June 9th-12th at Baldwin Airport Michigan was a success. Many pilots showed up for the event as did spectators ranging from local folks to those visiting the area. Len Todd put together an outstanding event and is President of the Lake County Modelers and Flyers Association. I showed up on Saturday to take in the festivities with nothing to fly this time, just to take pictures. Larry and Jordan Peterson were there with their little one and Chris Tucker with his crew.

Everything from a MIBO A-10 flown by Jerry Bowling, a Skymaster A-10 flown by Nick Yuhasz, a BVM Blue Angels F-18 flown by Dwayne Johnson, Larry Peterson with his fantastic looking F-18 and scores of other airplanes filled the sky. Dwayne and Larry tried out their skills at formation flying and they did okay having some great maneuvers. The flight line was constantly moving and the spectators enjoyed all the action.

I brought balsa gliders for the kids that showed up and the parents were very appreciative. I mentioned the JPO as I gave them out.

I also attended the Saint Clair Shores Memorial Day parade with my new 1/4-scale T-One Hawk in the Navy Training scheme from VT-9 Tigers. Then there was the Tom Cruise impersonator that showed up in a Top Gun flight suit and was more than happy to take a picture with my Hawk. On the building board is a T-One 1/7-scale A-10 which I hope to have finished by showtime at the Selfridge Air National Guard Base July 9th and 10th. The show will feature the Canadian Snowbirds, the F-22 Demo Team, the A-10 Demo Team, various civilian acts and more. That's all I have for now, please enjoy the pictures. Gear Down and Locked!

Tim



Nick Yuhasz's Skymaster A-10 is ready for another flight at the MIDWEST Jet Spring Fling



District VII Report (cont'd)

Tim Toutant



Dwayne Johnson (L) and Larry Peterson tried out their skills at formation flying



MIBO A-10 flown by Jerry Bowling



Jordan Peterson assists Larry as they fire up for another flight



District V Report

Chris Lavin



Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee
U.S. Virgin Islands.

Hello everyone! I had the privilege of attending the Chattanooga Radio Control Club's EDF and Turbine Jet Jam! Let me start by saying this is a wonderful club and the hospitality was just great. I met a few of the "old timers" there. There were two **FOUNDING** members in attendance, one was Steve Payne and the other was ninety-two-year-old Harold Donaldson. Steve was a Turbine Waiver holder and CD and Harold recently started flying EFDF Jets. Club president and CD for the event Jim Bieda, also played MC. What a wonderful group of people in attendance. There was a mix of sport jets and scale birds and everything ranging from K45 powered turbine conversion and foamy jets to a Beautiful Hawker *Hunter* piloted by Chris Champion.

I'll let the photos tell the story. Until next time!

Chris



Boomerang Jets Turbinator XL and HSD F16.



Edwin Harrison with his HSD T-33.



Views from the field.



Jim Bieda assisting Chris Champion with his *Hunter*.



Beautiful *Rafale*.



A pair of *T-Birds*.

District V Report (cont'd)

Chris Lavin



Time to go fly!



Nice covered area

District VIII Report (cont'd from Page 14)



Mugu Models Mig 15



The Lubbock Gang's pit area



There is an organization in Mount Pleasant that has a nice air museum, and many times they will send something over to do a flyover - there ended up being an empty seat available in one of the aircraft, and I was able to snag it - so I was able to get a ride in a UH-1 Huey helicopter - and that was great! We were also trailed by a Huey Cobra, too! I'm very happy I somewhat fell into that spot! If you are ever in Mount Pleasant, I recommend checking out the Mid-America Flight Museum and their impressive collection of flyable warbirds and civilian aircraft. Now: Back to Building and Flying....

Ron S.



District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers.... I hope you've been doing much flying and building these last few months, as that is what I've been doing!

Good news for central-Texas fliers, because the HOTMAC Club in Waco finally came to agreement with the FAA and nearest airport regarding increasing model altitude limits to 800 ft+, although with some limitations. For others who might be in the same predicament, it took the HOTMAC club close to 10 months (ballpark) to get it done – thanks for our club officers that stuck with the process!

A new event is to be held in Georgetown TX. This is a combination Giant-Scale Jet/Prop fly-in, to be held at a new full-scale airport. I've heard this might be a combination fly off of grass or asphalt, and I don't have details, but I'm sure more information will surface in the next couple months.

Upcoming events in District VIII

September 9-11: 40th Greater Southwest Jet Rally, HOTMAC Field (Waco TX), Dawn Ellzey CD

October 1: 3rd Thunderbirds Jet Rally, Thunderbird Field, (Benbrook, TX), Tom Blakeney CD

October 13-15: SHARKS - Louisiana Jet Rally, Minden Airport (Minden, LA), Terry Monroe CD

October 28-29: Jetoberfest Jet Rally, Bomber Field (Monaville, TX), Constantin De Bock CD

November 9-12: Fighter Town Flyin, Randy's Airpark (Georgetown, TX), Terry Monroe CD

Houston Jet Rally, April 1-3, 2022

This event is usually the first jet event in our district, and was well attended with 31 pilots registered. Bob Brubaker took the reins as CD this year. The weather turned out great, and allowed for a lot of flying! Andy Davis brought his first example of a large HSD 747, powered by 4 EDF units, and flew a couple nice, scale-looking flights.



Carlos Hernandez brought a large Skymaster 1/6-scale Su-30 out to the field to begin taxi tests - it's a large model that's just under 100 pounds ready-to-fly. I have not heard if it has flown yet. Jim Hillin actually owns the model – he just

was not able to attend the event.



Additionally Jonathan Juarez brought his monster-sized *Rebel Max*, and did several nice flights – just mentioning some of the bigger models that were brought to the event.



Start Up Area at Bomber Field

District VIII Report (cont'd)

Ron Schwarzkopf

Top Gun Scale, April 27-May 1, 2022

I'll just add a couple pics and comments from this event, as Jim McEwen covered some of this event in his column. I do wish I had taken pics of all the jets – I guess my head was elsewhere!

It appears the new Composite ARF MiG-17 that debuted last year is quickly becoming a popular scale jet, as two appeared at Top Gun, and both flew great. Ali Machinchy flew one along with his Me-262 - Ali is an amazing pilot, and a nice guy.



Nick Morrow was in our Texas group, and brought his "Eye of the Tiger" *Rafale*, with the paint still drying!



Wally and Stephen Warren - from the Houston Area, attended and flew a new Freewing EDF B-2 *Spirit* bomber (there were 2 at the event) – they appeared to fly great. I think all B-2s should be given the color scheme Stephen had on his!



I had a bit of a difficult time getting my Su-17 set up properly for landing, and managed to pull a main gear out of the wing, so that ended my flying prematurely. The verdict is, I need to spend more time practicing in the landing circuit! I guess there's always next year.

Northeast Texas Jet Rally, May 12-14, 2022

Doug Mercer once again CD'd this event, which is held in Mount Pleasant, TX. The field was in great shape, and the event had a few fliers show up, that had not attended in the past, which is always good. A large *Huracan* sport model flew up a storm at the event.



Vern Montgomery, assisted by Steve Ellzey, managed to get a flight on his Byron F-16 – complete with Byrofan, and that slimy, messy Nitro fuel!



Cont'd on Page 12

Canada District Report

Jeff Daly



Hello everyone. I missed the Winter 2022 edition as there is not much winter jet flying up in Canada and I haven't been spending any time on R/C ... depressing. I guess it was the COVID blues, home renos, and too much distraction with work. But the best medicine for the blues is to buy a new jet, and so I did. I ordered a custom Skymaster 1/6-scale F/A-18G **Growler** with twin-turbine setup through Jet North, so I look forward to taking delivery in July and starting the build in the Fall. To add to the excitement, I decided to venture away from JR and dive into Jeti to take advantage of its programming capabilities and extensive TM features. To top it off, I even bought a 1/5-scale TopRC P-51D *Old Crow* for flying at the local club. Enough about me, here are some planned jet events in Canada this year (details can be obtained at this link: www.rccanada.ca/rccforum/forumdisplay.php?f=102).

DEDICATED JET EVENTS in CANADA

19 - 22 May: Princeton Jets, Kamloops, British Columbia (completed).

3 - 5 June: Jet Frost – Huron Park, Ontario (completed).

7 - 10 July: Tofield Jet Fun Fly – Tofield Airport near Edmonton, Alberta (completed).

27 - 31 July: Thunderthrust over Chatham-Kent, Chatham, Ontario (completed).

25 - 28 August: Princeton Jets #2, Kamloops, British Columbia (alternate dates are 22 - 25 Sep)

14 - 18 September: Thunderthrust #2 over Chatham-Kent, Chatham, Ontario (JPO Sponsored)

So, as you have probably read earlier in this *Contrails*, both the AMA and MAAC (Modelling Association of Canada) have abandoned the reciprocal agreement between AMA and MAAC to allow RC pilots to fly in both countries as long as you had either an AMA or MAAC membership. As sensible that was for decades, new policies were implemented by the FAA and Transport Canada that now requires US pilots to obtain a MAAC membership to fly in Canada (temporary membership) and requires Canadian pilots to obtain an AMA membership (affiliate membership) to fly in the US, among some additional steps that is described earlier in this edition. Flying jets is unchanged in that you still require a Turbine Waiver (for AMA members) or a Turbine Operators Certificate (for MAAC members to fly in the US, not in Canada). Despite the additional rules put in place, this will not stop me from traveling to the US to participate in events and I hope it doesn't discourage fellow Canadian pilots to do the same. For US pilots coming to Canada ... please put up with the small pain to enjoy your time here in Canada ... as Rod Schneider would say ... You Can Do It!

To lighten things up a bit, here are some photos from the Thunderthrust event from July 2022 at Chatham, Ontario ... thanks go to Peter Doupnik for hosting the event and Ken Parks for the photos!

Jeff



Canada District Report (cont'd)

Jeff Daly





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Ken Parks captured this Huracan knife-edging at
Thunderthrust over Chatham-Kent