Newsletter of the Jet Pilot's Organization

Contrails

Summer 2018

Volume 30, Issue 3

Ron Schwarzkopf captured David Elizondo's T-45 looking for the 3-wire at Mt. Pleasant.

President's Report — Bob Klenke

It's been a busy summer, but kind of weird weather wise. It seems like whenever I'm home here in Virginia, it's always raining, but luckily we've had great weather for the two jet events I've attended so far this summer.

In May, I again attended the First in Flight Jet Rally in Wilson, NC. As always, Larry Lewis and his crew conducted a fantastic event at a fantastic facility. I don't have any photos of that event, but I'll see if I can round up some for the next issue – or perhaps we'll have a District IV Representative by then and he can include some….

July was time for the annual trip out to Kentucky Jets. Again, it was a great event and the weather was good as well. Of course in July, you can count on heat and humidity, but in the nine days I was out there, we only had rain once.

Greg (Preacher) Hames, who is in my district (District IV), sent me a nice picture of his beautiful Xtreme ARF F-100. Greg was hanging out in the (self-proclaimed) "Riffraff Gang" tent with the JPO District V Representative, Rex Bryant. Greg does a great job with this jet, but sadly, he had to let it go to finance his graduate education. I have a feeling he'll be back with another one, or something better, after he finishes.

Greg "Preacher" Hames beautiful "*Hun*" at Kentucky Jets.

Personally, I've been working on a few projects. Last time I showed you the TopRC Model *Cougar* ARF I put together. It's a good looking plane and flies GREAT, but its white paint scheme was just too "clean" to be realistic, so I decided to try my hand at weathering – for the first time.

Since the *Cougar* is already painted in fuelproof flat colors, I didn't want to have to add a clear coat on top of that. So for the weathering I used the "wash" technique, using artist's dry pigments (black) mixed with paint thinner. I brushed that on over the panel lines and rivet details, not over the entire surface, as some tutorials suggest. After letting it dry for a few minutes, I wiped off with paper towels dipped in denatured alcohol. This removed most of the wash with the exception of what was in the recesses for the panel lines and other details. The alcohol was enough of a solvent to remove the wash, but not enough to remove the paint or decals. You should TEST this first on your finish if you go this route!

The result is not perfect, but I think it looks pretty good and makes the model more realistic. One thing I did not try on this model, was mixing in other colors in addition to black, to make the weathering less "monochromatic." I didn't have artist's pigment in any other colors to try, but I may go back later in the off-season and try that.

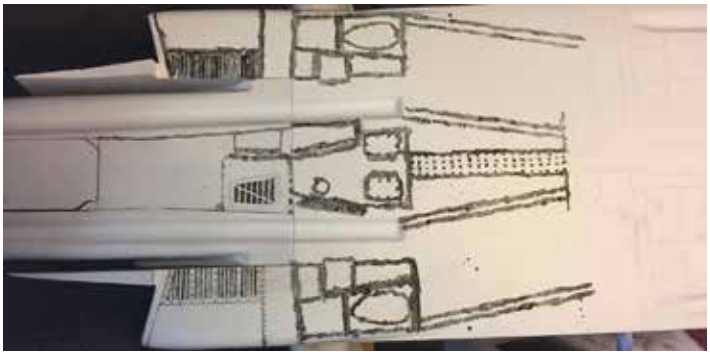
I've also been rebuilding and repainting my 1/9.5 scale Xtreme Jets F-4. I lost that aircraft at a fly-in around four years ago when the turbine wasn't developing full power due to a fuel pump problem. The replacement parts came unpainted, so in addition to rebuilding, I *had* to repaint. It's sometimes a chore, but the results are usually worth it, with scale planes, at least, since you can usually do a better job than from the factory. As an example, if you look closely at my *Cougar* ARF above, you will notice that it is equipped with "EJECTIOM SEATS."

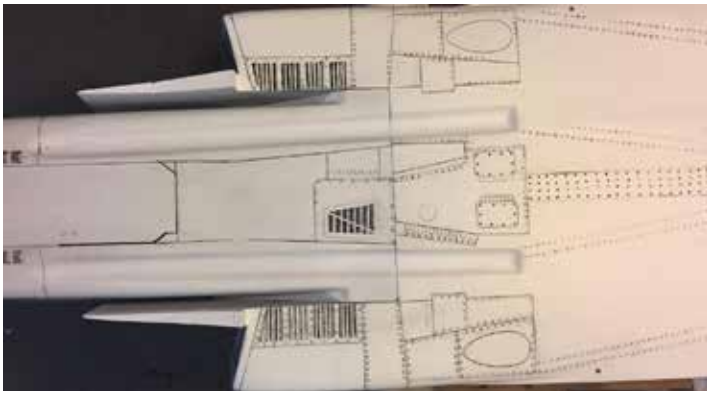
I've been working on weathering this model too, but because I'm going to eventually clear coat it with Dupont Flex'ed and Flat, I've been using a water-based wash. In this method, you grind up artist's pastels and mix them with water and a little dish soap. You apply the wash using a brush just

President's Column (cont'd)

as with the oil-based wash, let it dry, and then wipe it off with a damp (not wet) towel. This technique works well and its fairly easy to redo a part of you don't like the result. You can also add different colors to areas and also smudge the dry pastels across the surface with your finger to simulate streaking from oil, etc. on the full-scale aircraft.

Here's some pictures of weathering a portion of the underside of the F-4. The first one is after brushing on the water-based wash, and the second one is after wiping it off with the damp towel.





In the picture below you can see that I used a bit of white to wash into the rivets and panel lines in the areas of the aircraft that were painted black. This helps them stand out a bit and simulates paint wearing around the joints and rivets.

Again, it's not perfect and I certainly need more practice, but I'm happy with it as a first attempt. Once I get all of the weathering done, it will be ready for some light coats of Flex'ed and Flat and then it's onto installing the radio and engine. I'm really looking forward to getting it in the air again!

The next event for me is Super Jet South at the end of September at the Georgia Jets field south of Atlanta. Then it's the Fall Tiger Meet in South Carolina. I hope to see many of you out there! As always, if you have anything jet-related you'd like to discuss, send me an email at rhklenke@gmail.com.

Bob

Treasurers Report — Sid Gates

Beginning Checking Account Balance 1/1/2018			$5,069.79
Income			
Member Dues for 2018	$3,070.35		
Member Dues for 2019	$25.00		
Member Dues for 2020	$25.00		
Total Income		$3,120.35	
Expenses			
Contrails Publications 2018	$1,019.28		
Mailings-Stamps-Envelopes	$29.60		
Trophies-Top Gun 2017	$849.60		
Trophies-Top Gun 2018	$763.40		
Web Site Hosting 12 months	$155.00		
Total Expenses Paid		$2,816.88	
Ending Checking Account Balance			$5,373.26
Current Pay Pal Account Balance			$142.95
Total Cash On Hand 7/31/2018			$5,516.21

Respectfully submitted, Sid Gates

District III Report — Mark McCracken

Ohio
Pennsylvania
West Virginia

Happy August! My report this time is provided by Bob Belluomini, the event CD.

2018 EDF Jet Jam

This year's event, held from June 14-17, was a huge success with 71 pilots in attendance at the Rosewood RC Flyers Facility. www.rosewoodrc.com

This event is the largest EDF-only event held in the country. Pilots traveled from the bordering states of the Indiana site, and also AZ, AL, CO, RI, MA, MI, MO, NC, NY, TN, TX, and Germany. We run four flight stations with two air bosses and fly from dawn to dusk. This facility was built for jet-ops and features an 800' x 50' runway with zero obstructions. The field was raised above the surrounding fields during grading to allow for rain water to run off and the shelters have concrete floors with electricity.

Kit models ranged from the small 64mm-powered foam models to 120mm BVM Jets. The largest model present was the scratch-built DC-10 at 124" long. There was also a T-1 model being flown with a 128mm DS-98 on 14S. Additionally, a Yellow Aircraft F22 and a Skymaster A-10 were flown on custom-made fans.

The Motion RC marketing team was onsite this year and their pre-event videos really bolstered the attendance. Motion donated four EDF models that were given away at 1pm each day. Video of the event can be found on the Motion RC YouTube page. Thank you James, Ryan, and Mike!

On Saturday, the awards dinner was held at the field, so pilots can get back to flying, as we have sunshine well past 9:15 each evening. We also gave away 3 fan systems and 3 RTF models during the pilots' dinner and a very nice Aeropoxy kit.

A special Thanks goes to our sponsors: Banana Hobby, RC JetWerx, Efflux RC, Motion RC Performance EDF, Schuebeler Jets, BVM Jets, and Rosewood RC Flyers.

I want to mention our Fall Jet Classic, October 10-13. Join us for four days of relaxed turbine or high performance ducted-fans either electric or glow.

Best Foam Jet was awarded to Tim Toutant of MI with a custom-painted *Freewing A-10* with sound system.

Best Classic jet went to Mark Feist flying a Jet Hangar Hobbies *F-86 Sabre.*

Bret Becker with his XB-70 *Valkyrie* Bomber. This model flew at Top Gun the last two years.

Best Sport Jet went to George Kreyling, he flew his E *Bandit* 40 times in three days.

Chris Graca's 3D printed *MiG 15.*

District III Report (cont'd) — Mark McCracken

Half of the *FreeWing A10s* present line up for the camera.

A pair of Yellow Aircraft *F-18* (singles) wait to take the active.

The BVM lineup.

Tim Toutant leads a pair of *Warthogs* down the active, ready to go: *BRRRRRRRRRRRTTTT.*

The Southwest contingent of George Kreyling (L) of AZ and Mike Warren (R) of CO show off their BVM E *Bandits*. George shoves his around with a BVM fan unit and Mike uses a Schuebler fan unit on 14S. Serious power!

One might say that, at least for this modeler, this photo shows the large and the small of it!

A beautiful BVM *F-86.*

Bret Becker's XB-70 *Valkyrie* on short final.

District III Report (cont'd) — Mark McCracken

Special Recognition went to Chris Graca for his 3D printed *MiG 15.*

Best Scale Jet went to Bret Becker for his XB-70 *Valkyrie* Bomber.

Some of sponsor Motion RC's *F-4 Phantoms* and their owners.

District V Report

Rex Briant

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

Jets Over Kentucky

I've just returned from a wonderful eight days of flying at Jets Over Kentucky (JOK), held in Lebanon, KY and hosted by JPO Member and CD, Lewis "The General" Patton. The weather was great with no rain the whole time and the skies were pretty clear every day. I always like the events held at full-scale venues like this, especially when the pilot count is as strong as it has become for JOK. It allows the event to be spread out and "breathe" a bit.

The event ran for a full week, from July 7-15. Arriving on Saturday afternoon the 7th, there were already 25 pilots set up and two or three birds in the air. By Monday, there were 60 registered pilots and the flight line was busy already! Even with the number of pilots, the flight line was well-managed and everyone was able to get as much flying in as they wanted each day. Marvin Alvarez, from our District, has been the Flight Line Boss for several years now and does an amazing job keeping us safe and sound all day long. We could fly from 8:00am till dark every day, which is so good since you cannot beat the "air" at 8:00pm on a summer evening!

This was the 14th year of the event and what makes it even more special is how the city of Lebanon has taken this on as a major attraction for their residents and businesses, fully supporting the event with city dollars; and making all of us that come in for the event feel special and as if we are right at home. Another great part of this year's event was the memorial of Randy Clark, one of our own abruptly lost to a heart attack in 2017. Not only did we commemorate Randy with his name on our event shirt, there was a time set aside on Saturday afternoon for a special flight with Randy's prized *Yak 130*, flown by Scott Harris with Randy's daughter, Jayme (Clark) Arnette at his side. We even had a wedding! Jayme and Greg Arnette tied the knot with Greg Hames doing the private ceremony on the airport property Thursday evening!

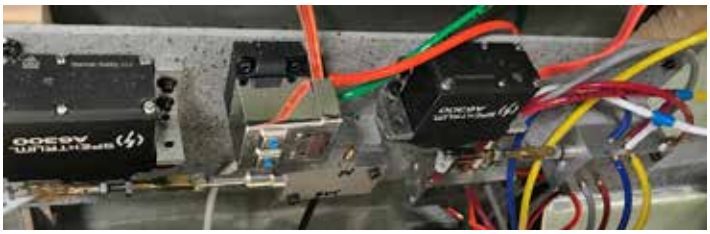
The final tally was 143 registered pilots, with some coming in from as far as Germany, Brazil, and Columbia. It was great having a row of RC vendors such as DreamworksRC, Jet Central, Kingtech, BVM, Jeti, Pacific RC jets, Schwiwinn Turbines, MKS Servos, and many others during the week, along with the JPO being in full force too. Bob Klenke and I had a great time having great discussions, encouraging words and support from so many pilots.

From The Shop: Fei Bao 1/5 Scale F-100D Build and Flying Summary

One of the most important seasons in R/C jets is Winter! Whaaaaaaaat? Yep, inasmuch as we want to fly year-round like the guys in South Florida, those of us that live north of Florida can stay busy in the shop since we need to stay on top of aircraft maintenance; i.e. changing out or cycling batteries, lubing brakes, re-plumbing fuel systems and even pulling the pipe and checking for hot spots and all the control linkages in the tail section. Fun stuff, right? Well, at least we can dream a bit about a new build we are wanting while we have our hands on what we already have!

Saying that, I finally ordered an airframe I have wanted for some time now … a large scale F-100 *Hun*! I had my eyes on the BVM model for years but was just not too excited about the size of that airframe. As I progress in age (58 years young now), I need larger airframes for good eye capture in the sky. Two close friends of mine, Greg Hames (NC) and Marcio Jorge (GA) fly large F-100's and do a great job with them, making them look easy to fly and spectacular in scale flight performance. So, I pulled the trigger on the Fei Bao F-100 back in early December of 2017. They had one ready for paint so I picked my color scheme and it was at my door by the last week in January. The purchase was seamless, so hats off to Catherine and Fei Bao for that one!

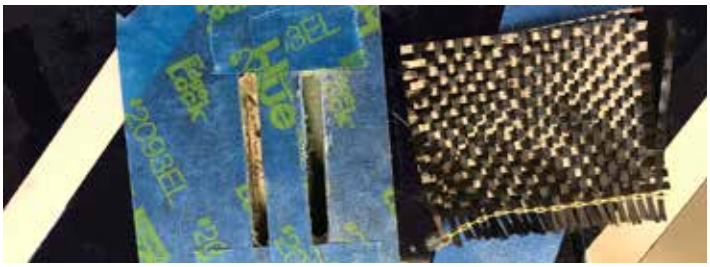
Boxed and shipped well through DHL, I had no damage and the paint job they did was pretty doggone good. There were a few flakes of paint on the wings and canopy area but it actually made the plane "scale out" a bit! I asked for a lighter touch on weathering and they did it right since it was a *Thunderbird* show scheme and not a battle wagon. The build was fairly straightforward, mainly because I had Greg and Marcio to call and get some pics or ideas from as I tackled specific areas such as strong elevator setup, canopy operations, gear and door functions (this requires both a UP-2 and UP-4 setup for scale door and gear ops) etc.

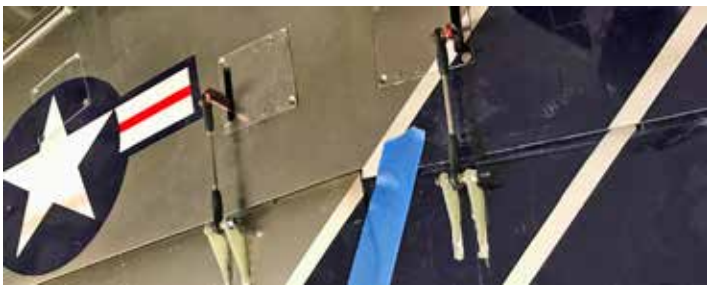


I do have my way of doing things such as double horns with center pull on flight surfaces requiring pushrods and how I like to plumb an air-system on large gear sets.

Servo mounted using Jet Model Product's 0-Flex Hardware.

District V Report (cont'd) — Rex Briant





Wing and aileron servos/horns installed

Greg Hames talked me into putting a smoke system in (because he flew his with one and it was awesome!), so I added that along with a working canopy system and that was pretty much the "bling" I was willing to add. After maidening it and some additional flying of it at JOK in July, I am going to pull the smoke, add a lighting system my friend Keith Davis (Fenderbean) is Rep'ing for now and convert the second fuel cell from smoke to Jet A for longer flight times. I might even add an AB light ring since Marcio's flying convinced me they are so cool on this bird!

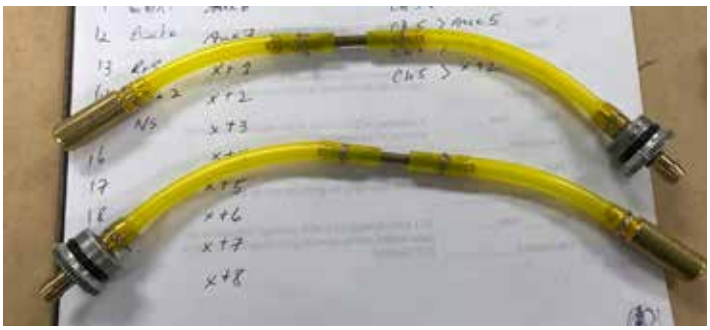
The factory asked if I wanted my name on the side of the canopy. I decided to honor a friend I went to college with years ago, since her dad flew the *Hun* in Vietnam and had recently passed away. So to honor his name and service I had "Col. James E. Williamson" put on the sides of the canopy instead. Of course, they sent it with "SSgt" in front of his rank … so I need to fix that!

Equipment

For servos I went with the new Spektrum 6300 HV Ultra Torque, Metal Gear, brushless and a stout 530 inch-ounce torque at 7.4v. David Payne and John Bradley (Team Horizon) told me these are THE BOMB, so I ordered twelve of them and am extremely pleased with them. I liken them to the JR MPH83T's (but $100 cheaper), selling for $125 from Horizon and always seem to be in stock! I bought the new Spektrum DX-20 Radio to boot, along with the AR20310 20 Channel PowerSafe Rx.

It was so nice to have 20 high-resolution channels and no expanders! I have always preferred all flight surfaces to be on separate channels for trim and balancing surface movement so this was just a breeze. Oh, I actually used all twenty channels for this bird!

For the turbine, I went with the JetCat P-220Rxi and was not disappointed at all. It is plenty of power for this airframe and the one-line fuel system makes it a no brainer to install. UAT is an Intairco Horizontal Mount Aluminum 8oz Air Trap. I use JMP's Air Traps too, but they were out of stock so I went with Intairco on this one. I used High Flow on everything and ran a double-vent system, as I always do, since the fuel cells are so large. The vents were plumbed with 8mm Festo line, while the rest of the fuel flow side was plumbed with 6mm. I moved the clunk/stopper entry to a bit lower on the tank for better clunk line setup on such a large tank.



Wings and Tail

These are very straight forward. As I mentioned above, I like to use double horns and a ball link in the middle for center pull. There was a block in the wing for the single horn so I added some 5oz CF cloth to the second slot and filled it with hysol for a very strong bond.

I completed the servo and linkage installs and went straight to air lines and gear for each wing. I added blind nuts for three of the four gear mount screws and kept the rather stout wood screw for the fourth since there was no room, due to the main spar brace being right on the hole. The outer gear door has its own actuator and that was a bear to get to. But thanks to long needle nose pliers it was done. I used Robart connectors (4) for each wing as it breaks at the fuse faring. It was plumbed with 3mm Festo line all the way through, as all fittings for the gear and doors were 3mm.

This bird comes with leading edge slats which need two servos per wing, and the hardest part of the assembly since they require some mixing and balancing (Spektrum Tx process). My buddy Greg used a PowerBox and his setup went nice and easy via programming the PowerBox rather than the Tx. I prefer the Tx having the control to be honest … but that's just me. It was hard, mainly because it required hands and fingers in tiny spaces to get it all set up. Thankfully the control horns were already set in the slats so all the alignment work was with the arms to the servos. Patience was the word for the day on this part of the assembly! I mixed the slats with the flap settings for take off, flight and landing … and it all worked perfectly!

District V Report (cont'd) — Rex Briant

Air System

Regarding air systems, I always go towards high volume, rather than larger air lines, using two large JMP air tanks on larger airframes. Depending on the doors (how many and if they are UP-2 or UP-3 type function), I will tend to plumb the doors on a separate air supply from the gear. This is just me. Do I wish this was an electric gear? Yes, but no one has the conversion for it and there is a scissor brace on the mains that needs to be reckoned with, so a re-design is necessary for sure, to convert a factory gear to electric.

As mentioned earlier, this assembly requires a UP-2 and UP-4 set up (or sequenced electronic valves). The UP-2 carries the timing on the gear and main doors, while the UP-4 handles the smaller doors.

The only issue I am having (of course everything works perfectly on the stand) is in the air. If I do not put 115psi on board, the gear will not move fast enough to the up position and the main large doors will close and snag them, leaving it partially opened …which is just ugly! I can change the UP-2 timing a bit for the large doors though ... I just haven't done that yet.

Working Canopy

I really goofed this one up. I should have kept the factory locking hooks and used the Actuonics Linear Servos to move the locking mechanism. Instead, I designed and used them as a pushrod or "pin" locking system and with them fully extended, there was slop and lateral movement, something you do not want on a canopy locking system! According to Actuonics, there is a new batch coming out with strong capacity in this application, even at full-stroke. We will see. In the meantime, I am thinking to pull those and just go with two air rams (old faithful) and call it a day.

Final thoughts and flight characteristics

I ordered this airframe with ordnance and I am glad I did. The store tanks are almost a necessity since it really adds to seeing it really well in the air from the side. The wings come pre-drilled and reinforced for the two sets of tanks and ordnance (I do not use the bombs on a show scheme) and everything fit really well. The nose steering is direct drive, although I believe the manual shows it to have wire steering. the fuel cells are thick Kevlar, and only one of the door air cylinders leaks, fortunately very slowly. The pipe is decent, though probably too large of diameter for quality thrust, but doable.

My maiden flight was a hand full because I was ***way*** tail heavy. It's been a long time since I have had that much of a tail heavy plane in my hands. I was told the factory setting was too nose heavy and went with what Greg had on his. I had to add 1.6 lbs of tail weight to balance it as Greg did … apparently he loves tail heavy airplanes! Confused, Marcio let me borrow his Xicoy Electronic CG machine and it was 1.6lbs tail heavy! So, I removed the tail weight, went and flew it gain and MAAAAAANNNNNN, what a dream bird to fly. I flew it again and MAAAAAANNNNNNN what a great bird. I had the timer set for 5 minutes and examined the fuel remaining afterwards and had about 1/3 of the cell with fuel in it. I like 7-8 minute flight times plus Bingo fuel to get home, so this is why I am going to pull the smoke system and re-plumb for the two cells or fuel instead. Besides, after some friends losing their airframes to fires because they forgot to turn off the smoke pump when landing … I am a bit leery of smoke systems. Before Tam closed his business, I plumbed my SM F-16 and *Rebel Pro* with his end of the pipe nozzle system, where the smoke flow is now at the end of the pipe, with the spray fully external. Those work amazingly well!

Landings are a breeze due to the effective slats and flaps. I haven't deployed the "Texas Sized" speed brake yet, but imagine it will be a great help to the landing configuration by making me keep a bit more throttle through final to ground effect.

Thanks to Catherine at Fei Bao, Dustin at Horizon, and the DreamworksRC crew for great customer service, Greg Hames and Marcio Jorge for helping me get this bird in the air and back on the ground.

What's Next? My home club is hosting once again, Super Jets South at the Georgia Jets Flying Club near Greenville, GA September 26-30. Since this is in my District, I'll be reporting on that event in the next issue of *Contrails* too. If any of you in District V which is FL, GA, AL, TN, SC, MS and Puerto Rico have a build report and shop tips you want to share, please drop me a note at rbxbear44@gmail.com and let me know. It's always a privilege to serve all of you and the JPO.

Rex

The ordinance package.

Elevator Servo Mounts.

Immediately following the maiden flight. This jet is a keeper!

District VII Report

Tim Toutant

Iowa
Michigan
Minnesota
Wisconsin

Summer is really here, though hotter than ever along with humidity here in the Midwest. The flying season is in full swing and there are many events to attend. First, I was off to the EDF Jet Jam in Rosewood, Indiana. The temperature was well into the 90s and everyone was sweltering, still, a lot of flying was going on. There were 71 pilots in attendance, which was the largest group ever assembled with many aircraft taking to the runway for the photo session. These 150+ (?) aircraft took up about a quarter of the nicely paved runway. We had six Freewing A-10s in the pattern at once with some forming up on others. That was fun to do. I was fortunate enough to take home the Best Foam Jet Plaque. Thanks guys from Motion RC and the rest of the gang.

Rosewood had its fair share of combating heavy rains and flooding from the early spring weather which had the Ohio River well over flood stage. Their field was under water by 5-10' with many of their picnic tables and chairs washed down river. The club did an amazing job getting everything together for the Jet Jam.

Next, I was off to Jets over Kentucky with many great looking jets in participation. Again, it was another hot weekend. Lastly, I made it to Wingham Jets in Ontario, Canada. It was a rainy and windy weekend and I was only able to get there Sunday, but there was constant rain. I was able to get a few pictures and returned home. Hopefully next year I'll be able to have more time to make the event. Still more jet meets to go to, along with other fly-ins before this year is over! I was unable to complete my Skymaster F-4 due to certain parts not arriving to complete the project, so I'll continue the build this winter. Have a safe rest of the summer and fall, and stay hydrated to beat the heat.

Tim

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello jet modelers, from District VIII. We ended last quarter with several jet events, but we haven't had one now for a while. Which is probably a good thing because we've had some really hot weather move through, ranging from 100-108 degree temperatures. Perhaps we can take a flying break and get back to building …. That's what I'm doing!

Upcoming events in District VIII

Oct 5-6 West Texas Jet Rally, Abernathy TX

Texas Jets, Mt. Pleasant TX

It was another great turnout at the Northeast Texas RC Club field. CD'd by Gus Hudson, the event was held May 10-12. The weather was good this year, the field looked great, and lots of flying was done with around 30 fliers attending. The Elite Aerosport guys showed up with a few *Havocs*, and Andy Andrews made a good show with his smoke throwing *Thunderbirds* F-16 (below). Pics are enclosed from the event. I had fun, and will attend next year!

Kevin Whitlow and his *BobCat XL* ready to commit aviation.

Scott Marr's *Havoc* at Mount Pleasant.

Fuel Tank Installations

I was involved recently in helping another flier get a pre-owned turbine model in the air. This included installing a different turbine, redoing some of the radio installation, retracts – the usual stuff. In doing so, I also re-plumbed the non-stock fuel tanks that were installed in parallel. The tanks were dissimilar tanks, and were installed "vertically" or stacked, instead of side-by-side. It was good that we did this because the model had been sitting around for a while, and one of the clunk lines had hardened and taken on a "U" shape to the front of the tank…

Upon fueling the model for engine runup, it was noticed the upper Kevlar tank was leaking, but not at the clunk passthru. Upon inspection of the tank (with an inspection mirror and small flashlight – the tanks are buried a good 18 inches into the fuselage), it was noted the leaking tank was glued to the airframe – and in a location that is very difficult to get to. So this is just a tip: it is much preferred to install your fuel tanks so they are accessible and removable. We are still scratching our heads how to locate the actual leak…

U-2 Project by Rene Saenz

I met Rene at a jet fly a year or two ago, and he mentioned he was scratch-building a U-2 spyplane model. I recently contacted him to see if he had any updates. I probably should have checked his YouTube channel, where he posts updates every once in a while. (To find and subscribe to his page on YouTube just search for " Rene Saenz U-2 "). He sent me some pics of his project during the build process, which is coming along quite nicely. Here's some info on his project, from Rene.

"The model is 1:8 scale so it spans 120" and is 73" long. I'm guessing (hoping) it will come in around 24lbs ready to fly. Power will come from a Jetfan 120 running on 12 cells. I've got Robart retracts installed and I'm currently working out the mechanism to run the speed brakes. The airframe is molded composite with plywood bulkheads.

The project started out several years ago with me carving a plug from plywood and foam. I drew out the model on my computer using CAD software (DesignCad) and then used my files to have my bulkhead shapes laser cut. I then used those to create the plug with pink foam. Once I was close with my shape I covered everything with 9oz fiberglass and then started working on adding the finish and surface detail. The same basic process was repeated for the wings and stabs.

District VIII Report (cont'd) — Ron Schwarzkopf

Last summer I got to the point where I could start making molds. It was my first time making molds so I started slowly with some of the smaller/simpler parts first. Hurricane Harvey slowed me down a little and then I ended up moving to Austin in November. I lost a few months with all the packing and moving but was able to get the fuselage molded before having to pack up the shop.

Overall, I'm very pleased with the quality of my molds. All the time I spent adding rivets and panel lines on my plugs really paid off. I'm in the process of laying up a set of wings as well so I expect to have a complete airframe very soon. Hoping for a first flight towards the end of this year."

Rene states he may have the model ready for show at the Southwest Jet Fly in September. He's making great progress – so I'll be looking for it!

That's all for now. I need to get back to fiberglassing – ugh!... Happy Building and Flying!

Ron S.

District X Report (cont'd) — David Reynolds

Last up is something to re-purpose for your tool box. Many years ago, I studied theater in college. One of the classes I took was costume construction. In this class I used a tool called a sewing gauge. This nifty little tool is six inches long and includes a pointer that you can adjust for whatever distance you need to make your seams when sewing. It also does a mighty fine job for placing decals that you want in mirror positions. They are cheap and should be easy to find in any craft store.

Do you have a re-purposed tool that you use? If so, send me an email and share your genius (evil or otherwise) with the world.

Until next time: keep the low passes where they belong.

Dave

District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

I've got bit of a grab bag for this quarter. Up first is a look at what's been happening in the VTOL world. On RCGroups (AKA Ezone) there has been a thread running since 2006 about the possibility of a scale edf-powered *Harrier*. Many different strategies have been tried with varying levels of success. EZoner Joel Vasholf from Holland seems to have finally broken the code. In a masterwork of 3D printing and carbon fiber, Joel has taken a 130mm Schubler fan and created a scale Pegasus engine. On 12s this system is producing about 15 pounds of thrust and the current prototype is 5 ½ feet long and a bit over 11 pounds ready to fly. Videos of the edf *Harrier* in flight are posted on the JPO District 10 Facebook page. Currently all that is published is hovering, it has yet to transition to conventional flight.

While I'm not sure if it could truly be considered a VTO, but the Passerine concept out of South Africa (above) is worth a look. If fits in this column because it is powered by two edfs with air blown over the top of the wings to help with slow speed performance, not unlike the Boeing YC-14. But this is not what is interesting about the Passerine aircraft. The unique bit is the legs. You read that right, legs. Not landing gear. This STOL aircraft uses spring-powered legs to launch into the air at a 30-degree angle for takeoff. This configuration allows for operations out of just about anywhere without the need of a runway and avoids the disadvantages of hovering. A rather ingenious solution.

Switching gears, we take a trip to a seemingly endless vault of model airplane craftmanship, AKA Dear Ol Dad. Foam is a fact of life in the modeling world. You can argue it all you want, but it is here. Even for turbines. One difficulty with most foams is painting it more that one color with sharp masking lines. Simply put, foam does not generally like to hold on to paint, so when you pull up your masking tape all your paint goes with it. This is not optimal. My father has done research into this issue, so when I wanted to paint up my *Convergence* with Jolly Rogers colors I called him. The technique he found is amazingly simple and work great. All it takes is wet newspaper. Really, that's it. Cut the shape you want, get the paper wet, slap it on your fam, and paint away. I used a paint brush to apply the water on the paper and used my fingers to make sure it is stuck in place. The trickiest bit I found was the timing. Too wet and it will affect the paint, too dry and the paper will lift. I'm now looking for other things to paint just so I can try it again. (See collage below)

Continued on Page 11.

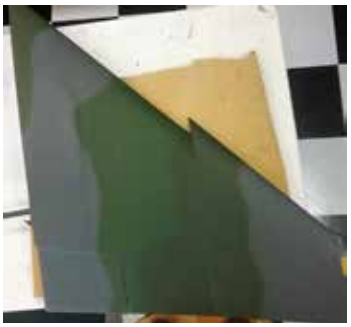
Canada District Report — Jeff Daly

Hi folks. It's been a couple editions that I have not contributed a report from Canada. I apologize for that, but personal life and a quiet winter flying/building season didn't help.

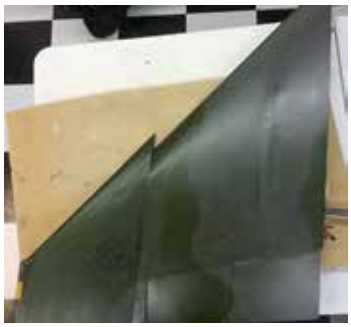
I had a non-building season this winter, but summer is here, and it's a nice one. I've already been to two events and plan to attend Lenny Smart's Adirondack Jet Aces event in September at Plattsburgh, NY. It's the inaugural event, so I plan to attend.

In preparation for the flying season, I know many of you take the time to filter your fuel that was stored during the non-flying season. This is just to remove algae growth or other particulate in the fuel. I didn't do that this year, and I had a fuel contamination issue in my nine year-old BVM *Super Bandit* that kept recurring. I noticed this problem when, halfway into a flight, the turbine wouldn't run at full rpm with increasingly degraded performance over the next minute or so. After immediately landing, I confirmed that my in-flight filter was plugged up with a soft light brown/grey pasty substance. I cleaned my fuel and filter and purged the aircraft the best I could. Then, it happened again on fresh fuel at the next event. This time, the substance was a dark particulate material, and by the way, my other jet seemed unaffected. After pulling the entire fuel system apart on the *Bandit*, I found the UAT to be clean, but the inside of the main tanks were coated with a gritty particulate … interesting, and how did that get there? I'm in the process of cleaning that out, and it seems it is likely an accumulation of contaminate that entered from the vent system over the last nine years. The vent is directly connected to the two main tanks, so I likely had an algae issue in my fuel jug and another contamination problem in the jet tanks. Any lesson learned here? Well, filter your fuel at the start of the flying season, and inspect the fuel system internals every couple of years. Fortunately, I quickly recognized the in-flight problems and saved my jet from a flame-out.

On another topic, I wanted to add some weathering to my F-4 now that it is all dialed in for flying. I experimented with some linseed oil based paints (a 50/50 mix of black and brown) that I got from Michaels, and I am quite impressed with the results. I simply applied the paint, which I thinned slightly with mineral spirits, to the molded panel lines and rivets. I then used a flat sanding block covered in a paper towel that was wetted with methylhydrate (not easy to buy rubbing alcohol in Canada).



Right wing before weathering.



Left wing after weathering.

I wiped the paint down the wing surface several times until I was happy with the amount of "dirtiness." The process was quite quick and dries in a couple days. It also has a nice semi-gloss shine as you can see in the before and after photos.

REMAINING JET EVENTS in CANADA

20-23 Sept: Princeton Jets Fall Event, Princeton, B.C.
20-23 Sept: Thunderthrust over Chatham-Kent, Chatham, ON

Ottawa Valley Jets, Ontario - 30 June 2018

This rally was the third event in the town of Carp, located at the west end of the Nation's capital, Ottawa. Although only a one-day event, the facility was perfect with a 100 ft wide runway, hangar storage, and camping on-site. It had the most beautiful Florida-like 90-degree weather for the event, getting a large crowd. 20 pilots showed up from the Montreal and Ontario areas. CD Ken Park, did an outstanding job organizing the event, and impressed the spectators as the announcer. Larry Ingram was on-site and took some amazing photos that he has allowed to be published. For sponsors, Peter Ayache of Altecare RC again sponsored the event with many RC treasures and provided fantastic glass XL Beer Mugs as trophies. Great Hobbies was also a generous sponsor. At noon time, model flying was suspended for an hour while a full-scale L-29 took people up for rides. All-in-all, a very successful event. Photos are from Larry Ingram.

Award Winners were:

Best Military---David Richard with his F-22.
Best Sport Jet---Peter Doupnik with his *Diamond*
Best Performance --- Elckar Monsalve Boscan with his T-1.
Best Electric---Brent Norman with his A-10.

Beer mug trophies donated by www.altecare.com

Canada District Report (cont'd) — Jeff Daly

Canada District Report (cont'd) Jeff Daly

Wingham Jet Rally, Wingham, Ontario - 20-22 July 2018

The Wingham Jet Rally (WJR) just finished and was another awesome event! The event organizer, Blair Howkins, provided a high quality event to all the pilots. Volunteers from the Sky Harbor model club, and the Air Cadets were most appreciated. There were 43 registered pilots and 100 or so jets were on the ramp. This year, I brought my 11 year-old son with me as a crew member. It turned out that he found another friend. Both of them had their RC trucks out and had a blast. My son was most exited when he won one of the awards … an RC truck! He wants to definitely come back next year … maybe with a jet! Photos were from Larry Ingram.

The deserving award winners for WJR were:

Best Military-- Michael Warner with his BVM PMP F-16.

Best Sport Jet---Gary Arthur with his *Havoc*.

Best Civilian ---Rick Bruce with his *Diamond*.

Best Electric---Chris Trump with his BVM *Aggressor*.

Canada District Report (cont'd) — Jeff Daly

Pilot's Choice – Scott Gellar with his *Leonardo.*

JPO Top Gun – Dr. Mike Stevenson for his outstanding modelling and piloting of his many aircraft he brought.

Smackdown Aerobatic Challenge – Bryan Mailloux won it again!

Canada District Report (cont'd) Jeff Daly

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Renewal can be online at: www.jetpilots.org via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to:
Sid Gates, JPO Secretary/Treasurer, 2380 S. Holly Place. Denver, Co 80222

Larry Ingram captured this large A-10 on short final at Wingham Jets.