

Newsletter of the Jet Pilot's Organization

Contrails

Winter 2020

Volume 32, Issue 1



Clay Sherrow captured Jordan Factor's
gorgeous F-100 on short final at the Arizona
Jet Rally in Mesa, AZ.

President's Report

Bob Klenke



It's been a mild winter here in Virginia, but there still haven't been a whole lot of flying days – at least not on the weekends. It seems like when the temperature is up into the range for a good flying day, the wind is up with it, or some other obligation comes up.

No matter though, this time of year is usually building season anyway, so I've been busy in that regard. I did manage to get my little Xtreme Jets F-4 ready to fly. It's been hanging around the shop for four years or so since the engine issue resulted in a collision with a tree. It was a fun airplane to fly, so I'm looking forward to getting it in the air again – as soon as the weather cooperates!

I've also recently gotten back into my Mick Reeves Hawker Hunter kit. I've been making a few modifications to it as I go. First, the aircraft I'm modeling often flew with four tanks, so I'm adding those to my model. I built two of the tanks from the kit and the smaller two tanks are from the Ripmax kit that I bought off of RCU.



Next, I purchased a cockpit from the Ripmax kit off of RCU as well. This cockpit was not correctly-sized for the Mick Reeves kit. It was too long and wide, but not deep enough for the properly-scaled pilot figure I had. I cut the cockpit apart and built a new one that was correct. Finally, I'm going to add a drag chute to my Hunter. I cut and hinged doors for the drag chute in the drag chute fairing that I installed on my

kit. I'm still working out how to latch the doors and deploy the chute, but I got some great ideas on how to do that, again off of another member on RCU.



I've still got a fair bit of work to do, but I'm hoping to have it ready to test-fly in primer sometime this season.

On another topic, you've probably seen the call for action regarding the FAA's Notice of Proposed Rule making (NPRM) on Remote ID for UAS. Hopefully, you've already made your comments to this proposed rule. It does seem like this is a never-ending saga of one thing after the other, but we need to avoid "fatigue" and keep making our voices heard to the FAA and to Congress. We do have friends out there in this effort and if we keep voicing our opinions, I'm very hopeful we'll be heard and get the accommodations we need. One thing is for sure, if we don't continue to work on these issues, we won't succeed.

Finally, remember, if you have not renewed for 2020, this is your last issue of Contrails! You can renew easily using Paypal, go to <https://www.jetpilots.org/renewal->

Please renew if you haven't already, we could use your support!

Bob

Vice President's Report

Jim McEwen



Greetings! As you may know, in the fall of 2018 I relocated from Phoenix to Connecticut. While I miss having my choice of the three jet fields (asphalt runways greater than 700 ft long and no obstacles) at which to fly on any given day, being "back East" brings me closer to family and there is no substitute for that. The local R/C club is about four minutes from my apartment which makes for an easy commute, lol! They have an approximately 400 ft grass runway and is bordered on one side by trees on a hill so flying a turbine is pretty much out of the question. However, I found a way to get my kero fix and bought a T-27 *Tucano* from Juniaer Modelismo in Brazil. The ARF model has a wingspan of 90-1/2 inches, a length of about 81 inches, is made for a Kingtech K-45 Turboprop, and is available in a wide variety of color schemes. I've seen several of these models fly at Top Gun and around the country and, when flown in a scale-like manner, they are similar in performance to an 80-inch war bird and can easily be flown off a grass field. When I ordered the plane in June, they warned me that they were quite backlogged and delivery wouldn't be until Nov-Dec, so I guess the model is rather popular. I took delivery in late October and was quite impressed by the kit, particularly the scale cockpit, but a few things (the fit of wings to fuselage, for example) will need to be filled with putty and the paint touched up. Still, all in all, it is a great value for the dollar and I'm enjoying the build.



Juniaer T-27 *Tucano* scale cockpit with a warbirdpilots.com jet pilot figure.



View of the *Tucano*'s instrument panel.



K-45TP with TruTurn spinner, Biela CF turbine scale prop and Zimmermann exhausts.

It's been many years since I built a prop plane so there was some re-learning to do, for sure. While I remember Master Aircrew, APC propellers and Dubro spinners, I did gasp a bit when I discovered that scale-3 three-bladed reinforced carbon-fiber propellers and custom-machined spinners had a price 10X what I last paid for a prop or spinner. Oh well, they still cost less than a high-end servo!

It's a bit crowded building a jet in my one-bedroom apartment, but it reminds me of the old days when I was contracting out-of-town and had a crash-pad and a bunch of models. Fortunately, the local flyers are very friendly and help me out when a full shop is required. In exchange, I'm corrupting them! When I joined the club last year, there was one guy who was trying EDF with mixed success. I brought out a Freewing Avanti and that was that. By the end of the year there were six or seven guys with EDFs and one local who was bitten by the turbine bug and now has three jets. You will be assimilated!!!

We are getting hints of the impending arrival of spring. It's been quite the mild winter (only two snowstorms here, and as a Canadian, I would say that they didn't really qualify as "storms"). This weekend it is supposed to be over 60°F and I plan on going flying. It will be a few weeks of "warming up the thumbs" with some sport prop planes and EDFs in March before taking out the high-priced hardware and getting almost a month of practice for Top Gun. I am so going to get my ass kicked by: a) more talented guys - not like there is a shortage of them, and b) guys who can fly year-round. Ah well, give Frank the entrance fee, have a good time, take the ass-kicking like a man, and bring the jet home in one piece. Yep, that's my game plan!

It was a very busy winter for me, not model building, but on business trips. Now I have gone to some less-than-stellar places during business travel over the years, but sometimes you luck out and that's certainly what happened this year. I had a trip to Los Angeles in mid-December that bordered on the holidays so I just extended the trip to take advantage of the 70°F sunny weather (needless to say it was less than that in CT). I drove through downtown LA in the daytime and discovered the LAPD aviation building which appears to have pads for about 20 helicopters on their roof (I guess the LAPD has quite the budget) before I then headed up to Hollywood where I found that all four corners of the famous intersection of Hollywood Blvd. and Vine St. (part of the walk of fame) have tributes to the Apollo 11 astronauts.

Vice President's Report (cont'd)

Jim McEwen



Walk of Fame tribute to Apollo 11.

With the sightseeing over, I headed over to Coachella and later Phoenix to do some jet flying under clear blue skies. Dan Metz (Prez of the Coachella Valley R/C Club and CD of their jet event) and I spent a fun-filled day burning kero at Coachella while George Kreyling and I burned electrons at the AMA field in Mesa. George was demoing his new 14s powered Evo *eBandit* with which he easily gets 8-9 minute flights (with plenty of reserve left for a couple of go-arounds if needed) with proper throttle management and he wasn't babying it around the sky by any means, nope, it was a full aerobatic flight.



Jet flying at Coachella during the Christmas holidays. Check out that sky!

Back "home" at the Arizona Model Aviators field with George Kreyling's BVM Evo *eBandit*.

I lucked out again and had another business trip to L.A. in February for another round of product development testing which (just happened to) overlap the Coachella Jet Jam. I didn't bring a plane, but I brought my test technician and we had a great time (he's buying a jet in the spring). Coachella is one of my favorite events in the country because of the marvelous facility, the friendly club members and locals, and the club's support of the Wounded Warrior Project (WW). Over the years, the club has donated \$16,500 to WW and, frankly, I can't think of a better cause than supporting our veterans who have given so much for our freedom.

This year's event was the biggest ever with 60 registered pilots and perfect weather over the 3-day event made for plenty of flying. A variety of planes & pilots caught my eye and I snapped a few pictures to share with you.



Some of the pit area at Coachella – beautiful facility for sure.



Richard Verano (world champion pylon racer) has discovered jets and put in several exciting flights with this BVM F-16.

Vice President's Report (cont'd)

Jim McEwen



Jordan Factor's gorgeous F-100 was flown multiple times during the event. The model is equipped with a functional braking parachute for added scale fidelity.



John Gerhardt and caller Sharla will be attending Top Gun '20 with John's scratch-built A-7.



Phoenix native Kenny Rhoads won the fundraiser. \$2000 donated to the Wounded Warrior Project from this event alone.



Neal Smiley is presented with the JPO Top Gun award by Club Prez & event CD Dan Metz.



The pilots' dinner at Coachella: lobster, shrimp, filet mignon, and salad. Life is tough!

Awards were made in seven categories and the award winners were presented with beautiful large plaques. The pilots chose Neal Smiley for the JPO Top Gun award and Neal expressed his heart-felt appreciation of the recognition noting that awards from your peers are to most meaningful and special. Afterwards, we enjoyed the all-you-can-eat pilots' surf and turf dinner. I was cutting back this year and only had three lobster tails (plus the prime rib, and two desserts).

In other business, this past year I have been pleased to see a bunch of new faces in the jet community with several pilots who've just gotten into jets. Please encourage any new guys in your club and give them a hand as it is a bit of a learning curve (that can be quite expensive if you get something wrong). Also, please reinforce the safety aspects of the hobby. I noticed a couple of occasions this year at events (after-hours when the flight-line was not manned) of new pilots walking out on the runway when others were landing or about to take-off. Good communication on the flight-line is key to safe operation.

As winter winds down and the flying season is about to start, please give your models a thorough inspection and perform any necessary maintenance. Some things to look out for are to check for leaks in air systems, and clean/lubricate brakes and valve spools as necessary, replace O-rings on brakes, clean fuel filters, cycle batteries and check for capacity loss (replacing if necessary) including your Tx pack, stiffness in the fuel clunk lines preventing complete draining of tanks, and any fraying/wear of cables. Let's all have a safe and fun 2020!

Regards, Jim



District VIII Report

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello from District VIII. The flying has been a bit spotty the last month or so due to weather - and for me, an airplane that has been needing some maintenance. Make sure you find some time to do a look-over on your models, to see if there are items to be addressed. While replacing a starter motor, I found my turbine had a missing screw on the outer case. Little stuff like that! I think it's also time to replace fuel and clunk lines. Get it ready now if you can so you're good to go for the upcoming flying season!

Jetoberfest Jet Rally - Oct 25-26, 2019

Woody Lee once again CD'd this event at Bomber Field - just outside Houston in Monaville, TX. This time around, weather was a bit of an issue. On Friday, we had pretty low temps and a bunch of wind, which was pretty awful for flying. Happily, on Saturday the weather improved - and during the afternoon, we all made our best effort to make up for a lack of flying on Friday. In the end, the event drew in 17 pilots. Lots of flying was done on Saturday afternoon, but I did not stay for any Sunday flying. Some brave flying was done by Abbee Gomez, with his Green T-One - powered by a Jet Central Rabbit.



The flight line at Jetoberfest.



A foamie turbine F-16 waits to fly with Ron's Mig-21 behind it.

Ron Schwarzkopf



An F-9 *Panther* completes a flight at Jetoberfest.



A nice flying T-1 at Jetoberfest.



Robert Bernal's A-10 being spun up for flight.



As advertised before the event, Ed Clayman from Flite Metal (www.flitemetal.com) showed up to introduce his material to interested modelers, and ended up giving away two starter kits. Flite Metal is a soft annealed aluminum that can be applied to your model to simulate exposed Aluminum surfaces, and has the ability to be stretched slightly to conform around radius's (with practice!). I used the material extensively on my Fei Bao MiG-21 model and have been very happy with the results. So Thanks Ed for the talk - I'll likely be ordering more for my next project!

District VIII Report (cont'd)

Ron Schwarzkopf

Jet Aerobatics

Well about a year ago, I did a number on my Pirotti *Rebel*, and it now needs quite a bit of repair work. One of the reasons why I enjoyed the model is because it seemed to be very capable of flying pattern type maneuvers. I had also started practicing the FAI F3S maneuvers with it, and was starting to get the maneuvers down relatively well. Going through RC Universe, I see two Jet Aerobatics events to be held – one in Tennessee in late June, and another in late May in Georgia. If I had my act together (I don't!), I'd be all over this! Anyway, if you have some interest in Jet Aerobatics, you might want to check out www.jetaerobatics.org – some of these events even have a class for EDFs!

My Current Build Project – Sukhoi Su-17 Fitter

I am still plugging away on the 1/6 scale Su-17 Fitter, and making slow but steady progress. Weather has been hampering some of my fiberglass work, but I've found smaller parts can still be made, with the cooler-than-preferred temps. Less shop time also gave me more time to wrap up the internal structure design for the wings. Before the cooler temps moved in, I was able to lay up the first forward fuselage, so that's a bit of a milestone. I plan to hold off on seaming the fuselage halves together though, until I make more progress with the inboard wings, so I have options with rigging the wings to the fuselage structure. I'm also beginning to get some of the wing pivot parts worked out. Then, as soon as we get warmer weather, I'll begin laying up the inboard and outboard wing skins.



Functional Canopy Design.



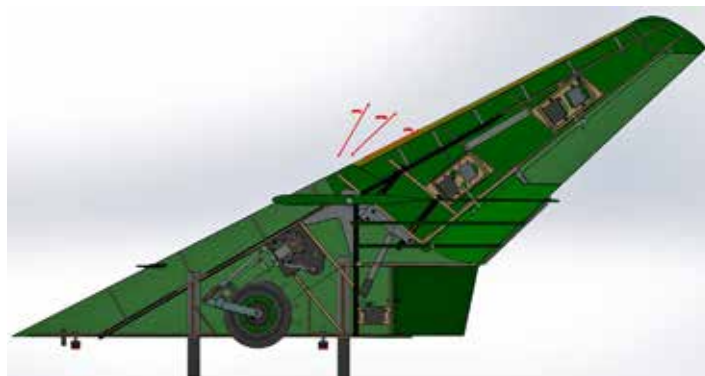
Inlet Duct Plugs.



Sukhoi Forward Fuselage taped together for now.



Control surfaces in the molds.



Sukhoi Lower Wing Design.

That's it for now. Next event for me is the Tucson jet rally, so maybe I'll see you there. Happy building and flying!

Ron S.



District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

Last issue, I did a quick review of my new FV-31 *Cypher*. I am happy to report that it continues to provide enjoyment as I further explore its flight envelope.

I also mentioned that first on the list of modifications would be retracts and that is now done. The first step was raiding my parts box and finding some small electric units from some unknown corsair. Once suitable units were sourced, it was a simple matter of carving out foam and gluing some eighth-inch plywood plates. One nice thing about this job was that vertical landings lack the shearing forces, so it can be done lighter.

Once the plates are in place, it is a simple matter of using a Dremel with a small sanding drum to create the cavities in the foam. One thing I was unfortunate enough to discover during the process, is that the BEC circuit is located on the control board and doesn't think too kindly of overloads. At one point during testing, one of the retracts stalled and let the magic smoke out of the BEC line. I simply installed an external BEC and wired it to the RX and the system is working fine with it. I should add that I don't see this as a fault of the product as it happened in the process of modifying.



Overall, it has made for a much cooler presentation in the air and I have not seen much degradation in vertical performance. The largest issue so far has been a need for better hatch retention. With the new large hole in the bottom for the nose gear, it is letting in too much air and blowing the hatch off during high speed pull-ups. Up next, I'm thinking about possibly some NASA-inspired paint.

Flight video of the retract mod can be found on the JPO District 10 Facebook page or on YouTube. Just search for Flex Innovations *Cypher* with retracts. (Also shed a tear for the field that my local club was kicked out of this week.) While checking out *Cypher* videos be sure to look up 45 Degrees of Fun with an FV-31 *Cypher* from Flex Innovations and watch Bob Parks put his *Cypher* through some interesting paces.

Also, for this issue are a few shots from the Arizona Jet Rally. I wasn't able to attend for the entire weekend but I did get some shots on Saturday, so I will leave you with that.

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

David



District X Report (cont'd)



Turbine-powered foam jets are becoming popular



John Buckner, from Kingman, AZ came to fly his kit-bashed turbine trainer, and fly he did!



The C.A.F photo-bombed the event with their Phoenix-area based B-17G, *Sentimental Journey*.

District X Report (cont'd)

David Reynolds



Treasurer's Report

Marty Guerwitz

Beginning Checking Account Balance 11/1/2019		\$3,855.88
Beginning PayPal Account Balance 4/1/2019		\$0.00
Income - Members dues	\$1,221.73	
Total Income		\$5,077.61
Expenses - Contrails Printing	\$466.90	
Total Expenses		\$466.90
Ending Checking Account Balance		\$4,610.71
Current Pay Pal Account Balance		\$0.00
Total Cash On Hand 12/31/2019		\$4,610.71

Officers and District Representatives

PRESIDENT

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

VICE PRESIDENT

Jim McEwen
201 Main St. Apt: D2
Farmington, CT 06032
602-790-1695
ubereng1@gmail.com

SECRETARY/TREASURER

Marty Gurewitz
40 Cragmere Oval
New City, NY 10956
(845) 638-0239
oneshelbyg500@verizon.net

CONTRAILS EDITOR

Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781
jetflyr@comcast.net

DISTRICT I

Vacant

DISTRICT II

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

DISTRICT III

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

DISTRICT IV

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

DISTRICT V

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

DISTRICT VI

Vacant

District VII

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

District VIII

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

DISTRICT IX.

Vacant

DISTRICT X

David Reynolds
6234 E. 31st St.
Tucson, AZ 85711
520-790-1086
davidsreynolds1@yahoo.com

DISTRICT XI

Vacant

CANADA

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

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



Clay Sherrow captured Jordon Factor's low pass at the Arizona Jet Rally in Mesa, AZ