Newsletter of the Jet Pilot's Organization

Contrails

Summer 2006

Volume 18, Issue 3

Dawn Ellzey responds to the request to "expedite" her take-off and departure at the DFW-Jet Rodeo

Bay Of Quinte
Toledo
Mid-Atlantic Jet Rally
Blue Grass Jet Jam
Central Texas Jet Rally
DFW-Jet Rodeo

From the Editor

Welcome Back!

Fall Elections

This year's elections will be for the Vice President and the even-numbered district representative positions. If you would like to run for one of these positions, please contact any of the odd-numbered district Representatives.

Please enjoy this issue, and as always, your photographs, hints, tips and other information are needed, wanted and desired!

Make sure you look at/and or check the website: ***www.jetpilots.org***, on a regular basis, Keith is always updating things!

Greg

Treasurer's Report — Ed McElvy

TREASURY REPORT

Beginning Balance		$8,919.75
Income		
Membership	15x$25.00	$375.00
Pay-Pal	11x$23.97	$263.67
April Expenses		
Bank Charge	$18.00	
Trophies	$57.95	
Security Bond	$100.00	
Sub-Total	$175.95	
May Expenses		
Bank Charge	$18.00	
Spring *Contrails*	$561.87	
Trophies	$709.35	
Sub-Total	$1,289.22	
June Expenses		
Bank Charge	$18.00	
Trophies	$55.95	
Sub-Total	$73.95	
Total Expenses	$1,539.12	
Balance as of July 1, 2006		$8,019.30

President's Report

Steven Ellzey

Welcome to the new guy!

Mike Weidner has joined the JPO officer's group as the representative for District IX. Since the position was vacant, and it would be a year and a half until the next election, he was appointed by the Board of Directors to finish out the current term. Welcome to the cause, Mike, we all hope you enjoy it.

Fall elections

This fall, the JPO officer's elections will be for the Vice President, and the even-numbered district representatives. If you would like to work to help further our part of the hobby, or feel that you could make a positive difference in the way in which we operate, you should give it a try.

Flight technique - landing approach

There are no two ways around it...the most difficult part of flying is the last and non-optional part, landing. Making a good landing means getting set up correctly on your approach, which is a necessity for you to have a good landing. The problem that most of us have is getting the airplane slowed down to a reasonable speed. All to often, a pilot will line up for final with way too much speed to make it down and get stopped in a graceful maneuver before the end of the runway. If you watch the guys that are good at it, and make it look easy, they will have the model slowed down to a reasonable pattern-speed while still flying their downwind leg, and from there, the rest of the approach and landing just falls into place. So how might the rest of us do this?

First, the following assumes that you have a reliable engine and a good handling model. If you are worried about flame outs, or your model is prone to tip stalls, or just does not handle well at low speed, you might not want to try this.

There are a few simple flight-dynamics rules to review at the start. When flying at a reasonably slow pace, speed is more controlled by elevator than throttle, and the rate of descent is more controlled by throttle than elevator.

Assume that your model is in landing configuration, and is maintaining altitude and a reasonable pattern speed. If you pull back on the stick a bit, the nose will come up and the model will create more lift and more drag. Initially, the model might want to climb a bit, but it will slow down, and as it slows down the lift will decrease. At some point the lift will again equal the weight of the airplane, and the model will no longer climb. Most likely, the model is now operating at an angle of attack (AOA) which is above the AOA for your plane's maximum lift-to-drag ratio; which means that the amount of power that you are using will not be enough to maintain level flight. If you leave the throttle alone and keep holding the extra up elevator, after a little bit the model will start descending. The end result of pulling up in this case, results in the model slowing down and losing altitude. If, once the model has slowed down some, but not yet started to descend, you add a little power to counter the increased drag, you can hold your altitude at a slower speed. If you increase the throttle at this point, the model will climb, and conversely, decreasing power will result in the model descending.

Now lets put this knowledge to work. What we want to do is find the amount of up elevator and throttle that will result in a constant altitude and pattern airspeed. Climb to a comfortable altitude and get into a landing configuration, then fly around as if you are in the landing pattern. On each lap try holding a bit more elevator and slow it down more. At some point, you will need to start increasing the throttle to hold altitude. What you are looking for is an elevator/throttle combination that allows the model to hold altitude when the wings are level, but still has good control authority. If you slow down to the point that the controls become erratic, or the model stalls, you need to back off of the elevator some. Once you have found this "sweet spot," you should be able to fly around the field comfortably, at a slow pace, using only a small amount of extra throttle to hold altitude in the turns.

Once you have a found a good pattern speed, when it comes time to land you will want to be at this speed on the downwind leg. As you turn from downwind to

Presidents Report (cont'd) — Steven Ellzey

base to final, the model will want to descend. Leave your elevator alone and adjust your throttle to achieve the descent rate you are looking for. Once you roll wings level on final, you will need to decrease the power to maintain a descent. Remember, once you get slowed down to pattern speed, do not try to use the elevator to climb. If you are getting too low, add power. However, if you are going too fast, pull a little more up elevator since, as discussed earlier, you will slow down.

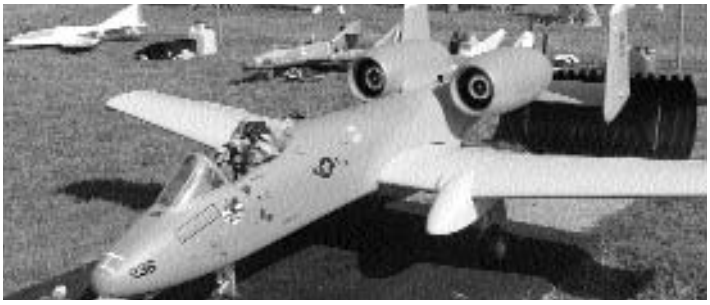
One final comment-never dive for the runway. If you turn on to final and are too high, hot, or both, and you still have room to slow down, pull the power back and pull more up elevator. If it looks like you might not make it, go around, but do not dive for the runway. Diving for the runway quite often results in landing on the nose gear, which normally starts the model bouncing uncontrollably down the runway, which quite often results in broken parts.

As with almost all things, practice makes the biggest difference, which is, after all, the fun part.

Steven

Photos from Roger Shipley of District VI

A hog with Mike Grant first in line.
Oh well, rank has its privileges.



And another *Hog* with GizzieMae. Hmm, there's hogs, and then there's *Hogs*.

Garrett and GizieMae.
Now there's a pair of mascots, huh?

Vice President's Report

Keith Sievers

In 2003 and 2004, the Jet Pilot's Organization tracked crash statistics at most of the jet events in the United States, recording data on over 15,000 flights. A crash was defined as any incident that resulted in damage to the aircraft that could not be fixed at the event, eliminating those incidents that resulted in minor repairs from the counts. The primary goal of this data logging was to prove that speed was not a significant factor in most jet crashes, during the time that speed control was a potential rulemaking issue with the Academy of Model Aeronautics. As expected, the data clearly proved that speed was not a factor. What was a surprise, however, was that structural failure, battery problems and radio interference didn't top the list. The leading cause, representing one in five crashes, was simply pilot error while landing the aircraft.

As a pilot with average skills, I, too, have struggled from time to time to put consistently good landings on the runway. Having resolved that I would improve my landing skills, I sought out the advice of two friends, who also happen to be Top Gun class competitors, Joe Rafalowski and David Shulman. They both kindly contributed their thoughts to this tutorial. While much of their advice may seem basic, there will hopefully be a reminder or bit of wisdom in this article for everyone.

The very first statement from both David and Joe was simply this: a great landing starts with a stable approach. While David is known for his close-in approaches with the BVM *KingCat*, his advice is to make a landing pattern that allows for wide turns that won't stall the aircraft, yet keeps the jet easily visible. All drag devices should be deployed on upwind and power set to hold level flight. Joe's primary recommendation for beginning the approach is trim, trim, trim - i.e., find a comfortably slow speed and trim the aircraft to hold altitude without excessive elevator inputs. Large pitch changes during the approach will lead to variations in speed and make it more difficult to establish a stable descent rate.

As every jet has distinct flight characteristics, the key is spending practice time becoming comfortable with the slow flight capability of the model. Take the plane up high and find its stall speed, note its stall behavior and look for the warning signs of the stall. Joe points out that most jets will rock the wings as airspeed decays to critical levels. If the plane wants to snap in the stall, check lateral balance or elevator alignment near maximum throw. Find the throttle and trim settings through practice that yields a level pattern with drag devices out, for each of your airplanes. Use *Flight Modes* or the Flap System on your radio to capture and preset the elevator trim for each of the flight modes/flap position. Ultimately, you are seeking the speed that is the slowest the model will fly, allowing for a comfortable margin above absolute stall speed.

Once committed to the approach, look for a stable, consistent glide slope. Altitude and glide slope should be continuously controlled by the throttle position, but strive to keep throttle changes gradual. Large variations in thrust will make for large variations in descent rate, pitch and speed, and what starts out as a stable, constant approach with gradual inputs can become an erratic exercise where nothing is in the groove. Move the throttle a click or two, watch the aircraft behavior, and then adjust again as necessary. Maintain your elevator input, and as you increase elevator pull, this will be your sign that the model is slowing down, and you'll need to compensate with power as necessary. Both Joe and David emphasize that a proper approach with most jets will demand that you carry some power on final, and possibly into the flare.

Power compensation will also be required in turns and for wind. A banked aircraft will lose lift and requires a bit more power. If you are gradually reducing power during the approach, pause during the turns to base and final. Adjustments in throttle may also be necessary to compensate for wind. For instance, if a 10-mph crosswind is blowing at you across the runway, your jet will lose relative airspeed when turning from downwind to base and a bit more power will be required to avoid a stall. When turning base to final into a strong headwind, relative airspeed will actually increase and the jet may level off or even climb a bit. Compensate with a throttle adjustment.

Vice President's Report (cont'd) — Keith Sievers

Diving approaches should be avoided, as they require large changes in descent rate and speed. In a diving approach, both speed and descent rate are controlled by the elevator control input and finding the right balance between these parameters to a precise touchdown point is more difficult. Additionally, the transition to the flare is greater and less precise, and the chopped throttle that usually accompanies a diving approach will result in greater spool up time if a go around is required.

The landing flare is typically started at 2-3 feet off the ground, and if speed has been constant throughout the approach, the flare is entered with minimal elevator input. Elevator throw is gradually increased as the ground is approached and touchdown should be near full up elevator input if the landing is executed correctly. An early flare will usually result in a ballooned landing - add a little throttle if this happens or the plane will lose lift several feet off the runway and sink rapidly. If the plane sinks as the flare is initiated, speed or power settings were too low.

While still a bit high, the nose of Keith's *Lightning* is only slightly up, an indication that the airplane is flying, not falling, or being forced into a flair too far off the ground.

A bounced landing is the opposite - too much speed, and the wing was not ready to quit flying. If the plane bounces, add throttle immediately to "catch the sink," a "falling from the sky" rate that will quickly develop. At this point, retard the throttle and land under control if there is enough runway, or go around if need be. By the way, don't hesitate to go around if you aren't comfortable with the approach or the landing is long or bounced - many a plane has been lost when forcing a bad approach onto the ground. If there is any doubt, throttle up early and start over again.

Joe will sometimes preset the brakes for landing to allow a smoother roll out. This can prevent the side-to-side waggle that some planes exhibit when brakes are first applied.

The last tip is the most obvious - practice, practice, practice. Most of our flight time is spent burning around the sky. For the weekend flyer to become really proficient in landing, a fair amount of stick time needs to be devoted to slow flight, approach and landing...practice.

Keith

Here, Keith is in a nice gentle flare, the nose being higher than the wings, but not trying to touch the tail-pipe first. This should give him a nice smooth, and gentle landing.

District I Report

Ray Davis

Connecticut
Maine
Massaschusetts
New Hampshire
Rhode Island
Vermont

Greetings from District I!

It's well into the season as I write this (July 3...), and District I has already had two events available for jet pilots and *Bay of Quinte*, a pure jet-event held mid-June every year, has come and gone, as well. Lesser turn-out, I heard, from past years, but a terrific event every spring and has long-time been the first that D-I pilots attend....though some do go as far as Fentress in mid-May. I've never been to Fentress, but I won't miss Quinte next year!

Bottom Gun, Bob Gifford's and the Wachusett Barnstormers New England answer to the slightly better known *Top Gun*, is the week before *Quinte*. Held at the Garner, MA, Municipal Airport; it was rained out Saturday, but cleared for Sunday - even though the winds were howling at around 20-25 mph, and 45-degrees to runway 36. It was relentless, but steady enough to fly safely. *BG* is a noncompetitive scale event...bring it if it just looks scale (the CD's are easily fooled)...and it is a terrific site for jets. The single runway is maybe fifty-feet wide and over 3000-feet long and the trees that last year were only some 100' beyond the runway...are gone! The Airport Commission finally got around to clearing out that whole stretch, so Gardner can now be described as nothing short of superb for any RC-model, but it is particularly wonderful for us. I know first-hand of the old trees and fading depth perception...and a crummy little birch that stood proud of the old treeline...and which snagged my Nosen 310 a few years ago. The 310 is rebuilt and better than original (what else to do with two OS-.91s and $800 of Robart 310 gear...?), and the forest is now a gently-sloped meadow.

So, Jeff Lynds and I put in many *BG* flights on our *Eurosports* on Sunday; and Art Arro, JPO D-II rep, re-qualified for his waiver on a very quick prop-job. We spent Saturday in the drizzle trying to get the initial runs/range checks completed on his T-500-powered Cyclone...got things going on Sunday but conditions were just too windy for a maiden. The northeast, of course, has had an atrocious spring regarding weekend flying, and the *Master Scale Qualifier*, always held on June's last weekend, certainly appeared a total washout forecast-wise. But after 1 PM Saturday, all the weather stayed to the south and we had great conditions, completing two rounds shortly after 7 PM. Sunday was overcast, but otherwise terrific all day, and the first totally calm day I've ever experienced there. Makes ya look good, and the first Qualifier in memory we actually got five full rounds in! Jets are obviously welcome at Masters events, and this year, "Open" also qualifies for the Scale Championships (September in Muncie). "Open" awards five points, if I recall, for just a single and resembling(!) picture/documentation of the full-scale..then it's all flight scores. Our *Eurosports* still placed and qualified second and third without the picture...so, next year, doctor up an old Chance-Vaught Cutlass photo...and bring your *'Roos*, boys!

The reason I beat Gardner to death above, is that this year we're also having a first ever jet-event there, the third weekend in August. Gardner remains the only real jet site in D-I other than Sanford, Maine (and Ray Labonte's and Antony Parchment's Maine Jet Rally on September 8,9 and 10)). So it's precious, the people terrific and accommodating...and jet pilots oughta support it more fully. We may call our event mixed, but the purpose is jets.... Jeff Lynds and Bob have organized it and finally made it happen after trying for many years. They figured that few of us get out to *Heart of Ohio*, that same weekend, and August has been pretty much of a void for us. August 19th and 20th, take exit 22 off Route 2, Massachusetts, and we'll see you there bright and early! (Call or e-mail me for details: redavis@usgs.gov or 508-457-2325, days.)

Batteries:

Art Arro "discovered," them....NoBS Batteries, aka Steve at Hangtime Hobbies. Some of my SR's were going belly up after only two years, first failures (low cycling results) I'd ever had...so I tried NoBS. Genuine top Sanyos, great construction and craftsmanship, info and labeling...and much cheaper! Give them a try, and get more info from their website at: www.hangtimes.com

Ray

District II Report

Art Arro

New Jersey
New York
Europe

The unsettled spring weather here in the northeast has cascaded into summer. As a result, several local jet events have been weathered out or held under marginal conditions.

The *Big Apple Jet Rally* on June 10-11 in Brooklyn, NY was adversely affected by high winds. I heard that in spite of the winds on Saturday blowing at 25 knots and gusting to 40 in a direct crosswind situation, about 30 or so pilots attended the Big Apple and several brave souls logged sorties on Sunday. The wide runway at Floyd Bennett Field permitted diagonal takeoffs and landings but these were gut-wrenching experiences. I, unfortunely, did not attend due to prior obligations on that weekend. A full report, with photos, will appear in a future issue of **RCJI Magazine**.

The next northeast jet event was held on Father's Day weekend near Belleville, Ontario CANADA. While not a District II event, many Deuces attend along with fellow District I pilots and the large Canadian contingent. This year, the *Bay of Quinte Jet Rally* celebrated their 20th anniversary, making it the longest running jet event in North America held at the same location. The rally commenced in 1986, under the sponsorship of Jack Tse, founder of Yellow A/C Intl. In the early years *B of Q* was one of the very few jet events and was attended by many jet pioneers including Bob Fiorenzie, Tom Cook, Mark Frankel and Bob Violett. It was there that I witnessed my very first turbine-powered model flown by Bob Fiorenzie back in 1992 or 1993, and the very first VSTOL flight was performed by Eric Dainty in 1997 or 1998 with his Harrier fan jet. The *B of Q's* success is due to the excellent support from the local Bay of Quinte Aeromodelers club and the CFB Mountainview Aerodrome with dual intersecting 5000' runways and a large ramp area for pilot and spectator parking.

The 2006 edition drew 47 registered pilots from 3 US states and 2 Canadian provinces. These included a half dozen Yanks and the remainder hailing from Ontario and Quebec. The weekend's weather was hot and windy with daytime temperatures in the 80s and 15-20 knot winds. The winds were directly down the widest runway, but initially deterred flying until several pilots broke the ice and were followed by many more. As in the past, *B of Q* drew a diversity of jet models seldom seen in the lower 48. Examples of the CF-101 *Voodoo*, JAS-39 *Gripen*, F-22 *Raptor* and a Mirage 4000 were flown a *Bay of Quinte*-2006. Many of these designs are first flown as ducted-fan powered prototypes before conversion to turbine-power. I'll let the captioned photos speak for themselves. Again, these jet events and others are the best place to see and learn firsthand about jet aeromodeling.

I'm currently preparing for the *Capitol Jets II* event on July 14-16, 2006 in Glenville, NY. This year, Frank Alvarez has taken the reins as the CD with myself as the Event Director. We've relocated the event operations to permit an expanded flight envelope while balancing the area for good spectator viewing. A large spectator turnout is crucial to Capitol Jets as it serves as a major fundraiser for the Empire State Aerosciences Museum (ESAM) which is co-located on the event site. ESAM furnishes the PA, fencing and manages the parking/spectators while Frank and I host the event for the pilots. The first Capitol Jets event went very well last year.

I'd like to mention that AMA was instrumental in handling some recent legal issues with the Schenectady County Airport and one of its lessees. I wish to publicly thank Dave Mathewson, AMA District II VP, Carl Maroney, AMA HQ/Special Services, and the AMA legal counsel on quickly resolving a major issue with the event site. They did a superb job in a very short time and must be commended here. This positive example serves as a valuable lesson to get AMA involved at the outset and not resort to internet bantering, letter writing campaigns or similar back-channeling actions. JPO is AMA's Special Interest Group (SIG) for jets and we should work in concert with them to further our jet aeromodeling activities. Our own District Rep organization is aligned with AMA's and any issues should follow this link. The JPO officers are here to serve your jet interests and our contact information is listed elsewhere in this newsletter. Kindly contact us directly with any jet-related issues or concerns that need to be resolved. We look forward to hearing from you.

District II Report (cont'd) — Art Arro

Reuben Malz, Montreal QC, preps his BVM F-4 *Phantom* at the Bay of Quinte Jet Rally. This Rhino was immune to the 20 K winds that prevailed during the event.

Peter Hanasiewicz, aka RC Pete from Ontario, checks his BVM F-80 *Shooting Star* in preparation for another flight at Quinte. This model also flew very well despite the high winds encountered during the event.

This CF-101 *Voodoo* jet was designed and flown by Jean Guy Rochefort of QC, Canada. The design was initially developed and test flown as a ducted-fan model and later converted to turbine-power.

This Super Mirage 4000 is a fine example of local design and development of jet models in Canada. It was first flown as a twin ducted-fan and later converted to Simjet turbine-power. Look at the size of those elevons.

Hans Von Dongen, a Dutch JWM contestant, fuels his Avonds F-104 *Starfighter* for another sortie at the Bay of Quinte Jet Rally. This F-104 was Jet Cat powered.

Marc Thompson, from Ontario, records another flight sortie in his log book. Marc Flew a Yellow A/C *Stingray* powered by the new Wren 44 Gold turbine - a perfect combination.

District II Report (cont'd) — Art Arro

Tom Puma, from Vermont, traveled to Bay of Quinte '06 and flew his AMT-powered BVM *KingCat*. The patriotic paint scheme was designed and applied by Leonard (Maxwell) Smart of New York.

Two more examples of Lenny Smart's artistic design and paintwork are depicted here. The BVM *Bobcat* belongs to Bob Radford of New Hampshire and Lenny's own *KingCat* is in the background. The B&W rendition does not do these models justice. Note the fade-away stars on the KingCat.

Martin Lefebve, Quebec, designed and flew the F-22 *Raptor*. This model is the test prototype for a production version to be offered by Yellow A/C.

Chris Trump, QC, does a fantastic finish job on his BVM jets. Chris flew both his *KingCat* and *Bandit* at the Bay of Quinte Jet Rally.

Doug Ives, from NY, brought and flew his Simjet powered *Rookie* at the Bay of Quinte Jet Rally. The color scheme is very visible in the air.

Jets at the 2006 Toledo R/C Expo

The *52nd Toledo Weak Signals R/C EXPO* was held in early April 2006 at the Seagate Convention Centre in downtown Toledo, Ohio. This EXPO hosts several hundred R/C exhibitors, a model auction, a stupendous swap shop and the static-model display competition. This year witnessed a major increase in model jet suppliers and a large turnout of jets in the Jet Category of static competition. The Jet Category at Toledo combines scale and sport classes and there were many magnificent entries in this competition. First Place went to Dustin Buescher with his BVM F-86 in a "metalized" *Skyblazer* scheme. Second place went to Dewey Davenport with his Yellow A/C F-18A *Hornet* in a Canadian Tiger Meet scheme, and Terry Nitch took 3rd with his new BVM *Ultra Bandit* sport jet. The Toledo EXPO also hosts a Best Finish category

District II Report (cont'd) Art Arro

where any entry, whether plane, boat or car, is eligible. This year, the sport jets swept the class with Terry Nitch's BVM *Ultra Bandit* in 1st. Jeff Holsinger's Century Jet Models *Talon* in 2nd and Gerry Kerr Jr's BVM *Super Balsa Bandit* in 3rd. There were many other nice jets that did not make the cut in either the Jet or the Best Finish categories.

There has been some internet discussion on dividing the Jet Category into Scale Jets and Sport Jets or allowing scale jets in the other Military or Civilian Scale categories, and the official feedback on this was that the Toledo Weak Signals will review future entries in the out-years to see how things progress before implementing any changes to the present system.

Captioned photos of several jet entries at the 2006 Toledo EXPO are presented here for your viewing pleasure.

'gards, Art

Dustin Breuscher won First Place at Toledo with his BVM F-86 in a metallized *Skyblazers* color scheme.

Jeff Holsinger, was 2nd in the Best Finish category with his Century Jets Models *Talon* sport jet. It sported a beautiful white and metallic blue color scheme.

This gorgeous plane was 2nd in the Jet category with a Yellow A/C F-18A *Hornet* finished in a Canadian color scheme.

Gerry Kerr, Jr. took 3rd in the Best Finish category with his BVM *Super Balsa Bandit* finished in a US Navy drone director color scheme. It should be very visible in the air.

Woodro Davis entered this immaculate F-14 *Tomcat* in the Military Sport Scale category at Toledo. It was made of Depron foam and was EDF powered. The wings actually swing!

Terry Nitsch won Best Finish overall and 3rd Place in the Jet category with his new BVM *Ultra Bandit.*

District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

Hello again from District III! As we come to the middle of the summer season, many jet events have come and gone. I have attended a few this year and was able to spend time with fellow pilots. My first event was in Virginia at Fentress Naval Base - *The Mid-Atlantic Jet Rally*. This was my second year attending Frank Rega's event and, as in the past, his events are a pleasure to attend. If you have never been there, it is worth the trip. The other event I attended this year was the *Big Apple Jet Rally* at FBF in Brooklyn, NY. This was my first trip there and I plan on making the trip again. A unique quality about both events were the very high winds this year, but that didn't stop most pilots from flying.

One of the joys with this hobby is that when you attended rallies, such as the: *Mid Atlantic, Big Apple, Capitol Jets, LBJR,* and *Main Jet rally's*, it is like a family reunion. The Jet community is unique within our hobby. Stand in the pits and ask for a zip tie, or a piece of fuel tubing and just about any pilot that hears you will start looking for what you might need. Need a spotter? Just ask. Even someone you don't know will spot for you. For almost 10 years, my son and I raced go-karts and stock cars and spent many weekends at different tracks and we have never experienced what you can at a jet rally, with that said....

There are two Big events coming to District III in the next few months. The first one is the well known *Liberty Bell Jet Rally*. It goes without saying that the *LBJR* is the biggest jet rally in the Northeast. Last year, *LBJR* had 85 registered pilots and about 7,000 spectators. For more info about the *LBJR,* please visit www.libertybelljetrally.com. By the time *Contrails* reaches your mailbox, the *LBJR* will have passed, so look for the next issue of *Contrails* for pictures and a full story.

There is a new event coming to District III located in the heart of the Poconos in Pennsylvania - *JPO National Aerobatics.* The dates for the event are September 22 and 23, 2006. This is the first ever Jet Aerobatic Event, and will start on Friday the 22nd, with registration and open flying. On Saturday, we will have the aerobatic competition, followed by open flying for the remainder of the day. The competition will be a friendly format, and plaques will be given to the top three pilots in each division: Sportsman, Advanced, and Expert class. Pilots will choose maneuvers from a list. Pilots will then execute the maneuvers in the order they choose. Take off and landings WILL count, but turn-arounds DO NOT and there will be three judges scoring the event. For a complete listing of all the rules (of which there are not many), and all the classes and maneuvers to choose from, please go to their website. This sanctioned event is hosted by the "Jet Pilots of Northeast PA." The website address is: *www.jpnepa.com.*

For all the new members of JPO who have just joined, I welcome you to District III. If you have any questions feel free to ask, and my contact information is inside the rear cover.

Mark

Humor from Tom Ryan:

Distriict IV Report

Lee Reightler

Delaware
District of Columbia
Maryland
North Carolina
Virginia

Most of the jet activities in District IV occur in the warm months. However, this year the members had an opportunity to put on two jet demonstrations prior to the start of our regular season.

The first event was held at the **C. Milton Wright H.S**. on May 3rd in Bel Air, MD. JPO member, David Plaine, was asked to put on a jet engine demonstration for the Tech classes. The program explained how the model jet engine was constructed and included a live start-up in class using his F-86 and my *KingCat.*

David, assisted by Tim Preston, preparing to start the engine.

Tech class students ask the usual jet questions.

On May 20th, the local flying group, Harford County RC Modelers, Inc., held a weekend session for a scout troop at their flying field to work on their "Aviation Merit Badge" requirements, part of which is the study of various jet engines and how each type work. JPO Assistant Dist Rep, Robert Hayes, acted as the Event Director. The *KingCat* with the AMT-USA AT-280 engine was used for the live demonstration. The highlight of the event was a helicopter ride for everyone.

Robert Hayes, JPO ADR, explaining part of the jet system.

***KingCat* used for live demonstrations.**

Learning how a helicopter works and waiting for their ride.

The big event for District IV is the Annual Mid-

District IV Report (cont'd) — Lee Reightler

Atlantic Jet Rally held on Memorial Day weekend. This was the seventeenth year that the Tidewater Radio Control Club of Virginia Beach, VA sponsored the event. Frank Rega was the CD. In attendance to represent JPO were Assistant District Rep's Ron Stahl, Andy Kane, Robert Hayes, Bob Klenke and myself. The rally itself is very informal and the theme of the event is to have fun. The average attendance is around fifty pilots and there is plenty of time to enjoy the 7000' foot runway. The following awards were presented:

Best Sport	Tony Masiello	*Super Bandit*
Best Scale	Dave Malchione, Jr.	F-100
Top Performance	Steve Scott	*KingCa*t
Pilot's Choice	Tony Masiello/Andy Finizio Team	
JPO Top Gun	David Plaine	F-86

Looking down the pilots staging area.

Pit area and the spectator line.

Part of the NASA fleet.

Robert Hayes, assisted by Bob Klenke, preparing his *Eurosport* for flight with Ben Hayes and Lou Klenke looking on.

Jack Smith preparing his *Eurosport* for flight.

Robert Hayes, myself and David Plaine pose with our planes.

District IV Report (cont'd) — Lee Reightler

Taxiing out the *KingCat* to the 7000' foot runway.

David Plaine's F-86 doing a photo fly-by.

KingCat captured just after takeoff.

CD Frank Rega presenting David Plaine with the JPO Top Gun Award.

First flight for the *Eurosport* piloted by "Luke Skywalker".

District VI Report — Roger Shipley

Illinois
Indiana
Kentucky
Missouri

July 2006

We in are well into the season, having completed the *Blue Grass Jet Jam* in Bowling Green, KY and the *Jets Over the Heartland* in Winamac, IN. The third event will have been July 6th: *Kentucky Jets* at the Lebanon-Springfield Airport. Then we have *Windy City Jets, Missouri Valley, Heart of Ohio, Route 66 Jets, Jet World Masters Qualifier* and *Superman.* WOW, some season, huh!

It is noted that Jerry Caudle, myself, Sung Kim and Rod Snyder have scheduled three consecutive events: *Route 66 Jets, Jet World Masters Qualifier* and *Superman* as follows:

The *Route 66 Jets* starting September 27 through September 30 for open flying and practice. Static Judging for the *JWM Qualifie*r on Saturday, September 30, flight judging on Sunday, October 1 and if necessary Monday, October 2. This will accommodate Tuesday as a travel day to *Superman* at Cape Girardeau, MO starting Wednesday, October 4. The Cape is 176 miles South of Litchfield on I-55.

Sung Kim and Rod Snyder are the CDs for the Qualifier. The Qualifier will determine the US TEAM of 6 plus alternates that will compete in the 7th JWM in Northern Ireland July 5 -14,2007. More information can be found at http://www.jetworldmastersqualifier.us

Scott Harris took *Best Sport Plane* at the *Blue Grass Jet Jam.*

Tim Redelman took both *Best Scale* and *Top Gun* honors.

Pat Frost took home the *Pilot's Choice* award.

Lewis Patton won the *Best Sport Flight* award.

Miss Berry "taking care of business".

District VII Report — Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

ARE WE JET SALESMEN?

No matter how you look at it, we are! Today I signed off another turbine waiver and now one more pilot has moved up to jets. He said "I wanted to do this after hearing you talk about your jets, you really sold me on the idea." Now he owns a baby Boomerang and flies it every chance he gets.

These "new to jets" people come to us and seek our advice; sometimes their questions are hard to answer because we don't know their flying skill level or how much they want to invest in a jet. The safest way I found was to keep it simple. I tell them, start with an easy plane to fly and with an investment that won't send them off for a second home loan. The big bucks come later, after the jet hook is set and they really know their way around jets… then they'll be off for a second mortgage.

One thing I noticed about the people who are serious about getting into jets is this, they listened very carefully to us talk, they look on with envy while we fly our jets and of course wanted to be convinced that jets are the only way to go… and that's pretty much what we do when we talk about jets!

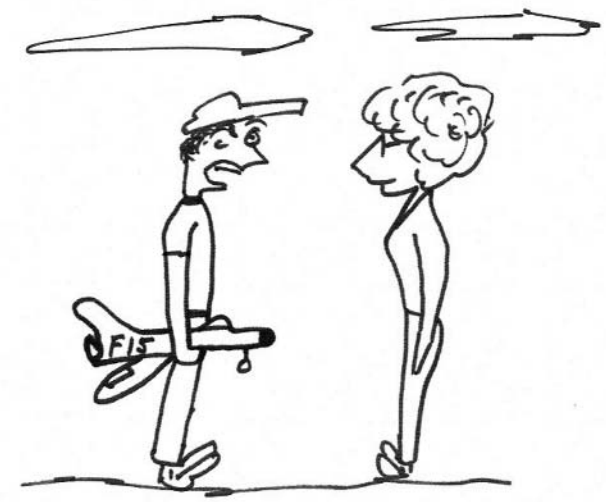
So do we have a responsibility to these people we talk to? Should we keep it real? Sure, only a jerk would oversell anyone new to this sport. Our opinion should have some real value. There are, of course, those who will argue that a hot, fast F-18 is the only answer no matter the skill level, or the opinion that the more money you spend the better jet pilot you'll become… not true. Remember that "your advice is valued" and should be as honest as you can make it. The hype and scary stories really shouldn't be a part introducing jets to those who are on the fence. On the other hand, we shouldn't be selling the jet experience to those who have no business flying anything bigger than a prop-40.

So do we get a commission? Sure, the more pilots that earn waivers and buy jet products, the less in the long run we'll pay. More pilots mean more sales and more sales means more competition that hopefully will lower prices for everyone… there is our commission. Plus, another jet purchased, that translates into another waiver holder, another JPO Member.

Just a quick note on honesty. There are those people out there that will say anything to sell something, it truly is a buyer beware world we live in but… the jet community is small and these slip-shot artists soon get labeled. So if you're selling someone on the idea of buying a jet, remember that old saying, "sometimes less is more" keep it real.

I hope to get to as many fly-in's and air shows as I can this summer and hopefully fly my jets there, and if not fly, maybe set them up on a static display. Either way, like it or not… just having them out in view invites questions, and we start selling by telling! After all, someone sold *us* on jets.

Tom



District VIII Report

Mark Osborn

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hey there, gang! I hope everyone in District VIII is doing well.

This edition of *Contrails* brings news of two rallies. First on the agenda was the *Central Texas Jet Rally* in Austin, TX. As usual, this event draws pilots from many states who enjoy a great facility, beautiful country and fine hospitality. Weather was a small factor as the rain came and went, however, the flying prevailed. I arrived late Thursday just in time to catch a few pilots heading out to the Old San Francisco steakhouse where $25 will get you dinner, a step back into the eighteen hundreds, a live piano player plus a saloon girl swinging from one side of the ceiling to the other ringing bells with her feet - that's right folks, with her feet! Hang a few more ropes and this place could do away with their entire wait staff. I can just picture it now, "Lula Belle, swing on out to table five and drop off this steak....”

The flying was great. Many pilots displayed their skills entertaining the spectators and participants alike. The JPO-sponsored Top Gun trophy went to Joey Tamaz, congrats Joey. Sean Reitmyer displayed how effective thrust vectoring can be as he preformed aggressive maneuvers with ease, and Vernon flew his F-100 in true military form, nice job. Paul Bingham and his father had an intense moment as he was forced into a belly landing after losing power coming out of a low maneuver with his large F-18. Luckily, the damage was reported to be minor, good job Paul! Several new aircraft were tested including a beautiful Avond’s F-15, *Eurofighter* and *KingCat*. Overall, this event was a lot of fun and hopefully, is on the "to do" list for all. A big thanks to Pat Fernandez and his club as host.

Next stop was the *DFW-Jet Rodeo* in the Dallas/Ft Worth area. This is a very nice flying facility with 600-feet of runway nestled in the country with distant trees and a few cows. The club members have put a lot of thought into their designs, such as the covered pavilion that allows one to get out of the sun and enjoy the flying. Greg Pulcini and his crew went all out to insure everyone had a great time. Many pilots enjoyed the perfect weather while flying over 40 aircraft, and the media ensured that the pilots would be seen as over 600 spectators came out. Kevin Whitlow thrilled many with his fast low flybys. Steven and Dawn pitched in their efforts along with Mike Jenson, Bob Covish, John, Bob Price and many more.

Greg has asked that a special thanks go out to his sponsors, BVM, Frank Tiano Ent., Aerospace Composite Products, Boca Bearing, Fox Manufacturing, Lone Star Models, McCoy Model Glow Plugs, Northeast Screen Graphics, Propwash Video Productions, Ram Lighting Systems, Bobs Aircraft Documentation, Sig Manufacturing, SR Batteries, Tower Hobbies, and J7Z Products.

The Award Winners are as follows:

Best Military scale:	Brian Gates	F-86
Best sport jet:	Steven Ellzey	*KingCat*
Best flight & TOP GUN:	Paul Lott	*BobCat*
Peoples Choice:	Ronnie Stine	F-22
Holy Crap:	Bob Price for his pond landing	

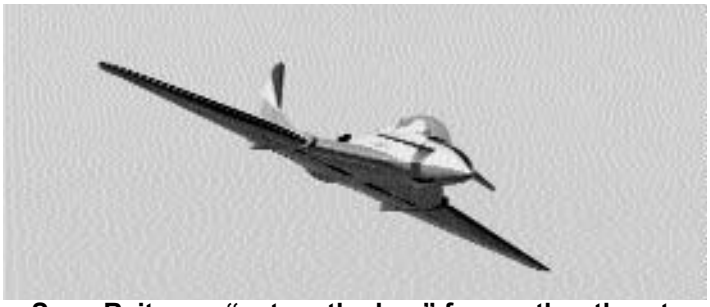
Greg and the club extend a special thanks to all who attended and invite them back again next year.

Well that's it for this edition, hope to see everyone in Lubbock for the *JR T-38 Jetfest* in August and at the **Greater Southwest** rally in Waco in September.

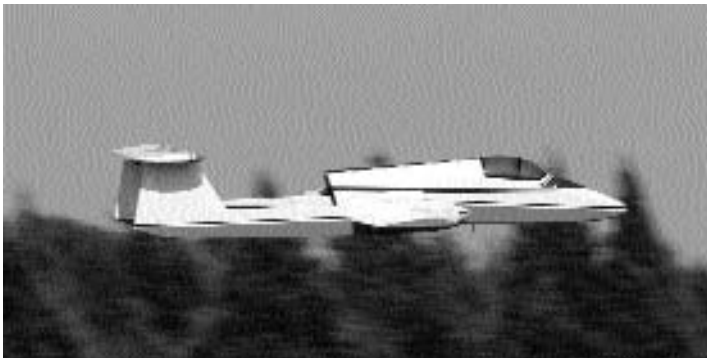
Mark O

Vernon Montgomery taxis his F-100 back following another successful sortie in Austin.

District VIII Report (cont'd) — Mark Osborn

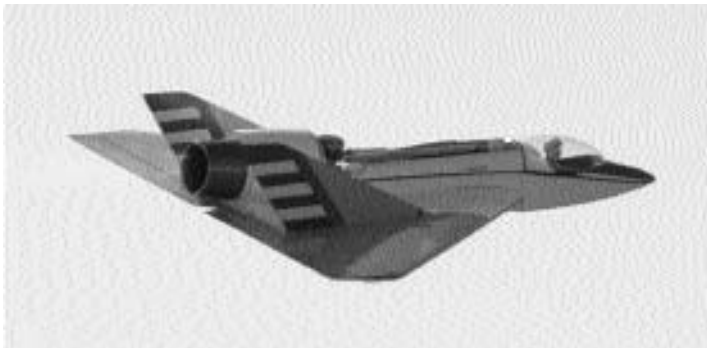


Sean Reitmyer "enters the box" for another thrust-vectored-high-G maneuver with his *Rookie-3.*



A *Baby-Boomerang* gets wrung out down low in Austin.

Ivan Shomer showed again (and again and again) that Ducted-Fan flying is not dead with his *Enforcers* at the DFW-Jet Rodeo.

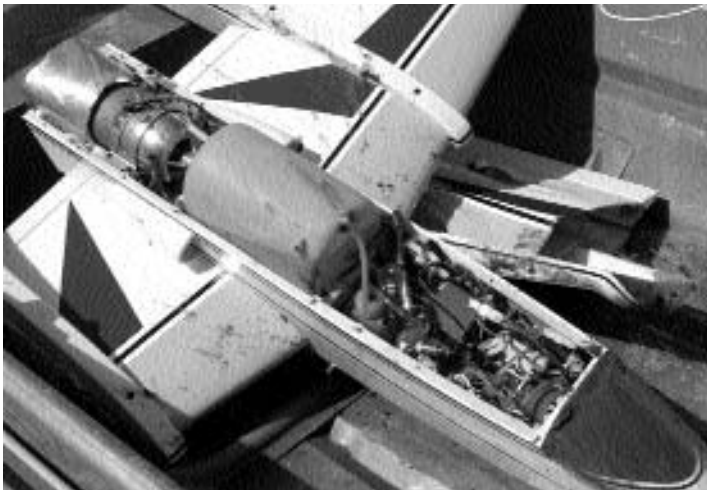


Some of the spectators staying cool while out of the sun, but not missing the action.

Ronnie Stine's F-22 clears the skies over the DFW-Jet Rodeo.

Kevin Whitlow's MB-339 at the noon-time lineup.

The recovered *Baby-Boomerang* of Bob Price after suffering a dead-stick landing in the local pond at the DFW-Jet Rodeo. A special *Holy Crap* award was presented.



District IX Report

Mike Weidner

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

Greetings from District IX, where it's been hot throughout the district most of the summer. If it's hot, it's usually windy. It occurred to me that most seem to regard District IX as simply that big chunk of the US where not too many people live - most are half correct! And most have a pretty good mental picture of the states comprising the district - Colorado, Kansas, Nebraska, North Dakota, South Dakota, Wyoming - but what is not generally known is the amount and variety of real estate.

Consider this: Our district's six states account for over a half million square miles within the continental United States, much of it is some of the most picturesque prairie and farm land you will ever lay eyes upon. Much of that land is not much above Mean Sea Level (MSL) and then we have the two more mountainous states within the district, both of which are famous for the Rocky Mountains that traverse them: Wyoming and Colorado.

Notably, much of the "flyable" land in Colorado and Wyoming is above MSL by a significant amount. In Colorado alone the two primary jet-friendly flying sites are at 5,200 and 6,800 feet MSL! Throughout the district all the grass lands surrounding our flying sites become tinder dry in mid-to-late summer. This year is no exception and both local and state authorities have imposed "no-burn" or no open fire policies throughout many areas.

As a result, safe operation of turbine-powered jets is all but nonexistent throughout the district this Summer. Hopefully the district will experience some measurable rain to mitigate some of the fire danger we have to contend with. But, when we can safely operate and fly the turbine stuff, we are often confronted with Density Altitude numbers approaching 10,000 feet because of the heat!

In spite of this hot weather constraint, many of us still get to fly "jets" as there are many in the district who have not given up everything to turbine jets. Electric ducted-fan (EDF) jets have always been somewhat popular throughout the district and many perform quite well even at our elevated pressure altitude. "Old fashioned" ducted-fan (ICDF) jets are certainly not dead either. Nebraska in particular seems to be a hot bed of smaller ICDF sport scale jets.

It seems that all forms of RC jet modeling are alive and well throughout District IX. In particular, I expect to see expanded, if not new, interest in EDF jets, not only in our district, but across the country. Both Bob Violett Models and Tam Jets are busy evaluating, if not already producing, impressive EDF packages. Jet Hangar Hobbies already has some impressive EDF offerings. We can expect more to follow. I may have to finally ditch my tried and true ByroBlaster *Enforce*r and get with the EDF program!

Here's some other news or tips from our district.

George Harris reports he is ready to start on his first jet, a Century Jets F-100 *Super Saber* that will initially be powered by an OS-.91 and VioJet Fan unit. George says it will be converted to JetCat P-80 power once he's obtained his turbine waiver. I've included a photo of his F-100 kit below as a reminder of what some jet kits still look like in contrast to other wonderfully complete ARFs that are available. George is clearly a "builder" and I'm sure he will experience a lot of enjoyment building and flying his F-100.

While polling other district members for input, Donnie Berg responded with this tip for easy removal of paint from fiberglass. Donnie found this Mar-Hyde

District IX Report (cont'd) — Mike Weidner

brand of paint remover at one of the national brand automotive parts stores.

Donnie reports, "I have found that if you are working on a solid fiberglass fuse, spray it on and let it set for about two minutes, (don't let it set for longer than four minutes) then take your scraper (I used a razor blade) and hold it 90 degrees to your work and slide it across your work. You don't need to apply any pressure.

"It is water-soluble so clean up is very easy and you must wipe your model down with water each time you get an area scraped. On the hard to reach places, (between the intake and the fuse on my F-16) I sprayed it on really heavy, waited for 2 to 3 minutes and sprayed it (off) with a spray nozzle from the hose. It washed all the paint away with no scraping, sliding a rag in between the intake area and fuselage."

Judging from the following photo, it appears this Mar-Hyde stuff that Donnie found works quickly and effectively. It is definitely something I will consider for one of my next projects.

About this time of year, when it's really hot, we look forward to the Fall months which typically offer the best flying throughout the district. And, for some of us, we look forward to attending jet rallies elsewhere this Fall since, with the demise of the *Denver Jet Rally* and only the *Missouri Valley Jet Rally* in Tecumseh, Nebraska this August, there is virtually nothing to attend within the district. Hopefully we will have some photos and reports of participation by District IX pilots at some of the venues they might attend.

Until next time, fly safely and have fun.

Mike

Upcoming Jet Events

5th Annual Liberty Bell Jet Rally:
August 4-6, 2006
Lebanon, Pennsylvania
www.libertybelljetrally.com
CD: Mike Leshar F106jax@verizon.net

Missouri Valley Jet Rally:
August 4-6, 2006
CD: Don Reger

J**R T-38 Jet Fest 2006**:
August 14-20, 2006
Lubbock, Texas
www.wingsmas.com
CD: Mike Dancheck SUMMIT120@cox.net

Rushford Jets:
August 18-20, 2006
CD: Dave Dennison

Jets over Whidbey:
August 25-27, 2006
www.jetsoverwhidbey.com

Heart of Ohio:
August 25-27
CD: Terry Nitsch

Greater Southwest Jet Rally:
September 8-10, 2006
Waco, Tx.
HOTMAC club field

Maine Jet Rally:
September 8-10,2006
Sanford Municipal Airport; Sanford, Maine
www.icommercesystems.com/mainejets
CD: Ray Labonte rplabonte@aol.com

Illini Jets:
September 13-16, 2006
Mt. Vernon, ILL.
CD: Roger Shipley

11th Fresno-Madera Jet Rally:
September 22-24, 2006
CD: Dave Fusinato: fusinato@direcway.com

Spiderman:
Week of September 25, 2006
CDs: Tim Redelman and Greg Hilderbandt

Route 66 Jets:
September 27-30
Litchfield Airport; Litchfield, Ill.
CD: Roger Shipley: JetAdic@AOL.com

Superman:
October 4-7, 2006
Cape Girardeau, MO.
CD: Jerry Caudle

Windy City Jets II:
October 5-7, 2006
Near Chicago, Illinois
CD: Jeff Anderson 630-803-8940

13th Florida International Jet Rally
November 2-5, 2006
Lake Wales Airport
Lake Wakes, Florida
CD: John Burdin (863) 648-9933
jwburdin@tampabay.rr.com
info@floridajetflyers.com
www.floridajetflyers.com

18th Annual Arizona Jet Rally
November 17-19
Superstition Airpark; Mesa Az.

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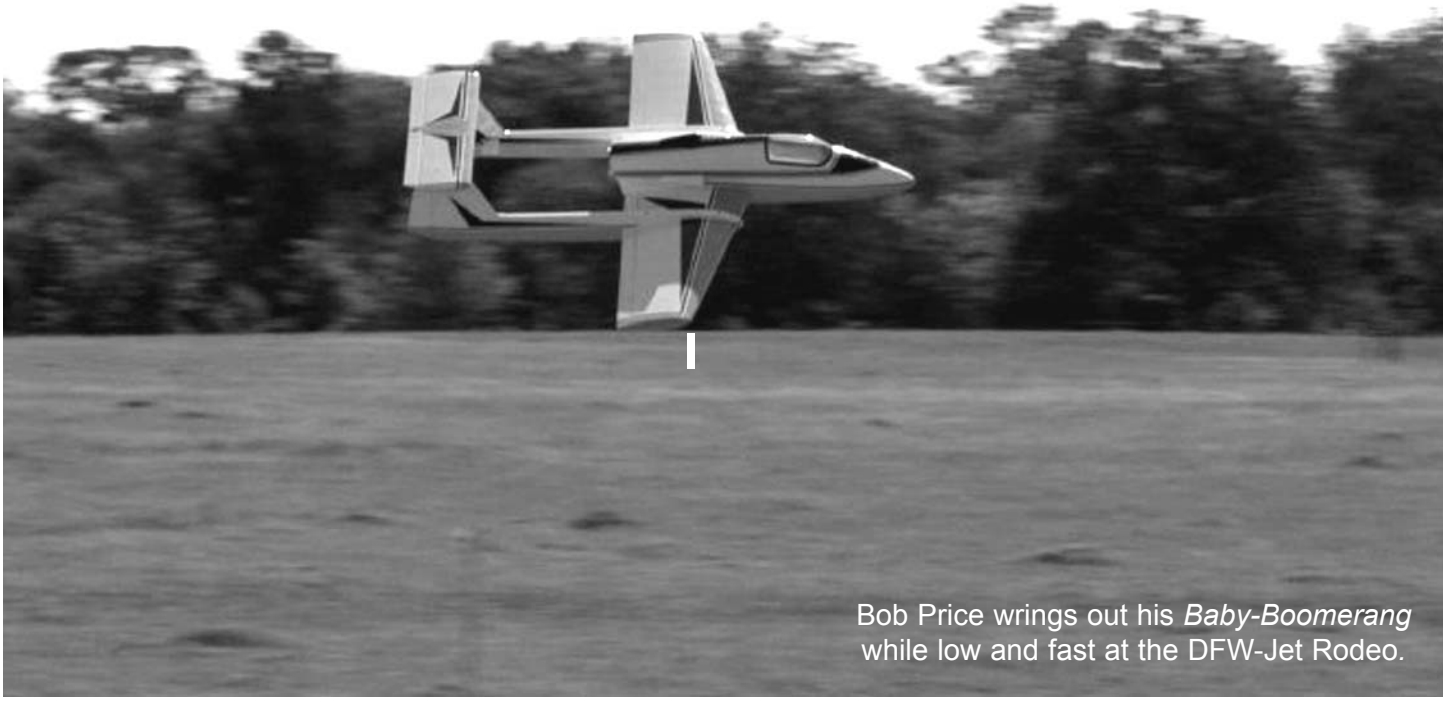

Bob Price wrings out his *Baby-Boomerang* while low and fast at the DFW-Jet Rodeo.

JET PILOT'S ORGANIZATION

"Focused on the Future"

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