

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2011

Volume 23, Issue 4



Dean Wichman's Composite ARF,
CT-114 *Tutor* strikes a pose.
Photo by Marc McDonald.



President's Report

Keith Sievers

FAA Update

I have continued to work with the AMA in monitoring and assisting, where necessary, with the detail work needed to deal with the upcoming FAA Notice of Proposed Rulemaking (NPRM) for Small Unmanned Aerial Vehicles. The latest news, as of the end of October, is that the release of the NPRM has been pushed back from mid-December to February of 2012. That would delay the implementation of the final rule until the 3rd quarter of 2013.

While there have been numerous pushbacks and delays in releasing the NPRM, my sources indicate that further delays, while possible, are becoming less likely. This will end some of the uncertainty as to what the FAA will propose.

On this subject, you may have heard that the FAA participated in a session at Joe Nall, and the subject of turbines came up in a question from the participants. The FAA categorically stated that it was not their intention to ban turbine operations. Having said this, the NPRM will certainly deal with altitude and speed issues, and the AMA will likely call on the membership to support any needed changes to the NPRM via a write-in campaign during the comment period. Stay tuned, and I would encourage each and every member to participate at the appropriate time.

You may also have been aware that the AMA was working to have certain protections for modeling built into the FAA reauthorization bill. There are two different versions of this bill, one from both the House and Senate, and we will have to wait and see what the conference committee that is working on a unified version of the bill comes up with.

All of this hinges on the resolution of the labor issues that have the FAA reauthorization bill hung up in the legislature. For the time being, Congress continues to pass temporary funding extensions for the FAA, and it is anyone's guess as to how long this will continue. Again, the AMA is doing a good job of keeping information current on their website, and I would encourage members to occasionally check in for the latest update. If anything significant breaks, I will advise the membership through an email blast. Please be sure to keep us abreast of any changes to your email addresses to insure you receive these important updates.

JPO Merchandise

We have finally reached agreement with a vendor to produce merchandise with the JPO logo. At the outset, we will only be offering a shirt and hat until we have a sense for the demand. The shirt is a polyester blend that should hold up well, and will be cool in the hot summer months when most of us fly, with an embroidered JPO logo. Names can be added for \$3.00. The basic shirt will sell for \$32.50, and there will be a slight upcharge for XXL and XXXL sizes. Hats will be \$14.00, and will also sport the embroidered JPO logo. Shipping will be a graduated charge, depending on the number of items ordered.

Visit the JPO website at www.jetpilots.org to place orders. We will be seeking feedback on the merchandise as we get started, so don't hesitate to drop me an email at pilot114@aol.com with your thoughts, good or bad.

Facebook

I had hoped that as of this writing, we might have a Facebook presence, but other work has delayed progress on this front. Stay tuned.

Elections

In this issue is the ballot for the JPO officers election. You will note that there are a few districts that are open, and I would reiterate that we could always use volunteers. Please drop me a line if you are interested. This next year will be an important time for both the AMA and JPO leadership as we work our way through the FAA's NPRM.

Craig Gottschang has tendered his resignation as the District V rep, since life is calling, and we are fortunate that Scott Harris has agreed to step in to represent the folks in District V. As always, if you choose, there is a space to vote for the write-in candidate of your choice in all the districts.

Renewals

It is also renewal time, and we hope that you will continue to support the organization. Visit the JPO website, click join, then renew and enter your information. It takes just a moment, and payment can be made via check or, more conveniently, through Paypal. You will note an option to go green this year by electing to receive Contrails electronically, rather than in paper form. This will not be mandatory, but we felt it appropriate to offer the option for those that would prefer to deal with the organization electronically.

Thanks and safe flying!

Keith

Vice President's Report

Al Watson



It is clear that fall has arrived here in the Pacific Northwest, so turbine flying is finished for another year. Wind, rain and cold weather will be the norm for the next few months, so it is time to get those winter projects under way. With a little luck we should get some flying in around the end of February, or the beginning of March.

In the Summer 2011 issue of *Contrails*, I mentioned that we were expecting a number of dignitaries to attend Jets over Whidbey. Attached is a group picture of some of these folks taken at the Saturday night banquet. From left to right: Ron Dodd (MAAC President), Mark Smith (AMA Executive Vice President and Acting AMA President), Bob Brusa (District XI JPO Representative), Carol Brusa (JPO Secretary/Treasurer), Al Watson (JPO Vice President), and Kelly Williams (MAAC Jet Committee Chairman). Attending Jets over Whidbey, but not present for the picture were Paul Dries (JPO Canadian Representative), Alan Blore (MAAC Jet Committee Member), and Mike Mosbrooker (AMA District XI AVP). Mark Smith spoke at the banquet and enjoyed his first ever turbine flight on the buddy box with Dean Wichmann - see below. Bob Brusa will have more to say about Jets over Whidbey in his District XI column.



DO'S AND DON'T'S FOR BVM's ULTIMATE AIR TRAP

I have been using the BVM-UAT in all my turbine models for the last ten years or so, and during that time they have all worked flawlessly, but I have learned a few things that are worth passing along.

DO'S

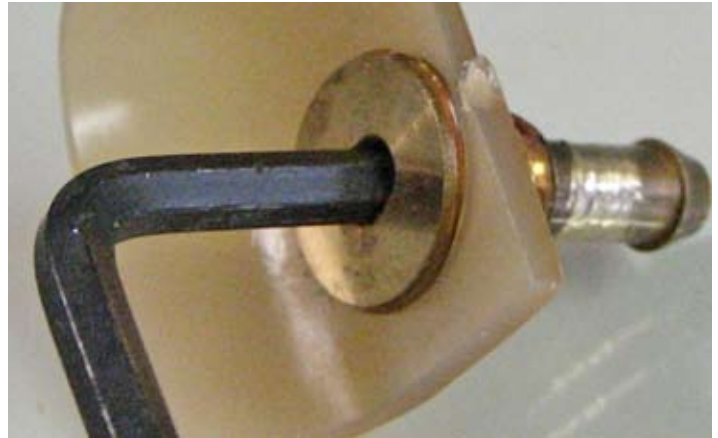
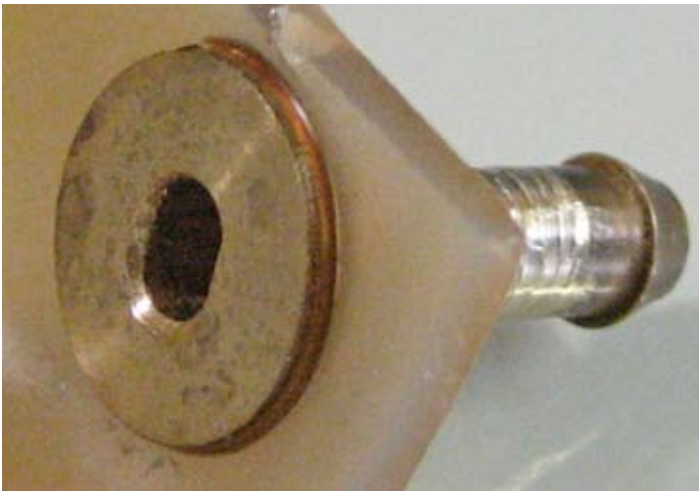
Before installing the UAT in a model, I take a permanent marker and put a mark on the bottle cap between the two brass nipples. That way you will have a visual indication if the cap has loosened. If the cap moves very far, the system will draw air and leak fuel. Usually, you can simply tighten the cap and the leak will disappear. If the leak still persists, you will need to remove the cap and bag and replace the Teflon tape that is installed on the neck of the bottle. What happens is that over time, with exposure to kerosene and turbine oil, the Teflon tape - which seals the cap to the bottle, disintegrates and turns into a "gummy" mess. Clean the bottleneck with a paper towel soaked in alcohol and apply new Teflon tape. Plumbers use this tape to seal pipe threads and you can find it in the plumbing department of any hardware store for only a few dollars.

DONT'S

Recently, I had occasion to replace the tape that is described above, and when I was performing that task, I got to looking at the two brass nipples on the top of the bottle - one is the fill line and the other goes to the fuel tanks. Looking at the two brass nuts, I wondered if they were still tight after all these years. So I found the right wrench and turned both of them - big mistake! These fittings had not leaked before I attempted to tighten the nuts, but afterwards, during the first fuelling, one of the fittings leaked badly at the interface with the plastic bottle. There is no good way to fix this problem, so I decided to sacrifice the UAT and cut the nipple out of the bottle with a sharp X-acto knife in order to get a good look. Here is what I found: the hole in the bottom of the nipple (the part that is inside the bottle) has two flats, and I was able to find an Allen wrench which allowed me to remove the brass nut on the outside. The nipple had been installed in the bottle using a generous amount of red-colored sealer at the interface of the bottle/nipple and on the nipple threads - red locktite? The sealer was extremely brittle and when I turned the brass nut, the entire fitting turned in the bottle and destroyed the seal - I found pieces of the brittle red sealing compound inside the bottle. The pictures on the next page tell the story. So, the message is: do not attempt to tighten these brass nuts!

Happy Holidays!

Al



Treasurer's Report

Beginning Balance as of July 31, 2011	\$7,510.08
Income	
Dues - Cash/Check	\$426.00
Dues - PayPal	\$215.73
Logbook/Decal sales	\$20.00
Total Income	\$661.73
Expenses	
Postage/Stamps	\$30.30
JPO Trophies	\$306.00
Conrails	\$1,634.85
Total Expenses	\$1,971.15
Ending Balance as of October 31, 2011	\$6,200.66

Respectfully submitted, Carol Brusa



District I Report

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Fall in District I - or is it really winter? As I write this, an October Nor'easter is pummeling the New England area with heavy snow and strong winds; pretty scary stuff just before Halloween! Just think, it was only one week ago that we were out at Plum Island flying jets!

This year I was able to get to 11 events with a couple folks getting to even more. We had six New England Jets R/C events: two Plum Island events, Capitol Jets, Maine Jet Rally and The New England Jet Rally. What a year!

The New England Jet Rally was a great success with the field setup moved further north which worked out extremely well. Thank you Jeff Lynds and Karen Adrian for putting this together for us! Next up was The Maine Jet Rally - this year, the event was held on a brand new taxiway and the pavement was extremely smooth. Despite being a shorter runway (only 600 ft long) the pilots seemed to handle it with few issues. The second Plum Island event of the year allowed jets, props and foamies - with nice weather and 30 registered pilots, so the skies were constantly busy all day. Congratulations to Erik Kirste on his successful waiver-sign-off flight at Plum Island! Mike Fiorito introduced a very sleek home-built jet called the *Javelin*. Designed and built by Mike, the plane flew extremely well, but Mike is already thinking of modifications to make the *Javelin* even better!

Next year, Plum Island and the Maine Jet Rally will be 2.4 GHz-*only* events. Personally, I prefer 72mHz, but will do a temporary conversion for these events. Who knows? I may even make my way down to Hamburg, PA one of these years.

We have found a new supplier for JPO shirts and hats - more information to follow soon, and a link will be placed on the JPO website.

This year, my plans are to build an F-16 XL and a *KingCat*. We will see how much gets accomplished....

Enjoy the miscellaneous photos, have a safe winter, and please send me some input on what you would like JPO to cover!

Bob

Bob Radford



Bob Jesse: The Advertising Man.



The staging area at The New England Jet Rally.



Frank Alavarez walking the Hawk.



Ray Davis in a BBQ induced coma at Gardner.



Max Smart working on the KingCat at Gardner.



Mike and Matt taking Mike's jet for a walk.



Jeff Bouchard's BobCat XL at Maine.

Official Ballot

President:	Keith Sievers:	___	Other:	_____
District I:	Bob Radford:	___	Other:	_____
District III:	Mark McCracken:	___	Other:	_____
District V:	Scott Harris:	___	Other:	_____
District VII:	Fred Gambino:	___	Other:	_____
District IX:	_____			
District XI:	Bob Brusa:	___	Other:	_____

Ballots should be sent to: JPO Secretary/Treasurer
7433 McCormick Woods Dr, SW
Port Orchard, WA 98367

All Ballots must be received
by December 31, 2011



District III Report

Ohio
Pennsylvania
West Virginia

Mark McCracken

When you get a few guys together, like Lee, Rick, Erik, Dave, Jimmy, and the rest of the crew, anything is possible. Due to unforeseen events, Mike Leshner was forced to cancel this year's Liberty Bell Jet Rally. Within a very short time, the boys from Farview R/C Flyers stepped up and kept the dates alive for this year by hosting the LBJR at the Farview R/C Flyers home field, giving it the name "The Great American Jet Rally." You have to understand that they have one of the best flying sites in the northeast and their members make you feel right at home.

With about 60 pilots in attendance, there was a row of tents and aircraft from one end of the field to the other. Four days of jet flying were on everyone's agenda and all had jugs full of fuel, except for Brian, aka *Bigbri*, who has a tanker on standby. Thursday morning started off with the sun to our backs and plenty of open sky in front of us.

Some events always have something different, such as a gong that gets used on bad landings. The Farview R/C Flyers have something different, they have Reggie. If you're not sure who Reggie is, that's easy. He is the one blowing the big horn and letting you know how well you did on your landings.

And that's how the next few days went, with lots of flying until Saturday afternoon, when the skies opened up. Friday had a few showers now and then, which didn't stop too many and some decided to fly with the help of an umbrella. However, Saturday afternoon's rain pretty much put an end to the flying. As the day progressed, so did the rain, but most stayed to just relax and catch up with friends as we jumped from tent to tent.

Eight weeks later, Farview R/C Flyers got to do it all over again and host yet another jet rally at the same location. This event brought 74 pilots with approximately 200 aircraft.

The biggest difference for the fall event was the weather, being blessed with four straight days of sunshine and temperatures between 75 and 80 degrees without a cloud in the sky. If you have not had a chance to visit, or fly, at the Hamburg field, you are missing out on some of the best of everything. The field itself is a grass runway approximately 200 feet wide by 1800 feet long with a slight upgrade to the left. As far as the fly-over area, you can see for miles in any direction. The rolling hills and countryside makes for a beautiful site.

Jet rallies can also be described as "family reunions." I have been flying turbines and attending jet rallies for eight or nine years now; from Fentress in Virginia, to Capital Jets in NY, and everything inbetween. I have met many people along the way who have become friends and feel like family. Being in the hobby for 25 years now, I can say the jet community stands out like no other. On most nights, after the flying is over, you can look up and down the flight line and find lawn chairs filled and grills lit while pilots, crew and family members just hang out and relax. Then, as the sun sets, the gang gathers near the evening bonfires.

This year's awards went to:

Best Sport Jet:	CAI <i>Raptor</i>	Wojtek Iwanicyvk
Best Scale Jet:	BVM Mig 15	Scott Miller
Best Electric Jet:	BVM <i>Electra</i>	Michael Cramer
Pilot's Choice:	Skymaster <i>Hawk</i>	Frank Alvarez
JPO Top Gun award:		Kerry Sterner

Here are a few links from this year's events. Thanks go to George Haak for putting these videos together.

October's Rally: www.youtube.com/watch?v=IKvpXNvnH8o
Sea Cadets presenting the colors: www.youtube.com/watch?v=50wm9wqclIQ&feature=related

August's Jet Rally: www.youtube.com/watch?v=1OC7kmFwUvo&feature=related

In closing, the boys from Farview R/C Flyers have become known in the R/C jet world as being hosts to one of the best jet rallies on the east coast.

Mark

Photos are from Wojtek and GerKonig.







District V Report

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

Craig Gottschang

Here are a few photos that Jim Little and I took during the event. Additional photos and a complete list of award winners can be found at the Georgia Jets website at <http://georgajets.org>.

Super Jet South - Event Report

The 6th Annual Super Jet South jet event was held September 22 - 25 at the fabulous Georgia Jets R/C jet airport. Seventy pilots enjoyed nearly flawless weather conditions as they flew unrestricted from dawn to dusk. The flight line was limited to a maximum of six jets and probably averaged four in the air at any given time. As such, it was probably the highest ratio of flights-per-pilot I have seen at any the five jet events I have attended this year.

Rental and private tents were set up single file in the grassy area along the 1000 foot long runway with trailers parked directly behind. No one was far from one of the three concrete startup areas and a 10-foot wide "taxi lane" allowed pilots to taxi out and back from the runway. A smooth transition to a 50-foot wide parallel grass runway and 300-foot grass runoffs on either end meant that the occasional gear-up landing or off-runway excursion usually resulted in little or no damage. In fact, the entire event was almost incident free, a credit to the great flying site, the pilots and the flight line crew that kept things running smoothly.

There was a good mix of sport- and scale-jets in attendance, dominated by turbines, but with a good number of electrics as well. Bob Fiorenze's twin electric F-14 was definitely a highlight of the event, making numerous wing-swinging flights. Another electric jet that attracted a lot of attention was the new E-flite F-4 *Phantom-32* DF, flown throughout the weekend by the BVM guys. This little 35 inch jet is powered by the same power package as the Habu-32 DF and had no trouble keeping up with the turbines. It's a good looking jet, with decent flight times and I predict it will be popular when it becomes available later this year.

As usual, the Georgia Jets guys did everything they could to make the pilots feel welcome and supported. Food, Jet-A, turbine oil, logo hats and jet retrieval vehicles were available throughout the event. This year's Saturday night awards and raffle banquet featured a steak dinner, grilled fresh by club members and served on site under the airport pavilion. No wonder this event has gained a reputation for great hospitality! All the Georgia Jets members deserve credit for this fine event with special recognition to CD Mike Pascoe, club president Joe Rafalowski and site owner Gordon Dickens.



One of three start up areas.



Lewis "The General" Patton transporting his big F-15. It won the Best Military Performance award.



Jorge Escalona's FiberClassics Mig-29 in Russian aerobatic team colors. Highly detailed twin jet recognized as Best of Show.



Tom Perry's Fei Bao Mig-21.



Skymaster F-16 in Vermont Air National Guard livery, flown by Scott Harris. Recently featured on the cover of *Model Aviation* magazine.



Der Jet *Cougar* on a low pass, flown by Larry Lewis. Best Scale Performance award.



Jed Jacobsen's highly detailed Fei Bao F-5.



Yellow F-14 twin, converted to electric power by Bob Fiorenze. Best Electric Performance.



E-flite F-4 looking good on a high speed pass.



Rex Briant's CompArf *Flash*

District V Report (cont'd)

Craig Gottschang



Boli Muentes lands his CompArf *Tucano*. Pilot's Choice award winner.



Ed Ritsko brings in his *Ultra Bandit* for landing.



Big F-18 on a fly-by. Flown by Pedro Sanchez from Atlanta.



Mike Leshner's Skymaster F-4 on approach.

Eagle Tree Telemetry system - A product review.

Have you ever been flying your jet and wondered: "How high am I right now?", or "How fast am I going right now?" Have you ever been flying with other jets in the air, pulled out of a long idle dive, advanced the throttle and wondered: "Is my engine still running?" This information and a lot more is available with a product from Eagle Tree known as the Seagull Pro Telemetry system. At about \$500, the unit is a little pricey, but I reasoned it might be worth it as I explored the flight envelope on my recently completed *Ultra Bandit*. With a few flights under my belt now, I can report that I am very pleased with the real-time information the system provides and also the convenience and peace of mind from knowing the running status of my turbine at all times. The following is a short report on my experience with this product.

The Seagull Pro setup consists primarily of a small on-board "data recorder," a similarly small transmitter and a hand held device, called the "dashboard," that reads out the transmitted data. The data recorder is powered from the radio receiver battery through any available servo slot (or "Y" into a used slot) but may need to be run through a

voltage regulator to make sure it does not exceed a maximum of 5.75V. It's an unfortunate limitation in that the "dashboard" displays this voltage and it would be nice to see the actual/unregulated receiver battery voltage during the flight.

For basic operation, the only other required connections to the data recorder are the transmitter and small diameter silicon tubing for the pitot and static inputs. The tubing connects to the supplied pitot tube which can be mounted in the nose, wing or vertical stab, just making sure that the "air static" holes are at least 1/2 inch from the mounting surface. I decided to use a BVM Pitot Tube Mount (\$18.95) and located it on the side of the fuselage near the data recorder.

Optional modules/connectors are available to monitor turbine data, "G" force, GPS position, rx signal information (JR only) and several other parameters. I chose to purchase and install the "Jet ECU Interface" with specific versions available for JetCat, AMT Netherlands or generic FADEC turbines. The "interface" is a very small circuit board that

simply plugs into the ECU's data terminal port on one end and a designated port on the data recorder on the other.



At 2 x 1.4 x 3/4 inches, and weighing only 1 ounce, the data recorder takes up little space. Note that "RPM," "temp," "EGT" and other input slots on the recorder are designed for gas/glow engines and are not usable for turbines.



The 1/4 inch thick telemetry transmitter is Velcroed to the fuselage side. A 5-inch wire antenna sticks up into the nose.

Once these connections are completed, all that's required is to turn on the aircraft receiver and power up the dashboard display. The 900 MHz frequency-hopping transmitter immediately begins transmitting data, which is then displayed on the dashboard. Powered by a standard 9-Volt battery, the dashboard can display up to four user-selectable parameters, on up to each of eight screens. I have one screen set up to monitor telemetry signal strength, rx battery and ECU battery voltage, another screen for ECU information, and then a "primary" screen for in-flight monitoring of airspeed, altitude, turbine RPM and EGT. A final screen displays other data, including rate of climb.



Handheld "dashboard" display unit. Up/down arrow buttons navigate between screen displays. ECU Status screen shown is very convenient for start-up.

Each time the unit is powered up, the airspeed and altitude calibrate to zero. This means that altitude readouts during the flight are given as AGL (above ground level). Both parameters are very sensitive and change by 1 mph and 1-foot increments, respectively. The airspeed range is 0 to 290 mph and the altimeter is supposedly good up to 32,000 feet!

The takeoff roll is where the fun starts. A spotter or extra helper can read out the airspeed as it increases, adding altitude readouts after liftoff. As you fly around the pattern, you start to get a feel for what certain altitudes and airspeeds look like to the naked eye, and after a short while, you are able to "guestimate" your airspeed and altitude fairly accurately.

The obvious temptation with a device like this is to see how fast and how high you can go! I was genuinely trying to observe the 200mph limit and found that as long as I backed off to about half-throttle on runway passes, I could stay below the limit. The real challenge was to see how high I could go and keep my *Ultra Bandit* in sight. My "record" attempt was a vertical, full throttle climb that topped out at 2560 feet. At that point, I could still see the jet but was having difficulty determining if it was still climbing. When my spotter announced that my airspeed was "zero," I knew I would be coming down soon! The dashboard has a neat feature that allows you press a button labeled "Max" and it will read out maximum parameters during the flight. That's how I knew exactly how high I had flown, and also discovered that the UB had reached a max rate of climb of nearly 18,000 fpm!

District V Report (cont'd)

Craig Gottschang



Real time airspeed, altitude and turbine info displayed on the dashboard indicates an airspeed of 186 mph, an altitude of 567 feet, an RPM of 71,500 and an EGT of 391 degrees.

The airspeed readout is also very helpful in the landing pattern. One of my goals was to determine a good approach speed, not too fast but well above the stall speed, and then maintain that on final approach. Something between 45 and 50 mph seems to work well on the *UB*, with a touch down speed between 40 and 45 mph.

warning for any below-idle condition, and fortunately, I have only heard it on shutdowns.

The Eagle Tree system has a number of other interesting features. The data logger can be hooked up to a PC after a flying session and give a complete readout of parameters recorded during each flight, displayed on cockpit style instrumentation. Likewise, the dashboard can be connected to a PC with a USB cable during a flight and read out live values on the same cockpit display. In fact, there are numerous ways to customize and display the data collected by the system and I'm just beginning to explore them all.



The black painted pitot mount blends in nicely with the black trim on Craig's *Ultra Bandit*. It attaches easily from the inside with two screws



PC display of flight data. Can be data logger stored information, or live from the dashboard.

During these test flights, and particularly while flying at Super Jet South, I came to appreciate the real-time turbine data. At least twice I thought my engine might have flamed out, but was quickly reassured by my spotter that it was running just fine. The dashboard can be programmed to sound a customized "beep" if any given parameter falls above or below a particular value. I programmed a

There are a few shortcomings with the system, most stemming from the fact that it was originally designed to be used with gas/glow-type airplanes. The most serious deficiency is that the optional features we would most use on jets (such as ECU data, "G" force, GPS, JR data interface), have a single plug-in port on the data logger and cannot be used simultaneously. Additionally, some of the PC display instrumentation is not calibrated correctly for jet values. On the positive side, Eagle Tree is continually upgrading their software and has promised an "expander" module in the future to address some of these issues.

All in all, I'm pleased with the Eagle Tree system and glad I installed it in my *Ultra Bandit*. It's probably not something I will put in my other jets, but even with those, I now feel I have a better handle on how fast and how high I'm flying. If you really want to know for yourself, give it a try. A complete description of Eagle Tree's products can be found at <http://www.eagletreesystems.com>.

Craig

District VI Report

Lance Campbell



Illinois
Indiana
Kentucky
Missouri

Jet World Masters, the rest of the story.

When I finished up last quarter's edition of *Contrails*, it was right in the middle of the Jet World Masters, being held in Dayton, OH. I wanted to pass on a few thoughts of how the two week event ended up, although by now, I'm sure you've already heard who won and such. First off, I wanted to personally thank those people that helped Jerry and me manage the 'CD' portion that we were responsible for, and on a broader note, it was really a pleasure to work with the entire staff that Roger Shipley and Dewey Davenport had assembled. I got to know a group of jet modelers, in those two weeks to a level that it would have taken at least five years of just casually meeting them at jet meets to obtain.

While on the subject of getting to know people, it was interesting to get to know jet modelers from all over the world. It's interesting how common interests bridge so many things from so many different countries. I think we all get used to the people and aircraft that normally frequent the jet meets we routinely attend, so it was quite refreshing to meet so many new faces and see a significantly broader range of aircraft. For a scale-builder, you consider whether to add a particular option or not, and then say to yourself ... nah, that's just over the top. I came away from this experience thinking that nothing can be ruled out or over the top! Maybe, somewhere in there, is a balance between sanity, time and reality.

A wonderful closer to the event, was the awards banquet in the museum. It was a formal dinner, while sitting amongst the aircraft of the museum, with part of the presentation given by an active duty Four Star General. Later in the evening, the Air Force Band played, and when coupled with the acoustics of the museum hall, they sounded great. I'll admit that the 17 days that Jerry and I were there helping out was a ton of work, but it went by in a blur, and I would not have missed out on the experience for anything.

Included here are some random photos Jerry and I took during the trip. I selected some photographs that highlight the great detail work that was present on almost all of the models.



A very proud young man, ready to be the flag bearer for Team Germany.



Nose detail of the Fiat G-91 from Italy...weathering and canvas luggage pilot bag in the storage compartment.



Vent detail on one of the Hawks, with great weathering.

District VI Report (cont'd)

Lance Campbell



Fully lit up digital glass cockpit screens in the Russian Yak 130.



Amazing amount of detail on the nose gear of the Yak.



Note the puckered metal around the simulated rivets on the fin of the Yak.



The interior of doors and hatches are detailed just as much as the outside.



Main gear of the Russian Yak. The gear is high pressure molded carbon. Add in the metal braided cables and accessories and it passes for full scale when just inches away from it.



The F-16 was quite popular this time.



Bryce Watson stopped by to display his B-1 project.



Ok, not a model, but one night all the participants got private time in the museum. They have a great, stripped away, display of an F-86, that looks very cool.



A very tired collection of most of your volunteers from the modeling world that helped make the event possible.

A Retraction and *The Gong*

Last issue, I made reference to the big gong that was in use at Jets over Kentucky. I had mentioned that it was brought by the California gang, but that's not correct. As I understand it, it was started by those in California initially, but has since been supersized by Jim McEwen, and he's the one that actually brought it from Arizona. Jim, and those in his area, have developed quite the code of conduct for the gong, which is quite fun to hear about. It's really a fun twist to a jet meet, and all in good fun.

Minnesota Jets

Dave Dennison continues to do a great job with this small get together in south-eastern Minnesota. I can't speak highly enough for the hospitality extended by both Dave, his wife, and Mike, the airport manager. This year it was held in late August, I think a week off from its normal date. It's a great time at a full-size airport that has you facing east while flying, with rolling green hills that just drop away from you in all directions, giving the most picturesque of landscapes. Thanks, Dave, for another great year.

Route 66 Jets

I'd wager that after all the work in Dayton, the last thing on Roger Shipley's mind was doing another jet meet six weeks later - but that's what he did, and it was as enjoyable as ever. A kind of fun touch this year, was that at around dusk on Saturday night, when Roger did the awards and vendor prizes, it was done around a nice big campfire. Enjoy some of the photos from our last jet meet of the year.



Paul Blanchard takes to the air with his F-20 (Patty Kneip).



Lance's SR-71 coming in for a touchdown at Rte 66 Jets (Patty Kneip photo).

District VI Report (cont'd)

Lance Campbell



Jim McEwen came all the way from Arizona to treat us to his special drink mixes at Rte 66 Jets.



A great dinner was provided to the pilots and families while winding down from a great day of flying in Litchfield, IL.



A fun evening was had, with Roger handing out the awards and the very large collection of vendor donations, next to the bonfire at Rte 66 Jets.

Jerry gets his Waiver

If you'll pardon the personal indulgence, I want to draw focus to a pilot in District VI that just got his waiver. Jerry Crow completed his check flights at Route 66 this year, thus drawing to a close a long, but measured path, to becoming a proficient turbine pilot. He decided several years ago to jump in the deep end right off and built a BVM *Kingcat* with a custom paint job for his trainer, and then subsequently have fun with. Jerry's been a good friend of mine for years, and I'd like to offer a very public congratulation to him!



That smile says it all, as Jerry lifts the monkey off of his back, and earns his turbine waiver at Rte 66 Jets this Fall.

Final Thoughts

As the flying season has drawn to a close for us this year, I'd like to leave you with a few thoughts. If you're the pilot that doesn't get to many of the jet meets, really try to make the time to do so. There are so many good people out there to get to know, and a wealth of things to learn from your fellow jet modelers that can only be seen firsthand. Witnessing aircraft and gear in the air to fully appreciate what's working, and what's not, is so useful.

Secondly, if you do get out, consider going to one that's not in your normal "area." Personally, I think I'm going to start picking perhaps one a year that may be further than our normal travels, and see some new territory, people, and planes.

To my fellow District VI pilots, thanks for being a JPO member this year, and don't forget renewals are due now.

Lance

District VII Report

Fred "Doc" Gambino



Iowa
Michigan
Minnesota
Wisconsin

Michigan Jets August 11-14, 2011

Hello everyone. The 11th Annual Michigan Jets leukemia/lymphoma children's charity event went off without a hitch, beginning on August 11, 2011. This event has, in its history, generated literally thousands of dollars for charities such as The Ronald McDonald House. This event is extremely well run from admission to the flight lines.

The set up is so good, that you cannot taxi onto the main runway unless you are given permission and safety is paramount. As always, this was a great event. Hope to see all of you next year. (Pictures by Bill Oberdieck)

In the previous column, a gorgeous *Eurosport* is being started/run up in front of the portable exhaust deflector. A great idea for any flying site! Below, an A-10 with a unique paint scheme gets walked back to the pits after another successful flight.



Until next time!

Doc



District X (cont'd)



District VIII Report



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Well, Fall is quickly upon us, and most of the jet flies are wrapping up in our district for the year. I wish I had a few more open weekends so I could attend a couple more. I had hoped to make it to Pensacola again, and was hoping to have been able to attend a jettfly in Oklahoma this year, but my schedule did not permit it. There is always next year though, and the upcoming colder season will give us all some time to dig into some of that "runway rash" our models might have accumulated from the flying season. Here are a couple of quick reports of events I did make it to in the last few months...

Greater Southwest Jet Rally, Waco, Texas

This year was the 29th gathering for the Greater Southwest Jet Rally. The last couple years, I seem to remember we've had a bit of rain This time around, the weather was great, with somewhat milder temps than usual, finally giving us a break from the heat and draught conditions that seems to have baked all of Texas this summer. The event had a good turnout with just over 50 pilots registering. We had quite a range of models, as usual; from a foam edf powered F-14 with swinging wings, to Barry Raborn's large F-84F and Bob Moore's huge F-105 - and of course - everything inbetween! The Waco HOTMAC club did a great job - the club president even made arrangements to have a fire truck at the event, due to the extremely dry conditions. We are hoping to have a large turnout for next year, being the event's 30th anniversary. Hope you can make it!



Butch Sickels dragged out his scratch built B-58 *Hustler* - a good candidate for a few turbines!

Ron Scwarzkopf



Front view of Butch's B-58 - a propulsion engineer's dream airplane!



Bob Price's PCM Models L-1011 rolled out at the event, after having been hangared for a couple years.



Barry Raborn also brought an almost complete *Futura* to the GSW in Waco.



Just a few of the planes pitted at the GSW, at Waco's HOTMAC field.

Shreveport Jet Fly

I finally made it back to Shreveport for their jet fly this year. The club moved the event to early October instead of the blistering July date, and I think the attendees approved of the slightly cooler weather. This event has been off and on since the mid 90's. Twenty-one pilots showed up for this event, perhaps due to the date change. Regardless, it was a comfortable and laid-back event where one did not have to worry about dodging 5 jets in the air. Thanks to Kevin East and the SHARKS club for hosting this event!



Steve and Dawn Ellzey's jets waiting to be charged up at Shreveport Jets.

BVM *Bandit* arf (finally!)



Ron's finally finished *Bandit*. The 09 on the nose signifies when the model was supposed to be finished (2009).

This year I finally managed to finish my BVM *Bandit* arf, which I am advertising as the longest running arf build ever! Well, if not the longest, maybe close.... The model was a straightforward build - it's just that my weekends for the last year or two has been replaced with work instead of model building.

I am happy to say the first flight on the model was a very comfortable flight. I am powering it with a Jet Central *Rabbit*, and the *Rabbit* seems to be happy in the model. I will give the model a few more trim flights, then I will install the rest of the smoke system. The model is currently flying with the smoke pump and small smoke tank installed, but I'll need to dig a bit deeper to get more volume for the smoke fluid. It will be good to move this model off of the building table, because I have projects starting to stack up!

I am going to keep this issue's report short. If anyone in District VIII has a photo of a model they just finished that they would like to see published in this column, or anything else model jet-related, please forward the info to me at ronschwarzkopf@sbcglobal.net. Here's hoping you can get a few more flights in before the weather turns cold!

Ron



One of the new C-*arf Ultra Lightnings* at Shreveport Jets.



Empty Parking Spot at Shreveport Jets.

District X Report

David Reynolds



- Arizona
- California
- Guam
- Hawaii
- Nevada
- Utah

Lots of action in the Southwest in the last few months! California has been host to the Woodland-Davis rally, the Best in the West, and the Delta Valley modelers are hosting their 3rd annual jet event as I am writing this. I'm sure I missed a few and if I did, make sure you send a photo or five and let us all know about it. Thanks to Joe Balabon for providing pictures from Best in the West and John Eaton for the Woodland-Davis Shots. Coming up in November, the Arizona Model Aviators will be hosting what has to be one of the oldest jet rallies in the west. I'll be there, how about you?

While not a jet event, I did get a chance to visit California for the West Coast Big Jolt and got to see some very nice edf's. Due to heat and the Castle ESC recalls, most of the big jets stayed home but the little guys had some fun.

While at the Big Jolt I got a chance to talk with Gary from Efflux RC. Thanks to his tireless efforts, the AMA has approved for sale an all-alloy edf unit that comes in both 70mm and 90mm flavors. Gary had the 90mm set up in a lexan box to run up and it looks like a very nice fan. The rotor has a section for cooling the motor, as well as propulsion, and the optional intake ring also acts to contain the rotor should it pull off the shaft. I also thought it had a good sound to it, not a vacuum cleaner on steroids. You can find Efflux RC at: www.effluxrc.com/

As always, more pictures and videos can be found on Facebook. Just enter Jet pilots Organization District 10 in the search box. That is all for this go around, so until next time, keep the low passes where they belong and be sure to renew your membership to JPO!

Dave

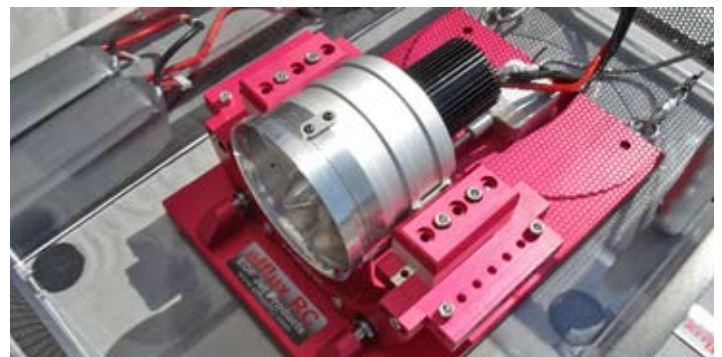
Best in the West Photos





Woodland-Davis Photos

Big Jolt Photos



Continued on page 18.



District XI Report

Alaska
Idaho
Montana
Oregon
Washington

The biggest jet event in the Pacific Northwest - Jets Over Whidbey (JOW) - was held the last weekend in August, on beautiful Whidbey Island, north of Seattle. It was one of the best JOW events ever, and the weather was wonderful. Probably the first time in history that it has ever happened: both the MAAC (Canadian equivalent of the AMA) president, Ron Dodd, and the acting AMA president, Mark Smith - were in attendance at JOW. Mark even had his first opportunity to ever fly an R/C jet. Ron Dodd and his wife, who both fly R/C, also had an opportunity to buddy box on their first jet flights. See Al Watson's column for additional information and pictures about JOW.

There were 30 pilots registered this year who came from CA, OR, ID, WA and Canada, making this our biggest event in many years. There were many dignitaries there also and are mentioned in Al's column. In addition, this year was the first time ever that four pilots did their waiver tests on Sunday after the conclusion of the event. We want to welcome Todd Anderson of Bremerton, WA., Jaime Zuniga of Gig Harbor, WA., Bill Rietzel of Anacortes, WA., and Chris Nicastro of Coeur D'alene, ID to the jet turbine community. These pilots all performed very well on their waiver exams.

I have included a few photos from JOW:



Dave Phillips with his gorgeous F-4 *Phantom* in the flair.



Dan Avilla's beautiful F-100.

Bob Brusa



Dan Avilla's colorful P-80.



Bill Rietzel with his new *Viperjet 2M*.



Award winners: Dan Avilla - Best Scale with the P-80, Dave Phillips - Best Flight with F-4, Tom Berry - Top Gun, and Bob Wonitoy - best sport with a BVM *Bandit*.

For those who wish to do so, you can remit your 2012 dues (\$25) to JPO - see the form inside the back cover.

The JOW committee wants to thank BVM for its continued support of our event with the pilot prizes it donates each year.

Bob



This month's report will include information on the new MAAC - TOC (Turbine Operators Certificate), a new GPS device to measure the speed of your model, and a report from the Gerard McHale Memorial Jet Rally.

MAAC - TOC

Over the past few months I have kept you updated on the progress of the TOC for modelers in Canada who wish to travel to the US and fly their turbine-powered models at an AMA event/field. The new system is officially in place now and several pilots have received their new TOCs. For avoidance of doubt, the old LOP (Letter of Proficiency) will remain valid until the end of 2012, however, records of permit holders will only be kept for the new TOCs.

The old LOP only required that someone from the Jet Committee make a recommendation to the Jet Committee Chairman and he would issue the LOP. Until recently, there was no record kept of who held the LOPs and where they were located. The new TOC system requires 2 persons (preferably both from the committee) to do some basic proficiency testing (much like the turbine waiver in the US) and submit a written record of this testing along with their recommendations to the Jet Committee Chairman who will then issue the new TOC.

What is also new is that all of the required documentation on how to obtain a TOC is kept active on the MAAC web site including a list of those persons who are designated examiners as well as those who have received their TOC. You can find all this information, and more, on the web at: www.maac.ca/committees/maac_committee.php?cm=24. Just click on "View Committee Documents" at the bottom of the page.

For CDs in the US, a person's TOC status can be confirmed by checking this web site link and downloading the pdf document "MAAC TOC - Active". This document is a "live" document and is kept up-to-date with the current list of TOC holders.

For you Canadian guys - as a personal opinion, I would like to see Canada move towards all turbine flyers obtaining this certificate just like you got your wings when you learned to fly R/C. It helps set a standard for everyone flying turbine-powered models and it also means that pilots will seek out instruction and mentorship in order to obtain their TOC. I do realize that geographically, this is a challenge for some, and so for now I am going to suggest that a TOC be treated as a "recommendation" rather than a condition.

Velocity R/C - Voltron GPS Speed & Altitude Logger

This neat little device allows you to track the maximum speed, altitude, distance traveled, and total time of anything that moves, that you can bolt this thing into.

The unit's size is 3/8 x 3/4 x 2-3/4 inches and weighs about 1 ounce. It is small and light enough to fit into edfs such as a HABU and simple to use. It comes with a servo-style connector and can plug into any spare channel on your receiver, or can operate on almost any battery from 5 to 12 Volts.



Using the unit is pretty simple. There is only one button to operate and 2 basic menus. The first menu, which is selected by pressing the button for 3 seconds, is *View Data*. You can then scroll thru Total Time, Total Distance, Max Speed and Max Height. Note that the total time is from the time you started logging and the max height is based on sea level so you need to subtract the relevant numbers when checking.

The second menu is Search GPS. After the 3-second button press, the unit will do a search for satellites (you need to keep the unit still) and, when ready, will display the time and lat/long of your position. At this point another button press will start the logging process - you go for your flight and after landing press the button one more time to end the logging and store the values. The unit will keep those stored values even after power off for viewing as long as you remember to press the button at the end of your flight.

Part of the display function shows the number of satellites the GPS is using to perform its calculations and I suspect that the accuracy will be correlated somewhat to the number of satellites the unit can "see." In my *HABU*, I managed a top speed of about 85 mph and in my Boomerang *Torus* with a 38-pound turbine, I managed 189 mph after a shallow dive. Both of these seem realistic so I expect that the error is not too bad. I have heard that GPS units exaggerate speed when there are fast changes in altitudes/direction, as may be seen in a model jet, and I don't know what the update rate of the chipset is. The unit is simple, lightweight, functions well, and is FUN! They are available for \$89.00 US, including international shipping. Mine arrived within 3 weeks of placing the order.

Much more information is available online at: www.velocity-rc.com. Click on products, then on the logger.

Also online is a .pdf document that describes the logger: www.velocity-rc.com/vrc/gallery/4/gpsdataloggermanual.pdf, as well as video: www.youtube.com/watch?v=7FZdi0Sb0MU.

Canada District Report

Paul Dries

**Gerard McHale Memorial Rally
Fall 2011 - Princeton, B.C.**

Well this event restored my faith in the fall event. Earlier this year I was surveying jet guys about moving the main event to the spring as the attendance at the fall event had fallen dramatically. Only half of the guys that used to come up from the US have been making the trip, plus the local guys seemed to be falling off. In spite of all this, we had a great event with an attendance of over 25 pilots which makes for a nice size group but still lots of flying time. We do our best to keep the event simple and fun, and this size group made for a great combination. It was interesting seeing quite a few new faces flying at this event, but there were many missing faces that would normally have shown up as well.

The BC jet community has a new turbine pilot - Sean McDonald. Along with being a decent pilot, Sean and his brother Marc are both very good videographers and photographers. The credits for all of the following photos go to Sean and Marc McDonald and I would like to thank them for donating the photos. They also have done some great videos of flying at the event that can be seen on their Vimeo page: <http://vimeo.com/macimaging/videos>. Still photos and more can be found on their web site at: <http://www.macimaging.com>

I would be remiss if I didn't also send a big thanks to Bart Ramsay for his tireless efforts in setting up and organizing the event.

Paul



Chuck Bower and Al Watson watch the *Panther* taxi back.



Bart's new Snowbird theme Flash.



Al Watson heads out with his *BobCat*.



Al Blore taxis out with his *Eurosport*.



Dean Wichman and Kevin Forsyth display their *Tutors*.



Kevin Forsyth landing his Carf CT-114 *Tutor*.



Chuck Bower's *Panther* touching down.



Mike Beasley's F22.



Sal Schenato's *Scorpion*.



Ming's *Rafale*.



Sal Schenato heading out on a flight with the *Panther*.



Mike Beasley's F22 with smoke.



Sean McDonald's new Boomerang *Elan* ready to go.



Dean Wichman's *Tutor* Cockpit.

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Please add/renew my JPO membership!

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*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is \$25.

Send with check or money order made out to: "The Jet Pilot's Organization" to:

Carol Brusa, JPO Secretary/Treasurer, 7433 McCormick Woods Dr,SW, Port Orchard, WA 98367

Or renew online at: www.jetpilots.org



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Craig Gottschang captured the end of a perfect day of flying with the sun setting over the Georgia Jets airfield.