

Newsletter of the Jet Pilot's Organization

Contrails

Spring 2018

Volume 30, Issue 2



David Reynolds captured this *Raptor* departing the Tucson Jet Rally.



President's Report

Bob Klenke

Like many of you, I've been in this hobby a long time – longer than I care to admit, as the saying goes. During my modeling career, I've had my share of crashes, but I can count on one hand the times that I've had a model “fly away.” The times that it has happened, have been with models that were very benign and stable models that were as close to free flight as they were to R/C. I've never experienced a fly away with one of my jets.

In the past year though, I have witnessed, or heard about, jet fly aways several times. I'm not sure why there has been an apparent uptick in these types of issues, but my guess would be that gyros factor into it. Don't get me wrong, I'm not against gyros! I'm just theorizing that an aircraft with a gyro would be more stable and tend to stay in the air longer if the radio went into failsafe (i.e., the flight surfaces go into “hold”). However, that's NOT the point of this discussion!

What is the point, you ask? Well Rule 9 of the AMA Gas Turbine Program Rules (AMA document 510-A) says: **“All radios must be equipped with fail safe and ECUs shall be configured to shut down the engine within 2 seconds of fail safe activation.”**

Notice the rule says shall, that means it's mandatory! Given this rule, there should be no (none, zero, zilch) fly aways with jets. If the receiver in your jet goes into failsafe, then at 200MPH, your jet should travel no more than 293 feet before the turbine shuts down. At that point, it should do a lot of decelerating and cooling before it returns to Mother Earth, thus keeping the point of “touch down” close to your field, and minimizing the chance of bad things happening.

Now I'm a JetCat guy, so I've known since the beginning how to do this for a JetCat turbine. You simply set the failsafe on the throttle to 110% low throttle (by setting the ATV to 110% before you set the failsafe position on the radio). Then you reduce the low throttle ATV to 90% and “learn RC.” This tells the ECU that low throttle and low trim is at 90% of low throttle, and it if sees any input lower than that, it's a failsafe event. On the GSU, you see the little “F” to confirm and you get the 2-second delay before the ECU shuts down the turbine.

I have to admit that I do not know how to set a “failsafe shutdown” on other engine's ECUs. My son Louie, has a Jet Central *Cheetah* with the older Xicoy ECU. We've been told that you can set a failsafe on that ECU the same way, but we've tried many times and can't seem to get it to do that.

So, in that case, what do you do? Well, you must comply with the rule (remember “shall”) even if your turbine doesn't have a “failsafe shutdown” mode. In that case, you have to set the throttle failsafe to throttle low **AND** throttle trim low so that the turbine does an “RC off” if there is a failsafe.

I highly recommend that as part of your next pre-flight check of your jet(s), you start the turbine, securely hold down the aircraft, and turn off the transmitter. The result should be that the turbine shuts down within 2 seconds or less. If it does

not, you have some work to do before you fly. Remember, being safe and following the rules benefits us all.

So you may be wondering why we got the “call to arms” from the AMA to write our Congressmen about retaining Section 336. Once the commercial sUAS (small unmanned aerial systems, as the FAA calls them) users got the ability to operate from the FAA under 14 CFR Part 107, for the most part, they were happy and went off to do their thing. I can tell you that the commercial uses of sUAS is exploding, and the growth shows no sign of slowing anytime soon. This is a good thing for all of us, as new technology becomes useful we all benefit, as long as it's done with safety as the top priority.

So if the commercial pilots are happily going about their business, why the issue with Section 336? Well, this is just my personal observation, but from what I see, it started with an organization called the “Commercial Drone Alliance.” On April 4th, 2018, they issued a statement calling on Congress to repeal Section 336. You can read their statement here:

www.commercialdronealliance.org/newsarchive/2018/2/8/commercial-drone-alliance-condemns-reckless-drone-operation-over-las-vegas-cze5n (just do a Google search on “Commercial Drone Alliance” and you'll see many articles about their statement).

Their reasoning, according to them, is that essentially, there's too many “hobby model aircraft” (aka. drones) for them to operate without rules. Unfortunately, they totally miss the point that ALL hobbyist flyers HAVE rules. In accordance with the FAA regulation 14 CFR Part 101, all hobby flyers must operate “in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization.” That means that they **MUST** follow the AMA Safety Code (the only nationwide community-based organization currently available) or they are violating this FAR – which has the weight of law.

So what's really going on here? If you ask me (again, my own personal opinion) the things that the commercial users need, such as Beyond Visual Line of Sight (BVLOS) operation, larger aircraft, operation in low visibility conditions, etc. won't be available until the technology improves and the FAA writes the rules for it, and lobbyists can't deliver or speed up that process. Maybe some see the repeal of section 336 as a “win” for commercial drone use that they can try to deliver now. Unfortunately, they don't have knowledge or appreciation of the way true model aviation enthusiasts have been operating in the national airspace safely for over 80 years. If you look at the leadership of these lobbying organizations, you will not find much, if any, information about them being interested in aviation, modeling, or even flying commercial drones. This is the kind of really frustrating thing we are up against!

Fortunately, through OUR lobbying organization, the AMA, staffed by knowledgeable, hardworking, modelers who are passionate about our hobby, we seem to have turned back that tide. I'm optimistic that, with them leading the way, in the long run, we will come out of this with our freedom to safely enjoy the hobby (obsession maybe?) of model aviation intact. We have to remain vigilant though and respond, as we have done in the past, to the AMA's calls to action.

It also doesn't hurt to be our own advocates! If you hear someone saying “we need more drone rules,” politely tell them that we already have rules in place and that violating them is a violation of federal regulations which have the

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

weight of law. What we need is **education** and **enforcement** of the existing rules.

OK, I'm off of the soap box for another month! ☺

The flying season is just getting started in Virginia and the spring semester is finally over, so I can turn more attention to flying. Time to literally blow the dust off of most of my jets and prepare them for our first event – Larry Lewis and crew's excellent First in Flight Jet Rally. Then it's off to Kentucky Jets, the Tiger Meet, and Super Jet South. Perhaps there might be one or two other events worked in there. I hope to see lots of you out there!

Oh, if you haven't renewed your JPO membership for 2018, this is your last issue of *Contrails*. You can renew online using Paypal here: <https://www.jetpilots.org/renewal>. Please renew – we can use your support!

If you're not sure of your membership status, you can contact the JPO Treasurer, Sid Gates, and he can check on it for you. His contact information is in this issue.

Bob

Treasurer's Report**Sid Gates**

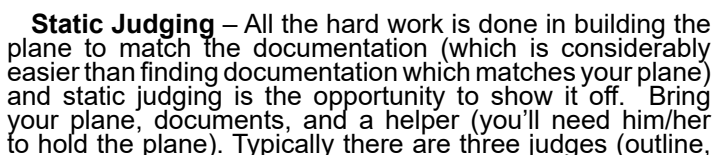
Beginning Checking Account Balance 1/31/2018			\$5,722.99
Income			
	Member Dues for 2018	\$1,874.36	
Total Income			\$1,874.36
Expenses			
	Mailings-Stamps-Envelopes	\$29.60	
	Trophies-Top Gun 2017	\$849.60	
	Contrails Publication Winter	\$509.64	
	Web Site Hosting 12 months	\$155.00	
Total Expenses Paid			\$1,543.84
Ending Checking Account Balance		\$6,053.51	
Current Pay Pal Account Balance		\$47.44	
Total Cash On Hand			\$6,100.95
Outstanding Invoices unaudited 4/30/2018			
Top Gun Trophies for 2018.			\$536.00
Total Assets			\$5,564.95

District VIII Report (cont'd)**Ron Schwarzkopf**

Jim McEwen



There is an old expression, if you can see a feature in the photos, it had better be on the model. The reverse also applies. If something is visible on the model, it better be in the documentation! So, this generally means that you may have to add a variety of scale details to your model if you plan on doing well in static. Antennas, vents, and decals all need to be there. Little things like angle of attack sensors are negotiable. A bit of landing gear detail (especially landing lights) goes a long way. Google a “walkaround” of the full scale version of your plane, and find a few cool features on the aircraft and replicate them on your model. Below is an example; the ECM sensors were a challenge due to the small size (1/4” diameter) but I hope I nailed it so into the docs they go. Here are screenshots of a couple of pages from my *Rafale* docs:

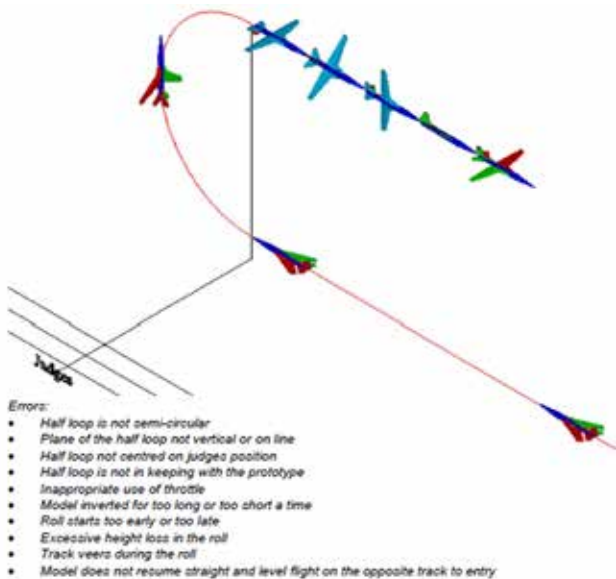


Vice President's Report (cont')

Jim McEwen

color/markings, craftsmanship). You hand the judges the documents and give them a brief verbal explanation of the model and documents pointing out anything particularly important. (For instance, two of the colors on my plane are mixes of known Federal Standard paint colors but there is no Federal standard of the mixed paint. I provided paint chips of the two parts, and a paint chip of the mix that I painted myself using the mixed paint that a modeler buddy certified I'd mixed in the correct ratios per my documentation. You then step back, orient the plane to the side view, and let the judging begin. Once the side is judged, you'll be asked to orient the plane to show the judges the front view and, once that is finished, you and your helper can hold the plane to show the judges the top view. Each view takes 3-5 minutes, so do yourself a favor and defuel the plane before static as it tends to get a bit heavy after a few minutes holding it in the top view.

Flight Competition, or, onto the flying! First things first: you need to choose the maneuvers you'll perform. Most events require ten maneuvers, of which one of which is overall flight realism (how realistic your flying looked from taxi out to landing full stop). Take-off and landing are another two, and ScaleMasters requires a Horizontal Figure Eight. That leaves six choices. The AMA, ScaleMasters, and Top Gun all have rulebooks with example maneuvers and diagrams and how the points are awarded/deducted. Generally speaking, most maneuvers are required to be centered, on a path parallel to the runway, and have the same entry and exit altitude. Offsetting a maneuver, being off-course, or exiting at a different altitude than you entered (for level maneuvers) will cost you points.



The maneuver description and typical errors for an Immelmann. These can be downloaded from the IJMC.net website.

A quick word on scoring (at least in my experience), a zero typically means you didn't perform the maneuver. A 1 - 6 is pretty rare; a half-decent flier should be able to get 7+ all day, every day. Guys like Ali Machincy get 9+s always. My "unofficial" rating of the scores is: a 7 is OK, an 8 is better, a 9 is great, and a 10 ... well, if you get a lot of these, call Frank Tiano and get yourself invited to Top Gun!

Some of my typical maneuvers are a high-speed pass, a low speed pass, a roll, a ½ reverse Cuban eight, a combination-tank drop then ascending break, an Immelmann, a missed approach, and a touch-and-go (which counts as two maneuvers), a Derry turn, a 4-point roll, an inverted pass

or 2-point roll, and a victory roll. I choose my six maneuvers according to the weather conditions and my mood. You fill out a maneuver list for the judges (and a matching caller card for your spotter/caller). At the start of each round, you hand the judges the list, give them a brief run through of each maneuver in the routine and include if there will be something particular you are going to do). As an example,, for the tank drop/ascending break combo, I tell them I will drop the tank just before the plane reaches center stage and, once the tank clears the plane, I'll immediately perform the break. With the briefing over, you start up the plane, taxi out, and let the fun begin. You call out the start/complete of each maneuver and it's important to do them in the same order as on the judges list (thus your spotter/caller has a copy of the list). Nail the landing, taxi back, and remember to thank the judges. There are typically four rounds of flying where the top three scores are averaged to generate your flight score. The flight score is added to the static score to give the overall total.



My Rafale caught in mid-roll. The yellow shows up very well against all sky conditions.



Don't you love it when all the hard work pays off? The Rafale took 1st Place in Advanced at the Gunsmoke USSMA Qualifier.

Feedback – Here's one of the great things about competition: the judges (both static and flying) make comments on the score sheets about what you did right and what you did wrong. Take it to heart and learn from it. Make corrections accordingly.

And finally, PRACTICE, PRACTICE, PRACTICE! There is simply no substitute. An eagle-eyed spotter/caller preferably with IMAC experience is an ideal.

Well, that's a quick summary of scale competition. I hope I managed to spark and interest in some of you to give competition a try ... the experience will improve your modeling and flying skills (like it is doing for me).

Regards, Jim

District V Report



Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

With jet event season in full swing and the weather warming up, the season is indeed here! We always know we have arrived when we see Red Flag and Florida Jets being held. Although I was not able to attend Florida Jets this year, we have JPO Member Greg Hames giving his report on this year's action down in Lakeland, FL.

I'm just returning from a great three day event called "Mississippi Afterburner." It was held in Clinton, MS April 19-21, and was an awesome time as we saw cooler weather than normal, but plenty of flying each day. Contest Director Vernon Montgomery pulled off another amazing event at William Bell Airport, which is run by the Hinds Community College Aeronautics Department. This was the 28th year of this event, with all proceeds going directly to the Scholarship fund for the Aviation Department at Hinds. The tally this year was 82 registered pilots and a check for \$9,525.00 was handed to the Aeronautics Department for student scholarships!

This event draws pilots from many other districts just, because of the "atmosphere" Vernon and his hosting team brings, so ... LET'S JUST FLY! Plus, full-scale venues are my personal favorite because there is so much room to stretch out and enjoy. I personally met and spoke with pilots from Texas, Oklahoma, Louisiana, Arkansas, Alabama, Georgia, Tennessee, South and North Carolina, Florida, Nevada and Montana ... just to name a few of the states represented that I had personal conversation with.

We saw a full array of aircraft with the EA giant "*Havoc*" pretty much dominating the Sport Jet side. We were able to see the new "*Havoc SS*" (smaller version of the *Havoc*) put through the paces by the EA team and wow, what a nice bird. Rob Lynch and the BVM Team also previewed some new "plug-and-play" models, including the new "*Ultra Bandit EVO*" coming in at 33-pounds dry, and the brand new 1/5.5 scale F-18 (photo below) and of course, the already proven 1/5 scale F-16. It was great to have Barry Hou from KingTech at the event, flying his F-22 and Skymaster 1/5 scale F-16.



Rex Briant

Barry and KingTech have been extremely generous to this event the past several years, once again donating a K210 for the raffle that brought much of the funds raised.

Of course, I have to mention the famous MS AB Pilots Banquet that serves up 200 lbs of Crawfish, all you can eat Catfish, hushpuppies, home made ice cream and cobbler ... well, you know!



Plus, we had the special treat of Bill Culberson (from Alabama) flying a noontime airshow with his full-scale Mig 17 on Friday and Saturday. You just never know what you might get to see at an R/C jet event.

It was a privilege to spend time with a bunch of great people, not just flying but also talking about our District, hearing about other Districts and the benefits the JPO has brought to this area of the hobby. We had two past Presidents and two past District V Reps at the event and it was great to hear more about the history of the JPO and all of the battles won to make the jet community what it is today. A HUGE "THANK YOU" to Steve Ellzey, Vernon Montgomery, Gordon Dickens and Craig Gottschang for leading the JPO during some very critical years ... allowing us to enjoy this hobby today! Please enjoy some photos from the event!

I'm looking forward to seeing you all in Wilson, NC next month!

Rex



District V Report (cont'd)

Rex Briant



Florida Jets
By: Greg Hames

Eleven years ago I drove to Lakeland, Florida to attend my very first jet event. Flying ducted-fan jets was always a goal of mine, but when miniature turbine engines came on the scene, I had to step into the water! Florida Jets had always been touted as the premier jet event here in the states and the place where one could experience the latest in jet technology and performance. After 11 consecutive years of attending the event, I can attest that Frank Tiano provides an environment where an R/C model enthusiast can not only experience the world's best jet equipment, but also experience the world's best jet pilots.

My 2018 Florida Jet experience began on Tuesday, March 20th as I left North Carolina with my FeiBao F-100 *Super Sabre* secure in the trailer. The journey to Paradise Field, located just south of Lakeland Linder Regional Airport, took 10 hours. However, the anticipation of being in Florida, renewing old friendships, and smelling the aroma of burnt Jet-A in the air caused the trip to go by very quickly!

Each day, the event was greeted with manageable winds (with Saturday being almost completely calm), rain-free skies, and the opportunity to take the 'Hun' through her paces. I personally like to divide up each day with a morning,



District V Report (cont'd)

Rex Briant

noon, & afternoon flight. In the interim between flights, the vendors and collection of pilots from all over the world offer plenty of new products, personality, & unique paint jobs to investigate ... tempting one's appetite for something new and different.

Florida Jets always ends with the opportunity to experience Frank Tiano's version of Let's Make A Deal! The entertainment and entrée value of the pilot's dinner and auction is well worth the price of admission and ALWAYS yields a few laughs and an evening of unexpected outcomes. If you're looking to add a new venue to your R/C roster, consider beginning your 2019 flying season in Lakeland, Florida with FTE and some of the best jet pilots in the world. And as Frank would say, "Warning! This can be addictive!"

Rev. Greg Hames, a.k.a. 'Preachhames'





District VI Report

Kentucky
Illinois
Indiana
Missouri

Because it has been a nasty winter, spring in Muncie has seen very little flying, and, as this is my first report as the District VI representative, I guess I will take a couple of moments to introduce myself. I spent 24 years in the U.S. Navy Submarine Force, retiring in 2006 as a Chief Missile Technician. I started flying R/C when still in high school in the late '70s, but, since I was doing it all by myself, I did not succeed in getting a model to actually complete an entire flight from takeoff to landing!

After joining the Navy in 1983, I still had that bug in me and found a small club in Kings Bay, Georgia, where I was stationed. They got me set up and I built a Midwest Models trainer and learned how to fly it. I never looked back and have been involved with model aviation ever since.

Just like most other modelers, I have dabbled in many facets of the model aviation hobby, flying the gamut of sport airplanes, warbirds, helicopters, and then turbine helis in the early 2000s. I then went to turbine jets in 2016. After retiring from the Navy, I was contacted by a relatively new company called HeliDirect in Malden, MA. I took a job with HeliDirect 11 years ago and still work there today.

Compared to some of you who are reading this, I am a newcomer into the thrust-jet world. Three years ago, I would have told you I would never have a "go fast" turbine jet, although I had already been flying turbine helis and turbo-prop fixed-wing aircraft for 10 years. But that all changed in the spring of 2016, when I was told that I needed to go to Florida Jets to promote an airframe that the owner of HeliDirect had gotten involved with at our factories in Vietnam. A couple of months later, I was flying my first turbine jet and haven't look back. It is now an obsession of mine!

Now more than ever, model aviation consumes pretty much every waking moment for my wife and me. My wife, Jenni, has worked for the AMA in the Media and Publications department for the past 20 years and currently is the Associate Editor for both *Model Aviation* and *Park Pilot* magazines. This past January, we started a small company call JAG RC. We are also the US distributor of Electron Retracts out of Spain. We both feel lucky to be a part of this hobby — without it we would have never met!

Enough about me. If you want to know more, just email me! There has not been much flying going on because of winter in Indiana. I have had a chance to get out to the AMA flying site a couple of times over the winter and attended Red Flag in Lakeland, Florida. A few weeks after getting back from Red Flag, we made the trip to Florida to attend the Colonel Thacker 100th Birthday Invitational event at Greg Arnette's home in Osteen, FL. It was really an honor to be invited to attend, and I was thrilled to be able to get out in the sun and warmth of Florida! Finally, I was able to get a lot of flights in on my BVM 1/5-scale F-16 and have really started to feel very comfortable with it!

Greg Alderman

Now that the flying season is finally getting started, Jenni and I hope to see some of the District VI pilots at the EDF Jet Jam in Indiana, Jets Over Kentucky Week, and Jets over the Heartland. With the next report, hopefully I will have some coverage of these events and any others we may get to!

Greg



After not flying for three or so months it was nice to knock the dust off my 1/5 BVM F16, it was a joy to fly at Greg Arnette's ranch in Osteen, FL. I burned almost 30 gallons of kero in the F16 in 3 days!



Start up area at Greg's ranch, look closely and you can see Boli Muentes talking with the legendary Mr Bob Violet himself! It was GREAT to see Bob out flying his BVM Electra and enjoying himself!



New Viper 140 from Harlock RC, all composite for 90mm EDF or small turbine such as the KingTech K45 which is the engine of choice in the Viper 140. Great performance at just over 10lbs dry.

District VII Report

Tim Toutant



Iowa
Michigan
Minnesota
Wisconsin

Where is the spring weather hiding? Without a doubt, the ground hog made a terrible mistake here in the midwest. We've had nothing but wind, snow and rain with a couple of teaser temp-days thrown in just to throw us off.

I had a great time at the Toledo Show this year. There were quite a few vendors on hand with lighting systems to EDFs, scale retract systems, wheels, Futaba Radios, Spectrum and everything in between. There were many giant-scale airplanes and lots of nice scale airplanes to be voted on. It was a great show over all.



I had my Skymaster Extreme F-4 on display and my KingTech 120 turbine finally showed up, though I still have a few more small details to deal with before the install.

Terry Nitsch as well as Chris Tucker had their multi-superlative F-86s from BVM on display. Terry's EDF F-86 took third place while Chris' turbine version took second. First place went to a scratch-built EDF XB-70 by Bret Becker. There was also a very nice looking Viper turbine sport jet.

Nice job to all that brought out the jets. There really needs to be more offerings at the Toledo Show as there were very few folks showing us their jets, not even very many in the EDF line up.

So next year guys, if you have them, bring them. There are many EDFs out there that you guys have done a fantastic job on. Lets see them up close and personal.

Upcoming Events

The EDF Jet Jam: June 14-17 in Elizabeth, IN
Kentucky Jets: July 8-15th in Lebanon, KY

I hope to see you there and look me up. So on with the warmer weather and let the flying begin. Above all, be safe.

Till Next Time

Tim



Terry Nitch's 3rd place winning edf-powered F-86 in front.



Chris Tucker's 2nd place winning, turbine-powered F-86.



Bret Becker's scratch built, edf-powered XB-70.
Awarded First Place.





District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello jet modelers, from District VIII. We are back into a prime part of the flying season – early Spring, when it hasn't gotten too hot yet. When one includes nearby districts, it seems we have a jet event pretty much every other week! As I write this, the Texas Jets event is coming up and many of us just got back from another great Mississippi Afterburner event. Local events will slow down a bit during the heat of the Summer – offering another chance to make sure your jet models are ready for the Fall events. Let's see what's coming up!

Upcoming events in District VIII

- September 6-8: 36th Annual Greater Southwest Jet Rally, Waco TX, Larry Garrett CD.
- October TBD: West Texas Jet Rally, Abernathy TX
- November TBD: Winggate Fly-in, Ketchum OK

3rd Annual Jet Lag Fly-in

CD John Eshbaugh and the Austin RC Association (ARCA) held their 3rd jet event on March 24 at their home field. It was a cloudy start, but the blue skies eventually were uncovered and a lot of flying was done. About 25 fliers attended, with about equal amounts of turbine and EDF models. I unfortunately forgot to bring my camera – luckily I had my iPhone with me! This event is slowly growing back to the well attended event it used to be. I missed seeing the flight of the CD's Freewing 90mm F-4 *Phantom* – it looks to be a nice size, and would probably make a nice companion to fly "against" my EDF MiG-21.



Joe Pasztor ready for another flight with his Rebel Pro.



An Ultra Fast - Ultra *Flash* being prepped for flight.



John Eshbaugh's *Phantom* waits to ambush a Mig 21.

Jets Over Houston

CD Robert Bernal and the Bomber Field gang near Houston held their Spring event on April 5-7. Once again, we had some intermittent cold weather that broke up some of the flying but it still didn't stop approximately 30 fliers from attending. And, once again my camera evaded me but I was saved (kinda) by my iPhone. It was good to see several attendees from the Lubbock area. Les and Nick Morrow put in a good flight with their new Skymaster F-104 in a flight test color scheme.

This event has developed a tradition it seems, whereby if the weather doesn't turn out great, the attendees will ensure everyone is well fed! I hope to be back for their next jet event later in the Fall.



A pair of Houston *Thunderbirds*.

District VIII Report (cont'd)

Ron Schwarzkopf



Crusaders Over Texas

There are many fliers out there that are fans of the F-8 *Crusader*. David Hudson has gotten flights on his scratch-built F-8 at Waco with the final color scheme, and I know stores for the model are in the works. If this F-8 is a bit too large for you, Ultimate Jets has started to roll out their 1/7.2 scale kits. Two early examples appeared at Mississippi Jets - one having flown, and the other that will have flown by the time this is published. And if that is still too large, you can always opt for the new hand-launch Freewing EDF kit. It is good to see something new and different flying out there!

Woody Lee's and Buck Garza's Ultimate Jets *Crusaders*.

As I mentioned in our last issue, a new event took place in Albuquerque, NM - the same weekend that I was in Mississippi ... Fortunately, ye-olde editor was able to attend this enjoyable event and has a short report for us.

That's all for now. I need to get back to sanding and priming -ugh! Happy Building and Flying!

Ron

ARCC High Desert Jet Fly
by Greg Moore

April 19-22 were the days set aside for the First Annual High Desert Jet Rally at historic Maloof Airpark, the home of the Albuquerque Radio Control Club. The airpark is a joint effort between the club and the city. Unfortunately, the weather gods did not get the message....

The drive down on Thursday night was, shall we say, "interesting" with 60+ mile-per-hour gusts and blowing grit. Thankfully, Friday saw the winds die down to 30-35 mph -sigh. Upon arriving at the field about 10am (the cold front needed to warm up some to make me happy!) I ran into 14 folks from southern AZ that I know from my trips to Mesa every November. Add to the "folks-old," a whole bunch of "folks-new" with conversations ranging all across the spectrum and the day was definitely NOT a blow out.

Fortunately, Saturday was MUCH calmer, with the winds right down the runway, and as noon approached the sun began to be a real presence in the sky. Lots of flying from the 21 pilots occurred and most had a great time. The mix of turbine and edf was about 50:50, and everyone played well with each other. Sunday dawned warmer, bright, clear and calm, and I didn't need to leave until mid-afternoon, so lots of flying transpired by those of us still there.

As this was their first attempt at a jet event I give this event an 8+, and think that their follow-on next year will be outstanding. It will most likely be a different weekend, but it definitely needs to be on your calendar for next year!

Since I was too busy running my mouth or flying, Fred Prince provided us with some photos. Enjoy!



Cont'd on Page 3



District X Report

David Reynolds

Arizona
California
Guam
Hawaii
Nevada
Utah

This past March brought the Tucson Jet Rally and its usual family reunion style. Weather this year was a bit of a mixed bag with gusting wind down the runway and the threat of rain. That didn't keep Ralph Salgado from flying just about every type of jet he could get his hands on all weekend leading to his being awarded the JPO Top Gun award. Paul Steinburg from House of Balsa supported the event and the Ryan Sherrow scholarship again by donating a portion of sales. A Friday evening dinner also raised funds and good blackmail material pictures of friends.

While at the Tucson event, a member talked with me and expressed his dismay at organized speed runs at jet rallies. Part of what bothered him was that these speed traps were being run at large sanctioned events. I agree with everything he said. Speed runs at crowded events are asking for trouble.

First is simply the danger. Whenever man pushes machinery to its limits things will break. It is not a matter of if, but when. In the past year or so I have seen three jets come apart in the air. The most recent happened as the airplane was turning on final for landing. Gear down, flaps down, slow speed, and it just folded up and fell out of the sky. This got me to thinking about what may happen if a larger sport jet crashes at full speed.

To answer that question, I reached out to a friend that is a retired college physics professor and asked him how much potential energy a 35-pound jet traveling at 200 MPH would have if it crashed. As expected, Dr. Pitucco's reply contained a lot of numbers and math.

And the word crater.

A couple of things did stand out. One is that 200 MPH is close to 90 meters per second. For you non-metrically inclined people, 90 meters is a bit over 98 yards. In plain English 200 MPH works out to just shy of one football field every second. At that speed if something went wrong at one end of the runway you most likely would not register the problem until the airplane has crossed the other end of the runway.

Second is the energy reading of such a crash: 64,800 joules. 64,800 joules doesn't mean much to the non-physicist, so I went online and found a converter that created some numbers that do make sense. How does 47,787.6 feet pounds of torque sound? To put that number in context, big rig trucks put out around 1500 feet pounds. That works out to around 30 trucks worth.

64,800 joules also happens to work out to around 1.5 tons of TNT.

Something to keep in mind next time you're watching a jet do a low high-speed pass twenty-five yards away from the flight line.

The other frustration with the rise in speed runs at jet rallies is that we've been down this road twice before and each time it ended up causing pain. Back in the days of K/B 100s, O.S. 91s, and ubiquitous sport jets, rallies at times ended up being NASCAR of the sky with jets climbing to 400 feet, diving at the runway, and then climbing back up to repeat going the other direction. This went on ad nauseum. Rivalries broke out, sides were chosen, and arguments were had. Eventually, after some flying sites were permanently closed to jets because everybody got sick of the attitudes and danger, the speed run bug calmed down.

Speedrunorrhea broke out again when EDFs hit their stride and people started converting old ubiquitous sport jets. Rinse and repeat. Only this time there were many online forums upon which to start flame wars that started getting things shut down.

Speed is part of the attraction to jets. I get that. I don't have an issue with a group of pilots that want to get together to see who has the fastest. I do have an issue when they want to do so at a large event in front of a big crowd. Create a dedicated speed event with larger separation, no crowds, and better safety gear and then go nuts. Just keep in mind the current political attitudes towards model aviation and ask yourself, "Do I want to cause the single event that permanently kills the sport?"

On that note, keep the low passes where they belong.

David





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