

Newsletter of the Jet Pilot's Organization

Contrails

Summer 2013

Volume 25, Issue 3



Patty caught this Mig-15 on a scramble during Kentucky Jets.



FAA Update

As of this writing, all seems to be quiet on the regulatory front. The AMA is working with the FAA on qualifying itself as a "Community Based Safety Organization," which would then basically exempt modelers operating under the auspices of the AMA from FAA regulation. The exception remains operations that potentially overlap with full-scale traffic, such as model fields in close proximity to airports. Some additional restrictions may exist, as they always have, to insure safety and adequate separation.

Test Flying Aircraft

I am in the midst of finishing up several projects and have been helping a few new jet pilots in my area with their first aircraft, and as such am back in the test-flying mode. I have always had a good track record (knock on wood) and over the past 30 years have developed a procedure for keeping new planes in one piece that has served me well. Without meaning to be critical, we have all seen pilots take a new model into the air, suck up the gear and proceed to wring out the aircraft. When it comes time to drop the flaps and land, there may not be enough time to deal with trim, throw, rate or CG issues; necessitating a rushed landing, an unstable approach and potentially a damaged plane. If you are the cautious type and want to avoid this risk, read on.

I normally require three flights to set up an airplane, which means all may be (usually) accomplished in one day. As with full-scale flying, planning, discipline and programmed goals are critical, so I try to approach each test flight the same way. There are also a couple of prerequisites that are important

1) I never test fly an airplane with a lot of people around. Less distraction and less risk of injuries to others are important considerations.

2) Always use an experienced spotter. It is extra helpful if they are familiar with the aircraft you are test flying. A good spotter will work trims, keep an eye on time, record trim changes for radio programming and also tell you what a great job you are doing when needed.

3) If you have any choice at all, pick a field that has extra outs, and avoid flying in less-than-ideal weather conditions. I have done most of my test flights at a Navy base and the

long runway and lack of trees have saved any number of first flight problems over the years. I will gladly travel a couple of extra hours if necessary, particularly if I am flying a heavy-scale or very expensive airframe. Once the trim, CG and throws are dialed in and you have confidence in approach speeds and angles, then head for that home field with the tight trees and short runway.

4) Don't fly the aircraft with known problems. It sounds like simple advice, but we all have seen airframes damaged when flown with air leaks, unreliable landing gear, CGs not verified, range checks not completed, ailerons hooked up backwards, etc One extra week to work out the bugs is nothing compared with the time to repair a damaged model.

With these thoughts in mind, here is my specific three-flight program:

1) The objective of the first flight is to determine trims for takeoff and landing configurations, get an initial feel for CG, and decide on throws/dual rate. As such, I will take off with approach flaps and leave the gear down. Fly a couple of circuits, focusing on finding the proper elevator and aileron trim for this configuration and looking for CG problems in the turns. Be sure to take off with all trims at zero and have your spotter count trim clicks for programming after the flight. Several different control throws/dual-rate settings should be set up in advance on the dual-rate switches, and now is a good time to zero in on the right combination. When this is complete, I will drop landing flaps and re-trim, again keeping track of clicks. At this point, reduce speed at altitude and get a feel for slow flight characteristics. Look for any bad habits or instability that could be related to a CG issue. Once this step is complete, I will start to shoot some practice approaches. When your spotter calls time, you will have the aircraft properly trimmed, a few approaches under your belt, and your chances for a successful first landing maximized. On the ground, program in the trim changes through sub-trim and flap-system settings, and make any necessary adjustment to throws and dual rates. Now is also a good time to check the amount of fuel used, and adjust your timer, as necessary. If you have a receiver with antenna performance monitoring capabilities, check to see if any adjustments are warranted.

2) The objective of the second flight is to trim for gear-up flight, make a final determination on CG and to fine tune earlier trim settings. After takeoff, do a quick trim check in the approach flap mode with the gear down, then retract the undercarriage and record the necessary changes, and finally, increase your speed gradually while looking for signs of flutter or significant pitch change. Find a comfortable speed and fly inverted as a final CG check. Make sure to remember to take out any trim changes as you return to



Vice President's Report

Lance Campbell

I hope the summer flying season is going well for everyone, and all your birds are flying as you'd like them to. Personally, I've been swamped on many fronts, but having a good time with everything.

Due to going to Switzerland for the 2013 Jet World Masters, I've had to cut my other jet travels down to the bone, to make vacation time mesh with my work. This year I've only made it to the Tecumseh, NE gathering and Jets over Kentucky.

Nebraska was a great start to the flying season, with lots of jet flying from 15 or so guys, in a very relaxed atmosphere. At the other end of the spectrum, was Jets Over Kentucky, an equally great jet meet, but for different reasons. Lewis Patton has grown this gathering into the largest jet meet in the country, and this year he had 191 pilots, drawing from coast to coast, plus another half-dozen countries. A large meet like this is great for meeting up with friends, and seeing a much wider-range of birds than you normally see in your local circles, and it's good to see what people are flying and having success with, while catching up on the latest technical advances in the hobby.

As I write this quarter's column, the 2013 Jet World Masters is about a month away, and by the time you're reading this, it will probably be underway, or just finished. With that in mind, I've a few updates, and some musings to share.

The team looks really solid, and is in great shape to be competitive. Unfortunately, David Shulman had to step down to tend to work obligations, so our current roster is:

Jason Bauer, Team Captain
 Andy Andrews
 David Ribbe
 Scott Harris
 Lance Campbell, Team Manger

Also, to give credit where due, the following companies have provided sponsorship to the US Team:

Aeroloft, AviatorGear.com, BVM Jets, DownandLocked.com, Duralite Flight Systems, IV Computers, Jersey Modeler, King Tech Turbines, Model Glasses.com, RC Jet Addiction, Snyder Designs Inc., Zap Glue.

Also, through RCJetAddiction, many other modelers have donated privately to help, and that, too, is greatly appreciated.

For those that have stepped up and chosen to represent the USA, it is quite the undertaking. It's a lot of hard work, and not an insignificant amount of personal money either. Merely getting a competition jet to the country and back, through customs, fees, insurance, taxes, etc, costs several thousand dollars for each bird and a single pilot's fee to toss his hat in the ring is \$450. Aside from the finances, to have a competition bird ready to be judged, can take it out of the "everyday flyer" category for the season, leading up to the event, as it gets decked out with all the tiny details that can suffer hanger rash day in and day out on the flightline.

So, with all that, why do it? Every person going, and every person that has done it in the past have their own reasons. Some are in the camp of just wanting to have the experience, while a few might have had business reasons as part of it as well.

But, for almost everyone, the chance to represent the USA in one of the most demanding facets of our hobby is a challenge worthy of taking up, and to see how you compare to the world's best. It is hard to appreciate how good the competition is, until you really see it at point blank range. It is truly "unlimited," in what a modeler, or country, can bring to the table, and that can be intimidating to some. For those that have that competitive drive in them, this is a real test of how you stack up on a world level, and when you place high in the ranks it's a real accomplishment.

If you've ever been curious about this facet of our hobby, I encourage you to give it a go. Even though it is a competition, people are really good about sharing information and providing help for those just getting started on the competition side of things. Also, the USA has now accumulated some good background on the judging side. We had a US judge in Dayton (the last event) in Jim Hiller, and we are going to have a US judge in Switzerland in John Roth (there are 12 judges total, with only one from any given country). In addition to those two individuals, several of us have attended formal, multi-day training sessions with the chief judges on how they judge the event.

In my next column, I'll have an after-action report on how the team did. At this point I'll just say that the guys going to represent the USA have some of the best birds and best documentation that we've ever fielded. Good luck to the pilots and thanks again to the sponsors that have helped get the guys there.

Lance



District I Report

Bob Radford

Connecticut
 Maine
 Massachusetts
 New Hampshire
 Rhode Island
 Vermont

Linda, his son and daughter, as well as the rest of his family and friends.

Our Plum Island event was held the weekend of June 14-16 and CD Mike Fiorito did a fantastic job with the event. The "Smoke-Off" event was highly contested with last year's "Boo Bird Recipient" Brian Lloyd taking the top prize, followed closely by last year's winner Mike Turocy. Congratulations to 17 year old Jason Plummer on taking home the JPO Top Gun Trophy!

Up next is the Eighth Annual New England Jet Rally which will be August 16-18 at Gardner, MA. Saturday night will feature Mexican food this year, and we hope to see you at this great event! September brings the Maine Jet Rally and Model Expo (September 5-8) in Sanford, ME. Back this year will be R/C jet flying, R/C helicopter flying, control-line and R/C car racing. This should be another exciting event!

JPO is now selling T-shirts, polo shirts and hats on the website, so check it out and renew via PayPal. If you select e-*Conrails* you will get a T-shirt with the JPO Logo.

The Notice of Proposed Rule Making (NPRM) still has yet to be released by the FAA, so keep your eye out for that and be ready to submit comments as required.

Bob

It is with great sadness that I must report on the untimely death of Raymond E. Davis who left us on June 13, 2013. Ray was a past JPO District I representative, past President of Otis Model Aero Club, a fantastic modeler and a friend to all. Additionally, Ray was an engineer who worked on Terrain Following Radar helicopter guidance systems used during the Vietnam War. Ray also worked at Woods Hole Oceanographic Institute and the U.S. Geological Survey, where he designed many innovative products to further science and the understanding of our planet.

Ray was an extraordinary modeler, being the first in New England to fly a turbine jet. Ray became an AMT factory rep and his turbine operation classes were thorough. It goes without saying that you knew your stuff when Ray signed you off. Ray's discussions on RC Universe regarding AMA's rudder requirements for US turbine aircraft are legendary in these parts. Ray competed in many scale events in New England and has a scale Grumman F6F *Hellcat* that will be on permanent display at the *USS Intrepid* Museum in New York City. We have lost a great friend in the modeling community and our thoughts and prayers go out to his wife

President's Report (cont'd)

landing mode and when back on the ground, fine-tune programming and enter the level flight-trim changes into the flap system. Take another read on fuel usage and recheck the antenna positions, as needed. If CG adjustments are called for, now is the time to make them.

3) The objective for the third flight is to fine tune all the previous throw, rate, trim and CG changes; and to run the aircraft through its normal flight envelope fully, specifically looking for cross-control programming needs. These may include aileron differential to insure rolls are axial, elevator to rudder mix in pull ups, and adjustments to elevator and aileron in knife edge. This flight, flown mostly at normal throttle settings, will also allow you to finalize your fuel timer settings.

Make sure after each flight to fully inspect the aircraft, paying special attention to linkages, servo security, hinging and stabilizers, and monitor the UAT (if you have one) for signs of air leaks. If the engine is new, I will also record data from the stats menu to establish a performance baseline. I will keep this data, along with information such as channel assignment, antenna performance, battery age, CG, control throws, etc., taped somewhere in the plane for future reference.

Take care and fly safely this summer!

Keith

District II Report

Len McIntosh



New Jersey
New York
Europe

The District II season has gotten off to a great start this year with the new Highland Jets, The Big Apple Jet Rally and Capitol Jets events. All three events were well attended and continued a near-perfect safety record.

This was the first year for the Mohawk Valley R/C Modelers event, and from the feedback of my one-day visit, this event will be back next year. Art Arro, the CD for this new event, has submitted a report below.

Highland Jets

The Mohawk Valley R/C Modelers, also known as The MV Firebirds, hosted Highland Jets from May 31 - June 2, 2013 at the Frankfort-Highland Airport in Central New York (CNY). This was the first AMA-sanctioned event held at the airport, which also serves as the club's home field. The event objective was to showcase R/C jets to the club members and spectator public alike.

Sixteen pilots from four northeast states attended this inaugural event in CNY. Approximately two dozen jets were flown across the days of the event, with turbine-powered types predominating, along with a CARF *Spark* edf and a Horizon *Habu-32* edf. Several outstanding scale-jets flew, including a Skymaster *Hawk-100* and Airworld J-35 *Draken* by Frank Alvarez, a 1/4th scale scratch-built *Vampire* Mk. 5 by Kerry Sterner, and a Yellow Aircraft F-15C *Eagle* by Jeff Lynds. Jeff also flew his semi-scale CARF *Eurosport* during all three days of the event. Sport jets included several sizes of Boomerangs, a CARF *Flash* and *Ultra Flash*, BVM *Bandit* and *BobCat*, PST *Reaction-X* and a TBM *Shokjet*. Strong crosswinds precluded flight of several additional jets which were present, but remained safely in their trailers. Also, many pilots had not yet flown jets this season due to a prolonged winter and windy spring here in the northeast. A Bermuda High weather-pattern prevailed for most of the event, coupled with high humidity and better than 80 degree F temperatures. A massive frontal system bore down on CNY midday Sunday resulting in a deluge of rain, and thus ending all flying. The Firebirds host club treated the pilots to a pizza party at the airport site on Friday evening and several pilots convened for a Saturday evening dinner at a nearby BBQ restaurant.

Overnight model storage was furnished by the airport manager and was most appreciated by the participating pilots.

Sunday dawned clear, but breezy, with the cold front bearing down on us, so flying commenced an hour earlier to permit some sorties before the arrival of the weather system. The final flights were logged with dark gray skies looming on the horizon, leaving just enough time for a quick pack up and departure before the rains fell.

The JPO TOP GUN award was decided by a pilots' ballot and went to Dominick Mirabello for his consistent flying with his BVM *BobCat* over all three days. The hill climbing and diving formation sequence with Brian Lloyd was something to behold, with many members from surrounding R/C clubs attending as spectators, and marveling at the discipline and precision of the flying. The JPO radar gun was used for enforcement of the 200 MPH speed limit, but no violators were detected - though some were very close to this number. Visiting dignitaries included Reid Condon, AMA District II Associate VP and Len McIntosh, JPO District II Representative, who both commented favorably on the event. Over \$1000 in donor gift certificates and merchandise were distributed to the pilots at the time of their registration and was most appreciated by them. Enjoy the photos!

Art Arro



The Highland Flight line.



The Highland Jets control tower.



Frank Alvarez and a helper work on getting his *Hawk* back in the air.



Smiling and very happy PST *Reaction* Pilots.



Doug Ives with his ModellbauUSA *Tornado*.



Brian and his very fast *Flash*.

Capitol Jets - The Last Hurrah

Unfortunately, this will be the last year for Capitol Jets. Frank Alvarez, the CD of this event for the last eight years is being relocated and won't be able to organize the event in the future. However, Art Arro has again stepped in to assure the jet community that he will save those dates for next year. Many thanks and good luck to Frank for eight great years of Capitol Jet events, I am sure we will see you at Super Jets South and other events in the warmer climes. Art Arro has provided us with the "final word" on this final event, below.

The final Capitol Jets rally was held July 19-21, 2013 at South Albany Airport in Selkirk, NY. This event was the final edition of nine consecutive jet rallies held in AMA District II. Its termination is due to the work-related relocation of Frank Alvarez, the principal contest director of the event.

Twenty-six jet pilots from six US states and one Canadian province attended and flew both turbine- and edf-powered R/C model jets for 30+ hours of open flying with no interruptions for vendor demos, spectator line-ups, or other intermissions. This policy was implemented to maximize the pilots' airtime. Several full-scale aircraft movements occurred and were coordinated with the airport as it remained open with a posted NOTAM. Torrid weather conditions prevailed due to a lingering Bermuda High air mass over the northeast during most of the event, with daytime temperatures in the high 90s and heat indices exceeding the 100 degree mark for the first day. Fortunately, gradual cooling into the mid-80s was experienced for the remainder of the event. These conditions affected pilot turnout and many turbines also balked at ramping and accelerating smoothly. Thunderstorm activity was closely monitored on Doppler Radar, but no storms passed over the airport site. Only brief showers fell, and while the temperatures dropped, the humidity rose accordingly.

District II Report (cont'd)

Len McIntosh

The models ranged from simple sport/trainer types to competition-grade scale jets. Bob Rullie flew his Air World ME-262 twin jet, and Don DeSandre demo'd a Skymaster F-4C in the Edwards Chase color scheme. Frank Alvarez logged several scale-air-show routines with his Skymaster BAE *Hawk*, but experienced turbine acceleration problems which grounded his JAS-35 *Draken*. Jeff Lynd's CARF CT-114 *Tutor* scale-jet experienced a ground fire during taxi tests, but the flames were quickly extinguished with no resulting airframe damage. In the sport jet arena, the skies were filled with BVM *BobCats/KingCats*, CARF *Flashes* and Boomerang jets of all sizes. Mike Fiorito logged many successful sorties with his original-design *Javelin* sport jet, as did Greg Garneau with his similar *Jet Blast*. Surprisingly, the edf-jets coped well in the heat and humidity with outstanding flights of Don Desandre's BVM *Electra* and a scratch-built conversion on a glow-df of a CT-114 *Tutor* by Greg Garneau. The extended block of open air time also allowed for turbine qualifications with two fledgling jet pilots earning their waivers at Capitol Jets IX. The prestigious JPO TOP GUN award was presented to Dominick Mirabello for his proficient model jet flying. Dom's BVM *Bandit* was the first airborne every morning with continuing flights throughout the event.

Another feature of this finale was the gratis serving of food and drink contributed by the pilot entries and prepared by their significant others. Each pilot was asked to bring a dish-to-pass and the event provided the meat and drink entrees. Friday's lunch and dinner fare included the usual hamburgers and hot dogs, along with pre-munchies, salads and desserts followed by wash downs. Both grills went into overtime on Saturday with London Broil, salad and veggie accompaniments, finishing up with fantastic desserts, followed by more wash downs. A somber toast was held for Ray Davis who recently passed away. Ray was a very prominent fixture at many local jet events and was recognized for his multiple contributions to all aspects of the hobby.

In closing, Capitol Jets IX concluded nine consecutive years of jet rallies here in AMA District II. During this period, the Big Apple Jet Rally in downstate Brooklyn, NY was the only other jet event in the district. Nothing is forever, but many fond memories of past Capitol Jets will endure. Kudos are to be presented to Frank Alvarez who first conceived of Capitol Jets, and worked tirelessly toward its success for nine long years. The Pine Hill Jet Rally in western NY and Highland Jets in central NY have stepped up and will fill the void of Capitol Jets in future years.

Finally, Frank and I wish to sincerely acknowledge all the sponsors for their merchandise and gift donations to all the previous Capitol Jets as your contributions have truly enhanced this major jet event in AMA District II. These were

all distributed directly to the pilot entries with no auctions or raffles to benefit the event or its organizers. Again, we thank you for all your support and contribution to the success of Capitol Jets. A detailed article on Capitol Jets IX will be published in a future issue of *Radio Control Jet International* (RCJI) magazine, complete with captioned photos and commentary.

Big Apple Jet Rally

This was the 21st year for the Big Apple Jet Rally and it was a great success. I want to thank everyone for their hard work in supporting this event since we couldn't do it without you. Russ Levy - for running registration, Ron Molaro - for the advertising and handling the panic calls, Jermaine Brown - once again, he did an outstanding job of providing color and aviation background for the crowd, and of course no event at FBF is complete without our BBQ Master: Sal Faraj. Thank you again for a great effort.

One final note; our heartfelt sympathy to Linda Davis on the passing of her husband Ray. Ray was a fixture in the jet and scale community and a friend to many of us. He will be missed.

Please enjoy some of the photos from the event courtesy of Sherwin.

Len





District III Report



Ohio
Pennsylvania
West Virginia

Mark McCracken

mounted to the floor as well as a plastic crate to help carry items such as my fuel jug, turbine oil, larger fire extinguishers, bug spray and any other items floating around. There are also a few hooks on the walls to tie down tables and my EZ-Up tents. I had on hand sheet vinyl left over from a job, and as you can see I covered the floor and the ramp door.



As for carting the jets, I borrowed an idea I saw in another trailer. I can carry up to five jets with a simple rack that I built. I paid a visit to our local steel distributor and purchased 3/8 inch square stock and a bag of gussets. On the way home, I stopped at my local Harbor Freight and brought home 4 eight-inch caster wheels, two of which have locking devices. I started out cutting the steel to build the bottom platform and laid the *Boomer* in there to give me the height I would need for building the next two levels.



Having my own welder made this task easier and it only took two nights to complete all of the welding, including

A few weeks ago while flying at a local club, a gentleman came up to us and asked for a little help. After spending a few minutes with him, we learned he had just earned his waiver. We gave him a hand, going over his Boomerang making sure everything was ready for flight. Walter went out and spotted for his flight. So at this time I would like to welcome Carl Hoffman to a great organization and brotherhood of jet pilots.



Carl Hoffman of Churchville, PA.

In this issue of *Conrails*, I thought I would share my means of transporting my equipment to the field. After searching the web and local listings, I found this trailer, a Covered Wagon 6 x 12 at a cost of \$2,300, with a man door and a rear ramp. After the purchase, I made the hook up to my SUV and drove about 100 miles with a very smooth tow.

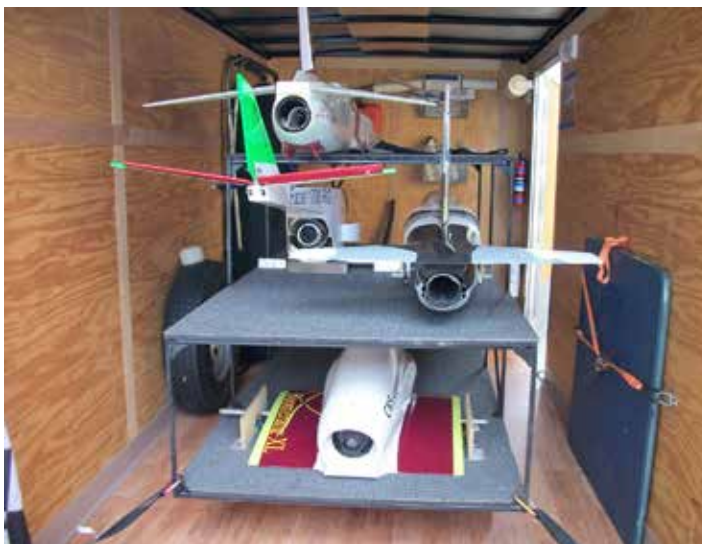


I added a few items to fit my needs, which were simple. In the four corners and on the sides, I mounted 3/8 inch eye bolts for tie downs. In the front of the trailer I have a basket

installing the wheels and painting. For paint, I kept it simple and used Rustoleum in a spray can. I used 7/16 inch plywood sheets cut to create the beds and screwed to the steel frame, which I then covered with carpet I had in the shop.



The toughest part of this was finding a way to secure the jets to the rolling rack. Some have used padding with velcro-type straps, but I came up with a simple system that has worked very well for me. As you can see in the pics, I use the wing tubes to secure the jets to the rack. I used 1/4 inch plywood and aluminum angle brackets to secure the wing tubes.



Now for the pros and cons.

The pros are:

- 1) The rack rolls from the garage right into the trailer, and at the field the rack rolls right out of the trailer and into the pit area.
- 2) When the jets are off the rack, the height of the platforms make for great work tables.
- 3) While in the garage, I keep the jets on the rack and throw an old sheet over it to keep the dust and dirt off.

As for the cons:

I have yet to find any. Oh wait, there is one, I can only carry five jets! Now I have to find a way to carry the *Sea Vixen* I am working on.

I am sure there are many other helpful projects out there and if you do not mind sharing, please send me your project and you can be in the next issue of *Conrails*.

As the summer is passing us by very quickly, there are a few rallies coming up here in District III and I'll have some details from covering the events in the next few issues.

Mark

District VI Report

Paul Blanchard



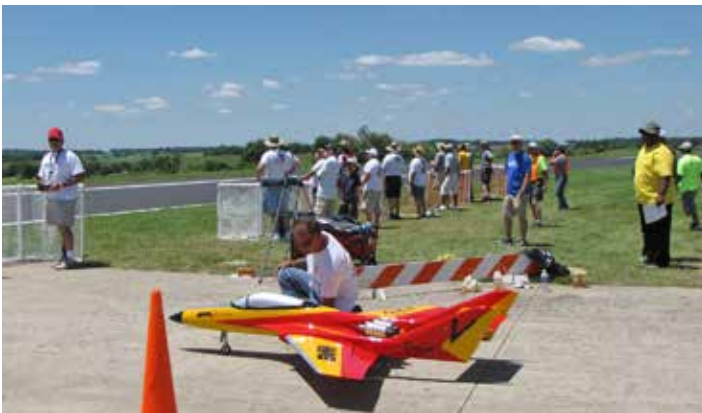
Illinois
Indiana
Kentucky
Missouri

In case you haven't heard, the JPO has a new District VI rep. I'd like to thank Lance Campbell for the excellent job he has done over the years as District VI rep and wish him luck in his new position as Vice President.

What better way to kick off my new position as district rep than event coverage of the largest jet event in the Midwest? I'm talking about none other than Jets Over Kentucky. There were over 190 registered pilots this year which made it the largest Jets Over Kentucky in the eight year history of the event. With the large turnout of pilots, as well as the thousands of spectators that attended, Lewis Patton and his crew did an awesome job of making sure everything ran smoothly and safely. The action was nonstop on the flight line starting at 8a.m., and flying went on until dark with pilots in attendance from all over the world. Here are just a few photos to give you a small glimpse of the action, courtesy of Patty.

Paul







District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello again from District VIII! It is the time of year that jet rallies are taking place all over - I hope you get to make it to some! So let's get right to it...

Upcoming Events in District VIII

September 5-7: Greater Southwest Jet Rally (Waco, TX)

September 27-29: Lindsay Fly-in (Bray, OK) I have not confirmed if this is for all model types or just jets, but it seems jets are welcome.

October 4-6: T-38 Jet Rally (Lubbock, TX)

Past Jet Events

Rain in Austin, but pleasant in Mt. Pleasant! Well, rain put a bit of a damper on the Central Texas Jet Rally in Austin this year - at least for the days I attended. (This continues for all of the jet flies I've gone to this year so far, including Mississippi Afterburner.) I did get to fly at least a little bit in Austin, but the field was right on the border of some major "stormage," so many fliers left early. Still, we appreciate the Austin R/C Association for hosting the event, and look forward to better weather next year. Thank you also to the ARCA club president and members for helping run the shortened event, as the CD Ken White became quite sick before the event - all of District VIII hopes you get better, Ken!

Finally we had good weather for the Mt Pleasant jet fly - the turnout of about 28 pilots was a bit lower than last year, but ended up being a great event. Several Oklahoma jet fliers made the drive down, with quite a supply of jet models, and put in plenty of flights.



The Northeast Texas R/C club also raffled off a couple nice models - the choice of either a Comp ARF P-51 *Mustang*, or a Jet Legend F-16 kit. This WAS a jet event, and winner Andy Andrews correctly chose the F-16, although I admit I had my eye on the *Mustang*, and we were all treated by a nice, low pass from a Hawker business jet - I believe flown by a club member. Very scale looking! Thanks to Gus Hudson and the club for running another successful jet event in Mt. Pleasant!



Interesting Models

At the Mt. Pleasant event, we all got to see first flight of Mike Kulczyk's scratch-built FJ-1 *Fury* - test flown by Steven Ellzey. A tail-heavy CG issue was found and resolved, so it should be getting new colors soon. We all hope to see this edf model in September at Waco!



Interestingly, the full scale FJ-1 *Fury* was carrier-based and sported a unique feature to resolve spotting factor issues (how to pack as many aircraft next to each other

District VIII Report (cont'd)

Ron Schwarzkopf

tightly but safely on the carrier), the aircraft was designed with the capability of lowering its nose toward the ground.... A small ground equipment nose wheel assembly would be attached to the nose landing gear door, then the nose gear was retracted into the nose gear bay - thus lowering the nose onto the ground equipment wheels, and raising the tail



of the aircraft. This way, aircraft could be parked nose-under-tail with other aircraft. I guess the idea never took off from there, as latter versions of the *Fury* sported traditional folding wings.

Lastly, good luck to Jet World Masters Team USA! The event is in Meiringen, Switzerland August 8-31. Andy Andrews from our district is representing us - so bring back the gold! But, if not, make sure you have fun!



Happy Landings, and enjoy the photos!

Ron



Dan Avilla's F-100 waits for Steve Ellzey's *Hun* to get airborne for some "formatting."



Brian Gates readies his venerable *Maverick* for flight.



Vernon Montgomery's BIG F-86 taxis out for another flight.

District VIII Report (cont'd)

Ron Schwarzkopf



A piece of trivia about the *Thunderbirds* F-4: The *Thunderbirds* flew F-4Es from 1969 to 1973 until the USAF switched to the T-38 *Talon* - which burned about 1/5th the fuel of the F-4.

Treasurer's Report

Balance as of April 1, 2013		\$4, 405.94
Income:		
Dues:	\$524.39	
Shirt Sales:	\$65.00	
Total Income:		\$589.39
Expenses:		
<i>Conrails</i> :	\$1,116.57	
Postage	\$172.55	
Stamps:	\$12.03	
Mailing Envelopes for shirts	\$70.00	
Website:	\$89.55	
Conference Call:	\$155.49	
Canadian Exchange Fee:	\$1.27	
Total Expenses:		\$1,617.77
Ending Balance as of June 30, 2013		\$3,377.56
		<i>Respectfully SubmittedL: Carol Brusa</i>

Upcoming Events

Greater Southwest Jet Rally: September 5-7, 2013

HOTMAC club field; Waco, TX.

www.hotmacrc.org

garrettlarryd@aol.com

Maine Jet Rally: September 5-7, 2013

Sanford Airport, Sanford, ME.

CD: Ray Labonte (207) 797-5196

Route 66 Jets: September 5-8, 2013

Litchfield, IL Municipal Airport

CDs: Roger Shipley and Jim Allen

www.route66jets.com

Super Jets South: September 26-29, 2013

Gay, GA

www.georgiajets.org

Jets over Colorado: September 27-29, 2013

Drake Field, Loveland, CO

www.loveairrc.org

OC-Turbo Fest-Fall Edition: September 27-29, 2013

Titusville Airport; Titusville, PA

jacknbets@aol.com

T-38 Jet Rally: October 4-6, 2013

Lubbock, TX

Best in the West Jet Rally: October 16-20, 2013

CD: Joe Castelao

Buttonwillow Elk-Hills airport, Bakersfield, CA

www.bestinthewestjetrally.com

Jet Rally in the Valley: November 2-3, 2013

Kingdon Park Airfield, Lodi, CA.

www.deltamodelers.org

Arizona Jet Rally: November 22-24, 2013

Superstition Airpark; Mesa, AZ.

www.azmodelaviators.com

District X Report

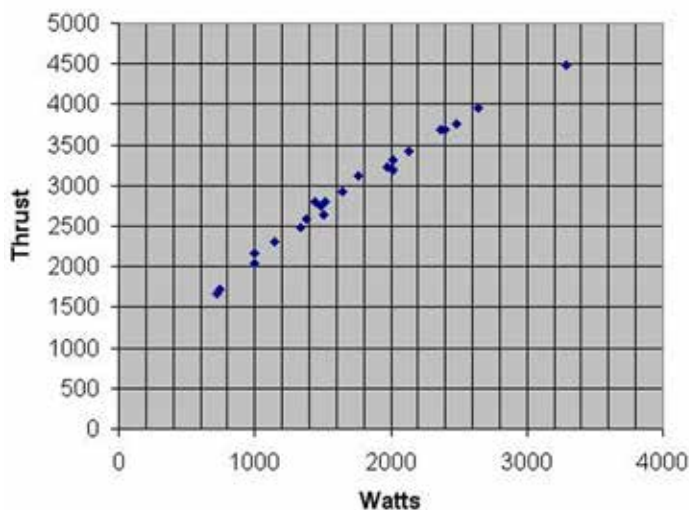
David Reynolds



Arizona
California
Guam
Hawaii
Nevada
Utah

Department of corrections - In the last issue I wrote that Phil Maddox's EDF *Griffin* motor put out 400 grams of thrust. Turns out I misread Phil's e-mail and that number is not the total amount of thrust, but is the amount of thrust available after lifting the test rig's weight.

Wemo Evo 90mm



Yup, there is a new rotor - WeMoTec has recently released a new rotor for its 90mm fan. This new rotor, called *Evo*, should be getting into the hands of modelers as I type this, and this should be a good one, as the original *Midi* has long been the copied standard for all 90mm fans. So far, the word is that the new rotor calls for a 10% lower kV motor, will drop right in to the old housing and is also lighter. From what I have been reading, the new rotor has more of a "jet" sound than the old "vacuum cleaner from hell sound." A motor and spec chart can be found at the end of this article.

A video of an *Evo* rotor on the test bench can be found on-line at: www.youtube.com/watch?v=DX6zInGsCS0. Thanks to Manuel V. on Ezone for the graphs and EffluxRC for the video.

Lastly, it is no secret that one of the larger issues facing us is flying field access, and the best weapon we have against locked gates is education. Members of TIMPA recently put on a display at the Pima Air and Space Museum during its summer *Night Wings* program about jets. The *Night Wings* program is focused on Science and Aerospace activities for children. Along with the display of jets, children (and parents) could make and take paper helicopters and

try their hand at flying a model airplane on a simulator. This event also gave the pilots a chance to talk to the public about an online survey that the county has on how to spend bond money for local parks, including model airplane fields.

While jet rallies are fun, it is important to not pass up these opportunities to talk to the general public about our hobby. It gives us a face that people know and recognize, as opposed to just some noisy thing up in the air.

Until next time, keep the low passes where they belong and send me pictures!

Dave



While waiting for the families to arrive, the TIMPA members had to make sure the simulators were working correctly.





motor	volts	ampers	watts	Thrust	RPM aprox	Kv
het 650-58-1480		22.2	45 999	2160	27270.48	1480
het 650-58-1480		25.9	57.5 1489.25	2750	31815.56	1480
het 650-58-1480		29.6	68 2012.8	3310	36360.64	1480
HET 650-58-1760		18.5	54 999	2040	27024.8	1760
HET 650-58-1760		22.2	68 1509.6	2650	32429.76	1760
Het 650-58-1970		14.8	48.5 717.8	1660	24199.48	1970
Het 650-58-1970		18.5	72 1332	2480	30249.35	1970
Het 650-58-1970		22.2	91 2020.2	3200	36299.22	1970
HET 650-58-2100		14.8	50 740	1720	26418	2100
HET 650-58-2100		18.5	82 1517	2800	33022.5	2100
het 650-68-1130		37	57.5 2127.5	3420	35538.5	1130
het 650-68-1130		40.7	65 2645.5	3950	39092.35	1130
het 650-68-1130		44.4	74 3285.6	4480	42646.2	1130
Het 650-68-1340		29.6	59.5 1761.2	3120	33714.4	1340
Het 650-68-1340		33.3	74.5 2480.85	3760	37928.7	1340
HET 650-68-1500		22.2	51.5 1143.3	2310	28305	1500
HET 650-68-1500		25.9	63.5 1644.65	2920	33022.5	1500
HET 650-68-1500		29.6	80 2368	3690	37740	1500
HET 650-68-1600		22.2	62 1376.4	2580	30192	1600
HET 650-68-1600		25.9	76 1968.4	3220	35224	1600
HET 650-68-2000		18.5	78 1443	2810	31450	2000
HET 650-68-2000		22.2	108 2397.6	3680	37740	2000

District XI Report

Bob Brusa



Alaska
Idaho
Montana
Oregon
Washington

I thought I would start my article with a technical tip I learned awhile ago that I have not seen published elsewhere. It involves protecting our wing tips from being damaged or scraped when we do not do our best landings. It also works on the bottom of our nose cones when we have our nose gear collapse on landing, or the nose gear does not come down when we operate our retracts.

I'm sure you are all aware of products you can purchase, such as wing tip skids. These are made to be glued into the wing tips to prevent damage to them. The downside to these is the requirement to put holes in your wings. Let me show you a new way to do it without any holes and without having to buy any special products.



This photo shows it quite well. Take a nylon tie wrap and cut the larger end off - you now have a totally flat nylon strip. Tape this strip to your wing tips or under your nose cone. I prefer using 3M Blendederm tape. Many of you are familiar with this tape as it doesn't come off easily, and is great for repairing holes in monokoted airplanes and wings, and it is available at most hobby stores. I usually put a couple of pieces of tape on. The photo shown happens to be my nose cone, but the wingtip would look the same. You can buy whatever size of tie wrap you need, and they come in different colors.

I'll give a short report on Princeton Jets that was held from May 30 - June 2 in Princeton, BC, up in Canada. We had some rain, some sun, some clouds and some wind, but were able to fly every day. Temps were comfortable and all had a good time. There were 28 registered pilots with seven

from the US. They had a Friday night Bar-B-Q rib fest and potluck that was just great. I've attended the last 14 consecutive Princeton Jet events and this was one of the better ones even though the weather wasn't quite as nice as others have been. Two things stood out - the pilot count was higher than usual, and the number of maiden flights was also higher. I think there were eight planes there to be maidenied, though several of them had issues and could not fly. However, Jack Price from Vancouver, BC had a beautiful A10 *Warthog* he flew (actually, Dean Wichmann flew the maiden), and it flew great. I've attached a picture of Alan Blore from Calgary, AB, with his big *Warthog*. It had some turbine issues, thus it did not fly.



A couple of fellows entertained us with a trial race down the runway with a Lamborghini *Aventador* (about \$500,000) and a Audi R8 (about \$200,000). They were practicing for an event there in July. These cars will do over 200 MPH. I have a picture showing them with a few of our models.



As a reminder, anyone who is not currently a member of JPO and would like to join, the cost is only \$12.50 if you join in the 3rd quarter. A free JPO t-shirt is provided for anyone who joins or renews in 2013.

Bob

Canada District Report

Jeff Daly



The Canada District has now changed hands and I'd like to thank Paul Dries for his outstanding contribution to the JPO over the last few years.

After waiting all winter for flying season to arrive, I must say that the weather in Ontario and the northeast USA has been disappointing, especially at events. I've attended four events thus far this year, one in District I (Plum Island Jet Rally), two in District II (Pine Hill Rally and Capitol Jets), and one Canadian event (Wingham Jets). In all these events, most days were either wet or having to challenge heavy crosswinds, but as always, the camaraderie made up for the lost flying!

For this edition, I have reports for two events that have occurred up in Canada. Thanks to my fellow JPO member, Alan Blore for coverage of Jets Over Cayley in Alberta.

I'm also working on a couple tech articles, one of which concerns fuels for our jets, and is almost complete and will be included in a future *Contraails*.

Upcoming Events in Canada

August 9-11: Tofield Jets, Alberta

September 13-15: Thunderthrust Over Chatham-Kent, Ontario

September 20-23: Gerard McHale Memorial Rally, Princeton, B.C.

Jets Over Cayley

by Alan Blore, CD

The last time that we had "Jets Over Cayley," the year was 2010. There was one more event before this in 2007, which was called the High River R/C Jet Rally which was the first of its kind in southern Alberta. It was held at the municipal High River Airport, which was jointly owned by the Town of High River and the County of Foothills. In 2010, the club sponsoring all three rallies, the High River R/C Jet Club, decided to move the subsequent events out of the High River Airport due to high volumes of traffic in that air space.

In 2010, we found the AJ Flying Ranch just a few miles east of the tiny hamlet of Cayley, and is every R/C jet pilot's dream airport. It is privately-owned and located on the property of Alex and Elizabeth Bahlsen, a couple who are passionate about all forms of aviation. The AJ Flying Ranch has wide open spaces with a 4500' x 50' runway and there are no other neighbors for a good mile away, so no worries about noise or overflying the adjoining properties. The AJ Flying Ranch is located approximately 40 minutes south of

the City of Calgary, and Alex and Elizabeth allowed us to make their airport our airport for the 2010 and 2013 Jets Over Cayley events. One question some people may wonder is why the break in years between the two events? In 2007, I basically put on the event in High River by myself with the help of just a few volunteers, so I needed three years to recuperate. No not really. I agreed to try alternating with the Edmonton rally that is held at the Tofield airport just east of the City of Edmonton. Due to relocating to a new field and getting ourselves together, it took us the extra year to get *it* together. The 2010 event at AJ went over very well (as previously reported by Paul Dries, past Canadian JPO rep.) and we had good representation from the Canadian provinces and the State of Washington.

Now let's zoom ahead to 2013 when pilots from Alberta congregated again at the site of the AJ Flying Ranch from July 18-21. A big change from the 2010 rally was that we decided to go to a four-day event. Other events that I have attended that had four day windows for flying definitely helped, since Mother Nature will always get the last say and cause some bad weather days. We were very fortunate with weather at Cayley as we only had an opening day wind that slowed us down until the afternoon and then we could fly until dusk if we wanted to. Also, late on Friday afternoon a shower made us scramble to get things put away and tied down and, fortunately, we had the opportunity to store our jets in a full-sized hangar that Alex kindly allowed us to use.

We had a great representation of aircraft at this year's event. F-22 *Raptors* seemed to be one of the predominate scale aircraft this year and we had three excellent renditions of this unusually-shaped bird. Boomerang was well represented with an *XL*, *Elan's*, a *Nano* and a *Sprint*. We also saw three flying Composite ARF *Tutors* that all looked great in their *Snowbird* schemes. Comp ARF *Ultra Flashes* participated and gave us some good aerial displays. A couple of BVM *Bandits* were in attendance that always have great looking silhouettes in the sky, and a very striking C&C M-346 was also getting its first few flights in. I brought my Mibo A-10 out for a run of the engines, since they had gone in for a quick adjustment on the starter motors and ECUs, and I was very happy that they performed well on its taxi test. I did manage to get a flight in every day, but I found it hard to organize and fly at the same time. Overall we had an excellent array of aircraft at the rally and the pilots had a great time showing us how well their pride and joy could perform.

We ate well at Jets Over Cayley. The excellent sponsorship from Altecure R/C provided lunch for us on Saturday with a giant 9-foot sub from Subway with chips, cookies and drinks, bratwurst was supplied by Johnsonville Meat Products for Friday's lunch, we had a Saturday night steak BBQ and the rest of the meals were provided by the participants.

At the BBQ, we also gave away donated prizes from BVM, JetCat, Global Jet Club, Duralite Flight Systems, Composite Arfs Andy Kane, KingTech, as well as locally

Canada District Report (cont'd)

Jeff Daly

donated prizes from Innovative Wing, PM Hobby Craft, Action Hobby and Modelland.

We had a fantastic time at Cayley and for those who missed it, watch for it in RC Canada and RC Universe in 2 years time, so that you can get it on your calendar for next time.

I hope to see you there and please enjoy the photos that Everett Dennis has provided!



Three F-22 Raptors to protect the skies over Cayley.



Alan Blore's Mibo A-10.



A-10 pilot strapped-in and ready to go.



An attractive Alenia Aermacchi M-346.



A nice Boomerang shot.

Wingham Jets

From July 26-28, I attended the 5th Annual Wingham Jets at Wingham, Ontario, which is located approximately two hours northwest of Toronto. The facility is fantastic, built in 1996, and has a 4000 x 75 foot runway with a large taxi ramp for the pilots to set-up on. Onsite RV camping, hangar storage, FBO access, jet fuel, and the local pub rounded out the amenities for the event. The event CD and organizer was Blair Howkins, who made the event a weekend to remember. Attendance was at 52 pilots with 170 jets. Rich Curry made it up from Georgia with his family, and the event even attracted the rock-star pilot Ali Machinchy from England.

For the early arrivals, Blair made arrangements to open up the airport for jet flying and Thursday's weather was unusually fantastic, which carried into Friday, but rain and crosswinds kept most pilots grounded on Saturday. A noon time show on Saturday for the spectators (and CTV) was expertly carried out by Ali Machinchy flying his Graeme Mears built Top Gun T-33, Chuck Storrie's A-10, a Falcon business Jet, and Rich Curry's Mammoth powered BVM Ultra Bandit. Sandro Novelli skillfully flew Blair Howkins' giant Tomahawk BAE Hawk and Peter Ayache showed his flying skills with his giant L-39. Jeff Daly (yours truly) was

Canada District Report (cont'd)

Jeff Daly

also asked to demonstrate his BVM *Super Bandit* to thrill the crowd with its high-speed aerobatic performance. Overall, lots of fuel was burned all weekend and a great time was had by all.

Saturday night, a banquet was held in one of the hangars that served great tasting Greek souvlaki. The JPO Top Gun trophy was awarded to Sandro Novelli for his excellent piloting and demonstrations of his JC *Rhino*-powered TAM F-18, and for his enthusiasm to help his fellow pilots during the event. Other award winners were Ali Machinchy/ Graeme Mears for Best Military jet (T-33), Chuck Storrie for Best Civilian jet (turbine glider), Jeremy Littleton for Best Electric jet (Yellow F-4), Martin Lefebvre for Pilot's Choice (scratch-built *Vampire*), Rich Curry for Best Sport Jet (JC *Mammoth* powered *Shockwave*) and the Wingham Jets Top Gun award went to Ali Machinchy for his amazing shock-and-awe flying all weekend.

Blair Howkins, event CD, would like to thank all the volunteers for making Wingham Jets 2013 a success and to all the participants for coming and adding to the flying, socializing and good camaraderie; and in particular, thanks to Ali Machinchy for his tireless heart and soul effort put into flying and providing expert advice. Thanks also go to the sponsors who were very generous: Altecare RC, Atwork Office Furniture, Jet Central Canada, Hobby Hobby, Big Boys with Cool Toys, Great Hobbies, Jet North, JPO, MAAC, Duralite Flight Systems, Horizon Hobbies, Canadian Tire, and Apex Helicopters.

I highly recommend this event next year for all in central Canada, the northeast and north-central US ... and the UK! Cooler temperatures mean more thrust! Please note this event for your calendars next year.

Please enjoy the photos, and Cheers! Jeff



Ali Machinchy and master builder Graeme Mears with Ali's Top Gun T-33.



Peter Ayache and his L-39.



Martin Lefebvre and his scratch-built De Havilland Vampire.



Wingham airport near sunset.



Sandro Novelli and his TAM F-18 with a JC Rhino for power.



Paul Souza's beautiful PST F-84 with animated robot pilot.



Mike Warner and his Boomerang-XL.



Part of Wingham's flight line on Saturday.



Jeff Daly's BVM Super Bandit Composite.



Chuck Storrie's A-10 on touchdown as flown by Ali Machinchy (photo by Ken Park).



Mike Milo's Hawk 100 in AETE colours.

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Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

*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

All renewals and new members will receive a free JPO T-Shirt.



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**Ken Park captured the bright colors of
Ali Machinchy/Graeme Mears Thunderbirds
scheme Top Gun T-33 against a drab, cloudy
sky at Wingham Jets.**