Newsletter of the Jet Pilot's Organization

Contrails

Winter 2023

Volume 35, Issue 1

Clay Sherrow caught this EA *Havoc* smokin' at The Greater Southwest Jet Rally in Waco, TX.

President's Report

Bob Klenke

Well, the 2022 flying season is well behind us – since it is now 2023 of course! Most of the jet events were back in force during 2022 and seemed to be both well attended and successful. We had a few SNAFUs with the FAA concerning events at full-scale airports, but they were worked out and the events went on to be successful as well.

One of the big changes for 2023, as I'm sure you are aware, is that the AMA has now been *officially* recognized by the FAA as a Community-Based Organization (CBO) for recreational flying. The AMA has been working on this for quite some time, and finally getting the official designation from the FAA is good for us, on the whole. It will, and already has, help smooth out our relationship with the FAA as well as give a specific avenue for legislative relief from some specific issues.

On the flip side, it does complicate our lives a bit as it means that any changes to the safety code must ultimately be approved by the FAA. Again, the safety code, as it stands now, had to be approved by the FAA to gain official CBO status, so it's not an insurmountable process by any means, but it does mean that changes to the safety code will have to be well thought out and justified, and those changes may take a bit longer to get approved. We are continuing to work with the AMA leadership on all of these issues.

The JPO is anticipating another busy year with these issues as well as our other activities like providing JPO Top Gun trophies for many jet events around the country, publishing the quarterly *Contrails* newsletter, and representing the jet community's interests as the AMA SIG for jet modelers.

We appreciate your support of the JPO and ask that you now renew your membership for 2023. We really need your support

On the actual hobby side of things, I've always liked the early Migs, ie: the Mig-15 and Mig-17. I'm currently building a CARF Mig-15 (slowly). The CARF Mig-17 is the obvious choice for a '17 model, but it's not in the cards for me for several reasons. Well this year at Kentucky Jets, Marvin Alvarez had several of the new Banana Hobby foam Mig-17's available. On closer inspection, it looked like a neat little model and of course, there was a "show special" on it. I've never had a turbine model that small, but I said what the heck, and I bought one. A trip down the vendor row to see Greg Alderman, and I had a new Kingtech K45 to go in it. A number of hours of work with my shoehorn to get everything in it, and it was ready to go.

For the maiden flight, I took it out to the 750' grass runway at our club. The takeoff went well, but I quickly discovered that it needed a lot of nose-up trim, all I had in fact. I had "flight conditions" setup, so after I got the takeoff flap (i.e., half flaps) configuration trimmed, I had to trim the flaps up condition as well. Once I had that done, it seemed like it was time to land – as I wasn't quite sure what the flight time should be. Since I hadn't trimmed the full flaps configuration and I didn't think I had time to do it, I selected half flaps, gear down, and setup for landing. On several attempts, I just could not get the airplane to slow down and had to go around, one of which a fellow club member caught on camera.

I finally resorted to popping the speed brakes on final and got it to touch down that way. Unfortunately, it was still rolling fast and a bump near the end of our runway tossed it back in the air. When that happened, it dropped a wing and partially "cart wheeled" damaging the nose a bit.

After a bit of repair and reshaping in the shop, followed by a patch of the paint with custom color matched red Latex paint from Home Despot, it was ready to go again. Talking with one of the "Team RC Jet Guys" from Richmond, Bob Neal, he suggested putting a bit of reflex in the ailerons with full flaps. He and Louie had done that on their CARF BAE Hawks and it had really tamed them down in the landing pattern, so I though let's give it a try.

I setup both ailerons to be reflexed up around 3/16" with full flaps, and made sure that the aileron trim still worked normally with the reflex. I had to wait until the Tiger Meet in SC in October to give it a try, but it worked great! With full flaps now, the aircraft settles nicely with a good nose-up attitude which allows it to slow down better, it doesn't show any tendency to drop a tip when it gets slow, and when it touches down, it stays stuck to the runway. The little Mig is now a blast to fly – and to land.

I know some don't think reflex is needed or makes a difference and some might think its kind of "cheating," but it's worked for me in the several cases where I've tried it. The next time you have a plane that seems to be a challenge to land, try a little reflex in the ailerons in the landing configuration, you may find it really helpful.

That's all for now, time to get back to preparing for another great flying season. Again, the JPO appreciates your support and asks that you renew your membership for 2023.

You can renew online with PayPal here:

https://www.jetpilots.org/renewal-

Or you can send a check for $25 to the JPO Treasurer:

Marty Gurewitz
40 Cragmere Oval
New City, NY 10958

As always, please let us know if you have any issues or comments on how the JPO can better support you and the jet community.

Thanks!

Bob

Vice President's Report — Jim McEwen

Greetings everyone,

I hope you all had a great Christmas and I wish you all a Happy New Year will plenty of love, fun, and safe kero-burning for the new year.

Since it is cold, it is building season but before we all get caught up in any latest project, might I suggest doing a bit of routine scheduled maintenance on our existing models to keep them working nicely and surprise-free in the upcoming year. In an overall inspection it would be a good idea to make sure that everything that is supposed to be tight still is. Check clevises for wear or looseness (particularly in the threads) and replace any suspect pieces. Inspect your fuel system, especially Tygon tubing which tends to harden with use or expand, and that can lead to a variety of issues from air or fuel leaks, to not drawing fuel correctly. Check any air systems for leaks, inspect and clean your brakes to make sure that they are functioning correctly, and give the airframe a good overall inspection to make sure that nothing is cracked. I found that one of the landing gear mounts in my *Tucano* was cracked (likely due to a less-than-stellar landing last year) and the mounting screws had started to pull out… not good! With a bit of effort, a Dremel, new hardwood, and some Hysol, the mounts were restored to better-than-new status. A little bit of effort can go a long way to keep your jets performing right. Also, make sure to check out your batteries. Just because they functioned last year doesn't mean that that they will be great this year. Cycle the batteries and check the volts per individual cell to make sure that all is well. If in doubt, replace them to avoid future potential issues that lead to problems and you not enjoying future flying as much as you want to. OK, onto the new stuff….

Last year was a huge accomplishment for me, and a long-term goal, by attaining the highest static score of all of the planes at Top Gun with the Airworld *Gripen*. Now that Hank Miklich owns the plane, I bought his NIB kit with the dream of making another that would be better than the first. One of the things that bothered me on the model was the less-than-scale gun which had been molded into the fuselage by Airworld. A pic of this area of the kit is below, as is a pic of the full-scale *Gripen*.

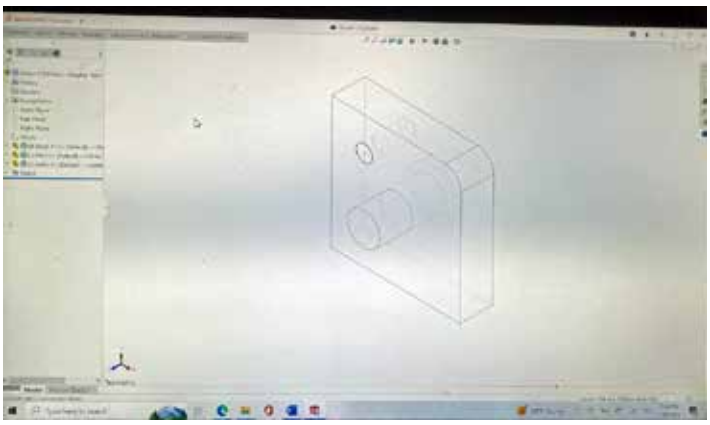
Gun molded into AW *Gripen* fuselage.

Full-scale *Gripen* gun.

As you can see, the molded gun is completely wrong. It needed to be corrected and I took this as a quest. I decided that I would cut out the existing form and would replace it with a correct gun, which I would design in CAD and would print using a 3D printer. The problem was that I didn't have a CAD program or a 3D printer.

I learned that Dassault Systems, makers of SolidWorks (a popular 3D CAD application) had done a deal with the Experimental Aircraft Association (eaa.org) and that I could buy a cloud-based version of SolidWorks (called Maker) for ½ price ($50 as opposed to $100) if I had an EAA membership (which itself was $50). Sounds good, so out came the credit card and I was in business. I had a bit of a problem getting Maker downloaded and installed but eventually succeeded with a friend's help.

Though my background is in 3D design, I wasn't familiar with Solidworks so I bought a tutorial book for $20 and got busy learning the program. I shall include some pics of early parts that I've designed for the *Gripen* and the 3D printer information in the next issue of *Contrails*.

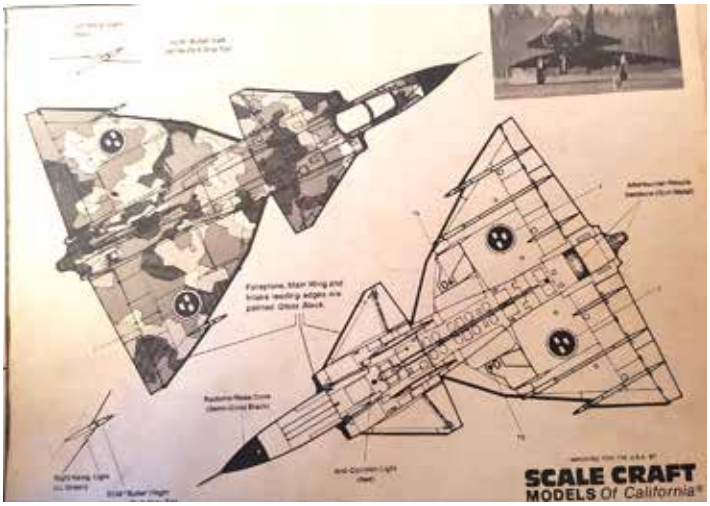


View of Maker (SolidWorks) showing an example part created in a tutorial.

One of the irons I had in the fire in 2022 was an approximately 1982 Einar Johnsson kit (from Sweden) of a Saab *Viggen* that Hank had stored in his basement. It's definitely old-school with a fiberglass fuselage and built-up wings. In searching for landing gear, I came across RC Crafters (which have beautiful modern scale gear) and Ed Dobias (machinist extraordinaire) who is a super nice and talented no-nonsense kind of a guy. We exchanged a couple of calls, some drawings so I could check the fit and how I would modify the wing design, and then we were off to the races. The model is smallish (about 5 feet long) so it should be easier to transport. Of course, I will paint it in the

Vice President's Report (cont'd) Jim McEwen

famous splinter camo for which the *Viggen* was so famous. A Kingtech K45 will provide the power.



Splinter paint scheme. Gonna need lots of tape to do this one!

Ed's modern *Viggen* landing gear with electric brakes and Robart actuators.

Looking through Ed's website, I caught a glimpse of B-58 *Hustler* gear, which immediately captured my attention. I've been a longtime *Hustler* fan and have been working on a 120" long 4-turbine version for years along with Butch Sickels (who, along with Lynn McCauley, made the original model *Hustler* of SWFF fame back in the late 80's). I was full of questions for Ed, and learned of the availability of a smaller version (that would be a great model to learn with) that was available from Dorian Anderson via Jet Hanger Hobbies so I ordered a kit for delivery around Christmas of 2022 (as well as the gear from Ed, which we brought to the Bill Beach Fall Classic in October 2022. Here are a few pics of my Hustler nearly ready for delivery.

The *Hustler* on its gear at Dorian's getting final check out. Length is 78" and wingspan is 44". The inboard nacelles will receive a pair of Kingtech K-45 turbines. Chris Wolfe's *Hustler* (which was delivered earlier this year) will be powered by four, 70mm electric fans.

Nose gear installed in the model. The strut mechanism is split so that it rotates as is retracts upwards.

Vice President's Report (cont'd) — Jim McEwen

The main gear installed into each wing root. The gear retracts upward, rearwards, and flips over. Very complicated and a sight to behold.

The main gear in the retracted position. The 8-wheeled "bogie" flips 180 degrees during retraction.

3D printed "turkey feathers" to be fitted to the aft end of each of the four nacelles.

"Cowtown", the Hustler that won the Bendix and Harmon Trophies is on display at the USAF Museum in Dayton. I dropped by and took about 400 pics for documentation. I'll be painting my Hustler to match.

So, I've got a lot of irons in the fire. 2023 should be a fun-filled year filled with some unique new planes. Here's wishing you the best in the upcoming year.

Jim

Treasurer's Report — Marty Gurewitz

Beginning Checking Account Balance 07/01/2022			**$6,164.58**
Beginning PayPal Account Balance 07/01/2022		**$0.00**	
Total Cash on Hand 07/1/2021		**$6,164.58**	
Income			
Member Dues	**$567.85**		
Uncashed lost check Smith-Petty	**$63.00**		
Total Income	**$630.85**		
Expenses			
PIP Contrails printing/mailing	**$625.97**		
Smith-Petty Trophies 07/22 - 12/22	**$551.90**		
Total Expenses		**$1,177.87**	
Ending Checking Account Balance		**$5,617.56**	
Current Pay Pal Account Balance		**$0.00**	
Total Cash on Hand 12/31/2022			**$5,617.56**

District III Report

Mark McCracken

Ohio

Pennsylvania

West Virginia

Happy New Year to all! As the holidays are now behind us, we are all out in the shop either fixing, repairing, or building something new for the upcoming 2023 season, since it should start in just a few short months.

Not to much to report on events, as I took time off from flying for a good part in 2022. At the end of September, I did start flying again at the Buc-Le Jet Jam. As always, this is a well run laid back event, but the 2022 event was cut short with most pilots and campers leaving by Friday evening as the hurricane was heading right at us.

The JPO trophy was awarded to a member of Buc-Le Aero Sportsman club, James Ellis. I have known Jim for many years and I can say, even though he spends quality time at the flying field, most of the time he might only get one flight in during the day, as he spends most of his time helping new pilots, whether it be a trainer, props or jets.

Every Issue I try to mention a new member that has earned his waiver, or even just test flew a new-to-them jet. The following paragraphs were written by Erik Rudjord.

This fall I had the privilege of mentoring a gentleman, who has become a friend, on my EA *Viper Sport*, helping him achieve proficiency, and ultimately getting him his turbine waiver. EJ Patrick has been involved in RC for over 60 years, and he has been very active at the Buc-Le club, including helping us set up, and run the annual Jet Jam. EJ has run the sign up/admin desk since the first event. He is all about paying it forward, and is one of the first guys to jump up to help anyone, at any level of the hobby. Until recently, his main interest was EDF flying, but once I got him on the buddy box, he was hooked, and ultimately wound up buying the jet from me.

As I became closer with EJ, I learned that he is a true, selfless American hero. He served in the USAF/AF reserve from 1971-1999, flying well over 100 combat missions, from Vietnam through various Middle East conflicts. During that period, he flew A1D *Skyraiders*, F-4 *Phantoms,* OA-37 *Dragonflies*, F-105 *Thunderchiefs*, A-7D *Corsairs*, and F-16C *Fighting Falcons.* He also flew for American Airlines for 35 years, retiring as a B777 captain.

You would never guess any of this when you meet EJ. He is a quiet, humble, unassuming gentleman, and just fun to be around at the flying field. EJ, and guys like him, are what make this hobby amazing. I am very blessed, to call him, and many others, friends. You are an inspiration for me, to continue to nurture and promote this aspect of the hobby, and to continue to always try to pay it forward. Congratulations EJ! I can't wait until the spring, to get out and burn some kero with you, and make some new awesome memories! Blue skies, and tailwinds. Until next time, enjoy the pictures from Ed Martino.

Mark

District VII Report

Tim Toutant

Iowa
Michigan
Minnesota
Wisconsin

Well folks, it looks like winter came early here in the Midwest ... and so it continues.... Nothing but cold and some light snow to top it off. For me, its been a busy year chasing down work and assembling a few jets in my spare time. I haven't heard anything out of my Midwest states so this is going to be a rather short writeup. I've been working on two T-One Model jets, a ¼ scale *Hawk* with a KT120 for power, seen below at our Veterins Day Parade,

and the 1/7th scale A-10 powered by twin KT85's (seen below). I'll finally be able to fire them up in the spring.

On the A-10, I'm in the process of installing wingtip strobes to the already-installed lighting system. It didn't come with the strobes so I added them as the full-size aircraft has them. I also installed a simulated moving HUD from Birckstuff.com in the cockpit. The pilot is from Warbird Pilots with a servo-operated head utilizing the RC Geek Random Motion Generator for that realistic look. I may install a sound system for GAU-30 so that when the barrel spins, the brrrrrrt sound can be heard. That will be from Model Sounds Inc in Canada.

Thrown into the mix is a Freewing JP-50, which is a *Gulfstream 500* Biz Jet. It's a twin 70mm EDF, powered with a single 6s 4000 to 6000mah battery (45 to 100c Lipo). It has a 67" wingspan and a 72" fuselage and 4 to 6 minute flight times are the norm. I contacted Callie Graphics for the Coast Guard scheme that I applied to the Gulfstream. I pre-painted the whole aircraft with rattle can high gloss white and used chrome trim-cote for the leading edges of the vertical, horizontal stabilizers and winglets. I used chrome rattle can paint for the leading edge of the wing. It really came out great.

As you can see, there is plenty to keep me busy. I hope everyone had a great Thanksgiving, had a Happy New Year, and received the jet of your dreams for Christmas.

Wheels Down and Locked, Fly Safe

Tim

District VIII Report

Ron Schwarzkopf

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII'ers…. Lots of time has passed since my last column … I hope you were able to attend some of the events held in District VIII. I'm pretty sure this year I've attended more events than I ever had in the past. My list of models requiring repair work continues to grow, with a PST *Reaction* that has a broken MLG mount, and a *Rebe*l with a wing that looks like has been sawn off, and there are others! Hopefully in 2023 I can clear a spot on my building table and get these issues addressed. Hmm – sounds like formation of a New Year's resolution?

I'm currently working on another 1/6 *Fitter* model for a local customer. We are leaning toward finishing it as an Su-22, which is an export version of the Su-17 *Fitter*. Building time this year had been broken into little bits of starts and stops due to flying events, but I hope to have the model on its gear by next column. We'll see! Now onto recent events…

40th Greater Southwest Jet Rally, Sept 9-11, 2022

Dawn Ellzey CD'd this event, at the HOTMAC Club in Waco, Texas, and turnout was pretty decent - with 50-something pilots. I jumped through hoops to bring my Su-17 *Fitter* and Fei Bao MiG-21 to the event, and ended up flying only the MiG-21…. The wind was very light, but flipping from north to South. So ... since the *Fitter* likes lots of runway for landing, I felt it would be better if I held off on flying it until I have a more predictable headwind. Better safe than sorry.

It was great to see the BVM Team travel to this event. Patty Violett, Rob Lynch, and others made the trip, and provided some impressive flying for us! Paul Bloxham put in several flights on his almost-finished Blackburn *Buccaneer* – each flight seemed to get better and better.

I did not take many pics at the event, but Clay Sherrow from Arizona did. I'll add his photo website link here:

https://www.flickr.com/photos/112131016@N08/albums.

Thank you Clay!

Some of the BVM Jets.

Paul Bloxham's *Buccaneer.*

Clay Sherrow caught Rob Lynch's takeoff with his Yak-130.

Ronnie Dean landing his F-15 at the GSW.

A nice flying HSD L-39.

3rd Thunderbirds Jet Rally, Oct 1, 2022

The Thunderbirds club once again hosted a Fort Worth local event at their home field, on the South side of Benbrook Lake. CD'd by Tom Blakeney, the event had about 20 registered pilots. I had to leave early after knocking loose one of the mains on my PST *Reaction!* I'm not sure why, but I've been having a spate of bad luck at this field…

District VIII Report (cont'd) — Ron Schwarzkopf

Louisiana Jet Rally, Oct 13-15, 2022

Terry Monroe and the SHARKS club CD'd this event at Minden Airport – about 40 minutes East of Shreveport. This location is turning into a nice place to fly, with the airport operator allowing us to pit on the taxiway that leads directly to the runway. The event brought in 58 registered pilots, and the weather was great. I hope this event continues to grow! I should have flown at the event for all 3 days, but just attended the last two. Instead of flying models on Thursday, I used that as my travel day, and stopped off at Longview Airport, in Texas since I had made previous arrangements to stop off at Dan Filer's hangar. Dan is a commercial pilot now, and an ex A-6 pilot. While doing some airplane searches earlier on YouTube, I found Dan is somewhat of a MiG collector! He currently has a flyable MiG-23 *Flogger*, and 2 more either in restoration, or in line to get restored. He also has a side business giving rides to customers in a very nice L-39 *Albatros*. Thanks Dan, for letting me take a bunch of photos of your collection – I hope to stop by again someday!

PJ Ash Fueling his *Super Galeb.*

A Nicely repainted Freewing F-14.

The pit area at the Shark's event.

Polish Mig-23 *Flogger.*

L-39 preparing for a flight.

Ron's Mig-21 racing the rain clouds.

GO CANADA!

Jetoberfest Jet Rally, Oct 28-29, 2022

Bob Brubaker stood in for Constantin De Bock as CD of this Bomber Field event. Due to several other events on the same weekend as this event (a local full scale airshow, wedding, and wet weather), turnout was a bit low, but we still flew! Nick Morrow brought his newly repainted Tutor Jet, and about 10 others made it to the event. Unfortunately, Saturday got quite wet. Hopefully this event will be provided with better weather next year!

Guys – if you're building anything unusual or something you'd like to see in this column, please let me know! I'll be happy to add it in a future column. With that, Happy New Year to all. Now, back to building!

Ron S.

Canada District Report

Jeff Daly

Happy New Year everyone! In Canada this past year, it was not too bad of a year for jet flying, with a few events and lots of local activity. For me personally, I attended both Thunderthrust events. I also received a new project (Skymaster F/A-18G *Growler* for twin turbines) that I hope to have ready in 2023. I also received my Jeti DS-24 transmitter that was a pleasure to learn about its programming (thanks to the Harry Curzon videos!), and pairing it with the new Powerbox Champion SR2…so far so good. I'll report on this build and my thoughts on the Jeti/Powerbox combo in 2023. As of January 5th, the planned jet events in Canada are blow, and more details can be obtained at this link:

https://www.rccanada.ca/rccforum/forumdisplay.php?f=102

2023 JET EVENTS in CANADA

-18-21 May '23: Princeton Jets, Kamloops, British Columbia
-27-30 July '23: Thunderthrust over Chatham-Kent, Chatham, Ontario
-21-24 Aug '23: Princeton Jets #2, Kamloops, British Columbia
-13-17 September '23:Thunderthrust #2 over Chatham-Kent, Chatham, Ontario (JPO Sponsored)

The Thunderthrust event from September 2022 at Chatham Ontario was another amazing experience. Thanks again Peter Doupnik for organizing the event! Here are some photos from Ken Park.

Jeff

BUT DAD! I've done it 1000 times before!

Please tell my dad that I told him I could do it!

Full-scale, or model?

That's the long, and the short of it!

Did you say something?

HAH! Nailed it!

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IT'S TIME TO RENEW YOUR MEMBERSHIP!

Membership/Renewal Application

Please add/renew my JPO membership!

Name:_____ AMA Number*: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

*AMA membership is required for U.S. Residents. JPO Annual Membership Fee is $25.
Renewal can be online at: www.jetpilots.org via PayPal or credit card; or you can fill out and send with check or money order made out to: "The Jet Pilot's Organization" to: Marty Gurewitz, JPO Secretary/Treasurer, 40 Cragmere Oval, New City, NY, 10956

Ken Park captured this gorgeous T-28 at Thunderthrust in Ontario, Canada.