

Newsletter of the Jet Pilot's Organization

Contrails

Spring 2016

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David Reynolds captured this UltraFlash
on short finals in Tucson, AZ.



President's Report

Bob Klenke

who's flying it, if it's in the National Airspace System (NAS), they fully believe that they have the authority and responsibility to regulate it – period. The only protection we had at that time was the historical precedent resulting from the work that the AMA had done with the FAA to publish Advisory Circular (AC) 91-57 back in 1981 to establish the ability we have enjoyed in the past to operate without direct FAA oversight.

I've been a modeler since my youth sometime in the 1960s and an AMA member almost as long. I've also been involved in the UAV business on various research projects for over 14 years. In his column last time, our JPO Vice President, Jim McEwen, expressed his opinion on the current status of the FAA regulation of small unmanned aerial systems (sUAS) – including model aircraft - and the AMA's efforts to protect our hobby.

Jim expressed the opinion that "The AMA got us into this mess..." and that some had urged "the AMA [to] distance model aircraft hobbyists from drones/UAS as it would only lead to regulation of our hobby." I've heard that from quite a number of guys before, and from some since. Everything I've heard and seen during the past 10 years or so that the FAA has been talking about UAS leads me to believe that this opinion is wrong. Let me give you my reasons why.

One of the first UAV projects I worked on over 10 years ago was with NASA Langley helping them to learn to fly BVM KingCats and PCM Models L1011s. We were flying once or twice a week working up to a twin-turbine scaled model of a Boeing 757 for aerodynamic testing. Our training regimen was cut short one day when the FAA informed us that we needed a Certificate of Authorization to fly a UAV in the NAS "commercially." It took over 6 months to get the approval so that we could fly again and when we did, every pilot needed a private pilot's license and an FAA 2nd class medical. Now these weren't fancy, large or complicated UAVs and they didn't have autopilots, instrumentation, or other electronics onboard. These were commercial off-the-shelf model airplanes, most of which were purchased direct from BVM, and equipped with JR radios and JetCat engines. The exact same thing that AMA members were flying on the weekends without any other regulation.

At that same time, the FAA released a document outlining their authority to regulate unmanned aerial systems. That document cited United States Code section 40102 and the Code of Federal regulations 14 CFR Part 1.1 as the basis for the FAA's authority and stated "Historically, the FAA has considered model aircraft to be aircraft that fall within the statutory and regulatory definitions of an aircraft, as they are contrivances or devices that are 'invented, used, or designed to navigate, or fly in, the air' and 'As aircraft, these devices are subject to FAA oversight and enforcement.'"

There is it in black and white - FAA doesn't care what it is or

Fast forward to 2011 and the release of the results of the Aviation Rulemaking Committee (ARC) on commercial UAV operations. That document contained proposals for many burdensome provisions not only for commercial UAS operations, but also for "hobby" operations not done under a community-based organization's safety code (i.e., the AMA's safety code). Amongst other things, this document proposed a total ban on turbine operations. Thanks to much hard work by the AMA, those proposed restrictions have largely been dropped from the FAA's plans. With more hard work by the AMA, the FAA, and now most lawmakers, have come to realize that the AMA and its members, with over 80 years of safely operating in the NAS, are not the problem and should not be covered with "blanket" regulations that are appropriate for less educated and less safety-minded flyers. The process is not over and there seem to be no ending of new threats to the freedom to fly model aircraft as we have done for so long, but the AMA did not start this mess and as far as I can see, they're the only ones fighting for us. They certainly are the only ones who understand our love for this hobby and the freedoms we need to retain in order to continue to enjoy it.

"Drones are not model aircraft and we shouldn't have them in the AMA." That's another one I've heard. Here's where I stand on that.

A lot of you know my son Louie. He started flying when he was 4 years old and earned his turbine waiver when he was 11. He's 19 now and in addition to flying jets, he's taking flying lessons and considering a career in aviation. The guys in the jet community have been a terrific influence on him and helped to make him the outstanding young man that he is. I'll always be grateful for that.

That being said, take a look around at the participants at the next jet fly-in you attend and see how many other young people his age you see – zero. Take a look at how many young people you see at your own club field on a continuous basis – probably zero or close to it. Now contrast that with the 20 undergraduate students that sign up to work in my UAV lab each semester. Actually, the fact that there are 20 is because we have to cut it down from the over 30 that actually apply because that's just too many for my graduate students and I to handle. What's the point? Young people love technology – it's like moths to a flame. UAS and yes, the dreaded multirotors (aka drones), represent technology in aviation that they can get access to (nobody just hangs around airports anymore – it's hard

President's Report (cont'd)

to enjoy the action through the fences). A number of my students have decided to learn to fly – multirotors first, of course, but then they've gradually become more interested in the electric foamies and the *Sig Kadet* that we keep around for them to mess with. Several of them have gone on to become AMA members and members of my local club.

What's really interesting is that at our club's New Year's Day fly-in, there were more multirotor flights put in by various members than fixed-wing flights. The flyers were not newbies, but established club members, including our club President. In addition, since the first of the year we've had around a dozen inquiries from prospective new members who want help learning to fly their newly acquired multirotors. We've welcomed them all. Will they all become longtime club members and move on to other forms of model aviation? Maybe, and maybe not, but it's worth it to help them fly safely and introduce them to other facets of our hobby – you never know. Oh, and hey, let's not forget that lots of our own jet buddies fly "drones," too. If you haven't enjoyed an aerial view of a jet fly-in from a multirotor (there are lots out there on YouTube) you've missed a really cool perspective of what we fly.

I've heard some say that our traditional model aircraft companies should not be selling these "drones." Really? If Hobbico, Horizon, and others didn't sell multirotors, then only the Chinese manufacturers like DJI would be. Shouldn't the companies that supply us all of the modeling stuff that we need (that the drone companies don't sell) reap some of the profits from this demand? Doing so helps them stay in business and reduces the prices on the stuff we want to buy from them. What the manufacturers are NOT doing, unfortunately, is educating their customers as to the dangers that their products can produce, and the fact that they MUST be operated safely in the NAS. This needs to change. Unfortunately, the FAA is not a strong proponent of education and when they propose education, they specify the minimum requirement and do not actually provide the education prescribed. This is where the AMA sees an opportunity to

Bob Klenke

be a major part of the solution, not part of the problem – and by doing so, convince the FAA and lawmakers in Congress that AMA members should be allowed to operate in the NAS without burdensome regulations. This approach has been successful so far and is the very likely to be so in the future.

"The AMA wants to use drones to increase the membership." Well, increasing membership is an innate function of organizations like the AMA. Increased membership brings more political leverage, more resources, both in terms of dollars and volunteer effort, and perhaps even a decrease in dues. I'd love to double or even triple the membership of the JPO for just those reasons. Why would the AMA not want new multirotor pilots as members? Just because we aren't into them doesn't mean that they are not a legitimate form of model aviation. Who better than the AMA and its membership to educate these folks how to safely operate in the NAS? The club I belong to is organizing a "Drone Day" this spring for just that purpose.

These are stressful times. It seems like every time we get some good news about the process moving forward with protections for our hobby, another stumbling block gets thrown in the way. All this leads to understandable frustration. It's important that we realize that there are a lot of hard-working, dedicated people at the AMA who are on our side continuously working to protect the hobby that we enjoy in all its forms. They need our support for their efforts even if we may not agree with everything they are doing. All of us are entitled to our own personal opinions, but those of us in leadership positions need to be mindful of when and where we express those opinions least they be mistakenly taken as the official position of our organization.

The purpose of the JPO is "To support, through activities and guidance, the AMA, Inc. as its SIG representing jet modeling." Maintaining and fostering a close working relationship with the AMA is important to the future of jet modeling in the US, and as an organization, it is one of our top priorities.

Bob

Treasurer's Report

Beginning Balance as of January 1, 2016		\$3,792.61
Dues Income:	PayPal: Cash/Check:	\$ 1,292.88 \$ 435.00
Expenses:	Postage: Stamps: Bank Fee: Contrails:	\$ 43.66 \$ 34.22 \$ 12.00 \$ 369.53
Total Income:		\$ 1,727.88
Total Expenses:		\$ 459.41
Ending Balance as of April 30, 2016		\$ 5,061.08

Respectfully Submitted: Carol Brusa

The Executive Council of the AMA Sets the Record Straight

AMA's Executive Council, made up of volunteer elected modelers from around the country, appreciates that the JPO Board has given us the opportunity to provide our response to the last column of Mr. Jim McEwen's in the winter issue of Contrails. Our response is based on the EC's belief that the majority of JPO members do have an understanding of the reality of the aeromodeling world we live in today. We asked for this opportunity because there was little factual information concerning the AMA, and the governmental process we are engaged in, in his VP's report. His statement comparing AMA to a small child in Oliver Twist, asking the FAA for more was humorous, but showed little understanding of how American bureaucracy functions.

JPO, as a recognized Special Interest Group of AMA, was formed primarily to represent jet aircraft powered by piston-driven ducted-fans. When early turbines came to the hobby they were seen as being dangerous. Many traditional modelers saw these as a threat to the hobby. It was JPO that embraced this new technology, and worked with the AMA Safety Committee to develop rules for the safe use of turbines. Education was seen as the route to a safe turbine community. The turbine waiver required a ground school from one of the manufactures on installation and running of the turbine. As the technology has changed, so has the waiver process. With the new simplified installations in today's ARF's and the auto start engine control units, it has opened the door to many more modelers.

The column stated that "AMA got us into this mess in the first place". There is obviously misinformation of AMA's involvement with the FAA, the Aviation Rulemaking Committee (ARC) and the timelines involved. Among the FAA's long-standing concerns for regulation, long before multicopters/drones, were turbines. It wasn't "drones" that first caught the FAA's attention for regulation, it was conventional model turbine aircraft with issues of speed, weight, size, altitude, and load carrying capacity dating back to as early as 2007-08 and the ARC. AMA had to get involved with the FAA, to help protect not only the turbine community, but the whole of model aviation. Multi-rotors, Quads or Drones didn't even come on the scene until well after the 2008-time period. When multi-rotors did arrive, it was AMA through our documents 550 and 560 that developed the safe and legal means for our members to fly them, within visual line of sight, away from people and property, mandating see and avoid with full scale aircraft. In other words, multi-rotors or drones, when flown by our rules, are the same as any other fixed or rotary winged model aircraft.

As most of you will remember, it was only because of AMA, who developed the support of Congress in 2011/2012, that the "Special Rule for Model Aircraft" Section 336 was inserted into Public Law 112-95, becoming law in 2012. Section 336 provides a level of protection against onerous governmental regulation, for modelers

when their aircraft are flown by the rules of a Community Based Organization "CBO" that never existed before.

The political climate in Washington is somewhat different today than in 2012. You might recall that last year the FAA released a raw data report that there were 900 near misses of drones with full scale aircraft. The mainstream TV networks immediately broadcast this nationwide without doing any investigation into this information. It was only AMA that investigated this report and found that only 26 could be considered alleged near misses. Through our PR firm in DC, we held a press conference releasing our findings and they were reported in USA Today and several other sources. As expected though, the mainstream TV networks didn't report our findings, likely because they didn't corroborate with what had been previously reported. Could it be that the purpose of the FAA near miss release was to garner the political support in Congress for the DOT/FAA drone/model aircraft registration mandate they were to announce later in the year? The FAA did invite AMA to be part of the registration task force to develop criteria for the registration process and it was only AMA that argued against the need to register model aircraft, especially those of a CBO. It appears that the task force outcome was preordained based upon the organizations invited to participate, in spite of our best efforts. AMA has no control over the forces of government. We can only hope to influence outcomes based upon our history, safety record and an increasing rare commodity, common sense.

The DOT/FAA mandate to register all model aircraft of .55 lbs. or more is a reality. It is based upon the FAA's legal premise that safety in national airspace is at stake. This is hard to argue against when Congressional offices received emails, calls and letters from constituents telling them something needs to be done, after the FAA's release of near misses. Do we like it or agree with it? Absolutely not! We believe it is in violation of Section 336. Is FAA registration a big deal? About as much as the FCC requiring registration to operate R/C radios back in the 1970's. They don't ask for nearly as much information as other governmental agencies and it only takes a few minutes to accomplish on-line.

Council members held a conference call with our legal team, one of the most respected legal firms on FAA issues in Washington, DC, about suing to stop the FAA registration process of model aircraft. They advised against this and that we would be wasting our member's money because that litigation would likely fail. That proved to be true when another individual, who filed suit to stop FAA registration, lost his legal battle to have an injunction or temporary restraining order filed against the FAA to stop or delay the registration process. Our law firm pointed out the real power to resolve our issues resided in the new FAA Reauthorization funding bill, and Congress. Section 336 needs updating to further our position. Our lobbyist recommended and scheduled meetings with Congressional offices. A trip to Washington

AMA Report (cont'd)

DC was planned for EC members to meet with the very people on the House and Senate Committees involved with the new FAA Reauthorization Bill. In two days we met with 37 Senate and House of Representative offices to tell our story. AMA stood fast in support of the JPO community, pushing back on a 400' ceiling and slower flight speeds. All but a couple of offices were very receptive to our 80-year old organization and indicated support for AMA's position. This work is ongoing and the outcome still remains to be seen.

The column stated that "Thanks to AMA, model airplanes and drones are inextricably tied in the eyes of the FAA". Drones are the result of technological electronic advancements that have become accepted worldwide. Technology marches on. It is a mistake to expect that this technology could/would be kept out of this country or the hobbyist community. Many of our members own and enjoy small quads. Like turbines/EDF's, drones are unmanned flying machines. AMA didn't bring this technology into this country. We do have a duty to educate and bring into our community people who wish to use this technology as a hobbyist, teaching them the right way to fly safely, just like we did with JPO and turbines. In the eyes of the government there are hobby users and commercial users. They don't differentiate between fixed wing, rotary wing, or multi-rotor aircraft. It is all about the usage of said unmanned aircraft. Are we tied

to drones? It is a fact that they will forever be part of our future and culture. Do we want the drone hobbyist as an AMA member? Absolutely, we want all model aircraft hobbyists of all disciplines to become AMA members as teaching them the correct and safe way to fly only strengthens our hobby. Increased AMA membership increases our strength financially and politically. As we have said many times before, we support all of model aviation, and are not involved with the commercial side of the drone community.

It is noteworthy to report that the EC responded to a letter sent to the AMA President last fall by several turbine waiver holders. In our response we asked if any of them would consider volunteering to serve on an Industry Advisory Council, if it were established, working directly with AMA. This would give them first hand input to us and provide them a better understanding of the issues we face. Not one person responded.

AMA doesn't want any of our members to hold our organization in disdain and of course membership in our community is your choice. By making that choice you enjoy the benefits of AMA "CBO" membership, and don't have to abide by the rules of the FAA's NPRM. That is worth remembering. We encourage everyone to contact us first for information, rather than trust the uninitiated or uninformed. After all, AMA is your organization and is also the only national CBO for model aviation.



Neal Smiley's F-104 accelerates for takeoff in Tucson, AZ.



Vice President's Report

Jim McEwen

Greetings! In my last column of *Contrails* (Winter 2016), I expressed my personal opinions/perceptions about the AMA and FAA actions related to drones and the regulation of model airplanes unmanned aircraft systems. I have heard similar comments from both jet and non-jet pilots and I've read comparable opinions in the forums and the AMA blog. It appeared to me that many modelers are a) perceiving the AMA as being ineffective in dealing with the FAA situation; and b) questioning if the path taken by the AMA will successfully protect traditional model aviation. I had not seen any response from the AMA that acknowledged or addressed these concerns. My column, at a minimum, would be an acknowledgement to such modelers that their opinions are being heard and shared.

The column garnered much response. I received emails and phone calls from JPO members and AMA members expressing their agreement and thanks for speaking up for them. The JPO Board also expressed hearing similar comments from modelers in their areas across the country. It is simply undeniable that these opinions exist, regardless of whether one finds them agreeable or not. While some folks didn't agree with the article as written, they were supportive of my expression of opinion/perception.

The column caught the attention of the AMA Executive Council, which was expectedly, as the JPO sends copies of *Contrails* to the AMA. A great deal of communication between the AMA and JPO ensued. Communication and the mutual exchange of ideas is a good thing as it leads to greater awareness and understanding of others. Bob Klenke and I worked with the AMA, including President Bob Brown, Exec VP Gary Fitch, Exec Dir. Dave Matthewson, VPs Andy Argenio, Eric Williams, Randy Cameron, Lawrence Tougas, and Chuck Bower. I understand that my use of "disdain" in the column was particularly impactful to the EC's feelings; I apologize for that.

The AMA EC responded to the column by providing a letter which has been published in this issue of *Contrails*. While I don't agree with parts of the letter, I do welcome the AMA's response to address the concerns. I encourage JPO members and AMA members to read the letter, as it provides insight into the AMA leadership's thoughts and actions. Bob Klenke and I have both been invited to attend the EC's next meeting in July. We look forward to meeting with the Council face-to-face and regard it as an opportunity to further improve communication and understanding.

What impressed me in these conversations is that the AMA leadership is essentially a group of devoted volunteers who are working hard to try to navigate the current political/regulatory environment. This is an uphill battle, and I certainly do not envy their task. While AMA may not be as successful as they would like and there are difficulties communicating these complex issues with the membership, the AMA is certainly giving it their best shot and their hard work should be recognized and appreciated. I very much enjoyed speaking with the AMA VPs and thank them for their devotion to our hobby and for taking the time to listen to these concerns. I learned of many of the AMA's efforts and these have altered some of my opinions.

I also thank the AMA, recognizing that there may be opportunities to improve communication with the membership, to consider adding point-of-sale AMA information pamphlets at multi-rotor vendors at the AMA show, and to improve responses to concerns raised via emails and on the AMA Blog. To that end, I would encourage AMA and JPO members to contact their AMA VPs with any questions or concerns. Their phone numbers and emails appear in *Model Aviation* for a reason. Gary Fitch (AMA Exec VP) assured me that he answers all emails sent to him. We, at the JPO, also stand ready to help by representing the interests of all our members. Please feel free to reach out to us via our contact information as published in *Contrails* and on our website www.jetpilots.org

OK, onto event coverage.... First of all, I did take photos of two events, but soon afterwards my iPhone had a quick encounter with a near-empty glass of Coke. The phone sucked up the remaining Coke faster than an eight year old and the pictures were lost. Fortunately, Murray Ross (Coachella) and David Reynolds (Tucson) provided excellent photos and I must give them full credit for the photos in this column.

The Coachella Valley Jet Jam in February was my first jet event of 2016. For the last few years, the event was held on Valentine's Day weekend which has been an issue because it coincided with President Obama's annual golf outing to Palm Springs. The club field is just within the 30nm radius no-fly zone placed around the president. In previous years, the club worked with the federal government allowing the event to go forward (with some limitations on flight hours) under FAA and Secret Service supervision. Many thanks to all those involved; it was an honor to meet with these federal officials and show them our great hobby. This year, the event was pushed back a week later to prevent the scheduling conflict and eliminate the restricted flight times.

I absolutely love attending this event. The facilities are first class with sun shades, concrete pits, a beautiful runway (recently extended), and plenty of room for RV parking. The locals are some of the nicest and friendliest folks you could ever meet and they really knock themselves out to make sure

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

you feel welcome and are happy. There is a nominal fee for public spectators with the proceeds going to the Wounded Warrior project. And finally, there is a nearby establishment that offers an all-you-can-eat lobster/crab/shrimp/filet minon buffet at an excellent price. For any of you who have met me (or seen a picture), you'll know that I'm no stranger to a good meal. As far as pilots' dinners go, this one is first rate!

The event was a bit bigger this year and there were a few planes that particularly caught my eye. Barry Hou had his 1/5th scale Skymaster F-16 that he really put through its paces. The plane was all decked out with scale details including an operating canopy, detailed speedbrakes, lights, and a parachute. Global Jet Club brought their new plug-and-play 1/5th scale L-39 in Breitling colors. I took a close look at the plane and saw some great scale features including full dual cockpits. The nose compartment hatches are also very maintenance friendly; they use over-center mechanisms with air cylinders to hold the hatch up or down, without the need for a conventional latch. Fast and easy ... I like it! Dan Avilla put in a lot of sorties with his fleet. I never get tired of watching Dan fly his BVM F-100; it's poetry in motion. The plane is over 10 years old and looks as good as the day it first rolled it out of his shop. CVRC club president Dan Metz brought his Der Jet *Vampire* painted in a scale high-visibility Australian scheme. My hat goes off to Dan and the entire CVRC club for putting on an outstanding event. Check out their website at www.cvrccclub.com



Barry's F-16 smoke trail against the gorgeous Coachella sky.



Barry Hou's F-16 on approach.



Dan Avilla preparing his F-100.



Global Jet Club plug and play L-39....Nice!



Jim's Phantom-Reaction taking advantage of the perfect conditions for smoke.



Global L-39 nose compartment & latches.



Coachella CD Dan Metz & Vampire (at St George).



Coachella Pilot's Dinner – Yum!

Next up was the Tucson Jet Rally held in mid-March. I'm sure that District X VP David Reynolds will have a lot of coverage of this event in his column, but I wanted to provide a bit of additional coverage because the event was outstanding.

The TIMPA.org facility is also well-equipped (complete with electricity and flush toilets) with plenty of RV parking and covered pits, not to mention the wide-open overfly zone. CD Debbie Sherrow makes this a family-based event with the wives being at least as welcome as the pilots. The flying is very relaxing in the big blue Arizona sky. JPO District VIII VP Ron Schwarzkopf brought his recently completed Fei Bao MiG-21 with a Flite Metal finish. The plane was a bit sensitive in pitch and roll, but Ron quickly got it dialed in. Mike Lin of Global Jet Club was demonstrating their Ace 60 turbine on a test bench. The turbine is equipped with their Failsafe Auto-Restart System which automatically restarts the engine in the case of a flameout. The test bench enabled users to pinch off a fuel line or introduce many air bubbles and then we all watched the restart sequence, which only took about five seconds. The system was installed in their plug and play TurboFoam F-16 (71" long, 49" span) which flew many times over the weekend demonstrating its impressive performance. As luck would have it, the engine flamed out during one flight and we all waited in eager anticipation for the in-flight restart. Alas, no joy (the throttle servo cable had come loose) and the plane landed short of the runway. The damage was limited so the plane was back in the air only an hour or so later and it won the Best Turbine Jet award. Neal Smiley brought his 1/5th scale Skymaster F-104 finished in a gorgeous yellow/black high visibility paint scheme. The jet looked so bad azz on the ground, even better in the air, and Neal won the Flying Ace award. The Friday night pilots' dinner featured grilled tri-tip, pork tenderloin, or BOTH (guess which I chose).



JPO District 8 VP Ron Schwarzkopf's MiG-21.

Vice President's Report (cont'd)



GJC's Mike Lin with the TurboFoam F-16.
Neal Smiley's F-104 in flight.

Next up for me is Wingham Jets back in my old stompin' grounds, Canada, eh! I really am looking forward to touching base with northeastern jet pilots from both sides of the border. I hope to see you there.



Jim



District I Report

Brian Lloyd

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Wohoo – Spring is finally here! It was a mild but long winter. We are looking forward to the upcoming jet season. Dates are starting to be finalized. I just got great news from Art Arrow – although he is not in District I (my district), I want to mention that he will be holding Highland Jets this year in upstate New York. As many of you may recall from a prior *Contrails*, his event was poorly attended last year and as a result was in jeopardy. The hosting club lost a significant amount of money. Highland Jets continues to be one of my favorite events – Janet and I would not miss it for the world. Art, his wife Barbara, and the club are all gracious hosts. The flying is non-stop, the runway is in fantastic condition, and there is unobstructed flying. The event is July 23-24, 2016 (I believe Friday is also available for set-up). If you are within driving distance, I encourage you to attend – Barbara's salted potatoes alone are worth the drive! Go to the event's calendar at Mohawk Valley Firebirds for more information. We hope to see you there!

Locally in New England, there will be a couple of events at Plum Island Airport, Massachusetts. I don't have the exact dates, but they will be held in May and June. Check on RC Universe – those dates will be posted. This is another great low-key event that usually has a Saturday night pot-luck followed by a firepit late into the evening. Bring your significant others – the area is very quaint with nice restaurants and shops. There is a nice area for bike riding as well as beautiful beaches.

August 19-22 will bring us up to Gardner Municipal Airport for the New England Jet Rally with Jeff Lynz and Karen hosting. Saturday night usually has a catered meal, music entertainment, and fun contests – bring your foam airplanes!

Make sure to check RC Universe for more information on these events!

Jet Modeling on a Budget – this statement alone is a misnomer. Flying jet aircraft has never been inexpensive, although prices have dropped dramatically over the past few years. When I first got into the hobby, I was on an extremely tight budget. I was a single parent, my son was entering college, and I used to have a saying "although I fly jets, I fly the jets others have grown tired of." I discovered that some great deals could be had on a budget.

The best thing that an aspiring jet pilot can do is to start attending local events – start talking to the pilots, and don't be surprised if you can pick up a fantastic ready-to-fly jet at

a bargain price. That is exactly how I entered the hobby. I will always have a soft-spot for my Kangaroo with a P-70. I was able to obtain the Kangaroo, P-70 turbine, and all electronics (RTF) for less than half of what it would have cost brand new. But, that left me with the problem of the dreaded ancillary items, which in the jet world can still be hundreds of dollars.

My first problem was a way to fuel my jets. Small hand cranks would take too long, and far too much effort, to fuel the nearly 1 gallon fuel container on my jet. I couldn't afford any of the commercially available fuel pumps, so off I went to invent my own. My first invention lasted me two seasons. I purchased a Schrader valve and mounted it on a 5 gallon fuel jug. I would pressurize my container using a hand pump, elevate the container higher than my jet, and allow pressure and gravity to fuel my aircraft. It was effortless, and I could fill my 1-gallon fuel tank in about 3 minutes.



I also needed an air pump for my retracts and brakes. I used a Sullivan hand pump for a short while, but very quickly grew tired of it. I went to the local automotive store and for \$12 I picked up a 12-volt electric car tire pump. I then placed a 9.9 V A 123 (used cells I had lying around), glued it onto the pump and that replaced the Sullivan hand pump (see picture). I am still using this more than 5 years later!



The next item I found I needed was an overflow tank. I saw a lot of fancy ones for \$40-\$50, but in my junk bin I found an old 20-ounce Dubro fuel tank. I replaced the

District I Report (cont'd)

red stopper (glow fuel) with a black stopper rated for gasoline and kerosene. I plumbed it with Tygon fuel line, then wrapped an old bicycle tire tube around it to prevent it from sliding. I still use that to this day! The total cost was about \$6. So, as you can see – this resulted in a savings of a few hundred dollars. For less than \$30, I had all of the field items that I immediately needed to fly jets.



As time went on, I found my pressure/gravity feed system needed some updating. After I put some thought into it, I decided upon a system that would allow me to change out the empty 5-gallon container and replace it with a fresh 5-gallon container of fuel. Often at the field, you will see the pilots pouring fuel from one container into their fueling container. These tend to be 5-gallon jugs at 7 lbs a gallon – which makes them 35 lbs and awkward to handle. I found this task tedious and often painful on my lower back. You will see in the following pictures that I built a base out of some leftover wood. I then attached a metal L-shaped bracket to that base, along with some medium-sized screw hooks. I picked up a pump from DreamWorks and a battery box from Radio Shack. Then, using some older Ni-cad batteries, I assembled my own fueler. By buying multiples of the same style of jug – and securing the jugs onto the base with bungee cords – I am quickly able to exchange an empty container for a full one. The process takes about 30 seconds and does not strain the back. The pictures showing my set up are self-explanatory.



The cost of this fuel system (3 5-gallon jugs, the Greylor fuel pump, some Tygon fuel line, and some basic fittings) was well under \$100. The only caution with purchasing this pump is to make sure that you secure the open end of the

pump with something to prevent fuel from entering. This is clearly seen in the pictures.



That is it this month folks – if you see Janet or me at the field, please make sure to say hello! Have a great season and we will see you out there!

Brian



District IV Report

Ron Stahl

Delaware
District of Columbia
Maryland
North Carolina
Virginia

As the winter has turned to spring I hope all of you got the time to do that preventive work so you can enjoy a spring, summer and fall, flying those planes we love to fly. I was able to spend a day at the WRAM show and the weekend at the USAF museum/Toledo shows visiting with friends and vendors. It's always fun to see things and people first hand and get to touch and feel the products we will be buying or are looking for in the future. Both shows are shrinking in size as a result of the Internet, but I'm sure it will still be some time before they completely go away. This year marks the 40th year since my first visit to both shows and hopefully not my last trip to both.

Now we are getting close to the real flying season starting. I hope to see most, if not all, of you district four guys at our events this year starting with the "First in Flight" rally hosted by Larry Lewis and Robert Vess and crew. I'm sure, as usual, they will have a great event with lots of flying, great weather and fun for all. Sadly, the Virginia jets guys decided not to host a rally this spring, but maybe we can have a informal get together with them over the summer. The "New Garden Jet Rally" will be later at the end of summer and it's a first time event for the area, but should be well attended. See the Malciones at the WOD event or online at our Facebook page for more information for any event in our district. If you have a jet friendly field or event please forward the info to me and I will post it to the site.

Til we meet at an event have a great time flying.

Ron

District 1 Report (cont'd)

From the Co-Pilot's Seat – Janet Bell

I should have known from the start that I would be destined to have some form of aviation in my life. As a little girl, nearly every weekend my dad used to take me to Tew-Mac Airport in Tewksbury, MA to watch the airplanes take off and land (though I suspect it was also for the ice cream stand, as my mom did not allow ice cream in the house...). He would also take me to Boston to watch the big planes – it wasn't really that interesting to me, but I sure loved spending the time with my dad.

Fast forward to my career in clinical research, where my job took me all over the United States, and occasionally overseas. I was flying nearly every week to different cities across the country. It was tough on me and on my family, but I really enjoyed the peace of getting on the airplane and being able to finally relax, to not have anyone disturb me for a few hours. It was a few hours of alone time in a very busy life.

Well, life circumstances changed and I found myself on eHarmony. I was pretty specific with what I wanted in a partner – with one of my requests being that he have a hobby. No couch potatoes for me! Brian's profile arrived – and as I looked through I nearly rejected him because he had a motorcycle (I was thinking "mid-life crisis"). But then I saw the photo of the radio-controlled jet and I thought – this might be interesting!

Little did I know just how interesting this new life would be! Brian was persistent and I finally liked him after our fifth date. And the adventure began! After about a year, he started taking me to jet meets, where I have met many fantastic people. We have traveled throughout New England, New York, Pennsylvania and as far as North Carolina with the jets – meeting new people and seeing new places. As an added benefit, Brian spends a great deal of time in the basement working on his planes, so that gives me the alone time that I need. It really is a win-win situation!

So the moral of my story is this – as much as they drive us crazy, it is essential to have a partner with a hobby – or in my case, with a passion. They need something to excel at – to show off with – and that occupies their time in a positive way. As much as their "airplane talk" and "airplane emergencies" drive us crazy, it is important to remember that our men work hard at what they do, and have allowed us all to have a most-interesting adventure! If it is your dad who flies jets, go and spend some time watching him – he will love having you around and you might just learn that he is actually an interesting guy!

I am looking forward to the 2016 season and to seeing the whole gang again!

Janet



District VIII Report

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Howdy from District VIII. Well I've managed to get a few flights over the last few months.... Not enough to wash away the rust that sets in when you don't fly for a while, but I'll keep at it! I hope you've been getting some flights in. If not, rest assured we'll be having great flying weather moving in to District VIII, so get your model jets ready!

Some of us District VIII'ers did get a chance to travel to Tucson Jets in March. We had a great time – weather was perfect for flying, and we got a chance to meet up again with jet fliers from the Southwest part of the country. Unfortunately, I was in a bit of a rush just before leaving, and I forgot to bring my darn camera. I tried my tablet (for some reason, I brought that...) and found taking outside pics with a tablet can be difficult, as the screen washes out with the sun. We managed to get the MiG-21 in the air a few times, but I had a hard time seeing the approaches, and as I kept a few clicks extra power on approach, I repeatedly made long landings. Time to get more practice with it at my home field, before returning to a jet fly! Thanks to all who helped with my project. We shall return!!!

Also, I apologize for missing two of our district jet flies already – I have work trips that occasionally kick me off the flying schedule. In fact, I'll likely be missing two more on the upcoming list below.

Upcoming events in District VIII

Sept 8-10: Greater Southwest Jet Rally, Waco, TX.

Larry Garrett CD

Oct 6-8: West Texas Jet Rally, Lubbock, TX.

John Johnson CD

Mississippi Afterburner

Even though this event is not in District VIII, I've decided to report a bit on it because it is a popular event. Plus, I actually remembered to bring my camera! Even though I did not arrive until Friday lunch time, I had been told Thursday was great flying weather. There had been some hard rain that fell the evening before that made the covered pit areas a bit muddy, but when I arrived it wasn't too bad, and it only improved over the next two days.

Vern Montgomery, the event CD, managed to coax 83 registered pilots out to John William Bell Airport for a weekend of flying. And afterward on Saturday night, he fed

Ron Schwarzkopf

us with enough fish, pulled pork, mudbugs, and ice cream to keep us full for the drive home!

The event, as usual, brought out some neat projects! Three large, 1/3.5 scale F-86s showed up and treated us to some scale flights.... Two *Skyblazer* F-86s from Scott Marr, and a *Golden Hawk* F-86 hauled down here by Greg Wright. The models appeared to land like butterflies – or perhaps it was just great pilotage? Also showing up was a large contingency of *Rebel Pros* – almost a dozen showed up. Who knows, perhaps the *Rebel Pro* might become the new "Boomerang"? Jose Melendez from Jet Central brought a nice *Cheetah*-powered Fiat G-91 – rarely modeled in the US, and it appeared to fly great. A-10s filled the skies, an F-89 *Scorpion* showed up to bask in the Mississippi sky, a very nice twin-powered F-15 *Strike Eagle* – I could go on and on. I hope I can make the event next year!

FAA Registration for Turbine (and Prop) Models over 55 lbs

I've done some more research on what it takes to register a large-scale model (ie, over 55 lbs) with the FAA. It seems the owner or operator needs to contact the FAA registration office at (866) 762-9434, and request an AC 8050-1 new aircraft registration form. This form is NOT currently downloadable from their website. I suspect their intention is to not have it downloadable. The form is filled out (which is a description of the aircraft), and the paper form is sent to an FAA office in Oklahoma City, OK – along with a \$5 fee. Currently, it is taking about 3-5 weeks to process the form, and afterward you are sent a registration number. It appears the registration is valid for 3 years to the person that filled out the form.

I waded thru 60 pages of aircraft registrations submitted to the FAA in April 2016, and among the pages of Cessna, Piper, and DJI (drone) registrations, I could only recognize 2 "model airplanes" being operated by NASA Langley. There may have been more, but it is difficult to screen which are the (unmanned) models, and which are full-scale. That's all I'll be digging into this issue, but I'm glad I don't have any near term intentions of building an "over 55 lb" model. Perhaps this information will help existing modelers start the process if they are in possession of such a model.

Please enjoy the photos, and Happy Flying!

Ron S.

District VIII Report (cont'd)

Ron Schwarzkopf



An Avonds F-15 performed high alpha passes all weekend long.



A Yellow Aircraft F-18 flaring for landing.



Jose Melendez preparing his G-91 for flight.



Buck Garza's Rafale climbing after takeoff.



Some of the Georgia Jets pit area.



Derrick Martin's new Turboprop flew great all weekend.



Vern added a few more colors to his Rebel Pro with spectacular results!

District VIII Report (cont'd)

Ron Schwarzkopf



Greg Wright's nicely built Golden Hawk F-86. Amazing paint!



Ronnie Dean's new F-16 with Texas colors!



The Houston crew seems to like red jets with checkerboard.



One of many Rebel Pros taxiing back from a flight.



Scott Harris tweaking settings for his Yak-130.



A full scale Questair Venture made several speedy passes for us.



A nicely detailed twin F-15 Strike Eagle on final approach.



Steve Ellzey's Bandit just landed. This model is nearly 19 years old!



District IX Report

Mike Warren

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

The flying season has arrived in the Rocky Mountains and here are a few (not all) dates for jet friendly events in the Colorado area:

- Warbirds Over Denver, June 10-12.
- Rocky Mountain Regional Jet Rally, June 24-25.
- Warbirds over Pikes Peak, July 16-17.
- Pikes Peak RC Jet Rally, Aug 28.
- Rocky Mountain Regional Jet Rally, Sept 16-18.

June 16-19 I am headed east to Elizabeth, IN (near Louisville, KY) for my annual pilgrimage to the EDF Jet Jam. The venue is beautiful and the event draws flyers from much of the Midwest and Southern states. There is a good mix of flyers and models running from entry-level foamy EDFs to the expected BVM *Electras*, *E-Bandits*, and F-86s as well as large composite scale models. I have flown an electric BVM *Maverick*, and an Airworld Me-262; this year I will have a 1:9 CGRC A-10 with 110mm Schubeler EDFs.

The A-10 is going to weigh about 24.5 pounds and will be pushed around with 6000 watts and approximately 20 pounds of thrust. The model will sport the early ghost grey camouflage scheme of the 92nd TFS, as they were when we were the 1st A-10 unit in Europe in 1979 at RAF Bentwaters, UK. It was later in 1979 that the camo was changed to the green/dark green European "Lizard" scheme that was kept for a number of years. Since the advent of the "Desert Wars" the camo has gone back to the original ghost grey.

Moving on to more Colorado-based news, we have our long-time modeler and radio guru, Sid Gates, and his latest scale project: an F-94C *Starfire*. As a young man Sid was a USAF fighter pilot assigned to the 27th Fighter Interceptor Squadron and the F-94C. His model will represent one of the 27th FIS aircraft as it was when he flew them.

Sid has decided to power his *Starfire* with a Merlin 100 and the model will feature an operable drag chute and working scale speed brakes. No mention of the scale load of 48 Mighty Mouse air-to-air rockets! Sid said that they were never so lucky as to get a chance to hose off an entire 48 rocket salvo in practice. So far, Sid expects to finish things up and maiden the jet sometime this June.

As always, and especially if you are outside the Colorado area, I would encourage you readers to submit dates for known jet events as well as any items of interest. Those will be added to the next issue of *Contrails*.

Mike





District X Report

Arizona
California
Guam
Hawaii
Nevada
Utah

Every spring the Tucson jet community gathers to remember one of their own that passed far too early with the Tucson Jet Rally at the Tucson International Modelplex Park west of Tucson. Proceeds from the event go to the Ryan Sherrow scholarship through the AMA, and this year's event organizers and hosts, Clay and Debbie Sherrow, were happy to announce that it is now fully-funded and self-perpetuating, thanks mostly to the efforts of the jet community.

This year saw the usual suspects hanging out and flying jets in the mild Arizona spring weather. The big news was a new product being brought in by the Global Jet Club. For those of you that haven't seen it yet, how does a turnkey turbine for just under \$3000 sound? Their new F-16 has a wingspan of 1245mm and a length of 1809mm (49 inches and 71 inches for the metrically disinclined) and comes with all the bells and whistles. Construction is foam but not the usual foam. "Turbofoam" is some interesting and fantastic stuff. It has a hard, abrasion resistant surface that doesn't look like foam and it is lightweight. On top of the nice airframe, the Ace 60 turbine that is included has a cool trick up its sleeve; in-air auto restart. This feature was demonstrated several times on the bench throughout the weekend where the fuel was shut off on a running turbine and it would then restart after the fuel is turned back on. No more worries about air bubbles.

Paul Stenberg of House of Balsa once again helped to sponsor the event with his usual contributions of stuff for goody bags and portions of sales at the event going to the scholarship as he has been doing ever since the scholarship got started. Global Jet Club also supported the effort by donating a kit and an Ace 60 motor that was raffled off at the Friday evening BBQ. All told between the sponsors and the generosity of the pilots, over \$2500 was raised this year and that amount is still climbing. Good show, everybody.

That's all for this go around, be sure to let me know of any jet events in your area or any cool projects you have going!

'Till next time, enjoy the photos and as always, keep the low passes where they belong.

Dave

David Reynolds



Clay Sherrow (co-CD) discusses the finer points of life with Snoopy?

District X Report (cont'd)

A Carbon-Z Scimitar was in attendance.

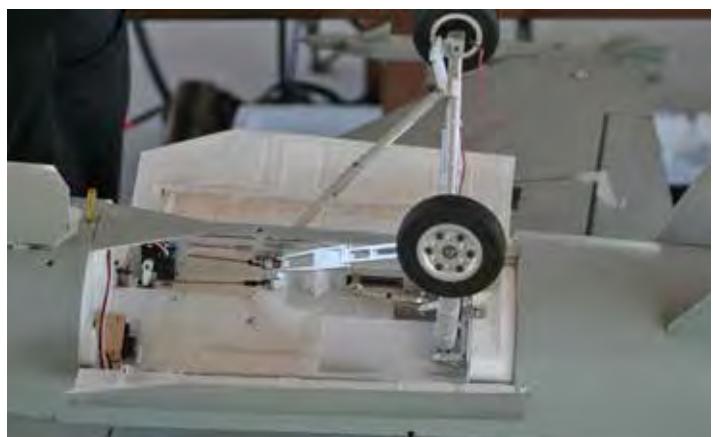


Bob Ruff with CD's Debbie and Clay Sherrow.



District X Report (cont'd)

David Reynolds





Canada District Report

Jeff Daly



Hi guys. It's been a very busy time of the year, and not much flying going on up here yet. So, I have a short article. Here's an update to the event forecast in Canada:

UPCOMING JET EVENTS in CANADA

2 July: Ottawa Valley Jets, Ottawa, ON (NEW)
 22-24 July: Wingham Jets, Wingham, ON
 5-7 Aug: Tofield Jet Fun Fly, Tofield, AB
 12-14 Aug: Sky Harbour Airshow, Goderich Airport, ON
 23-25 Sept: Princeton Jets Fall Event, Princeton, BC
 22-25 Sept: Thunderthrust over Chatham-Kent, Chatham, ON

A special word on the Ottawa Valley jet event, since I'm a co-organizer. Several pilots have asked if it is only a one-day event. Unfortunately it is, due to the airport having to close down to support the event. I know that's not ideal for most pilots, but that weekend is filled with lots of additional excitement. On 30 June, Vintage Wings of Canada is hosting an airshow in the Ottawa area. Vintage Wings operates a number of restored airworthy warbirds and jet aircraft, such as the P-51D, Hawker Hurricane Mk IV, Spitfire XVI, P-40-N Kittyhawk, F-86 Canadian Sabre 5, and an FG-1D Corsair. All these aircraft will perform air displays, and will likely include the Lancaster from Hamilton and a couple CF-18s from Bagotville. The Snowbirds will also be performing a full show. What a dream show for us modellers! More information can be found on the web at: www.vintagewings.ca/en-ca/home.aspx

Also, 1 July is Canada Day. Ottawa is the nation's capital, so there will be a large number of events, parties and fireworks displays throughout the city.

For the Canadian pilots out there, don't forget to renew your JPO membership for 2016! Your support is much appreciated. Enjoy your flying season and be safe!

Princeton Jet Rally 17-20 Sept 2015

The Princeton series of jet rallies continues to be popular out in British Columbia located in the western region of Canada. In September 2015, it was the event's 15th year anniversary with lots of burnt kero and camaraderie among the pilots. I would like to share some photos of the Canadian jet jocks out west having a great time. Photos are by Cornell Poama, who has graciously allowed his photos to be published.

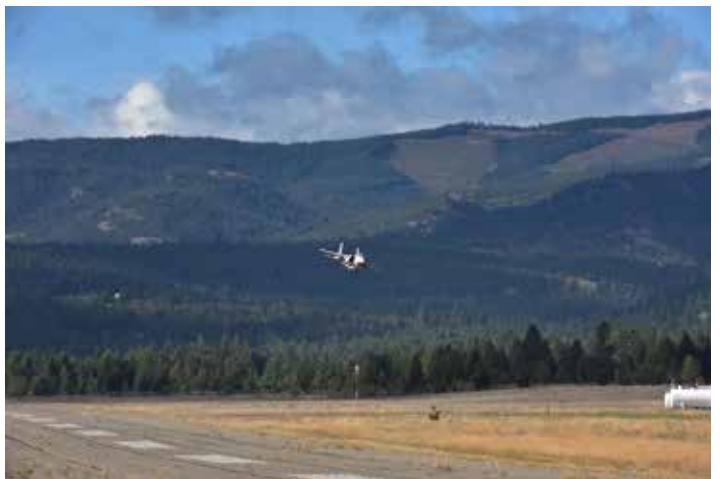
Jeff



Canada District Report (cont'd)

Jeff Daly



Canada District Report**Jeff Daly**

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Membership/Renewal Application

Please add/renew my JPO membership!

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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.

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:

Sid Gates, JPO Secretary/Treasurer, 2380 S. Holly Place. Denver, Co 80222



Ron Schwarzkopf's Mig 21 with the hills
around Tucson , AZ for contrast.