



The AMA History Project Presents: Biography of DUB JETT



Written by JS (2015), transcribed, edited, and reformatted by JS (01/2016)

The following was written by John Shannon for Dubb Jet's AMA Model Aviation Hall of Fame application. Dubb was inducted into the Hall of Fame in 2015.

Dub built and flew his first model airplane in 1954 at the age of 8. He was immersed in Control Line Speed flying and engine design at L&H Hobby Shop in Dallas, Texas, home of many of the best Control Line Speed competitors. Dub set his first Academy of Model Aeronautics (AMA) national Speed record and recorded his first AMA Nationals win in 1959 at the age of 13.

Dub earned an undergraduate degree in aeronautical engineering and a graduate degree in mechanical engineering. He entered the corporate workforce as an aero engineer with LRV and moved to the oil industry where he was granted eleven U.S. Patents. He exited the corporate community in 1992 at Vice President of Product Development with Baker-Hughes. In 1992, he formed his own company, Jett Engineering, manufacturing precision-machined parts including high performance model airplane engines.

Dub has been an avid competitor during his model airplane experience and has always considered the AMA Nationals the most important competition of the year. His first AMA Nationals participation was in 1956 with an entry in the Outdoor Hand Launched Glider class. 2015 will mark the 52nd Nationals he has attended as a competitor! In researching magazines I could locate, I found 53 listings where Dub was crowned Nationals Winner and/or Nationals High Point Champion (three times) for his age class. To underscore this excellence, at two Nationals, he won five individual events of the nine possible and the points championship. Additionally, these wins have come in Control Line, Free Flight, and Radio Control categories. His record as "National Champion" may be unsurpassed in AMA history.

Dub is also an international competitor, having represented the AMA (and USA) on four occasions. In these competitions, he has earned bronze, silver, and gold (World Champion) individual awards in 3D RC Pylon Racing. Additionally, he has earned three gold (World Champion) team awards.

Dub has been active in National Miniature Pylon Racing Association (NMPRA) racing activities. He has earned the Annual National Points Championship in F1, Q500, and QM40 categories. He is a major supporter of the NMPRA Scholarship activities.

National records are a keen indicator of performance excellence. Dub has held many AMA national records, beginning with his first in 1959. Although the AMA certified each national record, these records are not available for research. [Editor's Note: National records documentation can now be accessed through the National Model Aviation Museum Archives.] However, if one reviews the AMA publications, you will find Dub listed as a national record holder many times. Often he was setting a new national record by eclipsing his own existing

record. The magnitude of excellence of some of these accomplishments is astounding. For example, Dub set the AMA A Speed Class national record of 180 mph in 1977. That record stood unbroken until 1990. That is an amazing 13 years! In 1991, Dub achieved the fastest time at the F3D World Championship of 66.6 seconds. That was a new AMA national record and would have been a world record except the FAI did not recognize world records for the F3D Class at that time. Dub's record as a national record holder speaks loudly of his excellence as a competitor.

Dub has been instrumental in the design, development, and/or manufacturing of model engines for 55 years and counting. He designed and built his first original model airplane engine in 1960. In 1973, he started manufacturing his first engines for sale, partnered with John Shannon at DJS Enterprises. These were speed engines that achieved milestone performances; the first .049 to achieve 130 mph, the first .15 to achieve 180 mph, and the first .29 to achieve 200 mph official flights.

In 1992, he designed and started manufacturing the series of Jett engines at Jett Engineering. Tim Dannel's American Model Engine Encyclopedia book lists 179 engine models, and that does not include all types produced. Although many of the models produced are competition racing engines, the majority are intended for sport flying. Dub provides a high quality American manufactured alternative to mass produced foreign engines.

Dub has, both individually and with others, developed many innovations in pylon racing. The collapsible bladder tank with remote needle valve was a major development for consistency and safety purposes. Dub developed the fundamental engine design technology for many racing engines. This includes the most critical components of piston, cylinder porting, combustion chamber and tuned pipe. All of this technology has been freely shared and has been adopted by his competitors. He produced all the team engines and tuned pipes for the AMA F3D teams in 1987 and 1989.

Dub has been an AMA member since 1955. This year will mark his 60th year as a member and supporter of the AMA and participant in AMA clubs. He was a member and officer of the L&H Hobby Hounds of Seagoville, Texas. He served as an officer in the Dallas Rounders Control Line club. He has served as the Speed events contest director at the AMA Nationals. His participation as a donor of prizes and trophy sponsor at major competitions has been very important in the promotion and sustaining of model aviation activities at the AMA.

Dub is active in model aviation educational activities. He provides engines and technical assistance to many universities participating in the Heavy Life Competition. This competition attracts both domestic and international teams. This expands the model aviation community by promoting technical design excellence, innovation, and good will. All these goals are consistent with those of the AMA.

The above description of Dub Jett's accomplishments defines his contributions to model aviation in the areas of competition, design, experimentation, leadership, and manufacturing. Of particular note are his competition and manufacturing contributions. As a competitor, does anyone have more accomplishments over the past 59 years and still counting? As a domestic

model engine manufacturer he is in a very small fraternity. During all this, Dub has been a keen promoter and supporter of the AMA. I feel these accomplishments more than qualify Dub Jett to become an AMA Hall of Fame member!

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