

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2007

Volume 19, Issue 4



Dawn Ellzey caught Sam Snyder's
Vulcan Bomber landing at The Greater
Southwest Jet Rally.

Capitol Jets III
Liberty Bell
Grass Jet Jam
Kentucky Jets
Spiderman
Greater Southwest

Mig Mania
Heart of Ohio Blue
Gateway Jet Rally
Jets Over the Heartland
Route 66 Jets



From the Editor

Treasurer's Report

Hello everyone, as the seasons change and frost is showing up, I hope that you are getting your fill of flying and will enjoy this issue.

If you haven't been to our website (www.jetpilots.org) recently, when you visit you will find that a member photo album has been added and updated with new pictures...members, please keep those photos of your favorite projects coming.... send them to: pilot114@aol.com.

At the bottom of the next page, you will find a ballot for the current election. If you live in an **odd-numbered district** you are eligible to vote for your District Rep.

NOTE: Your district is the same one you belong to in the AMA. If there is doubt or confusion over your district, the divisions can be found on the pages here (for the districts I received information from, or on the AMA's webpage: www.modelaircraft.org, click on Membership Services, then click on club search. Enter your city, and the site will give you all clubs nearby, and your district number.

All current members are eligible to vote for the President. If you have a write-in vote, please add it where indicated and pop your ballot in the mail.

There is a **HARD and FAST DEADLINE** for the receipt of all ballots of Monday, December 31, 2007.

Only originals, from this issue will be accepted, since new members will be sent a copy upon receipt of their membership application and dues.

Greg

Beginning Balance - 6/30/07 **\$11,047.77**

Income

Membership Dues - Cash/Checks	137.50
Membership Dues - Paypal	303.91
Bank Interest	25.43

July Expenses

Trophies - Liberty Bell Rally, DFW Jet Rodeo	\$114.90
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August Expenses

Trophies - Florida Jets	\$56.95
Summer <i>Contraails</i>	\$781.20

September Expenses

Trophies - Fresno Jets	\$55.95
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Ending Balance - 9/30/07 **\$10,505.61**

Breakdown of Accounts:

Savings Account	\$10,107.73
Checking Account	\$397.88
Paypal Account	\$0.00

Account Balances - 9/30/07 **\$10,505.61**



President's Report

Steven Ellzey

New Turbine Regulations

As some of you might have noticed, there have been some modifications to the AMA turbine regulations. Most of the changes make things a bit simpler, basically less paperwork for both us and the AMA. These changes came about due to the AMA seeing that the turbine community is working to police itself, and does take safety seriously. This improved view has been the major goal of the JPO for the last six years, and I am pleased that the improved communications and relations that we all have worked for are having a beneficial outcome. The unknown scares many people, and we have worked at and succeeded in removing much of the unknown about turbine modeling from the leadership of the AMA and others around the country. This part of the JPO mission is neverending and thankfully, with everyone's help, it is not that hard.

A Fond Farewell

If you have, by chance, already looked at the ballot included in this edition, you probably noticed that my

name is not included as a candidate for President. After six years I felt it was time for some new ideas as to how to be a better advocate for the jet community.

The last six years have been a real learning experience for me, since when I first started, I had it all worked out and knew exactly how we would accomplish everything I thought we should. Well, I flushed most of those plans in the first few months. It has been an evolving path, learning to understand people, trying to balance desires with possibilities, and trying to steer a course that makes both occur. I am sure that my successor will set a course to continue that part of the mission.

Over the last six years I have, at least within this venue, attempted humor (I quoted Richard Pryor and Star Trek), showed some of our problems that need to be attended to, started at least one small crusade, explained our actions, asked for support (several times), and tried to convey some modeling techniques.

Now I would just like to convey my appreciation for you having accompanied me down this path, be it at times a rocky one.

Keep them flying.

Steven

2007 Election Ballot

Must be received by December 31, 2007

President

___ Frank Tiano

Only vote for a representative in the district in which you live:

- District I: ___ Robert (Bob) Radford
- District III: ___ Mark McCracken
- District V: ___ Eric Clapp
- District VII: ___ Tom Ryan
- District IX: ___ Mike Weidner
- District XI: ___ Al Watson

Member's Name: _____ Your District _____

Please send to: Susan Moore, JPO Secretary/Treasurer
790 Royal Crown Lane, Colorado Springs, CO 80906



Vice President's Report

Keith Sievers

Building for Maintenance

Ok, I'll admit it, I'm a neat freak. If you were to visit my workshop, you would find a whole drawer dedicated to various sizes and colors of wire ties, labels and electrical looms. When I look into a plane and see a jumble of wires and tubes, little beads of sweat pop out on my forehead and my right eye begins to twitch. It may even trigger a nightmare or two.

Having said this, I'll also admit that it is possible to take neatness too far. Providing convenient access to all adjustment screws, programming buttons and electrical connections sometimes inhibits the builder's ability to hide everything away. In these cases, maintainability should win out. Spending an hour disassembling and reassembling a component board to get at that component you hid away is no way to spend the day at the flying field.

Here are a collection of tips to consider as you build. I can't take credit for any of these, as they are a collective of ideas I have picked up from other more experienced builders throughout the years.

Make sure all adjusting screws are accessible. Parts like UP valves are particularly problematic as they have adjustments pointed in multiple directions. In cases such as this, I make sure the mounting bolts are easy to access and that I provide sufficient air line to lift the valve out so I can work on it.

While we are talking about sufficient air line, it is always good to leave a little extra slack, particularly for the brakes. You will likely have the line off the cylinders occasionally and a little extra allows you to cut off the old end for a fresh, new connection at the nipple.

The same principle applies for servo wires, especially at the receiver. If you ever want to swap out receivers, trouble shoot a servo or replace a worn extension, make it easy to get to all the plugs easily.

Make sure the same technique is used for the ECU, as you will definitely need to remove it from time to time.

Use Velcro liberally. For lighter components that will need to be accessed from time to time, such as receivers, smooth stops and ECUs, Velcro will make the job easier than fishing new wire ties through a component board. Velcro can also be used to keep fill valve pigtails, wire looms and fuel/gas fill lines out of the way, yet movable when needed.

Make your component board easily removable. Plan electric, fuel and gas connections, shut off valves and Festo fittings such that the board can be easily lifted out. As mentioned earlier, use Velcro and leave extra air and electric wire length so that receivers and air valves can be quickly moved out of the way.

Label everything. I mark all the servo wires, matchboxes and charge leads. I have a color coding scheme I use on air lines that is consistent from plane to plane and I even label the up and down position on retract valves, so I can quickly assess the status of the landing gear for manual operation.

When positioning lead in the nose for CG determination, tape it to a long piece of basswood that in turn is screwed to one of the forward formers. This will allow you to get the counterbalance weight all the way to the tip of the nose, provides a convenient method for securing the weight so it won't move around, yet allows for easy removal as you add or delete lead to fine tune the CG.

Use quick disconnects on the air lines to the nose gear so it can be quickly removed without having to pull off air lines. This will also serve as a quick air bleed if you don't want to store your plane with doors or retracts under pressure, or if you need to access wing bolts in the gear compartment, such as on the CARF *Lightning*.

Plan your fuel tank installations so that the tanks are easy to remove, and make sure your fuel fill line reaches outside the plane. Every once in a while, you may not get the Festo fitting completely on the fill tube, and the resulting leak is better outside the plane than inside.

Safe flying, Keith



District I Report

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Greetings from District I! This will be my last contribution to *Contrails* as I'm finally bailing out of this august group of dedicated folks...your JPO Officers. Elections for District I will be held soon and a terrific candidate has volunteered....Bob Radford...vote for him!

It has been a pleasure serving you and the jet community these last seven years, and a particularly productive time for the JPO, especially under Steven Ellzey's stewardship. We've earned the many changes and improvements that have come our way...the most important being that the JPO is now the model jet expert in the AMA's eyes, as we are consulted from the top and have great influence regarding how our activities are perceived and legislated at Muncie. All of us have gained a voice and an effective avenue to be heard...we've come a long way!

But still needed is your greater participation! In District I, the JPO has had kind of a low profile, most just enjoy the fruit of those efforts by a relatively few who work hard for our longevity and status...especially our CDs and the sponsors of our jet events. My hat's off to Tom Puma for his long years of organizing the Green Mountain Jet Rallies we've so enjoyed; to Antony Parchment and Ray Labonte for their eminently successful Maine Jet Rallies; and of course my good buddy Jeff Lyndz, for his efforts these many years finding places to fly our turbines from Westover to Woodstock...and now with his well-established New England Jet Rally at Gardner, MA. Too many folks to thank, too many to say hello and recognize here...pictures of our NEJR this past August say it all: "We're here...we're having fun and flying jets in New England...join us! "

Since this is a bitter-sweet column and I can't print all of the great photos taken at our NEJR this year, I'll part with two links for you. The first is to the *Worcester Telegram* and its writeup about the rally. You can find an interesting "outsiders" look at: www.telegram.com/

Ray Davis

article/20070820/NEWS/708200378/1003/NEWSLETTERS03.

The second site contains 39 photos taken by Derick Veliz at the NEJR, several of which are shown below, and they are fantastic! You can find them at: www.tabblo.com/studio/stories/view/289007.

Ray



Vinny's beautiful Rafale caught on downwind.



Incredible surface detail! Make sure you look at it in color on Derick's site!



Timing is everything! An unlucky moment for the pilot, a perfect photographic study for us.

District II Report

Art Arro



New Jersey
New York
Europe

The AMA Executive Committee met on Aug. 12, 2007 and voted upon a proposal submitted by the turbine segment of the AMA Safety Committee. As a result, all notarization and recertification requirements are deleted from the AMA Turbine Regulations. A procedure for handling waiver suspensions was also enacted. These new regulations were posted on the AMA website on August 15, 2007 and may be found under Document #510-A. This information was disseminated by AMA-HQ to all turbine waiver holders of record by direct e-mail in mid-August 2007.

I notified local waiver holders at the **2nd Annual New England Jet Rally** on August 18-19 and everyone was pleased with these new regulations. These changes are especially welcome here in the northeast with our limited flying season and a paucity of suitable sites for turbine operations. I recommend that every low-time waiver holder perform work-ups prior to flying turbines at the beginning of each flying season and having an experienced waiver holder is most helpful. For these early season flights, the use of a buddy box is also recommended.

In the northeast, we've experienced a superb summer for flying jets with many fine weather weekends and multiple jet events to choose from and attend. The **Big Apple Jet Rally** and the **Bay of Quinte Jet Rally** were held in mid-June and reported upon in the previous *Contrails*.

The **Capitol Jets III** event was held at the South Albany Airport on July 13-15, 2007. Fifty-one pilots from 9 states and 2 Canadian provinces brought more than 75 jets, ranging from simple turbine trainers to complex scale twin-turbine models to the event. There were over 60 turbine-powered models and the rest were ducted-fan powered. It is interesting to note that the EDFs outnumbered the glow DFs by better than 2 to 1.

Capitol Jets III was held at a full-scale, single runway airport with no problems whatsoever. We

deferred the model jet flying until the late morning to allow full-scale operations prior to our use of the runway and a carefully-worded NOTAM was also posted at the airport requesting a 10 minute notification of using the runway for takeoffs or landing by the full scale aircraft. An Air Boss with a UNICOM radio coordinated all model jet operations with the FBO and full-scale aircraft during the entire event. We also held to firm operating times which was appreciated by both the airport management and the full-scale pilots.

The weather was generally fair with light breezes down the runway, and mid-to-late afternoon thundershowers were encountered, but these quickly passed through and jet flying resumed afterwards.

After the Saturday evening shower, a group of pilots brought out several *Alfa* MiG EDFs for some *MiG Mania flying*, with about a half dozen seasoned turbine pilots taking to the skies for some air-to-air activity. Everyone was having a ball keeping track of their particular MiG while chasing others in a furball. Although there were many close calls, only one mid-air occurred when Chris Trump bumped the tail off Jeff Lynds' MiG. Some foam safe CA and epoxy and both MiGs were ready to duel again. We repeated the MiG Mania during Sunday's noon demo slot and the spectator public really enjoyed it. We also invited the public to view the jets close up on Sunday and vote for a "People's Choice" award.

Numerous sorties were logged throughout Capitol Jets III with very few mishaps. A DF *Starfire* lost a top hatch and subsequent control on Friday evening and a turbine trainer stalled behind a treeline and landed in a soft earthen field with very little damage. The good news is that the treeline will be removed to make way for an airport security fence which should be in place for next year's event.

Selections for Best Sport Jet, Best Scale Jet and the JPO Top Gun award were determined by a panel of judges. The winners of these, plus the Peoples Choice award, are listed below.

Best Scale Jet	Domenic Cognata	Skymaster F/A-18
Best Sport Jet	Leonard Smart	BVM <i>BobCat XL</i>
Peoples Choice	Bob Levine	Mibo A-10
JPO Top Gun	Bob Levine	Mibo A-10

A raffle of vendor donations was distributed after the awards, but this activity was curtailed by a passing thundershower. Remaining donations will be set aside for the next Capitol Jets event, already scheduled for early July 2008. We wish to thank the 14 vendors that helped sponsor Capitol Jets III, and who helped make this 3rd edition a resounding success. The pilots had plenty of stick time at an excellent facility which will be further improved upon for future years, and the public and airport management also enjoyed our presence.

To close this report, I'd like to remind everyone to vote in the JPO election of President and odd-number District officers. Official ballots are included in this *Contraails* and the deadline for receipt of the ballots is December 31, 2007. The winners will be posted on our website and in the first *Contraails* issue of 2008.

I also ask everyone to vote in the AMA election of Officers and District VPs. The ballots have already been distributed, so please take the time to read the candidate's platform as printed in *Model Aviation* magazine, and a President's Forum is also posted on the RCU website.

I'd like to mention that Dave Mathewson, candidate for AMA President, is our Liaison to JPO and has been very responsive to our needs with respect to turbine regulations and jet activities. Dave makes a point to attend district jet events and speak with many of the pilots about their concerns. He certainly received my vote, and I hope yours also.

Best wishes for the holidays and the New Year.

Art.



MiG Mania in the Northeast

The northeast U.S. is experiencing a new malady, called *MiG Mania*, which is thought to follow on the heels of turbine fever. This report examines the origins and spread of this affliction in the northeast, mainly in Districts I and II.

Early traces of MiG Mania date back to a prior **Maine Jet Rally** when Adil Nasim brought out and flew an *Alfa* MiG-15 EDF during one foggy morning with a low ceiling. Several turbine pilots were impressed with the performance of this little foamy EDF. Ray Davis, District I Rep and a couple members of the *F-Troop* that fly at Floyd Bennett Field were among those present. The following year saw George McLean from Long Island, NY flying an *Alfa* MiG during setup for the first Capitol Jets rally in Glenville, NY. Ray was also present during these flights and the bug spread to him.

Ray did some research on the Internet and uncovered a source which provided the basic *Alfa* MiG airframe and fan along with a semi-hot motor combination. Ray began flying it at his home field, experimenting with different motors, ESCs and batteries. He quickly achieved a substantial performance increase to enable ROGs off most any surface, sparkling vertical and a 7-8 minute run time. Ray demonstrated his hopped up MiG at several northeast jet events, and other pilots soon had their MiGs airborne with the first air-to-air combat taking place, after hours, at the 2006 Maine Jet Rally. This looked like a lot of fun, and additional pilots began purchasing, flying and testing the *Alfa* MiG during the 2006-2007 winter. Among these was Chris Trump, from Montreal, Canada, who conducted test flights off a frozen lake. Chris also upgraded his setup to a Jet Screamer outrunner motor, 33 A. ESC and twin 2S LiPo batteries.

The first major engagement with the MiGs occurred at the Capitol Jets III rally where five intrepid pilots flew together in a wild furball. All five jets had similar color schemes and it was difficult keeping track of one's own model. Only one mid-air occurred, between Jeff Lynds and Chris Trump, when Chris' MiG bumped the tail off of Jeff's. Jeff simply throttled back and spiraled into a soft earth field with minor repairs. It was so much fun that the Capitol Jets management

District II Report (cont'd)

Art Arro

scheduled another air combat event during the Sunday noon demo. Both the spectators and other pilots enjoyed the display and all models landed intact.

The next episode occurred at the New England Jet Rally during August 2007 when eight MiGs launched against a lone *Alfa* F-86 EDF and a *Stryker* propjet. It was a target rich environment and several losses were recorded. Ed Reimts flew through the setting sun, lost orientation and crashed, and Glenn Robinson damaged his MiG on an early takeoff snap roll. No mid-air occurred during this event. Frank Alvarez cleverly painted his MiG in a bright *Red Bull* color scheme, which clearly marked him as a target, in addition to the *Sabre* and *Stryker*.

A few pilots repeated their mania with their *Alfa* Migs after official flying at the Maine Jet Rally in September 2007. A couple of losses resulted from bad hand launches since the main runway was unavailable.

These little *Alfa* MiGs and *Sabres* are a barrel of fun either in solo or air combat situations. They offer jet-like, realistic performance at a relatively low cost, and most components are reusable in the event of a crash. The current hot setup is the *Alfa* fan, with its three-bladed rotor, driven by a Jet Screamer motor on 4S LiPos through a 35 A. ESC. *Alfa* also offers a five-blade rotor, and several motors are available from Hobby Lobby and other EDF suppliers.

Some guys are adding carbon fiber rod spars and carbon fiber reinforcement to the fuselage and wing joint, and there are also some outrageous modifications yielding better than two-pounds of thrust with a 22-ounce airframe. This should provide ballistic performance!

Alfa is reported to be issuing other jet designs including an A-4 *Skyhawk* and an F-9F *Panther* so the future airframe mix could be very interesting.

Stay tuned to see how all this develops, and spreads to other regions.

As can be seen in the first photo in the next column, a wide variety of jets were entered and flown at the Capitol Jets III Rally. We had a total of 70 jet models, entered, of which most were turbine powered. The EDFs outnumbered the glow DFs by 2 to 1.



Ray Davis, JPO District I Rep, flew his modified, swept wing Facet 1200, powered by a Wren MW 44 Gold turbine. At just 10 pounds, it is a real performer.



People's Choice Award winner, Bob Levine, from Long Island, NY, flew his Mibo A-10 Warthog. This model spans 10' and is powered by twin Merlin turbines.



The spectator public was given an opportunity to view the jets close-up during lunch hour and cast their ballots for a People's Choice award.

District II Report (cont'd)

Art Arro



Bob Levine proudly accepts the JPO Top Gun award from Frank Alvarez, the CD of Cap Jets III



A half-dozen pilots, all afflicted by MiG Mania, prep their EDFs for another round of airborne madness.



Domenic Cognata is all smiles with his Best Scale Jet award at Cap Jets III. Dom flew his F/A-18 Hornet numerous times during the event in spite of minor landing gear problems.



Teenager, Lizzy, flies her MiG on top cover while awaiting the launch of five other *Alfa* MiG EDFs. Note Glen Robinson with Tyler, his 4 year old son, in Position 2 at the Gardner, MA airport.



Leonard (Maxwell) Smart displays his joy on winning the Best Sport Jet award at Cap Jets III. He wowed the crowd with his wild aerobatics and even made the 6 and 11 o'clock news on the local TV station.



Six pilots await the "Scramble" signal to commence another round of MiG Mania. This session was at the New England Jet Rally where 8 EDF's and 1 propjet flew together. It was wild!



Chris Trump's *Alfa* MiG showing a bit of battle damage to its nose after a mid-air. Some foam-safe CA and epoxy repaired this model in time for the next round of MiG Mania.

District III Report

Mark McCracken



Ohio
Pennsylvania
West Virginia

Best Sport	Tom Puma	BVM KingCat
Best Electric	Dave Malchione	BVM F-86
<i>This was the first year JPO presented an award at LBJR:</i>		
TOP GUN	Joe Lewis	HP Jets F-86

As the summer season comes to an end, there are still a few fall jet events here in District III. The **Hamburg Jet Jamboree**, hosted by the Farview R/C Flyers will be held from October 19-21, 2007; and the **Oct-Turbo Fest**, sponsored by the Oil Creek Flyers on October 6, 2007. Coverage of these events will be in the winter issue of *Contraails*.

First, I would like to apologize to my District for leaving the last issue blank, I lost my computer, and I even had everything stored and ready for print...

With that said, I would like to announce that D-III has added an assistant rep and most of you may already know him. After many e-mails and finally meeting him at the **Liberty Bell Jet Rally**, I have asked Dave Rigotti to help me represent D-III. He has accepted, and promised to do all he can to help promote *your* JPO and jet modeling. With Dave Rigotti's help, all jet events in D-III will have representation from *your* JPO.

Our first big D-III jet event this year was held at Donegal Springs Airpark, which is the new location for the **LBJR**. Jat Stout, the owner of Donegal Springs Airpark, was very generous as 89 registered pilots took to the sky. The spectators got a chance to see a wide variety of jets up close, and had a chance to talk with many of the pilots. Even with temps in the mid-90s for most of the day, pilots never hesitated to burn fuel.

There were a few jets that stood out from the crowd at this year's event: Bob Levine and his large scale A-10, Dave Malchione flying a BVM *Electra* jet, and what really impressed me was our newest and youngest jet pilot, Louie Klenke. His dad Bob, instructed young Louie on a buddy box during his jet flights.

Saturday night, after all the flying was over, the pilots and families had a chance to sit and relax as Mike presented the following awards:

Best of Show	Martin Lefebvre	F-22 w/ thrust vectoring
Best Scale	Bob Levine	Mibo A-10



Bob Violet took to the air with various planes bearing his company's name.

Dave Rigotti, our new D-III assistant representative provided us with the following event report:

The **17th Annual Heart of Ohio Jet Scramble** was held this year from August 24-26 at the TORKS flying field in Grove City, OH. This absolutely first-class flying field boasts an almost 1,000 foot long paved runway with 250 foot smooth grass overruns on each end. Adding to this is a closely-cut grass strip that parallels the main runway, and is of equal length for those choosing not to land on pavement. A fully paved and WIDE startup and taxiway add to the pleasure of flying at this site. There is plenty of parking and flight line for shade canopies and pit area. The only creepy thing is hearing gunshots from the police shooting range located behind the TORKS parking area...I never got used to it! Pre-registration was available online with PayPal, for those of us who chose to prepay. This made on-site paperwork a minimum hassle. More jet events should follow suit!

The weather was the big news for the weekend. With forecasts in the mid-to-upper 90s, and humidity close behind, the word was relax and drink plenty of fluids. Terry Nitsch, the CD, reminded us of this at the daily pilots' meeting. He also offered to have club members run for ice if any of us needed it so we could concentrate on flying.

District III Report (cont'd)

Mark McCracken



Morning pilot meeting took place on the very wide startup/taxi pad. No eggs were fried here, though it was thought about.

How's that for hospitality? I heard one suggestion to rename this year's event the "Heat of Ohio Jet Scramble." The only "bump in the road" weather-wise was on Saturday during the late afternoon and early evening when the local tornado sirens began to sound. After a bit of rain, and a brief wind gust or two, the front moved through without any damage, and flying continued until dusk.



Just a small part of the expansive pit area.

Many attendees were already in place on Thursday afternoon in order to get in additional flights, and more arrived Friday morning as the official start of the Jet Scramble got underway. Lots of flights took place with assistance of the EXCELLENT flight boss and flight line helpers. These guys had 2-way communications to the "boss" to request take-offs and landings, and each pilot station had a flight line helper assigned to it. No near accidents at this rally! Most of the weekend saw at least one jet in the air at all times and many times 4 or 5 at once.

Friday flying was capped off with a BBQ chicken and pork dinner, compliments of AMT-USA and RC-Jetmodels. This included beverage and as many trips to the serving line as you wanted. Thank you John Ligons and Wagner Machado! On Saturday night, a group got together at the local Longhorn Steakhouse for fun, food and foolishness!

Saturday and Sunday featured a lunchtime airshow for the 2,000-3,000 spectators present and the hour-long break allowed pilots to rest and fill up on lunch from the food vendors on site. The events included a 40%-Extra, a 3D heli demo, 5-6 WW2 models doing formation flying, a 3-person skydiver team with the flag, and the MOST popular event was the candy drop from a clipped-wing cub. What this entails is a low pass (less than 20-feet between the wheels and ground). At show center, a large bag of candy is emptied from the open door. On command, the gathered kids then make a scramble to pick up as much candy as they can...and trust me on this, not much is left! Before flying begins again, the club makes a FOD walk down the runway! Sunday's airshow is timed for 2:30PM to allow the pilots to break down and pack up while it is going on. At 3:30 the awards were given out along with the pilot prizes.



The Candy Bomber in action.

Very few instances occurred with less than perfect arrivals back to earth. Many pilots were on 2.4 GhZ, and these transmitters were not impounded, so few pilots had to wait very long for a pin on the other frequencies. A few no-fuel flameouts and the run-of-the-mill poor choice for landing made for a rather "quiet" event. I'm sure the 53 registered pilots would agree.



A BVM F-86 converted to electron-power.



A small portion of Saturday's spectators.



The raffle prize was a ready-to-fly Hangar-9 P-51.

The Award winners were:

<i>Best of Show</i>	Dewey Davenport	MB-339
	Sponsored by RC-Jetmodels	
<i>Best Scale</i>	Patrick Frost	F-4 Phantom
	Sponsored by AMT-USA	
<i>Best Electric</i>	Bob Violet	Electra jet
	Sponsored by Terrific Jets	
<i>Best Graphics</i>	Dennis Michael	EuroSport
	Sponsored by Team Wellington	
<i>Best Finish</i>	Ben Burdon	Kangaroo
	Sponsored by Areo Tech Hobbies	
<i>Best Craftmanship</i>	Gerry Kerr Sr.	Bobcat XL
	Sponsored by EDCO Tools	

<i>Outstanding Pilot</i>	Mark Palmer	<i>Reaction 54</i>
	Sponsored by HobbyTown USA	
<i>Hardest Landing</i>	Paul Blanchard	F5
	Sponsored by the ZAP Gang	

I'll be back for sure! Thank you TORKS!

Dave Rigotti Bio - District III Assistant Rep

I'll soon be 56 years old and married to the same wonderful gal for almost 35 years. We have 3 college-aged kids who I'm proud of most of the time! "Kids will be kids!" I'm a senior application engineer for a major carbide tooling company by profession.

I have been building model airplanes since the mid-60s. Early models were indoor rubberband duration, and then onto R/C in the early 70s. I flew pattern competition in the mid 70s and early 80s, starting in the novice class and then advancing thru expert. In the mid 80s, I competed in quarter-scale pylon racing for a few years. I then took a few years off to build an ultralight from plans, and later sold it with about 50 hours total time. No major accidents! Got back into R/C in 1990 flying Kyosho helicopters for the next 7 years, flying mostly sport and some "mild" 3D. Fixed-wing flying started again in the late 90s and I fly all-sport and fun-type flying. The social aspect is more important now than the trophy!

I kept a careful eye on turbine developments over the years and made a promise to own one someday. In December 2004, I kept that promise to myself by purchasing a BTE Models *Reaction-54* kit and a JetCat P60. My first flight was on March 26, 2005, and I've loved every flight since then, all 181 logged flights. The R-54 was sold and replaced with a 72%-sized one aptly named: *Reaction-44*. Powered with a Wren 44 Gold, she was/is a pocket rocket. My eyes told me it was time to find something bigger, so I purchased a *KingCat* with a TitanSE, which I flew for the first time at Winamac this year. I attend 3-5 jet events a year and make it to Florida every other year to visit family and friends.

I am pleased that Mark has asked me to assist him in District III jet events and area happenings for the JPO!

Dave
drigotti@adelphia.net

District VI Report

Patrick Frost



Illinois
Indiana
Kentucky
Missouri

The **Blue Grass Jet Jam** was another huge success this year with 36 Pilots in attendance, and the pig roast on Saturday night was a big hit for the pilots. Mike Kirby did an outstanding job as CD, and this field has the most humble and nicest guys I have ever met! They sure do make you feel at home. There were guys from 7 states in attendance, and we know they will all return next year! Eight hundred feet of runway and the nicest guys...what more could you ask for? Please don't miss this event next year...it is scheduled for May 29 - June 1, 2008!



Not every moment at an event is about the flying, sometimes the re-connecting is more important.



Roger Blue Angels 3, good chute deployment!



Your scribe's Phantom ready for another sortie.



Your scribe, in the front seat, of course, of a full-scale F-4 Phantom trying to have that "killer" look.



A study in correct landing attitude.



A fantastic finish, and even better pilot figure.



Smoke's on, show's on!



Let's go fly a Boomerang.



Editor's note: Here is your scribe with his daughter, who is already showing signs of being a show business diva...she thinks every microphone is for her, and has perfected the art of "guiding" daddy into holding it for her at the perfect angle.

The **2nd Kentucky Jets** had 62 registered pilots and a full scale runway with "active" aircraft to contend with. This was not favored by many of the pilots, along with many other things that were not well coordinated, but the skies remained busy, nonetheless. My daughter spent her 2nd birthday checking out all of the many different things that came along with the event. We enjoyed the full scale jets during the noon hour but I must say, the full scale glider was quite boring.

District VI Report (cont'd)

Patrick Frost



Paul Blanchard ready to start his sweet F-5.



Bill Harris poses with his gorgeous KingCat.



Are you sure that the whatchmacallit is supposed to attach to the left side fritzits?



Here's a site you don't see very often: 4 BVM Phantom's Ready to start and hit the skies together.

The **12th Annual Jets Over the Heartland** had 72 pilots smokin' up the skies from morning until night. We had some nasty weather to contend with, but it didn't get many down. The evening activities were a blast, and warm clothing was worn during this very strange cold spell that seemed to just stick around from Friday until Sunday morning. Please make plans to hit this one next summer and I am sure you'll enjoy all that they have to offer! Ralph Braun puts on a spectacular fireworks display, unlike any other you have seen! (No fireworks this year due to the rain but I am certain it will be back next year).

The **2nd Annual Spiderman Jet Rally** went out with a BANG this Fall! It was one of the best events I have ever attended! There were 55 pilots ready to tear up the blue skies and the weather was in the cool 70s! Tim and Tracy Redelman, and the Winamac Aeromodelers really outdid themselves this time! There was the appearance of several Korean and Vietnam-era jets in the skies at the same time, and when each one would pass it was the loudest and coolest explosion you have ever seen from an R/C jet event! Friday night saw some great hot wings from Ron Ballard and some porta-potty blowing chili on Saturday night! I must say that: "it was the bomb." We had the best nighttime entertainment you could dream up and the fireworks show by Ralph Braun ran every bit of \$10,000! I never saw a fireworks show like this in my life! If you don't make this one next year

then you may want to take up needlepoint! This event may be better than Superman ever was?



A beautiful BVM F-100D taxis out for another sortie.



A small section of the taxiway lined with planes.



The **2nd Annual Route 66 Jets** was a HUGE success! This full scale runway saw 53 pilots in attendance with no interruptions from full scale traffic. All pilots will want to return next year for sure, despite the rainy weather that stuck around almost all four days. Lots of flying was done in between showers, and while the flying wasn't happening, a good time was still had by all pilots. Roger Shipley has arranged it so the runway is not used by full scale traffic, since there are two runways at the airport. This has become a big hit with pilots, and Roger is a no "noon time show" kind of guy with no B.S., and the only requirement that he asks of you is that you come to have fun. I applaud Roger for giving the pilots what they want! I will always have this event on my "must" list to attend. If you want an event to attend and can't decide which one to choose...let this one be it! This event always follows the Labor day weekend each year and we will see you there in 2008!



District VII Report

Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

ANOTHER SEASON COMING TO AN END!

As I look back on the close out of the 2007 jet flying season here in Wisconsin, it was (to me) the best season ever!

I got to see jets flying at fields that were once considered too small or too rough for the fragile gear on most of them and I saw pilots flying jets that until most recently, would have never considered themselves jet flyers, yet alone jet owners!

I'm encouraged as the number of new jet pilots grows within our jet community, and can only hope that it continues, and... that I'll be part of that growth in the 2008 season.

So as the cold Wisconsin winter winds blow outside, I'll be inside building and making ready a new jet for next spring!

Happy holidays to everyone and until then, Best wishes.

NOT AGAIN! ANALYZE THE CRASH

When you look at the crash site, it doesn't always tell you what went wrong! First thought, dumb thumbs... quickly followed by possible radio interference or a servo failure. Of course a battery could have shorted out or failed too! All real possible scenarios but... what happens when none of the above was the cause? Where do you look for the answer?

Well, let's look and see what caused this "Angel" to fall from grace! Like I said "no pilot error, no servo failure, batteries fully charged, ECU and receiver working well, transmitter fine tuned and working at 100%"... so why at the bottom of a loop didn't the elevator respond, allowing the jet to crash into tall cat-tail weeds at the end of the field?

One possible cause considered was a high speed stall, another was a rapid sink rate due to dirty air (mostly known and experienced by helicopter pilots) and the list of what if's went on and on until bingo... the culprit was found!



The cause turned out to be a failure all right, but in the most unexpected place, the voltage regulator! Yup, the thing that was supposed to save the plane and regulate power failed and cut off **all** power to the receiver. Why it failed no one knows for sure, but it wasn't the first voltage regulator to fail at the field.

With the switch to higher voltage batteries for longer life comes the added electronics to regulate those power sources, yet another link subject to failure.

The owner of this fallen Angel said "I'm going back to what works and eliminate systems that can add a problem."

The good news (if there is any good news to a crash) was this, there was no fire and no one was ever in harm's way. Until this electronic failure, that jet flew flawlessly with over 25 flights on it. Why the regulator failed in flight, as opposed to on the ground, is anyone's guess; but the more systems we add, the more we subject ourselves to more systems that can and do fail! Maybe the "KISS" theory is best when it comes to adding systems that perhaps we don't need?

STROBE LIGHTS: DO THEY REALLY SHOW UP?

On those gray overcast days here in Wisconsin, you can almost lose sight of your plane once it's in profile and at the end of the flight pattern. So what's one to do?

Strobe lights look cool but do they really help you see your plane? Well, I put them to the test on my *Boomerang Intro* with a set of Dual Xenon Strobe Lights from Ram Models, located in Round Lake Beach, Illinois. I mounted them in the Canopy with everything neatly tucked away and easy to get to should I have to change a battery or replace a flash tube.



My biggest concern was "radio Interference" caused by the impulse of the flash, but after testing the system, there didn't seem to be any problems.



The best way to check for interference that I have found, is to do a range check while holding full up elevator and either left or right rudder at the same time; holding them for 30 seconds while your assistant checks to see if there is any jumping from either servo. Next go to neutral on the controls and wait for 60 seconds while the system is flashing, don't move the servos! If any jumping in the servos exists, turn off the strobes and see if the pulsing goes away. If all is well,

no pulsing, noise or movement will occur. The servos should have no movement when the strobes are flashing and there should be no delay in the receiver from the transmitter.

Should you experience any interference, try moving the lighting system. Some strobes mounted too close to the antenna also have been know to cause interference, so keep that in mind.

Finally, strobes do work. They can give you a dead-on perspective of your airplane's attitude on those less than perfect-weather flying days. So, if you have the room and like having this added feature, strobes may be for you!

LOWER PRICES EQUALS MORE SALES

Lately, I've noticed more and more prop flyers looking hard at getting into jets. The main reason is simple, price! As the price of jets come down, more pilots see themselves owning and flying jets.

Pilots who were once turned away by high prices, now find themselves being able to afford a good, used ready-to-go jet for the same price of a new large scale prop plane! One local flyer purchased a complete jet trainer, less only the receiver for \$3000 and remarked: "just one year ago this same set-up would have cost me over \$5000 new, so it was worth it to wait and buy used!"

The quality (or lack there of) of jets doesn't always translate into a sale! Some jets are just too hard to build for a new-to-jets builder, while other jets are easy and can be assembled in a few evenings. The *Intro* is a great example of this, and is a perfect first time jet; it's easy to build, fly and repair should a mishap occur. The *Intro* is now, what the *Kangaroo* was just a few years ago.

This trend toward easy-to-build kits from jet manufacturers has increased the interest in owning a jet, from those who just a few years ago said: "Jets are way too hard for me to understand and afford!" As this lower price in ownership continues, more prop pilots will say goodbye to large scale prop planes and say hello to jets. These flyers will make jets their "new way to go" for fun, excitement and needed growth in R/C aviation.

District VIII Report

Sam Snyder



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Greetings from District VIII!

During the third quarter, Waco, TX hosted **The 25th Greater Southwest Jet Fly-In**. It was well attended with 69 entries from many locations: Mississippi, Arkansas, Oklahoma, New Mexico, Colorado, California, Louisiana and Texas.

The event was officiated quite well with no adverse safety infractions and very few aircraft mishaps. However, there was one incident that is worthy of close examination because of its possible overall implications.

A contestant brought an ARF manufactured in China that has had reasonable success in other locales. On the third flight of this aircraft the wing flew apart, it literally reduced itself into four wing skins fluttering down, but because the contestant was flying properly and maintaining the pattern, the incident was uneventful.



I personally examined these wing skins, and they appeared to be improperly prepared for bonding the upper surface to the lower surface. In fact, the mold release was still on the bonding surfaces and the glue that was still in evidence could be peeled off with no adhesion observed.

To further investigate this situation I called the manufacturer's U.S.A. representative to see if this was an isolated incident or if it had occurred on other occasions. I was informed that this one incident was the only occasion of a wing or structure failure that had been reported. The manufacturer's representative was already aware of this specific incident and was very cooperative in answering my questions and demonstrated genuine concern in discovering how this circumstance developed.

The reason for belaboring all this is because it is my belief that if you purchase an ARF kit there is still a responsibility to make every effort to inspect each individual component for its structural integrity. This incident was uneventful, but let us say that only the right wing would have departed, what would the trajectory of the aircraft have been under this circumstance?

Back to The Greater Southwest, "heavens to mergatroid" there were actually five scratch built models at the event!



Ron Schwarzkopf had his magnificent F-107 which he flew a number of times quite successfully. In fact, he won the Pilots Choice Award. The aircraft has some very trick features in that the ailerons "ain't" ailerons but spoilers both above and below each wing. Also the craftsmanship on the intake louvers is exceptionally well done.

Another scratch built was **Randy Brown's ME 262**, which is seen on the next page, just rotating for take off. There were some "sorting-out" problems but it did fly quite well until the landing. During the flare, the aircraft gave signs of being tail heavy, making a rather firm landing, but certainly it is repairable. I think we will see this "hummer" doing its thing in the near future.



Steven Ellzey flew my *Vulcan* again and it took off and landed with all 18 wheels firmly attached, a new first. Thank you Steven for your expertise (Best Military Award).

Every time you looked at the flight line, Dawn Ellzey was flying her Bobcat (actually 15 flights). Dawn took home the Best Sport Award for her Bobcat.



Bary Raborn's F-84 received the People's Choice Award. Congratulations Bary, your airplane is magnificent not only on the ground but also in the sky.

All participants sincerely appreciated the HotMac Club hosting this 25th Annual Fly-In. Larry Garrett; the Contest Director along with the club members were on top of everything throughout the entire event. In addition, Randy Brown treated everyone to quite a fine meal on Saturday night.



It takes a big BBQ to cook up 200-pounds of meet for the pilots, all at one time.



Sam's gorgeous *Vulcan* on finals. Twin P-120s push her along quite convincingly.

That's it for this quarterly report. Let's work on getting every existing JPO member to sign up one or more new members during the last quarter of the 2007 year. The strength of the JPO Organization is in its membership.

Warmest Regards,

Sam



District IX Report

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

Well, here it is; for many of us the end of a great flying season. While most of our members were able to make it to several jet rallies this summer, I only managed to get to one. Why just one? There are only so many days in a week or month and unfortunately mine seem to be taken up with more than their share of work and family responsibilities. Oh well.

In our district, an established rally, the **Missouri Valley Jet Scramble (MVJS)** held yearly at Tecumseh, Nebraska, took a year off due to improvements being implemented at the full scale runway site. The runway and taxiway improvements described to me sound great and they should make the MVJS even better next August when it returns to the schedule.

We also added a potential new jet rally here in the district: The Love-Air RC club near Fort Collins, Colorado held a one day, let's-see-if-we-like-it rally this past September. The Love-Air R/C flying facility is superb in every way. Event CD, Dan St. John reported several jet jocks from along the Front Range participated in this one day gig, and prospective JPO member Sid Gates (himself a former USAF F-94 *Scorpion* pilot) provided photos of the jets which are shown below.



Phil Nuckles' Composite ARF *Eurosport* is fueled and ready for its next flight. Phil is a long time Colorado resident who just moved back to the state from Florida. Welcome home, Phil!

Mike Weidner



Jim Edie has been flying this now turbine-powered BVM *Maverick* for a number of years. Jim is a competent pilot and shows this plane off to advantage whenever he takes to the skies.



Dan Brunson's Composite ARF *Flash* sits patiently. Composite ARF jets seem to be everywhere R/C model jets are flown!



Egil Wigert's super-looking Fiber Classics MB-339 sits waiting to be spooled up and taxied out for another flight.

Unfortunately, there has not been a jet rally anywhere in Colorado since the demise of the long-standing Denver Jet Rally a few years ago. Everyone I've spoken to hopes the Love-Air gang rekindles the event next year and extends its length to three days. We will do our utmost to help Dan St. John plan for and achieve this objective.

Elsewhere in the district, some of our jet pilots participated in this year's **Warbirds Over the Rockies**

(WBOR) event. This event was also hosted by the Love-Air R/C club and CD'd by Brian O'Meara, a long time warbird and Scale Masters event participant. Larry Laughlin convinced Brian his Composite ARF *Lightning* was in fact a sport scale version of the Northrop F-20 painted in Navy transport colors.

As a result, both Larry and his friend Dieter Lane flew their faux F-20 jets extensively during the event while contentious crosswinds kept just about all the "screw-driven," World War I and II era planes grounded. Despite some grumbling by the purists that the jets weren't scale, the attending spectators could have cared less and roundly applauded each flight of the interloping *Lightnings*.

Some photographs of jets participating in WBOR taken by Dan St. John are presented below.



Larry Laughlin returns from another sortie.



A nicely built and flown Ziroli Panther.



Dennis Crooks' gorgeous Eurofighter about to touch down. Black is tough to see in just about any sky but Dennis flew this jet convincingly scale-like.

Thanks to both Sid and Dan for providing these great quality photographs.

Some of us in District IX will be fortunate to fly our R/C models almost thru the month of December before the cold temperatures and weather get the best of us. However, for most it would seem that the next few weeks will give them a jump on storing their models for the winter.

The notion of cold winter months coming up made me start thinking about battery storage and the techniques to accomplish that. There are any number of resources around on the whats and hows of storage, but we need to remember our Lithium-based cells do require special attention.

This reminder comes from the folks at Duracell: Lithium-based cells are best left in a partial state of charge at around 3.7 volts per cell. With respect to Li batteries, this means that a typical receiver battery pack should be stored at 7.4 volts and a transmitter pack should be stored at 11.1 volts. The same consideration should be given your on board Li ECU batteries.

In closing this month's report, I wish to extend best wishes to our stalwart JPO President Steven Ellzey who is stepping down after this term. We all owe Steven a sincere input of gratitude for his steady guidance and leadership over JPO. His shoes will be tough to fill, but I'm confident somebody will step up to be considered a candidate for election to this important function. I submitted my own personal choice of a nominee and we will see how well he does. This person is a known entity throughout the modeling world in both the sport and industry sides of the equation.

With respect to our district, I intend to stay in the fray and remain engaged as your District IX representative if our members so desire. I enjoy having the opportunity to represent our dynamic but small-membered district and look forward to continuing that responsibility to the best of my ability.

Enough babelating, I have to get a jet pre-flighted. Have fun, fly safe, and enjoy the holiday season which is just around the corner.

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