

Newsletter of the Jet Pilot's Organization

Contrails

Summer 2008

Volume 20, Issue 3



Keith Sievers Yellow Aircraft F-15
Eagle on short final.

*Gardner Jet Together
Big Apple Jet Rally
Mid-Atlantic Jet Rally
Princeton Spring Warm Up*



From the Editor

As we go through the prime flying months and have some events in Canada to choose from, we need to remember that "rules is rules." This statement flows into Frank's discussion of how to drive/stimulate rule changes.

Additionally, Wayne Beasley sent us the following reminder:

Hello Frank,

I am your counterpart in Canada, the Chairman of the Jet Committee for the Model Aeronautics Association of Canada (MAAC).

AMA and MAAC have a reciprical agreement where the modellers of one country can fly in the other and still be covered by their home association and its insurance. A copy of the document is posted here: http://www.maac.ca/docs/2007/maacama_agreement_2008.pdf.

One of the stipulations of this agreement is that if there are differences between the safety codes of the two organizations, then the more stringent of the two will take effect. For US flyers, this means that AMA limits on speed, weight, and possession of a valid turbine waiver are still in effect when they fly jets in Canada. I would appreciate if you could pass this information on to the JPO membership as a reminder.

*Thanks,
Wayne Beasley*

A special thanks is in order for our printer, Bob Belluomini, for all of the photo editing and printing-proofing to give you the best possible product.

Enjoy this issue!

Treasurer's Report

Beginning Balance - 3/31/08	\$12,066.54
Income	
Membership Dues - Cash/Checks	\$150.00
Membership Dues - Paypal	23.97
Bank Interest	26.50
April Expenses	
Postage & Supplies	38.34
Trophies	72.95
May Expenses	
Conference Call	89.55
Ending Balance - 6/30/08	<u>\$12,066.17</u>
Savings Account	\$10,646.96
Checking Account	1,419.21
Paypal Account	<u>0</u>
Ending Balance - 6/30/08	<u>\$12,066.17</u>

Respectfully Submitted,

Susan M. Moore

JPO Secretary/Treasurer



President's Report

Frank Tiano

So here we are, another three months have gone by since our last issue of *Contrails*, and we have had very little change. Your board members have been involved with all sorts of projects, none of which have any earth-shattering results. For example, we tossed around some ideas of ways to help a contest director cope with an unforeseen problem, thought of ways to increase the JPO membership roster, considered new methods of interfacing with the AMA, discussed various methods of increasing the funds in our treasury and even started discussion as to whether the AMA might be interested in getting the "experimental" class rules altered to be a little more in step with today's modeler and the type of models he builds.

That's where I'm going with this month's column. I'd like to share my thoughts about increasing the weight limit for jets. In fact, the same applies for all models. Many years ago, when the average scale model was powered by a .60 engine, and jet models were only a tiny part of the model market, the AMA Safety Committee came up with a set of guidelines for overweight models. The same committee has addressed very few changes since their first recommendations and we are pretty much saddled with what they thought were safe guidelines twenty years ago!

You may well imagine that these ultra-conservative board members had chills running up and down their arms at the thought of what damage a 50 pound model, built from balsa sticks and tissue paper, powered by a lawn mower engine and flying with servos putting out 30-ounces of torque might do if it crashed into something other than an open field. In other words, they NEVER gave a minute's thought to exactly how self-serving extra-large models are! That may be a poor choice of words, but what I mean by "self-serving" follows.

Just like "Catch 22," one change automatically impacts another, whether you like it or not. For

example, you just cannot build a 130-inch wingspan model of a P-51 *Mustang* or an F-84 *Thunder Jet* out of balsa sticks and 3/32 wing sheeting without doing some considerable beefing up of the structure with carbon fiber, fiberglass sheet and perhaps even metal brackets. And then you simply cannot install a super powerful engine without further beefing up of the air frame, or the thing will surely come apart! It is a terrible insult for the AMA not to realize that we KNOW THIS! We KNOW that to build a bigger model we must use different materials, different techniques and different accessories. WE KNOW that we need high torque servos. We KNOW that we need higher capacity battery packs, we KNOW that we need more robust landing gear and we KNOW that after adding all these upgrades the model will weigh MORE and we KNOW that we will need a more powerful engine! After installing the more powerful engine in our substantially reinforced airplane, we KNOW how to be careful and gentle with the maiden flight. Self-Serving? ALL of those things that we KNEW about dictated some other change in materials, procedures or techniques. And, all of those things combined, resulted in a SAFE model that is, unfortunately by AMA standards, overweight! Do you see my point?

You almost cannot build an overweight model without incorporating these techniques. The model simply won't allow it. In other words, it won't freaking fly right! Where on earth AMA came up with the arbitrary number of 55 pounds, 75 pounds or any other weight is beyond me. And if you read their guidelines, they even "require" servos of 100 ounces on control surfaces. HELLO! We wouldn't be caught dead putting a mere 100-ounce servo on the elevator of a 70 pound A-37 jet or a 75 pound *Skyraider*! Again, it's self-serving. Don't the "powers that be" realize that when you hang a 6-cubic inch engine on the front of a model you can't be bolting it to a 1/8 inch lite ply firewall? Of course not. And don't they realize that now that the firewall is 3/8" thick, or more, perhaps it might be a good idea to strengthen the forward fuselage? Guess not. Or don't they realize that our 60 pound jet just won't remain on its gear very long if we mount that 4 pounds of landing gear on lightweight mounts? Are you gettin the picture a little better now?

So...my suggestion is that we somehow get a meeting with the AMA dudes and present a case for ALL models and modelers. Raise the weight limit to a

flat 100 pounds, and have fuel NOT be part of the equation. That goes for jets and props.

The models will be safe, they will be constructed properly, because their weight will automatically dictate that, and they will NOT make any larger dent in the ground than something weighing 20 pounds less. Also, it's important to keep in mind that we are not talking about a plethora of models here. I'm guessing that at any event, you might be fortunate enough to see one or two of these way-larger models. It's not like we have thousands sitting in closets all over the country, just waiting to come out! The benefits to modelers AND the AMA would be huge. First of all, the paper trail would cease to exist. Less paper, less filing, less stamps, less time, less aggravation, less frustration and less file storage. We'd also be looking at less arguing and more fun. Less speculation as to who is cheating about the weight of an airplane and more comradery.

Without even trying we boost the economy of our marketplace, because projects that were shelved because they were considered illegal, are now viable projects. Win, Win, Win!

Now let's not fail to mention how favorable the AMA dudes will appear in the eyes of those who thought

they didn't know what they were doing, up until now. So that's my story and my opinion, which I am thankful that I am allowed to have, and I am happy to discuss it with anyone at anytime.

On a different note, but still in the same vein as the overweight thing, I'd like to explain how the new Monster Planes Event will accommodate jets. First of all, you may have seen the flyer which states that the minimum weight of any airplane must be 35 pounds. That is correct, but we are not looking to weigh models and throw them out if they weigh 34 pounds. In the spirit of the event, we are looking for larger-type models, not 50 or 60-inch models that will be flitting about. So, IF the model LOOKS like it weighs around 35 pounds, we're all for having it join the event. As the event grows the weight minimum will increase, so that in the future, Monster Planes will be for very large models, period. This year's event is October 17-19 at the Lake Wales Airport in Lake Wales, Florida. Same place as where John Burdin hosts his jet event.

That's it for now. Hopefully, next issue I will have something favorable to report about the ongoing interfacing with AMA and some of your JPO VPs.

Thanks for listening,
FT

District VIII photos cont'd



Vernon Montgomery and his award winning *Ultra Bandit* at the Mississippi Afterburner.



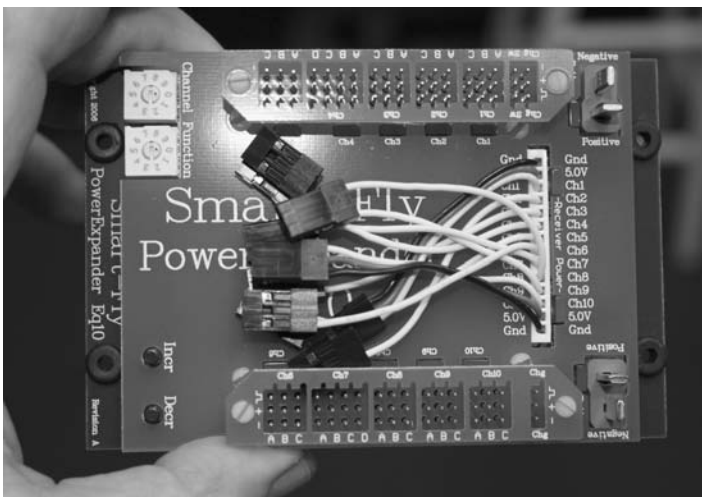
Vice Presidents Report

Keith Sievers

Product Updates

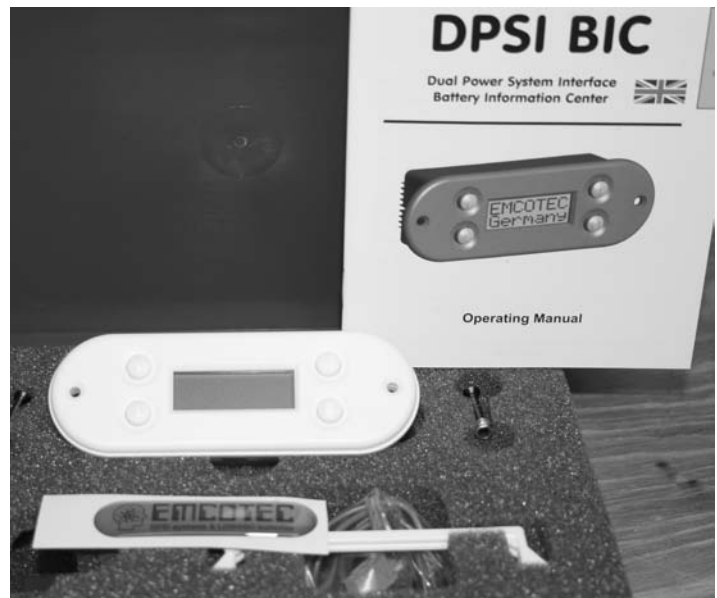
I have spend quite a bit of time in the shop over the past couple of months and thought I would share some recent experiences.

Electronics...my Yellow F-15 has an operating cockpit and speedbrake, putting a lot of pressure on channels so I decided to give the SmartFly EQ10 a try, as it features "matchbox" functionality on all 10 channels. Unlike the Duralite Powerbox, an external adjusting unit is not required. Two rotary switches built into the unit select channel and function (reversing, endpoint adjustment, etc.) respectively, and two small pushbuttons allow for + or - inputs. I found it super easy to learn and adjust. Several matching regulators supporting dual receiver batteries are also offered and you can also choose a pin-based safety switch that features a "remove before flight" flag ... remove the pin and the unit can't be switched off. I have spoken with other pilots who have been using this unit and the feedback on reliability and factory support has been universally good.



When I don't need channel mixing, I have begun to install the Emcotec BIC switch. Manufactured in Germany, it is a self-contained unit featuring a safety switch, battery backing, a programmable regulator and battery type, dual inputs and outputs, voltage and

current metering, audible alerts and data logging. Parameters tracked during the flight include maximum and minimum voltage, maximum and average current, total mah consumed and total time. These parameters can be reset with each flight or left to accumulate for an entire session. The BIC features a large heat sink and can handle up to 20 amps, which is about four times the max I have ever recorded on the large *Ultra Bandit*. The unit is available in a variety of colors and includes mounting hardware and wiring components. I find the amperage metering to be of most value, since during setup, the real-time display helps to locate servo end points where binding begins to occur. During operation, the current data logging will quickly identify abnormalities in power consumption where voltage alone might not highlight a problem.



Aircraft...after almost three years of off-and-on construction on my Yellow F-15, I was finally able to get it airborne. This was not an ARF, but was built up from a kit. If you are tired of ARFs and want to build something up from parts and pieces, I highly recommend this airplane. Components are all of excellent quality, with one exception I'll mention in a minute. Of particular note is the clever engineering of the twin aluminum units that support the horizontal and vertical stab units. Each of these self-contained devices include ball bearing stabilator bearings, integrated control horns, vertical stab spar brackets and rudder control horns. They bolt to pre-drilled holes in the rear former, and are easy to set up with the long alignment rod supplied with the kit. The plywood parts and general hardware are of excellent quality, as are

Vice President's Report (cont'd)

Keith Sievers

the landing gear and retract units. The only real misses are the foam wheels, which were quickly replaced with Glennis units, and an error in my version of the instruction manual that placed the CG about fi inch forward of the proper position. This latter problem yielded a very exciting test flight, but with the CG moved back, the plane is stable in the air and easy to land. With extra options such as battery backing, custom paint, operating canopy, scale doors, scale cockpit and speed brake, my aircraft came in a bit heavy at just under 29 pounds. I opted for a Jet Central *Rhino*, dialed down to around 32 pounds of thrust and this has proven to be an excellent match for the aircraft. The Jet Central *Super Eagle* or JetCat *Titan* would also be good choices. The main tanks hold about 115-ounces of usable fuel and I added another center tank with an additional 35, bringing my total fuel capacity to around 150-ounces. This yields a comfortable seven minutes of flight time with plenty of fuel, and time, in reserve.

This aircraft is one of the better flying F-15s I have ever built and operated. Steve Burnett, a fellow north Florida turbine buddy, is nearing completion of his Yellow F-15 ARF, and has been pleased with the quality and general ease of assembly of his model. If you don't want to build a kit, but want a top-end F-15, this option would be worth a look.

Another project just completed is my BVM *Ultra Bandit*. While it has drawn general criticism due to the substantial cost, I would have a hard time communicating how well the airplane is engineered, how easy it was to build, how good it looks and how pure the airplane flies. The *UB* flies on a JetCat P180

that is an excellent match for the aircraft. I have just finished an article for *JetPower* magazine on the *UB*, and rather than go into all the details of the engineering and flight characteristics here, I would be glad to provide a copy of the report to those JPO members who are interested. Just contact me through the JPO website. Suffice it to say for these pages, that I feel that I got my money's worth and then some. The plane literally has nothing to criticize.

I now have three flights on the Airworld *Turbo Raven*, my first turbo-prop. The kit was fairly easy to



build and featured nice parts. The negative was a total lack of instructions other than a few pictures, so there was additional time spent figuring things out. There were a few weak spots in the design as well, probably reflecting the fact that there aren't many of these planes out there flying. My thanks go out to Tim Redelman, who has built a couple of *Ravens* and spent time getting me over a few bumps in my construction process. I opted for the Jet Central turboprop, which has been a reliable and capable powerplant. Flight characteristics and performance have been good, if not quite up to sport jet standards, though landing does require practice. The *Raven* tends to float, so it is imperative to get the plane slowed down, not an easy task for such an aerodynamic airframe.



Vice President's Report (cont'd)

Keith Sievers

Last, but not least, was the BVM F-4 I acquired from Patrick Frost about a year ago. It has been sitting on the shelf ever since, awaiting an engine and a pair of wing tanks. With these finally acquired, I was able to get the *Phantom* in the air.



Another BVM F-4 in flight.

I have flown many of the F-4s manufactured, including Yellow, Miller, Skymaster and FeiBao. I even owned a QTP *Phantom* for a short period back "in the day." While I don't have many flights on it yet, the BVM F-4 clearly exhibits the best performance of any of these. I suspect it will also be the most durable. On the first flight, I experienced a flameout full of fuel and dirty, and it handled the heavy deadstick landing without difficulty. The BVM *Phantom* has prodigious speed and vertical performance for a scale jet, and less tendency to rock the wings than I expected. As I mentioned, I am still getting comfortable with the landings and have been carrying extra speed until I develop confidence in its slow-speed handling, but flares are smooth and the landing gear system seems to adhere to the runway.

I have a Mibo A-10 and a CARF *Tucano* on the bench right now, and will report on these in the future.

As always, thanks for your support of the JPO and fly safe!

Keith

Membership Application

Please add me to the JPO roster!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: _____

Home Phone: _____ Cell Phone: _____

AMA Number*: _____

*AMA membership required for U.S. Residents, JPO Annual Membership Fee is \$25.

Send with check or money order made out to "The Jet Pilot's Organization" to:
Susan Moore, JPO Secretary/Treasurer, 790 Royal Crown Lane, Colorado Springs, CO 80906

Or renew online: www.jetpilots.org

District I Report

Bob Radford



Connecticut
 Maine
 Massachusetts
 New Hampshire
 Rhode Island
 Vermont

Here it is mid-summer already! District I had a "Jet Together" at Gardner Airport on June 14-15; and by the time you read this, Capitol Jets, just over the border in District II, and the New England Jet Rally at Gardner Airport will be in the books. The Maine Jet Rally caps off the District I season on September 12-14 in Sanford, Maine.

The Gardner "Jet Together" was led by Jeff Lynds who handled the coordination and organization required, with assistance from his girlfriend Karen. The plywood taxiway was in full use thanks to Mike Turocy, the designer and builder. There were fifteen pilots on Saturday who burned through gallons of jet fuel.



John Buckley and crew providing a taxi escort.



Jeff Lynds' Euro Sport taxiing out to the runway on the plywood taxi way.



Jim Baker's Flash taxiing out.

Ray Labonte and Jim Baker did some great formation flying with their Composite ARF Flash and Lightning sport jets, but just minutes after they landed, as I was taxiing out with my Bobcat, a flash of lightning in the distance and a mid-afternoon thunderstorm put an end to flying for the day. Again, thank you Jeff for a great impromptu event.



Lead on takeoff roll.

District I Report (cont'd)

Bob Radford



Number 2 on takeoff roll.



Brian Lloyd after a successful flight.



Jeff Lynd, the event coordinator.

September is going to be an exciting month with the 10th Annual Maine Jet Rally being held September 12-14 this year. The date is one week later than normal, due to the Blue Angels performing at Brunswick Naval Air Station on September 6-7, and the Thunderbirds performing at Westover AFRB that same weekend. Antony Parchment, Ray Labonte and crew always run a first class event, plus Sanford Airport is a great flying site. This combination makes for a fantastic event. The Maine Jet Rally website has not been updated for 2008 as of the *Contrails* deadline, but the 2007 link has information you can use as long as you remember the dates for 2008 are September 12-14.

Here is the link: www.mainejetrally.com. A special addition this year is that US Aerobatic Team member Rob Holland of Ultimate Air Shows (www.ultimateairshows.com) is scheduled to perform a full-scale aerobatic demonstration on Saturday in his MX2. It should be an exciting show. According to Antony's RCU event announcement: "Rob will go head to head with John Glezellis to determine once and for all who is king in aerobatics - models or full scale." The announcement is located at www.rcuniverse.com/community/events.cfm.

Again, please feel free to contact me to discuss ideas you may have or assistance you might need in this exciting world of jets. Contributions of pictures, ideas or material for *Contrails* would also be appreciated.

See you around the circuit!

Bob

District II Report

Art Arro



New Jersey
New York
Europe

Jet flying has begun here in the northeast at just about the same time as skyrocketing fuel prices. This and the poor economy will, no doubt, have an effect on model-jet flying and the hobby in general.

Back in April, I attended the 20th Top Gun Invitation Scale Tournament in Lakeland, FL. As we all know, this event is hosted by our Prez, Frank Tiano, who conceived and has executed this event for the past two decades. From a meager beginning with about 30 pilots, it has grown to be one of the greatest R/C scale aeromodeling events, bar none. I believe there were about 120 contestants, plus an equal number of crew and supporters for this 20th edition.

I served as a crew member for fellow District II jet pilot, Frank Alvarez, and his SAAB JAS-35 *Draken*. Frank labored over this scale-jet for over four months and completed it just days before trailering it down to Top Gun. The test flights went off well, both locally and down at the event itself. There were some scary moments when one elevon servo broke loose during a test hop, but Frank's superb piloting skills saved the model. I also assisted Jorge Escalona, who snowbirds in FL during the winter and resides here in District II for the rest of the year. It was quite a learning experience and I recommend reading the various model magazine articles on Top Gun and viewing the DVD of the event.

In late June, I attended and flew at the 16th Annual Big Apple Jet Rally (BAJR) held at Floyd Bennett Field, Brooklyn, NY. You may recall that in my spring article, I mentioned that the BAJR would not be held due to CD burnout. Well, about 6 weeks prior to the event, the host club, PA Avenue Radio Control Society (PARCS) decided to hold the event and a new CD stepped up to the plate. Sal Faraj had help from the former CDs and everyone pitched in to make the event happen. Even Dave Mathewson, AMA President, was asked to expedite the event sanctioning and calls went out to various vendors for donations. JPO responded quickly with their prestigious Top Gun award engraved with event

information and our new logo. Mother Nature cooperated on day 1 with sunny skies and light breezes flowing right down the runway centerline. Sunday was not so nice with clouds and wind, but nearly everyone got a lot of flying in on Saturday. The BAJR turnout was 38 pilots from all over the northeast with 47 jets entered. Not too shabby for an event with a short fuse notification, which was largely word of mouth. The jets were primarily turbine-powered with a mix of scale, sport and trainer/entry-level models. A sprinkling of ducted fan models were also included in the mix but the EDFs outnumbered the glow DFs by a substantial margin.

Lots of Jet-A/Kero and Watts were consumed and numerous awards were distributed. The coveted JPO Top Gun award went to Mark Giummule for his smooth and cool flying with a *Dragon* sport-jet and F/A-18 *Hornet* scale-jet. Mark also captured the Best Scale Flight trophy with the *Hornet*. Best Scale Overall went to Bob Levine with his A-10, *Hawk* and *Concorde* fleet. Best Sport Jet award went to Jordan Factor with his *Bob Cat*. Best Sport Jet Flight to Eric Baugher with a *Bandit*.

A number of event sponsors donated merchandise which was distributed to the pilots during the awards presentation. The 2008 sponsors were: Atlanta Hobbies, BVM, East RC, Hobby Lobby, Jersey Modeler and JR. The PA Avenue Radio Control Society (PARCS) would like to thank these vendors for their generous support of the 16th Annual BAJR. In closing, it should be mentioned that NO jets were lost during this event. Kudos to the pilots and their skills with a little bit of luck. I'd like to personally thank Sal Faraj for CDing another successful BAJR on very short notice.

Fellow JPO district II member, Frank Alvarez, and I spent lots of time planning and organizing the 4th Annual Capitol Jets Rally in mid-July. This event was sponsored by JPO and a number of hobby vendors, and was held at the South Albany Airport in Selkirk, NY. This airport has a newly paved 3700' x 65' runway with plenty of open airspace. Friday was setup day and model jet flying commenced at 2 PM running until 8 PM. This slot was reserved for flight testing, fam hops and turbine waiver quals, so there were no spectators permitted Friday afternoon. We had a late start on Saturday and Sunday to permit full scale activities in the early morning and our model jets were

District II Report (cont'd)

flown from 10 AM until dusk. Frank, as the CD, did all the local coordination and I handled the remaining functions as Co-CD to host this event.

Please enjoy the following photos from the BAJR, and until next time; fly safe and have fun.



"RC Pete" traveled from Ontario, Canada and prepares his BVM *BobCat* at the Big Apple Jet Rally. Local jet pilot, Len McIntosh assisted Pete.



This X-Treme Jets *Dragon* is a popular large sport jet in the northeast. This example was built and flown by George McLean of Long Island, NY.



Bob Levine's personal Air Force was displayed and flown at the Big Apple. The *Lightning* is from an Airworld kit, and the *Hawk* is from Skygate. There is a full-scale Concorde located at the Floyd Bennett Field.

Art Arro



Don DeSandre brought and flew his BoomerangJets *Elan* sport jet at the Big Apple. This jet is powered by Jet Cat, as Don is the local Rep for that turbine.



The midday line up of jets. There were 47 jets entered in this event and the majority were turbine-powered. Note the expansive runway at the PARCS flying site.



Len McIntosh poses with his PST Reaction 54 composite entry sport jet. Len is the local PST Rep and installed a PST turbine in this jet. It flew very well.



District III Report

Mark Mccracken

Ohio
 Pennsylvania
 West Virginia

By the time this issue reaches your mailbox, several major events will have already come and gone.

District III's first big event was a well know event that just celebrated its 7th birthday, and is located in Marietta Pa. It is The Liberty Bell Jet Rally, that was held in late July through early August.

Hosted by Mike and Cindy Leshner, this event is known to be "not just a Jet rally... but a destination." Located in historic south-central PA, there are many historic landmarks to visit. Additionally, there is the chocolate capitol: Hershey Park, nearby, and shops in the nearby Amish country.

The owners of the site, Donegal Springs Airpark, opened their airport to the jet community once again, following the very successful event in 2007. Once again Donegal Springs closed the airport for Liberty Bell's event, flying started each day at 9 AM and continued until 5 PM. Sunday ended at 2 PM. An events awards presentation was held on Saturday evening. To read more about this event, please visit: www.libertybelljetrally.com.

Here in District III, we have at least two major events about to take place; one here in PA and one in OH. Keep your calendars open since these are events you don't want to miss.

District III's next big event is the 18th Annual "The Heart of Ohio Jet Scramble" located in Grove City OH. Dates are August 22-24, with flying beginning at 9 AM each day and ending at 5 PM Friday and Saturday. Sunday ends at 3 PM. The location for this event is the Torks "Field of Dreams" model airport, 6321 Young Road in Grove City, OH.

The Heart of Ohio Jet Scramble will host half-time shows both Friday and Saturday, raffles and giveaways with a hanger party on Friday night for participants, sponsors and friends. For the non-flyers, there are shopping trips to the nearby Premiere Outlet

shopping centers. For more information about The Heart of Ohio Jet Scramble, please visit their website at www.torks.com.

The next event for eastern PA is located in Hamburg, PA. The Hamburg Jet Jamboree, in conjunction with both local clubs The Tri-County Wing Snappers and Farview R/C Flyers, hosted this area's first grass runway jet event last year with great success. With a groomed 400 x 1800 foot runway, a huge flyover area and a large pit area, the site makes for a great day of flying. This year's dates have been moved up a few weeks to October 10-12. Registration opens at 8 AM and flying starts at 9 AM. For more information, please visit www.farviewflyers.net.

JPO's Top Gun glass tower was awarded at The Liberty Bell Jet Rally and will also be awarded at The Heart of Ohio Jet Scramble.

If any JPO District III member has an event you would like to add to our calendar, a project you are working on and would like to share a few pics and a story, or maybe you have an idea of something that JPO can do to help promote the jet hobby - or if you have any questions or comments, please contact me or District III assistant rep Dave Riggoti from Ohio.

Mark



District IV Report

Delaware
District of Columbia
Maryland
North Carolina
Virginia

District IV's annual event, the Mid Atlantic Jet Rally, traditionally held on Memorial Day weekend at the Naval Auxiliary Landing Field in Fentress, VA was the best attended in recent years. Perfect weather, fifty registered pilots and sixty-plus aircraft, what more could you ask for to make a five-star rally?

The talk of the rally was not who had the best looking plane, who was the best flyer or who brought the most planes. But, unfortunately, the fact that one of our dedicated flyers would not be with us this year. As posted on RCU, Robert Hayes, Assistant District IV Representative for JPO, passed away in April at the very young age of 41. I first met Robert at a local hobby shop when he was about twelve years old and I invited him to join our flying club. I taught him how to fly and we became very close friends for the next twenty-some years. Along with his fellow flyers, I dedicate this issue to his memory.



In Memory of Robert W. Hayes II

The Tidewater Radio Control Club sponsors this annual event and, of course, who else to direct the crew other than CD Frank Rega. Bob Violett and crew (Dustin Beshler and David Plaine) were on hand to

Lee Reightler

demonstrate the new line of electric ducted-fan jets as well as Any Kane, Composite-ARF's representative, and Bob Fiorenze of FL with his line of products. The Naval activities were curtailed for the long weekend, which gave the pilots an extra day of flying this year. This rally is like a county fair, it gets bigger and better every year so mark it on your calendar for 2009.

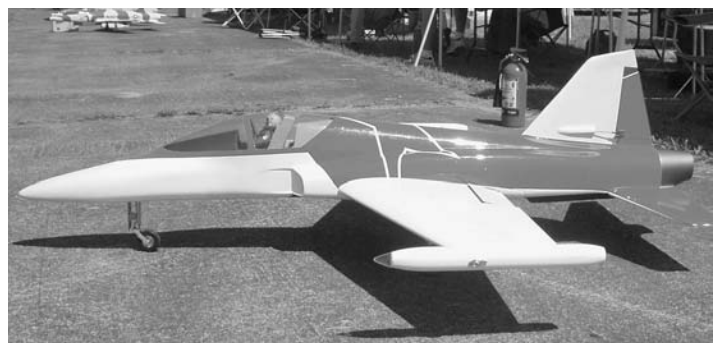
Lee



David Plaine and Ben Hayes getting a BVM *Bandit* ready for flight.



Andy Finizio with his BVM *Ultra Bandit*.



Bob Klenke's new Composite-ARF *Flash*.



Bob Fiorenze's F-86.



Ron Stahl taxiing his Turbinator for TO.



Lots of activity going on in the pit area.



Bob Violett on TO with his electric F-86.



Trophies for the event.



Preston Hannah prepping his Elan.



George DeMoral accepting the JPO Top Gun Award.



Report

Steven Ellzey

The 3rd Annual "Blue Grass Jet Jam" was another big hit. There were 41 registered pilots in attendance and there was plenty of excitement for all 4 days! I did not receive any pictures, but you can view the BlueGrass Jet Jam pictures at: www.skymacrc.com.

The 2nd Annual "Gateway Jet Rally" was a blast with 30 pilots. The noon time line-up was a hit with the spectators and the noon time show was exciting to watch as Ron Ballard blazed his beautiful Tucano Turbo-Prop through the blue skies followed by Ben Burden and Sean Saddler with the Duo Rookie II - Red Bull Demonstration flight. Very exciting to say the least. Next Years dates will be June 11-14, 2009 and they hope to keep this date set so as not to interfere with BlueGrass or Winamac (this would be a wise choice St Louis). Visit www.gateway-jets.com or www.slrcfa.com for more information, photos and next year's agenda.

The 13th Annual Winamac "Jets over the Heartland" was smokin hot and better than ever with 76 pilots. Congratulations Tim Redelman for a great event once again. I look forward to Spiderman this fall, as I know Tim will host another awesome event!

The 3rd Annual "Jets Over Kentucky" was a hit with the pilots this year as 51 jet jocks flew the blue skies Wednesday through Sunday and there were TONS of awards and prizes this year. Lewis has got the event on track and we look for this event to be a huge summer hit each year. Lewis Patton did an outstanding job as CD and a big Congratulations goes out to him and the club!

After a year and a half as District VI Representative, I can no longer hold my position since I currently have so many irons in the fire with business, raising a child, etc. I hope you will understand, and I look forward to seeing you all on the flight line soon.

Sincerely,
Patrick Frost ("Frosty")

Here are some photos from our recent Gateway Jets event:



Patrick's daughter Izzy waits patiently (?) for daddy to make another flight.



Dennis Michael receiving his Best Graphics Award from your scribe.



Lance Campbell won the Best Military Award.



Paul Applebaum received the Special Recognition Award at Gateway Jets.



Robert "Fast-bro" Kisner won the Best Flight Award.



Ron Ballard with his Special Recognition Award.



Paul Blanchard with the Special Recognition Award.



Ben Burden won the Best of Show Award.



District VII Report

Tom Ryan

Doom and gloom I know, but this year it seems like Mother Nature has been downright cruel.

Fond Du Lac Has Jets!

For a club that had a very humble beginning and not so many years ago was struggling... it sure took off and grew and now has over 100 members. As this issue is going to press, the Fond Du Lac Club is hosting "Warbirds and Classics Over the Midwest 2008" August 15-17 and will feature many types and sizes of jets flying from a well-groomed and pool table smooth grass field. Over 55 pre-registered pilots have signed up for this event as it's sure to be the biggest in Wisconsin this year. For more information on this event go to www.midwestwarbirds.com or visit their web site at www.fdl-aa.com.

Remember, if you have a story, some humor, photos or building tips you'd like to share, I'd like to receive them so that I can get them in my next column.

Until then, a smile is contagious; let's see if we can't start an epidemic?

Take care,
Tom

Everyone I've talked to has said that "they will cut their travel in half this year" and blame it on high fuel cost. Many who travel to jet events pull a trailer, drive a larger vehicle, and some have motorhomes. With gas now making its way to five bucks a gallon, that'll put a big squeeze on one's travel budget for sure. It's too soon to tell how many this will effect, but will attendance fall at jet meets? We'll have to wait and see but, with predictions of seven bucks a gallon by the end of summer, it will be interesting to see how many pilots cut back and stay closer to home.

Slowest Start to Date

Wisconsin weather this year has been the worst that I can remember. The winter was long and hard and the spring has brought record flooding. Most flying fields went under water and are still not where they should be by now. Add to that high humidity, standing water and now record numbers of mosquitoes that carry all sorts of disease and wham, not a good day for flying!



District VIII Report

Sam Snyder



Arkansas
Louisiana
New Mexico
Oklahoma
Texas

We have had many wonderful events over the past three months; and I have pictures from them all. This includes District VIII people at "The Famous" or is that "Infamous" Mississippi Afterburner, Austin (ARCA) Jet Rally, Mount Pleasant, TX bash with Gus Hudson officiating and the Dallas/Fort Worth Jet Rodeo. The events were fortunately uneventful in terms of safety problems, which is a tribute to the organizers and the contest directors.

Because of all the photos, there is not room for a "scratch-built" seminar. However, if you go to my website www.uavde.com and click on the Dehavilland *Swallow* you can witness the frustration of scratch building and why ARF's are fun....

Warmest Regards,

Sam Snyder

Charlie Morganti sent the following photos of a JATO shot on a DV8R. They didn't go airborne with the aircraft since these were tests to see if the system would work. All went well - but no test flight is lined up yet. Neat and interesting experimentation.



Brian Coston provided the following photos from The Mississippi Afterburner.



Andy Andrews' F-16 during engine run-up.

District VIII Report (cont'd)

Sam Snyder



Phil Nusa's F-100 in a common attitude (for him).



Brian and Bob Price troubleshoot Brian's *Elan*.



Steven Ellzey's *Bandit* ARF reaches for the runway centerline for yet another perfect landing.



The MAB tent line-up.

The Following are shots from the Mount Pleasant, TX, Jet Fun Fly.



Phil Nuza preps his F-100 for another flight.





David, David, and Buck debate the airworthiness of Vernon Montgomery's *Ultra Bandit*.



Ron Schwarzkopf and his award winning F-106.



District XI Report

Al Watson



Alaska
Idaho
Montana
Oregon
Washington

The weather has finally gotten a little better in the northwest corner of the country and two of our jet events are now history.

The Princeton Spring Warm-Up was held in Princeton, British Columbia from May 30 through June 1. I attended with a few other pilots from Washington state. Considering that this was an informal event, it was well attended with 16 pilots and 26 turbine-powered models, plus 3 ducted fans. The weather was great on Friday and Saturday and most pilots got a lot of flights in. Sunday was cold and wet, so most guys made an early exit. There was a good variety of models, but *Boomers* dominated, 6 in all!

The Treasure Valley Aeromodelers held their 5th annual Idaho Jet Meet June 6-8. Sunny and pleasant temperatures existed, but the winds were quite breezy at times. Modelers came from Oregon, Washington, and Idaho to participate in the weekend event. Al Culver, the CD, had a dinner on Saturday night at a local Mexican restaurant for all the modelers and gave away various awards. A special thanks to BVM for providing prizes for the pilots.

We have a new turbine pilot in District XI. Alex Richmond received his turbine waiver recently and he is only 13 years old! Alex comes from a long line of R/C flyers. His dad is Brian Richmond who is well known in pylon circles and his grandfather is Stu Richmond, long time *R/C Report* magazine columnist. Alex has been flying his dad's *Bobcat* on the buddy box for the past couple of years and also competes in pylon, flying the fast Nelson Class Quickies. We will see Alex on the sticks of the *Bobcat* at this year's "Jets Over Whidbey" coming up from August 22-24.

In closing I would like to hear from other pilots in District XI. If you attend an event, please send me some pictures and a short write-up and I will get it in the next issue of *Contraails*. Building tips with pictures are also welcome.



Princeton – Spring 2008



Boomer Boys – Princeton Spring 2008



Steve and Andrew Morris - Idaho Jets 2008



Brian and Alex Richmond

Upcoming Jet Events

Heart of Ohio Jet Scramble: August 21-24, 2008
TORKS Club Field, Columbus, OH
www.torks.com
CD: Terry Nitsch

Jets over Whidbey: August 22-24, 2008
Whidbey Island, WA
www.jetsoverwhidbey.com
CD: Billy Edwards 323-595-0087

Greater Southwest Jet Rally: September 4-7, 2008
HOTMAC club field, Waco, TX
www.hotmacrc.org

Route 66 Jets: September 4-7, 2008
Litchfield, IL Municipal Airport
CD: Roger Shipley

Princeton Jets: September 11-14, 2008
Canada

Love-Air R/C Club Jet Fun Fly:
September 12-14, 2008
Drake Field, Loveland, CO
CD: Dan St. John 970-231-01252

Maine Jet Rally: September 12-14, 2008
Sanford Municipal Airport, Sanford, ME
www.icommercesystems.com/mainejets
CD: Ray Labonte 207-797-5196
rplabonte@aol.com

Super Jets South: September 18-21, 2008
GA Jets Airfield, GA

Heart of Ohio E-Jets: September 18-21, 2008
TORKS Club Field, Columbus, OH
www.torks.com

Spiderman: September 25-28, 2008
Winamac, IN

Woodland/Davis Jet Rally: October 10-12, 2008

Hamburg Jet Jamboree: October 10-12, 2008
Hamburg, PA

15th Annual Florida International Jet Rally:
October 30-November 2, 2008
Lake Wales Airport, Lake Wales, FL
info@floridajetflyers.com
www.floridajetflyers.com
CD: John Burdin 863-648-9933
jwburdin@tampabay.rr.com

Sin City Jets: November 7-9, 2008
Las Vegas, NV

20th Arizona Jet Rally: November 20-23, 2008
Superstition Airpark, Mesa, AZ
www.azmodelaviators.com

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