

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2006

Volume 18, Issue 4



Alec Salt caught Roger Shipley's A-10
at the Missouri Valley Jet Rally.

*Liberty Bell
Jet Aerobatics Competition
Mid-Atlantic Jets
Kentucky Jets*



From the Editor

Treasurer's Report

Susan Moore

Fall Elections

This year's elections are for the Vice President and the even-numbered district representative positions. We have two candidates in District VI, so PLEASE be sure to vote using the ballot below.

We all also need to be aware of the need for turbine renewal affidavits to be **received in Muncie no later than December 15th**. This year they do not need to be notarized, so there is no reason to be late. Why not just include it with your AMA renewal...then it's done.

It is also time to renew your JPO dues. On page 5 is a mail-in version, or you can join/renew electronically by following the links on our website.

Please enjoy this issue, and as always, your photographs, hints, tips and other information are needed, wanted and desired!

Make sure you look at/and or check the website: www.jetpilots.org, on a regular basis, Keith is always updating things!

Greg

TREASURY REPORT

Beginning Balance		\$8,019.30
Income		
Membership	1x\$25.00	\$25.00
	1x\$12.50	\$12.50
Pay-Pal	4x\$23.97	\$95.88
Petty Cash		\$400.00
Miscellaneous Income		\$332.56
Bank Interest		\$0.01
July Expenses		
Bank Charge	\$18.00	
Trophies	\$57.95	
Sub-Total	\$75.95	
August Expenses		
Bank Charge	\$18.00	
Sub-Total	\$18.00	
September Expenses		
Bank Charge	\$5.16	
Trophies	\$109.90	
Summer <i>Contraails</i>	\$735.36	
Sub-Total	\$850.42	
Total Expenses	\$944.37	
Balance as of October 1, 2006		\$7,940.88
Checking	\$7,905.87	
Savings	\$35.01	

2006 Election Ballot

Vice President

☐ Keith Sievers

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

District II:

☐ Art Arro

District IV:

☐ Lee Reightler

District VI:

☐ Roger Shipley

☐ Patrick Frost

District VIII:

☐ Mark Osborn

District X:

☐ Paul Bageman

Member's Name: _____

Please send to:

Susan Moore, JPO Secretary/Treasurer
790 Royal Crown Lane, Colorado Springs, CO 80906



President's Report

Steven Ellzey

Thanks, Ed!

After 10 years of dedicated service, Ed McElvy has retired as the JPO Secretary/Treasurer. That position is the most overlooked one in most organizations, and it is **THE** most thankless job. Ed has performed this job well and I do wish to say thank you for a job well done.

Taking over for Ed is Susan Moore. If the name sounds a bit familiar, it may be because Greg Moore, our Editor, is her husband. Susan helped Greg get going when he took over the Editor's position, and Susan and I had several humorous phone calls while I tried to explain some of the strange behaviors of the software that we use to build this publication. I want to thank Susan for helping us out with this effort.

Needless to say, when you send in your renewal, **which you should do any time now**, it should go to Susan, whose address is inside the back cover of the newsletter and on the JPO web site, www.jetpilots.org.

Balancing the big one (or big 100 in this case)

As our models get bigger and bigger, the challenge to balance them gets, well, bigger and bigger. The thought of picking up a 30 pound model with my finger tips is, to say the least, a bit daunting. You can do lots of hand exercises for a few weeks before you finish your project, but you will probably need someone else, who exercised their fingers also, to help you pick the model up. As I got ready to balance my F-100, I decided that I could be a bit more scientific about the process, and get a better answer with very little additional effort. The process I'll describe is pretty much how it is done on a full-scale aircraft, and in fact, it appears that most modern airliners can do it while sitting on the ramp.

The process involves finding out how much weight is sitting on each of the wheels, and then doing a little math to find out where the center of gravity is. To do

this, we will need a reasonably accurate digital scale to weigh things with. The one I used was a Pelouze model 4010, which for the money (less than \$150), does a good enough job. If you want to spend a lot more, you can get a tighter answer, but for a 32 pound model it is possible to get the answer to within one-tenth of an inch. The heavier the model, the more accurate this approach is, however, for a model weighing less than about 25 pounds, you would want to find a scale with greater resolution. (Pelouze makes a scale with a maximum capacity of 20 pounds (PE20) with fairly high resolution for about \$120. With this unit you could handle a model with a total weight up to 40 pounds.)

The first thing we need to do is to determine some geometry. We need to know the distance from the axle on the main gear to the axle on the nose gear, and the distance from the axle on the main gear to the desired center of gravity. When I say the axle on the main gear, the point I am referring to is the spot on the aircraft center line, midway between the two axles (unless you are building a U-2), in which case that is where the main gear axle really is. Sometimes you can measure these distances from your plans, provided you know they are accurate and full-size. In my case, I knew they were accurate and full-size, but they did not show the CG. Instead, that point is marked by a dimple molded into the bottom of the wing. The easiest way to get the numbers I needed was to set the model on my building table, place a piece of tape below each of the points I needed, and then use a triangle to transfer a point from the center of each axle, and from the CG mark down to the tape, as shown below.



If you have a model that sits fairly nose high, like a *Vought F7U*, you will want to block up the main gear to level the model, and if you are working from the plans, measure as if the model were level. Once you have marked the necessary locations, you can then move the model out of the way and make your measurements.

Now it is time to weigh things. NOTE: it is best if you set the brakes before you start! You will need to fabricate two blocks that are the same height as the top of the scale to be placed under the wheels that are not on the scale, as shown below.



As before, if the model sits nose high, block up the main gear to level the model when checking the weight, and at this point measure the weight on each of the wheels. Note, if the model has a dual wheel, like the nose gear on the F-100, you do them together. Before you take each point, lift the model off the scale and re-zero it, which normally just requires pressing one button. The scale I used only displays the weight to the nearest 0.2 pounds, but I found that I could press up and down very lightly on the model around the landing gear and decide if the best answer was what was being displayed or 0.1 pounds more or less than the display. If it takes about the same force to increase the reading as to decrease it, then the displayed answer is the best one. However, if it takes very little downward force to increase the reading and quite a bit more upward force to decrease it, then adding 0.1 to the reading might be a better answer. And of course, if the opposite is true you might want to reduce the reading by 0.1 pounds.

At this point here are the numbers I got on the first pass for my F-100:

Distance main gear to nose gear = 25.49"
 Distance main gear to desired CG = 2.7"
 Weight on the nose gear = 4.9 pounds
 Weight on the left main gear = 13.5 pounds
 Weight on the right main gear = 13.7 pounds

The total weight of the model is the sum of the three weights, or 32.1 pounds. To determine where the CG is, we multiply the weight on the nose gear by the distance from the main gear to the nose gear, which gives us 124.901 in-lb. This is the total moment generated by the weight of the model about the main gear. No matter where you check the weight, you should always get the same answer. Lets say I stuck the scale under the nose 40 inches ahead of the main gear, I would expect that the weight at that point would be 3.12 pounds, which when multiplied by 40 would again give us 124.901 in-lb. So if we divide the total moment by the total weight we get the distance that the CG is ahead of the main gear, which is in this case 3.89 inches, over an inch ahead of where I wanted it.

Once we know the total weight we can figure out how much weight should be on the nose gear. If we multiply the total weight by the desired distance from the main gear to the CG, we get the total moment about the main gear, in this case that is 32.1 pounds times 2.7 inches which gives us 87.67 in-lb. We then divide that by the distance from the main gear to the nose gear which gives us 3.4 pounds. This told me that I needed to get 1.5 pounds off the nose gear.

Fortunately, I had started out guessing that the batteries would need to be in the nose, so it was just a matter of moving them further aft to balance the model. From the original weights, I could also see that I had more weight on the right-hand side, so I made a point of putting the heavier battery on the left side. When I had finished, the calculated CG was 0.048 inches ahead of the mark, and the left-to-right balance was dead on.

If you do have to add ballast, you will need to measure the weight of the ballast, add it to the total weight, and then re-calculate the required weight on the nose wheel. If you just move stuff around, all you have to do is keep rechecking the weight on the nose gear until it comes out right.

Once I had secured the batteries in their new

President's Report (cont'd)

Steven Ellzey

location and had the model completely buttoned up I did recheck the weight and CG again, and thankfully it had not changed.

So how well did this work out? The model required one click of elevator trim on its maiden flight.

This is more time consuming than just picking the model up with your finger tips, but it is more accurate, and much less likely to dent your model or your fingers.

Elections

Additionally, we have our annual election cycle for even-numbered districts, and the VP this year. Of note is the fact that we have two candidates in District VI, so your actually taking the time to vote is important.

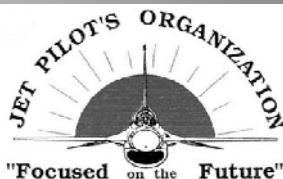
Please fill out and mail the ballot on page 2.

Steven

Remember Your Waiver Renewal Form

Must be received in
Muncie by
December 15th!

Application/Renewal Form

**2006 Jet Pilot's Organization Membership Application/Renewal**

Name: **AMA No.***

Address:

City: **State:** **Zip:**

E-mail:(if you want to be included on the JPO e-mail list)

***AMA membership required for U.S. Residents, 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



District II Report

Art Arro

New Jersey
New York
Europe

The 2006 jet flying season is spooling down here in the northeast. Though we may be able to capture a few more suitable flying dates before the snow flies, which signals the start of our building season. I have several projects awaiting me on the workbench. For some of us, the availability of jet ARF's is freeing us from most building tasks and hopefully, we will use the time for other constructive purposes.

JPO elections are forthcoming and I've decided to continue my term as your District II Rep. and AMA Liaison. Please vote, if only to show your support.

The liaison position is basically a communication channel established between AMA and JPO. As our humble messenger I haven't been shot too many times... lately. AMA frequently asks for our position on jet-related issues, and likewise, we provide input on any pending legislation or regulations concerning model jet activities. I also coordinate applications for the *AMA Accepted Designated CD for Turbine Waiver Signoff*, or TCDs for short. Note that this TCD position is **ONLY** required to signoff control line and R/C rotary-wing turbine waivers. **ANY** current waiver-holding AMA CD and any other current waiver holder can sign off R/C fixed-wing turbine applicants. This policy greatly expands the number of individuals permitted to approve R/C fixed-wing turbine waivers, however, JPO is bound by previous legislation to approve all TCD applicants for control line or R/C rotary-wing signoffs. We are hoping that the control line and heli SIGs will step up to the task of approving their TCDs. Further information on all this is contained in the documents section of the JPO website (www.jetpilots.org), including the necessary application and good character forms.

While on the subject of turbine waivers, I have just been informed that a new wallet-sized card will be issued for the 2007 turbine waiver, and this will be mailed separately from your AMA membership card. Individuals who are renewing their waivers from 2006 must submit a Turbine Renewal Affidavit (AMA

Document # 510E) for your 2007 renewal. **You do NOT** have to have this affidavit notarized. The submittal deadline is December 15th, 2006. If you miss that date or fail to renew your 2007 AMA membership you'll have to re-apply for a turbine waiver beginning at square one of the process. For those pilots receiving their turbine waiver in 2006, your 2007 waiver will be issued automatically upon renewal of your 2007 AMA membership. It is not necessary to submit this affidavit for a 2007 waiver. You will have to submit this affidavit certifying 20 turbine flights by the end of 2007 for your 2008 renewal.

Note that there are two (2) different cases and actions for this 2007 waiver-renewal process. The turbine-renewal affidavit, AMA Document #510E, certifies that you have completed 20 or more flights of a turbine-powered model during the preceding 24 months. This statement must be witnessed by a current waiver-holder who attests that the renewal pilot operates in a safe manner. To help with this, each turbine waiver holder should maintain a log book to document their turbine flights. This log can be nothing more than a journal listing of your turbine flights and the dates of occurrence.

For those members not into turbines, the ducted-fan (DF) propulsion source is still a viable alternative. The used, and new, glow DF market is awash with many good buys if you are careful in your selection. Also, great strides are being made with electric ducted-fan (EDF) power. Ray Davis, District I Rep, has lured me over to the "dark side" of model jets with EDF. The technical hurdles are less than glow DF and the batteries are the biggest initial expense, but still less than a turbine, and there are some high-end EDF units becoming available that will rival the speed and performance of the former glow DF jets. These are not the feeble hand or bungee launch, short duration EDF models of the past, and they should be ideal here in the northeast with our paucity of suitable turbine-flying sites and our cool dense air for maximum flight performance. I look forward to flying EDF with these new units in the near future.

Meanwhile, my mailing address, e-mail and phone number are listed on the back page of this newsletter for contact information. Feel free to contact me for any jet-related info and I look forward to hearing from you. Fly Safe and happy building!

Art



District III Report

Ohio
Pennsylvania
West Virginia

Mark McCracken

Best of Show -	Jorge Escalona: F-18
Best Scale Jet -	Don Desandre: L-1011
Best Sport Jet -	Billy Jamison: <i>Hustler</i>
Best Electric Jet -	Chris True: EDF <i>Hawk</i>

Well, another season has come and gone, and at the end of every season, there are more turbine-waivered pilots than the year before. Our small community of jet pilots is growing. I have attended many events this year, meeting old friends and making new ones. Each year there are more Jet Rallies added to the event calendar, and it is amazing the quality of jets available to the pilots that are out on the market today. As most of us have seen, my hangar queen has finally flown. My Skymaster *Hawk* has taken to the sky and I was amazed at how easy it flew. My *Hawk* is powered by a Jetcat P-80. Although I fly at a local airport and have 2000 feet of asphalt to use, I hope to upgrade the *Hawk* to a P-120 by the start of next season.

My maiden take-off roll was straight and smooth and, despite my shaking knees and thumbs, I managed to keep control and fly the *Hawk* for about 8 minutes; during which time I did find that low throttle, flaps down and too much throw in the ailerons is not a good combination. After the *Hawk* decided on its own to change direction a few times, I powered it back up and brought it in for a safe landing.

It was another successful year for the **Liberty Bell Jet Rally**, with the 2006 edition hosted by Mike Lesh, hosting about 86 pilots. We arrived Thursday morning and shortly after the airport was opened to us and jets took to the air. Aircraft filled the skies all four days and the weather was perfect, even though it was about 100 degrees on Thursday. As always, the spectators were amazed at the skills of the pilots and their aircraft.

Deck airport has always opened their airport to Mike and Cindy to host this event, but this year the airport made a few changes, none of which affected our flying. Saturday evening after the flying was over, dinner was served in one of the hangars at the airport, and soon after, Mike awarded the following pilots with prizes and awards:

Of course, we cannot forget Jetluge Bob. As always, he thrilled the spectators and pilots alike with his skills on a jet-powered luge. All pictures shown are provided by Joe Balabon, aka "uncle joe."



Dist III Report (cont'd)

Mark McCracken



those who flew on Friday. Dave Malchione Jr will be awarded first place in the expert class flying his *Kingcat*, Mark McCracken will be awarded first in the advanced class flying his Facet 2300 and Larry Wright will get the sportsman class award for flying his *Hawk*.
Mark



Another new Jet event this year was the **Jet Aerobatic Event**, located in the Poconos of PA. Friday was a slow day for pilots, but Saturday came and went without us getting a chance to get any jets into the air. With winds of 20 mph on Friday and dense fog on Saturday, it made for a rough start to a new event. There were 6 of us that braved the winds and flew on Friday. I flew my Facet 2300 for 3 flights, Dave Malchione jr. flew his *Kingcat*, Bruce Hanson flew his *Boomerang*, and Larry Wright got to maiden his Skymaster *Hawk* at the end of the day. Next year we will try to hold this event at an earlier time in the year, hoping to avoid fall weather. All pictures posted are provided by Joe Balabon, aka "uncle joe."



After talking with judges and a few others who attended this event, even though the judging was cancelled due to weather, awards will be awarded to



District IV Report

Delaware
District of Columbia
Maryland
North Carolina
Virginia

Lee Reightler

After getting the bugs out of aircraft at the **Mid-Atlantic Jet Rally** in May, District IV members headed for the *Jets Over the Heartland* in Winamac, IN. This event is usually held late in June and has become one of the premiere rallies of the jet world. Each year the Winamac Aero Modelers and CD Tim Redelman try to outdo the year before and this year was no exception. The get-together at the restaurant Thursday night, the Friday night party at the field and the gourmet dinner Saturday evening by Chef Frances Pischner is hard to beat. Combine all this with excellent flying weather and it becomes a number one event as highlighted by the following pictures:



Jonathan Smith from England with his King Cat.



Lou Patton's old reliable CAI aircraft.



Scott Harris getting his F-86 ready as Andy Finizio looks on.



Discussing strategy; L-R David Plaine, John Ligons (AMT VP), Vern Kramer, Larry Kramer and Rodney in the background.



Early spectators.



Vendor's row.



Frances Pischner's new design.



Cody Massiello incognito on security watch.

The week of July 6-9 took us to the **First Annual Kentucky Jets** in Lebanon, KY sponsored by AMT-USA and the Lebanon/Springfield community, especially the airport staff. If the participation in this first time event, CD'd by Lou Patten, is any indication of the future, then be sure to mark it on your calendar for 2007. Clear skies, 5000 feet of runway, clear approaches; what could be better for a jet rally? Noon time activities included a visit from a Russian Yak and a beautiful aerial ballet by Alisport in their AMT powered sailplane. The citizens of Lebanon sponsored a pizza party Friday evening and John Lignons (VP AMT-USA) hosted the banquet and awards Saturday night at a local restaurant. I'll let the pictures tell the rest of the story. Lee



The huge 40' x 120' AMT-USA tent.



A lineup of Bob Cat's, King Cat's and a Bandit.

District IV Report (cont'd)

Lee Reightler



Alisport's sailplane powered by a pair of AMT AT-450's.



Good looking Mig-15



Nice to be chauffeured to the flight line.



Part of the flight line.



Dewey Davenport's F-18.



Arrival of the Russian YAK.



Roger Shipley and his A-10.



The noontime lineup.



District V Report

Dee Miller

It's been a hot summer and the activity here in Florida has been slow. While most of us have been ducking the heat, technology has been moving on.

Weatronic has a group of new receivers on the market that are two receivers in one, and they use two batteries so that if one battery fails there is a seamless transition to the other receiver. These receivers come in a variety of configurations: 8 or 10 channel - with or without GPS, and with or without gyros.

I purchased one and have been playing with it on my desk at home. You can assign up to eight servos to any one channel and each servo can have its own program ie: reverse, travel, gyro or no, and so on. I'm not sure why you would need all that flexibility, though it does help to eliminate "Y's" on elevators and flaps, for example. I purchased the 10-channel version with Gyro and GPS built in. This unit will give you, if you choose, a gyro on one axis and the ability to plug in an external gyro using any axis you wish. I have not been able to test the GPS yet because that function requires the unit to be moving.

There is also the capability for the receiver to function with any 72-mhz channel we use. Just hold the transmitter in close proximity to the receiver, watch for the blinking light, and you are connected. This will help at events where you are on a frequency with a lot of other people. If you are interested, go to www.weatronic.com or contact a local rep. There is now an English software version out (it was German).

I have now tried the GPS by walking around the neighborhood (confirming to my neighbors that I am half a bubble off), and it performed well. It gave speeds (3km/hr) and coordinates. From this information and using the altitude information it gives; you can build an impressive 3-D model with the supplied software.

This receiver can do much more than I can write about, so for more information check their web site.

In the "way out there" category, Georgia Tech has developed a hydrogen-fuel-cell propelled 22-foot wingspan aircraft. I was not able to see it fly, but it recently flew at the Georgiajets flying field near Atlanta. To learn more about this aircraft, go to www.gatech.edu/news-room/release.php?id=1111 or contact John Toon at: jtoon@gatech.edu.

Lithium batteries are going to get more powerful without getting larger, which is going to enable some pretty impressive electric jets to fly. I am talking about BVM-type models, not foamies. At Superman this year, we will see retrofits of some of BVM's older models, though I am not sure which ones, but that does not matter. They will be first class models that we can fly at almost any existing field and at true model jet speeds. This will be a welcome addition to our end of the hobby.

Thanks for reading this. You can email me at deemiller@tampabay.rr.com.

Dee

Upcoming Jet Events

13th Florida International Jet Rally

November 2-5, 2006

Lake Wales Airport

Lake Wales, Florida

CD: John Burdin (863) 648-9933

jwburdin@tampabay.rr.com

info@floridajetflyers.com

www.floridajetflyers.com

18th Annual Arizona Jet Rally

November 17-19

Superstition Airpark; Mesa AZ



District VII Report

Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

Summer Went Too Fast

Man, summer just flew by and I didn't fly with it! Seems that every time I was set to leave for an event, something came up that required my being close to home.

Some friends passed (that was very sad) and I was needed to help my aging parents with sudden health issues. (Expected of course, but not all at once!) I know we all have to deal with those issues in life and by doing so now, it makes me appreciate what having good health means. One can only hope that good health continues on for a long time.

I did (even with limited time) manage to fly early mornings and keep my turbines turning, but it was all close to home and I didn't see anything new to report on. Local fly-ins were pretty much the same with some higher turnouts than expected at big bird events. Seems many of these pilots were staying close to home as well...gas prices may have been part of it, but from what I was told, time issues played more of a part in keeping these pilots close.

I did notice that there was a click-up on local pilot interest in jets. I talked in detail with two pilots I know from our club that are looking at jumping into jets, but question their flying skills and the cost; but each time my jet goes up, I notice their interest does too!

As always, if anyone has a picture, story or building tip... pass it along, we all benefit from those.

Until then... keep it real!

Tom

The Jet Hauler

When I got into jets, I started out using my van, then one day some fuel leaked and it smelled like an airplane hanger...okay for me, but my wife and friends didn't like the lingering fuel smell that worked its way into the carpet....So I started using my pickup, but, it had a lid that covered the box and that caused problems! Next, I bought a trailer - a 6X12 Haulmark, but it was heavy and hard to move around by one person.

Okay, now I've got a big trailer, heavy and not easy to move...and just to haul less than 250 pounds of airplanes and support equipment! That didn't make any sense to me but I needed something...but what? My planes are long and with the wings off and all the support gear, I needed room, but that heavy-duty? There had to be a better way!

I started looking for something I could move by hand, lightweight but big enough to haul my planes and equipment, when, bingo...I found it!

While surfing *E-Bay* I ran across an old 70's vintage snowmobile trailer - it was enclosed and in need of massive TLC. It was 6'X9', lightweight and would do the job. But when I saw it up close for the first time after I purchased it (pictures lie on e-bay) it was a mess!



With some welding here, new wood there, paint, lights, new larger tires and hours of sanding and fiberglass work; it was finally off to the paint shop for a new coat of blue paint.

In the end I had a trailer that was safe, looked nice,

Dist VII Report (cont'd)

Tom Ryan

could carry everything I wanted and was very lightweight. No more back aches moving a trailer...that job was now easy. Everything was in reach, and I had no problem carrying my jets and all the support equipment I needed. The new floor with hardened epoxy paint makes any fuel spill a breeze to clean up, there is no fear of fuel soaking in.

The final touch was to mount holding rings to hold my tools and accessories. The fuel tank braces were mounted and a 4-inch thick, free-floating foam block (that will act as a shock absorber) will cover one-half of the trailer floor where the jet will ride in its carrying rack. The jet will be put onto its carrying rack and secured with Velcro straps, then the whole rack will then sit on the foam block and be held down by bungee cords. This will soften any sudden hard loads on the plane should a pothole or other road issue arise causing the trailer to bounce, transferring the shock load to the plane and support equipment braced down inside the trailer.



It was plenty of filling, sanding and general grunt work, but in the end, it was well worth it. So if you're looking for a "sort of custom" trailer, you may want to consider something other than the big box commercial trailers that are out there designed for weight bearing loads. There are some good deals out there if you're willing to do the work. In my case, I ended up with what I wanted, set up for a one-person easy load operation.

Tom



Last to be done were the decals. Several vinyl cuts were done by a friend who specializes in making everything from small one-inch images for RC Jets, to large lettering like on the side of my trailer.



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Your Editor's TopGun F-15 settles in for a landing at the GSW in Waco.

JET PILOT'S ORGANIZATION

"Focused on the Future"
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