

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2005

Volume 17, Issue 4



*Maine Jets
Capitol Jets
Mid-Atlantic Jets
Jets over the Heartland
Missouri Valley
Bardstown Jets
Minnesota Jets
Louisiana Jets
West Tx "JETFX"
T-38
Greater SouthWest*

Paul Bingham's F-18 departs Reese AFB


From the Editor
Treasurer's Report
Ed McElvy
TREASURY REPORT

Beginning Balance		\$6,831.78
Income		
Membership	4x\$25.00	\$100.00
Pay-Pal	1x\$23.97	\$23.97
July Expenses		
Bank Charge	\$18.00	
Trophies	\$164.85	
Contrails Expense	\$191.05	
Sub-Total	\$373.90	
August Expenses		
Bank Charge	\$18.00	
Trophies	\$164.85	
Sub-Total	\$178.85	
September Expenses		
Bank Charge	\$18.00	
Summer Contrails	\$882.00	
Sub-Total	\$900.00	
Total Expenses	\$1,452.75	
Balance as of October 1st, 2005		\$5,503.00

Welcome to our Fall issue!

You might have noticed a difference in the packaging of your copy of *Contrails*. In an effort to control costs (at a large savings per issue) we have switched printers and shippers. Technology continues to advance, and sometimes we are forced to go along with it. Please let us know your feelings, and the condition of your issue when you received it.

We have reports on many events (after all 'tis that time of year!) so please enjoy the photos and stories, and as reported in several places, we need to remember to have our waiver-renewal paperwork in Muncie no later than December 15th.

I can always use more event coverage and individual photos, so please show us all what's going on in your part of the world! The best quality reproductions come from 4x6 inch, 300dpi files, and since I have a hi-speed connection they come through without a hitch!

Our next deadline is **Thursday, January 5, 2006.**

Greg

James Whitworth, who manages a hobby shop passed the following along for our reference:

I don't know what frequencies you fly on, but Horizon and others are now selling casual park flyers on 72 mhz. So far, the two aircraft (*Typhoon 3D* plane and the *Blade CP* heli) are on only six different channels - 17, 19, 21, 50, 52 and 54, so you might consider not using these frequencies. Anyone could be flying one of these two aircraft within a few yards of a controlled flying field and we would never know. I saw an ad yesterday in *Fly RC* for a company that is selling complete ready-to-fly systems on 72 mhz, also. Their website is <http://www.parkflyersrc.com>. Scary stuff if every Tom, Dick and Jane can buy RC equipment on 72 mhz and fly in their backyard, a nearby park or soccer field that might well be within ear-shot of a flying field.

I've emailed AMA and asked for their help. but at this point the only solution that I can see is to get off these 6 channels and use a pocket scanner to see if the area around is used by an unseen radio.

Remember...this Fall's elections will be for odd-numbered district representatives and the President.

Don't forget to VOTE with your ballot on page 12!



President's Report

Steven Ellzey

Hot Topic of the Day

The recent decision of the FAA to uniformly enforce the regulations governing the use of federally-funded airports for "non-aeronautical" events has surely created much conversation in the model world. One of the largest events in the country, Superman (or Super Jet Week as it was renamed) had to be cancelled due to the new policy emphasis, along with several other large jet events.

Some people are calling for a campaign to get the government to change this. To be blunt, that is a big part of what caused the problem in the first place.

Our best course of action is to be calm, and figure out how to best deal with the system. As of mid-September, a few jet events have taken place at full-scale airports, so it can be done within the new policy emphasis.

If you are a CD who runs an event at an airport, I would recommend that you keep on planning your event, but keep in close contact with the airport management, recognizing that you cannot close the airport for your event. It appears that you can close a runway of a multi-runway airport, however it is not clear how single runway airports might be handled. There are some indications that this might be open to local interpretation, so if every one involved has a good relationship with each other, the interpretation might be in your favor. If the answer to use the airport does come back "no," be careful of how you proceed. Asking the appropriate authority for advice on how your event might be done should not hurt, but do not try to push, and whatever you do, do not try to use the reasoning of "but so-and-so's event got to do it," this is another part of what caused the problem in the first place.

As we gain more experience with this new reality, JPO will try and keep you informed on how to best work with it.

Quick and Sleek Sport Instrument Panels

I have made quite a few sport model instrument panels over the years, and most have involved making instrument frames and displays to go inside them. On a recent project, I came up with an easy approach that produced a good looking panel without too much effort.

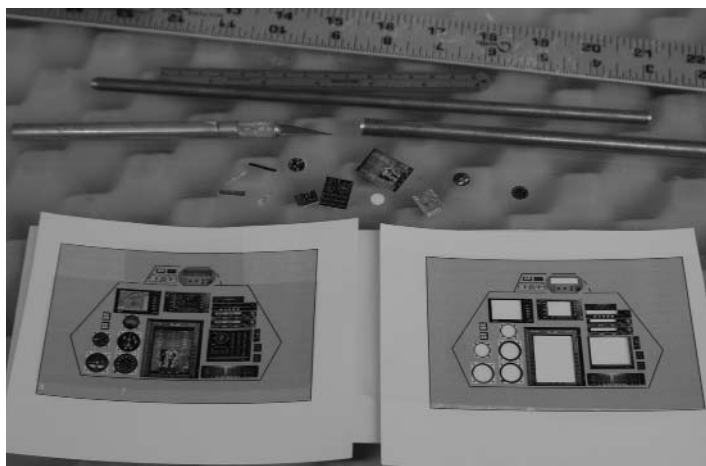
Most of the work is done on the computer in a presentation graphics program, such as Power Point or Corel Draw. The first thing to do is to locate some good looking aircraft instrument graphics; so I got on the internet and went to <http://www.epanelbuilder.com>, who has an excellent selection of instruments, switches and other goodies to populate a control panel. All that you need to do is to cut and paste them into your graphics program.

The next thing you need is a scale outline of the panel from your plane. I took a piece of paper and traced around the actual panel and then scanned it into the computer. I then used the graphics program to draw clean lines around that image.

Next, scale your instrument to match your panel size, and put them where you want them. Add a background color to the panel, probably a shade of gray, and once you're happy with the look of your panel, print two copies of it on a good color printer.

Apply a layer of clear packing tape over one of the panels and then rub it down with fine steel wool. This will remove the shine and the paper look. Next, apply a layer of double-sided tape (carpet tape) to the back side of this panel and cut out everything that should look like a glass faced instrument, a computer display, or a digital read out. Working on a glass surface, a sharpened piece of brass tubing will make a clean circular cutout.

To simulate the "glass," I used a piece of clear tape I found some years ago at the hardware store. This roll of tape is quite a bit thicker and clearer than most packing tape I have seen, but unfortunately, I do not know what the brand name is. If you cannot find something like this, packing tape will have to do. Apply a layer of this tape over the top of the second instrument panel that you printed, and a layer of double-sided tape to the back of it.



Cut the first panel out a bit over-sized and line it up over the second, then use a piece of tape to hold it in place on one edge. Fold the top panel piece back and remove the backing from the double-sided tape on this piece, and then lay it back in place. Trim the panel to the final shape and use the double-sided tape on the back to hold it in place.

This whole process took me about 2 hours.

Steven

Application/Renewal Form



2005 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:

Ed L. McElvy, JPO Treasurer, PO Box 784, Caddo Mills, TX 75135



Vice President's Report

Keith Sievers

Building the Yellow F-15

While ARF aircraft seem to dominate the model scene these days, there are still a few builders left out there. I am not a fast builder by any means - usually only one plane a year or so, but I still like to occasionally spend time in the workshop away from it all. My latest project is a Yellow Aircraft F-15 that I started recently, and for those of you who are interested, here is a very brief synopsis of the build.

The Yellow F-15 is good-sized at 84" in length and 56.5" in span. It is approximately the same size as the Avonds kit, a bit smaller than the Air Magic and a bit larger than the Skymaster. There is definitely a lot of building on the kit, but I have been impressed with the parts fit. The steps seem to move by quickly. The kit comes with a complete hardware package that has been very comprehensive to date.

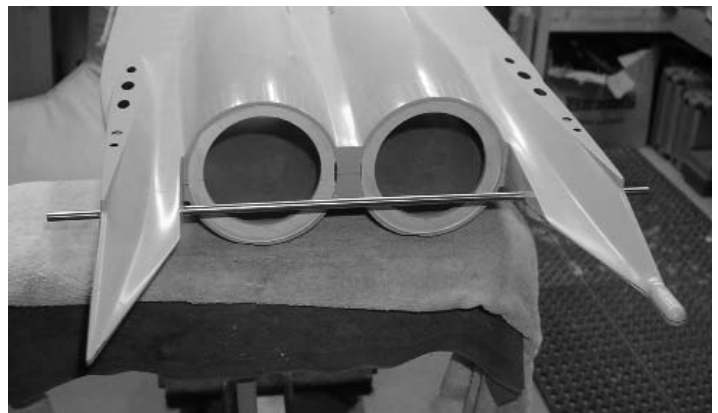
Finished weight is claimed to be in the 20-24 pound range, and based upon the work I have done to date, that seems realistic. My plan is to fly it with a P120. If you want more in the way of specifications, visit the Yellow Aircraft San Diego website: <http://www.yellowaircraftplanes.com/jets/f15.html>.

The project starts by gluing the nose piece onto the rear of the fuselage. I was pleased to note that the parts fit together with no gaps or misalignment. Once the pieces were glued, I reinforced the top and bottom joints with carbon fiber cloth.

The wings are next. If you have ever done a built-up balsa-over-foam wing, this is pretty standard. The wings arrive pre-sheeted with a layer of carbon fiber cloth sandwiched inbetween the foam and balsa. The main steps include: 1) lining the servo well and mounting the servos to the hatch, 2) cutting out, capping and fitting the flaps and ailerons and 3) attaching the composite wing tip. The wing tip is a nice addition as there is a significant amount of curvature, cupping and washout at the tips that would be difficult to get right by hand.



When the wings were complete, I began work on the fuselage formers. The first step is the rear former, to which the metal stab-bearing boxes are bolted. An alignment rod is included in the kit to make sure that the stabs are positioned exactly horizontal. I was really impressed with how this fairly complex set of parts fit into the plane and fell into alignment. There are pre-marked drilling locations molded into the fuse, and these proved to be perfectly placed.

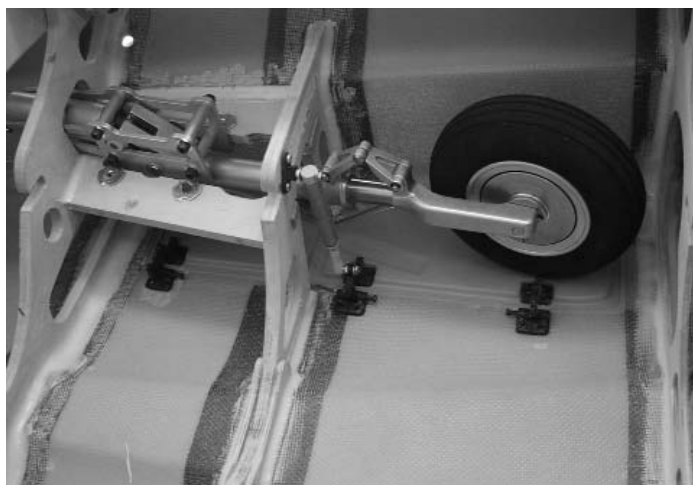


Next, the main wing formers are installed. The rear former is the attach point for the single spar carriers and the front former has a carbon fiber anti-rotation pin and bracket attached to it. As part of the process of installing these formers, the spar is permanently glued into the wing, as is the anti-rotation carbon fiber pin. The back of the fuse is leveled using the alignment rod for the stabs, which allows perfect alignment to the wings as the spars are glued.

Two more steps then follow to complete the wing -- a rear anti-rotation pin is added and the end cap is cut and fit. The wings are now ready to be glassed.



I added the main landing gear formers and mounting plates next, and then installed the nose gear former. Not mentioned in the instructions was that the main gear plates need to have notches Dremeled into them so you can get the gear in and out. Blind nuts are also installed prior to gluing the formers. Once the formers are in, the landing gear are installed and the aircraft finally has legs.



With the gear on, I was able to start on the gear doors. The hinges are glued and then secured by screws and the process is aided by pre-molded hinge locations. The doors are molded, and I noticed some carbon fiber reinforcement sandwiched between the top and bottom layers. They are very rigid, and the fuse curvature is molded right in. The hinges have removable pins, which is also convenient, as the doors can be detached easily for painting or service. Placement of the door cylinders is straightforward and their installation went quickly.

The doors can be made scale if you elect, with dual main gear doors. Right now I have them installed as one piece, but I am contemplating sawing them in two and adding the extra cylinders.

More to come in the next quarterly installment.

Keith



District I Report

Ray Davis

Greetings from District II

Not that I was missed...but there was little to report for the Summer *Contrails*...so, shamefully, I just bagged it. Actually, I was hoping for the two-birds-with-one-stone thing, maybe get impeached for dereliction of duty...certainly eliminate all chances of being re-elected to serve another two-year sentence! The latter possibility remains, of course, as Art Arro tells me, that so far, there are no willing candidates. I did announce at the Maine Jet Rally (see the following report) that new blood is needed....which resulted only in looks to the sky, blank faces, etc. Likelihood is, that I'm still yer man, but D-I, you're gonna vote soon, you can always write yourself in...

Being the District I JPO Rep these years has been enjoyable and most interesting, and I enjoy the writing thing...at least when there is fresh material and inspiration hits. And, these have been interesting times for Waiver-holders and the JPO. Accomplishments? Perhaps the greatest over these past few years is that we're now viewed by the AMA as a responsible and dedicated group of pilots, so your JPO is actively sought after for advice and counsel when it comes to AMA turbine policy. Through our efforts and your responsible flying, we are now definitely well-represented and respected at AMA Headquarters. Waiver requirements are better defined and more meaningful, we all are more aware of our responsibilities, seem to be cooperating more fully, and have certainly taken measures for our continued safety and longevity. Real progress, IMO!

Enough of that stuff...this issue I'll report on the Maine Jet Rally (MJR) and another facet of jet flying I could get interested in: the little ones. Not sure anymore that bigger is always better...certainly for scale-detailing and presence, a large model is needed...but otherwise, I'm taking a fresh look at things. Reason being: I'm having a blast with an EDF Alfa MiG-15! Hopped up to be sure (<http://www.eflightline.com> has them and the hot

HiMax motor set-up for \$258, shipped, for all except a micro Rx and LiPos), a week of evenings, beautiful engineering, and though a fragile skin, pretty rugged otherwise. The MiG even ROGrass, is steady and on rails in all wind conditions, great performance (it can get away from you...almost 1:1), so loops are big, though you do run out of vertical. Nah, I'm not going over to the dark side. But the Alfa MiG sure seems the ideal beater/practice model for what we really want to do... when and where we can't actually do it. I first saw Adil's stock 15 at Quinte, and then after seeing a 'coupla Savex L39s at Capitol Jets, I can begin to see the real advantages of the 44 and 54-size turbines. Convenience, cheaper in all respects, less airspace/facilities needed, grass capable...a myriad of reasons. And, many terrific models for both engine sizes are already available. Might be where I'm headed next....



Those Alpha edf's awaiting flight

The Maine Jet Rally

What can be said: somehow better every year but already the finest IMO. CDs Antony Parchment and Ray Labonte are incomparable for their devotion and achievement re: jet flying in District I. When faced with cancellation at last year's Biddeford site, they found Sanford...and the rest is history. Sanford is perfect (remote giant runway site, hangar storage, etc.) and best...the airport folks seem to love us...which is, of course, testimony to the efforts Ray and Antony put into this thing. The field is controlled with an airport official as Air Boss at all times, and we stood down couple of times for corporate jet ILS approaches (exciting!). The whole operation was as smooth and safe as could be. I even understand the FAA was there observing...and was impressed. The recent RC Universe/MJR thread (anyone here not familiar with the internet and the RCU Jet forum...?!) describes Sanford best; see the MJR pictures and description.

District I Report (cont'd)

Ray Davis

A horrible forecast and rainy weather Friday caused virtual cancellation with only a few flights up... Saturday looked bleak at first, then burned off and we had a great day... Sunday just as good...but poured at 2PM...thankfully, things were winding down anyway. Attendance was down, about two-dozen pilots with decent spectator turnout Saturday, but good on Sunday. The diehards always show and were again rewarded. Our CDs actually offered 'no pilot fee,' Saturday morning as they seemed to take the poor weather personally...we voted that down(!); happily paid up...hey, we all came just for the outstanding Lobster Fest Saturday nite (Max Smart had FOUR!).

It was worth the trip for any of us just to watch Jason Shulman fly and buddy-box us on the Bobcat...and fly your own for you just to show what it could really do. Adil flew the fabulous F-14 and Lenny Mac's beautiful new T-33 (both had first/early flight teething problems), but got down okay. No great evidence of Adil's Groupies at MJR, (but he certainly had 24 of his peers admiring his building and flying). Both upstate and downstate NY were represented: Art, Max, Frank, George, Ed, Lenny; the usual suspects from Canada, Jimmy, Ruven, Chris and Mark; Jeff and Karen from Connecticut...who is actually keeping a real log book(!) and now has 46 documented Euro Sport flights this season; Scott and Tom (with his retinue from VT)...Folks if ya can make only one in the NE region next season...it's gotta be MJR. There is no finer site nor bunch of pilots to have fun with...come if ya just like to eat!

The logbook comment reminds me: pilots must get their self-signed and notarized renewal form (see AMA Document site...it's number 510-E) into the AMA by Dec 15 in order to obtain a '06 Waiver. On that same form, an experienced Waiver-holder adds his notarized signature attesting to your competence. Must be in....or ya gotta re-qualify the hard way for '06. The notarized requirement is supposedly one time only, to update, verify, and substantiate the competence of all present Waiver holders. All new qualifiers have to do so under the 'new' qualifying rules.

Lastly, some appreciation for Tom Puma. Though we lost the Middlebury site (Green Mountain Jet Rally), in spite of CD Tom's Herculean efforts, we sure thank him for all those terrific years up there. 'Course Tom's become quite a pilot now that he has the time to

practice...flew the KC beautifully at MJR. Fortunately, Frank Alvarez and Art Arro stepped up to fill the July void with Capitol Jets, and with MJR seemingly assured (and a healthy nearby Big Apple and Quinte), we D1 pilots have more options than ever.

Vote...for someone...and have a productive winter, guys!

Ray



Radford and Shulman...guess who was BBing who?



A non-groupie shot of Adil and his fabulous F-14

District I Report (cont'd)

Ray Davis



Close-up of Lenny Mac's beautiful BVM T-33



The Vermont Gang...Scott, Tom and Bubbles



Frank and Mark: "American pilots are better...naw, Canadians are better...."



The boys getting their noon time lesson....



Wee Jimmy Brown after his lesson



Uh...Jeff's Eurosport....



District II Report

Art Arro

New Jersey
New York
Europe

Autumn has arrived here in the northeast and we had an excellent summer for flying jets.

Unfortunately, I have had a slow recovery from intra-ocular retinal surgery performed at the beginning of the jet flying season. My vision is slowly returning and I have only flown at a couple of jet events with my fan trainer jet. Eyesight is a precious sense, especially for flying jets, and we sometimes take good vision for granted and only notice it when it is lost, or after it is too late. I recommend that everyone take good care of their eyesight and use safety glasses as appropriate. You can't fly what you cannot see.

Having been involved with the turbine waiver signoffs of several new pilots in District 2, I recommend that all waiver candidates review the requirements, and at least practice the flight maneuvers with the test model BEFORE taking the flight test. Also, note that December 15 is the postmark deadline for getting your waiver recertification paperwork to AMA HQ for the 2006 waiver renewal. You must have AMA Form 510-E with two notarized signatures attesting at least 20 turbine flights in the past 24 months. If you don't submit the paperwork in time, then you will have to retake the turbine flight signoff to receive your 2006 or beyond waiver. Copies of all the AMA forms are available on their website <http://www.modelaircraft.org> under Membership Services, AMA Documents (PDF), and scroll down to #510 for all turbine-related documents.

The **Capitol Jet Rally** was held on July 15-17, 2005 at the Schenectady County Airport in Glenville, NY. This was our inaugural event which I CD'd and was assisted by Frank Alvarez as the Event Coordinator. Family, relatives and local volunteers provided the manpower to run the event, as there was no club involved. The site venue was on hallowed ground, being where the first developments of US aircraft turbine technology occurred in the late 1940's. The event was cosponsored by the Empire State Aerosciences Museum (ESAM) and the JPO.

We used the JPO Jet Event Guidelines to plan the event and ESAM provided site support such as fencing, PA system and spectator control including parking. All of the event revenues, after expenses, were donated to ESAM in support of their aircraft restoration and aviation education programs.

Friday, July 15, was setup day with open jet flying in the afternoon. The event runway was a 150' x 2000' smoothly-paved strip used for vehicle training by the NY State Police. This strip is bordered by a major roadway to the west and an active aircraft taxiway to the east, so flag persons were stationed at each end to monitor and signal any excursions beyond these boundaries. A 500' hard ceiling was also in effect, but this height was waived for most of the event. Fam hops to gain familiarity with the site and train the flight operations personnel were performed on Friday afternoon and we utilized an Air Traffic Control-Liaison (ATC-L) as an Air Boss to coordinate and manage model flight operations at Capitol Jets. The ATC-L was a pilot (Major) in the NYANG unit stationed at the airport and was very conversant with the Control Tower. This worked out very well.

The weather was typical for mid-July in NY with overcast skies in the mornings, improving to partly-sunny throughout the day. Isolated thunderstorms skirted the area with only a brief shower falling on Sunday morning, and the winds were light and variable quartering down the runway from the east. Four flight stations were set up on the south side of the model runway and the sun was either behind clouds or at our backs during the entire event.

Twenty-nine pilots from 5 US states and 2 Canadian provinces brought 40 jets to the Capitol Jet Rally. There were 25 turbine-powered models, 14 glow-ducted fan jets and 1 EDF. Fine examples of scale and sport jets were included in the mix, including representations of Avonds, BVM, Comp-Arf, DL Aero, PCM, GNM, Savex and Yellow Aircraft. A scratch-built model of the ME-163 Komet was also flown.

Turbine trainer models were very popular with the *AV8TR*, *Baby Boomerang*, and both sizes of the *Facet* being flown. Turbine brands included AMT, JetCat, RAM and Sim Jet. The *F-16 Falcon* was the most popular scale jet with examples by Aviation Designs, Spider Jets and Yellow Aircraft.

District II Report (cont'd)

Art Arro

Numerous sorties were flown on all three days with only 2 losses. One DF flameout landed in a tree and a turbine powered F-18 was a flyaway which was totaled, but no property damage/injury other than the model itself.

A noontime standown for scale jet demonstrations was held along with a model lineup for close-up spectator viewing and interaction with the pilots. This was most appreciated by the spectators.

Award

JPO Top Gun
Best Scale Jet
Best Sport Jet
People's Choice

Pilot and Plane

Adil NASIM w/ BVM KingCat and SM F-18
Adil NASIM w/ Skymaster F-18 Hornet
Jeff LYNDY w/ C-Arf Eurosport
Adil NASIM with numerous jets

A Flight Incentive Program was used to distribute vendor-donated merchandise to the pilots. The pilot would receive a raffle token for each completed jet sortie which would then be drawn at random during Sunday's noon break. Generous donations from a dozen vendors were distributed to the pilots. Also, FortuneAir, the airport FBO, donated 50 gallons of Jet-A to any pilot wishing to replenish their supply.

In summary, the first Capitol Jet Rally was termed a success by the pilot participants, ESAM staff and numerous spectators. Frank and I plan to host this event in the out years and fine-tune it for further enjoyment for all. We are seeking a new flight area with expanded lateral and vertical airspace, possibly on the same county airport or a nearby private airfield. Frank and I look forward to seeing many of you at the 2nd Annual Capitol Jet Rally. Stay tuned for further information.

That's all the news from District 2, please enjoy a few photos of the event.

Art



The ESAM on-site air museum at Capitol Jets rolled out a full-scale T-2 Buckeye jet trainer for the enjoyment of the pilots and spectators. It added realism to the event and was most appreciated.



The noontime stand down in flying allowed the spectators to view the jet lineup and interact with the pilots. Many spectators appreciated the opportunity to see the jets close up and speak directly with the pilots.



Forty jets of various types were entered and flown with the Comp-Arf Eurosports being a spectator favorite due to their wide operating envelope.



Frank Alvarez, Event Coordinator, gave multiple media interviews before, during, and after the Capitol Jet Rally. These interviews were an important factor in getting a good spectator turnout with paid admissions. Here Frank discusses his turbine powered Avond's F-15 *Eagle* before a TV cameraman.



Scale designer Mark Frankel flew his turbine-powered Facet 2300 numerous times, and though powered with the smaller SimJet 1200 turbine, it flew well.



All eyes were frequently skyward. Convenient tent areas on mowed grass were available for the pilots and their crews during the event.



Jeff Lynds demonstrates the inner workings of his AMT Mercury powered SpiderJets F-16. Jeff always provides information on his models to spread goodwill to the general public.

2005 Election Ballot

President: ☐ Steven Ellzey

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

Dist I:	☐ Ray Davis
Dist III:	☐ No Candidate
Dist V:	☐ Dee Miller
Dist VII:	☐ Tom Ryan
Dist IX:	☐ No Candidate
Dist XI:	☐ Ad Clark

Members Name _____

Please send to Ed L. McElvy, JPO Treasurer, PO Box 784, Caddo Mills, TX 75135



District IV Report

Delaware
District of Columbia
Maryland
North Carolina
Virginia

District IV's annual event, the **Mid-Atlantic Jet Rally**, was again held on Memorial Day weekend at the Fentress Naval Auxiliary Landing Field, Chesapeake, Va. It has been sponsored by the Tide Water Radio Control Club for the past sixteen years and CD'd by the most capable hands of Frank Rega. The weather cooperated again this year, and the fifty pilots in attendance enjoyed lots of flying from the uninterrupted 7000 foot runway. The event culminated on Sunday with the awards ceremony. Dave Malchione, Jr. won the JPO Top Gun Award. The following pictures show some of the other activities that occurred:



David Malchione, Jr. receiving the JPO Top Gun Award



A beautifully done Eurofighter



David Plaine prepares his F-86 as Tim Preston looks on



My KingCat with the new paint scheme



Jamie Snipes with his KingCat and awards



David Plaine and Tim Preston ready the F-86 for flight

FL]. On the menu was crab cakes and shrimp pasta a la Francis, bar-b-que chicken and ribs. Saturday evening, of course, was the traditional hanger party. Between all of this, we did attend to the flight activities as shown below:



The first group of spectators await the show



George DelMaral (ADR) starting his engine, Bob Klenke's (ADR) Eurosport in the foreground



Francis Pischner checking out Larry Kramer's KingCat

The week of June 21-26 took me out of the District to the **Jets Over the Heartland** at Winamac, IN. Tim Redelman is the CD for this prestigious event. The weather was extremely hot this year compared to years past, however, the pilots did manage to get in many flights to the delight of the spectators. Evening events included flying at dusk (displaying the many aircraft with lights), balloon rides and a fireworks display, sponsored by the Braun Company. If you went away hungry, it was your own fault! Tuesday was steak night, cooked by the wives. Wednesday evening was a banquet at a local restaurant. Friday, a tent party was held by Tim and Francis Pischner [Naples,



Tommy Woods Firebird taxis out for another

District IV Report (cont'd)

Lee Reightler



John Plaine handles traffic control and puts the gun on the Mississippi Gang



Night security was provided by Cody Massiello



Scott Harris at the controls of his F-15 "on-the-roll"



David Plaine refuelling Scott Harris's F-86



Vernon Montgomery prepares his KingCat for flight assisted by Bob Covish



Justin Sands starting his F-100, excellent flyer



District VI Report

Roger Shipley

Illinois
Indiana
Kentucky
Missouri

The Missouri Valley Rally provides the most airtime of any event we attend. There are no interruptions just fly, fly, fly from daylight to dark, park your plane in the hanger and ditto the next day. The weather this year was absolutely perfect only complemented by CD Don Reger and his enthusiastic staff.

We will return.....Roger



Foresett Wagner and his family are regulars with this scratch built F-86



Mark Basel is one of the events staff and has a family following



Lynn Elsner with, yep same one, P-80 with a new paint job...probably not by Donald, huh?



Tom Cook hit the daily double with Pilots Choice and FBest Sport Jet with his *Firebird*



Michael Schumaker had his *Starfire* on a string to win best Ducted Fan

District VI Report (cont'd)

Roger Shipley



The Minnesota Twins had to share their well earned Top Gun award with their BobCat formation flying...I've got to do more of this!



Skeet and David Hunt won the MV "Ivan Award"...very nice people!



Tom Poznick with his Bae Hawk by AMD...Tom has this puppy humming!



Our always very favorite personality: Tony G. with his award-winning Best Scale Ducted Fan



Michael Schumaker again with his DF "humming bird"



Now Gary Layos is a serious hobbyist! He fly's multiple planes for multiple flights, and is on his way to Sturgis...WOW!

More photos from **Bardstown Jets**:



Ray Blair's AMT Powered F-100...GORGEOUS!



Paul Blanchard's AMT powered DART!



Booms over Bardstown!



Lisa's quality time with Gizzy the mascot. We may draft her to the team!



The Illini Team cranking up



Mark's AMT powered *Firebird*...a friendly platform!

District VI Report (cont'd)

Roger Shipley

The following are just a few of the events and pilots that comprised the **First Windy City Jet Rally**.



The crew that made the event happen



The Principles of USAMT: Norm Robinson, son Derrick, grandson Desmond, John Legion, Tim and Leo Gerbus



What creative color scheme will we see next?...WOW!



The award winners were: Lewis Patton, Jorge Escalona, Roman Myrdacz, Dustin Buescher, Tim Redelman with our host and CD: Jeff Anderson



Eric Carl must have at least a couple of hundred flights on this Cougar



Jorge Escalona's colorful CF-18 in Tiger-Meet colors



Bob Oliva with his Euro Fighter...he loves it because you do not have to remove or install any of the flying surfaces



Nuck Yuhasz with his most unusual F-5



While it doesn't show up in black-and-white, Gary Sztelak's color scheme is very visible



Roman really put on a show with his Hustler



Scott has some serious time on this ship



Now, How would you like to have to depend on this crew?

District VI Report (cont'd)

Roger Shipley

H.O.O.: WOW...gotta be the comeback of the year with the change of venue in 5 days! The TORKS, led by the Nitchs and group, did a fantastic job of hosting an absolutely glorious event. These pictures should give you an idea of what was accomplished in such a short time.



Regina and Derrick hanging out



Eddie Lozano on the startup pad with his scratch built B.S.J.



Norman Robinson, CEO of USAMT, and group



The Kramers and Rodney Evans, now a Buckeye, on the startup pad



Patti and Paul Blanchard with his DART



The Nitch's doing the Candy Man thing



District VII Report

Art Gajewski

Iowa
Michigan
Minnesota
Wisconsin

Greetings!

This quarterly report focuses on **Rushford Jets**, aka: the **Minnesota Jet rally** and it was submitted by Dave Dennison.

Regards,
Art Gajewski

Rushford Jets: the Minnesota Jet Rally

The first Minnesota jet fly-in was held at the Rushford airport in southeastern Minnesota on August 12-14, 2005. The airport sits on a bluff with a nice view of the Root River Valley, and the event was sponsored by Home Federal Bank and the Marion RC Flyers. The event was truly a pleasure, with overwhelming hospitality and support from Mike and Barb Thern, who run the airport. A special thanks to all the members that came out to help, support, answer questions and transport equipment.

The facility at Rushford is fantastic. A kitchen, living and dining rooms, weather station and two bathrooms were available for the pilots, and the deck outside provided a great place to observe, relax and eat. Mike and Barb Thern also hosted a Saturday morning breakfast for the pilots. Friday and Saturday nights we barbecued and had a campfire and discussed the day's events along with a few other things .



The Rushford Airport Viewed from the Air

The runway is in fantastic shape as it was resurfaced last year. It is oriented north-south and is over 3000 feet long with the predominant wind within 30 degrees of the centerline...most of the time.

We had perfect weather Saturday and Sunday with a light breeze right down the runway. Friday had a moderate crosswind that died in the late afternoon, so we flew until after 730 PM with the sun at our backs.

We had an estimated 150-200 spectators over the weekend, 9 jets and 5 pilots. A small beginning, but, a great time was had by all, with a jet flying just about any time you looked to the sky. Kevin Barr and Don Luce flew their F-15s and Bobcats so much that I lost count. Kevin's KingCat with Titan power was quite impressive. Tom Antlfinger also came all the way from WI with a Bandit and cheese curds in hand. Thanks to Brian Brastad and Pete Stapleton for their participation as well.



Kevin Barr and Don Luce Prep Their F-15s

This first year has proven to be an exceptional beginning to a great fly-in. Having tried this location with such success, we are planning to schedule next year's event for August 18-20, 2006. This will be Friday-Sunday flying. Limited electricity is available for RVs, and camping is available on site. Hotels are available in Winona, only about 20-30 minutes away, and there are also a few B&B-type places in town. There is also hangar space that we are welcome to use at night.

Please feel free to contact me at: ddennnison@yahoo.com or follow the thread at: RCU-Minnesota Jet Rally for details. Hope you can make it next year!

Dave Dennison



District VIII Report

Mark Osborn

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII, this edition brings news of four rallies in our district.

July started off with the **Louisiana Jet Rally**. I spoke to Kevin East who reported 20 pilots with 35 plus jets coming from Texas, Mississippi, Arkansas and of course, Louisiana.

A special thanks to Bail Out Apparels who donated all the T-shirts. The food was catered and prepared at the field, with catfish, fries and slaw pleasing the palates of many. The weather was hot but that didn't stop the flying as the pilots relentlessly filled the air with jets. Kevin and the entire club extends a special thanks to all who attended and hope each will return next year.

Next on the agenda was the **West Texas "JETFX" Rally '05**. Although the club's anticipation of a good turnout proved to be disappointing, a sincere THANK YOU goes out to the nine pilots who did participate showing 12 jets. The weather was fantastic and plenty of flying occurred. Jim Mouling efficiently used one of the three runways, logging 12-plus flights on his Facet; otherwise know as the "3rd-timer." It has hit the ground three times, been rebuilt and is still going. Jim is a professional fiberglass man by trade, therefore you would never know his plane is a "3rd-timer." Bob Covish, John Hall and James Love all displayed their fine aircraft and ability to fly them, with Sean and Tim from the Austin area rolling in Friday night eager to get airborne the next day. A Friday night dinner was arranged at a local steakhouse where we all caught up on the latest and shared the new. All day Saturday we played hard and flew well with no planes lost. David Crawford from San Angelo took the coveted Top Gun trophy, and it was well earned, as he showed his flying ability by executing pin-point landings and precise flying... punctuated by the crowd's applause. Good job David and congrats!



David Crawford's Viper jet taxis to the runway



Sean Reitmyer taxis his KingCat back to the pits



Tim's F-18 shows that Ducted Fans still exist!



Your scribe's Avond's F-15 taxis to position



The Attendees at "JETFX-05": Tim, Bob Covish, Sean Reitmyer, Jim Moulding, Mark Osborn, David Crawford, John, and James Love

Anyone who has missed the **T-38 Rally** in Lubbock is truly missing a golden opportunity. When you are flying, just knowing that those beautiful long runways extend for miles and miles seems to ease the strain of your buttock muscles to such an extent that your britches fall a full inch from your waistline. WHO SAYS FLYING CAN'T BE THERAPEUTIC? Seriously this is one of the best facilities around featuring a 150' wide x 10,000' long black top. It's been said that if you cant hit that, try u-control.

Mike Dancek and the gang always welcome us and open their facility to a fun-filled 5-day fly-fest. The spectators showed their support as thousands of folks toured the grounds during the event, while 29 pilots brought and flew over 60 fantastic aircraft. As for the food, the vendor came through again providing breakfast burritos, BBQ sandwiches and of course, a great steak dinner in the hanger. The weather was great...excluding the normal afternoon rains. Awards are as follows. Paul Bingham took Top Gun, Scott Marr won best military, Joey Tamaz won best of show, Mark Osborn won Best turbine and Don Shanks won best electric.



Dawn Ellzey shows off her new BobCat



Mike Jensen's F-16 reaches for the runway



Paul Bingham's Eurosport in it's "normal" attitude



The noon time line-up

District VIII Report (cont'd)

Mark Osborn



Paul Bingham's F-18 "Calls the ball"



The spectators were not confined to the two legged variety

September brings us to the **Greater Southwest Rally** in Waco. This event has been one of the hottest shows around for some time now, and I'm not just talking about the weather. Attracting pilots from many states displaying 70-plus aircraft for a promising 3-day event. Several new jets completed their maiden flights just in time for the event, which along with the veteran ships, continued the legacy of providing hours of entertainment for spectators and pilots alike. This is an event where you will find four or five jets airborne at the same time, most of the time, which is obviously one reason so many spectators attend.



Lew Marrow's Eurofighter on short-final

Most of the event we had a quartering head wind which created havoc on the narrow-gearred birds, otherwise, the weather was great. Commentating this year was the new CD, Larry Garrett, who did a fine job informing the crowd of aircraft type and pilot name. Of course, he had the crowd convinced a KingCat was a Bear Cat...but other than that he did a good job. Just kidding Larry, you really did great considering you're new to the jet set! Camp Doug and Dan hosted the shrimp broil and I didn't hear any complaining. In addition, the steak dinner was once again very good. Incidents were minimal compared to last year, which in turn gave the firemen plenty of time to spectate. Top Gun went to Steven Ellzey for flying not only his own, but several other folks' aircraft as well. Overall, the event was very successful and the entire club sends its gratitude to all who attended.



Joey Tamaz and Scott Marr taxi for a twilight-flight



Ron S's Top Cat ready to fly

Take care District VIII and enjoy the photos. I'll see you at the flying field!

Regards to all,
Mark



No cars (any more) in Phil Nuza's rig



Buc Garza's BVM *Rafale* lays a trail of smoke



Mr. Heffner stopped by in his personal F-4



Barry Raborn's Details-4-Scale *Panther* ready to roll



Sam Snyder's scratch built U-2



Large(!) Composite-Arf Mig-15 on short final



Joey Tamaz greases the maiden on his F-4



Mike Jensen's F-16 reaches for the asphalt

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Buck Garza's *Rafale* on short final

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