

Newsletter of the Jet Pilot's Organization

Contrails

Summer 2005

Volume 17, Issue 3



Phil Nuza's F-4 ready to roll

*Top Gun
Big Apple
Bardstown
Bay of Quinte
DFW Jet Rodeo
Jets Over the Swamp*


From the Editor
Treasurer's Report
Ed McElvy
TREASURY REPORT

Beginning Balance \$8,629.11

Income		
Membership	13x\$25.00	\$325.00
Memberships	1x\$18.75	\$18.75
Memberships	2x\$12.50	\$25.00
Trophy Difference	1x\$20.00	\$20.00
Pay-Pal	6x\$23.97	\$143.82

April Expenses

Bank Charge	\$18.00
Trophies	\$369.65
Sub-Total	\$387.65

May Expenses

Bank Charge	\$18.00
Jet Master Donation	\$500.00
Security Bond	\$100.00
Contrails Expenses	\$472.35
Sub-Total	\$1,090.35

June Expenses

Bank Charge	\$18.00
Trophies	\$105.90
Contrails Newsletter	\$728.00
Sub-Total	\$851.90

Total Expenses \$2,329.90

Balance as of July 1st, 2005 \$6,831.78

Here we go again!

Welcome to another issue of *Contrails*! I think we've overcome some of the technical glitches that plagued earlier issues...gee aren't computers fun?

While it's only the first of July, barrels of Jet-A and DF fuel have been burned, and we're just now getting into full flying season.

This issue is a little sparse, everyone is having too much fun flying, but many of us would like to see what goes on in "your" neck of the woods!

If you attend an event, or just a get-together with friends, photos and a note either to your district rep, or me: the editor will get your pictures in print!

The deadline for the Fall issue will be September 9...so there is time to download the pictures from your Labor Day flying get-togethers!

The best quality reproductions come from 4x6 inch, 300dpi files, and since I have a hi-speed connection they come through without a hitch!

See you at the field!
Greg

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

Don't forget to VOTE!



President's Report

Steven Ellzey

Fall Elections

This year's election will be for representatives of the odd-numbered districts and for President. If you would like to help your fellow jet modelers and possibly have a hand in the shaping of model jet aviation in the United States, you should give some thought into pitching in and running for a position. If you want to take on the challenge, contact one of the district representatives from an even-numbered district and let them know your wishes.

Current News

As I write this, the proposal to include turbine-powered models in the Experimental Class will be reviewed by the AMA Safety Committee in one week. If all goes well, it will then go to the Executive Council. I really have no idea how this is going to go. If it goes well, some of you wanting to build somewhat larger models will be able to. Of course, if it does not go well we will have to see if there is anything that can be done to present an acceptable approach. By the time you read this, the decision will have already been made and this will be old news.

The AMA Grand Event will be held at the Heart of Texas Miniature Aircraft Club (HOTMAC) in Waco, Texas from August 26-28. Since I am a member of the club and fly there regularly, I will be manning the JPO booth. The Grand Event gives the AMA a chance to show the public what model aviation is about, and JPO a chance to show the public what the ultimate goal of model aviation is all about. If you live within range of Waco, come out for the day.

If you want to help out, you can go to the AMA website. Follow the link on the front page for the Grand Event, where you will find the forms to volunteer your time. Personally, I have volunteered to help out in the flight training that goes on at the event. Hopefully, we can recruit a few new pilots.

Airframe Maintenance

We are into the middle of the flying season, and hopefully everyone is out there burning up a lot of fuel. One of the things that we all need to keep in mind is that the higher the performance, the higher the maintenance requirements. With time and continual stressing, things get loose, and sometimes things start to break. Caught early, these problems only take minutes to correct. But you do have to go looking for problems to find them early.

Look at all your servos once in a while: are the mounts tight? is the linkage solid? are the keepers all in place? Hold on to the servo arm and with the transmitter run the servo slowly from end to end. Try pushing against the servo and pulling it. Does it feel smooth, or might there be a bad spot indicating a possible broken gear?

Check the battery capacity with a good cycling charger. How does it compare to the rated capacity, and against the results the last time you cycled it?

Try to flex the major components. Do you see any cracks, or failing glue joints? Are all the formers still solidly attached? Is there any excess movement in the spars?

One thing to keep in mind: the dynamic pressure acting on a vehicle traveling 200 mph is four times greater than one traveling 100 mph. Dynamic pressure is the term for what creates force upon our models. With four times the dynamic pressure, a model can generate four times as much load on its structure. Imagine how much more quickly you might break down if your load was increased by a factor of four.

Steven



District II Report

New Jersey
New York
Europe

Art Arro

Jet flying has commenced here in the northeast with the onset of a relatively mild spring and an early summer.

Our kickoff event was the **Bay of Quinte Jet Rally** held on June 11-12, 2005 in nearby Belleville, Ontario, Canada. The 19th edition drew about 45 pilots from 7 US states and 3 Canadian provinces; with about one-third of the entries hailing from US-Districts I and II.

The weather was in the 90s, very hot for mid-June in Canada, and one pilot remarked that his shoes got stuck in the tarmac at one of the 3 flight stations. Gentle breezes, shade and liquid coolant made it bearable, and great quantities of Jet A and fan glow fuel were consumed at the event.

As in previous rallies, the excellent facilities at CFB Mountainview were made available for the event. We enjoyed 150' x 5000' paved runways with virtually unrestricted overfly areas. The pilot participants brought about 60 jet models with half of them being turbine-powered, and several pilots flew both ducted-fan and turbine-powered models.

At Quinte, there was diversity of models flown and this year was no exception. We witnessed fine examples of the CF-101 Voodoo, CT-114 Tutor, Mirage 4000 and a JAS-39 Gripen which were all locally-designed and produced in Canada. The Gripen looked and flew so well that I purchased a basic kit for my next winter building project. Kitted aircraft included models from BVM, Comp-ARF, D.L. Aero, Jet Hangar, PCM, Spider Jets and Yellow Aircraft.

The turbines were a mixed bag of AMT, FTE, Jet Cat, Moore's, Sim Jet and Wren; and there was even a Jet Joe turbine from China which flamed out and resulted in the only crash at Quinte '05.

The Saturday evening BBQ was well attended and this year's dessert assortment was over the top. Door

prizes, donated by BVM, Marcel Lahaie, Yellow Aircraft and Black & Decker, were distributed via a random draw to the pilots.

Several jet pilots flew electric foamies at the picnic, with a Hobby Lobby MIG-15 EDF making an impressive flight demonstration as well. Everyone had lots of fun sharing the camaraderie at this Quinte Jet Rally.

The second northeast event was the **Big Apple Jet Rally** held on June 25-26, 2005 at Floyd Bennett Field in Brooklyn, NY. This was the 13th edition with a change from the traditional date in late-September which was rained-out for the past several years.

This year's weather was nearly perfect for flying jets. Vinny Caratozzolo was the CD and was assisted by Mike Casey of the Pennsylvania Avenue R/C Society (PARCS). I had to skip this event due to retinal surgery scheduled for the following day, but Vinny provided a wrap-up report and some photos to which I added this narration:

Big Apple '05 drew 30 registered pilots flying 50 jets. Many successful sorties were logged during the weekend, with only 2 crashes, the first with a ducted-fan and the other with a turbine-powered jet. The fan jet pilot felt that the model was repairable but the CD didn't think so, and the turbine mishap was an off-runway deadstick landing due to a flameout. That model was repaired overnight and flown again on Sunday.

The Big Apple is famous for the many awards and prizes given to the participants, and the award categories and winners are listed below:

Award

JPO Top Gun
CD Choice T.G.
Best Military Finish
Best Flight
Best Sport Turbine
Best Sport Fan
Best Military Jet
Best Finish

Pilot and Plane

Adil Nasim with a Skymaster F-18
George McLean with a Cermak Viper
Ed Reints with a turbine Byron T-33
Mark Giummule with a BVM Bandit
Marlen Bresler with a BVM Kingcat
Glen Robinson with a BVM Viper
Mark Cunningham with a JHH Kfir
Joe Sera with a Skymaster F-18

In closing, Vinny would like to thank the PARCS for hosting the Big Apple for the past 13 years and RCU

District II Report (cont'd)

Art Arro

for the videos and photos of the event. Finally, Vinny and Mike thanked the weather gods for the fair skies and no rain. I feel that the June date will be a keeper for future Big Apple Jet Rallies.

Fellow JPO member, Frank Alvarez and I have been busy planning and organizing the first annual **Capitol Jets Rally** in mid-July. This event is sponsored by JPO and the Empire State Aero-sciences Museum (ESAM) in Glenville, NY. After several years of searching, we obtained the use of a county airport adjacent to an air museum within the capital district of NY. Frank has done all the local coordination and I handled all of the AMA and JPO functions to host the event. We are hoping (praying) for fair weather and a good turnout for this inaugural jet event in District II.

My recent AMA Liaison duties included the submission of the JPO proposal for an Experimental Class of Turbine Powered R/C Models to the AMA, which was crafted by a JPO committee with inputs from many sources. A JPO statement on hot refueling of turbine models was also drafted and submitted to AMA during the reporting period. This statement and our proposal will be reviewed by the AMA Safety Committee and forwarded to the Executive Council for action, and we look forward to a favorable outcome and implementation of their actions.

It is a positive sign of progress that the AMA is requesting inputs from JPO on jet model activities. Fly safe and have fun.

Art



Jeff Lynds and Ray Davis from District I await their flight slot at the Quinte Jet Rally. Ray's Spider Jet F-16 Falcon is powered by an AMT Mercury turbine with a Tam smoke system for impression.



Bob Boswell services his Yellow Starfire II fan jet at Quinte. Bob also brought his Yellow Stingray with a Sim Jet 1200 and a Facet 2300 powered by an AMT Mercury. Bob flies all three interchangeably.



Jeff Lynds punches his count-down timer while taxiing his Comp-ARF Eurosport for another sortie. The Euro is powered by an AMT Pegasus and a Tam's pipe.



This CF-101 Voodoo jet was designed and flown by Jean Guy Rochefort and is turbine-powered. Jean offers limited kits of the Voodoo for sale.



Martin Charbonneau from Quebec installed a Moore's 66 turbine in this Byron F-20 Tigershark. The Quinte pit area is depicted in the background.



John Wiebo traveled from Manitoba, Canada to fly his Reaction 54 at the Quinte Rally. John chose a FTE 500 turbine for this model which was certainly adequate for this large jet.



Two Jet World Masters pilots discuss their flying activities at Quinte. Martin Lefebvre, on the left comments to Hans Van Dongen on Han's Avonds F-104 Starfighter. Martin competed on the Canadian Team while Hans flew for the Dutch Team.



Gilles Pelletier fuels his Mirage 4000 for another successful flight at Quinte '05. This Mirage was originally built and flown with twin-ducted fans but is now turbine-powered by a single engine.



Marty Cowan from Belleville, Ontario flew a Comp-ARF MIG-15 with the new Wren Super Sport Turbine. This turbine gave the MIG sparkling performance even though it appeared lost in the belly of this jet. A scratch-built CT-114 Tutor jet is in the background.



Ed Prang assists with this Marcel Lahaie JAS-39 Gripen. Larger than the Skymaster offering.



District V Report

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

Gordon Dickens

2005 Top Gun Event Report

The 2005 Top Gun event was held at the Lakeland Linder Airport in Lakeland, Florida April 27 through May 1. This was a great weekend for jet modeling with jet aircraft winning three of the five competition classes.

Jet aircraft top ten winners in each competition class were as follows:

Masters Class

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>
2nd	Bob Violett	F-86F
3rd	David Ribbe	MiG-15

Expert Class

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>
2nd	Terry Nitsch	F-100F
3rd	Kalvin Lim	F9F-8 Cougar
4th	Jack Diaz	F-100D
7th	Tim Redelman	F-4
8th	Justin Sands	F-100D
10th	Rod Snyder	F-100D

Team Scale

<u>Place</u>	<u>Builder/Pilot</u>	<u>Aircraft</u>
1st	Grice/Shulman	F-86F
3rd	Taylor/Bagman	F-100D
4th	Rohrbach/Redmond	F-100F
7th	Nguyen/Kim	F9F-5 Panther

Pro-Am Class - Pro

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>
1st	Jason Shulman	F-86
2nd	Tom Dodgen	MiG-15
5th	Frankie Mirandes	MiG-15
6th	Kent Nagy	F-18
9th	Gordon Dickens	Boeing Sabre

Pro-Am Class - Sportsman

<u>Place</u>	<u>Pilot</u>	<u>Aircraft</u>
1st	Craig Gottschang	Rafale
3rd	John Burdin	F-5E

Top Gun Photographs



Bob Boswell's Skyray Touching Down



Tommy Woods About To Land Jerry Keller's F-104



Gordon Dickens's Sabre Immediately After Touchdown



Kalvin Lim's F9F-8 Cougar On Final Approach



Henry Nguyen's F9F-5 Panther On Final Approach



Rod Snyder's F-100 In The Flair



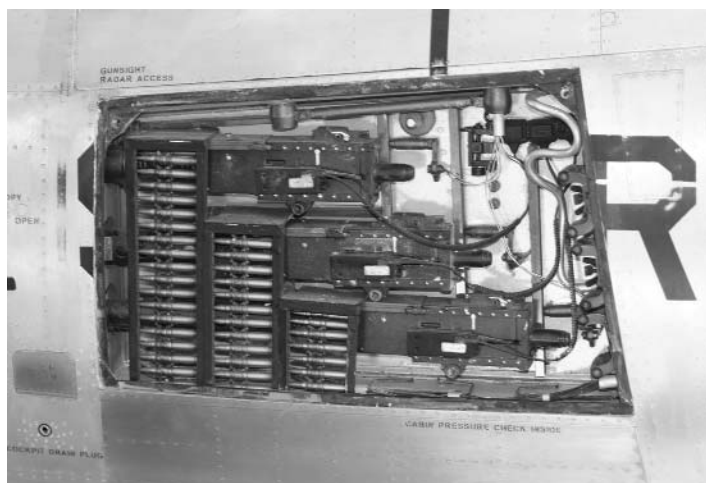
Kent Nogy Landing The BVM F-18



Joe Grice's F-86 Piloted By David Shulman



Canopy Open and Chute Dragging, Justin Sands' F-100 Taxes Back After a Flight Round



A removable hatch on Joe Grice's F-86 Cannon-Ammunition Bay reveals the amazing craftsmanship on this airplane.

District V Report (cont'd)

Gordon Dickens



Ian Richardson's F-86 Cockpit Dash. Reproduced with incredible accuracy.



Team Scale winners Joe Grice and David Shulman with Their F-86 and Trophies

2005 Jets Over The Swamp Event Report The 8th Annual Okefenokee R/C Jet Rally

The 2005 Jets Over the Swamp Jet Rally was held at Ware County Airport in Waycross, Georgia on May 13, 14 and 15. The event was hosted by the Okefenokee R/C Club under the leadership of CD Allen Smith. The flying site is virtually unobstructed with its 120' X 6000' runway which is one of the finest RC venues anywhere. Partly cloudy skies and temperatures in the mid-80s were enjoyed all 3 days.

The 2005 Jets Over The Swamp award winners were as follows:

Best of Show:	Larry Kramer	Bandit, BobCat, KingCat
Best Sport Turbine:	Gordon Dickens	EuroSport
Best Scale Turbine:	Johnny Hernandez	F-4
Best Sport Ducted Fan:	Francis Pischner	Aggressor III
Best Scale Ducted Fan:	Rick Fusco	F-16

Jets Over The Swamp Photographs



Rusty Bardin's Tango On Final Approach



Craig Gottschang With His Rafale and First Place Trophy in the Pro-Am Sportsman Class



First Place Pro-Am Pro Class Winner Jason Shulman With His Trophies and F-86



Garey Bivens Landing His F-4



Lee Dickens Enjoyed Many Flights On His Dad's KingCat



James Moody's KingCat On Final Approach



Mike Pascoe and His KingCat are Smoking!



Craig Gottschang's Rafale About To Touch Down



Jets Over The Swamp Award Winners
Left To Right are Joe Rafalowski (for Rick Fusco),
Gordon Dickens, Francis Pischner, Johnny Hernandez
and Larry Kramer



District VI Report

Illinois
Indiana
Kentucky
Missouri

Roger Shipley



Don Winn's AMT-400 powered F-18 has AWESOME power to spare!



This is the restaurant where we celebrated our anniversary while at the Bardstown Jets Event.



Francis Pischner with Gizze Mae...Man, what a feed he puts on!...with Vernon Montgomery relaxing in the background.



The Jet World Masters Team was well represented at Bardstown



Jimbo and JetAdic doing their thing...the easy way



Granddaddy Jack, all the way from Venezuela.



Scott Harris, WOW has he come a long way with his F-86 ready for the World Jet Masters.



Jorge Escalona with another OUTSTANDING F-18...Man this guy just LOVES these '18's!



Rod Snyder with his Jet World Masters practice F-100...This guy has got it put together!

DISTRICT VI REPORT

The '05 season is well under way, having participated in the Bardstown and Winamac Events, with Windy City the weekend of July 15th.

There are three more that our team will be participating in, Missouri Valley (sister event with OMJ) in August, Ozark Mountain in September and SuperWeek in October.

The second annual Bardstown Event started with a morning rain but cleared up for some good turning and burning. It was especially reminiscent for us as it is only 40 miles from my hometown.

Frank says that Florida Jets will be the first weekend in March, Top Gun the last week in April and Bardstown to be announced.

Winamac was, as usual, with a sizable crowd for an exclusive RC flying site. Great food, lots of sorties, fireworks, etc. The weather was quite warm, but bearable, with a good breeze and close proximity to the flight line.

CU on the Tarmac,

Roger



District VII Report

Iowa
Michigan
Minnesota
Wisconsin

Greetings! The flying season is well underway here in the north country, as a consequence, I have had little time to prepare an article myself. Tom Ryan was kind enough to submit an article though. Thank you, Tom! If any of you other District VII members wish to submit articles of interest for publication in *Contrails*, please contact me at: jetman@comcast.net.

ROO'ED AWAKENING

By: TOM RYAN



I guess you can call this my "Roo'ed Awakening"...ouch! Okay so the Roo's history, now what? With only 20 or so flights on her she was already a battered lady from a host of long and fast landings, a flipover on a take-off and a few other dings and dents from less-than-perfect flights. So when she broke on take-off (doing the kangaroo hop) it was the final disappointment for this Roo.

So what happened? Another experienced club member (and friend of mine) was on the controls at the time of the failure, and said "the Roo bounced on the take-off roll just before lifting off slightly, she hit nose down and caught the nose gear off center, dug into the grass and broke in two!" I was looking on when it happened and it looked like the nose started to bounce and never got off the ground clean! Whatever the reason, the Roo was beyond repair.

Art Gajewski

When I took it apart, the gear and brake controllers plus two 8411 servos were totaled. The air tank and gas tank were punctured and several other small parts had to be sent out for inspection and repair. The nose gear was bent from the side, which would be consistent with the theory that the nose gear hit and dug in on an angle. The forward momentum and force of the engine (at full power) supplied the abundant energy needed to cause the fuselage to fail at it's weakest point and fold over the front half of the plane, just ahead of the wing. The engine still needs to be tested, but hopefully no other damage will turn up!

I know planes break for a host of reasons, and this



was just one of those odd ball events! My friend (the pilot) offered me his spare Roo, however I couldn't accept it. From where I was standing, it was a "no fault event." Besides...he helped me build the Roo and offered me a great deal of support transitioning to turbines. So I called it a wash.

Okay, now what? Another Roo? Well, I have a used one I purchased that needs some work so that's a possibility, or...I could move the engine to my Sky Master F15 (a project under construction) another possibility! Whatever I end up doing, I'll be burning "Jet-A" again real soon, and the "Roo'ed Awakening" well, that'll be chalked up to a learning curve or speed bump...these things happen!



District VIII Report

Mark Osborn

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

Hello District VIII! This summer edition brings news of two jet rallies in our district.

In April, the **16th Annual Central TX Jet Rally** in Austin previewed the events calendar, and proved to be a great event as several dozen pilots checked into the field for an exciting weekend of flying. The wind proved to be a slight factor as it blew for most of the weekend.

I learned a few things about winter storage of a turbine-model aircraft while there. I made the mistake of running behind in my preparation for this event, as many do, leaving me with no other choice than to make the initial start attempt and flight of the year at this rally. If any of you have ever done this with success, God bless you. I did not have such good luck as the turbine would not start.

After exhausting my expertise, it became apparent that more knowledgeable assist would be mandatory, so I called on Bob Price, then Steven Ellzey, then David Crawford, and so on. In no time, there was a complete gathering of the hobby's most innovative experts huddled over my plane giving me the confidence that the turbine would have no other choice but to fire up and run, and that it did. Thanks guys, for your help. I have no direct answer to this problem other than it appears that the turbine was "gummed up" due to sitting too long.

If you have not made this event, come check it out. The food, as usual, was great. Some of the best steaks dinners come from this event! Pat Fernandez and the rest of the club really did a bang up job.

Throughout the weekend many flights were logged, and I noticed at least one new pilot on the flight line.

Jim Moulding and James Love entertained several spectators with their turbine test stands displaying the proper procedure of dispersing a hot start...time to refill those fire extinguishers! In reality Jim and James

have gained a lot of knowledge through their testing efforts concerning the proper functions of the entire turbine system.

By Friday, the RV area was full, and a few pilots came from other states to participate. Saturday, the spectators showed up early and so did the rain. However, by the afternoon things looked great and the flying action was going strong. Sunday provided good conditions and many pilots stayed well past 5 pm.

As the event came to an end, Larry Laughlin of Colorado Springs, CO took the honors for the top gun trophy. Congrats, Larry!

I would like to thank Pat and the rest of the gang for a superb event and a safe flying facility.

I spoke to Greg Pulcini in late May concerning the **DFW Jet Rodeo**. Greg expressed concern that a top gun trophy would not be necessary due to the lack of attendance in the past few years, and he graciously admitted he did not feel the event would be prosperous enough to warrant JPO's expense for a trophy. The word must have gotten out because the pilots certainly came this year. The Rodeo logged 29 pilots and 40 jets.

Pilots from Arkansas, Kansas, Mississippi, Louisiana and Texas began arriving on Thursday as the club members were finalizing preparations. The weather was great, a few early morning showers and southerly winds right down the runway produced ideal conditions for flying. Friday delivered the usual test flights, plus lots of burnt fuel. Club members continued to accommodate arriving pilots in their RVs and trailers.

By Saturday, the event was in full swing. Spectators came out after hearing of the event from a local news station broadcasting actual footage of a jet in flight. The flying commenced, and excitement soared, leaving the spectators entertained. As the day ended, the pilots were treated to a nice "all you can eat" fajita dinner.

Awards went to Mike Stern and his F-16 for Peoples Choice, Bob Covish and his King Cat for Best Sport Jet, Vernon Montgomery with his F-4 Phantom for Best Military and Joey Tomez with his BVM Bandit

District VIII Report (cont'd)

Mark Osborn

took Best Flight Performance. Peter Goldman, a spectator, won the raffle for the Futaba transmitter and plans to join the ranks of the Texas jet pilots. Congrats to all.

The flying continued Sunday attracting more spectators. Although several of the pilots had to leave in order to travel home, the rest took advantage of the occasion and flew till midday. Overall, the event was reported to be very successful. Greg and the entire club would like to express their gratitude to all who attended.

In the next edition I will report the results of two more events, the Louisiana Jet Rally and the West TX "JETFX" Rally '05. Until then, I wish the best of health and blessings to all.

Mark



An uncharacteristic pose for Dawn Ellzey's *BobCat*.



The Houston gang's *Cutlass* at the midfield logo.



Part of the lunchtime lineup on Saturday.



David Reid assumes a typical Jet Rally Pose.



If there is a Ducted Fan-Enforcer around, odds are it is Ivan Shomer.

Editor's Note: Mark managed to obtain these photos from the Jet Rodeo, but they did not have captions as we went "to press." So, I included as many photos as space allows, and I identified the ones that I could.

Officers and District Representatives
PRESIDENT

Steven Elzey
2117 Briarwood Drive
Grand Prairie, TX 75050
972-641-1811 (H)
the.ellzeys@sbcglobal.net

VICE PRESIDENT

Keith Sievers
12926 Littleton Bend Road
Jacksonville, FL 32224
904-318-7171
pilot114@aol.com

SECRETARY/TREASURER

Ed McElvy
PO Box 784
Caddo Mills, TX 75135
903-527-4935 (H)
Mcelvy@pulse.net

CONTRAILS EDITOR

Greg Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781 (H)
jetflyr@adelphia.net

WEB SITE Manager

David Reid
29 County Road 419
Oxford, MS 38655
662-234-5037 (H)
jetjunkie@reid-electric.com

DISTRICT I

Ray Davis
3 Green Harbor Road
East Falmouth, MA 02536
508-540-1156 (H)
redavis@usgs.gov

DISTRICT II / AMA LIAISON

Art Arro
7629 Creek Farm Lane
Holland Patent, NY 13354
315-865-4990 (H)
arrokats@twcnny.rr.com

DISTRICT III

Dave Malchione
1161 W. Baltimore Pike
Kennett Square, PA 19348
610-383-3143 (H)
BVMJPO6@aol.com

DISTRICT IV

Lee Reightler
108 W. Heather Road
Bel Air, MD 21014
410-838-4208 (H)
clrmd@msn.com

DISTRICT V

Gordon Dickens
905 Hurleston Lane
Alpharetta, GA 30022
770-667-8933 (H)
gordon@dickens.com

DISTRICT VI

Roger Shipley
6420 S. 6th Street
Springfield, IL 62707
217-529-8027 (H)
jetadic@aol.com

DISTRICT VII

Arthur Gajewski
6808 Marshall Road
Canon, MI 48187
734-455-1927 (H)
jetman@comcast.net

DISTRICT VIII

Mark Osborn
875 Central Drive, Suite 7A
Odessa, TX 79761
432-580-8828 (W)
432-561-8353 (H)
markosborn@allstate.com

DISTRICT IX

Don Reger
2810 Porter Ridge Road
Lincoln, NE 68516
402-420-6323 (H)
DREGER@neb.rr.com

DISTRICT X

Paul Bageman
12184 Oakview Way
San Diego, CA 92128
858-513-1515 (H)

DISTRICT XI

Ad Clark
1750 3 Mile Drive
Kalispell, MT 59901
406-752-8406 (H)
flynavy1965@yahoo.com

CANADA

Gaston Boissoneault
1157 Dominion Drive
Hanmer, ON
P3P1R9
Canada
705-969-6728