Newsletter of the Jet Pilot's Organization

Contrails

Winter 2007

Volume 19, Issue 1

Tam caught a *Hornet* outbound toward the setting sun for another mission at Superman

Florida international Jet Rally
Jets over the Heartland-Winamac
Kentucky Jets
Windy City Jets
Jet World Masters Qualifier
JR T-38 Jet Fest

From the Editor

A New Year

Here we are, entering another year with more events to attend, models to build, friends to see and fun to be had.

Enjoy the winter months, especially those of you who live in year-round flying climates, and please remember to share the fun, with pictures and/or notes, with your reps or me so that we can all share in each other's fun!

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

Greg

In November, I had the oportunity to visit the Imperial War Museum in Duxford, England. In addition to the many aircraft on display, the periphery of the American Museum (one of the five large buildings and hangars) was lined with panels like the ones above. Each panel represented a squadron (some needed more than one panel), and each engraved outline of an aircraft represented one of the more than 8,600 lost during action. When caught by the low angle of the setting sun, it was quite sobering.

Treasurer's Report — Susan Moore

Beginning Balance - Oct. 1, 2006		**$7,940.88**
Income		
Membership	136x$25.00	$3,400.00
Membership (Paypal)	45x$23.97	$1,078.65
Contributions		$400.00
Bank Interest		$0.51
Merchandise Sales		$35.00
October Expenses		
None		
November Expenses		
None		
December Expenses		
Fall *Contrails*	$610.19	
Renewal Postcards	$143.26	
Total Expenses	$753.45	
Balance as of Dec. 31, 2006		**$12,101.59**
Checking Account	$1,559.33	
Savings Account	$10,035.52	
Paypal Account	$506.74	
Account Balances as of Dec. 31, 2006		**$12,101.59**

President's Report

Steven Ellzey

The last quarter of the year has been a quiet one for me, modeling-wise, mostly getting caught up on repair and maintenance. There has not been much activity within the organization either, though there are a few ideas being pulled together that we would like to hear from you on. We tried to put together jet aerobatic events last year and there is some thought going on as to how to try again this year. Some recent events have required some reviewing of our Constitution and Bylaws, and some updates might be in order there. The **JPO website** provides the best means to bring you up-to-date information, and provide you a means to provide feedback. You might want to check in on the website from time to time to see what is happening.

Maintenance

As I mentioned before, I have been doing maintenance on several of our models, and one common problem showed up on almost all of them; slop in the landing gear components. Even though I put thread lock on all the screws, some of them still back out. This includes set screws that lock parts of the retract mechanism together, and screws that lock the tires to the hubs. Even if you do not feel slop in your gear, it might save you some repair time if you check all the screws a couple of times a year. Some people have noted, that for the tires, it is always the same side that they have problems with for a given model. The best explanation I have heard is that when the model lands, the sudden spin-up of the tire causes one side to want to loosen and the other to want to tighten. What ever the cause is, it is one of those things you need to look at once in while.

Worn parts were another issue I came across. After several hundred flights, the cross pins that hold the upper and lower struts together had worn, which was allowing for some unwanted rotation of the lower strut. A quick call to the manufacturer had a new set of pins, and the screws that held them, in the mail.

Air leaks? That one bit me this fall, and I hate landing with only one gear locked down. It turns out that the nose gear on one of my jets had an O-ring going bad on the air cylinder, and cold weather brought out the worst in it. When I retracted the gear, I lost most of the air when the nose gear stopped for a moment, and the air went around the O-ring and back out the exhaust side of the system. Then, when I went to put the gear back down, there was not enough air to get the job done. Once again, a call to the manufacturer (actually the same call that got the cross pins) got me new O-rings and an explanation of how to get into the cylinder to change them, and an offer of sending the cylinder in and having them do it if I did not like the looks of the job. A way to check and see if you have an O-ring going bad on a cylinder, is to hold on to the strut and operate the gear. Slowly move the gear in and out, and if there is a bad spot, you might feel a reduction in the force that is trying to move the gear and hear a hiss of air exhausting out of the valve.

Another landing gear issue I have seen is missing E-clips. Once in a while you probably have seen a model lift off and part of the landing gear falls back to the ground. This can normally be traced back to a missing E-clip that let the scissor link fall apart, or a loose screw, as discussed earlier, that let the whole strut fall out. Taking a moment to make sure that all of the parts are there before the first flight of the day might save you some embarrassment later that day.

The bottom line is that the landing gear takes a pretty good pounding. Unless you land perfectly every time, and your runway is absolutely smooth, you are going to experience wear, that over the long haul will require maintenance.

Steven

Vice President's Report — Keith Sievers

Turbine Waiver Sign-off Checklist

As our segment of the hobby continues to evolve and expand, more modelers are seeking turbine waivers. The Georgia Jets organization, one of the premier jet clubs in the country, has four Turbine CDs and is approached three to four times a month by pilots seeking a waiver sign-off. They have developed a set of guidelines that should help potential applicants arrive at the field better prepared to demonstrate the needed knowledge, preparation and skills that will lead to a successful sign-off. Since many JPO members are either Turbine CDs or involved in the waiver process as an additional approver, I thought I would share their guidelines with you.

The checklist was developed from AMA documents and experience. It emphasizes safety with a reasonable set of skills required of turbine pilots. It also removes any ambiguity as to the successful completion of the evaluation.

Turbine waiver applicants will be required to demonstrate the following, in order to be considered qualified for the turbine waiver:

1) Proper programming and usage of the failsafe function for the specific engine and transmitter combination used for the demonstration flight. The waiver applicant should not expect qualification pilots to be familiar with every brand of transmitter and engine ECU available.
2) Proper range-testing techniques.
3) Specific aircraft maintenance requirements to include battery maintenance, airframe structural inspection, fuel system and ground safety equipment inspection.
4) Proper assistant or spotters brief, to include fire fighting techniques, flight line duties, and pertinent safety issues.
5) Proper startup techniques including startup safety requirements. The applicant should have the appropriate fire suppression equipment with them.
6) Safe taxi and takeoff operation to include proper crosswind control, and sound judgment as to the need to abort the takeoff if safe conditions cannot be maintained.
7) Airborne speed control and maneuver placement. Turbine applicants should possess the skills to safely control the airplane at all times and not cross any established safety lines or allow the airplane to potentially threaten bystanders.
8) Required demonstration maneuvers will include horizontal figure eight, combination rolling and vertical maneuver, high-speed pattern, both left and right-hand traffic pattern, aborted landing and safe landing, demonstrating proper crosswind control techniques.
9) Proper shutdown and post flight operation.
10) Familiarity with AMA documents 510A, D, and E concerning turbine operations, to include pilot proficiency requirements, thrust, weight, speed and visibility limitations.

See www.modelaircraft.org/acrobat.asp for these .pdf documents.

Website Update

Several new articles have recently been added into the Knowledge Bank on the JPO website, including a review of Tam's new Gear Failsafe System and a primer on landing turbine aircraft. I would like to continue to solicit articles for the Knowledge Bank, so if you have something you would like to share with the membership at large, please email me at pilot114@aol.com.

I am also continually looking for member photos, so if you have a shot of your favorite plane, send it along.

Don't forget that *Contrails* is also online in .pdf format, so if you want to refer to a back issue, several years are now available. *Contrails* is usually published on the website before the paper copy is released, so watch for updates.

Please let me know if there is any additional content you would find valuable for the site. Our URL is www.Jetpilots.org and you can always reach me through the "Contact" button on the home page.

Keith

District I Report

Ray Davis

Connecticut
Maine
Massaschusetts
New Hampsire
Rhode Island
Vermont

Greetings from District I. It's been awhile since I reported in...as I'm often better motivated at reporting the bad news about our activities and giving encouraging solutions. But happily, jet pilots in District I, and all over actually, have had a banner year.

Jet flying is safer than ever with the more recent waiver requirements, and especially with the greater recognition of getting the turbine shut down in the event of an imminent crash. I have to believe that the training and respect for the unique qualities and possible dangers of jet flying has improved among our newer pilots, and we older guys are finally getting the hang of it!

The Waiver system is indeed working, and I congratulate the AMA in accepting the JPO's past inputs and for communicating effectively and for respecting us. JPO members, you should appreciate your accomplishments; nonmembers should gently be made aware of their gains and continued privileges...earned largely on our backs! So, educate them, recruit them...get them to join for our greater mutual benefit. Simple proof that the AMA does listen: Waiver holders now receive a nice wallet-size certificate...they don't have to dig out that embarrassing kero-stained and tattered full-page waiver anymore!

I could almost repeat my report of a year ago here..."now the dead of winter here in the northeast, little RC flying of the jet variety going on; the last outing for me was with my little Alfa MiG 15 EDF on New Years Day." Well, this year it rained like hell(!)...though I'm pleased that there was more turbine-flying here in New England than the previous season...and with a new event - **The New England Jet Rally (NEJR)** in mid-August. Jeff Lynds from Columbia, CT organized it at Gardner Airport, Gardner, MA, (with the local RC Club hosting and providing the framework of set-up, concessions, advertising, utilities, security, etc....all the tough stuff), so Jeff and I just needed to insure a safe and smooth event...the easy and fun part!

District I doesn't have enough jet venues - only one other pure jet event, the legendary **Maine Jet Rally**, remains. So, ours was important on a number of fronts...most certainly, of course, to demonstrate to local and airport officials that it was safe and worth their while to permit it...and we surely did that! NEJR was the largest attended event ever at Gardner. Bob DeAngelis and his Wachusett Barnstormers more than made up losses from earlier non-jet events they've hosted in past years, the Airport Commission gained needed revenue, and the town benefited from otherwise scarce tourist dollars. Some spectators actually flew in from as far as NY, most had never seen anything like it with some 400-500 attending...and that was Saturday alone, as Sunday was rained out. Bob is all over us to do it again in '07, and it is already in the works....mark it down, third weekend in August.

The following pictures are just a few from the AMA's Photo Gallery of District I's first New England Jet Rally. There are tons more there (and my profound apologies for dementia, as I cannot recall most the names/information). Jeff and I congratulate and thank those 30 pilots for making the first annual NEJR the success it was...may it endure and flourish!

I don't seem to get any input from District I, so I'll just put my rants and raves here...but I can tell you this without reservation: If ya wanna go smaller, then the Wren 44-Gold cannot be beat! Perfectly executed, small and powerful (I tested 11 pounds on a standard day) and it opens up a whole new range of models, particularly scale ones from Grumania and Jet Hangar Hobbies. I acquired a *Facet 1200 HP* short kit at last summer's Capitol Jets, and I always had an eye on Wren stuff, so I naturally got tipped in that direction.

I'm halfway through kit-bashing my *Facet* into an A-6 *Intruder* lookalike...gonna be my new favorite, perhaps...certainly for the local grass conditions. I was never one to believe bigger is always better...the littler ones are just as large in the air (keep 'em in a bit closer, that's all), fly beautifully and realistically, and are certainly cheaper up front and to operate, store, and transport. They simply make a smaller field bigger...my little Alfa MiG has proven that over and over...just as much fun, but with all the challenges

District I Report (cont'd) — Ray Davis

remaining. It's not quite the adrenaline rush of a *Eurosport*, I concede that...but I'm running outa that stuff, anyway! Smaller is a great way to go if yer just starting out. Certainly easier to get your head...and wallet around.

Enjoy the building season... it'll be great to see what emerges from all those cellars in the spring!

Ray

One of the New York boys with Tam's aft-engined F-16

Nice '18 that is no more...maidened with an aft-CG.

Yup! Could only be Adil's BobCat

Jorge's spectacular Yellow 18 put us on the map!

Adil maidened this spectacuilar Shipley A10...stunning in the air!

Dan Fish and buddy ready his new Yellow 15

District II Report

Art Arro

New Jersey
New York
Europe

First off, I want to wish everyone a happy and prosperous new year, as this is being written in the waning days of 2006. The 2007 year looks promising and I imagine many District Deuces are either building jets or saving their money to spring for some of the tempting ARF jets that are being marketed. The ARF concept trades building and finishing time for additional money in the initial purchase of the airframe. I still prefer to build my jets and see a jet fly before plunking down some hard-earned cash on an ARF.

Jet events are the best place to evaluate what appeals to you from several perspectives. Since many pilots make their jet ARF selection based on the model type and color scheme, I recommend that you check out the equipment accessibility, structural integrity, instructions, ground handling, and takeoff and landing characteristics. Continued customer support with spares and replacement parts should also factor into your purchase decision. Information gleaned from internet forums and video clips can be very deceiving, at best.

We have several jet events here in the northeast, which are well attended and offer a wide cross section of jet models which are flown. **The Big Apple Jet Rally** at Floyd Bennett Field, Brooklyn, NY draws many jet pilots from District II as well as neighboring Districts I and III. The dates are usually in early June and you should confirm this with the Jet Event calendar found on the JPO website www.jetpilots.org. In mid-July, Frank Alvarez and I will host **Capitol Jets III** at a new airport site south of Albany, NY. This site offers expanded flight paths with very few restrictions. Mike Lesher and crew host the **Liberty Bell Jet Rally** in Lebanon, PA during early August. This event continues to grow and draws pilots from neighboring east coast and southeast districts. **The New England Jet Rally** will be held again during mid-August in Gardner, MA. The 2006 edition went very well and plans are underway to expand the event in '07. The closeout event in the northeast is the **Maine Jet Rally**, typically held the week after Labor Day in Sanford, ME. This is a superb site matched by a fabulous steak or lobster hangar party.

Additional northeast events where jets are flown include the **Scale Masters Qualifier** in Gardner, MA in late-June and District I and II Fly-Ins, generally held at the end of the flying season. For those seeking an international flavor of jet flying, the **Bay of Quinte Jet Rally** is usually held on Father's Day weekend near Belleville, Ontario, CANADA. A wide diversity of jet models are flown at B of Q and many of these are kitted by various jet suppliers. Be advised that you will need a valid passport or equivalent to re-enter the US from Canada.

The AMA has asked JPO for suggestions on "streamlining" the turbine regulations and waiver process. Fellow officers and I have several items under discussion and we elicit your suggestions via our website www.jetpilots.org. Your suggestions should not compromise safety, as we have an excellent record as of late. These suggestions will be reviewed and incorporated into a proposal to the AMA Safety Committee, which will further discuss and review them. The Safety Committee will then present their recommendations to the AMA Executive Council for discussion and vote into formal AMA regulations. This process takes time and any proposals which are adopted may not take effect until 2008 or beyond.

I'll close now and hope to see many of you at the jet events discussed above or feel free to contact me directly at the address, e-mail or phone number on the inside back cover of this issue of *Contrails*.

Art

District IV Report

Lee Reightler

Delaware
District of Columbia
Maryland
North Carolina
Virginia

Season's greetings from District IV. I hope everyone had a great holiday and found lots of goodies under the Christmas tree. Also, thank you for allowing me to continue another term as your District Representative. Although the weather here in the Northeast has been fairly mild so far this year, we don't get too much jet flying in.

The major jet event for our District is the **Mid-Atlantic Jet Rally** held on Memorial Day weekend each year and CD'ed by Frank Rega. A proposal for a Fall rally has been suggested by several members and hopefully, it will come about.

The "DF" is not dead yet! Whether it is powered by a piston engine or electric motor, ducted fan aircraft are still flying. In fact, now that the electric version is becoming more popular due to improved performance, more are appearing at the rallies. This may a good approach to encourage the younger generation to get involved in "jet flying." The future of jet aviation starts today, not tomorrow. Think about it...

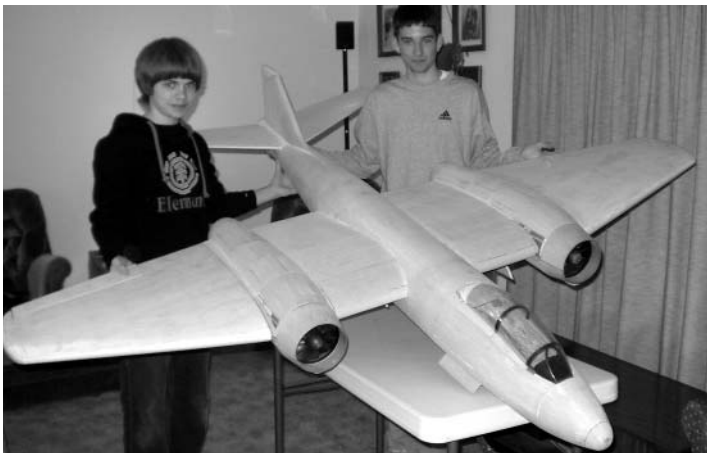
There have been reports that some pilots are flying turbine-powered aircraft without a waiver. DO NOT allow this to occur at your flying site. There are times when regulations are a pain you know where, but the saying goes, "When in Rome, do as the Romans do." Let's keep our hobby safe.

Since it is "off season" for us, now is the time to take care of those maintenance items. Check hinge connections, linkages, air and fuel line fittings, servo movements, batteries, etc. If you wait until Spring, there may not be time to make corrections before you head out to that first jet rally.

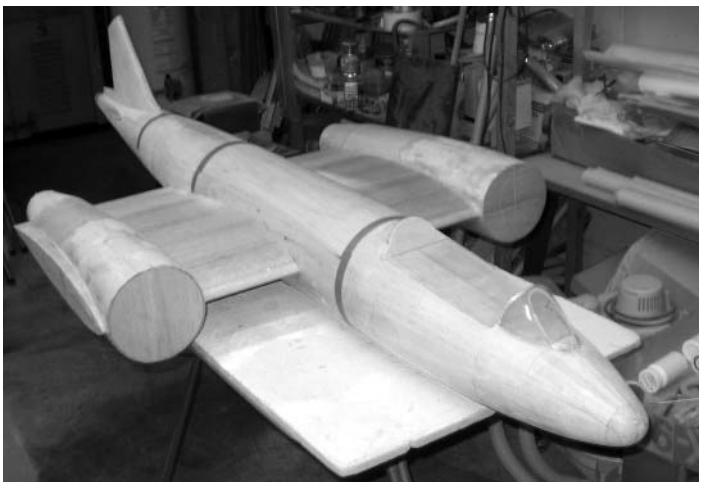
In one of the earlier issues of *Contrails*, I mentioned that Robert Hayes and I were scratch building a Martin B-57B twin engine bomber. Scratch building is not as hard as it seems, but not too many people are doing it now, with the advent of the ARF. First, obtain a three-view drawing of your subject. Next, research for documentation then start making your drawings. Even better yet, if available, visit a museum that has a display of your subject or seek out other members who still do this kind of building. They will be glad to offer their advice.

Our project actually started twenty years ago when we built a DF version. For various reasons, the project was never finished, but in the meantime, it was decided to build a jet version, which required a complete re-engineering of the aircraft. Scratch building can be done in several ways; foam and/or wood covered with fiberglass, or a fiberglass aircraft. We elected to be do a fiberglass aircraft. The following is an update on the project.

Lee

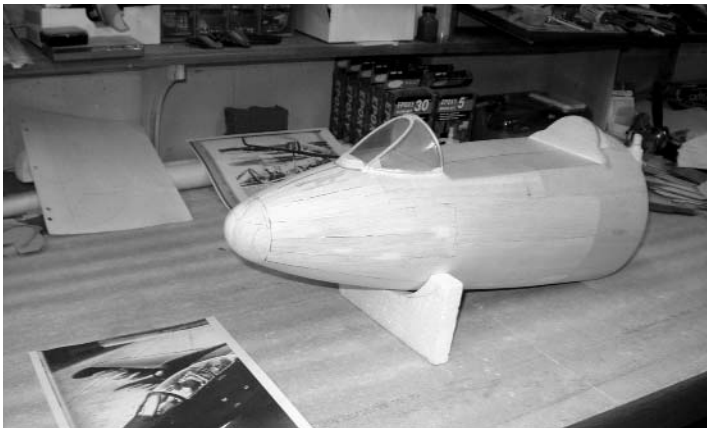


The original DF model, to give you an insight as to the size and scope of the project.

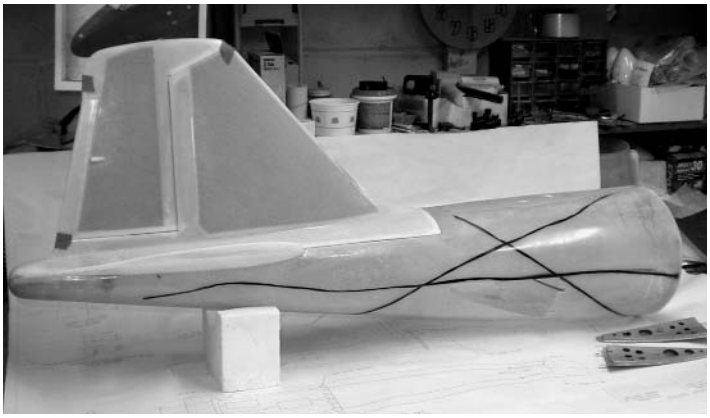


A new model had to be built to create a plug for making the mold. The body is in four sections.

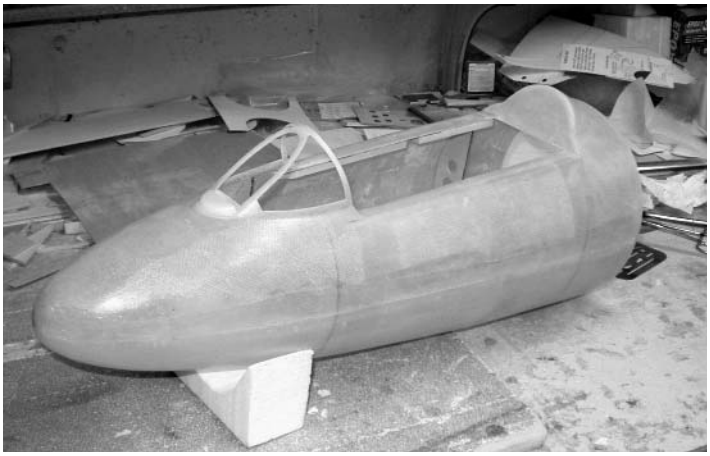
District IV Report (cont'd) — Lee Reightler



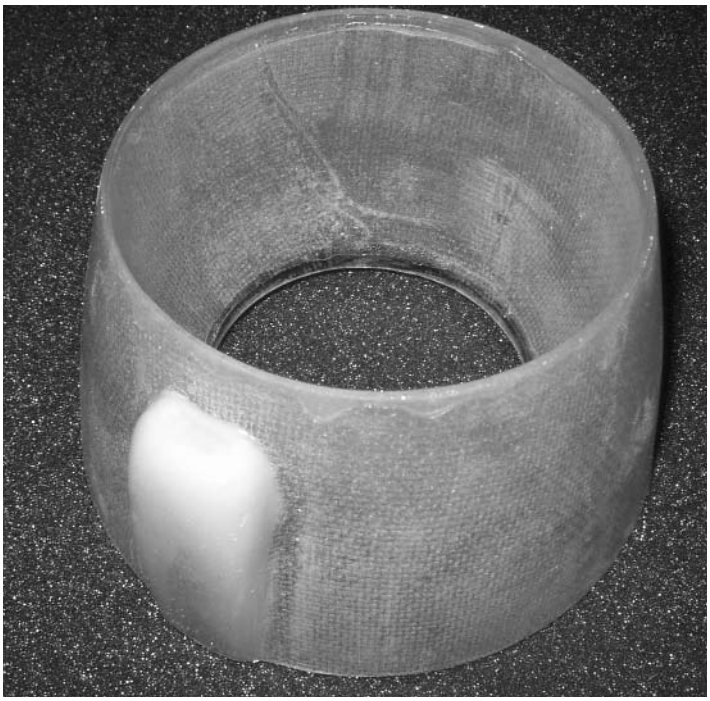
A view of the front section plug.



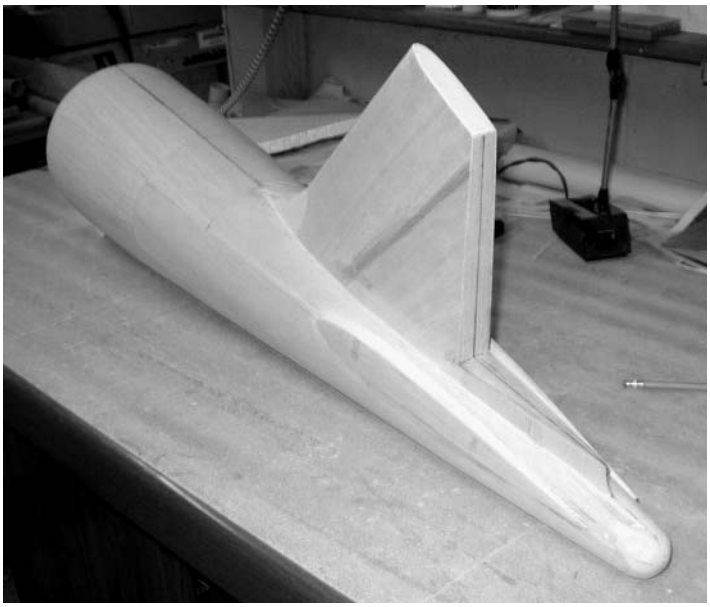
The tail section, fin and rudder were made in separate molds.



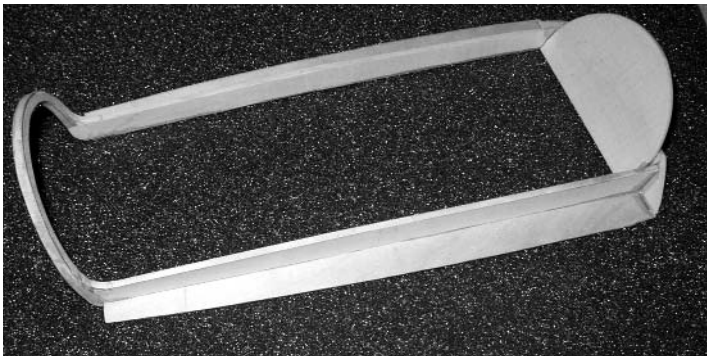
The finished product after cleanup.



Partially finished cowling and intake. The nose cone is made separate.

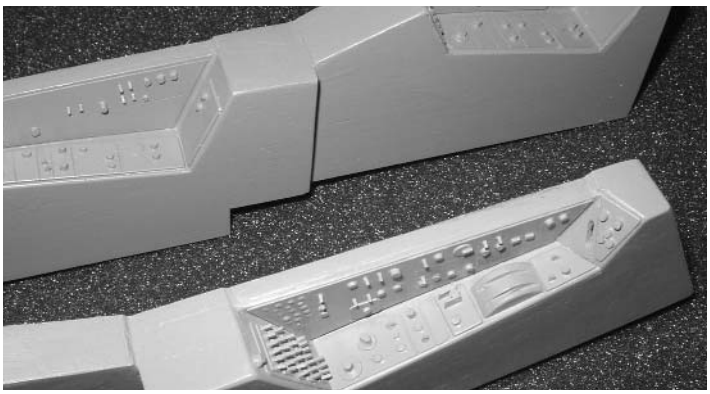


The tail section plug ready for molding.



The canopy frame will be a built-up item.

District IV Report (cont'd) — Lee Reightler



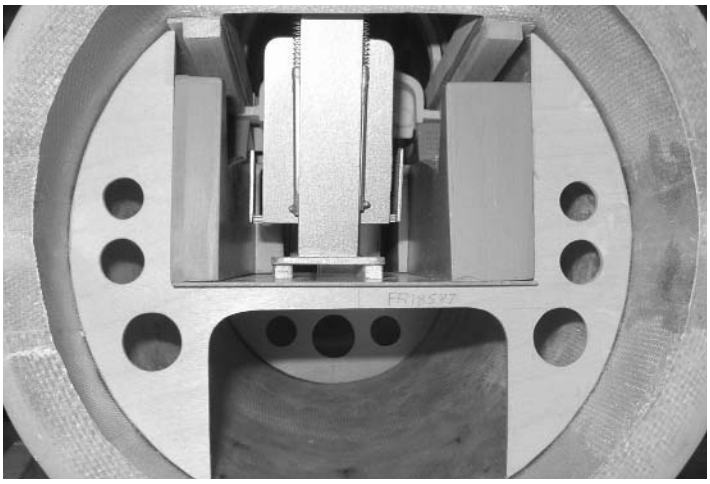
The side panel plugs ready for the mold.

Front instrument panel made from a silicon mold.

The original Martin ejection seat.

Developing the cockpit. Some parts will be made in silicon molds.

View of the rear cockpit showing the rear instrument panel. Canopy is sitting in place.



Looking forward into the front section. The nose gear will be mounted just under the rear seat.

District V Report

Dee Miller

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

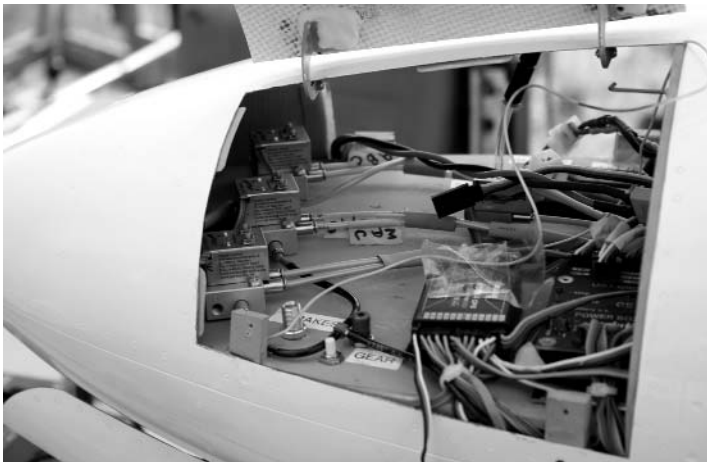
I attended two events in District V this quarter, the **Florida International Jet Rally** and **Pensacola Jets**. The event CDs were John Burdin and Mike Mills. Florida International had about 70 pilots and decent weather although there were some cross winds. I have included some pictures from the event. The most unusual plane was a *Tudor* brought by Malcom Kay and flown by Rob Lynch. This plane is very large and if you are interested, contact Malcom.

It was the first time I attended the Pensacola event. It is a very nice event; if you don't like the sun or wind just change runways. We flew on a north-south and an east-west depending on the time of day, and the field is as wide open as any I have seen. Mike Mills did a great job organizing the event and the 35 or so pilots that attended had a good time. I will try very hard to make it to this event again. I have included a picture of Scott Marr's *Ultra Bandit*. Unfortunately, the pictures do not do it justice as there is no color. It is red with silver highlights and the silver stands out well while the airplane is flying in and out of the sunshine. Tom Dodgen from the BVM factory was there giving buddy cord demos on the composite *Super Bandit*. All in all, it was a great event.

Dee

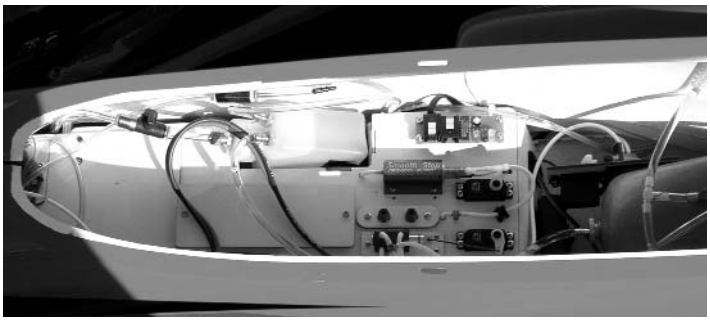
Miss Hernandez checking out her new plane.

Malcom Kay's *Tudor.*



***Tudor* control panel.**

Scott Marr's *Ultra Bandit.*



Interior of Scott Marr's *Ultra Bandit.*

District VI Report — Roger Shipley

Illinois
Indiana
Kentucky
Missouri

Jets Over the Heartland - Winamac

The Winamac crew, as always, organized another fantastic event--good company, good weather, good food, good flying, good fire works--it just can't get any better than this but somehow it does!!! CU in '07...

The Scott Harris and Jim Allen Families-Home Away Rome Home.

Francis Pischner Replacement Bandit.

Ralph Braun with the Hogs.

I just love it when a new event comes on the scene...WOW, was the first **Kentucky Jets Event** top drawer right out of the gate!

The Lebanon-Springfield Airport is really a wonderful layout and beautiful setting for a major event and I'm betting that Lewis Patton, John Ligons and Crew, with the passion of the local communities, make it happen.

Dewey Davenport with his F-18 has become a familiar and welcome addition to the Mid-West Jet Scene.

Something unique: the HUGE tent facing the start-up area, available to all the pilots, really makes for lots of camaraderie among the pilots and crews.

District VI Report (cont'd) — Roger Shipley

Lance Campbell has over 300 flights on this AMT-180 powered F-15.....with a BIG Scratch Built BLACK BIRD in the makings.

Lewis Wayne and Helen, from Glasgow, KY came to visit with us for their first jet rally experience. Lewis Wayne and I have been lifelong friends as our families were very close for many years.

Rod Snyder with a DF-Maverick. Now this is a resurrection from the past! Man does the on-site comparison give you a real sense of how far we have come!

John Roth and his roommate, along with several Chicago Suburb jet pilots, have become very active in the Mid-West happenings.

The **2nd Kentucky Jets Event** is scheduled for June 6-8, 2007-same place. CU there, folks....

The next event up was **Windy City Jets**.

A nice Eurofighter/Typhoon.

Lewis Patton.

District VI Report (cont'd) — Roger Shipley

Father-daughter time.

District VI Report (cont'd) — Roger Shipley

Jet World Masters Qualifier (JWMQ)

The **JWMQ** was held in conjunction with the **Route 66 Jets** Event at the Litchfield, IL Municipal Airport, with practice September 27-30, Static Judging on September 30 and Competition Flying on October 1, 2006.

The USA Jet World Masters Team, to compete in this World Class Event in Northern Ireland in July 2007, has been established. Their Captain & Team Manager (Tommy Yates) were elected by the team, and we should be very proud of this team as they are all, nationally as well as internationally, seasoned competitors.

Dave Ribbe (Team Captain). Dave lives in Mahomet, IL and works for Horizon Hobbies. Horizon is one of the world's largest hobby distributors. His aircraft, a Mig-15, is scratch built from his own design. Dave was our highest scoring pilot, finishing in 9th place at the last World's. He was the only pilot on the 2005 U.S. Team with prior experience competing at the Jet Masters. Dave finished 2nd in the Masters Class at Top Gun this year and 1st at the U.S. Scale Masters last year.

Dustin Buescher is from the Madison, WI area. He is a 2005 graduate of the University of Wisconsin with a bachelor's degree in engineering and he is currently employed by Bob Violett Models in Florida. His plane is an F-86 built from a BVM kit. The Jet Masters last year in Hungary was his first JWM competition, finishing 12th. Dustin placed 7th in the Expert Class at Top Gun this year.

Scott Harris, on the right, is from Nashville,TN, where he owns his own auto repair business. Scott took his whole family with him to Hungary. His aircraft is also an F-86 *Sabre* built from a BVM kit. Scott was one of the alternates from last year's Team competition, but when one of our original six pilots was unable to go to the Jet Masters, Scott got the call and was thrilled to death when I told him he was now on the Team and to get ready. At The Jet Masters he finished 14th. Scott finished 6th in the Expert Class at Top Gun this year.

District VI Report (cont'd) — Roger Shipley

Rod Snyder is from Johnson City, TN, where he owns his own sign manufacturing business. His aircraft is an L-39 built from an Air World Kit. The Jet Masters last year in Hungary was his first JWM competition and as I recall, he finished 15th. Rod finished 11th in the Expert Class at Top Gun earlier this year.

Sung Su Kim from Woodland Hills, CA and he is in the recycling industry in the Los Angeles area. Sung's aircraft probably will be a F9F *Panther* built from an Airworld kit. Unfortunately he lost the canopy in flight at the 2005 JWM, got too slow, stalled and was unable to finish the program.

David Shulman is from Heathrow, FL. His plane is an F-86 *Sabre* built from a BVM kit. This is David's first time to try out for the U.S. Team, as a hurricane prevented him from participating in the 2004 qualifier. David works for Bob Violett Models, and he finished first in the Pro-Am Pro Class at the 2006 Top Gun. David more recently participated in the Jetpower Trade Show in Bad Neuenahr, Germany, so he is no stranger to the European competitors.

We all owe Bill Harris an expression of gratitude for organizing the static and flying judges.

Thanks to Rod Snyder and Sung Kim for being the CoCDs and Rod for providing the Team Trophies and Judges Plaques. We also certainly appreciate Steve Collins for processing the scores and Paula Collins for the photos.

Additional information and photos can be seen on JWMTeamUSA.

Roger

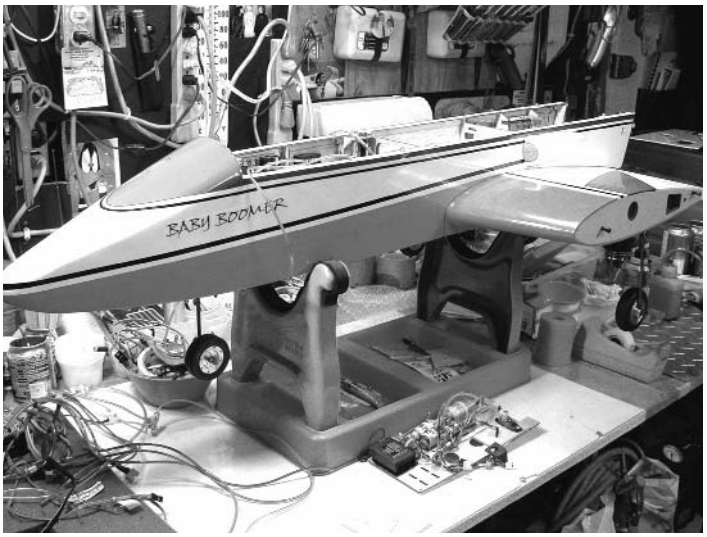
District VII Report — Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

CLUTTER?

Not at all…. I know where everything is, goes and should be! Well not exactly.

This picture of my Baby Boomerang under construction doesn't really show all of my work area, the rest is even worse!



I don't know about you but…I said "I've got to get organized" and did. Trouble with that was, I spent all day looking for stuff that I put away! I have now redefined the term "clutter" in my work area as…"un-organized materials under review and consideration for possible future use" that sort of makes it all seem reasonable.

Anyway, this year I plan on attending more jet events than last year (bad year for traveling for me) and hopefully bringing you new stories, pictures, building tips and some aviation humor along the way.

Like always, if there is anything you'd like to submit for my column, please feel free to send it to me.

Tom

BOOM LIGHTS

Not that Boom Lights are new, or that lights on jets are new, but...new to jets is Darrel Hossalla pictured here next to his Boomerang XL.

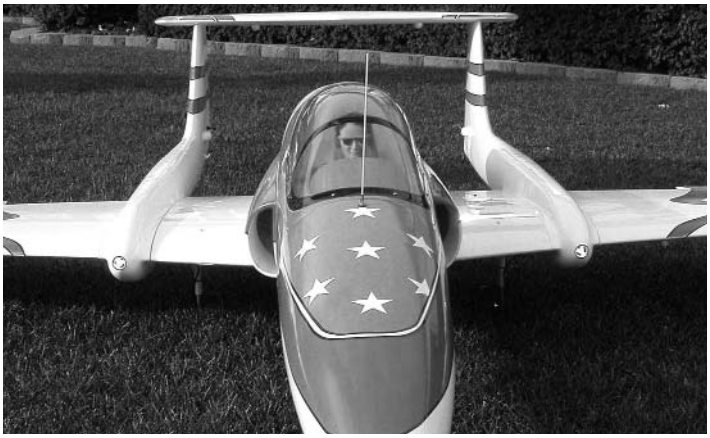
Nicknamed Hoss, he arrived in RC flying (helicopters) about twelve years ago and fixed-wing seven years ago, with jets being his latest venture. Hoss earned his Turbine Waiver last summer with a *Boomerang Intro* that he sold when he progressed into bigger jets like his XL and *Scorpion*.

By trade, Hoss is a small business owner in the building and construction business. His passion is RC sport flying, and he spends all his spare time at the field or building jets in his basement at night. Summer is a busy time for Hoss, but he manages to keep his weekends open to fly and just hang out at the field with his friends who mostly fly helicopters. Hoss is only one of three, and the newest waiver holder who own and fly jets at his local club in Franklin, WI.

The idea for Boom lights came to him when he saw another jet equipped with lights. Thinking that he could see the jet better (plus that fact that he thought it was cool looking), Hoss installed lights in the boom tips of his XL and I have to admit, they look good!

With Hoss joining our ranks we now have another JPO Member, another jet buyer and flyer, plus another positive vote for the future of turbine-powered aircraft.

Dist VII Report (cont'd) — Tom Ryan



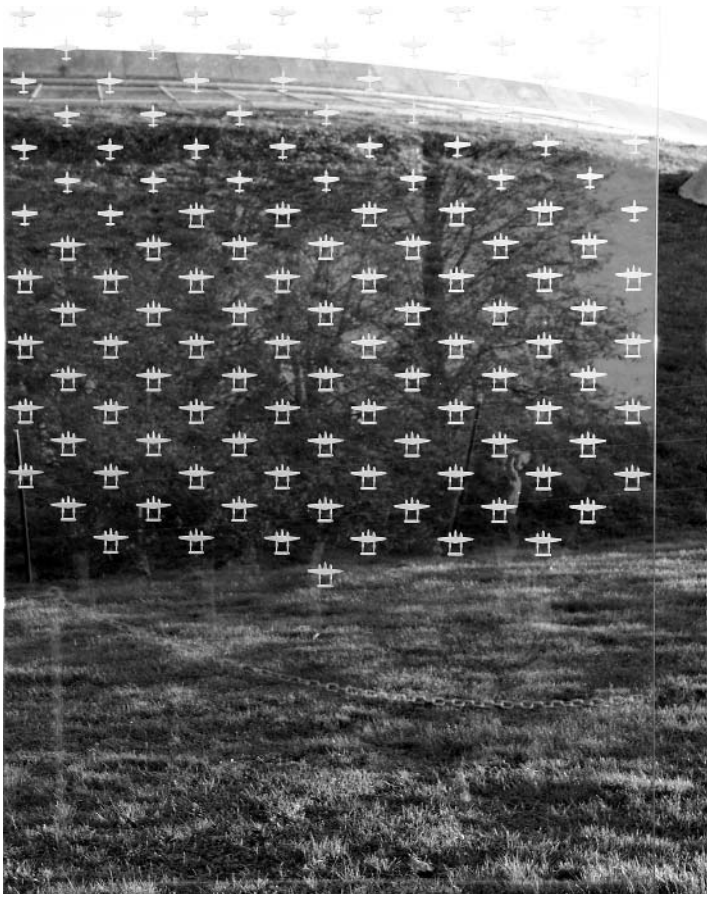
At 49, Hoss is the norm for those getting into jets in this area. Many of the younger pilots are still on the fence due to cost, but are slowly coming over. The used jet market has opened up affordable jets to some of them, while others are selling off their inventory of prop planes for that one new jet!

When Hoss got into jets (like many of us) he of course had lots of questions and required some help. Having experienced jet builders nearby helped, but he admits that frustration during the learning curve was at times intimidating and overwhelming! Now it's easy for him!

We welcome you, Hoss, to the JPO, new friends and some new thrills and excitement that only jets can bring!

Tom

More...from the Editor



364th Fighter Group
384th Fighter Squadron

This panel had special meaning for me, since one of the engraved P-38s was flown by Lt. Willard E. Moore, and shot down on April 15, 1944. Lt. Moore then spent the next 13 months as a POW in Luft-Stalag XIII, near Sagen. This is the same camp that the "Great Escape" took place from. That plane was my dad's. Fortunately, things worked out since I wasn't born until WELL after that, but it is still a sobering reminder of all those who went before us.

District IX Report

Mike Weidner

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

Many of you know about the "Ten Percent Rule" - ten percent never get the word; ten percent could not care less; ten percent do all the work, and so on. Just fill in the blanks following the ten percent and you get the picture; whatever you choose to fill in is probably not true only 10% of the time.

I got to thinking about that rule then got curious and tallied up all the AMA turbine waiver holders in District IX. The district has 52 waiver holders with the majority (27) in Colorado and the remainder are a single digit spread throughout the remaining states in the district. Of the 52 waiver holders (you guessed it), a little more than ten percent belong to JPO.

The challenge seems to be altering or penetrating that ten percent boundary. Greg, my flying pal and *Contrails* editor, constantly talks up JPO to any of our jet pals who will listen about the need to belong. Most listen politely, render the shrugged shoulders of a kid's "7 Year Old Salute" and go about their business. Likely this ten percent could not care less. Regardless, championing the JPO cause throughout the district remains a work in progress.

2006 was a great year for many RC jet venues. Unfortunately, with the exception of the annual **Missouri Valley Jet Rally** in Tecumseh, NE there is not another jet rally in the entire district. As a result, most of us frequently travel outside the district to attend somebody else's event...and there are some memorable ones, most of them reported on in the Summer and Fall issues of *Contrails*. Because of my work schedule, I only made it to one event (reported on below) and didn't get an after action report from the Missouri Valley event.

Winter finds me trying to figure out how to spark up somebody to organize and host a jet rally here in Colorado. The potential is there for a rally in the Loveland area or, if I get lucky, at the Air Force Academy. The academy is a stretch and it will take some time to convince their leadership it's a good idea (for them). Otherwise, the Loveland deal might come through as we're trying to help the local club with event organization and suggestions for ensuring event safety - read: fire protection. I expect to have an update in the Spring issue of *Contrails*.

I mentioned that District IX jet drivers seem to go to everybody else's jet event. Greg Moore and I managed to get away from our work and travel to the **JR Jet Fest** in Lubbock, TX this past August. The Lubbock Miniature Aircraft Society, whose flying site uses the non-operational runways at the former Reese Air Force Base, hosts this annual event. The primary runway is "only" 150 x 10,500 feet. The comfort factor of that long runway was something Greg and I could not turn down. Along with all our other jet hardware, each of us brought one previously unflown jet. That long runway promised to be a handy recovery cushion if needed for those first flights.

The longest RC model airplane runway in the world?

As the event title suggests, JR (JR Radios from Horizon Hobbies) is the primary sponsor, but there was additional sponsorship from Bob Violett Models (BVM), as well as support from other companies involved in the jet model segment of our hobby. All the proceeds from this event benefited the American Diabetes Association - not a bad deal since I have three members in my immediate family with diabetes. Unlike the longer distances we typically travel to other jet rallies, the drive from Colorado Springs to Lubbock is a relatively short one - approximately 525 miles one way - and was easily accomplished in one day's drive. Greg and I drove down on Wednesday. We planned to spend Thursday through Saturday actively flying with some goof-off time reserved for Sunday morning before returning home.

District IX Report (cont'd) — Mike Weidner

Along with other jets, I brought my unflown *Reaction 54*, a Bruce Tharpe-designed kit that is becoming very popular. Greg brought his tried and true *Alphace*t and a brand new Cermark Models F-16 *Vipe*r. With the exception of Sunday, temperatures every day bordered on the (uhhh) slightly hot side for us coming "down" from Colorado, but the prevailing wind (sustained at 12 to 15 mph) was right down the runway centerline. I didn't have my density altitude (DA) chart with me, but my guess is that the DA each day was well above the 6,800 MSL we fly at here at home. Wind gusts during the afternoon became an issue, as we had to be alert and ready to keep the shade tents and everything under them from blowing away when those bursts hit.

Enough whining about the conditions. We came to fly jets and that's exactly what we did. There were 33 registered pilots to accompany over twice as many jets - and there were some beauties...

Greg flew countless sorties on his *Alphacet* and, after sorting out a couple of issues, his *Viper* flew exceptionally well with initial test flight support from John Redman, who arguably is the best RC jet test pilot in the world and will be my write-in candidate for the 2008 Presidential election. His day job focuses on overseeing the development and customer support of E-flight models being imported by Horizon Hobbies. During his free time, he's a BVM factory representative and always willing to help anyone who asks. Greg and I used his expertise a lot.

While I thought my Classic *Bandit* would be ready to rock and roll in the vast Texas sky, I uncovered an issue with turbine-running range checks that necessitated parking the jet for safety reasons since the cause could not be isolated. Besides, I came to fly, not engage in a science project or hammer on jets. The *Bandit* will live to fly another day.

The *Reaction 54* was successfully flown, also with help from John Redman. With its huge wing volume and area, the R-54 was a real chore to land with the prevailing wind - it literally did not want to quit flying. Greg and I resorted to dialing in a serious crow setup to make it act like a more heavily loaded airframe. The R-54 is fun to fly: it will do 40 ft. loops all day long at full throttle and is like a kite, flying virtually still when headed into the wind at partial throttle.

My Reaction 54 during the Saturday noon lineup.

The Saturday noon lineup.

The Saturday spectator crowd was huge. I think at least a third of the town of Lubbock showed up. This was the result of outstanding media coverage from both TV and radio during the week, with live TV spots featuring flying jets and interviews with the CD Les Morrow and the "Voice of the **JR Jet Fest**," John Redman himself. I was truly amazed by the media coverage, as it was upbeat and very positive, especially the part about the positive influence the overall hobby has on kids. Not once was there mention of "these planes crash a lot…and they cost a lot of money."

Saturday's spectator crowd was very enthusiastic, with John Redman goading the crowd to exhort pilots to perform ever-lower fly-bys. CD Les Morrow received the loudest, most sustained crowd applause for a howling low-level pass with his *Rookie* that did not vary in height more than an inch or two while 12 inches off the hard deck! Kevin Whitlow, from the Dallas area, should have received a Top Gun award,

District IX Report (cont'd) — Mike Weidner

as his *BobCat* seemed to be in the air from dawn until dusk, dropping whistling football bombs during every flight!

Peoples Choice Jet.

Spectators chose this gorgeous black F-4 owned by Joey Tamez finished in the famous Playboy Bunny scheme used by the Navy's test and evaluation squadron - *VX-4, The Evaluators*. The Great Pumpkin F-4 shown below, owned by Mike Jensen, came in a close second, followed by George Jones' F-100 *Hun*. Notably, all three are BVM jets. The two F-4s flew numerous, crowd-pleasing 2-ship sorties with flight routines reminiscent of what the late Ivan Munninghoff and his son Paul performed with their ducted fan F-15s out at our field.

The Great Pumpkin - modeled after an F-4 from the Navy's Pt. Magu Missile Center.

I had to include the following picture of what I think is the only flying, turbine-powered model of an RA5-C *Vigilante* on the planet. Most will recall this model design was born of Phil Nuckles' effort while he lived and owned a hobby shop here in Colorado Springs. Greg Pulcini owns and flies this gorgeous model that looks absolutely stunning in the air. (Phil and wife **Phil**

Nuckles-designed Navy RA5-C Vigilante.

Sharon are now back in Colorado, having just recently moved to the Loveland area from Port Orange, FL - welcome back, both of you!) Greg and I were treated to classic Texas style hospitality during our stay. The Friday night steak fest with the Ellzeys was memorable, truly fantastic. Thanks, Dawn and Stephen, for the great meal and all the conversation!

George Jones' museum quality F-100.

We blew town on Sunday, having renewed old acquaintances and made new ones. Notwithstanding heat issues, I believe both of us plan to return to Lubbock in 2007 for even more fun.

For those of us in the higher altitudes, Spring won't come soon enough. I hope all of you enjoyed your time over the holidays with family, friends, and had a chance to clean out the workshop. Keep the fires burning and stay warm. If you're able to get out and fly, do it safely and have fun.

Mike

Upcoming Jet Events

Desert Jet Storm II: February 9-11, 2007
Speed World RC Club Field
Phoenix, AZ

Florida Jets: March 1-4, 2007
Lakeland-Linder Airport, Lakeland, FL
CD: Frank Tiano 863-607-6611
www.franktiano.com

Tucson Jet Rally: March 16-18, 2007
TIMPA Field, Tucson, AZ
CD: Debbie Sherrow 520-744-0633
www.tucsonwarbirds.com (registration)
www.timpa.org (map)

Best in the West: April 14-15, 2007
Coachella Valley Model Air Park
Coachella, CA
(near Palm Springs, CA)
www.cvrcclub.com
CD: Mike Stone 951-845-7039

16th Annual Mississippi Afterburner Jet Rally:
April 19-21, 2007
John Bell Williams Airport
Raymond, MI (suburb of Jackson, MI)
www.mississippijets.com
CD: Dennis Lott

Top Gun: May 2-6, 2007
Lakeland-Linder Airport, Lakeland, FL
CD: Frank Tiano 863-607-6611
www.franktiano.com

Central Texas Jet Rally: May 17-20, 2007
ARCA Club Field, Austin, TX
www.austinrc.org

Jets over the Swamp: May 18-20, 2007
Waycross, GA
CD: Keith Douglas 912-285-3110

Jets over Leamington: May 25, 2007
Ontario, Canada
CD: Peter Doupnik 519-734-0005

Blue Grass Jet Jam: May 31- June 3, 2007
SKYMAC Club Field
Bowling Green, KY
www.skymacrc.com
CD: Mike Grant
Co-CD: Mike Kirby 270-784-9276

Idaho Jet Rally: June 8-10, 2007
Club Field
Pama, ID (west of Boise, ID)

1st Annual Gateway Jet Rally: June 8-10, 2007
St. Louis, MO
www.sircfa.com
CD: Patrick Frost

15th Big Apple Jet Rally: June 9-10, 2007
Floyd Bennett Field, Brooklyn, NY
vcarat@yahoo.com
CD: Vinny Coratozzolo 917-510-7893

Jets over the Heartland: June 22-24, 2007
Winamac, IN
CD: Tim Redelman

Kentucky Jets: July 6-8, 2007
Lebanon, KY
www.visitlebanonky.com/events/kyjets.htm
CD: John Ligons 513-769-4539 -or-
Lewis Patton 502-429-6365

Capitol Jets III: July 13-15, 2007
South Albany Airport, S. Albany, NY
www.capitoljets.com
CD: Frank Alvarez 518-280-3652

8th Annual Michigan Jets Charity Event:
July 13-15, 2007
Grosse Ile Airport, Grosse Ile, MI
CD: Burt Eisenburg
Beisenb652@comcast.net

7th Annual Liberty Bell Jet Rally:
August 2-5, 2007
Lebanon, PA
www.libertybelljetrally.com
CD: Mike Lesher

Montana Jets: August 3-5, 2007

LA Jets: March 31- April 1, 2007
Apollo XI Field, Encino, CA
www.lajets.org / www.valleyflyers.com
CD: Billy Edwards 323-595-0087

Jets over Whidbey: August 24-26, 2007
Whidbey Island, WA
www.jetsoverwhidbey.com

Heart of Ohio Jet Scramble: August 23-26, 2007
TORKS Club Field, Columbus, OH
www.torks.com
CD: Terry Nitsch

Greater Southwest Jet Rally: September 6-9, 2007
HOTMAC club field, Waco, Tx.
www.hotmacrc.org

Maine Jet Rally: September 7-9, 2007
Sanford Municipal Airport
Sanford, Maine
www.icommercesystems.com/mainejets
CD: Ray Labonte 207-797-5196
rplabonte@aol.com

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Sam Snyder's *Sea Vixen* settles in for a landing at the GSW in Waco

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