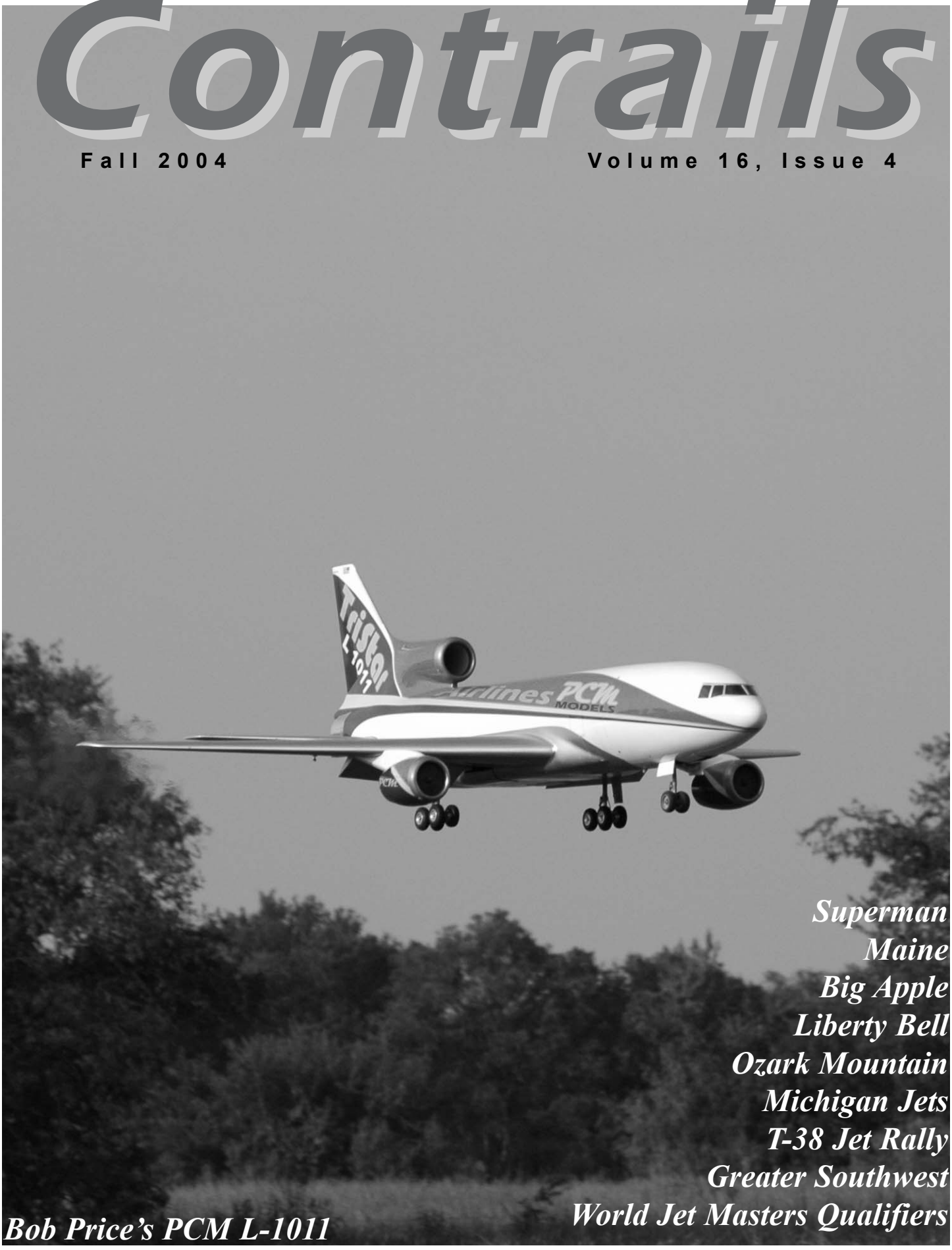
Newsletter of the Jet Pilot's Organization

Contrails

Fall 2004 Volume 16, Issue 4



Bob Price's PCM L-1011

Superman
Maine
Big Apple
Liberty Bell
Ozark Mountain
Michigan Jets
T-38 Jet Rally
Greater Southwest
World Jet Masters Qualifiers

Treasurer's Report — Ed McElvy

Beginning Balance		$6,478.74
Income:		
Memberships 1x$30.00		$30.00
Memberships 11x$25.00		$275.00
Memberships 5x$12.50		$62.50
Pay Pal 9x$23.97		$215.73
Total		$7,061.97
July Expenses		
Bank Charges	$14.00	
Trophies	$96.90	
Sub-Total	$110.90	
August Expenses		
Bank Charges	$14.00	
Trophies	$101.90	
Contrails Expense	$252.90	
Fed Ex Expense	$15.17	
Sub-Total	$383.97	
September Expenses		
Bank Charges	$14.00	
Pay Pal Overpay	$10.00	
Contrails	$896.00	
Sub-Total	$920.00	
Total Expenses	$1,414.87	
Balance as of October 1st. 2004		$5,647.10

From The Editor

New AMA document numbering system

The AMA has redone the document numbering system. Now all turbine/jet documents start with 510 and then have a letter following that distinguishes each individual document. This makes for a more organized system and makes it easier to find documents that you are looking for, since all related documents are grouped together.

Time to renew your membership

The end of the year brings about membership renew time. You will find a renewal form in the back of this edition

Time to vote

The ballot is in the back of this edition also.

President's Report

Steven Ellzey

A few lessons from Superman

It was most likely an absolute fluke, but it definitely got our attention. It was Saturday evening and we had just pulled our trailer up to the motor home since we where planning on leaving first thing the following morning. We had started the grill to cook dinner when we saw smoke pouring out of the model trailer on the other side of the taxiway. I ran back to our trailer and grabbed my flight line CO2 extinguisher, and then dashed to the smoking trailer. Three of us converged on the fire and put it out quickly, but not before at least one models was badly damaged, along with some damage to the trailer and some tools.

What happened? It would appear that the radio in one of the models was not switching off correctly. I am assuming that the model had a voltage regulator where the switch turns the regulator off, that way if the switch fails the power stays on. Some of the conversations that night indicated that they had been having trouble with the system. On the flight line another model had just taken off that was known to be on the same frequency. Apparently that model going to full power on takeoff initiated the start sequence in the model in the trailer resulting in the fire.

While this was, as I stated earlier, most likely a fluke, we should take precautions to prevent a recurrence. If your model has an onboard start system the safe thing to do would be to drain the start gas tank at the end of the day and leave the ECU battery unplugged, this should pretty much exclude any possibility of you having a similar accident.

Flight line communications

At big event keeping everyone who is flying aware of what is happening around them is very important. This is the job of your spotter, or as some prefer, safety pilot. What ever you like to call the person standing out there with you, they need to keep you informed of what is happening, they are not just out there to watch you fly. They need to be coordinating with the other spotters. They need to keep track of your flight time and the other pilots so that a landing order can be worked out before every ones timer starts going off. It is sort a bad if several pilots hit the 30 second warning at the same time and only then know about it. At events as large as Superman with 6 to 7 models in the air at a time, each flying 6 to 7 minutes, there is going to be a takeoff or landing every 30 seconds, it takes coordination to make that happen smoothly.

Its ignition time, do you know where your fire extinguisher is?

Hot starts are getting rarer, but they do still happen. That is why it is still important to have your extinguisher handy at start up. If you have a hot start, it is sort of bad if you have to pretend your model is a birthday cake and you are trying to blow the candle out, trust me the other guys will be making jokes behind your back. This is also a bad time to go running off in search of that extinguisher you know you brought with you.

Also, if you do need to use an extinguisher at start up, fire it into the inlet of the model, firing it at the tail does no good at all. The fire must be put out at the source which will be inside the model. Never fire the extinguisher into the tail pipe from the rear, that will push the fire into the front of the model, where it can do more damage before it finally goes out.

Our systems are much better than they were just a few years ago, but they are not perfect.

Keeping up the momentum

The last year has been a very unique one for JPO. It has been both trying and rewarding. JPO and the jet community have shown that we can pull together for the common good. Through our combined efforts we have replace speculation with facts, and have brought about a better under standing of what it is we do. This has become a large part of what JPO is about today.

JPO's ability to help the jet community is based on its membership. The larger the membership the more clout we carry, the better we can claim to represent the jet community, and to be blunt, the larger the membership the better we are financially able to meet challenges when needed. The last year saw a much higher expenditure rate than normal, fortunately we had it in the bank, and it was money very well spent. But we do need to keep moving ahead, and that requires you to stay with us, and hopefully you can get a few of your friends to come along to. It is not often exciting, and most of the time little is happing, but we need to be together for the long haul. Please remember to send in your renewal.

Steven

District I Report

Ray Davis

Connecticut
Maine
Massachusetts
New Hampshire
Rhode Island
Vermont

Greetings from Dist I! The nicest time of year in New England is upon us, and this fall the weather has been just spectacular. Clear skies, light breezes, warm days, cool nights. Great weather for whatever your pleasure...perfect for flying jets, certainly(!)....and once again (five years running) those boys down east, Ray Labonte and Antony Parchment, put on another terrific Maine Jet Rally. Best ever, I think, especially as this one was in jeopardy til the last minute!

At last year's MJR, it was evident we'd outgrown Biddeford Airport, the site for all prior MJRs. More turbines each year, increasing space restrictions, and the fact that it is normally a busy airport, all pointed to the need for a new venue. Our intrepid CDs looked all over, in fact MJR was almost gonna be in Gardner, Massachusetts(!), until they convinced Sanford's Airport Commission, in late August, they should take a chance with us. And are we glad they did! Sanford Airport is wide open with a 100' wide runway in which we fly the entire southern 3000'. You can just imagine the last-minute running around Ray and Antony did...we are greatly indebted to them for pulling this one off, even to arranging another Lobster fest Saturday night, a full-scale jet fly in, and five years running now....perfect weather both days.

41 pilots, perhaps 75 models (the majority now turbines), with our good friends from Canada and New York joining the New England gang. Frank Alverez maidened his Avonds 15 before things got officially started Saturday morning...he flew it like he flies everything else: smooth, fast, and then again and again. Adil Nasim was in the air constantly, flying his Skymaster 15 to the limits of sight, Tam's smoke highlighting every pass. Adil also maidened a beautiful new Skymaster 18 that went into 'hold ' for a few seconds turning base....he regained authority, got it down just fine, then handed over the Tx, saying he had nothing left....not even to taxi! Jim Brown flew five screaming DFs ("See, Ray....all five for the price of a turbine!"), Bob Radford got his usual dozen F-16 DF flights in, Art Arro a bunch on his. DF is not dead in Dist I and these guys make the most of them.

Noon time we were treated to an L-39 Albatross full-scale, in Marine markings, flown by Dan McCue. He streaked by several times, knocking our socks off(!), landed, and taxied up nearby, opening up that beautiful L-39 for inspection til day's end. Steve Faust is modeling one, must have taken a hundred pictures, sat in the cockpit, generally walked around after like he was twelve again. Later, John Glessian, reputed to be the nations Extreme 3D champion, blew us all away with his 40% (Edge?) routine set to music...I cannot imagine what he could do with a Kingcat! Better a Kingcat with the boom fix, though...as one did flutter down after a hard inside snap. Plenty of time to shut the turbine down, no fire, but it looked totaled. That was the only real mishap of the event I can recall....it was about as safe and trouble-free as one could wish.

Ray says the airport folks were as pleased as could be with the entire package, from the flying to the clean-up, and they really appreciated the interest from the locals.....perhaps two-thousand spectators over the weekend. Good for aviation in all respects, and certainly augers well for future MJRs at Sanford. If they had a year to prepare for Sanford, it could not have been run any smoother....my hat's off to Ray and Antony...may they never tire and lose interest! A few pictures of the '04 MJR are below.

A word re the '05 AMA fail safe regulation: After January, the AMA requires that all turbines automatically shut down within two seconds of a continuous radio link loss. Many of us have preprogrammed our radios to do just this; many have set it to hold at idle; many more don't understand the need or how to implement it. Adding to the confusion is the fact that major radio brands treat fail safes differently, with varying hold periods, etc. Regardless, it's now long accepted that shutting down just before a crash will prevent the turbine being a source of ignition; of course shutting down prevents powered runaways as well. So, it is a good idea and a good regulation....and certainly two seconds without any good data stream seems more than adequate. Realistically, it's got to be over if a model is out of control for that long, and we must err on the side of caution....so at least let it be un-powered. Unfortunately, some radio systems initiate shutdown with the first glitch. We don't want that either, as we usually can control acceptably through any number of glitches (short-term interference or signal loss). So, understand your radio's capability, and/or be certain to have your ECU updated to shut down within two seconds of continuous signal loss (newer ones already have that capability). And, that's actually the easiest most fool proof method, it means you can just set your radio to hold last throttle command, or leave the default setting. Having the ECU do the job works in any instance, no matter the radio type, where the fault is, whether programmed or not, etc. How to test? Simply shut off the Tx, the turbine should go to immediate idle and shut down within two seconds. Get those ECUs updated....or buy a new turbine!

Remember: For any other cause that makes a crash imminent (structural/mechanical failure, disorientation, etc.) YOU, or your spotter, need to shut it down before impact. FS radios and newer ECUs won't do that for you.

Ray

District I Report (cont'd) — Ray Davis

MJR's wonderful CDs, Ray and Antony

Scott Foster and Jim Brown flanking the irrepressible Mr. Smart

Glen Robinson and his first.
"The Black Knights? Never heard of 'em, son"

Adil's 15 and 16, my 'Blue Angels' ES

The full-scale L-39

Adil readying for his umpteenth flight.....Chris and Marc pondering why some turbines work, some don't.

District I Report (cont'd) — Ray Davis

Len McIntosh, his Bobcat....can that be Tam's latest design?!

Bob Radford with his well-worn DF 16

Art Arro and Bob Boswell w/ Bob's Facet...and another Tam's latest?

Jeff Lyndz and Frankie Alverez enjoying the sunshine

District II Report

Art Arro

New Jersey
New York
Europe

Well, jet flying is about over here in District 2 with the falling leaves soon to be followed by falling snow. Several of us will manage a flight or 2 during the winter to keep ourselves in the groove. Others will switch to the building or repairing mode during our lengthy winter season.

Our only District jet event this season was the 12th Annual Big Apple Jet Rally held on Sept. 18 & 19 at Floyd Bennett Field in Brooklyn, NY. Vinny Caratozzolo was the CD and provided this event report. Saturday was a total rain out due to the remnants of Hurricane Ivan which moved up the east coast. Sunday dawned sunny but very windy with gusts to 25+ knots. The winds subsided by the afternoon and 25 registered pilots put on a good show for the spectators. The pilots came from NY, NJ, CT and VT to fly their jets at the Big Apple. The event was heavily sponsored by BVM, FTE/Zap, Dremel Tools, Jersey Modeler, Byron Fuels, Great Planes, Model Airplane News, RCJI and Continental Airlines and JPO. The JPO Top Gun award was won by Adil Nasim with his BVM Bandit. Tom Vassilio captured the Best Scale award with his Skymaster F/A-18 Hornet; Best Finish went to Tom Puma with his Kingcat. The Best Flight award went to Mark Giummule with his BVM Bandit, Best Ducted Fan went to Glen Hansen with a Yellow A/C Starfire, Best Sport Turbine went to Mario Tavarez with his Comp-ARF Eurosport. The CD's Choice went to Lucas Vallejo with a Fibreclassics MIG-29 Fulcrum, Sportsmanship to Al Rosenthal and Angel Perez with their Byron F-20 Tigershark and finally Pilot's Choice to Len McIntosh with a BVM Bobcat XL. Just about everyone won an award or prize at the Big Apple Jet Rally. Finally I'd like to thank to Pennsylvania Avenue Radio Control Society (PARCS) for hosting the Big Apple Jet Rally for the past 12 years- a real commitment from a club.

Many District Deuces traveled to adjoining districts to participate in jet event flying. The '04 season commenced with the Mid-Atlantic in Fentress, VA, followed by the Green Mountain in Middlebury, VT, Liberty Bell in Lebanon, Pa and the Maine Jet Rally in Sanford, ME. Our folks constituted a majority of the pilot entries at these events. I personally flew at 3 of them, plus the Bay of Quinte in Canada. A potential jet event near Albany, NY still exists and we are working with airport management to gain approval. It will most likely be a late 2005 season event probably in the Sept or Oct. time frame. The word will be disseminated upon site approval.

I'd like to state that the flying at all recent events that I've attended has been very safe with few mishaps. Guys are taking the time and trouble to ensure that their equipment is working properly. They are also safety conscious during their flight operations. The spotters/callers are doing a superb job of assisting their pilots. Keep up the good work.

The new turbine regulations are being accepted well although the flight sign-off can be a bit of a pain. The regulations state that you require another waiver holder and an AMA Contest Director with a waiver to witness the applicant's flight test for a turbine waiver. The flight schedule is not that difficult and fairly evaluates the applicant's ability to fly a turbine powered model. The hitch comes in the attestation of the sign-off form (AMA Document # 510-D). Each signature must be notarized which is fine if a notary is present during the test. However, most testing situations occur at an event where the applicant may reside in one location and both witnesses reside in others. The notary can only attest the signature of the person before them and the sign-off form had to be mailed to the other two before submission to AMA. I envision problems when all turbine waiver holders must submit their re-certifications in Dec 2005 for their 2006 waiver. It would be very helpful if event CD's could have a notary present at major jet events to facilitate this requirement.

Although we take great care in building and operating our jets sometimes the unexpected occurs and it is usually bad. Such was the case on October 3rd when two twin turbine powered models were lost in District 2. The first was Lucas Vallejo's award-winning Fibreclassics MIG-29 Fulcrum. Lucas was flying his Fulcrum at Floyd Bennett Field with two other jets when it lost control and spiraled in. The model crashed in a saltwater tidal marsh and was not found for 3 days. There was very little that was salvageable from the wreck. The second occurrence was Jorge Escalona's Yellow Aircraft F-14 Tomcat, powered by twin RAM 1000s. This airframe was originally flown by Charlie Lines with ducted fan power for about 10 years. Jorge bought the model last year and completely refurbished it with twin turbines. It was finished in the USS Enterprise colors and was outstanding. We selected a quiet private airfield in upstate NY for the initial flight tests. About 3 minutes into the maiden flight, both engines quit simultaneously due to failsafe shutdown. The Tomcat was destroyed by a tree strike while trying to glide back to the runway. There was no fire in either instance. My sincere condolences are extended to both Lucas and Jorge on the loss of their models.At this writing, I understand that both Lucas and Jorge intend to replace these twin-turbine scale jets and parts have already been ordered. Such is the spirit in District 2

I wish everyone good fortune with their jets and look forward to seeing the results of their winter building projects next season. Happy Holidays.

District IV Report

Lee Reightler

Delaware
District of Columbia
Maryland
North Carolina
Virginia

ANOTHER YEAR, ANOTHER FLYING SEASON

The flying season for District IV is slowly coming to an idle as the ever wintry winds descend upon us. As I look back, we have had a very good year with no major incidents or injuries. We have a new set of rules and as far as I can tell, everyone is operating within those guidelines. When you mention "rules", people immediately think "more restrictions". However, this is not the case. The business of flying turbine powered aircraft is as serious as flying a real jet liner. Safety is of prime importance and this must be number one on our agenda. Think of the new requirements as a "check list" to safety. So, let's fly safe and have fun.

The big event for our District is the Mid-Atlantic Jet Rally held on Memorial Day weekend at the Naval Auxiliary Landing Field, Fentress, Virginia. This event is CD'd by Frank Rega and is into it's fourteenth year of providing a relaxed three day fun filled activity. If you have never been there, you should put it on your schedule for 2005.

This year I attended the IMAA Rally of the Giants at Muncie, IN. Although the giant scale planes out numbered the jet aircraft by about 10-1, I'm sure this will change in the future. A quick visit to the USAF Museum in Dayton, OH and then on to Winamac, IN for a week at the Jets Over The Heartland event, CD'd by Tim Redelman. This is one of the best flying sites around and you are guaranteed an enjoyable week of serious flying. A great opportunity to meet old and new friends.

Back in my home area, I always look forward to attending the Liberty Belle Jet Rally in Lebanon, PA, which is CD'd by Mike Lesher. This was it's third year and is growing bigger every year. You should plan on arriving early next year. Mike's hospitality and concern for everyone having a good time flying is most notable.

My flying partner, David Plaine, and I had an opportunity to put on a jet flying demo at a different type of activity other than a jet rally. The EAA Chapter 1340 held a fly-in at our local county airport and we were asked to attend and put on a flying demonstration of turbine powered aircraft. We met with the airport owners and manager several weeks before the event to lay out the ground rules for us flying during their program. We were allotted two half hour time slots during the day. For some of the spectators, this was their first exposure to jet model aircraft. Needless to say, we were the "hit of the show". An invitation to attend next year was extended.

Of course, if you don't attend the Superman Jet Rally, you are not part of the "in gang", so to speak. A premiere event with a "must attend" on everybody's schedule, whether you make it or not. A lot of new models debuted at this rally; Larry Kramer's new King Cat as well as mine, CJM's F-18, flown by Lewis Patten, SkyMaster's F-18E, BVM's new F-86, and probably many more which I failed to observe. Unfortunately, one lesson we learned from the rally was, if you have auto-start, be sure to turn your receiver off when you put your plane away. I look forward to Superman 2005.

For your review, here are pictures from several of the rallies:

LIBERTY BELL JET RALLY, LEBANON, PA

A look at the canopy line up

Jets waiting for take off at the ready line

District IV Report (cont'd) — Lee Reightler

My Bob Cat XL on the take off

The arrival of a T-28 for noon time activities

SUPERMAN 2004

A beautifully done King Cat

A view of the many aircraft in the pit area

A close up of David Plaine's F-86 just after take off

Looking towards the runway from the pit area

District IV Report (cont'd) — Lee Reightler

Vern Kramer getting Larry's King Cat ready for another flight

A colorful T-33 ready for action

My King Cat after being put through it's paces by Tom Dodgen of BVM

An F-100 taxies to the runway

Tom Dodgen getting the new BVM F-86 ready for flight

Many more motor homes arrived this year than last year

District V Report

Gordon Dickens

Alabama
Florida
Georgia
Mississippi
Puerto Rico
South Carolina
Tennessee

2004 Liberty Bell Jet Rally Event Report

The 2004 Liberty Bell Jet Rally was held at the Deck Airport in Myerstown, Pennsylvania on Friday through Sunday August 6-8, 2003 with approximately 70 pilots in attendance. A casual day of open flying was also held on Thursday, August 5. Event CD, Mike Lesher, did an outstanding job of hosting the weekend which turned out to be fun, friendly and exciting.

2004 Liberty Bell Jet Rally award winners were as follows:

Best of Show: Joe Rafalowski, F-100
Best Scale Jet:: Tony Masiello, F-4
Best Sport Jet: Kevin McLeod, Twin Facet
Best Save: Gordon Dickens

Liberty Bell Photographs By Craig Gottschang and Gordon Dickens

Joe Rafalowski Flying For The TV Camera
The local television station aired Liberty Bell event coverage during several time slots on Saturday.

Paul McCaulley With His F-100

James Moody With His KingCat

Jeff Foley With His JMP T-33

Craig Gottschang With His KingCat

Lee Dickens And Gordon Dickens With Their BobCat and EuroSport

District V Report (cont'd) — Gordon Dickens

Georgia Jets' Liberty Bell Lineup
Left to right are Lee Dickens, Gordon Dickens, James Moody, Jeff Foley, Craig Gottschang, Joe Rafalowski and Paul McCaulley

Superman 2004 Jet Week Event Report

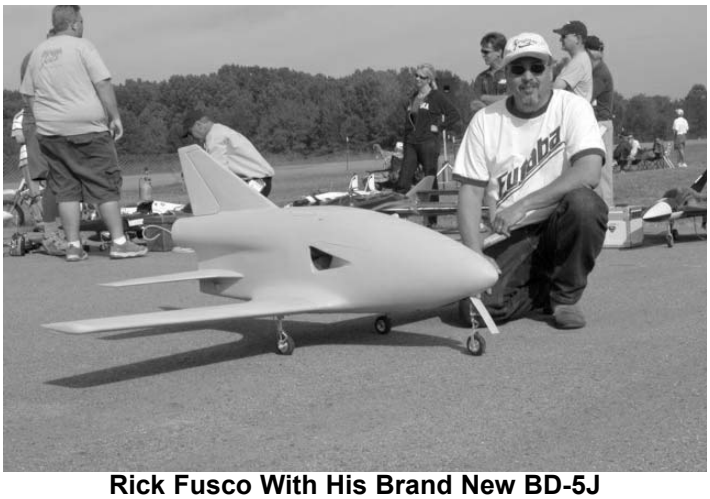
The 16th annual Superman Jet Rally was held in Metropolis, Illinois on Tuesday through Sunday, September 28 - October 3, 2003. As usual, CD Jerry Caudle did a great job hosting the week long event which turned out to be great fun for everyone. The weather turned out to be near perfect for the entire event with approximately 150 pilots in attendance.

Superman 2004 Award Winners
Best of Show: Bob Violett, BVM F-86
Best Sport: Larry Kramer, BVM Kingcat
Best Twin: Jack Diaz, BVM Rafael
Best Scale: Bob Violett, BVM F-86
Craftsmanship: Joe Grice, BVM F-100
JPO Top Gun Award: Sam Yelverton

Superman 2004 Special Recognition Awards
Lewis Patton, F-18 C
Dan Avilla, BVM F-100 Scale
Jamie Snipes, Sport Kingcat Paint
M. Emmendorfer & S. Pulley, JMP T-33 Flying
Carl Spurlock, A-7 Scale
Yves Duchesneau, MiG 21
Lupo Droppa, L-39 Albatross Scale
David Schulman, Flying

Superman 2004 Raffle Winners
Tim Fielden: JR10x Radio System
Lewis Patton: Skymaster/Airpack Gripen ARF
Dan Parent: BVM MiG 15

Superman 2004 Photographs by Mike Pascoe and Gordon Dickens



Rick Fusco With His Brand New BD-5J
Custom JetCat P-80 turbine conversion.

Rick's BD-5J On Final Landing Approach
A very unusual and well done model.

Mike Pascoe With His Beautiful KingCat
JetCat P-120 turbine equipped with smoke system.

District V Report (cont'd) — Gordon Dickens

Craig Gottschang With His F-4 Phantom Which Flew Many Times At The Event
Craig also enjoyed lots of flights on his KingCat.

Bob's Sabre on Final Landing Approach

Rusty Bardin With His Tango
JetCat P-70 for Power.

Dave Shulman Pilots Joe Grice's F-100 Over The Centerline For Landing

Bob Violett With His New 80" F-86 Sabre

Lewis Patton's F-18 On Final Landing Approach

District VI Report

Roger Shipley

Illinois
Indiana
Kentucky
Missouri

SUPERMAN 04

The 16th annual Superman Week was another very successful event to round out the season here in the Midwest. There were 130 + registered pilots when I left on Saturday afternoon. Jerry continues to fine-tune the setup by increasing the buffer area between the vendor tents and the pit/startup area. He had his usual emotions about why am I doing this that takes 2 weeks from my business and several stress points? But, he always ends with yea; there probably will be a 17th after he has had a breather.

It has truly become a very significant trade show with all the latest kits, engines, support equipment, etc. This adds a dimension that is not at most of the events, at least to a large extent, as it attracts several shoppers and newbies that are not necessary there for the flying but getting updated on the latest items.

BVM had their usual vas array of items as well as several flying demos; Jet Model Products T-33s, Hustlers and Firebirds in the air; along with Air Magic's new ARF kits and flying demos; Jet Cat's displays; Robart's Fun Sonic 12 pound thrust turbine; etc.
The award winners were:

SUPERMAN 16 JET WEEK
Best of Show
Bob Violett BVM F-86
Best Sport
Larry Kramer BVM Kingcat
Best Twin
Jack Diaz BVM Rafael
Best Scale
Bob Violett BVM F-86
Craftsmanship
Joe Grice BVM F-100
JPO Top Gun Award
Sam Yelverton
Special Recognition
Lewis Patton F-18 CDan Avilla BVM F-100 ScaleJamie Snipes Sport Kingcat PaintM. Emmendorfer & S. Pulley JMP T-33 FlyingCarl Spurlock A-7 ScaleYves Duchesneau MiG 21Lupo Droppa L-39 Albatross ScaleDavid Schulman Flying

I well remember Superman # 1 with 20 some odd pilots, maybe 40 ducted fans, and mostly sport planes with rather crude, relative to today's standards, scale models.

So, I guess we are progressing with who ever have believed that there is maybe now, lets say, 500 turbine powered models….WOW !

Roger Shipley
JPO District VI Rep.

District VI Report (cont'd) — Roger Shipley

The first annual Kentucky Jet Meet was held in Bardstown Kentucky at the Bardstown airport on August 13,14,&15th.in central Kentucky. The weather could not have been more perfect, in the low 70's ,sunny, no wind or humidity, it was just great. There were 26 veteran pilots registered. transmitter inpound was handled by Dave Bloomer & Jess Hogan (also assisting them waas Jess Hogan's grandson Ben Hogan who also took pictures for AMA magazine and the ones supplied in this article). Frank Tiano and Bill Barnes organized , operated and produced the first annual and hopefully future annual Bardstown Jet Meet. The Saturday night feed was great and was also held at the field under a large tent. Everything was first class , there were no mishaps, a good time was had by all and the feedback was good. I hope all the pilots that were able to attend will spread the word and return next year and the numbers will grow. There was a good crowd on Saturday & Sunday and the spectators were not only given a good show by the pilots and there aircraft , but were entertained by the BVM crew , who put on a good show for them . A good time was had by all , and I think all left pleased at this first annual event.

Jess Hogan

Ozark Mountain Jets was a huge success for the third straight year! Three years in a row of perfect weather. OMJ continues to grow with 48 pilots participating this year despite Hurricane Frances which caused a number of pilots to cancel their plans to attend. Lots of new faces enjoyed the fine airport facility that is the home of OMJ. Carl Maroney, AMA Special Services Director, enjoyed his trip to OMJ so much last year that he visited us again this year.

St. Louis Channel 5 television, an NBC Affiliate, was present almost all day Friday shooting video and interviewing pilots for a story on R/C jets they are working on. This will air sometime in November 2004. As soon as we have a date, it will be posted on our website.

OMJ was also the proud host of the United States World Jet Masters Qualifier contest. Nine pilots competed for 6 available spots on the Team. The U.S. Team will compete against the world at the 6th World Jet Masters next summer in Jakabszallas, Hungary.

Steve Collins
Assistant CD

FLYING PICTURES FROM OZARK MOUNTAIN JETS
By Benny Lanterman

District VI Report (cont'd) — Roger Shipley

TEAM USA
WORLD JET MASTERS QUALIFIER AT OZARK MT JETS

The team of 9 contestants are very committed to competing at the Sixth World Jet Masters in Hungary starting July 30th 2005. The contestants are Dave Ribbe (who is also the team captain), Dustin Buescher, Sung Kim, Don Reger, Rod Snyder, Bryce Watson, and alternates Johnny Hernandez, Scott Harris, and Roger Shipley.

The organizers were Steve Collins and Mark Dawson (Assistant Contest Directors), along with Sally Jo Schatz from the Chamber of Commerce, and Mark Groceman, the Airport Manager. Chief Judge for static and flight was Bill Harris assisted by Charlie Baker and Steve Collins. A personal thanks to Jim Allen who helped with the final detailing of my A-10 Warthog.

We will be establishing some practice/coaching sessions during the spring so everyone will ready for the big show.

Roger Shipley

District VI Report (cont'd) — Roger Shipley

District VII Report

Art Gajewski

Iowa
Michigan
Minnesota
Wisconsin

Can you believe that 2004 is already behind us?

In this article I want to share the story of the sixth Michigan Jets event. Since inception in 1998, the event has been held annually at the Grosse Ile airport. All proceeds have benefited a children's charity and the Grosse Ile Naval Air Station Memorial Foundation. For the past few years, the children's charity was the Leukemia and Lymphoma Society. Burt Eisenberg, Event Chairman, and I, Contest Director, estimate that Michigan Jets has raised approximately $75,000 over the past six years, all of which has been donated to charity. Three local clubs in SE Michigan pitch in to plan and staff the event. In all, there are about forty volunteers that come together for the three days of the event. In addition, the Grosse Ile Airport sets up the barriers and provides bleachers for the crowd.

This year we had three gorgeous days of flying. Fifty-nine pilots registered for the event. Saturday night featured an awesome BBQ and pig roast Awards Banquet!

All of these photos, except for the F-15, were contributed by Pat Jossey of Canton, Michigan (JPO# 1102). The Yellow Aircraft F-15 photo was contributed by Jack Kezelian of Canton, MI.

Photo of some of the crowd at Saturday's noon time display.

DUCTED FANS:

Jim Gibboney of Livonia, MI flew this BVM F-16

Joe McCarthy (JPO# 1129) of Plymouth, MI flew this Byrojet powered Enforcer

Ben Burden of Lima, OH maidened his Yellow A-4 after hours on Friday

Joe McCarthy (JPO# 1129) of Plymouth, MI flew this Top Gun F-15

District VIII Report

Dawn Ellzey

Arkansas
Louisiana
New Mexico
Oklahoma
Texas

At last press time we had just returned from a new event in Odessa. Then August 19-22 we traveled to Lubbock for the T-38 Jet Rally, with CD Mike Dancheck. As usual this fantastic 11,000 X 150 foot runway makes for a great place to fly jets as well as any other model. The weather was terrific mid to upper 80's in "August" and there was lots of great flying. Since this is a closed military base we have use of the facilities from sun up till sundown, and even had some interesting night activities. Mark Osborne brought a land based sail boat/car that made trips around the airport at some pretty impressive speeds. Attendance seemed a little down this year but that just made more flight time for the rest of us. As usual the proceeds of the event went to charity. Thanks for having us Mike and your great crew, we will see you in 05'.

September brought the 23rd Annual Southwest Jet Rally (the grandfather of all jet rallies) The weather here was great and of course Waco's facilities are great. This years event was CD by Max Blose, and many of the club members helped. The club had a Friday night steak dinner for the pilots and topped it off with a live band. Everyone had so much fun that the band came back Saturday night. With 60 pilots and over 100 aircraft the skies were kept busy. Doug and Dan, of the Austin gang, with the help of a few others did a great Saturday night shrimp boil, and I can guarantee no one went home hungry. There was a lot of talk after the event about the unusual number of crashes that occurred but most of them have been explained to mechanical failures and a real bad luck mid-air. Waco has been a great flying site, with clean air for a long time. It has also be chosen as the site for the 2005 AMA Grand Event. This is quite a prize and will take place just a couple of weeks before next years SW Jet Rally. Thanks again to Max and the HOTMAC members for another great weekend.

Even though Superman is not in Dist. VIII for us it is a must attend. We get to see many friends that we only see once a year and it is always a place to showcase new products. This year was no exception. BVM was showing off the new all Composite Bobcat, available later this year, and the new larger F86 in full color. The Air Pac guys were back this year with a tent full of new aircraft. Jet Cat was there doing repairs and hosting turbine owners seminars with the do's and don'ts of turbines. The weather in Metropolis was great and totally dry for once. Jerry Caudle and family always do a bang up job. This years Friday night pizza party was sponsored by JetCat, so we must all be spending to much money with them, but thanks Bob. Also a first this year, Carl Maroney from the AMA attended and watched the goings on for 3 days. He also presented Jerry with a certificate of appreciation from the AMA.

Again I remind you to fly safe, think about what you are doing and have a great time.
See you at the next gathering

Dawn

Lubbock Photos

Joey Tamez and Scott Marr prepare for their high speed show

Mark Osborn and his F-15

District VIII Report (cont'd) — Dawn Ellzey

The traditional noon time line up

Scott's Hun is quite a sight in the air

Bob Covish's KingCat sailing on by

Southwest Jet Rally Photos

Joey Tamez helps get Scott Marr's F-100 ready

Mike Kulczyk's F-84 and F-105
Both are scratch built, including the landing gear

District VIII Report (cont'd) Dawn Ellzey

Noon time line up at the Waco HOTMAC field

David Crawford traded his Mig for a EuroFighter

Brain Gates interesting turbine modification of a BVM Mavrick

Bob Price's L-1011

Buck Gaza came all the way from California with his F-18 and a KingCat to play with his Texas buddies.
When not flying a model F-18 Buck is flying the full scale thing In the United States Marine Corp. Thank You Buck for what you do for all of us.

2004 Election Ballot

JPO Officers Ballot

Vice President ___Keith Seivers

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

Dist II	___ Art Arro
Dist IV	___Lee Reightler
Dist VI	___Roger Shipley
Dist VIII	No candidate
Dist X	___Paul Bageman

Members Name_____

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

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

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