

Newsletter of the Jet Pilot's Organization

# *Contrails*

Spring 2006

Volume 18, Issue 2



Kevin Whitlow's MB-339 Departing  
(Photo by Pat Fernandez )

*Jet Aerobatics Competition  
Composite-ARF Lightning Build  
Florida Jets*


**From the Editor**
**Treasurer's Report**
**Ed McElvy**
**TREASURY REPORT**

|                             |             |            |
|-----------------------------|-------------|------------|
| Beginning Balance           |             | \$5,135.99 |
| Income                      |             |            |
| Membership                  | 152x\$25.00 | \$3,800.00 |
| Pay-Pal                     | 47x\$23.97  | \$1,126.59 |
| January Expenses            |             |            |
| Bank Charge                 | \$18.00     |            |
| Membership Cards            | \$172.60    |            |
| Sub-Total                   | \$190.60    |            |
| February Expenses           |             |            |
| Bank Charge                 | \$25.00     |            |
| Winter <i>Contrails</i>     | \$695.68    |            |
| Sub-Total                   | \$759.68    |            |
| March Expenses              |             |            |
| Bank Charge                 | \$25.00     |            |
| Postage                     | \$78.00     |            |
| Web Site                    | \$89.55     |            |
| Sub-Total                   | \$192.55    |            |
| Total Expenses              | \$1,142.83  |            |
| Balance as of April 1, 2006 |             | \$8,919.75 |

Welcome Back!

The "nicer" days of spring should be upon us all, hopefully leaving the wind elsewhere!

We are again trying to get your issue to you as rapidly as possible, but the US Postal Service seems to have it's own idea as to what "fast" is.

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

Make sure you check the website on a regular basis, ***www.jetpilots.org***, Keith is always updating things!

Greg



## President's Report

Steven Ellzey

### When is it our business?

The JPO board of directors has had to take a somewhat unusual step in the last month. A small group decided to have a turbine-racing event, which as we all know is not allowed under the AMA safety regulations. The event underwent several changes as it progressed, it started out as a race, then became a UAV try out, then a "we've got to test these airframes to find out where they break" event. It also went from a desert/dry lake bed event to a county airport in an area that was in the middle of a state wide burn ban, where massive wild fires were making national news. In the end, the board of directors decided that we had to take some sort of action to make sure that the airport owners understood what was happening; so a letter was sent out explaining the situation as best we understood it, and expressing the concerns we had. We received an immediate reply. As it turned out, the event organizers had planned on trying to substitute Homeowners Insurance for an event-specific insurance policy, and when the folks that control the airport found that out, they decided that things were not being done right. As a side note - this shows why the AMA insurance is a good deal, because when you go to a land owner and set up an event, the insurance issues are handled correctly.

So, was it JPOs business to become involved? Had the event taken place, the odds are that nothing horrible would have happened, but that would not have been the end of it. Such an event would create the image of renegade turbine pilots throwing safety to the wind for a thrill, and this damages your image with other modelers. Many of the advancements that we have made in recent years have come about because we are being viewed as more mainstream modelers, but with events going on that are clearly violating the safety code, we risk being viewed in a less desirable light. This makes getting advancements in the future harder, if not impossible.

Had something truly bad happened at the event due

to over-stressing the airframes or pilot error, there are any number of unfortunate consequences that could have negatively impacted our ability to enjoy our part of the hobby. These range from changes in the safety code, to possible governmental involvement (a low probability, but why risk it?). We all know that accidents happen with our models when operating within the safety code, but higher speeds will lead to a greater rate of failure, and the increased energy leads to more destructive capability. Add to this the accident-prone nature of racing (how many car races have you seen where there were no accidents?), and the stated desire to find where the airframes break, and you have something that is exceeding acceptable risk.

In the end, JPO does have to make it its business to look after our flying privileges, because if we lose them, there is not much we can do about it.

### Jet Aerobatics Competition

There appears to be an appreciable interest in organizing jet aerobatic contests. This would be something akin to pattern, but of course, for jets. At this point we are looking for input on the subject, and are looking into forming a competition board who would create a uniform set of rules. If all goes well and the interest is really there, we could set up events around the country, and with a uniform set of rules everyone would know what to expect when they show up at an event.

Right now, we are in the very beginning stages of working on this. If you are interested, keep an eye on the JPO web site [www.jetpilots.org](http://www.jetpilots.org) for the most current information on this subject.

### A Note for CDs

We continue to do a lot of training at events. Sometimes, when a new guy shows up at your event, he might feel overwhelmed and find it hard to ask for help. Make sure you find some experienced pilots, that you are comfortable with, acting as instructors, and see if they will donate some time to training. Then let it be known that if someone wants help, you will team him up with an instructor. Let's help the new guys be the best and safest that they can be.

Steven



## Vice President's Report

Keith Sievers

### Composite ARF *Lightning*

In the last issue, I left off just on the verge of flying the new *Lightning*. If you happened to miss the build thread, it is now published in the Knowledge Bank on the JPO Website. Go to [www.jetpilots.org](http://www.jetpilots.org) and follow the instructions to log in. Select Knowledge Bank from the Members menu.

The weather finally cooperated the second week in January (sounds odd to say that, but I live in Florida after all!), so we loaded up the *Lightning* that sunny Saturday morning and headed for the field. Setting up the *Lightning* at the flying site is really pretty straightforward - slip the wings on the spar tube, hook up the airlines and electronics to the wings and tighten one single bolt in each wheel well.

I spent several minutes cycling the gear and doors just to make sure everything was good to go. On a couple of occasions I have had the quick disconnects pop loose, probably because I didn't clip them completely, so I have learned to test the gear thoroughly before I fly. There is also minimal clearance in this plane between the wheel and the upper wing surface when retracted. If the wheel is twisted slightly in a hard landing, it may press up against the wing hard enough so as not to release from uplock, so keep a close eye on gear and doors.

All was well, so we fueled up and lit off the Rhino. After a few taxi tests to check nose wheel alignment and a final control surface check, I hit the timer and gave it full throttle. Following a takeoff run of about 300-feet on our asphalt runway, the *Lightning* was airborne. The rotation was smooth without a tendency to jump off the runway. I had set the control throws as instructed in the manual, but I also programmed in two reduced-throw settings on mid- and low-rates as I personally don't like the controls to be overly sensitive. This was a good thing, as the elevators and ailerons were both very responsive, and I quickly shifted to a lower throw rate. There has been some dialog on the

Internet about pitch sensitivity in the plane, but I have found with reduced throws and 50% exponential, the *Lightning* handles very well. I have about 5/8-inch of elevator-throw as measured at the outboard tip, and find that this is well suited to my flying style. On landing, I leave the throw at this same value, but dial down the exponential to 10%. Ultimately, handling is always a combination of finding the CG location, throws and exponential that suit a given individual's flying style. I quickly found my comfort zone on the *Lightning*.

During the first flight, I spent a minute or two checking trim. Rolls were very axial, pull to climb yielded no adverse rolling tendencies and inverted flight required only a small amount of down elevator. Rudder to Aileron coupling showed very little roll tendency, though the plane did pitch down. I have ultimately ended up with 1% opposite aileron and 3% up elevator to hold level flight with full rudder deflection. One last trim check confirmed very little pitch change from idle to full throttle, so I gained altitude and dropped gear and flaps. The *Lightning* slowed down very nicely, and I found it needed 19 clicks of throttle to hold level flight in the pattern. I slowly bled off the throttle through the base leg, and ended up with about 5 clicks of throttle on short final. Once on the ground, the wing dumps lift quickly and I have not found any tendency to bounce.

On subsequent flights I have experimented a bit with throttle and approach configurations. The *Lightning* likes a bit of throttle on landing, and if I don't carry enough, the landings look a bit like an aircraft carrier arrival. The axles are made out of a softer material and will bend, so if you do have a hard landing, inspect the gear and run a cycle or two on the stand to make sure all is OK. If not, you will find that you can make slight adjustments simply by grabbing the wheel in your hands and carefully bending it back into position. It is hard to carry too much speed as the flaps are very effective, but if you do, just come back a bit on the throttle and the plane slows right down. Crosswind landings are greatly aided by the *Lightning's* size, weight and wide landing-gear stance. When the winds blow, this is more likely the airplane will fly.

Flight performance at 37 pounds of weight, with the Rhino, has been very good. I would say vertical

## Vice President's Report (cont'd)

Keith Sievers

performance is very close to my *Kingcat*, which flies on a Titan. While this plane is capable of handling larger engines, I personally didn't feel that I would have needed or accessed the extra thrust at any time.

After a dozen flights, I can say I am very comfortable with the *Lightning* and am very happy with the purchase. It looks good, built quickly, is easy to see in the air, handles and lands well, and so far, has been easy to set up and maintain. Should something happen to this plane, I think I would pick up another one, which is always the acid test.

## Web Site

Just a reminder to all members to visit the website. I would also like to solicit articles for the Knowledge Bank and photos for the members photo page. E-mail to: [pilot114@aol.com](mailto:pilot114@aol.com). While we will password protect the site at some point in the future, you can still log on with an ID of "visitor" and a password of "password". If you have comments you would like to share with the JPO officers, visit the Proposals page and give us your thoughts.

Keith



Cleaned-up flybys are smooth as glass.



All dirtied up and looking for a place to land.



The *Lightning* rotates smoothly on it's maiden flight.



Climbout is smooth.



Landing!

# District II Report

Art Arro



New Jersey  
New York  
Europe

Spring has finally sprung here in the northeast. We've experienced a mixed bag of winter weather with unseasonable warmth during some periods, followed by a return to the cold and snow. Many of us have been busy in our workshops building new jets for the coming season. I plan to have three new jets RTF, including a recycled fanjet converted to turbine-power. For those who intend to continue with their existing fleet, I recommend a thorough pre-flight of the entire airframe and the radio installation. Linkages, retracts and mounting hardware are especially prone to hidden wear, which can result in a mishap or loss of the model. Batteries are also critical and it is a wise idea to cycle all the rechargeable batteries to check their capacity. I use a value of 20% less than original capacity as my safety margin for keeping or tossing batteries. Occasionally, it takes a couple of cycles to determine their actual capacity. Be sure to let the batteries sit a day or two after charging to allow for any self-discharge characteristics to be noted.

I've found a local District II battery supplier, which I've used to purchase replacement batteries for my receiver and ECU requirements. They are **NoBS Batteries** and Steve Anthony is the person to speak with. His phone number is (631)610-5169, or you may visit his website at: [www.hangtimes.com](http://www.hangtimes.com). I had Steve build me a custom ECU pack in a triangular configuration to fit a narrow space in one of my jets. He selected the low impedance full "A" size 1400 MAH NiCads to provide maximum current draw without a substantial voltage drop. Heavy duty wire, mated to a Deans Ultra connector was also custom made and the price was very reasonable. Steve is also a big fan of parallel receiver-pack systems with twin packs and double switches in a redundant system. This system provides for a reduced-voltage drop under high-current loads and no single switch or connector failure will result in the loss of the model. I've gone to dual switches and leads in all my jets and will incorporate the parallel packs for my scale subjects. The second switch lead is simply plugged into any unused or open receiver port or into a heavy duty "Y" harness on a low-

use function, such as retracts. This setup eliminates any power distribution boxes in the model with their added complexity and cost. **NoBS Batteries** also offers heavy duty switch harnesses, on-board digital voltmeters, digital expanded-scale voltmeters and handy retainer clips for securing battery/servo leads and fuel lines in your jet. Check them out!

After a thorough pre-flight, you can be confident of a successful outing with your jet. I usually begin my R/C flying with a fairly hot model like a propjet or a Quickie 500 type. For both types, I've installed a Servo Slow device on the throttle function to emulate the spool up/spool down characteristics of a typical turbine. The initial flight maneuvers are precision straight and level passes coupled with numerous horizontal Figure 8s. I also practice a lot of landing approaches with go-arounds or waveoffs to hone the skills required for jets. I feel that it is far better to dump a simple prop model compared to an expensive jet during these spring warm-up sessions. So far, I've been able to get back in the groove quickly except for last season when I had vision problems. After several eye surgeries, I went from 20/200 to 20/25 uncorrected, and I look forward to flying (and seeing) my jets again.

I've also been involved with field suitability demos for turbine-flying. As mentioned in a previous report, there are few jet-suitable flying sites here in the populated northeast. Paved runways without obstructions are a luxury, and most R/C club fields are grass strips. Many of these clubs are apprehensive about allowing jets to fly from their fields and I've been asked to provide demos and discussions with club officers. Mark McCracken, in neighboring District III, and I are both working on this with several clubs. Currently, there are a number of grass-field-capable jets including the *AV8R*, *BobCat*, *Boomerang*, *DV8R*, *Eurosport*, *Facet*, *Hot Sport*, *Kangeroo*, *King Cat*, *Reaction* and *Rookie*, to name a few. Scale jets are fewer, but I flew my *BVM A-4 Skyhawk* off many grass fields and landfills during its long life. Pavement was a luxury only experienced at the Nationals or other major R/C scale events, and this *Skyhawk* was powered by a .45-size glow engine producing only about 6 lbs of thrust. Light wing loadings and larger wheels are the key to jet operations off grass fields.

The 2006 **Florida Jets** is now history, and many

## District II Report (cont'd)

District II snowbirds attended and/or flew at this event. This annual event, held in the early spring, is a season-opener for many jet pilots. The flying aspect has been augmented with numerous jet vendors displaying and selling their products. Florida Jets has evolved into a major jet trade show, similar to the full-scale Air Venture at Oshkosh, or the Paris Air Show. I attended the first three Florida Jets, and flew in one of them when the event was held in Bunnell, FL. For this year, District II was well represented by Adil Nasim, Mike Casey, Mike Mallory, Vinnyjet and several others from the District. Adil won the Technical Excellence Award with his DCU/Jet Mart *F-14 Tomcat* twin-turbine jet. Way to go Adil!

Our first District II jet event is the **Big Apple Jet Rally** on June 10-11 at Floyd Bennett Field in Brooklyn, NY. This will be followed by the **Capitol Jet Rally** on July 14-16 at the Schenectady County Airport, Glenville, NY. I look forward to seeing many District Deuces at one or both of these District II events, and both are sponsored by JPO. The **Bay of Quinte Jet Rally** in nearby Belleville, Ontario, Canada is scheduled for June 17-18 with the **Liberty Bell Jet Rally** on August 4-6 in Lebanon, PA, followed by the **Maine Jet Rally** on Sept.8-10 in Sanford, ME. I hope to see many of you on the jet circuit and the social aspects are as important as the flying. My address, e-mail and phone number are listed on the back page of this magazine for contact information. Please, feel free to contact me for any jet-related info and I look forward to hearing from you

Art

## Photos From Mark McCracken of District III



Larry Wright and me with our Skymaster *Bae-Hawks*, powered by Jetcat P-80s.



FJ-3 of new JPO member Larry Wright. GDF for now, but will be converted to turbine in the near future.



## District III Report

Mark McCracken

Ohio  
Pennsylvania  
West Virginia

Many of you might have seen several posts in RCUniverse called "**Jets Over Tunkhannock.**" Skyhaven Airport, 76N is located in Northeastern PA in a small town called Tunkhannock. The airport has an asphalt runway, which is 2007 feet by 50 feet wide. Home for three turbine-waivered pilots, Larry Wright, Tom Murphy and me. One or two times a month on Sundays, you can find us there burning holes in the sky. There are times pilots share the sky with student pilots and a few skydivers, but that is time we take to charge batteries, re-fuel and listen to Tom tell his famous stories. All jet pilots are welcome to come fly with us anytime they want. For information about Jets over Tunkhannock, feel free to contact me.

**Liberty Bell Jet Rally** will be here before we know it. This will be my third year attending LBJR. Over the past few years I have enjoyed meeting new friends and pilots from many different states. I asked Mike Leshner if he had any comments about the upcoming Liberty Bell Jet rally, and here is what he has e-mailed me:

"The **2006 Liberty Bell Jet Rally** will be held August 4-6, 2006 with August 3 being set up and test flight day. We have been working hard to provide additional pit area, vendor area, and spectator area to accommodate the growth that you, the jet pilots, have brought to your event. For additional information, please go to [www.libertybelljetrally.com](http://www.libertybelljetrally.com). Cindy and I are very much looking forward to having all of our friends come to Lebanon, PA again!"

There will be a new jet event coming to North Eastern PA sometime in the near future. This event will be like no other jet event you have ever flown at. This will be a **Jet Pattern Competition**. How this will work will very easy - on the first day when the pilot registers, he will be given a list of maneuvers to choose from. The pilot will have to pick six and he can fly them in any order. There will be three classes, Sportsman, Advanced and Expert/Masters class. All take-off and landings will count, but the turn arounds

at each end of the field will not. This will be a two-day event with the first being registration only, which will give pilots plenty of time to choose their six maneuvers and also have plenty of time for practice. The second day will be for the competition. This new jet event does not have a set date or a location as of yet, but the area will be in the Poconos of Northeastern PA. The rules are in the process of being written as I write this. If you should have any questions or ideas, PLEASE send me an e-mail.

The first event I plan on attending will be the **Mid Atlantic Jet Rally** at Fentress Naval Base, and I hope to see you there.

New JPO member: Dave Rensa has been busy building an *F-16*. This will be his stepping stone since it is a ducted fan, and Dave hopes to move up to turbines soon. Larry Wright, also another new member to JPO, still likes the old school of flying, but I am told that if the *Fury* flies like he hopes it will, he will convert it to turbine-power, also.



**Dave Rigotti with his new project: a baby-BTE Reaction-54 powered by an MW-44.**

If there are any JPO members who wish to have their project here in the next *Contrails* issue, send me an e-mail!

Mark



## District V Report

Dee Miller

Alabama  
Florida  
Georgia  
Mississippi  
Puerto Rico  
South Carolina  
Tennessee

This looks to be the year for new equipment to be announced and demonstrated at Florida Jets. There were manufacturers just about everywhere, displaying new planes and new equipment.

BVM, Inc. featured three new planes and flew two of them. The *Ultra Bandit* was flown in the military color scheme and was displayed in their tent with the yellow and black colors. David Schulman flew their new *Electric Viper* several times with flight times in the 6 to 7 minute range, and its speed was impressive (my guess is less than 150 and more than 120 mph). Electric jets are the wave of the future! They will open up flying sites to us that are not now available. The third Jet is a composite *Super Bandit*-ARF; not flown, but displayed in the BVM tent. If you want more information on these jets go to: [www.bvmjets.com](http://www.bvmjets.com).

Composite-ARF had several of their planes on display and flew their *Lightning* several times. While this plane has been around for some months, it was new to Florida Jets and many of the people there. Several other pilots had theirs there and flew them. All that I watched were solid fliers. Another of their interesting planes was the *Mig 29*. There were a large number of *Eurosports* and *Rookies* at the event, but these planes are not new. If you want to see these planes, go to their website at: [www.composite-arf.com](http://www.composite-arf.com).

Airworld had many new planes on display and in the air. They had a *Panther*, *Cougar*, *BAE Hawk*, and an *L-39 Albatros*. The detail of these planes is very good. All of them have rivets, panel lines, access doors, and many others details molded in the glasswork. They are not quite ARFs but not far from it. I looked at a working brake system in their tent that was a shoe-and-drum type. The workmanship was impressive. Their planes were all flown, and all of them are very large. You can view these planes on their website: [www.airworld-usa.com](http://www.airworld-usa.com).

Dreamworks had it's new entry into the market, the

*Outlaw*, displayed. See the Dreamworks web site for more information. Michael Binder flew a very nicely-detailed *Learjet 31A*, and Carlos of RTI introduced his new turbine engine and demonstrated it by flying it.

Florida Jets had 190 pilots registered and they flew over 900 flights. There were 23 vendors and 4000 spectators. The flight line crew conducted a flight line with no mishaps.

The really good news from Frank Tiano is that the City of Lakeland is going to have a new and permanent site at the airport for us next year, allowing them to make that event far better than this year's event.

## AWARD WINNERS



**Best Military- and Critics Choice**  
Thomas Gliessner-BAE Hawk



**Best Military (runner-up)- Dustin Buescher-F-86**

District V Report (cont'd)

Dee Miller

Best Sport Jet: Tommy Wood - *Firebird*  
 Best Sport Jet (runner-up): David Schulman - *Ultra Bandit*  
 Best Sport Jet Performance: Frank Noll - *DV8R*  
 Best Scale Jet Performance: Joe Casteleo/Thomas  
 Gliessner: *F9F Cougar*  
 Best Multi Performance: Michael Binder - *Lear Jet 31A*  
 Best Craftsmanship: Luis Ceja - *F-16*  
 Best Graphics: Iwan Iwanczyk - *Terminator Bobcat*  
 Engineering Excellence: Adil Nasim - *F-14*  
 Special Recognition: Michael Binder - *Lear Jet 31A*  
 Special Recognition: Malcolm Kay - *Lightning*  
 Special Recognition- Patrick Frost- *F4E Phantom*



BVM EDF Piloted by David Shulman.



Special Recognition- Mark Frankel - *Skyray*.



BVM *Electric Bandit*.



Critics Choice (Runner-up)-Sung Kim/Thomas  
 Gliessner - *ASK - 21 Sailplane*.



Airworld L-39 *Albatross* Piloted by John Christensen.



Avonds F-16 Piloted by Luis Ceja.



Composite-ARF Mig-29.



## District VI Report

**Roger Shipley**

Illinois  
Indiana  
Kentucky  
Missouri

### Illini Jets Event

We have a new District VI venue at Mt. Vernon, South Central Illinois ([www.illinijets.com](http://www.illinijets.com)) scheduled for September 14-17. This full-scale city-owned airport recently discontinued commercial passenger service, therefore, a modern terminal (waiting area, restaurant, bar, offices, support services, etc.) is available for the event. There are multiple runways with one dedicated for our use. The city is a major sponsor providing publicity, grants, and service, as well as many vendors making in-kind contributions. The intersection of Interstates 64 and 75 has all the major chains for our accommodations including special rates.



### World Jet Masters Qualifier

In conjunction with illinijets there will be the Jet World Masters Qualifier for the 7th JWM in Northern Ireland July of 2007. This will commence at noon on September 13th.

The Mt. Vernon facility would be ideal should the US attempt to host the 8th JWM in 2009.

### Route 66 Jets

The Litchfield Airport Authority of Litchfield, Illinois; ([www.litchfieldil.com/airport](http://www.litchfieldil.com/airport)) has made their application to the FAA to host a jet event.

This is another multi-runway facility that will dedicate a runway for our use. The authority is very optimistic about the prospects that the event will have full city support. The Litchfield-Interstate 55 interchange has all the typical high ADT accommodations. The event will be titled **"Route 66 Jets."** We will advise you on the particulars after we receive FAA approval.

### Midwest Events

**Blue Grass Jet Jam:** Bowling Green, KY  
Event Chairman, Edward Kirby, CD Mike Grant  
June 1-4.

**Jets Over the Heartland:** Winamac, IN  
CDs Tim Redelman & Greg Hilerbrandt  
June 22-25.

**Kentucky Jets:** Lebanon, KY  
CD Lewis Patton, July 6-9.

**Windy City Jets:** St. Charles, IL  
CD Jeff Anderson, July 19-23.

**Missouri Valley:** CD Don Reger, August 4-6.

**Rushford Jets:** CD Dave Dennison, August 18-20

**Heart of Ohio:** CD Terry Nitsch, August 24-27.

**Illini Jets:** Mt. Vernon, IL

CD Roger Shipley, September 15-18.

**Superman:** TBA, CD Jerry Caudle Oct 5-TBA

**Route 66 Jets:** Litchfield, Illinois -TBA



**What a shot of Billy Edward's Hawg! (Photo by John Christensen).**



## District VII Report

Tom Ryan

Iowa  
Michigan  
Minnesota  
Wisconsin

As I sit down to write this column, the winter chill hasn't given way to spring just because the calendar said "it's spring!" The high winds, cold rain and snow flurries make it hard to imagine that shortly we'll have our jets flying again after a long and dreary winter. For me, I'll take the heat and humidity over the snow and cold any day!

In this issue of *Contrails*, I've found two very interesting people to profile. One a well-known R/C jet pilot who started flying jets in 1994 with his T-33. The other is a not-so-well known pilot who has flown everything but jets until now. This season will mark his first introduction to jets as a flyer, and before his first flight he has been down a bumpy road building an MB-339.

So, let's visit with these two guys, different, but with a common bond...JETS!

### Roger's View

At 67, Roger Olsen has built, flown, and yes...crashed many a jet! His frustration level is well known and experience level questioned each time one of his jets has a mishap. There have been fires, engine failures, electrical problems and a host of other things over the last twelve years that have claimed some of these jets and tested Roger's resolve. So why does he continue to pour money, time and endless hours into building new jets? For Roger, like many of us, it's become an obsession.

Roger started flying in 1958. In 1965 he flew "competitive pattern" and earned himself 17 trophies in the process, evidence of his ability to fly high-performance prop planes. In 1983 he was the Chapter 106 IMAA President and went on to become the president of two other local clubs in the Milwaukee area.

Roger, by his own admission, can be a handful sometimes by challenging the establishment and

testing the limits of those who find him argumentative. Perhaps it's his years of being an over-the-road truck driver, or his rush to make his point that leads us to believe that he is rough around the edges? Rough or not, he has been a leader in the promotion of RC-Jets and has promoted them through his years of flying them at fly-in events across the state. Roger's efforts have drawn many people, new to jets, into the hobby. At one point, RC jets were so rare that he was the only R/C jet owner and flyer that anyone knew in the Wisconsin area.



Roger, seen here with his latest project, a *Boomerang-XL*, has inspired another local club pilot to buy and build a *Boomerang-Intro*. It's that sort of promotion effort that has helped the R/C jets segment to grow in popularity.

So, agree or disagree with him, Roger Olsen will continue to light the fires and burn Jet A as long as he can fly, and at 67, there is no sign of him slowing down anytime soon.

### Grumpy Bob

As 58 year-old Bob Maciejewski of Franklin, Wisconsin looks at the wing of the MB-339 he just completed, he's reminded of the statement he read on the box of the Modellbau Aermacchi MB-339 ARF: "*Buy it on Friday, fly it on Sunday.*" Well for Bob, smiling as he says it "They didn't say on what Sunday did they?"

## District VII Report (cont'd)

Tom Ryan

Bob is a long-time builder who enjoys a challenge, but the MB-339 has pushed his skills and temperament to the "Grumpy level," at least on this build.



Working with Bob on this MB-339 from Modellbau, it was easy to see that nothing was going to be ARF-like. Many components had to be re-engineered, refitted and, in some cases, redesigned altogether. The instructions left the builder guessing, and frankly wondering if they were complete! As it turned out, this build wasn't going to be easy, and it was going to be a long one to get it right. It was no doubt going to test Bob's building skills as a first-time jet builder.

As the build went on through change after change, Bob continued to mumble and grumble "to me, jets are all junk" he said. Of course he didn't mean it, just his way of venting his frustration when nothing fits as it should and what should have been easy, wasn't!

After countless hours of building, it was time to light the fire, and of course that, too, didn't go as expected. An electrical short sent a false signal to the T-750's ECU and there was no start. After hours of troubleshooting that problem, it turned out that a wire had broken away from a cold solder-joint beneath the plastic cap on the connector from the engine starter to the ECU; but at least an attempt at a start was now possible.

As the turbine came to life, some fuel that had leaked out of the engine, from tipping the airplane during the inspection for the short and wasn't noticed, settled under the front of the tailpipe...and of course

that burned and caused a hot spot on the fuse. The tailpipe at full power wasn't stable either, and now needed to come out and be refitted with a new clamp ring fitted to the fuse to prevent it from moving. Seems the mounting strap on the tailpipe wasn't enough to secure it. So as Grumpy Bob looked on, the prospect of doing all that rework, again, wasn't making him a happy camper.

The good news was, with some help from his friends, the tailpipe was refitted; the hot spot repaired, and everything was ready to start up and be tested once again. It has been, to say the least, a challenging build for a first-time jet builder, but it has left Bob with a host of new experiences and a new nickname - "Grumpy Bob."

With a new *Boomerang-XL* standing in the wings, and without all the headaches he experienced with the MB-339, Bob will earn his turbine-waiver this summer, and have many stories to tell about his first building experience with jets. As for the 339, after everything checks out, it'll be off for paint and a final test-flight sometime in June.

### Fun Stories

If any of you have a fun story or something you'd like to share, send it in to me. I'll see if I can't get it in the next *Contrails*. Pictures, even cartoons, anything that readers may find interesting or fun. Building tips are helpful, the "why'd I do that" humor stories are always fun and refreshing to hear, too. So send them to me, let's hear from you. Take care.

Tom

P.S. Don't forget to promote Jets by being extra safe!

### Upcoming Jet Events

**Mississippi Afterburner:** May 18-21, 2006  
John Bell Williams Airport, Raymond, Mississippi  
www.mississippijets.com

**LA Jets-Summer '06:** May 20-21, 2006  
Apollo VI Flying Field  
CD: Jason Pakfar

**Jets over Leamington:** May 27-28, 2006  
Ontario, Canada

**Mid Atlantic Jet Rally**  
CD: Frank Rega

**Blue Grass Jet Jam:** June 1-4, 2006  
Bowling Green, Kentucky  
www.skymacrc.com  
CD: Mike Kirby (270) 784-9276

**DFW Jet Rodeo:** June 2-4, 2006  
North Dallas RC Club Field  
CD: Greg Pulcini (972) 690-5863  
gpulcini@aol.com

**14th Big Apple Jet Rally:** June 10-11, 2006  
Floyd Bennett Field, Brooklyn, NY  
CD: Vinny Coratozzolo: vcarat@yahoo.com

**Idaho Jet Rally:** June 9-11, 2006  
Pama, Idaho (45 mi west of Boise) club field  
CD: Joe Pearson (208) 455-0007 (w)

**Bay of Quinte Jet Rally**  
CD: Dale Summers (613) 392-2089  
daleshs@bellnet.ca

**Jets over the Heartland:** June 22-25, 2006  
CD Tim Redelman www.pwrtc.com

**Kentucky Jets:** July 6-9, 2006  
Lebanon, Kentucky  
CD: Lewis Patton: lewisthegeneral@hotmail.com

**Ashtabula Jets:** July 8-9, 2006  
Ashtabula County Airport, Ashtabula, Ohio

**Capitol Jets:** July 14-16, 2006  
Albany, NY  
CD: Frank Alvarez www.capitoljets.com

**7th Annual Michigan Jets:** July 13-16, 2006  
Grosse Ile Airport, Grosse Ile, Michigan  
CD: Burt Eisenburg

**Windy City Jets:** July 19-23, 2006  
Near Chicago, Illinois  
CD: Jeff Anderson 630-803-8940

**5th Annual Liberty Bell Jet Rally:**  
August 4-6, 2006  
Lebanon, Pennsylvania  
www.libertybelljetrally.com  
CD: Mike Leshar: F106jax@verizon.net

**Missouri Valley Jet Rally:** August 4-6, 2006  
CD: Don Reger

**JR T-38 Jet Fest 2006:** August 14-20, 2006  
Lubbock, Texas  
www.wingsmas.com  
CD: Mike Dancheck: SUMMIT120@cox.net

**Rushford Jets:** August 18-20, 2006  
CD: Dave Dennison

**Jets over Whidbey:** August 25-27, 2006  
www.jetsoverwhidbey.com

**Heart of Ohio:** August 25-27  
CD: Terry Nitsch

**Greater Southwest Jet Rally:** September 8-10

**Maine Jet Rally:** September 8-10, 2006  
Sanford Municipal Airport, Sanford, Maine  
www.icommercesystems.com/mainejets  
CD: Ray Labonte: rplabonte@aol.com

**Illini Jets:** September 13-16, 2006  
Mt. Vernon, ILL.  
CD: Roger Shipley

**11th Fresno-Madera Jet Rally:** September 22-24  
CD: Dave Fusinato: fusinato@direcway.com

**Spiderman:** Week of September 25, 2006  
CDs: Tim Redelman and Greg Hilderbandt

**Superman:** October 4-7, 2006  
Cape Girardeau, MO.  
CD: Jerry Caudle

**Windy City Jets II:** October 5-7, 2006  
Near Chicago, Illinois  
CD: Jeff Anderson 630-803-8940

**13th Florida International Jet Rally**  
November 2-5, 2006  
Lake Wales Airport  
Lake Wales, Florida  
CD: John Burdin (863) 648-9933  
jwburdin@tampabay.rr.com  
info@floridajetflyers.com  
www.floridajetflyers.com

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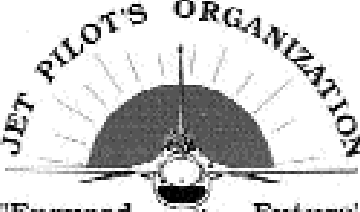
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One of BVM's new *Ultra-Bandits* was caught low and slow at this year's Florida Jets

  
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