

Newsletter of the Jet Pilot's Organization

Contrails

Spring 2007

Volume 19, Issue 2



Steven Ellzey's BVM F-100
awaits another sortie in Waco

*Liberty Bell Jet Rally
Ohio Jet Scramble*



President's Report



From a regulatory perspective, there have been some interesting developments in the last couple of months. There is another turbine regulation review taking place that your JPO is participating in, though this time around we are not likely to see the sweeping changes that occurred a few years back, and some of the changes might not even be visible. Among the items being discussed - we are proposing to remove the obsolete implementation dates and references in the old regulations, and new wording for the brake requirement which, hopefully, makes it clearer.

Things that turbine guys might note that are being considered include:

- 1) A single thrust limit for single or multi, with possibly a small increase.
- 2) Going to a two-year waiver in order to reduce paperwork for the pilot and the AMA.

At this time, this is all still being worked out by the review committee, and before anything can happen, these changes will have to be reviewed by the AMA Safety Committee who may or may not agree with the recommendations or may modify them. If something does come out of the Safety Committee, it then must be approved by the Executive Council before it goes into effect. We will keep you informed as this process goes forward. Checking the website is one way to see if anything notable has occurred recently.

One good thing that is coming out of this process is that the jet community, via JPO, is being invited to review the regulations that govern our activities. I am hoping that this will continue to be the pattern for the future.

JPO has been working hard to bring a better balanced view of the jet community to the AMA, and this would appear to be helping. This effort benefits the entire jet community, but it is those of you that continue to support JPO that makes this possible.

Steven

From the Editor



Time for a new issue! Traditionally, this is the smallest issue of the year since there are not a bunch of rallies during the winter months, and many of us would like to see more photos and less blank space! As the flying season takes off, please send either your reps, or me, photos of good-looking planes, unique planes, or just the fun going on... we would all like to be there!

Regulatory issues with the AMA are always on peoples' minds and at their fingertips... just read some of the forums on the internet! Soooo...now is your chance to have your concerns vocalized to the "powers that be" in Muncie. Only an organized group, which politically becomes a SIG, can bend the ear of a large organization such as the AMA. As an organization, we have more of a voice as the regulatory process goes along, as individuals can barely be heard - another reason to belong to *your* JPO and encourage others to as well. Elsewhere in this issue are two discussions about issues we have been asked to participate in, so please contact your district rep with your concerns, so that your voice can be heard in Muncie.

Postal issues are on the rise, as is the cost of postage. At work and here at home, items that are subscribed to seem to take weeks to arrive... if they do at all. I've had email from members wondering where their *Contrails* were, but unfortunately, it's been after two or more months, and at that point it is untraceable. So PLEASE drop me an email to let me know the date you receive your copy. You've paid for it, so you are entitled to receive it within a reasonable time frame.

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

Greg



Vice President's Report

Keith Sievers

Projects

It has been a busy winter, and I have recently finished several projects, including a second CARF *Lightning*, the large Airworld L-39 and a new Skymaster F-4 *Phantom*. I was pleased with all the kits. The new *Lightning* contained several improvements over my first kit, which was built soon after it was first released. The biggest improvement was in the area of the main gear doors, which were totally reengineered and equipped with larger cylinders. The original setup wasn't strong enough to keep the doors from popping open at higher speeds, but this problem is now resolved. I did spend a few extra dollars on a TAM pipe for the new bird, and it is a high quality item that will take about 12 ounces of weight out of the plane overall. I would recommend that you look into this option if you are considering a *Lightning*. All in all, this kit is a solid, low maintenance, easy-to-build, easy-to-fly, easy-to-land airplane. After building two of these, I have a list of suggestions and addendums to the instructions. If you are interested in a copy, email me at pilot114@aol.com and I'll pass them along.



I have been waiting a long time for a decent-sized F-4 ARF, and Skymaster Plus has finally delivered! My kit is now complete, awaiting its first flight. As it was kit number ten off the assembly line, it did have a few rough edges. But, overall, it was a very easy build and the engineering is solid. The fit of the major airframe components was excellent, the landing gear appear to be very high quality and the glass work is excellent and very light. All up weight, even with the scale cockpit was only 35 pounds, which is not much for a 94-inch aircraft. The tough part of F-4's, of course, is the horizontal stab, and Skymaster engineered a wonderful solution that was easy to install and features very short, slop-free linkages. I have heard good things about the flight characteristics from those that have piloted the SM *Rhino* and I am looking forward to getting it in the air.



Weight and Balance

So far, I have only a couple of flights on the big Airworld L-39, but it was probably one of the easiest maidens I have ever performed. It is very stable in the air and the glide is amazing for a plane of this size. All up weight is 37 pounds with the scale cockpit, which yields about a one-to-one thrust-to-weight ratio with the JetCentral Rhino I am using for propulsion. I look forward to getting more air time on this plane.

With all this construction going on, I began to look for a better way to do weight and balance. Borrowing from the full-scale approach, I purchased a set of relatively inexpensive baby scales and programmed the center of gravity (CG) calculations into a simple Excel spreadsheet. By finding the distance of each of the three wheels from the tip of the nose of the aircraft

Vice President's Report (cont'd)

Keith Sievers

and then entering the weights at these three points, the spreadsheet will compute a very accurate CG. If you have entered the "target" CG provided by the manufacturer and specified at what distance from the tip of the nose the balance weight will be positioned, the spreadsheet will also tell you how much lead must be added. There is also a spot in the spreadsheet to add new equipment or to reposition existing equipment to test the effect on CG. I have added the basic spreadsheet into a new section on the JPO Website - www.jetpilots.org under the "Members" tab. You will also find several spreadsheets that have already been completed on a handful of models. If you do use the spreadsheet, I would really appreciate a copy that has been filled out for your aircraft and I will add it to the growing library.

Website

Just a quick reminder that I would be happy to post a picture of you and your latest project on the website in the members photo section, so please don't hesitate to contribute your pictures. I also want to remind everyone that an electronic copy of *Contrails* is also available on the website, and of course, I am always looking for contributions to the knowledge bank. In the near future, I'll be adding the construction article on the F-4.

Safety

One quick thought on safety this month. If you are flying at a jet meet this summer, consider skipping the back taxi before takeoff. If most of your takeoff run takes place past the pilot stations, you will lessen the risk of an inadvertent collision with people or other planes in the pilots' area should something go wrong. This is especially important with a crosswind blowing in the face. It will also lessen the amount of time the runway is unavailable to other pilots for takeoff and landing. Try it!

Keith

The following pictures were taken at the District III Ohio Jet Scramble:



District II Report

Art Arro



New Jersey
New York
Europe

Greetings to all district deuces at the beginning of the 2007 jet-flying season!

For both new and existing jets (really for all airplanes), I recommend a detailed preflight inspection prior to its first flight after a prolonged "hangar stay." The inspection should include all components: the flight surfaces, radio and engine installations. Pay particular attention to the landing gear, including the retract mounts, airlines and wheel bushings. Radio and ECU batteries should be cycled and checked for their capacities, since it is far cheaper to replace batteries than a complete model after a crash. I also start the flying season by cycling my eye/hand coordination with a beater-prop model and flying it the same as a jet - flipping the retract switch, using throttle management and simulating flap deployment in the landing pattern. You will be so much further ahead with a jet when the time comes for those initial flights of the season! Some pilots spend time with flight simulators during the off-season to help hone their reflexes and coordination.

As of this writing, we have two AMA-sanctioned jet events in District II. The first is the **Big Apple Jet Rally** at Floyd Bennett Field in Brooklyn, NY on June 8-9th, 2007. This event draws a large jet contingent from the New York Metro area plus surrounding states including NJ, PA and N.England. There are many prizes for the pilots including the JPO "Top Gun" award. Check the JPO website at www.jetpilots.org or the Contest Calendar in *Model Aviation Magazine* for further details on the Big Apple Jet Rally.

Unfortunately this year, the **Bay of Quinte Jet Rally** in nearby Ontario, CANADA conflicts with the Big Apple. The Mountainview Airfield site is scheduled for runway repair commencing on their traditional date of Fathers Day weekend in mid-June, and the host club had no choice but to move the event one week earlier which falls on the Big Apple date. Either event should be a good choice for a season opener.

As a correction to my last *Contraails* report, you need **ONLY** a US drivers license and/or a US birth certificate to re-enter the US from Canada on land. The US passport requirement is only for reentry by air travel. Land entry **MAY** require a valid US passport in 2008, but a US drivers license and/or a birth certificate will suffice for now.

The Capitol Jets III event will be held from July 13-15th at the South Albany Airport near Delmar, NY. This new site will have fewer flight restrictions compared to Schenectady County Airport along with a wider choice of lodging and eateries. Frank Alvarez is the CD of **Capitol Jets III**, with my assistance as the Event Coordinator. JPO will also sponsor this event and we welcome all district deuces and other jet pilots to attend. Check the website at: www.capitoljets.com for further information on this jet event.

In early March, I attended **Florida Jets** as a pit monkey and a spectator. This was my first time at the Lakeland location having been at three prior FL Jet events held at Flager County Airport in Bunnell, FL. This year, strong crosswinds on Thursday and Friday deterred many pilots from flying, however, most participants were content with socializing with other pilots and frequenting the many jet vendors at the event. Florida Jets had 139 registered pilots as of Saturday morning, with some latecomers that day and on Sunday. I witnessed some great airmanship by those that flew and saw many fine examples of jet models that did not risk flight in the crosswind conditions. Florida Jets has evolved over the years from a simple jet rally to a total jet experience with international presence, numerous vendors, a dinner banquet and trophy awards in many categories. I highly recommend attending at least one of the future Florida Jets events.

The AMA is requesting input from JPO on their jet regulations and the floor is open. We are assessing raising the thrust limit to cover existing turbine engines, and even dispensing with the 200 MPH speed limit. We welcome your input on these and other matters which should be directed to our officers for discussion and compilation. The JPO officers will then present their proposals to the turbine component of the AMA Safety Committee for discussion. The Safety Committee further formulates any changes into a formal proposal which is presented to the AMA

District II Report (cont'd)

Art Arro

Board of Directors for a vote. If approved, these changes flow back to the membership as the AMA Turbine Regulations. The process begins with member input and is coordinated by JPO and our officers who work with the AMA Safety Committee and their board.

We are the voice of the jet contingent and a strong membership enhances our position with the AMA and their turbine regulations. I implore every member to seek a fellow non-member jet pilot to join JPO. Our collective voice will support all aspects of jet aeromodeling.

I look forward to hearing from you. My contact information is printed elsewhere in this newsletter.

Art



District III
2006 Liberty Bell Jet Rally Photos

2006 Ohio Jet Scramble
Pictures provided by Scott Stottlemire





District III Report

Mark McCracken

Spring has sprung as many of us have taken to the sky to start the 2007 season, though there are a few changes that will take place with one of our jet rallies in District III. The first big change will be with **Liberty Bell Jet Rally**.

Mike Leshner told me "after 5 years in Lebanon, PA, the **6th Liberty Bell Jet Rally** will be moving to the Donegal Springs Airpark (DSA) in Marietta, PA. The support of the jet pilots has given this event growth that could no longer be accommodated at the Deck site. Our goal has always been to offer a great site to great people. After a lengthy search for a new site, we were welcomed to DSA by owner Jay Stout. The great news is that Jay has agreed to host us for four full days of jet flying from August 2-5, 2007. The DSA runway is 3250 ft. long by 50 ft. wide, heading 10/26 (east-west) and the pilot stations are facing north. We are in the process of meeting with community leaders to help welcome all of you to the greater Lancaster-Harrisburg area, since the DSA is located in Lancaster County, about 18 miles south of the Harrisburg International Airport. Please go to www.libertybelljetrally.com for more information on the event, hotel listings, and directions. Cindy and I are very excited to welcome old friends and meet new friends at the 6th Liberty Bell Jet Rally. See you in August!"

Located in historic South-Central PA, the Liberty Bell Jet Rally is surrounded by many diverse landmarks and attractions. Whether you would like to take a trip to the battlefields of Gettysburg, shop in the Amish country, spend the day at Hershey Park, or visit one of the many local golf courses, there is truly something for everyone to enjoy!

As the Liberty Bell Jet Rally has grown into one of the most exciting flying events throughout the year, it has had the privilege of having the participation of some of the greatest R/C Pilots in the world. It has been through this participation that the Liberty Bell Jet Rally has helped attract many wonderful and generous sponsors, as well as a lot of local support.

So, whether you are joining us for a relaxing weekend of RC jet flying, or you are coming to spend some time at the Hotel Hershey spa, we hope that you will make the Liberty Bell Jet Rally a destination on your calendar!

Our 5th Anniversary event in 2006 saw eighty registered pilots and 5200 spectators enjoy the beautiful central Pennsylvania countryside. We are looking forward to hosting everyone at the 2007 Liberty Bell Jet Rally. See you in August!

NEW FOR 2007 - EXTENDED 1000 FOOT RUNWAY!

This is the announcement you will see when you visit www.torks.com, since the **17th Annual Heart of Ohio Jet Scramble** will have a new look. CD Terry Nitsch is excited to announce that the pilots who attended the **Ohio Jet Scramble** in the past will find an extended asphalt strip. The dates for this year's Ohio Jet Scramble are August 23-26, 2007. The Torks Flying Club will in the final stages of set-up for this event on the 22nd of August, but the field will be open to flying prior to the event, and anyone who might need a waiver sign-off may do so on the 23rd, but must contact Terry Nitsch before this event.



Dave Rigotti of Chesterland, OH sent us a picture of his *Reaction 44*, a 72% size *Reaction 54*. Seven hundred fifty square inches, 9-1/4 pounds dry with thrust from an MW-44 Gold with 8-1/4 pounds of thrust. Springair retracts, trim wheel and brakes and Hitec digital mini-servos control, roll and stop it. All balsa construction with a foam wing.



District VI Report

Patrick Frost

Illinois
Indiana
Kentucky
Missouri

Hello All!

I am 34-years young and have been flying and building R/C aircraft since 1986. I got started in radio control when my best friend lived next door to me and his parents bought him a Sig J-3 *Cub* as a Christmas present. When I saw that thing, I had to have one and I have been hooked ever since. I never flew that little *Cub*, but I had a blast building it. The first plane that I flew was a Carl Goldberg *Gentle Lady*. Since then, I have owned numerous nitro-planes, six helicopters, and four giant aerobatic gas airplanes.

In 2001, I went to a swap meet in St. Louis and saw a BVM ducted-fan *Maverick* finished in the *Thunderbirds* scheme that I just had to have! The guy was selling it for \$2,100 and I had to find a way to get that thing! My wife was all for it, but wanted me to wait a week or two and then decide if I still wanted it. The guy held it for me for two weeks, which were the most painful two weeks of my life, but somehow I made it through. In 2003, I received my "turbine waiver" and have been busy with turbines ever since. I live, eat and sleep my hobby, and it stays on my mind day and night. The most enjoyable part of this "jet world" versus the "nitro/gas" world is that the friends I have made here are my friends for life. I can honestly say that I have a friend in every U.S. state and many in other countries as well. What other kind of sport/hobby can do that for you?

I am the owner of Elegant Landscaping and Nursery and have been in business for 8 years. I have been married for 10 years and have a two-year old daughter. We have attended six to ten jet events each year since 2003, and look forward to each one as if it were my first. The best part about the events we attend are the relationships that we acquire. There are so many different people out there, and so many different personalities, that it makes for a colorful time at each event. I wouldn't trade it for anything in the world!

As a Contest Director (CD) and turbine waiver "sign off" holder, I am currently bringing a new jet event to the St. Louis area in conjunction with my local club. I am the CD for "**Gateway-Jets**" and I am very excited to be a part of such a wonderful event that will take place. In the few years that I have been a part of the turbine sport/hobby, I have witnessed many new jet events take place all over the country, and this greatly excites me!

I am very proud to be the JPO District VI Rep and will do my best to be fair and humble to everyone I meet. I am a silly character, so if you see me out there acting goofy, well.... it's because I am goofy! Life is too short to be serious, and that is what work is for. This is my hobby and I want it to be enjoyable for me and everyone else out there, but most importantly, it needs to be safe so we can continue to enjoy it. I look forward to meeting MANY more new friends throughout the upcoming years!

Patrick

You can contact me at:
Patrick Frost
JPO District VI Rep
10010 Edmondson Hills
Rolla, MO 65401

573-465-0201 - Evenings only



District VII Report

Tom Ryan

Iowa
Michigan
Minnesota
Wisconsin

ARF, My Foot!



When this MB-339 showed up, it was advertised as an easy-build ARF, but it wasn't. There was nothing easy about.

Looking at the picture you'd think, what's the problem? Well...nothing fit, everything had to be fitted from scratch, and the instructions were worthless, not even close to the build as it took place!

It's easy to see why a new-to-jets builder would change his mind if he had to build this MB-339. It took two very-talented-and-experienced builders to complete this build with over twenty modifications to it, none of them listed in the instructions or provided by the manufacturer.

If you love to build, tinker and modify projects, then the MB-339 is for you. If, on the other hand, you want to get into the air fast, understand what you're doing, and have fast support...then the MB-339 from MODELLBAU USA isn't the plane...at least that's my experience.

With over fifty-plus building hours, and one newly-created technique after another, the '339 was done (less paint), the T-750 engine came to life and it was

show time...well not exactly! Seems once everything was programmed into the ECU, for some reason that information didn't stay long. One day everything worked well, the next...nothing!

For my money, ARF means from the box to the field in a few days, not a few months. There are those, of course, who like the challenge of re-engineering and modifying a build, but for the rest of us who like simplicity and reliability, this '339 didn't make the grade!

For Sale?

As we get ready to fire up the engines and make way for a new flying season, several jets will sit idle, while others find their way to the for sale section on the net. "Why is that?" I wondered. So I asked! The answers may surprise you.

Jets are beautiful, realistic and fast. When they fly by, people notice. Those who fly them are considered good pilots and yes, pilots with means, as jets cost more than the average modeler can afford.

So why are some of these guys dropping out? One guy I talked to said "going to the field and shooting the breeze is the first reason I fly R/C, the actual flying is secondary to that. I can have more fun flying big war birds that cost one-third of what a jet cost and I can do that at more fields than I can with a jet." "Jets are cool," he added, but his priorities have changed.

Okay, we know that some modelers will drop out of jets, while others will drop in, the question is why? What I'm hearing is cost. Those who come into jets either have deep pockets and own the very best or just squeak by with the minimum used equipment that'll get them in the air. Either way, they find jets exciting and the number one reason why is...the sound! Yup, it was not the way they looked, the speed or the cost that set the hook, it was the sound they made that got these people excited and they wanted in. The looks, speed and cost came in well behind the realistic sound their jets make. To many, the sound of a jet firing up is music to their ears.

Then why leave the jets? I quizzed two local guys who are selling off their jets after only one season. When I asked why? I was told that the fields that could

accommodate them were more than an hour's drive one way, and that the cost of buying, owning and maintaining a jet were far more than they wanted to spend. The comment that was made in passing was "there isn't any problem a jet has that can't be fixed with a thousand dollar bill." So for Mike and Larry, out came the "For Sale" sign.

The statement of "the plane is second" echoed in my head. It's the people, the fun, and the friendships made that keep this sport alive. I've found that by sharing positive thoughts and experiences while playing down the deep pocket perception helps us attract new pilots to the world of turbines! Once there, it's attitude and friendships that will seal the deal and get rid of the "FOR SALE" signs!

Not Again!

Just about the time that all seems well, and the year looks good ahead, things change due to circumstances beyond our control.

With time being at a premium, workloads building and personal issues ever more demanding, it's hard to schedule time for jet events that require more than a few hours drive. "Which one and why?" becomes the pressing question.

It's fun to visit with the jet vendors, see jets fly, and meet new people. The weather change is always welcome when winter winds blow...but with time dictating the best event to attend...which one do I (we) attend?

Well, what if the JPO had its very own jet event, located in the midwest every summer? An event where the vendors were all there, the weather was warm and inviting and the grounds perfect...like in Muncie!

The JPO officers I know are looking at that concept, along with several other ideas on the table to make the JPO even more valuable as a SIG, not only to the jet community, but to all R/C flyers interested in jets. An all-jet event, centered in the middle of the country with the AMA as the backdrop to the event.... interesting, to say the least!

Your input into this idea is important and I'd like to hear from you to see what you feel about having an all-jet JPO-sponsored event in Muncie at the AMA headquarters.

The JPO officers are *always* interested in hearing from you and knowing your thoughts while seeking out new and better ways to expand our sport.

The **Muncie Jet Rally** is just an idea, but ideas without input soon fade. So let me know what you think! Maybe one of you has a better idea? Either way, I'd like to hear your comments... pro or con!

Tom





District IX Report

Mike Weidner

Colorado
Kansas
Nebraska
North Dakota
South Dakota
Wyoming

Can it be true? Winter is over? Well, for most it is. For those of us who live in the shadows of the Rockies, we still have a couple of more months of "winter," which includes the snowiest months, as well!

It is safe to say that most used the winter "down time" to advantage, and I know I did. I am all but ready to launch a new Composite-ARF *Rookie II* (R2). The R2 has an E-start RAM 750 that was converted from my trusty old RAM 750F thanks to Carlos at RTI and Bob Price (for a new ECU).

It seems that District IX jet aficionados spend most of their time going to rallies outside the district. This year is an exception as there are two brand new venues to report on!

The Clearview Field gang out of Conway, KS will host the first annual **Central Plains Jet Rally** June 1-3, 2007 at the Wellington Airport. Web-based information for this event can be found at www.havilandtelco.com/~a93clearview/jetevent.htm. Then, towards the end of summer, a one-day jet fun-fly will be hosted by the Love-Air R/C Club at their Drake Field facility in Loveland, CO. The 9:00 a.m. to 4:00 p.m. event will be held on Saturday, September 8, 2007 and more detail can be found at www.loveairrc.org/The%20Club/Our%20Field.htm.

While laboring over my R2 the past couple of months, it dawned on me I might be a channel or two short when it came time to set up the R/C system in that jet. While pondering that situation, I set about doing some research on applications that might help me out. I will spend the rest of this report sharing that information with you.

I am sure many have looked on with envy at all the emerging high-dollar, multi-channel R/C systems. Their bells, whistles, and added gizmos are a testimony to the rapidly emerging microprocessor-enabled R/C capabilities wrapped up in glitzy so-called GUI (Graphical User Interface) displays. More

than likely you've thought to yourself, having come up one or two channels short in a setup for a new model - "How in the world could I justify that sort of expense to solve my problem?" There is a lot of jet fuel wrapped up in one of those gorgeous R/C systems!

Along with others, I have drooled all over myself looking at this new stuff and asked the same question. Personally, I would rather spend the money on a new airframe or maybe apply it to the cost of a year's worth of jet fuel. If you have not been to that threshold yet, here are some practical applications that usually beg for added channels:

1. Slaved dual elevator-servos (and the need to possibly reverse one of the servos)
2. Dual aileron-servos with independent end points needed for aileron differential
3. Multiple servos on any control surface
4. Slaved nose gear steering but with individual centering and end points independent of the rudder servo
5. Setting up flap servos with independent end point(s), midpoints, and the need to reverse one of the servos
6. Condition-dependent situations triggered by other channels for opening and closing canopies, dropping bombs/stores, etc.

Without one of today's latest 9, 10, 12, or 14-channel R/C systems, any of the above might be a non-starter if you only have a seven-channel or less system on your hands. Except for item 6, I've encountered every one of the above examples on my jets and some of my sport planes.

Well, guys, there is a Santa Claus, and you can achieve any or all of the above on the cheap. There is no need to spend almost two kilo bucks on the solution since both JR and Futaba - along with an aftermarket manufacturer, Smart-Fly - market solutions that handily respond to these challenges. So, here is a summary of what I found out, or what I like to call: *Channels on the Cheap!*

JR makes a couple of goodies; one of which is their *MatchBox*. It can take care of items 1 thru 5 at a cost of about \$70, and is available at your local hobby shop. Additional details can be found on-line at: www.horizonhobby.com.



JR's MatchBox

Next in the JR line is the *Channel Expander*, a great solution to item 6, which, by the way, would really strain even some of the high dollar systems' point-mixing capabilities. The cost? A whopping (not) seventy bucks, and also available at your local hobby shop. Likewise, more information is found at: www.horizonhobby.com/Products/Default.aspx?ProdID=JRPA905.

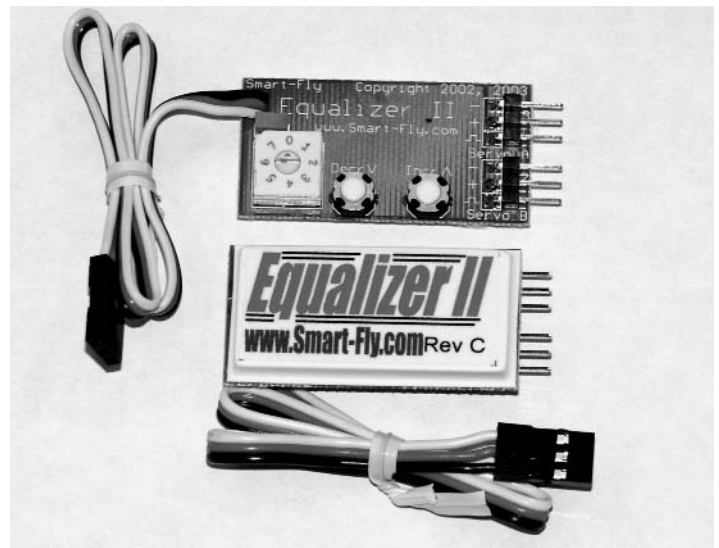
Futaba is also right there with a handy little gadget called the *MSA-10 Synchronizer*, that will also punch out any of items 1 thru 5 for \$60. Like the other goodies, this item can be found at your local hobby shop. On-line details can be found at www.futaba-rc.com/radioaccs/fut4155.html.



Futaba's MSA-10

You will note the size and form-fit of these little packages are all but identical. With the exception of the *Channel Expander*, they all are set up and programmed the same and they don't care which manufacturers' R/C system they play in.

Rounding out our list of *Channels on the Cheap* solutions is, perhaps, the most cost effective of all: Smart-Fly's *Equalizer II*. While this gizmo can only handle 2 servos (verses the JR and Futaba solutions' four servos), it can still handle items 1 thru 5 at a nominal cost of only forty bucks, though this item would probably be a special order item at your local hobby shop. Find out more by pointing your Web browser to this address www.smart-fly.com/Products/EqualizerII/equalizer.htm.



Smart-Fly's Equalizer II

While it does not sit in a nice little plastic enclosure, the *Equalizer II* is every bit as capable and the set up and programming functionally approximate what Futaba and JR ask of you. I only recently discovered the *Equalizer II* but I can assure you I will find a use for it, too. Most important, the setup appears to be the easiest of the bunch.

So, what have I used these handy little goodies for?

I used a JR *MatchBox* in my old Ultra Sport 1000 to set up dual elevator-servos on an old (very old) 6-channel R/C system, and one hides inside my BVM *Classic Bandit* to set up the flap servos (with 3 settings) on one channel using my Futaba 9C

District IX Report (cont'd)

Treasurer's Report

system... and I am seriously considering an *Equalizer II* to get back the channel I am now using for slaved nose steering. A *Multi-Servo Adjuster* is being used in a similar 3-position flap application in my new *Reaction 54*, and a pair of the Smart-Fly gizmos also found their way into my *R2*. They ended up being a perfect solution to setting up the ganged aileron/elevator control surfaces that function as elevons.

If you have learned anything from this report, I hope you take away the fact you can solve some of your multi-channel setup and programming challenges and not have to resort to purchasing a completely new R/C system. With very few dollars and some programming and setup patience on your part, you can achieve what others are spending thousands of dollars to achieve. What's not to like?

Next report, I hope to share some of what our District members have been up to plus a first flight report for that *Rookie 2*. Until then let's burn some jet fuel, suck up some electrons, have fun, and fly safe.

Mike



Beginning Balance - Dec. 31, 2006 **\$12,101.59**

Income

Membership	16x\$25.00	\$400
Membership (Paypal)	23x\$23.97	\$551.31
Bank Interest		\$21.68

January Expenses

None

February Expenses

None

March Expenses

Winter <i>Contraails</i>	\$1025.92
Internet Service	\$90.55
Postage & Supplies	\$108.27

Total Expenses \$1224.74

Balance as of Mar. 31, 2007 **\$11,849.84**

Checking Account	\$1,792.64
Savings Account	\$10,057.20
Paypal Account	\$0.00

Account Balances as of Mar. 31, 2007 **\$11,849.84**

Top Gun: May 2-6, 2007

Lakeland-Linder Airport, FL
 CD: Frank Tiano 863-607-6611
www.franktiano.com

Mt. Pleasant, TX Jet Rally: May 4-6, 2007

Mt. Pleasant, TX
 CD: Gus Hudson
www.clubnetrc.com

Warbirds Over the Glades: May 12, 2007

Delray Beach, FL
www.palmbeachrc.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

Dixie Jet Rally: May 19-20, 2007

St. George, UT
www.remotepossibilitiesrcclub.com

LA Jets: May 19-20, 2007

Apollo XI Field, Encino, CA
www.lajets.org /
www.valleyflyers.com
 CD: Billy Edwards 323-595-0087

Jets over Leamington: May 25-27, 2007

Ontario, Canada
 CD: Peter Doupnik 519-734-0005

Mid-Atlantic Jet Rally: May 26-27, 2007

NALF Fentress, VA
 CD Frank Rega 757-479-4905
 E-mail: frankflyboy1@cs.com

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

Central Plains Jet Rally: June 1-3, 2007

Wellington, KS
www.clearviewfield.com

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: VinnyCoratozzolo 917-510-7893

Bay Of Quinte Jet Rally: June 9-10, 2007

CD: Dale Summers (613) 392-2089
daleshs@bellnet.ca

DFW Jet Rodeo: June 22-24, 2007

North Dallas RC Club Field
www.ndrcc.com
 CD: Kevin Whitlow 972-418-6657
Kevin@dwc-computers.com

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 Lignons 513-769-4539 -or-
 Lewis Patton 502-429-6365

Shreveport Jets: July 6-8, 2007**Capitol Jets III: July 13-15, 2007**

South Albany Airport, S. Albany, NY
www.capitoljets.com
 CD: Frank Alvarez 518-280-3652

High River RC Jet Rally: July 27-29, 2007

High River Airport,
 Near Calgary, Alberta, Canada
 CD: Alan Blore

7th Annual Liberty Bell Jet Rally:

August 2-5, 2007
 Lebanon, PA
www.libertybelljetrally.com
 CD: Mike Leshner

Montana Jets: August 3-5, 2007**LA Jets: August 4-5, 2007**

Apollo XI Field, Encino, CA
www.lajets.org /
www.valleyflyers.com
 CD: Billy Edwards 323-595-0087

Minnesota Jet Rally: August 17-19, 2007**New England Jet Rally: August 18-19, 2007**

Gardner, MA
www.wachusettbarnstormers.com
 CD: Bob D'Angelo,
 Co-CD: Ray Davis
 Contact info: jlyndz@aol.com

Jets over Whidbey: August 24-26, 2007

Whidbey Island, WA
www.jetsoverwhidbey.com

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P3P1R9
Canada
705-969-6728



Dave Rigotti's Reaction
"44", settles in for a landing.

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