

Newsletter of the Jet Pilot's Organization

Contrails

Fall 2008

Volume 20, Issue 4



Dan St.John caught Larry Laughlin's *Lightning* climbing to the sun with smoke on at the Love-Air Jet Rally.

*New England Jet Rally
Maine Jet Rally
Capitol Jets Jet Rally
Liberty Bell Jet Rally
Heart of Ohio Jet Rally
Love-Air Jet Rally
Jets over Whidbey
Princeton Jets*



President's Report

Keith Sievers

The officers of the JPO have been meeting recently to discuss the future of the JPO organization. As many of you may know, the membership has been declining over the past several years for a variety of reasons, and this is a cause of concern for us. We discussed several options, and to be frank, one of these was the dissolution of the JPO. In the end, however, the officers group voted to keep the organization going, albeit in a slightly different direction.

One of the primary goals of the JPO, as an organization, is to represent the jet community within the AMA committee structure. We have made great strides in this area, and are participating in the insurance and safety committees. We are also invited to participate in ad-hoc committees as they are formed to evaluate other regulations that apply to our membership, such as the Experimental Aircraft program. This area of emphasis will not change going forward, and we will continue to seek opportunities to strengthen our relationships with the AMA.

A second key area of focus for the organization will be in the compilation and distribution of technical information. Our hobby has expanded into many new areas, such as electric jets and CNC machining. The membership should have access to reliable information on model construction, turbine thrust and fuel consumption, weight and balance data and turbine tuning and maintenance. The JPO will strive to build out our library of data and reference resources in all these areas. While this will not be an overnight task, we believe a central comprehensive source of data and information to assist jet flyers of all disciplines and all levels of experience will eventually be seen as a valuable reason to support the JPO.

One area we have decided to steer clear from in the future is enforcement. The JPO is ill equipped to be a proxy for the AMA when it comes to compliance issues. This is an area that has created unnecessary controversy for us in the past, and we have lost both members and officers chasing issues that ultimately

the JPO had no ability to resolve. We, are and have always been, an organization that should represent its membership, and while we respect and value the AMA, our primary allegiance is to our members.

Lastly, we are discussing ways to improve our communications with the membership, including potential changes to *Contrails*. These suggestions are still in their early stages, so stay tuned for further information.

We have several openings this year for district representation and our nominating committee is now working to identify potential candidates for these openings. We will have a slate in our next issue of *Contrails*. If you have an interest in filling a district rep role, please let us know. I would also encourage any of you who would care to volunteer your time to help us collect technical information for our growing knowledge bank to contact us.

As always, I want to thank all of you who have continued to support the JPO over the past few years ... your continued membership is appreciated.

Now, on to the fun stuff ... jets and a few product updates. I took delivery of one of the first Jet Central *Rabbits*, serial #5, and dropped it into my new *Bobcat*. The engine is claimed to produce 19 pounds of thrust,



and speed gun data seems to confirm this. My older *Bobcat* with a P70 was clocked a few months ago at just over 180 and the *Bobcat* with the *Rabbit* peaked out right at 200. Well, maybe it was 202. The engine is unique in that it has no visible glow plug ... it starts on an internal element. When the start sequence is initiated, there is a 10 second pause and then it fires

President's Report (cont'd)

Keith Sievers

right up. The engine is relatively light at 2.5 pounds, sips fuel on an average flight at the rate of about 7 ounces per minute and has a measured acceleration from idle to full throttle at just under 3 seconds.

While I am on this subject, I should mention the *Bobcat* as well. If you have never flown one, you should approach the BVM crew at the next jet meet and see if you can talk them into a demo flight. Of all the planes I own, it is probably the one that constantly logs the most flights as it is the consummate fun



machine... easy to transport, set up at the field and maintain. It handles all kinds of weather conditions, including stiff crosswinds. It will do any aerobatics you want to throw at it, is fast, and exceedingly easy to land. I fly it regularly out of a 400-foot asphalt strip, and usually have it stopped at mid-field. The recent addition of the *Pro Link* trailing struts as an option helps to smooth out potential bounces, and the fit and finish of recent kits seems to be excellent. If I had one wish, it would be for a little more rudder authority, but built properly with the appropriate CG, the rudder is adequate. All in all, flying the *Bobcat* is a very low stress activity, which is probably why I enjoy it so much.

One other product worthy of mention is Tam's Gear Failsafe system. It has saved two of my planes in the last several months, and I will never build another plane without one. Basically, a threshold air pressure is programmed into the unit, and if the air supply falls below the specified level, the unit commands the retract servo to lower the gear. Since the unit is aware of the gear extended position, it will not retract the gear if the unit is powered up with the gear switch on the radio in a retracted position. So far it has saved me from an a catastrophic gear-airline failure and a

"button" gear door switch that began to leak air during a flight. It is a bit surprising to see the gear extend during flight and it took me a short time to realize what had happened, but I did get the plane on



The little black box to the far right, and in the center of the fuselage is Tam's little wonder.

the ground safely in both instances without any damage whatsoever. One thing to remember is to move the retract switch to the extended position, even though the gear are down, if you have the nose gear steering servo turned off with the gear in the retracted position. I missed this in the first event, but fortunately my landing was straight down the runway and I had the plane stopped before I realized I had no steering.

That's all for now ... stay tuned for future elaboration on the organization's direction, and if you have thoughts, don't hesitate to contact me at pilot114@aol.com.

Fly safe,

Keith

District I Report



Connecticut
 Maine
 Massachusetts
 New Hampshire
 Rhode Island
 Vermont

Time to squeeze in some late season flying before the cold winter winds arrive, and we've had two great events in August and September to close out the "Official" Jet rally season in District I.

The 3rd Annual New England Jet Rally was a great event drawing close to 40 pilots and hundreds of spectators. Jeff Lynds and crew as well as the Wachusett Barnstormers are to be thanked for a great pilot's event.

The 10th Annual Maine Jet Rally was held September 12-14 with just over 50 pilots registered and close to 80 aircraft on the ramp. With rain late Friday afternoon and more expected Sunday, Saturday was the day to fly and boy did we! With four pilot stations we sometimes had aircraft six-deep running on their overflow tanks while on the taxiway waiting their turn. World Aerobatic Champion Rob Holland and Model Aerobatic Champion John Glezellis both put on fantastic shows in their aerobatic fly off, pitting full-size against model. My scorecard gave the edge to Rob but "Officially" it was a draw. The steak & lobster feast was back this year, this time it was held at the flying site rather than at the FBO hangar as in years past. The food and the change of location were very well received. David Schulman was in attendance and put on a great precision-flying demonstration. Ray Labonte and the Prop Snapper's R/C club kept things running smoothly throughout the weekend, but unfortunately, Sunday was a washout.

Again, please feel free to contact me to discuss ideas you may have or assistance you might need in this exciting world of jets. Contributions of pictures, ideas or material for *Contrails* would also be appreciated. I'll close with some photos from the events.

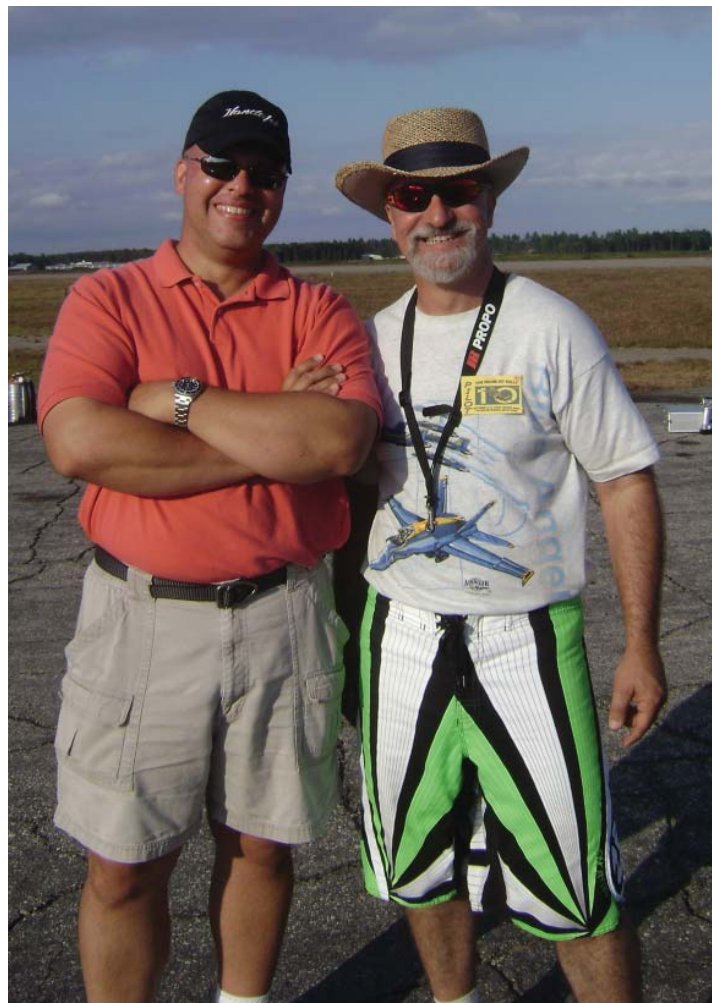
See you around the circuit

Bob

Bob Radford



Art Arro and Ray Davis preparing for another flight.



Antony Parchment and Leonard Max Smart sharing some laughs.

District I Report (cont'd)

Bob Radford



Dominec Mirabello Preparing for another flight.



Ray Labonte, Maine Jets organizer and CD.



Jim Brown and Chris Trump tearing up the skies.



Rob Holland's MX2.

- - -

Treasurer's Report

Beginning Balance - 6/30/08	\$12,066.17
Income	
Membership Dues - Cash/Checks	\$43.75
Membership Dues - Paypal	239.70
Bank Interest	26.66

July Expenses

Spring Contraails	1251.61
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August Expenses

Trophies (Mid-Atlantic, Big Apple, Capitol Jets Liberty Bell, Heart of OH, DFW Jet Rodeo New England Jets)	617.65
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Ending Balance - 9/30/08	<u>\$10,507.02</u>
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Savings Account	\$10,459.08
Checking Account	0.00
Paypal Account	<u>47.94</u>

Ending Balance - 9/30/08	<u>\$10,507.02</u>
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Respectfully Submitted,

Susan M. Moore
JPO Secretary/Treasurer



District II Report

New Jersey
New York
Europe

Art Arro

The jet flying season is starting to spool down here in the northeast. We had two jets events in the district, along with several additional flying opportunities in neighboring Districts I and III. Military scale-jets are encouraged to participate in local warbird events and the CDs stretch the scale requirement to include *Eurosports* and other sport jets with a military scheme.

A prime example was the Capitol Area Warbirds (CAW) event held on September 20-21 at S. Albany Airport, NY. We had 22 pilot entries with about 30 warbirds, of which 8 were jet-powered, either turbine or EDF. The event separated the props and jets by designated time slots of 90 minutes for props and 30 minutes for jets. This was to accommodate the props, which generally flew off grass, and the jets which used the tarmac runway. The airport has a single runway, 3700 x 65-foot, and a Prior Permission Required (PPR) NOTAM was issued to provide a 10-minute warning to stand down all flying models for full-scale operations. This worked out very well for both groups of full-scalers and R/C pilots. The six jets included an Avonds F-15 and *Draken* scale jets by Frank Alvarez, a Spider Jets F-16 and *Eurosport* flown by Jeff Lynds, a Skymaster T-45 *Goshawk* flown by Mike Tourcy and my own Alfa MiG-15 EDF. Frank, Jeff and I also flew the MiG EDFs during a slack period of a prop time slot as these were hand launched and recovered on the grass runway. The single loss of the event was Frank's F-15 which lost the radio link exiting a procedure turn at the south end of the airport. The radio fail-safed with gear extension and turbine shutdown before ground impact. This model had been flown hundreds of times over a 4-year period without a single glitch. Damage was limited to the fuselage and the rest of the airframe may fly again with a replacement fuselage.

There is a warbird event in District I and a jet event scheduled in District III to close our flying season. We're already into autumn, with falling leaves and nighttime frosts signaling the onset of winter. This signifies our building and/or maintenance season,

although I plan on some local EDF activity as weather permits. Some will continue to hone their piloting skills on various flight simulators that are available, however, I've enjoyed the reliability and relative simplicity of EDF operations to satisfy my wintertime jet urges. I've flown low-end EDF for several seasons and may make the leap into the high-end stuff. If, like me, you are thinking about this, remember that there are several choices available and it is best to see the flight performance first-hand rather than a video or a flight report.

JPO elections are forthcoming and I feel that some new blood is required to guide the organization for the future years. If you are at all interested running for this position, kindly contact me directly, or our nominating committee. I look forward to hearing from you and my contact information is on the last page of this newsletter. Best wishes and good flying. Now onto event coverage:

The 4th edition of the Capitol Jets event was held July 11-13 at the S. Albany Airport near Selkirk, NY. We had 44 registered pilots from 7 states and 2 Canadian provinces with approximately 60 jets broken down by 50+ turbines and 10 EDFs. There were no piston-powered ducted-fans entered. The entries were about 15% lower than previous years due to high gas and lodging prices during the summer season. Frank Alvarez was the CD and I assisted as the Co-CD.

South Albany Airport consists of a single runway oriented north-south. A full length taxiway parallels the runway and was used for model setup and fueling between flights. Pilot canopies and tents adjoined the taxiway making a very convenient layout for R/C jet operations. Four flight station, governed by an Air Boss, were in constant use during the event.

A PPR NOTAM was issued for the airport for a 10-minute warning of any full-scale operations and the stand down of model jet activities. This was coordinated by the Air Boss and worked out very well. We also scheduled a late start, 10 AM, to permit unrestricted full-scale operations into the mid-morning, while the sun impeded R/C flying. Friday was designated as a practice day with no spectators permitted on site. Many pilots took advantage of this day for fam hops and a general shakedown of their jets before the weekend activities in front of the media and public.

District II Report (cont'd)

Art Arro

The weather was fair on Friday and Saturday with sunny skies, 85-degree temps and light breezes down the runway. Intermittent rain showers moved in on Sunday morning resulting in some early departures, but other pilots flew into the mid-afternoon. About 150 sorties were logged during the 3 official days of Capitol Jets IV. Only 2 losses were recorded, with one resulting from a turbine flameout right after lift off and impacting into the airport security fence. The second loss was a structural failure resulting in an off-site crash into a cornfield with a fire event that consumed the model.

Four award winners were selected by spectators and a judges' panel. These were:

JPO Top Gun:

Tom Vassillo, SkyMaster F86 *Sabre* and F4 *Phantom*

Best Scale Jet:

Dominick Cognata, Fei Bo F9F *Panther*

Best Sport Jet:

Marc Thompson, Cardish *Baby Boomerang*

People's/Pilot's Choice:

Tom Vassillo, SkyMaster F4 *Phantom*

Sponsor donations were distributed to the pilots during the awards ceremony, for which we'd like to thank: Altecare of Canada, Bob Smith Industries, Bob Violett Models, Frank Tiano Enterprises, Jersey Modeler, RAM, Micro Fasteners, RJL Fasteners, Sim Jet USA, SR Batteries, Sullivan Products and Tam Jets. These vendors donated many hobby goods to help support Capitol Jets IV. Plans are already underway on hosting Capitol Jets V and we hope to see you all there. Finally, all the photo credits go to Bob Boswell.



The Airworld English Electric *Lightning* was entered by Bob Levine at CJs IV. Upper turbine problems in the twin over-and-under configuration precluded flying.



Bob Levine also flew his Skygate *Hawk* at CJs IV. This turbine jet has a realistic audio representation of the ventral gun pod.



Domenic Cognata (aka Major Woody) flew a Fei Bo F9F *Panther* at CJs IV and won the Best Scale Jet award. He logged numerous flights throughout the event. Powered by a Jet Cat 160SE turbine.



Frank Alvarez, CJs IV CD, flew his Avonds F-15 *Eagle* during the event. This jet is powered by a SimJet 3000 turbine and Frank is known for his realistic flight performances.



Four flight stations were constantly occupied during the 3 event days of CJs IV. The Air Boss smoothly coordinated model jet activities with full-scale operations at this single runway airport.



Tom Vasillo's Skymaster F-4 begins a takeoff roll at CJs IV. Tom won the JPO TOP GUN and Peoples' Choice award with this *Phantom* in a Black Bunny scheme.





District III Report

Mark McCracken

Ohio
Pennsylvania
West Virginia

District III has been very busy the past few months, from Liberty Bell to The Heart of Ohio Jet Scramble and more. Between Dave Rigotti and myself, we will bring you highlights of these events and an upcoming release of the new *Facet-1700RG*.

Mike and Cindy Leshner, and the rest of the crew, as always, hosted another great jet rally. Once again, Jay Stout of Donegal Springs Airpark opened his airport to about 65 pilots. Mike and Harold brought something new to the flight stations, which helped in controlling the flight line and worked very well. Each flight station had a handheld radio, where each spotter communicated with Harold on the flight line.

Thursday started off the four-day event with many pilots taking to the air at 9 AM, and continued with non-stop flying until 6 PM. Friday brought much of the same with hundreds of spectators amazed by the talent of the pilots and the quality of the aircraft. The weather this year was cooler than last year, which made our Friday night dinner at the field enjoyable. Once again, Sirro's was kept busy feeding the pilots all weekend, including a steak dinner for the pilots Friday evening. Friday's steak dinner was compliments of Jet Central and R/C Jet Models.

Saturday brought a mix of wind, clouds, sun and rain, but the spectator area was packed with jets on the flight line and in the air. "Uncle Joe" Balabon was taking pictures, Mike was running around making sure everyone was having a great time, Tam was going from tent to tent, Box Wilcox was helping out with turbines, and the Malchione brothers, with their electric-powered jets representing BVM, showed how far EDF has come. Saturday night came to an end with our dinner banquet at Hennigan's restaurant where it was the last night for pilots to sit back, relax and enjoy the company of many friends until the next jet rally. Sunday was a picture perfect day for flying, with many pilots still taking to the air.

Awards were given to:

Best of Show:

Jorge Escalona - Airworld *Cougar*

Best Scale Jet:

Pedro Sanchez - Airworld *Panther*

Best Sport Jet:

Joe Rafalowski - BVM *Ultra Bandit*

Best Electric Jet:

Tam Nguyen - Tam Jet's F-16

Technical Achievement:

Joe Balabon BVM F-4 *Phantom*
conversion to twin EDF.

JPO Top Gun:

Dom Cognata, *aka Maj. Woody*

A new trainer aircraft is soon to hit the market. Those of you who have flown the *Facet* 1200 and 2300, know how great these fly. With the work of Kerry Sterner, and myself, a new *Facet* 1700 RG should be out in the spring of 2009. After a few years with the 1700RG in the design stages and mock up, I was asked to finish the build of the new model and test fly it. The RG is for retractable gear. The gear is a unique design with the mains folding forward and tucking into the belly of the fuselage. I have decided to power this *Facet* 1700RG with an 18 lb thrust turbine, an 84 inch wing span and a 64 inch fuse this will fly just like the other *Facet* series. The wing builds the same as all the other *Facets*, foam-core sheeted wing, and a built-up plywood and balsa fuse. For the servos, I used Hitec HS-5475 HB digital servos on all controls except rudder. Two servos are used for elevator, and a Hitec 8611 for rudder. For the fuel tanks, I installed a 50 oz in front of the CG and a 32 oz just behind the CG giving about 90 oz per flight. With the 18 lb turbine and the *Facet* coming in at about 16 lbs, covering should not be a problem if you choose to glass and paint, but I chose to cover it with Monokote. With the basic colors of red and white, it should make it very easy to see in any flying condition.

In the next issue of *Contraails*, I will have coverage of the Hamburg Jet Jamboree, this area's fastest growing jet rally on a grass field. I ask once again, If any District III JPO member wishes to have their new project or build in *Contraails*, send me an E-mail. Now on to some photos from the Liberty Bell.

Mark



District III Report (cont'd)

Mark McCracken



The next part of the D-III report is from Assistant District III Rep Dave Rigotti from Ohio, covering the Heart of Ohio Jet Scramble 2008.

The 18th annual Heart of Ohio Jet Scramble was held this year from August 22-24 at the TORKS flying field in Grove City, OH. This absolutely first class flying field boasts an almost 1,000 foot-long paved runway with 250 foot smooth grass overruns on each end. Adding to this is a closely-cut grass strip that parallels the main runway and is of equal length for those choosing not to land on pavement. A fully paved and WIDE startup and taxiway add to the pleasure of flying at this site. There is plenty of parking and flight line for shade canopies and pit area. Pre-registration was available online with PayPal for those of us who chose to prepay, too.

The weather was just about perfect for the weekend, with forecasts in the mid-to-upper 80s. A crosswind of less than 15 MPH kept you on your toes, though. Terry Nitsch, the CD, reminded us at the daily pilots' meeting to be safe and have a good time.

Many attendees were already in place on Thursday afternoon in order to get in some additional flights. Some had actually spent most of the week there! More arrived Friday morning as the official start of the Jet Scramble got underway. Loads of flights took place with the help of the excellent Flight Boss and flight line helpers. These guys had 2-way communications to the Boss to request take-offs and landings, and each pilot station had a flightline helper assigned to it.

There was at least one jet in the air at all times, and many times 3 or 4 at once. A full-time public address announcer kept the crowd informed of the planes and pilots while they were airborne. Friday flying was capped off with a free-to-pilots BBQ chicken and pork dinner compliments of AMT USA and R/C JETMODELS. This included beverage and as many trips to the serving line as you wanted. Thank you, John Liggins and Wagner! Later that evening an impromptu dance broke out to the provided music. For Saturday night, a group got together at the local Longhorn Steakhouse for fun, food, and foolishness! The Longhorn folks did a great job with the 20 or so that attended.

Saturday and Sunday featured a "half-time" airshow for the 2,000-3,000 spectators on hand. The 1 hour break allowed pilots to rest up, and fill up on lunch from the food vendors on site. Many fast-paced "acts" took part, such as a 40% extra, a 3D heli demo, a turbo-prop biplane flight, and a 3-person skydiver with flag act. The MOST popular half-time event was the "candy drop" from a Robinson R22 helicopter. What this entails is a low pass, and at show center a large bag of candy is emptied from the open door. The heli then lands and shuts down. On command, the gathered kids then make a scramble to pick up as much candy as they can. Trust me on this, not much is left! Two age groups are used to give all a great chance at the goodies. Before flying begins again, the club makes a FOD walk down the runway!

Sunday's airshow was timed for 2:30 PM to allow the pilots to break-down and pack-up while it was going on. At 3:30 PM, the awards were given out along with the pilot prizes.

Very few instances occurred with less-than-perfect arrivals back to Earth. Many pilots were on 2.4GhZ, and those transmitters were not impounded. Very few had to wait long for a pin on the other frequencies. A few "no fuel flameouts" and the run-of-the-mill poor choice for landing made for a rather "quiet" event. I'm sure the 45 registered pilots would agree.

I'll be back for sure! Thank you TORKS for another GREAT event!

Dave Rigotti



District IX Report

Mike Weidner

Colorado
 Kansas
 Nebraska
 North Dakota
 South Dakota
 Wyoming

This year, the first "full" jet rally in Colorado in many years was held. CD Dan St. John filed this report.

The Love-Air Jet Rally was held September 12-14, 2008 at Drake Field. My wife, Rita, & I spent Thursday, September 11 cleaning up the field and mowing the edge of the runway, while we waited for two jet jocks who were scheduled to arrive Thursday afternoon. Larry Laughlin & Jim Edie rolled in about an hour later, and so did the rain!

Friday morning dawned WET! I could not believe this, what did the club do to upset the powers that be? I needed to take my trailer out to the field with supplies for the event, and spent a few hours talking jets with Larry and Jim, watching the rain come down.

Friday afternoon, the rain broke and Larry & Jim broke out the jets. I fired up the leaf blower and dried off the taxiways for them while they fueled up. Both Larry & Jim got in a few flights before the rain started again. It seemed that every time Larry went up to fly, it would start drizzling. About 5 minutes after he would land, it stopped. Jim would go fly and have no rain. As soon as Larry pulled up the gear and flaps, the drizzle started! Friday ended with all of us hoping for clear skies Saturday.

Saturday morning started out looking good. I arrived very early because I was nervous about the dirt road into the field. I knew if the rains stayed away, the road would dry out, but what kind of shape would it be in when the pilots start arriving? Luckily, the road was rough but passable, so I prepared the field for the day while the pilots assembled their birds. We did have one loss on Friday. Larry had set his JR 10X transmitter on the table while he put his plane in his trailer during one of the afternoon rains. Well, the rain got into the touch-screen and it stopped working. Larry dried it out as best he could, but no luck. Being an ingenious amateur radio (aka Ham) operator, Larry swapped the touch-screen in his 10X heli radio with the defective unit in his 10X airplane radio. He asked if he could do

a short flight with one of his glow planes before he risked his turbines, to which I agreed. After a range check, Larry did a test hop with good results, so he was back in business. Later that day, Larry asked to borrow my 10X heli radio to fly his jet heli. Being the thoughtful CD that I am, I agreed and we loaded his setup from his PC to my 10X, and away he went with his turbine-helicopter.

While all this was going on, we had plenty of flying happening. Lee DeMary was really enjoying our runway, doing touch & go's with his *Bobcat*.



Jim Edie was flying his BVM *Bandit* and also helping Tony DeCrosta make sure his new *ShockJet* was ready for flight. Tim Brown (from Canon City!) was flying his electrified *Maverick* jet. Tim runs two 12S1P batteries in the *Maverick* for about 5 minutes of flight. The E-Jet was very impressive, almost as fast as the turbine birds, but no whoosh!

While Jim Edie was helping Tony, another one of our new jet jocks, Jim Hamm, was getting some hands on (would that be Hamms on?) lessons from Ryan Haldenwanger on running Jim's Artes Jet engine.



District IX Report (cont'd)

Mike Weidner

At 12:30 PM on Saturday we shut down flying for 15 minutes, put all the jets on the new green grass, and invited all the spectators down onto the field to get a closer look. Overall, all the jet guys were very happy to help out the newbies and to answer questions from all the spectators. At 12:45 PM, we secured the field and opened up the flight line. There were so many beautiful models, and it was a real treat to see all of them flying in the afternoon sky. Of special interest were the scale models flown by Clark Graves and Ryan Haldenwanger.



Ryan was flying his MB339 and Clark had his F-22 in the air. Jets are cool but scale jets are really impressive, and both Ryan and Clark did a fantastic job with their models.



Saturday night we served a BBQ dinner, this was a big hit and even our President & Vice-President joined us.

Sunday morning started out cloudy, which the pilots didn't mind, it kept the sun out of their eyes! The flying picked up right where it left off on Saturday and we

even had a few firsts. Tony DeCrosta arrived very early, and before the event started, put in the maiden flight on his *Shockjet* under the watchful eyes of Jim Edie and Larry Laughlin. Tony and the *Shockjet* flew flawlessly and put in many more flights that day. By the time the event officially started, Tony had to recharge the receiver batteries. Congrats, Tony!

The event wrapped up at 2:00 PM on Sunday, but there were still jets in the air. I was exhausted, so I headed home, though I understand from Larry Laughlin that he and the Colorado Springs contingent flew for another hour or so and then headed back to Colorado Springs. Every pilot I talked with had a great time and loved the field. They were all asking that we do it again next year! The event was a success; we ended up with 20 registered pilots who came all the way from Gillette & Casper, WY to the north and Colorado Springs & Canon City, CO to the south. Most importantly, everyone had fun.

Dan



District XI Report

Al Watson



Alaska
Idaho
Montana
Oregon
Washington

By the time you read this report all of the 2008 Jet Events in District XI will have been completed. Winter weather in the northwest corner of the country is not a good time for jet flying - too cold, wet or windy and, in some areas, snow. Some of the guys might venture out for a quick flight at one of the local fields with a prop job, but that is about it. This is the time of year when it is a good idea to do a detailed inspection of your fleet and perform whatever repairs or maintenance is required so that you are ready to go when spring arrives. My plan for this winter is to try and complete at least one of my half-finished projects. Like many in our hobby, I always seem to have a lot of half-finished airplanes!

I attended the last two events in District XI - Jets Over Whidbey (JOW) from August 22-24 and Princeton Jets from September 11-14. Jets Over Whidbey was planned as a three-day event, however, due to circumstances beyond our control, it turned out to be a one-day event. Friday was a perfect day to fly, but when we arrived at the field, we discovered that there was a scheduling error and the Navy was using the facility for flight operations. The facility where JOW is held belongs to the Navy, and it is used primarily for carrier-landing training. So, on Friday, most of us spent a good part of the day watching EA6B *Prowlers* practice their carrier landings. Roberto Flores got bored and decided that he would like to attempt landing one of these full-size birds - he did a pretty good job too! Saturday was a perfect day to fly and the flight line was a busy place all day long. Alex Richmond, our youngest waivered-jet pilot, at 13 years old, attended JOW, which was the first meet where he was able to fly solo and he performed beautifully.

Sunday dawned as a miserable day with sustained winds of 20 MPH gusting to over 27 MPH, and the rain joined in around 11:00 AM. Fortunately, most of the pilots had not unloaded their vehicles, and Jets Over Whidbey was over for another year.

The Princeton meet was scheduled for four full days at Princeton Airport in British Columbia. The weather

there was fantastic with the exception of mid-afternoon on Friday, when severe crosswinds forced us to quit flying. All those that attended deemed this to be the best Princeton meet to date, so we owe a big thanks to Dean Wichmann and Bart Ramsay for all their hard work. At the noon line-up on Saturday we had a lot of spectators who came out and enjoyed the show.

That is all for now. Happy Holidays and see you in the New Year!

Al



Alex proudly displays his "Peoples' Choice" award.



Alex at work.

Officers and District Representatives

**PRESIDENT AND
WEBSITE MANAGER**

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

VICE PRESIDENT

Vacant

SECRETARY/TREASURER

Susan Moore
790 Royal Crown Lane
Colorado Springs, CO 80906
719-576-3781 (H)
jposecretary@comcast.net

CONTRAILS EDITOR

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

DISTRICT I

Robert J. Radford
P.O. Box 1640
Plaistow, NH 03865
603-475-2200
r.radford@comcast.net

DISTRICT II / AMA LIAISON

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

DISTRICT III

Mark McCracken
180 Blackman Street
Wilkes-Barre, PA 18702
570-760-6987 (W)
570-825-0713 (H)
trioval00@verizon.net

DISTRICT IV

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

DISTRICT V

Vacant

DISTRICT VI

Vacant

DISTRICT VII

Tom Ryan
P.O. Box 1111
Milwaukee, WI 53201
414-881-0070 (H)
tomcat@execpc.com

DISTRICT VIII

Sam Snyder
1215 Wilder Way
Tyler, TX 75703
sarita@cox-internet.com

DISTRICT IX

Mike Weidner
2616 Pine Knoll View
Colorado Springs, CO 80920
719-282-3310 (H)
rockymtnjets@comcast.net

DISTRICT X

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

DISTRICT XI

Al Watson
130-145th Ave. N.E.
Bellevue, WA 98007
425-746-9519
alenawatson@msn.com

CANADA

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

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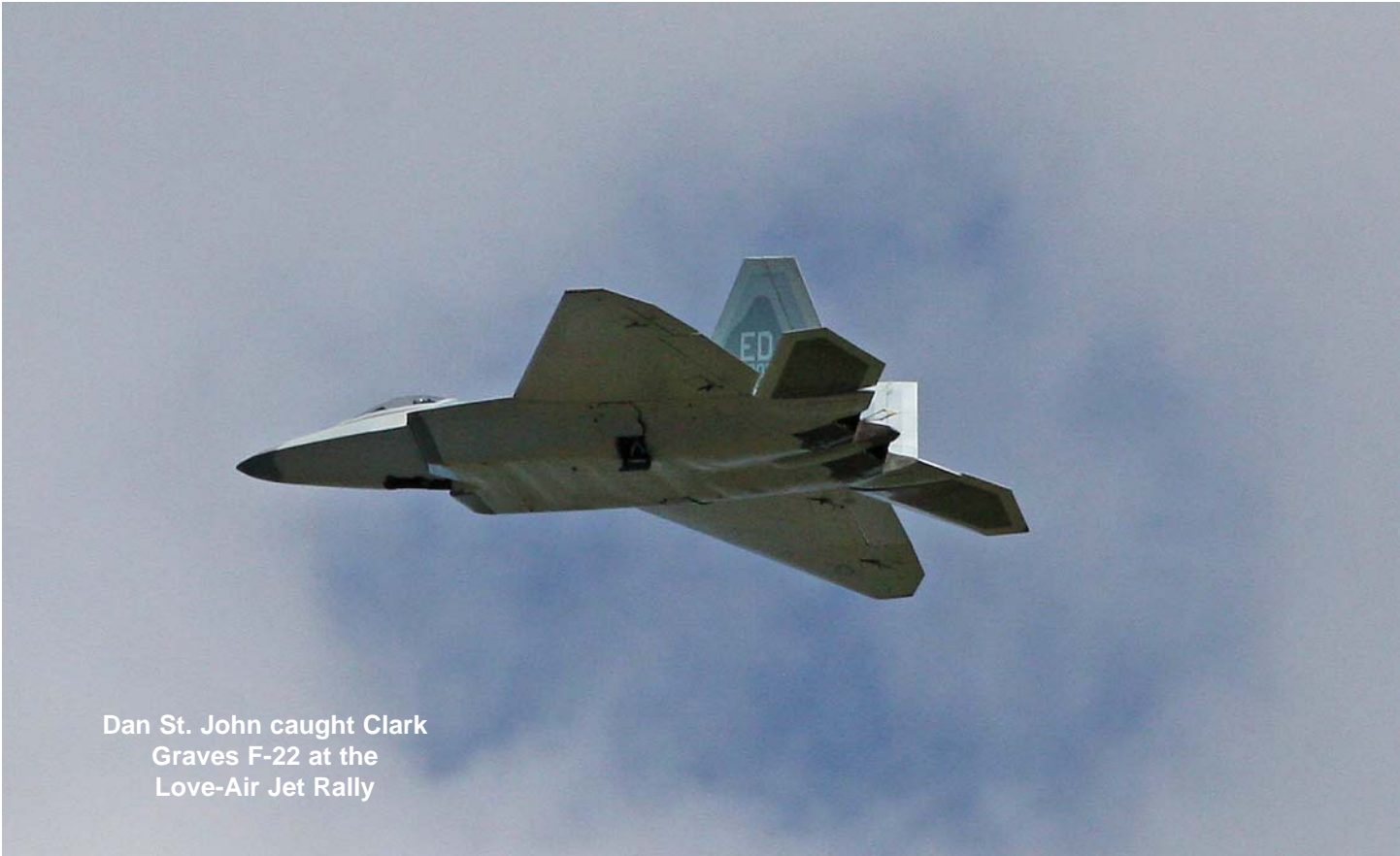
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