

HORSEFEATHERS

Newsletter of the BILLINGS FLYING MUSTANGS



March 1, 1998 Volume 25 Number 3

West Park Plaza Mall Show 98

April 10th and 11th

Leroy Bangert Coordinator

Friday and Saturday, April 10th and 11th will be our Mall Show 98.

Set up will be Friday morning starting at 9 a.m. Finishing about noon. Tear Down will be from 5 to 6 p.m. Saturday. A TV/VCR will be provided. Airplanes will be secured over night. Bring your own posters, place cards, descriptions etc. If your plane has a history or has won an award, write it up, bring the trophies and show it all off.

Volunteers are needed to man the displays, answer questions and generally guard the display. Contact Leroy Bangert at 259-2966.

MONTANA AVIATION CONFERENCE

Another Successful Year

Wow, what a display! Man, did you see those planes up there in the Atrium! Hey, this is very nice!

These and many, many other very fine comments were the order of the day from those looking at our display in the Holiday Inn Atrium. We had around 30 airplanes hung from the rack in all flight attitudes and elevations. Airplanes ranged from Gian gassers and the big Cub to Gliders to the combat planes. Vergil even displayed his "Stand way off and squint scale plane". There was no indication of what it was supposed to be a scale model of but it was cute.

Our display was the featured news picture in the Billings Gazette. I studied the RCHTA program for getting money for publicity and, unfortunately their program only runs from April to September. Our activity in February doesn't qualify. Pity!

Many thanks go to Don Herrington as kingpin of the labor force. He coordinated workers for the booth, sold tickets and visited with anyone coming by for the whole conference. Vergil Jones, and Bill Goetz and all the others who manned the booths deserve a hearty thanks. Lots of other members were there to help in shifts and all were appreciated. Thanks also to all of those who brought planes for display.

Our club cleared over \$500 on raffle tickets and gained a new member in the process. Ivan Kieller of Billings won the airplane, engine, radio and a years membership to the club. Ivan attended his first club meeting at our March meeting. Ivan has gotten his AMA and is anxiously waiting the opportunity of weather, instructor and free time to all coincide so he can get started. He has bought a flight box and accessories and is raring to go. Welcome to the club Ivan!

Meeting Conflict Still Up In The Air!

Our meetings will be held at the Knights of Columbus at the 7:30 time. But we will need to decide if we are to continue. Here is the story as it has unfolded.

The snowmobile club that took over our basement have decided, apparently, to stay on Monday nights. We were moved upstairs but there is a Barber Shop singer group that meets upstairs at 8:30.

So, we have the option of remaining at 7:30 upstairs and having to be out at 8:30 but this proved inconvenient last meeting.

We have the option of moving our meeting to 7:00 to have more time and then be out by 8:30.

We also have the option of finding another meeting place. The Knights of Columbus has been a good meeting place and the price sure is right (free). We held one meeting at the Winners Circle Pub a couple of meetings ago but it gets very noisy and smokey at times so this probably won't work.

This all open for discussion at this weeks meeting. Please come and give our \$.02 worth.

Laurel Aviation Week

*Eric Hawkinson Coordinator
May 11th - 15th.*

Preliminarily we will be displaying in the gym and holding class for groups of kids as they pass through. There may be flying at the parking lot (helicopter) and/or at the Laurel Airport. Come to the meeting to get more information. Contact Eric for details.



PRESIDENT'S LETTER

From: Ron B <ronbeck@imt.net>
Subject: Presidents note

Most of you know I took a walk with Joe Camel and his damned Cancer Caravan and came up short of a voice box and the voice I was born with. I now talk using a device to help me speak but it gives very little sound output. This can be a real problem for me at the head table leading a meeting.

Leland has an idea for an amplifier with a lip mike that may work but in case it doesn't, I will have to take a realistic look as to whether I should step down as President. I will be at the April 6th meeting and do the best I can. I hope you will understand that if it is too stressful for me, someone will have to take over.

So SPRING is here—are you ready? Is that new creation waiting for that first flight, or are you like me, looking at the stuff I put away last fall? Anyway, I'm just happy to get out to the field and just hang out.

We have a very important project coming up—REST ROOMS. Bill Poehls will need our help in the month of May to have the facility ready for our events this summer. Please try to spend an afternoon or whatever time you can with us so we can get this job done. I guarantee you will feel great participating!

We have a great season ahead and the plans for event have been made, but like all plans, a little TWEAKING is needed. Be a TWEAKER—come to the April 6th meeting and put in your two bits. You are also welcome as an observer.

Ron Beck

1998 OFFICERS

President - Ron Beck
Vice President - Tod Monson
Treasurer - Leland Schliep
Secretary - Steve Hergett

"Horsefeathers" is the official newsletter of the Billings Flying Mustangs R/C Club. This newsletter is published monthly by the club and mailed to all current members. Newsletter editor: Leland Schliep P.O. Box 22406 phone 406 256-9836 Fax 406 256-9580 email leland5@imt.net



**MUSTANGS
BUSINESS
SECTION**



Last Meeting's Minutes.

MARCH 2, 1998

The meeting was called to order at 7:45 PM by Vice President Todd Monson. Todd presided at the meeting in Ron Beck's absence due to surgery.

There were 23 members present and 3 guests involved with the Laurel aviation technology committee. At this time there are 56 current members.

The minutes from the previous meeting were read and approved.

Leland Schliep gave the Treasurer's report. The Montana Aviation conference yielded a profit of \$578.00. A special thanks goes to the sponsors, S bar S and Central Hobbies. The help from all of the members who helped was greatly appreciated. The Treasurer's report was approved.

OLD BUSINESS: There was none.

NEW BUSINESS:

Jack Bayne, who is the chairman of displays for the Laurel Aviation Technology event spoke to the members. Jack expressed great interest in having the club do a display of airplanes in the Laurel School gym. Approximately 12,000 students from 43 schools will be viewing the models. The club agreed to do a static display. Eric Hawkinson will be the committee chairman for this event.

COMMITTEE REPORTS:

BATHROOM CONSTRUCTION COMMITTEE:

Committee chairman Dennis Winchell turned the responsibilities over to Bill Poehls. Bill had drawn plans for a bathroom facility to be constructed of concrete block. Vergil Jones made a motion to approve up to \$1000.00 for construction of the project. Eric Hawkinson 2nd the motion. Motion passed. Tear down of the existing structure and general clean-up at the field will be held April 4th & 5th. Please plan to help!! If you haven't been able to help with committees or events in the past, now is your chance.

COMBAT COMMITTEE:

There is a full field of participants for this year's event with 51 pilots signed up.

JIM RANGUITCH MEMORIAL FLY IN:

Committee chairman Dennis Rollins announced that this year's raffle prize will be a 3W 48 twin, 2.9 cu. inch at 5 hp.

Ivan Koeller was the winner of the raffle prize at the Montana Aviation Convention. Ivan also is a new member. Welcome aboard!!

Meeting was adjourned at 8:40 PM.



Leland's Ramblin's

Junk You Can Skip If You're Busy

Well, It was a busy month. The luck of the Irish was with us on the Montana Aviation Conference. We got the newsletter into everyone's home (almost everyone) early and we had lots of planes for the display. Doug Haacke brought his very popular Quarter Scale Cub and his yet to be finished Hellcat. Both were hits with the Conference people. Bob Ableman's Waco and Bill Geotz's P51 brought comments also. All of the rest of our planes were also appreciated but the scale models, of course hit a spot with the full scale folks. Thanks go to Leroy Bangert, Glen Hertz, Bill Beck, Brad Johnson, Vergil Jones, Don Herrington, Bill Goetz, Steve Hergett, Steve Garr and anyone else that I may have forgotten who brought planes for the display. Thanks to Don for scheduling and manning the booth. Thanks to Don and Ron Beck for the video tapes we played again and again. The hits of the show were the flying lawn mower, the turbine jets and the tail standing hovers of the TOC planes.

Ron had his Birthday party the day before his surgery day and it was a great surprise. About 20 modelers and wives showed up to surprise and delight him. His surgery went well but long and the recovery has been longer but he is making super progress.

I made it out flying twice this month, both times with my little 4 star 40 and both times with Ron. If this weather is El Nino, I'll take it. I guess I should take a little exception to the few times of snow and cold but those days of sun and mild are sure nice. I saw lots of folks out flying last Saturday.

I started finishing my Byron's Bonanza V Tail but I have been derailed. I think it goes back into the box till next time the urge hits me.

I have acquired a Jekyl pattern plane and need to build it for this season. I think this will be a pretty big task. The Jekyl is basically a fiberglass fuselage and two sheeted wing halves. All of the rest of it has to be fabricated and no plans or instructions. I am going to do a lot of question asking of Eric and Al, both of who have done this before. Pattern is interesting in that it is a careful sport. I mean you need to be paying attention to careful details all the way from start to finish. You need to be careful when building a plane for pattern, you need to be careful when trimming a plane for pattern. You need to be careful when flying pattern practice so as not to practice bad habits. And of course, when flying in competition it is a careful attention to detail and precision that wins.

Combat on the other hand...

Well, till next time - See ya out flyin'

1998 EVENTS - Events from all over the Region.

April 18 - GREAT FALLS - Static Mall Show at Holiday Village

APRIL 25. BILLINGS Billings Flying Mustangs Spring Combat match. 1 day event. Doug Haacke Coordinator 252-7210.

May 2. CODY, Wy. Combat event.

MAY 16 & 17. BILLINGS Billings Flying Mustangs Spring Race Meet. Dick Smith Coordinator 652-3720.

May 24 - GREAT FALLS - Scale Combat Primer.

JUNE 6. BILLINGS Billings Flying Mustangs Spring Pattern 1 day event *Tentative* (low turnout last year=reluctance this year).

June 6 - MISSOULA - Combat

June 20, 21 GREAT FALLS - Fly In

JUNE 26, 27,&28. BILLINGS Billings Flying Mustangs Ranguitch Memorial Fly In. Dennis Rollins Coordinator 652-5026.

JULY 11 & 12. BILLINGS Western Regional Combat Championships. Doug Haacke Coordinator 252-7210.

July 18, 19 GREAT FALLS - Air Show

July 25, 26 MISSOULA Float Plane Fly In.

August 1,2 GREAT FALLS Big Sky Pattern Meet

August 8, 9 CHOTEAU Jet Fly In

August 8 & 9. SPOKANE, WA. Race meet.

AUGUST 15 & 16. BILLINGS Billings Flying Mustangs Summer Race Meet. Dick Smith Coordinator 652-3720.

August 29, 30th. EUPHRATA, Wa. Race Meet.

SEPTEMBER 5 & 6. BILLINGS Montana State Pattern Championships Eric Hawkinson Coordinator 248-8127.

September 13 GREAT FALLS Fun Fly

SEPTEMBER 19 & 20. BILLINGS Billings Flying Mustangs Fun Fly/Multi Task Event. Doug Haacke 252-7210 Coordinator.

OCTOBER 3. BILLINGS Montana Combat State Championship 1 day event. Doug Haacke 252-7210 Coordinator.

From: Lane <gumby@wavecom.net>

Hey, this is Brad Lane down in Cody and I just wanted to let you know that we are planning a Combat meet in Cody for Saturday, May 2nd. I would appreciate it if you would add this to your events schedule. Thanks, Brad



From: Doug Haacke <ims@imt.net>

Subject: Combat

Hey, Fighter pilots!

All has been quiet on the Western Front, while we wait for the weather to break. We're all glad to hear our esteemed Commander, Ron Beck, is out of Sick Bay, and preparing for Spring like the rest of us. Many thanks to Leland, who has kept us up-to-date on Ron's health. We look forward to seeing both of you at the field in the coming weeks!

It looks like everyone is a little better prepared this year than last. At least there has been a lot more building going this time of year than last. Steve Hergett and Earl Seaholm cut about a dozen wing cores for Steve's Mustang. Earl has been busy building a Mustang himself, and let me tell you, to hear Earl gripe about building you'd think he was doing a vasectomy on himself without anesthetic. It has nothing to do with Steve's design which is magnificent, it's just that Earl's "perfect" airplane requires a 2 hour building span, then go fly. Of course, in fairness to the big Swede, we have to consider that Wincehl and Wilkinson's "perfect" plane requires NO building and go fly.

Rumor has it that there are MANY Cubs being built around town, and well as in surrounding towns, which is great to hear! I hope you'll all remember that we're gonna have our Spring Combat primer on April 25th at the field. I'd like to start around 10am. It will be a very casual get-together, and it intended to give everyone a little introduction and practice flying combat. Of course, scale planes are recommended, but if you want to participate, feel free to bring your Wonder or Shrike or similar non-scale plane. I'll bring the streamer material. We'll plan on flying most of the day, and if you don't have a combat plane, they'll be plenty of time to fly sport planes in between rounds. The lads in Cody are planning they're Spring primer the following weekend, so if we get rained or snowed out on the 25th, let's plan on running down to Cody the following weekend!

The Big Event is proceeding well, although we haven't been as lucky as last year. Walt McIntosh has been humping his butt pretty hard, but it's tough finding good sponsors. I hope to have better news next month. Keep up the good work, Walt!

That's it for this month. See ya at the meeting!

-Doug -Doug



This is a district 4 report for the NMPRA and President Vern Smith.

Report by Mike Sperry

President Smitty asked me to report on the Phoenix race. First, I have got to tell you - it was one of those races that everything seems to go right (almost). Friday it rained all the way from Laughlin Nevada to Phoenix and this was supposed to be practice day. I had a new plane that had never been flown before! As we pulled into the Pro-Flyers race site the rain stopped. This was about 2 p.m. It was pretty chilly by Arizona standards but down right cold by Wyoming standards. Anyway I got in 4 good test flights and decided that was enough for Friday.

The race was held over two days as one contest for each event, Q40 and F1. There were 31 entries in Q40 and 10 in F1. On Saturday, three rounds of Q40 were flown, followed by three rounds of formula 1. On Sunday, three rounds of Formula 1 were flown to complete F1, then as many Q40 rounds were flown as time permitted, which turned out to be four more rounds for a total of seven.

Saturday started out cold and cloudy with a slight breeze, but warmed up a bit for some fast times. Sunday was pleasantly warmer with barely any wind, and few clouds, allowing the short sleeves to come out for many.

The racing was fast with 19 of the 31 Q40 entries posting times BELOW 1:10 and everyone was in the teens or better with the exception of my good friend Mel, who still had frozen unused flying fingers from long-not-over-yet winter of Mt.

I have to mention the topper for the weekend. It was the last heat of the contest for me, and as I said things were just going my way (almost). With a lot of luck Pam and I were tied for 1st place when they called us to the trailer for our last heat. Norm Johnson and Jerry Small decided to not fly the last heat (thanks guys) this left Pam and I in the heat alone, all we had to do was finish it and we would end up tied for 1st. You know how the butterflies start to work on you. You start to worry, did I check the plug, did I fuel, are the motor mounts tight, hope the starter doesn't give out, all kinds of things start going through your head. Well I got on the trailer (could barely walk, wanted to puke) and Pam went over to the fueling area to get the plane and she must have been more nervous than I. When she bent down to pick up the plane she was standing on the antenna wire. As she stood up the wire jerked the plane out of her hands and it fell and broke the left elevator half. Now you talk about panic, we were supposed to be on the line! The hot stuff got all over the tail and I used a yard of racer tape but here we were, on the line. Now I'm wondering did the hotstuff get into the fuse and lock up the elevator yoke? Will the elevator stay on?

How will it fly? Will I nose over because of the tape? A whole new batch of worries. We made it, and I had this pat excuse not to fly off against Chip, (maybe the best pilot there is). My planes broke! I told you almost everything was going my way at this race.

When the smoke cleared the results were as follows. {Edited for space by Leland - sorry}

Q40	Best time
1 Chip Hyde	1:03.8
2 Mike Sperry	1:08.2
~~~~~	
24 Darrol Cady	1:08.5
25 Mel Reed	1:40.9
<b>Formula 1</b>	<b>Best time</b>
1 Mike Helsel	1:07.2
2 Roy Andrassy	1:09.1
3 Lloyd Burham	1:10.4
4 Mike Sperry	1:21.0
9 Mel Reed	1:47.0

## PATTERN CORNER

*Precision Aerobatics News and Items of Interest.*

*Pattern is touted as a means of improving your flying. I agree with this and think the Novice pattern flown with your favorite plane is a lot of fun competition. The following article gives some tips and information on Novice pattern. It is reprinted from the AMA national Newsletter. Is.*

### **Novice Pattern Tips** by Ellis Newkirk

These comments are my own and in no way represent what you might hear from other pattern flyers. Different techniques work for different people. The really serious pattern connoisseur would likely purchase some books that are available and then consider the advice of more experienced fliers.

#### **General**

Flying by yourself and flying before judges are two very different things for most people. I believe the secret is the same in any challenging activity. Try to remain emotionally confident and physically relaxed. Some people can excel under stress but for most of us, stress causes tension and restricts our abilities. Besides that, we are here to have fun, are we not? So just relax in front of the judges and pretend that you are flying all alone, if it helps. Most of all, be sure to enjoy yourself and have fun.

#### **Takeoff**

Normally, your caller/assistant will place your aircraft for you on the runway 50 to 75 feet to the downwind side of where you are standing and hold it until you indicate you are ready. You take a deep breath and call the beginning of your takeoff loudly and proudly so the judges can hear you.

Your aircraft should start from a dead stop and accelerate to a smooth lift off directly in front of you. Good scores come with keeping a straight line down the center of the runway and maintaining a consistent gradual accent. A tip I picked up from Dr. Hurt is to use partial throttle which makes all of the above surprisingly easier. The takeoff is to be proudly called complete when the aircraft reaches two meters in altitude.

After takeoff you make a downwind pass while trimming your

aircraft, if necessary. You then turn around any way you want to (your airplane, not you) and fly back into the wind to prepare to do the next three maneuvers in a row.

#### **Straight Flight Out**

Upon entering the pattern box (a 120-degree window centered in front) you proudly call out that you are "entering the box." The wings should remain perfectly level with no altitude changes as you fly by upwind parallel to the runway. The real key here is to enter the maneuver with a proper heading to set it up correctly. Any heading corrections during the straight flight out will cost you points. This sounds a lot easier than it really is. Starting and ending each maneuver with the proper heading is one of the most important aspects of pattern flying.

After crossing center, but well before you reach the 60-degree boundary line, you are ready to begin the next maneuver. You do not need to call out anything as you are not leaving the box.

#### **1/2 Reverse Cuban Eight**

You smoothly pull the aircraft into a 45-degree climb, hesitate, do a 1/2 roll, hesitate again, and then pull back with a 5/8 loop that brings you back down the same line with which you entered the maneuver. Be careful not to cross the box boundary defined by the 60-degree line to the side. To score well you will need to maintain the exact same radius both before and after the 1/2 roll.

It is very important that you exit the 5/8 loop parallel to the runway to set up the next maneuver.

#### **Straight Flight Back**

Again, the wings should remain perfectly level with no altitude changes as you this time fly by downwind parallel to the runway. Upon reaching the 60-degree line to the downwind side, you call "exiting the box."

You then turn around any way you want and fly back into the wind to prepare to do the next three maneuvers in a row.

#### **Immelman**

Upon entering the pattern, you again call out that you are "entering the box." The wings should remain perfectly level with no altitude changes as you fly by upwind parallel to the runway. Starting at the point directly in the center, you perform a 1/2 loop. Then, immediately after completing the 1/2 loop at the center point, you do a 1/2 roll from inverted back to right side up. The loop should be centered in front of you, not the roll. After the roll, maintain level flight as you prepare to enter the next maneuver.

#### **Split S**

Before reaching the pattern box boundary, you perform a 1/2 roll and then immediately pull back into a 1/2 loop to come back upwind. The split S, like the 1/2 reverse Cuban eight, is a turn around maneuver that must remain within the imaginary pattern box. Exit the split S in a straight line upwind parallel to the runway to prepare for the next maneuver.

#### **Three Inside Loops**

Start the first loop directly in front of you by pulling back into a well-defined, constant radius circle. You will need to vary the elevator ever so slightly to keep the loop round. All three loops should be exactly on top of each other with the exit ending on exactly the same line as you started. Hold this straight line after the exit until you exit the pattern box and then call "leaving the box." You then turn around any way you want and fly back downwind to prepare to do the next maneuver.

This maneuver is probably the hardest in this sequence. It requires a coordination of elevators, rudder and ailerons through-

out the loops, especially if there is a wind. When you practice these loops, have someone else observe and tell you if they look round or not. It is difficult, at least for me, to tell how round they are while flying the plane.

#### **One Roll**

Upon entering the pattern you again call out that you are "entering the box." Start your roll a little upwind of center and time it so the aircraft is inverted directly in front you. The roll rate is really up to you, but seems to score the best when it lasts 2 - 3 seconds. Hold this straight line after the exit until you exit the pattern box and then call "leaving the box."

#### **Landing**

Here is your greatest opportunity! Many a round is won or lost on the landing. Landings are scored in Novice through Masters, but not FAI. Since landings are so important, you would think the airplane would be designed to land easily. However, the FAI flyers for the most part dictate the aircraft trends. Therefore, most of the "pattern" aircraft are tail draggers to save the weight of the nose gear. Most FAI flyers could care less how hard the aircraft is to land well. On top of this, most "pattern" flyers spend most of their time in the sky, not doing touch-and-goes. This is why many "pattern" flyers can't seem to land very well. If you can nail a landing in front of yourself consistently in various weather conditions, you will already be well ahead in the game.

The overwhelming mistake made in landing, and the most difficult to correct, is to come in too hot. So take your time and allow for a long and controlled speed final approach which you can manage with your throttle. Fly the aircraft to the runway instead of gliding to it. Line up exactly to the center of the runway before you reach it. Practice dead center touchdowns even in light downwind conditions until you know your aircraft well enough to cope with any contest conditions. Many guys will kill their engine before touchdowns to make it appear even more graceful.

#### **General Comments**

From the time you "enter the box" to the time you "exit the box" you are being scored. In both cases that you perform three maneuvers in a row, think of them as one continuous maneuver.

Your overall score will be higher if your overall presentation is consistent and smooth. For example, try to keep the 1/2 Reverse Cuban 8, the Split S and the Three Loops all the same

radius. Also, try to fly the Straight Flight Out, the Straight Flight Back, the entrance to the Immelman, the entrance to the three loops, and the One Roll exactly the same line. This line should be one YOU have chosen to be a comfortable altitude for you as well as offering a good presentation for the judges.

Some contests do not require that you call out your maneuvers or when you enter or leave the pattern box. I recommend that you do so anyway as it not only helps the judges keep track of you, it helps you keep your routine consistent and present a valuable aura of confidence to the judges.

A reliable engine is mandatory! If it quits at idle, idles too fast, or is difficult to set the right mixture, you WILL be frustrated at a contest. If your engine is giving you trouble, deal with it before you get to the contest. Many guys even have a proven spare ready to go. I can only hope this whets the appetite of a potential pattern flyer. Please feel free to ask any of the current pattern fliers to help you out, or even help you get to a contest. If you are still not interested in flying pattern, perhaps you can better appreciate and therefore enjoy watching the competitors at a pattern contest.

from The High Flyer, Mike McKinney, Editor, 1821 Antwerp, Plano, TX 75025



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**FIRST CLASS**

TO: