

HORSEFEATHERS

Newsletter of the BILLINGS FLYING MUSTANGS



January 1, 1998 Volume 25 Number 1

BANQUET COMING RIGHT UP ELKS CLUB, FEBRUARY 7th.

Tickets now on Sale!

The Billings Flying Mustangs Annual Awards Banquet will be held on Saturday February 7th at the Elks Club on Lewis Avenue. Meal prices will be announced at this meeting and tickets will be on sale.

The consensus at the last meeting was that the Elks worked out just fine for our last several Banquets and there was no reason to change, so we have reserved the hall, downstairs like before, for the evening of the 7th of February. The meal fare will be the same fabulous buffet style we have had. As of writing time I haven't gotten the prices down but hope to by meeting time. The goal is to hold the line on the cost.

An awards committee will be set up and they will have an evenings worth of entertaining presentations and even a few worthwhile awards. Newly elected President Ron Beck will emcee.



*Mr. Dick Smith - Best Builder
1996*



*Mr. Ron Beck - TS Award
Winner 1996.*



Mr. Vergil Jones - 1996 Chamberlain Award Winner



The Head Table - Our Leaders (along with Larry and Todd)



*Don leads the
discussion.
Everyone spent a lot
of time visiting at the
dinner.*

TABLE OF CONTENTS:

page 2 - Presidents letter page 7 - Steve Hergett's
page 3 - Mustangs business Electric Shockers
page 3 - For Sale/Wanted page 7 - Bex surfin's
page 3 - Leland's Ramblin's page 8 - 1997 ballot
page 4 - Combat reports
page 5 - Pattern reports
page 6 - Calendar
page 6 - Racing reports

*Web, Jerry and
their wives led the
sizable "out of
towners" group
who attended last
year. We will
welcome them back
again. They didn't
take home all the
drawing prizes.*





This is how it's done Ron!

PRESIDENT'S LETTER

We will be starting 1998 very soon. This will be my last Presidents article to write. I am still trying to think of something of interest to put in this article. It's like I gave up the Presidents job early and my mind quit working.

As you may know, if you were at the last meeting, **Doug Haacke** is no longer our newsletter editor. Doug after a couple years of service decided to step down. **Leland Schliep** has again become our editor. You will probably notice a little different looking newsletter with no feather. (How can you have the newsletter Horse Feathers without a feather) I want to welcome Leland back and thank Doug for all his hard work on the newsletter. Doug has promised to continue writing the combat column.

At this time I want to thank all those people that helped me to make this year a smooth one, this Thanks is for you! To all those CD's & organizers that ran our events this year, committee chairman and committee members, pilots and helpers at our events, workers at the work party, the Leland audit committee, Officers and Board of Directors, and to the BFM members attending the meetings to keep me in line, and of course to all the BFM members. **THANK YOU ALL!**

At the last board meeting we set up the event schedule for 1998. This should be an interesting year and somewhat spread out. I am sure Leland will have this listed in an event calendar. Hopefully we got it all lined up for **Ron Beck** to take over the reins in 1998. Of course he will really have to keep tight reins on our toilet committee chairman, **Dennis Winchell**. It's hard to be the Chairman of the itty bitty crapper committee.

Make sure to attend this meeting to vote for Officers and Board of Directors. Also we will hold the voting for the Chamberlain, Best Builder, TS (outstanding misfortune) awards. These will be awarded at our Banquet being held in early February. Also we will be hearing Leland give us the final numbers for 1997.

That's all folks! Larry Crash@mcn.net

1997 Officers

President - Larry Wilkinson
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@jmt.net*



**MUSTANGS
BUSINESS
SECTION**



Winter Board Meeting Minutes

Steve Hergett - Secretary.

The meeting was called to order at 2:31 PM by Larry Wilkinson. Members of the board who attended were Dennis Winchell, Steve Garr, Leland Schliep, Doug Haacke, Todd Monson, Don Herington, Larry Wilkinson, and Steve Hergett.

The first item on the agenda was the setting of the 1998 Club event calendar. The agenda is set as such.

- 1) Spring Combat Primer. April 25th The field is still open for sport flying between rounds.
- 2) Spring Race Meet. May 16, 17
- 3) Spring Pattern Meet. June 6th
- 4) Fly-In. June 26, 27, 28
- 5) National Combat Meet. July 11, 12
- 6) Race Meet. August 15, 16
- 7) Labor Day Pattern Meet. September 4, 5
- 8) Multi-Event/ Fun-Fly. September 19, 20
- 9) Fall Combat Meet. October 3rd

A tentative date for the Banquet was set for Feb. 21st.
(ed note: Changed to Feb 7 due to availability of the room)

The Montana Aviation Conference will be held in Billings again this year. In past the Club has set up a display and provided an Airplane to be raffled. The date on this event is Feb. 25th thru the 28th. This is an excellent money-maker for the club. More about this will be discussed at the next regular meeting. Leland is in Charge of this event.

It was decided by the Board of Directors that any event that closes the field down completely shall charge an entry fee. The purpose of the entry fee is to make a profit which covers operating costs that the club incurs. Runway maintenance is a prime example. Without these events, the cost of the dues would have to be raised considerably. There is a full schedule of events for 1998 and this somewhat limits the number of weekends for open flying, but it is a necessity. The CD of the respective events will determine the entry fees, keeping in mind that a profit is more desirable than a break-even margin.

Dues will remain the same for the 1998 Season. To recap the Dues structure, on a standard flying membership which costs \$50.00, \$20.00 goes to the Land Acquisition Fund and \$30.00 is put into the club. The \$30.00 just barely covers basic expenses. \$12.00 goes to newsletter costs. There is also rent, taxes and a few other miscellaneous expenses which use up the balance. Improvements and maintenance funds are generated from Club events which have entry fees.

Don Herington proposed the idea of having a non-resident member classification. In the following discussion various criteria to meet this qualification was detailed. Doug Haacke moved to enact the new classification with a second from Dennis Winchell. To be qualified for a Non-resident member, one must live at least 35 miles from the flying site. A current AMA card is required also. Non-resident members will receive a newsletter and a Membership card. The cost is \$25.00. \$10.00 of this will go to the land acquisition fund. Non-resident members do not have voting privileges.

The Board also discussed the flying policy pertaining to use of the field. We want to make a conscious effort this year to make sure that flyers that are using the club field are paid members. Dues must be paid for 1998 before any flying can be done in January. There was some gray area on Members who are teaching new pilots to fly. In past lessons were given to prospective pilots before they were actually a flying member. In 1998 students will be required to have a current membership as well as a current AMA card before lessons are given. This includes buddy-box flying. This also includes people who were past members who want to squeeze in a few flights. The club still welcomes pilots who are passing thru the area to fly. If the pilot is from out of town and it looks like you are going to use the facilities more than a few times, a membership is required. The non-resident membership makes it more affordable to do so. The Board asks that everybody helps enforce the policy this year. Membership cards in the slots of the frequency board is a must this year. A business card or AMA card won't do it this year. This is the only way the average member will be able to tell if all of the pilots who are flying are in current standing.

Meeting was adjourned at 4:50 PM.

December Meeting Minutes

Steve Hergett, Secretary

The meeting was called to order at 7:39 PM. There were 19 members present. New members Craig and Chad Whiteley were present. The minutes from the previous meeting were read and approved. Leland Schliep gave the Treasurer's report. The report was approved.

OLD BUSINESS: Dennis Winchell expressed concerns about the pop machine at the concession stand. Last year some of the containers burst with the cold weather.

COMMITTEE REPORTS: The November Board meeting minutes were read and approved.

MONTANA AVIATION CONFERENCE COMMITTEE: This will be held at the Holiday Inn. The club will participate this year by providing airplanes to display. Set-up is scheduled for February 25th. The show runs from the 26th to the 28th. Planes will be taken home on Sunday the 1st. Members will also be needed to run the raffle booth. The club will provide a plane

to be raffled. Funds for the raffle prize will be donated by S BAR S. Leland Schliep is committee chairman.

BATHROOM CONSTRUCTION COMMITTEE: Dennis Winchell and Dick Smith are starting plans for the new bathroom .

NOMINATION COMMITTEE: Walt McIntosh listed officer nominations for 1998. PRESIDENT: Ron Beck VICE PRESIDENT: Todd Monson SECRETARY: Steve Hergett TREASURER: Leland Schliep

There are 4 members nominated for 3 open positions on the Board of directors. Nominees are Eric Hawkinson, Doug Haacke, Dennis Winchell and Steve Garr.

COMBAT COMMITTEE: Doug Haacke urged last year's participants to register for the 1998 National meet by January 15th to keep the same frequency they had last year. Doug is also webmaster of the new ASDA combat site. Eric Hawkinson will be editor of the ASDA newsletter. The efforts of the American Scale Dogfighters Association will try to unify the combat pilots around the country with to goal of making Combat a AMA approved event at the NATs.

Members of the club watched a video of the July meet after the meeting.

NEW BUSINESS: Doug Haacke is resigning from his post as newsletter editor. Leland Schliep will take over the responsibilities. The club gives Doug a whole-hearted thank you for your services and time spent as editor.

Leland won the 50/50 raffle. Meeting was adjourned.

FOR SALE/LOST AND FOUND/WANTED

A FREE service for readers to unload that junk, find that jewel, and or call for help.

1. Lost - Magnum 15 muffler. North side of field lost during flight. If spotted call Vergil Jones.
2. For Sale - Goldberg Extra 300. Custom built by George Jenkins. Contact Steve Garr 245-4064
3. For Sale - Sig Fazer \$50 Contact Steve Garr 245-4064.

Leland's Ramblin's

Junk you can skip if you're busy

Boy did I stick mine in it this last month. I got myself signed up for a re-run on the treasurer bit, coordinator for the banquet, coordinator for the Aviation Conference and on top of all that Haacke suckered me into this newsletter thing.

The newsletter isn't as tough as it used to be. Two main factors are that my computer has more power now and now almost all articles come to me electronically so there is much less typing. I hope you like the way I do things. If you don't then tell me. It's your club and your newsletter.

I hope you had a wonderful Christmas and that some of the original "spirit" of Christmas found it's way through all the commercials. I am so sick of Christmas carols I could puke. Bah!

I haven't been flying much but am getting the old Biplane ready and hope to get out as soon as the wind dies down a little. Well till next month - see ya out flyin'



Hey fighter pilots!

If you attended the last meeting, you received a copy of the 1998 rules. If you missed the meeting, let me know and I'll get a copy to you. There have been some interesting changes, and it would be worth your time to read them.

The Scale R/C Combat Western National Championships was launched, and we've already received about 20 entries, 6 of them from new pilots. We've got 4 new pilots from Boise, and a couple of new ones from the Midwest. I have been campaigning that anyone who flew last year who doesn't sign up again is a coward and a wimp, so many of last year's pilots are quickly signing up. Pilots who did fly last year have until January 15th to claim last year's frequency. After that time, it's strictly first-come, first-serve.

Hopefully, by the time you read this, you will have had the chance to look at the February issue of Model Airplane News, which is featuring an article on last year's event. I have not seen it, nor do I know what photos have been chosen, so I'm sort of on pins and needles waiting to have a look. Larry Marshall, the editor at MAN, has already asked that we cover the event for the magazine again this year. This kind of exposure is exactly what we need to draw those pilots from around the country.

While I'm talking about the Big Event, I'd like to ask that you consider helping out if you're not planning on flying. This year I'd like to try and get 7 pilot judges that could serve both days. Ideally, one set of seven for Saturday, and one set for Sunday, but that may be pushing it. If you might be interested in being a pilot judge, please contact me as soon as possible so I can start the planning the logistics. If you have an idea on how I might get 7 or more volunteers that could be trained, let me know as well.

I finished my Storch last month. It's BIG! I still haven't painted it, and with a .25FX it weight just a hair under 2.5 lbs. with landing gear. Dennis Winchell took a critical look, and, being quite jealous of anyone's building, made the critical comment that the wing was built upside down. I didn't have the heart to tell him it was a symmetrical wing. Anyway, it'll get a test flight as soon as the weather permits. I've made up my mind that I'm going to build a fleet of Hurricane for the summer. AirKill products is producing a full kit of the Hurricane, and they're using a new set of plans and a Selig airfoil. I'll give you a report when I have one done.

One of the most enjoyable times you can have at the field is 1) When you get to witness Seaholm get cut and 2) when someone brings a plane out that is faster than his. If you're

lucky enough to have both happen the same day, you're in for a real treat. Dennis Winchell and a few others were there the day that it happened. Not only was Winchell's plane faster, he cut Earl twice! Man, that's the kinda thing you'd pay to see! To make matters worse, Vergil fired up his Magnum .25 powered Cub. I don't know if you've seen Vergil's cub, but it would be an excellent Q500 trainer. Vergil flies it very well, too! Anyway, I missed all the fun, but apparently it was something to see.

Remember, if you flew last year and want your frequency back, be sure and register by January 15th!

-Doug

Cubs in Combat? You Gotta Be Kidding Me!

By Vergil Jones

For all you readers (& anyone else) who have mocked or scoffed. Here is the word. The Cub served in more roles than most other types of aircraft in World War II.

Cubs served as:

1. Liaison
2. Trainers for pilots who moved on to Gliders
3. Cargo - Transport Duty
4. Air Ambulance service for the Navy.
5. Cubs were converted to carry Depth Charges and flown remote control from Blimps
6. Cubs flew from converted LSTs using a 16 foot wide by 270 foot long runway.
7. Cub Pilots flew ground support firing sub machine guns out the side doors.
8. Cubs were fitted with bomb shackles mounted on the struts which carried 10 hand grenades. Pilots had a pull string to release the grenades.
9. Cubs were fitted with Rocket launcher tubes mounted on the struts to fire Bazooka rounds. One L-4 destroyed 5 German tanks.

You may laugh at the lowly cub but my "Maytag Messerschmitt" will be in the next combat meet.

P.S. I don't care what they say about you Earl, I want you on my team. s Vergil

Information from a book called "Piper Cub" by Peter M. Bowers.

RANDOM QUOTES

Snippets from all over :

"Chief Instructor Dan Bartley gave a report on a recent instructor's meeting where four pitchers were consumed but little other business conducted.

Librarian Ron Wurl had nothing new to report but asked if he could form a committee so could chair meetings like Dan Bartley." From The Woodland Aero Modlers Newsletter

PATTERN CORNER

Precision Aerobatics News and Items of Interest.



What is NSRCA?

NSRCA stands for National Society of Radio Control Aerobatics. NSRCA is the AMA recognized SIG (Special Interest Group) for Precision Aerobatics Competition. You can join NSRCA for dues of \$30 per year and receive the K-Factor Newsletter but more importantly you can display this neat little logo on your "pattern" airplane. The K-Factor is a 30 plus page newsletter with photos, news and ads all related directly to precision aerobatics. Articles written by the district officers and other contributors will provide loads of information that, while pattern related, will apply to your other planes.

Last Summer's Photos.



Glen Mischke offers guidance and advice to grandson, Jamie Metcalf as he flies during the breaks at last summer's Great Falls Pattern Meet. Jamie is 8 years old and he will be flying pattern next year!!



Eric and Al Prepare Eric's plane for another round at the Great Falls Meet.



“Do It With Precision.”

By Eric Hawkinson.

It's next year already! If you want to improve your building and (more important) flying skills while having a lot of fun at the same time, maybe this is the year you should try precision aerobatics.

Our "big" event will be the traditional Labor Day weekend contest, so you have plenty of time to prepare. I don't know if there will be any official spring event for pattern, but there are several pilots in the club who would be glad to help you on weekends. With local pilots flying classes from Novice to Masters you can certainly find someone to provide assistance and support.

Precision Aerobatics flying is the best way I know to improve your flying skills. Improving your flying is the best way I know to have more fun in the hobby, more choices in aircraft and fewer crashes. Don't be misled by people who say that "working" on goals takes the fun out of the hobby! Just the opposite is true; it's a lot of fun! Competition pilots stay in the hobby longer and have more fun doing it.

For Novice class you don't need any special "high tech" equipment, and even in Sportsman the needs are modest. If you have questions give me a call or talk to Al at Central Hobbies.

And for those of you already enjoying pattern - HEY, let's get ready! I'd like to see all of those first place trophies stay in Montana this season.

That's all for this time. Maybe next time Leland will give me more than 10 minutes notice when he wants an article. Have fun!



Next Month - What's This?



1998 EVENTS - Events from all over the Region.

FEBRUARY 7. - Billings Flying Mustangs Annual Banquet 6:30-7:30 no host bar. 7:30 Dinner Elks at 12th and Lewis ave. Leland Schliep Coordinator 245-6008.

FEBRUARY 26,27,&28. Montana Aviation Conference Display and Booth. Set up Wed 25th, Tear down Sunday 3/1. Aerial display and Raffle. Leland Schliep Coordinator 245-6008.

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

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

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

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

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

AUGUST 8 & 9. Spokane Wa. Race meet.

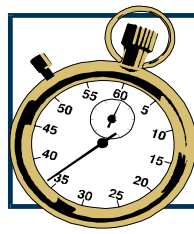
AUGUST 15 & 16. Billings Flying Mustangs Summer Race Meet. Dick Smith Coordinator 652-3720.

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

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

SEPTEMBER 19 & 20. Ephrada Wa. Race Meet.

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



Around the pylons...

BILLINGS RACING REPORT

By Dick Smith

Happy Holidays to the Billings Mustangs .The rumors to the effect that I'm not around any more (lost, abducted, dead, won the lottery and now living in the tropic's)are for the most part untrue.Where I have been is working out of town and not building any airplanes. The summer may find me trying to repair broken planes to make do so I can at least compete in the events offered by the club as a means of promoting modeling and also funding the upkeep of our flying field. Everyone in the club needs to get out and try a little friendly competition . The members of the club and those out of towners who participate at our events are friendly and with the exception of Earl are all there to enjoy the hobby. Let's all make an effort to be active in your areas of interest this New year and bring a friend along with you.

The race dates for '98 will be May 16 &17 for the Spring starter and Aug 15&16 for the fall race, mark these dates and come out to the races. The best way is to have a Quickee 500 ready to race, if you don't at least come to the race, help or maybe yell something rotten at Seaholm,one of my favorite things..

Quickee's are the entry level event for Pylon racing and don't require any more skill to fly or build than the average intermediate airplane kit . There are a number of kits offered and the advantages of one type over another are slim if ANY.. The Rossi or slow class planes are powered by stock 40 size motors and with almost any exception are competitive with each other brand for brand. The pilot who is best able to fly the course around the pylons, flying a straight and level course, even with a slower or heavy plane, can often still be the winner. Dennis Winchell is a prime example of slow and heavy flying technique, and has been on occasion a whinner..... winner.

If at the spring race there are some interested in racing, but haven't taken the time to build a Quickee, bring a plane you might like to try racing and we'll try to fit you in the competition .

Hopefully I will be able to attend the January 5th meeting and will be looking forward to saying HELLO to those of you who I'm sure have missed me....

HAPPY NEW YEAR everyone and to all a very HAPPY FLYING NEW YEAR

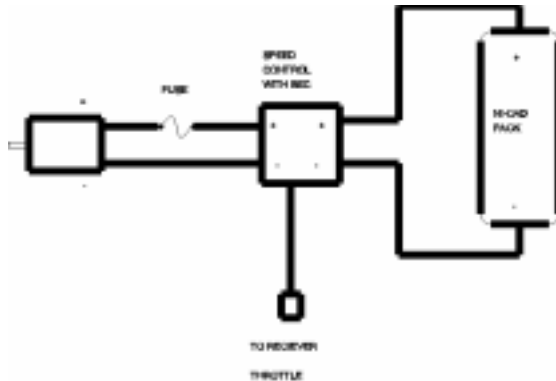
Near-by Race news

From Darrol Cady, Vancouver Wa. (Former Billings resident and frequent visitor)

There are two races scheduled in eastern Washington that hopefully will be attended by all of the Montana guys. The first one is in Spokane August 8th and 9th. The second is in Ephrada, and it is on the 19th and 20th of September. Both of these events will have 428 Quickie, 422 Q40, and 421 Formula One. Last year the Spokane race drew a lot of the Canadians down from north of the border. This year should be even bigger and better than last year. you guys should all get together, and make a big trip of guys and have a great time at the Barons Field and the Ephrada Airport. s Darrol

Simple wiring for Electric's by Steve Hergett

Newcomers to electric's are often intimidated by the wiring of electric's. It does require some basic soldering skills and a little knowledge of the electrical path needed to complete the power system for your new electric plane.



The drawing shows the basic concept of the power system. You should use connectors between the battery and speed control. Use top quality connectors such as SERMOS, also called ANDERSON POWER POLE CONNECTORS. These have very little resistance and are very reliable. They can be reused if you decide to reconfigure your system later. The popular TAMIYA style connectors have a lot more resistance which causes heat build-up. This could lead to premature failure and reduced performance. You should also use connectors on both sides of the speed control and on the motor. So if you are thinking about wiring up a power system buy plenty of them. You will use them all up. They are usually sold in packs of 4 pair.

A fuse should also be used. I put mine on the positive wire just before the motor. You should not put it between the battery and speed control if you are using a battery eliminator circuit. This would cause you to lose power to your receiver, which means the pilot in your plane will die from a crash.

Be sure to observe the connections on the speed control. Most are plainly marked with battery on one side and motor on the other. If the battery is inserted into the motor side it will surely fry your speed control. Pay attention here!! By the way, I've done this and it ruined mine. \$80.00 in the toilet.

Use quality multi-strand wire. Don't be tempted to use cheap wire. It could be disastrous if the wire breaks between the battery and speed control. Most electric RC suppliers carry 14 gauge copper wire. Go ahead and spring for it as well as the good connectors. It is cheap insurance.

bex surfin's

Neat tricks and tips gleaned by
Ron, Mr. Internet, Beck.

From: ronbeck@imt.net

Subject: BEX SURFINS

>From Sam Turner's Web Page..

“TRY THIS FOR A LIGHTWEIGHT SURFACE FOR YOUR WINGS!

Blocksand all the wood smooth with 400 grit. Mix up a quart of Sig LightCoat clear butyrate dope--50% dope and 50% thinner. Brush on 2 medium coats, each coat about 4-hours apart. Let dry overnight. Lightly blocksand to smooth. Tip: use a piece of white styrofoam for the sanding block.

Now the fun starts. Apply 3/4 ounce glass cloth directly over the wood. Lay it dry over the surface, and trim around it to allow approx. 1-inch overhang all around. With the same 50-50- mix of dope, brush through the cloth working from the CENTER OUTWARD. One coat for now...Let it dry until you can handle it with your hands--about an hour. Trim the edges with a razor blade. Immediately do the same procedure to the other side of the surface. This is to equalize the effects of the shrinking dope.

When all the surfaces are covered, you can begin applying 2 coats of the 50-50 mix. For best results, spray this rather than brush it since the brushing will leave brush marks that just takes a lot more time to sand off later. Let this dry for a day then lightly blocksand with 400 grit.

Now for the filler. To a mixture of 50-50 dope/thinner add an equal volume of talc(baby powder from WalMart---but make sure its talc not corn starch!) If you can spray it on, spray on one heavy coat, wait 4 hours, then spray on a second heavycoat BUT to this one mix in a little dark blue food coloring to tint it light blue. The tint is to let you see that you got an even coat, and subsequently during the sanding phase to let you know the degree of your sanding. Now, if you want a more super finish, add a third coat of the UN-tinted filler. Let all this dry for 2 days.

The sanding phase...Using a styrofoam sanding block, sand first with 220, then complete with 400 grit. When it is all baby-bottom smooth, apply the colors of your choice. NOTE: always start with a coat of white, particularly if yellow will be the base color. If you had some little imperfections or hanger rash, mix up the dope and talc to the consistency of toothpaste and use it for filler.

This is a very good technique... It may seem a bit long, but when you start to sand it, things happen much more quickly than those drudgery hours of backbreaking sanding the fiberglass cloth AND, it's so much lighter too!

Sam says HAPPY FLYING!”

I think I will try Sam's method on a couple of wings I have somewhere...might even do a fuse...maybe tail feathers...maybe not. ARF!

Ron

1998 ELECTION BALLOT

PRESIDENT

RON BECK

VICE PRESIDENT

TODD MONSON

SECRETARY

STEVE HERGETT

TREASURER

LELAND SCHLIEP

BOARD OF DIRECTORS

STEVE GARR

DOUG HAACKE

ERIC HAWKINSON

DENNIS WINCHELL

VOTE FOR THREE

CHAMBERLAIN AWARD

BEST BUILDER 1997

OUTSTANDING MISFORTUNE (TS)

NEXT MEETING

JANUARY 5

7:30 P.M.

KNIGHTS OF COLUMBUS

You may bring this ballot to the meeting and use it to vote or save your pretty newsletter and use one of the ballots that will be available at the meeting.

**Billings Flying Mustangs
P.O. Box 22406
Billings, MT 59104**

FIRST CLASS

TO: