

# HORSEFEATHERS

Newsletter of the Billings Flying Mustangs



May 1, 1998 Volume 25 Number 5

## Laurel Aviation and Technology Week

*Eric Hawkinson, event chairman*

As many of you know we have been invited back to the big goings-on in Laurel. This will be a static display of our aircraft as well as a bit of speaking and answering questions about our sport and hobby. So far the following folks have offered to help man the displays:

Doug Haake - Friday Virgil - Both Days Leland - Both Days Richard Hinton - Both Days

The display needs to be set up Wednesday, May 13 and remains until Friday the 15th at 1:30 p.m. Helpers need to be on hand from 8-4 Thursday and 8-2 Friday. We could use another 2-3 members to lend a hand, so if you can help out call me at 248-8127.

We need to have some airplanes for the displays. I'm pretty sure that we have 5-6 already available, but could use a few more. One framed, uncovered model would be nice to show. Also 1-2 giant scale critters. Again, if you have a plane that you feel is a good example to display and can take it to Laurel on the 13th, give me a call.

The display areas will be locked and security personnel are supposed to be available to ensure that the area is well policed.

### **25 Years Ago From The President's File!**

#### **May 2, 1974**

Meeting called to order by President Leroy Bangert at 8:10 PM with 9 members and one guest present.

Minutes were approved as read.

Committies were lined up for June Fun Fly.

Correspondence - Letter from Wayne Zachau from Livingston.

Approved \$20.00 for flowers for Dennis Vaughn's funeral.

Approved \$5.50 for food at Laurel last thursday.

Discussed getting into the field.

Meeting adjourned at 8:30 pm.

Played bingo for glow plugs.

James A. Rangitsch Secretary

#### **May 16, 1974**

Meeting called to order by Vice President Darrol Cady at 8:15 PM with 9 members present.

Minutes of last meeting were approved as read.

Approved payment of printing bill presented by Lenny Kaiser. \$17.45 for newsletters, Fun Fly fliers, and food for Laurel which was approved at last meeting.

Discussed concession stand. Dale Cowger suggested that we contact Country Chicken to have lunches picked up. He thought we could get them for \$1.50 each.

Dale Cowger volunteered to furnish P.A. system for Fun Fly and get scoreboard ready.

We need a portable generator. (Speed)

Glen Hertz will pick up some lime.

Leroy Bangert was contacted by Miles City. They want to know if any of our members would like to put on a demonstration at their Fly-In breakfast Sunday morning June 30. He will call him back.

Meeting adjourned at 8:45 PM.

James A. Rangitsch Secretary

## RACE TIME!

**Mark your calendars!! Rev up those engines!! Race time is here.**

May 16 and 17 will be the kick-off to the race season. Its time to fuel up and shake the dust off those race machines. I know everyone has been in a building frenzy this winter putting together a fleet of racers and a fleet of combat planes. Certainly Earl will have some highly competitive machines ready.

As usual, we need lots of workers to help make the weekend a success, please support the club and come out and help to make things run smoothly. Let's see lots of racers out and have a great time. The weather will be great and the food will be good!!!

It doesn't matter if you are a veteran racer, or just wanting to get into the sport, bring your planes, fire up, go fast and turn left.

- Dick and Stef

### **Related Item**

Please see page 6 and 7 for a hilarious related item from the past!



## President's Letter

A new feature will start this month in the Feathers called “25 years ago from the Presidents file”. After reading some of the minutes of meetings held long ago, I realized that we had a bunch of hairy-legged guys in this club. Some of them are still here but not as hairy. You will notice they held two meetings a month as well as a picnic on off Thursdays— in Laurel if you can believe that. I don’t know why they changed the meeting to once a month, but it could have been sanity. Now about those Woodsy,(picnics for non -hippies) if any of you are thinking about making a motion — be very careful how you word it especially if you are thinking of Laurel.

I am at the half way point in my radiation therapy and all the bad things they tell you that will happen—do! In spite of that I am still getting some time in the shop. Leroy Bangert did some shaping and sanding on the tail feathers for the Easy Sport 91. So maybe I can get that airplane in the air before summer is over.

Since I don’t have a lot of news, I am going to honk the “Support Your Local Hobby Shop” horn again. This time I had a weird thing happen when I hooked up my transmitter to the Real Flight simulator. I forgot to remove the little box thingie from the back of the transmitter—Bang!!! Blow that xmitter. I hate to face Coomber when I do stuff like this but he just smiled and sent the unit to the factory. The unit comes back with a strange noise in the case so, back it goes. The next time it comes into Central Hobbies, it sounded worse. Rich tells Al about it and off comes the back of the transmitter to show someone at the factory had jury- rigged some mounting lugs which came loose during shipping. I wasn’t there but, I can imagine the conversation Al had with the CEO or whomever, probably along the lines of employee adequacy. Long story short—I have a brand new FP-8UAP transmitter no charge—not even freight. This isn’t the first time Al has made a bad deal right for me, I hope it is the last but if it isn’t, I can always go in and say “Al, I had a weird thing happen.....”

The last time I was at the field, I saw Bill Poehls had the forms in for the foundation of the rest rooms. I think we will be proud of our new facility and I thank all who are helping Bill with this important project.

If the radiation dosen’t get to me, I have a new sound system to demonstrate to you guys next meeting—May 4,1998

Ron Beck



## Last Meeting's Minutes.

BILLINGS FLYING MUSTANGS MEETING MINUTES  
APRIL 6, 1998

The meeting was called to order by President Ron Beck at 7:38 PM. There were 22 members present. At this date there are 61 current members. The minutes from the previous meeting were read and approved. The Treasurer’s report was read by Larry Wilkinson in Leland Schliep’s absence. The report was approved.

### COMMITTEE REPORTS:

#### WEST PARK PLAZA MALL SHOW:

Committee chairman Leroy Bangert said that 8 to 10 volunteers are need to help with the mall show. There will be no raffle. This is to comply with the mall rules. Leroy brought to the clubs attention that we need a banner or sign to display the club’s name at events such as this mall show. Dennis Rollins made a motion to allocated \$110.00 to purchase the signs. Don Herington seconded the motion. Motion passed.

#### BATHROOM CONSTRUCTION COMMITTEE:

Bill Poehls committee chairman reported that work is in progress. The old structure has been torn down and hauled away. The concrete slab will be poured soon. The metal door frames are needed before the block can be started.

#### COMBAT COMMITTEE:

Walt McIntosh reported that the BILLINGS GAZETTE will sponsor an add for the combat event this July.

#### JIM RANGUITCH MEMORIAL FLY IN:

Dennis Rollins report that the 3W 48 twin that is to be raffled off at the fly-in will be the new style with the rear carb, which has increased horsepower.

#### OLD BUSSINESS:

There was none.

#### NEW BUSINESS:

Don Herington noted some out of town flying events.

Helena Fly-in July 25th and 26th

Casper Jumbo Fly -in is Memorial weekend. Contact

Dennis Rollins to send registration in early.

Clyde Park Fly-in is in August.

Bill Beck attended the Toledo show.

Meeting was adjourned at 7:58 PM.

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**1998 OFFICERS**  
**President - Ron Beck**  
**Vice President - Tod Monson**  
**Treasurer - Leland Schliep**  
**Secretary - Steve Hergett**

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*"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*



# Leland's Ramblin's

## Junk You Can Skip If You're Busy

### 1998 EVENTS - Events from all over the Region.

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.

May 23, 24,25 -Casper, Wyoming Fly In — Memorial Day weekend

**JUNE 6. BILLINGS Billings Flying Mustangs Spring Pattern 1 day event IT'S ON FOR SURE! novice and sportsman.** Maybe advanced. call eric 248-8127.

June 6 - MISSOULA - Combat

June 20, 21 GREAT FALLS - Fly In

June 20, 21 Gillette, Wyoming. First Annual IMAA meet.

**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.

July 25, 26 Helena 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 13 - 16. Gillette Wy. 3rd Annual Fly In.

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.**

*Gillette events coordinated by either Jack Adsit 307 687-1450 or Nolan Bartz 307 682-5136.*

Wow, what weather! Everybody but Doug is having perfect spring flying weather. I worked through 4 beautiful days looking forward to a perfect flying weekend only to see the clouds and the wind come in. Must have been Doug's fault.

Ron has been digging in the "president's box" and found all kinds of historical information. He has taken it upon himself to bring a little of this to light each month and hopes you enjoy seeing it. My boss has a favorite motivational author who says that organizations live on retelling tribal stories. These are our Mustang tribal stories along with the live stories from our old timers. They are part of the glue that makes belonging fun and meaningful. My thanks to Ron for bringing these out.

I have missed too much flying with this work crud. I've been on the road for the bulk of the last five weeks and it is starting to drag real bad. I am in town this week and next. I hope to put off work long enough to fly.

I took the Ultrasport 60 out flying last weekend and enjoyed it tremendously. It is so much fun to just pull the gear up and watch that thing slide through the air. It is on the completely other end of the drag spectrum from the biplane. It slides through the air and the biplane plows. Both fly well, just differently.

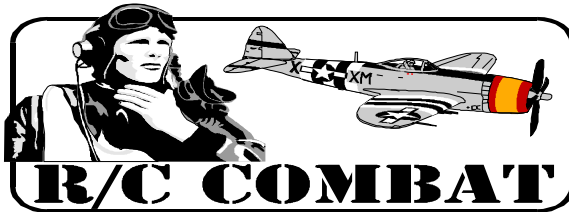
What glow fuel do you like best? This a classic "Ford vs Chevy" question because everyone has a favorite while almost no one has any real facts or knowledge. This is not only local, it is throughout the model hobby/sport. I read in the newsgroups and on web pages about which fuel is great and which is junk and just like out at the field, it's all personal preference backed with some experiences.

Why do I bring all this up? Well, I am now carrying around three different jugs of fuel. I was flying 15% powermaster in everything I had but found that the ASP108 can't stand anything over 5%. It just gets hot and quits. OK. Then I found out that the YS60 pumped engine is not doing well on the high oil of the Powermaster. I let Al talk me into trying some Magnum 15% in the YS and it likes it. My supertigers do not like the Magnum, won't tune or run well on it so they stay on Powermaster. How do I prove this? What does this mean to you? Well, first of all I can't prove any of it and I don't intend to. I just find that this works for me. What does this mean for you? Probably nothing! Find what works (or seems to) for you, quit listening to all the griping and opinionating and go fly.

Your support is needed for the Laurel Aviation week and the race event . Get involved.

Well, I am behind on getting this all formatted and to the printers so I had best close.

Till next time - See ya out flyin'



### May Combat by Doug Haacke

The Spring Primer didn't get rained out, or snowed out, but almost got blown out. The winds were punishing, blowing a constant 20 mph and gusty up from there. About a dozen hearty souls showed up the morning of the 25th, although only 8 would last.

Brad Lane from Cody showed up with a Mustang he modified from a PMA design. It flew very well.

Bruce Hadella was down on business and brought out a HOB Mustang that also flew quite well.

Wally Zoon drove out the mobile home, which the rest of the pilots used for Sanctuary. Many thanks to Wally and Vickie for sharing their home! Wally had a brand new Cub that really looked terrific. I'm sure after looking at Wally's Cub, Earl and Vergil will have something to aspire to.

And speaking of Earl, he surprised everyone by bringing out a Cub. It flew the best of any of the planes into the wind, but then I suppose if you over-power anything and it'll swim upstream. Earl managed to squeek out one cut for the day, and still believes that having all that speed is an advantage. Eric and Earl kept a lively debate going over some nonsense. You have to give Eric credit. He definitely knows how to press Earl's button (and still manage not to get punched).

Eric only flew a few rounds, using his trusty HOB Mustang which he flew masterfully in the wind, and had to go back to work.

Ron Horton had a new Sea Fury out, powered with an OS .25SF. It flew well downwind, but was huffing and puffing on the upwind legs. Ron really got it dialied in later in the day.

Steve Hergett chose to fly a Wonder and save his great little Mustangs for better weather. Steve and I spent most of the rounds chasing each other. I figured Steve for an easy mark in the last round, and was just about to chew crepe, when he suddenly S-turned, got RIGHT behind me and trimmed my streamer, my string and 8 inches of antenna. This guy doesn't play around! I had one of my lucky days when I managed to get a few guys to fly right in front of me and got a few cuts. We all had a great time and got in a half dozen or so flights despite the wind.

Next week, Cody is having their Spring Primer, and several of us are planning on attending. If you're not building for Spring, now's the time to get to it!

-Doug



### District 4 report

Last issue I wrote about the Phoenix race. Another thing happened to me while there that I thought you might enjoy hearing about.

It was Sunday night after the race was over. Some friends that we traveled to Phoenix with for a vacation wanted to go out for dinner. They had never been to Honey Bears for the ribs so Pam and I suggested there. If you haven't had Honey Bears ribs you should make plans to race at Phoenix so you can. Anyway, after some expert directions we arrived at Honey Bears at about 8:30 to 9:00. The parking lot was packed and we all commented that they were sure busy and hoped that we could get in. I let Pam and guests out to get in line and went to park the car. I realized in just a few moments that the reason that the parking lot was so full is that there was a night club next door and that's where most of the action was.

In Wyoming its unusual to see a couple of guys kissing in a parked car! In fact this was the first time I had ever encountered this oddity. I thought, I gotta tell Pam that there are a couple of gay guys in the parking lot next door and see her reaction. So anyway, I get out and am walking through the parking lot of the night club on my way to Honey Bears. I'm thinking there's a lot of guys out here I wonder if they are all gay? I'm also thinking that they are sure giving me some strange looks.

Now I'm in line at Honey Bears waiting for the food and I strike up a conversation with a guy about how busy next door is and he confirms to me that it is indeed a gay establishment, and then adds that it looks like I had a pretty good time next door and points to my dirty knees. I don't think he believed me when I told him that I got my knees dirty racing toy airplanes all day? Honey Bears is worth the trip across town but be careful to change into clean cloths before you go.

I built a motor mount that is similar to an Edmunds, in that it is .5 radius where it meets the firewall, and is 2.25x2.25 square. This can be home built out of .25 phenolic using a router to radius the outside, and simple hand tools. You also have to use a backplate. Then buy some 5/40 x .75 Allen head bolts countersink for the heads, use washers and viola, you have a lighter less expensive mount. I haven't raced this yet, I plan to in Billings this May. If you have any questions about how this works, call or e-mail me they are both listed in the NMPRA newsletter.

Really looking forward to racing in Billings May 16/17. It is always a great race with good competition and great comradarie.

- Mike Sperry



# Current Events!

By Steve Hergett

## CAD VIRTUES

Grab a pencil, sheet of paper and a ruler. This is all you need to create a plan of your next scratch built beauty. I have spent hours drawing, designing, laying out curves (erasing curves) and then redrawing the curves. Finally, I get the drawing close to my approval so I can get the project going. I'm looking at the plan. Yep, it's a plan that I can build from. How does the plan look? It looks like a big smudge! The paper is almost worn through in one spot from erasing too much. I wish the double taper wing was just a little larger. I'll just leave it. I'm not going to redraw the hole wing. It took me too long to lay out all those ribs last time. I wish there was an easier way to get through this!!

Computer aided drafting also known as CAD is the answer for me. All my life I've been blessed with horrid penmanship. This is a way I can clean up my drawings. It sounds complicated and cumbersome. Can I really make this work? Yes, and you can too. With a little patience and effort I think most people can run a CAD program. The largest problem will be choosing which drawing program to buy. I have one drawing program that I have a terrible time with. It takes me forever to get anything done with it. I have another program that is an absolute joy to use. It is effortless for me to draw any type of shape I want. I have discarded all of my traditional drafting tools. They are no longer needed. If you are interested in purchasing a program for drawing, ask the vendor if they will give you a demo program to try before you buy.

In the future (not too far off) there will be businesses who will sell plans in a computer format. If you had a CAD program you would be able to print them and use them. Right now there are many plans available on the Internet. If you look closely at your next model magazine, chances are the plans in that issue were drawn on the computer. I could list two pages full of the advantages of using this method. If nothing else, plans are fun to look at. I'd rather look at them on my computer screen instead of holding down the corners of the large unruly sheet of paper.

Be sure to read Jim Ryan's articles in MODEL AIRPLANE NEWS. Jim always has excellent information on how to lay out drawings using CAD programs.

If you spend any amount of time at all drawing and own a computer you should really look into a drafting program. You will be amazed at your results.



## “Do It With Precision.”

By Eric Hawkinson.



### Pattern Primer June 6

Leland sent me a note tomorrow saying that he wanted an article yesterday, so here it is. (We need to chip in and buy him a calendar so he knows when to start nagging us for an article.)

I guess we'll go ahead and have the June 6 pattern primer event since a handful of pilots have asked me to please do it. These same pilots are in various stages of not-quite-ready with the planes they want to fly so as usual some will show up and some will not. Still, if 6-10 pilots want to get some trimming and flying help it's worthwhile. You pilots from Wyoming and eastern Montana who have asked about this event, PLEASE show up!

What we'll do is to spend some time covering the basics of pattern trim and setup, then do some practice and training flights, then have a very short and low-key contest. The point of this event is NOT to have a full-blown competition, but to help prepare pilots for competition and becoming better pilots. Precision Aerobatics is a challenging aspect of our sport and a bit of help can go a long way to increased enjoyment and success later on.

We'll start at 9AM and end by early afternoon so the field can be available to the other members. We are NOT going to buy trophies so there will be NO entry fee. All I ask is that participants bring a flyable airplane with an engine that runs, and a desire to learn.

And perhaps give me a call at 248-8127 to let me know that you'll be taking part so I know how much resource material to bring.

-Eric

# BLAST FROM THE PAST

Article from 1974 found in the President's papers

submitted by Ron Beck.



## FUN FLY



The annual spring fun fly is scheduled this year for June 8 and 9th. Contestants will be classified as Fledglings, or experienced. Each category will have its own program.

Entry fee will be \$3.00 for the first event, and \$1.00 for each additional event. All competition with the exception of the nylon is considered one event. The fun fly will be held at the Flying Mustangs field on the Molt road.

Activities for Saturday night will be announced at the field after the flying on that day.

### Fledgling Events

#### Estimated Time Aloft

Each contestant shall have a choice of one, two, or three minutes. The contestant will try to remain in the air for only the amount of time he specifies. Each contestant shall receive one point for each second missed on his time be it long or short. The contestant with the fewest points will be the winner. Time starts when the model breaks ground. No mechanical method of keeping time can be used by any contestant.

#### Ground Course

Each contestant shall be given five minutes to taxi his model attempting to break as many balloons as he can. Re-starts permitted.

#### Loops and Land

Each contestant is to take off, and perform three loops as quick as he can. This will be a timed event. Time will start on release of the model, and end on the completion of the third loop.

#### Fly Between The Poles

Upon release of his model each contestant will have three minutes to fly between two poles as many times as he can. This may be done at an altitude the contestant feels comfortable at.

Two rounds will be flown, and the scores will be a total of the two rounds. Trophies will be given to the first four places.

## Experienced Flyer's Events

### Three Minute Touch and Go *Jim R.*

In three minutes the flyer will perform as many touch and go maneuvers as possible. There will be no mandatory engine kills. Should the engine stop for any reason, it may be re-started. Time will continue should the engine stop running.

### Quickie Pattern *Jim R.*

Five maneuvers from the "C" pattern will be drawn for this event. This same group of maneuvers will be used for both rounds. The object is to achieve the fastest time. Time begins on release of the model, and ends on touch down.

### Carrier Landing *Jim R.*

Each contestant is allowed three landings. No passes will be given. Score will be the total points of all three landings.

### Spin *Jim R.*

After a 30 second climb out the flyer will enter a spin, and hold this maneuver as long as his nerve holds. Should a flyer's nerve be stronger than his airplane, his score will not be disqualified because of a crash.

The score for each event will be the total of the two rounds flown. First place trophies will be given for each event, and the top five flyers will receive all around trophies.

## Team Events *Jim R.*

Teams will be selected by the luck of the draw. Each team will have an equal number of beginner and expert flyers. Different teams will be drawn for each event. These events will be based largely on luck, and will be flown mainly for fun. Special awards will be given to the winning team.

In each event the flying order will put the least experienced flyer last. Time will end on the completion of his flight pattern, not his landing. This will not pressure the beginner to land too fast, and possibly damage his model.

### Las Vegas

After a team member rolls a 7 or 11 on a pair of dice, he will fly three laps pylon course. Each team member must start his engine after the roll of the dice. Time begins when the timer commands the first flyer to roll the dice.

### Team Loops

Each team member will be issued two soda cracker squares. He must eat these as quick as possible, and then whistle before he can start his engine. He will then fly 3 loops. In this event, and the one above, the experienced flyers must have their models back to the starting box before the next flyer can take his turn.

This meet is an AMA Sanctioned meet, (#508) and AMA and FCC licenses will be required.

*Flights Jim R.*  
Formula I  
AMA Rules

### OPEN PYLON *Jim R.*

Fast and slow - Time trials for classification. All Non-idling Engines are fast class. Any pilot may elect to fly fast class and not time in. All other AMA rules do apply.

# FOR SALE

*The FOR SALE section is for anyone wishing to advertise model airplane related items for sale. All ads will be run one month unless called in again.*

GLOBAL RAVEN: Airframe only \$125. With Magnum 91 4 stroke and both aileron servos \$300. John Hahn 628-4946

ROYAL AIR 40 size trainer. Never crashed. Completely rebuilt and beautifully covered with Ultracoat. Rebuilt absolutely straight. Wing converted to Bolt on connection. OS 40 engine, all servos, 6 Channel Conquest FM radio. Ready to fuel and fly. \$350. Bill Rattell 1 406 323 3148.

HOBBY STAR 60 With or without OS 60 FP engine. \$125 Plane only. \$225 Plane and engine. John Hahn 628-4946

GREAT PLANES J3 CUB. With Surpass 48 four stroke engine and 1024 PCM 5 channel radio. Covered with 21st Century Fabric covering. Never flown. Displayed in Central Hobbies. Bill Rattell 1 406 323-3148.

SIG WONDER - Really beat up. Perfect for combat. Be a "nothing to lose" Combat flier, scare heck out of the guys with real combat planes. (A real combat pilot should buy this just to keep it out of the air.) Make offer. Leland 245-6008.

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**NEXT MEETING**

**May 4**

**7:30 P.M.**

**KNIGHTS OF COLUMBUS**

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

**FIRST CLASS**

TO:

# West Park Plaza Mall Show 98

**April 10th and 11th**

*Leroy Bangert Coordinator*

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

Just a short note: The show was a success even though Leroy was pretty sick throughout. Thanks to all who brought Airplanes to display.

Contact Leroy Bangert at 259-2966.

# TOILETS IN PROGRESS!

Bill Poehls is working harder than he has in years to complete the new potties at the field. President Ron, Don H. and a good sized crew pulled down the old crapper and loaded it into two loads to the dump. Bill has taken over and the new slab is poured and the walls about waist high as of this weekend. Bill says he plans to finish the majority of the work by this week. This will be an attractive and durable improvement to our flying site.

Your intrepid editor has photos of the whole (hole) process and will probably have a big time article in next issue.