

HORSEFEATHERS

Newsletter of the Billings Flying Mustangs



November 1, 1998 Volume 25 Number 11

BUDGETS AND DUES! INFORMATION FOR YOU TO USE IN THE DISCUSSION.



Information from the Treasurer:

A lot of discussion has been centered around the dues structure of our club and there hasn't been the opportunity or access to enough facts to really begin a discussion. You pointed this out at the last meeting. It was said that the club should have a budget and should know what the costs are. Well, we have had, informal as it has been. What follows some background information about how the clubs finances are structured and where we are.

We use a simple funds accounting system. The income comes from two general sources called Club Income and Event Income. The Club income is primarily dues with miscellaneous things such as REA dividend and interest on savings accounts being the primary items. Event income is just that. It is the money coming in from an event or activity of the club. Items of event income include entry fees, concession sales, raffle income etc.

Expenses, like wise are in two broad categories, Club and Event. Club expenses include taxes on our improvements, rent on our land, newsletter printing and postage, office postage, post office box rental, electric bill, incorporation fee, AMA charter fee etc. Event expenses are the costs of each event. They include items such as cost of food, cost of raffle prize, cost to run the event (fuel, prizes, awards etc.).

Because all events are optional for the club and because all events are quite speculative, with attendance being an unknown, weather wiping out events etc. it is nearly impossible to budget or count on the income from events. Two days of rain this summer could have made a 50% difference in our

financial status.

For this analysis I am leaving events out of the picture. Event income is a big part of our life but it is just whatever it is, it is not an amount known or that can be counted on. This is a conservative approach but I hope sensible.

So over to Club Income and Expense analysis.

Club income is from dues and miscellaneous. All the miscellaneous categories come to less than a hundred dollars so the main income is dues. You would think dues would be easy to calculate and figure but not so. We have four categories of dues, Regular at \$50, Family at \$55, Non Flying at \$25, and Non resident at \$15. We also have reduced membership in all categories for the last half of the year. We do not have a youth membership category. In most of these categories a portion is set out for Land Acquisition. The general vs Land Acquisition break out is - Regular \$30/20, Family \$35/20, Non Flying \$25/0 and non resident \$15/10. So while there are around 75 members names on the rolls that is not 75 times any fixed dollar amount. A complete breakdown is going to be made but it doesn't really make a big difference right now.

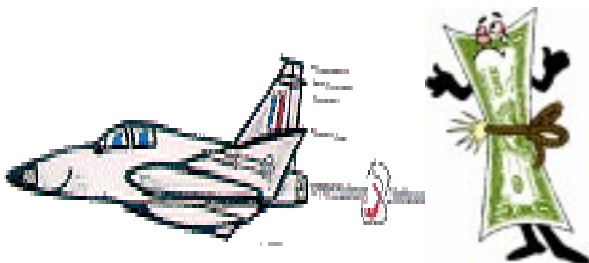
Expense categories include the newsletter printing and postage. This increases every time the printers get a new copy machine to pay for or the U.S. Postmaster needs a raise. Other Expense categories include our post office box rent, taxes on our field improvements, our field rent, our electric bill and all other things related to the field and club in general (meaning they cannot be tied to an event).

For the analysis I deleted big anomaly items such as the \$4000 dollars spent last year on the runway and the \$1000 spent this year on the toilets and the portapotties used to fill in during construction. These fall into discretionary improvements.

Analysis for the last two years, comparing Club income -as described against Club expense -minus the big anomalies, we have been within \$150 to \$200 of breaking even each year. In other words we are within a half dozen members of being even. If we had half dozen less full members we would have been in the red in this budget.

To budget at the same dues level that we have had for the last 7 or 8 years means there is no money in the budget to spend on any improvements or unexpected maintenance items. The board is

continued on page 4.



ABOUT THIS NEWSLETTER!

Our club has been very involved the last few meetings with the discussion about dues and participation. The need for more and more information about this situation has dictated a very business oriented newsletter. Hopefully we will have more fun input next month. Stay tuned, attend, participate. Read this stuff carefully.



President's Letter

"note"

Sunday Evening Nov.25 after a Board of Directors meeting and I'm a little tired and not necessarily from a physical sense. The major topic of our meeting was Club Dues. I am, first, going to put in writing my personal view as a member of the Billings Flying Mustangs— not as President of this club.

I know from experience that a small percentage of any organization of dues paying members does, of their own freewill and desires, the largest part of the work necessary to keep the organization operating. I don't have any argument with the greater percentage of members who do not want to contribute anything more than the dues they are bound to pay to keep their membership active. Those members who have a family and career responsibilities may not have the time or energy to give any more than that. The long time member who has given hundreds or maybe thousands of hours of their time to this club should be understood to have more than paid their dues.

I can also understand the hard working CD and his crew getting upset when they can't get the help they need to run an event while the rest of us profit from their efforts.

So what is wrong with the guy who just wants to build a little and fly a little and enjoy this great hobby the best he can? In my opinion nothing! That is the whole point of having a hobby—take some time to enjoy the interests that mean so much to us. There is no way this club can pick and choose who should do what or when, as it wishes - nor does it want to, in spite of some of the rumors going around. As a member I am willing to pay higher dues if that is what is needed. I do not see any way this "need" should reflect on anyone, certainly not any member of this organization. With that said—let me put my President cap on.

This club is not in any immediate financial difficulty but I can see problems on the horizon. I see disunity and misunderstanding galore which could become a major roadblock to the progress and fruition of the plans made by our former Leaders who braved the storm of controversy and loss of some valuable members when they increased the dues in 1992 and also setup the Land Acquisition Fund. I wish I could point to the problem and say there it is—lets fix it.

I read a few letters written to the Board of Directors that had some good ideas but a couple of them had the fatal flaw of: "Someone Else Do It" or "You Are The Board and The Officers— it is your job to do it!" What was missing in those letters was "I have an idea and how can I help you". I do not know how to appeal to those who are not active in the club, but are active in their views about how things should be done, except to say— get involved or just pay your dues and let those who are active run the club!

To you newer members—this is the time for you to step forward—get involved—get your ideas on the floor or at least make your presence known because what we do in the near future

is what you will have to deal with later either as Officers or members.

On to other matters. We are about to make our desire for a new location known to the Real Estate community via the MLS. I am sure we will get some response and will keep you posted.

In the meantime we have improvements to make on the flight line which will be discussed at the Nov.2 meeting. For those who can't be there, our building friend, Bill Phoels, and his co-helpers have plans to pour a Handicap ramp. We also need to make runway repairs that did not get done in the last over-lay of the runway. Then there is the tables—benches—roof of the flight-line shelter—ad nauseum.

See you at the field or the meeting
Ron



Last Meeting's Minutes.

BILLINGS FLYING MUSTANGS MEETING MINUTES
OCTOBER 5 1998

The meeting was called to order by President Ron Beck at 7:30 PM. There were 26 members present. New members John Belobradic and Stu Stevens attended There are 75 current members in the club. The minutes from the previous meeting were read and approved. The minutes from the September 28 Board meeting were read also. Leland Schliep gave the Treasurer's report. The report was approved.

COMMITTEE REPORTS:

COMBAT

Doug Haacke reported on the fall combat meet. Eight pilots showed up to compete. Four rounds were held.

LOGO COMMITTEE

Steve Garr brought a few prototype hats to the meeting which sold for \$10.00 each. Vergil Jones has done a lot of the leg work with the design and finding an embroider to manufacture the hats.

GARBAGE COMMITTEE

Committee Chairman Pat Ellinghouse reported there has been no luck in finding a smaller dumpster . The larger dumpster that Pat located is reasonably priced and will be picked up on a (per dump) charge. The dumping will have to be monitored according to use. Left over foodstuff will become too rancid if the dumpster is left to be filled to capacity before dumping. Currently the garbage detail is being handled by Ron Beck and Don Herrington. They use Ron's pickup truck to haul the refuse to the

1998 OFFICERS

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

landfill. Ron is ready for the transition to the dumpster.

SPRING MALL SHOW

Dennis Winchell is currently making contact with Rimrock Mall management to see if the club could do a static display. Let Dennis know if you will be able to display your beauty.

FIELD IMPROVEMENT

Bill Peohls and Vergil Jones researched the layout and cost of adding a couple of wheelchair ramps at the flying site. Bill will have a drawing ready for presentation at the next meeting. Estimated cost will be \$250.00 with volunteer help from club members.

OLD BUSINESS

Walt McIntosh took the initiative and sent the necessary information to the Radio Control Hobby Trade Association. The RCTHA sent the club \$500.00. To qualify for the money we received, Walt sent in a photograph and the article of our successful and highly publicized National Combat Meet which was covered in the Billings Gazette and had an informative presentation on the KTVQ noon news. Walt would like to earmark this money for the funding of next year's major Combat event. Thanks goes to Walt for his efforts.

NEW BUSINESS

The first item discussed was the upcoming year's dues structure. It was noted that there has not been an increase in dues since 1991. The by-laws state that the dues structure is discussed and voted on by the board members for the following year. Vocal discussion from members took place. Ron Beck stated that member input is encouraged as this is an important issue. It was requested that opinions be presented in writing to one of the board members who consist of Ron Beck, Steve Garr, Doug Haacke, Steve Hergett, Leland Schliep, Larry Wilkinson, Dennis Winchell, and Todd Monson before the next board meeting of October 25.

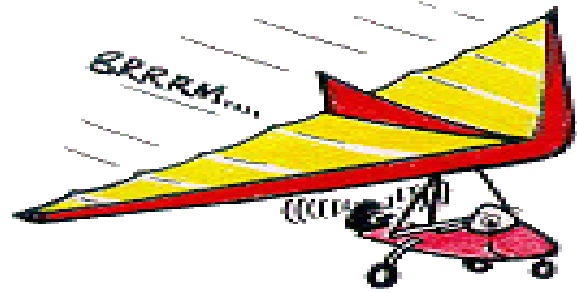
Results of the last Board meeting were reviewed and the boards conclusions were read. See Board Meeting Minutes.

BAR-B-QUE COMMITTEE:

Pat Kenney noted that this year has brought a large number of new club members to the club. In a effort to acquaint new people to the club Pat will organize a bar-b-que next year.

The meeting place for this coming meeting will be held at the Knights of Columbus again. The future meeting place is likely to change. Doug Haacke, Walt McIntosh, and Pat Kenney are on the meeting place committee.

The 50/50 raffle was won by Steve Hergett (again). Dick Smith moved to adjourn the meeting with a second by Earl Seaholm. Meeting was adjourned at 8:59 PM.



Board Meeting Minutes Billings Flying Mustangs September 28, 1998

The meeting was called to order by President Ron Beck at 7:00 PM. Members of the board are, Ron Beck, Steve Garr, Doug Haacke, Steve Hergett, Leland Schliep, Larry Wilkinson, Dennis Winchell, and Todd Monson. Todd was not able to attend the meeting.

The first item of business was selection of the nomination committee. This years participants are, Don Herington, Ron Horton, Rick Koehn, and Earl Seaholm.

The second item discussed entertained the idea of publishing a list of 10 to 15 names in the newsletter of instructors to assist beginning pilots.

The 1999 calendar of events were discussed and laid out as follows.

Banquet February 6

Spring combat April 24 and a possible fun fly the following day

Spring Race May 14, 15

Pattern June 5

Fly In June 25, 26, 27

Combat July 10, 11

Labor Day Pattern September 4,5

A possible mall show will be looked into. Dennis Winchell is coordinator.

Larry Wilkinson and Doug Haacke will be in charge of awards presentation at the banquet.

1998 Concessions czar Leland Schliep did an outstanding job in 1998. After evaluating the buying needs for the year Leland feels he has got a good idea on purchasing for 1999. The only changes for the upcoming season are: The respective CD's will be responsible for finding concession help for their events and clean up afterward. Leland will make sure food and supplies are available.

Dues structure for 1999 will very likely change. Final decisions will be discussed at the October board meeting. The board as a whole feels the club needs more involvement and commitment from the entire membership. There are the mainstays that are always there to help with club needs, such as building a new toilet or helping on a committee. The club will definitely benefit from an increased participation level. We have always discussed this in the past without much success actually happening.

One scenario discussed: A membership agreement will be presented to all applicants upon renewal and to new members. The applicant can choose there dues payment for the (privilege) of

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flying at the club facilities. The general concept is this, if you volunteer for a position on the event roster, your dues will remain the same as last year. If you can't make your commitment for some reason after signing up, you will be placed on the list where needed. If you elect not to help with club activities at all and want to just fly, the dues you pay will be increased. The board strongly feels that members that have not participated in club activities will actually feel good about their contribution to the overall improvement from their efforts. No action was taken.

A common request and concern among members is the condition of the runway. The best asset the club has is the paved runway. In the coming years this will be a constant maintenance issue, which solidifies the need for member participation and help at events.

The land acquisition fund is slowly and gradually building. President Ron Beck will write letters to area Realtor's explaining our needs so we can press forward with this issue. Right now the club has a cost effective flying site, but we absolutely need to know if there is some property available that will fit our needs at an affordable cost.

The next board meeting is scheduled for Sunday October 25 at 3:00 PM.

Meeting was adjourned at 9:04 PM.

OCTOBER BOARD MEETING MINUTES

BOARD MEETING MINUTES OCTOBER 25 1998

The meeting was called to order at 3:00 PM by president Ron Beck. The meeting was attended by Todd Monson, Steve Garr, Leland Schliep, Ron Beck and Steve Hergett. Items to be discussed on the agenda were dues amount for the 1999 season and the search for a new field.

Leland began the meeting by explaining the budget. Currently the dues for a standard flying membership is \$50.00. \$20.00 goes to the land acquisition fund. The remaining \$30.00 is used to cover basic member expenses. These include newsletter cost, postage, field rent, taxes, AMA charter, electricity and a few other miscellaneous expenses. These expenses use up the \$30.00. In order to provide the club with money to improve and maintain the flying field an additional \$1000.00 to \$1500.00 will need to be budgeted. Discussion of the board centered on a dues increase that may be needed to allow for these fixed yearly costs. The amount of the increase will be voted on at the November 8 meeting. No dues will be collected for the 1999 flying season until after the October 8 meeting.

It was decided that event income was not to be included in the yearly budget process. The profits received from event income is speculative and not a fixed figure therefore difficult to set a budget. Event income in the past and hopefully in the future will continue to be the major source of income. This largely due to the hard work and volunteer efforts of club members which we so desperately need. The money earned from events is placed in the general fund. Once the money is there it is available for the club's use as a whole.

President Ron Beck lead the discussion on the land acquisition fund. This fund has been created to set aside money for the purchase of a future flying site. Some of the attributes needed for the flying site are, 10+ acres, 10 to 15 minutes from the city limits, location that is not threatened by surrounding

development and have an uncomplicated easy access. The board will make a conscious effort to see if there is a suitable location. It will be a learning experience in the coming months to see what the actual costs of a new site will be. The board would like for the club members to be patient with this issue. The main issue with this endeavor is the long term future of the club.

Steve Hergett was appointed to the Membership manual committee. This is something that was done in the past. Much of the same material will be used again with updated officer information and a visionary statement. The manual will detail what is expected of members in addition to the dues. Hopefully this will help the new members with orientation and refresh past members what is expected of them.

Meeting was adjourned at 4:47 PM.

BUDGET continued from page 1.

considering a dues increase to put this one item into the budget. An item tentatively called Club/field improvements. The board has not decided how much this item should be or how much it would increase dues if adopted. The figures used for thinking purposes have been like \$1500 dollars per year for this budget item. Also used in discussion have been dues increases of \$10, \$15, \$25 per year on full membership. There are no facts at this time to tell if these two ways of looking at the item equate. We will analyze closer this month for the November board meeting.

What would this budget item be used for? Any club approved field improvements. We have spent money in the last years on our runway sealing, a new outhouse, grading and dirt work around the runway, the concession stand, a new refrigerator and so on. Obviously we used Event profit for most of this, and that will continue to be the case but as stated, event income is a variable and optional item.

In the near future we have a desire to put in handicap access to the pits and runway. Bill Poehls is working up the estimates for club approval. We can see the ratty shape of the benches and their carpets. The runway is getting pretty darn thin and humpy. The fences on the property are partly our responsibility. We could use a water cistern and pump for the concession stand, we could and probably should have a septic tank large enough for the kitchen waste that we are now throwing out on the ground. And the list of wants and needs goes on.

Now an analysis of funds on hand and the reasons they are there and not being used up.

Our Land Acquisition funds is in a CD and a passbook savings account. Collected funds are kept in a passbook savings account till they amount is enough to add to the Land Acquisition CD. This money is earmarked, set aside and dedicated to that purpose. Until we decide to buy a new piece of property it is just there. This was a visionary move on the part of our past officers and the club members. The current officers of the club have analyzed our field/land situation at least three or four times over the last years. Each time, the facts show that there is not enough money in that fund to make a decent down payment on property. If we used it as down payment on land we would then have the burden of mortgage payments and taxes which is ok if we have to but with the present rent and lease agreement, tax situation and lack of imminent danger of being shut down, the facts have not warranted the burden of buying land just to buy land. Someday but not yet.

Our general fund moneys are held in three accounts, a CD, the Checking account and a pass book savings account. Money is kept to a minimum in the checking account so that the maximum is kept in interest bearing accounts. Periodically we take money out of the savings account and roll it into the CD. This maximizes our return from interest. It is one of the jobs of the treasurer to maintain enough cash to meet the needs or expenditures of the club without incurring penalties etc on the CDs and maximize the interest. So far so good.

We have the reserve we have because of anticipated and envisioned needs. These include runway improvements which could go as high as \$20,000. Visible needs include tables, electrical service, concessions improvements, shelter work etc. The vision also anticipates that if we do have to move, buy land and set up shop somewhere else then we will have lots of expenses and darn well should have some money in the bank. Our concrete and asphalt cannot be moved. The toilet cannot be moved. The concession stand can be moved, that was in the design plan.

I have used generalities throughout this discourse because our news letter goes to lots more than just our members. Any members wanting specifics can come to the meeting and view the finance report that is presented at every meeting. I have also tried to surpress my own opinions but probably not too successfully. If you have opinions, please communicate them to one of the officers, one of the board members, or all of us at the next meeting.



The 1999 calendar of events.
Annual Awards Banquet February 6
Spring combat April 24 - fun fly the following day
Spring Race May 14, 15
Pattern June 5
Fly In June 25, 26, 27
Combat July 10, 11
Labor Day Pattern September 4,5

Incoming from Vergil

A new monthly column from Vergil Jones

What have you done for your club this year?

I made it a point to pull thistles in the pit area each visit to the field.

Don Herington qualified a couple of teens and they are passing on their skills to other boys.

If each member of the club does something each year, we will soon have THE BEST CLUB IN THE U.S. of A.

Your favorite CD. Vergil.

Leland's Ramblin's

Junk You Can Skip If You're Busy

My ramblin's this month are going to be very short. I have been here at this keyboard almost all day composing this newsletter and trying to fit everything in. Trying to bring as much fact with as little controversy as possible to the information presented. Trying remember that this is a hobby and just a bunch of guys out playing with toy airplanes. I hope you can handle this. I am trying to keep actions separate from personalities. Steve Garr and I disagree, sometimes radically but are trying to remain flying buddies. Some of the rest of you don't agree with me, heck some of you don't even agree with yourselves - most of the time. We all need to remember that we are trying to figure out what is right and keep our hobby/sport and our club on the right track into the future. We all want it to be fun but even fun takes some work and not all work is fun.

I have started changing the engine out of the biplane. You notice I put it up for sale last month. No takers, so I will change out the engine and continue to fly it. I have a YS 120 4 stroke that will go in my pattern plane next year but I thought I should get used to the engine and since this biplane had a YS120 in it before it's not too much of a chore to do this. That 60 size plane should be a rocket. I hope it does well, I sure love the look and feel of a biplane in the air. All those wings!!

Well, Bill Poehls has been doing his thing again. I have seen the drawings for the proposed handicap access ramps. He had some boards out on the ground, outlining things. He sure does good work. You need to come to the meeting and see this project. You need to come to this meeting and volunteer to help him do the work. I think Bill is well on his way to making member of the year, what do you think?

I watched two guys out at the field last week, Ron something (apologies, if I could remember names I would probably be rich) and Bill (I think) Wong. Two guys with trainers, just beating around the sky having more fun that should be legal. Talk about un organized, uncontrolled , dangerous (only to the planes) and FUN flight!! Just watching them made me make two or three more flights trying to have that much fun. Everyone should have one plane just to go out and poke holes in the sky once in a while. A flight that should not contain any recognizable maneuvers and probably should have at least one close call. Maybe we should organize an event where no one is allowed to fly anything recognizable - now why would you want to organize this???

Dummy.

Well, I have to go. I smell the chicken the wife is frying. Next week I have my physical and I think that fried will become a thing of the past. May as well enjoy it till then, right?

See ya out flyin'

BLAST FROM THE PAST

Articles from 1970s found in the President's papers

November 1, 1973

Meeting called to order by Vice President Lenny Kaiser at 7:45 PM with 10 members present.

Minutes approved as read.

Old Business: None.

Committee Reports: Nominating committee appointed by Vice Pres. Lenny Kaiser. They are Bill Poehls, LeRoy Bangert, & Speed Leckie.

New Business: LeRoy Bangert suggested the club make up some sort of card to be passed out to any people who may be interested in joining the club. Alan Coomber said he has many people interested in R/C who are not aware of the clubs existence. He also said he would be glad to hand out cards at his hobby store. Speed Leckie motion to have some cards printed up with some phone numbers on them informing the interested people of some members who could either help them or put them in contact with some other member who would give them some help. Bill Poehls seconded it. 9 in favor 0 opposed. Discussion on whose numbers should appear on the cards, but action on actually getting them printed left until next officers take over.

Alan Coomber also offered space in his hobby shop for a bulletin board which could have pictures and the like on it.

Auction: LeRoy Bangert motion to table any action on an auction. Prelin seconded it. Unanimous.

Meeting adjourned at 9:30 PM.

Speed Leckie brought along a flight box he and Darrol Cady are designing.



November 15, 1973

Meeting called to order by Vice President Lenny Kaiser at 7:45 PM with 8 members present.

Minutes of last meeting were approved as read.

Committee reports: Nominating committee Speed Leckie reported President - Leonard Kaiser - His goal for the office of president if he is elected he hopes to make the business meeting shorter, about $\frac{1}{2}$ hour, line up some kind of entertainment for each meeting, have committees for contests set up well in advance of the contest date, and have some kind of club family get together in July, Pot luck lunch, maybe have some kids fly control line planes or whatever suits the occasion.

Vice President - No name.

Treasurer - Glen Hertz

Secretary - Jim Rangitsch

Nomination from floor - V.P. Speed Leckie & Keith Riddle

New Business: Jim Rangitsch volunteered to try writing a newsletter.

Speed Leckie, Darrol Cady & Chuck Blanchard from Helena plan to go to the N.M.P.R.A. national championships in Los Angeles on Nov. 23, 24, 25.

Lenny Kaiser appointed Darrol Cady official photographer for N.M.P.R.A. meet.

Meeting adjourned at 8:30 PM.

James A. Rangitsch
Secretary





Combat Report

The Fall combat meet went off without a hitch on the 3rd. Since I gave a report at the meeting, I won't go into great detail here about it, but suffice it to say, there isn't a single Hergett Mustang that can fly left in the state. For some reason these excellent little flyers decided that this day the supreme sacrifice would be made and all died with honor. (Read that as mid-air).

The only exception to this rule was made by Tanner Woodcock, who suffered from what is widely known as Seaholm Spatial Spectrum Syndrome (S4). S4 is the phenomenon that occurs when you get so proficient that it no longer SEEMS necessary to watch your plane in flight. Instead, sufferers of this syndrome believe they can happily look for enemy targets, watch birds, or do other activities while flying. Mr. Woodcock had a lapse of S4, during which time his plane executed a beautiful Split-S very near the ground.

Looking to national combat issues, Dave Wagensomer is sitting before the AMA Special Interest Groups committee as I write this. With any luck, all these years of hard work will start to pay off for us combat fans when the AMA officially designates the American Scale Dogfighters Association as an AMA recognized Special Interest Group. Many of us have spent innumerable hours trying to achieve this goal, and it looks like it may finally become a reality. What this means is, that besides SIG status, scale combat will become an official event with a NATS event, as well as its own competition board and a new set of realistic rules, which, as many of you know, we have worked long and hard to get adopted. Anyway, congrats to all of you that have helped. It looks like our dream has come true.

The rumor mill has it that Earl is about to test fly his new Ta-152. If you're not familiar with the plane, it has very high aspect

ratio wing (long and skinny). While Earl is convinced he's got the ultimate combat fighter, I'm still thinking he has the ultimate Mr. Snappy. Earl thinks the long wing is better for snatching streamers, while I think the wing will just hit more airplanes. Either way, we'll soon be seeing firsthand the flight characteristics of this little monster.

I'll keep you posted on developments. In the meantime, start building the fleet for next year!

-Doug

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.

BRIDI KILLER BEE from G&S Hobbies. Paid \$169.95. Take \$130 or Trade. Ron Beck 256-9362.

SUPER TIGER 3250 with C&H Ignition. Runs great on regular galsoline. \$250. Dale Abell 698-3084.

1990 Oldsmobile Silhouette. Loaded, comes with wing rack and carpet. A great Aircraft carrier. \$5500. Ron Beck 256-9836.

Goldberg Ultimate 10-300 Biplane. 60 size but runs great with ASP 108 or YS 120. Plane can be had complete with engine (ASP 108) and servos or any combination thereof. Leland Schliep 245-6008.

NEXT MEETING

November 2, 1998

7:30 P.M.

KNIGHTS OF COLUMBUS



Billings Flying Mustangs

P.O. Box 22406

Billings, MT 59104

FIRST CLASS

TO: