

HORSEFEATHERS

Newsletter of the Billings Flying Mustangs



October 1, 1998 Volume 25 Number 10

BILLINGS FLYING MUSTANGS GREAT FUN FLY EVENT OF 19-20 SEPTEMBER 1998

As Reported By Vergil Jones

We were told at the club meeting that Doug couldn't act as C.D. Either trying to make money or some other reason prevented his being there.

Gentle, as defined in Webster's New World Dictionary College Edition, Eric volunteered me to take Doug's place. I accepted and began making plans to have as good an event as possible. I'd never been a C.D. but knew a clipboard was a must so off to the Dollar Store.

Next was the need for a large number of copies of the "Rules", so off to Kinko's. At least 20 people would show up without a copy.

By Friday night I felt well prepared to fulfill my commitment. Now I must prepare my personal gear for the coming event.

Required articles - Stop Watch - Dollar Store. Duct Tape - Wall Mart. Rubber Bands - In flight box. Soda Straws - Borrowed some. Marshmallows - IGA. Foam Cup - Wall Mart. Tongue Depressors - Drug Store.

Saturday Dawns - Breakfast 6:00 a.m. I arrived at the field at 7:00 a.m. Only Roxie Klaus was there ahead of me although he hadn't been aware of the contest, having gone to the field after taking his wife to work. Good husband.

It was daylight by the time I'd posted the rules and marked the runway for spot landings. Now I prepared my fun fly plane. I wanted to try three different bomb racks and release mechanisms before anyone arrived. As I would probably be the oldest contestant, it wouldn't hurt to have an edge on the younger crowd. My first release was a premature ejection. The 20 knot wind out of the southwest didn't help. My second rig worked better and one of my students, Dave Barnett, observed the drop. Three marshmallows landed just west of the runway in the mud. Now I felt ready to compete.

What if there was a tie? I added an event #10 to determine the final winner. It was a 45 second power on climb, kill the engine and glide for max time and land on the center spot marked on the runway.

It was raining by 9:15 a.m. so I went home. As the only one to sign up for the event, I declared myself the winner and ate the marshmallows.

p.s. Doug, What were the soda straws for?

Vergil Jones C.D.

COMBAT, RAIN OR SHINE!

**THIS WEEKEND OCTOBER 3.
SATURDAY ONLY 10:13 A.M.**

The final organized event of the Billings Flying Mustangs season is coming up almost as you get this out of the mailbox. Doug Haacke is holding what is suspected to be an excuse to destroy the remainder of his 1998 fleet so he can start fresh in the spring. You will note the envy in his voice when talking about the Earl Seaholm and Steve Hergett alliance. Come on out and enjoy the event. We will warm a few hot dogs and polish dogs for lunch and have a great low key event. See ya there.



Meetings to Cost Money?

The Knights of Columbus has decided to charge us for using the meeting place. The fee is \$25 per meeting. Do you think we ought to pay up or move out? Come to the meeting and tell us!



President's Letter

"note"

I still do not know what happened to the Fun Fly that was supposed to happen last Sat. the 19th. Word I got, since I did not make the last meeting, was a lack of interest. I know Doug Haacke was out of town because I saw the instructions he taped to one of the tables at the field. Maybe this type of meet should be held in the Spring when interest is higher. In any case I will look forward to it maybe next year .

Where do ARF's come from and PAARF(people against arf's)? This is one of the threads I have been watching on the internet. I don't know where most of our members stand on this issue but here is the way I see it. I like to build model airplanes and I have since I was very young. The simple truth, however, is I was never any good at it. I might end up with a fairly good looking airplane but there would always be something about the way it flew that I didn't like. I know the good feeling I get when telling someone I built the airplane, but I don't remember telling them it was a pig to fly. The gist of what was said by some modelers on the web was that most ARF's are dogs and any self respecting R/Cer would not be seen with one.

Welllllll.....I may not respect myself, but by damn, if I find an airplane that flies well whether it is used and ugly or is an ARF I am a HAPPY FELLA ! Besides that I think some of the newer ARF's are well built (I just admitted I don't know how to build) and most important are straight, light and fly well. This is a long way to get around to what I really want to ask. Is there any interest in sharing building time or some kind of guidance for those of us who are not so good at this hobby? How about regular visits to each others shops? I'll bet some of the young guys would go for this idea. I will bring it up at the next meeting. If you can't make the meeting, and you have an idea would you please call me at 256-9362?

I also read on the web where Al Coomber is taking on the ZNLINE which is one of Europe's finest model manufacturers. Now if I could just talk him into letting us come out to his shop to watch him put one of those suckers together—

Fall is here and it is time to start thinking about next year. We have a Directors meeting coming up to appoint a nominating committee for elections as well as preliminary plans for next years events. For you newer members it is time to think about any ideas you may have that can help the Club. Your input is welcome and very important.

Don't forget our last scheduled event for this year is the Montana Combat State Championship to be held Saturday October 3rd. I hope you can make it. Why not ask some friends out to the field?

The days are getting short and so is this letter. See ya at the meeting or the field.

Ron



Last Meeting's Minutes.

BILLINGS FLYING MUSTANGS MEETING MINUTES
SEPTEMBER, 14 1998

The Meeting was called to order at 7:35 PM by Vice President Todd Monson. There were 15 members present. The minutes from the previous meeting were read and approved. The Treasurer's report was given by Leland Schliep. The report was read and approved.

OLD BUSINESS: Paul Yourk brought to the club's attention that the combination on the first aid cabinet was not changed to the new correct # which should be the same as the gate number. Dick Smith will change the combination on the lock the next time he is out at the field.

NEW BUSINESS: The Knights of Columbus organization has a new manager. Management has decided that our club should be charged \$25.00 per month for use of the facilities. We will continue to meet here for the next few months or until further notice. We will discuss the possibility of a new meeting place at the next meeting. The goal will be to find a facility that will not charge for use.

Leland and Eric purchased a 10'x10' pop-up shade shelter which was used at the last pattern meet. It was extremely hot and it served it's purpose well. After discussion at the meeting Vergil Jones moved that the club purchase the shelter, with a second from Bill Peohls. It will be available for use at future club events.

Leland Schliep noted that the tables at the field are showing wear and tear. This item and the possibility of making the field more accessible to the handicapped by constructing wheelchair ramps will be placed on the agenda for the upcoming year.

Discussion at the next meeting will include the possibility of a swap meet. All interested members should make a showing at the meeting to see if there is enough support to hold the event. Scheduling of the event will also be discussed.

COMMITTEE REPORTS:

MULTI- EVENT/ FUN FLY: Committee chairman Doug Hackee prepared the rules and specific flight events for the fun fly. Steve Hergett presented the rules in Doug's absence. The event will be held on September 19.

The 50/50 raffle was won by Steve Hergett.

Meeting was adjourned at 8:20 PM.

1998 OFFICERS

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



1998 EVENTS - Events from all over the Region.

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



Leland's Ramblin's

Junk You Can Skip If You're Busy

This month has been interesting. We have had some good flying weather and some of even came on weekends where folks could use them. I was out at the field one Saturday and it was like and Eagle II convention. We have a lot of beginners in this club. I think every one of the longer time members needs to be encouraging these new folks to be involved with the club along with all that fun and learning. Bringing new members along is a lot like raising kids. Make them aware and let them get involved.

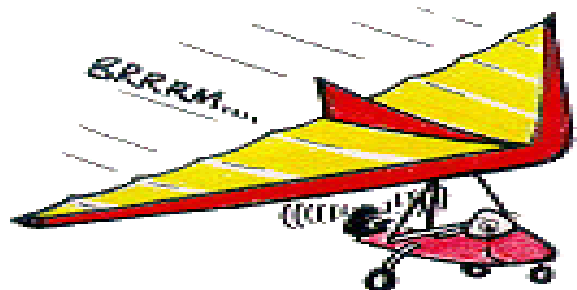
I had a great flying day this month. I took out the biplane and while that in itself usually dooms flying days, this time I did well with it. I think I have finally figured out that engine. I sealed up so many places that it looks like a RTV blob but it runs well and has tons of power. I love the way the big biplane looks and flies. Time to sell it.

I am finding out that I achieved one of my goals for last year and this. I had a goal of not crashing and preserving the planes I have on hand. I did this pretty well with only two crashes last year and none to speak of this year. This is the good or up side of the picture. I have limited my repair time and expense and have a good stable of planes that I like to fly. The down side is that I have flown all the plane I own a lot and am getting ready for some more excitement. I think the attrition I produced earlier kept my flying experience fresh simply because I never had a plane long enough to get tired of it. Now I am putting some of these jewels up for sale and looking for fresh blood.

I picked up an Eagle 63 trainer this summer and have had fun flying it. I have taken a lawn chair out to the pilot box and leaned back and flown around and around. I had that thing so high it was a spec, then thermaled around for a long time coming down. I cut the throttle way back in the wind and fly backwards. Not high tech stuff but fun.

How is your winter building season plan coming along. I have a Jekyl pattern plane to finish, A Bonanza V Tail scale kit to finish, and a couple other kits to build along with some major maintenance items to do. I want to build a new flight box this winter. I want to win the lottery and be rich too. Lets see which I get done.

Well, since I am later than usual on the newsletter I will close and talk to you next month. Take care and enjoy these fall flying days. Keep your priorities straight. See ya out flyin' leland.



*"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*

BLAST FROM THE PAST

Articles from 1970s found in the President's papers

submitted by Ron Beck.

October 4, 1973

Meeting called to order by Vice President Lenny Kaiser at 8:00 PM with 9 members present. Club consists of 25 regular members and 3 associate members.

Report on Helena Pylon Meet: Meet went very smoothly, 5 heats in Form I, 8 in open. 4 contestants came from Spokane.

Treasurer's report:

TV raffle profit \$124.55
Contestant registration: loss \$20.64
Concession stand: \$27.95 profit
Bar-B-Q: loss \$15.22
Net profit: \$116.64
Savings Account: \$728.94
Checking Account: \$367.35

Old Business: TV raffle ticket sales contest, Darroll Cady most tickets sold, Jerry Haider sold winning ticket, they both donated their prize money to club.

New Business: LeRoy Bangert motion to buy 6 trophies left over from Helena Pylon meet. Speed Leckie seconded it, 8 in favor 0 opposed.

Nominating Committie: appointed Dale Cowger, LeRoy Bangert, and Bill Phoels.

Discussed getting AMA film for Jan. dinner, Simon Dreese will for film.

Auction discussed. Suggested poling members when calling for next meeting.

Meeting adjourned at 9:00 PM.

5-17-
James A. Rangitsch
Secretary
October 18, 1973

Meeting called to order by Vice President Lenny Kaiser at 8:30 PM with 7 members present.

Minutes of last meeting were approved as read. —

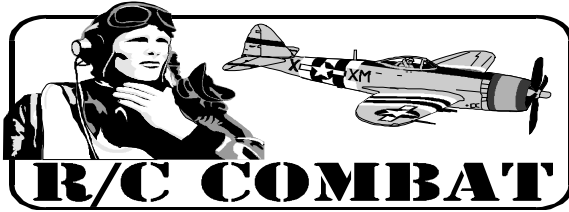
Old business: Simon Dreese couldn't find any larger list of movies than Glenn Hertz has. Rangitsch made a motion that we send for 1971 R/C world championships film for the Jan. dinner. Speed Leckie seconded it. 6 in favor, 0 opposed. Discussed date for the dinner. It was decided to see when the film we requested is available, and work our date around it.

New business: Speed Leckie reports that he and Allan Comber were discussing funds that the Fish & Game has to establish a park. He also said that when Rose Park was dedicated it was there was a condition that there be two U-Control circles built in it. He and Darroll Cady will check on these two items.

New meeting time will be 7:30 PM.

Meeting adjourned at 9:15 PM.
Two films were shown.

James A. Rangitsch
Secretary.



I finally got my article for Model Airplane News sent off. Its amazing how long a process it is to get all the information together, sort through all the photos and slides, check grammar and spelling, and everything else that goes into writing it. I want to thank the Billings Photography Club for providing so many nice photos, and James Woodcock for shooting some of the most exciting slides I've ever seen. Going through the 300 some pics was a total riot. Once of the reasons writing the article took so long was that I was constantly falling on the floor laughing at some of the pictures. It was readily apparent that there were a lot of guys having a great time.

Here's the latest on the building scene. With the ASDA finalizing the scale requirements, it looks like were exactly where we had hoped to wind up. Here is the current paragraph regarding scale requirements. I am confident it will be readily adopted:

3.2 Any aircraft legal in event 704 shall be legal in event 705. Aircraft must resemble their full-scale counterparts. No more than plus or minus 10 (ten) percent deviation from overall scale outline will be allowed. The Contest Director shall determine accuracy-of-scale by simple visual inspection at 15ft, and may, at his discretion, request from the pilot a 3-view drawing or photo, to help in determining scale fidelity. Minor modifications that improve flight characteristics will be allowed as long as those modifications do not alter the basic resemblance to the original aircraft. The burden of proof of scale fidelity shall reside solely with the pilot of the aircraft. Fuselages must be three-dimensional. Profile fuselages will not be allowed. Any part of the engine and/or muffler not concealed by the cowl or fuselage shall be ignored when considering the scale outline of the aircraft. Landing gear is allowed but is not required unless the full scale aircraft had a fixed gear. Protrusions on the leading edges of the wing, scale or nonscale, shall not be allowed. Canopies, either structured or painted on, are required. The aircraft must begin the event with a cowling.

Now you may expand or shrink the scale outline up to 10%, which will allow some of the smaller planes, like the 109, to come up to a reasonable size. Similarly, the larger radial designs like the Hellcat and P-47 may be reduced in size a little bit, making them more competitive with the inline designs. I'm very pleased with the way the new rules have worked out. There were also some small changes in the scoring to make things easier.

The latest building rumor is the consortium established by Earl Seaholm, Steve Hergett and Pat Kenney. Yes, I said Earl Seaholm. Yes, Earl is the guys that supposedly hates scale planes. But it appears he has been bitten by the scale bug, and is hot on design trail. Earl has Steve slaving over the drafting table designing a new Focke-Wulf Ta-152, the long high-aspect ration winged devil, very similar to the one Pat flew during the contest. I'll keep you posted on their progress. But you can bet whatever they come up with it will be fast, and it will be awesome. I still think it will also be a snappy bastard, so I'm sticking with what I know works

and am modifying my Hergett Mustang to a B-Model Mustang. I hope to have a set of plans done later this month, thanks to Steve's help.

Speaking of Steve's Mustang, his design has rapidly grown to be a legend in combat circles. One of the top pilots from the Midwest who has been competing strictly with foam planes recently built a Hergett Mustang, and just won the Midwest Championship with it. Its also the plane to beat in Hawaii, and many other combat locations. Congrats to Steve on such a great design!

That's it for this month. Like they say, if your six hurts, you'd better check it!

-Doug



NMPRA District 4 report, by Mike Sperry

The August 15, 16 race is now history, thanks must go to the Billings Flying Mustangs for a well run contest. Dick and Stephanie Smith (alias Juan and Gladys) are to be congratulated and especially thanked for their efforts in putting on the contest. I also want to thank Hitec they were very generous with some equipment donation for drawings after the contest.

Darrol and Rhonda Cady had everything go their way at this contest which makes sense as the harder you work the luckier you get and I know that they have put a lot of effort into their racing. They won the 428 and Q40 with fast times in both events. The fastest airplane in Montana wasn't there and also the "Big Swede" was taking his son to college so Darrol and all of us can be thankful that we did as well as we did.

I also want to thank all those who came from out of town as this always makes for good racing. We had several racers from Colorado and one from Georgia. The Billings weather was cooperative, although we did have a wind storm that kicked up just as the first days racing was coming to a finish. This always is good for a flight box full of dirt.

On a different subject. I was visiting with Pam the other day and the conversation got to the F1 contest at the Nats. We both felt that the mood of the racers was less that enthusiastic about the event. It was like most wanted to get it over with. The only reason to have the event and compete in it was that some people had some airplanes and equipment left was the feeling I got. Is it time to finally stick a fork in the event as it is clearly done. We maybe should use that final day for the other events that are popular. Which may allow for more contestants to enter. I also liked the format of the 97 Nats (qualify for the finals) it seemed like the pace was faster with more rounds flown. This year it was along time between flights so it was difficult to get a rhythm going.

Too much golf and too many crashes lately; extra busy trying to get airplanes ready for the next races. I started to build a plug for my own design Q40. I'll let you know how it is progressing.

Mike

More racing news next page.



Around the pylons...

continued.....

Racing in Mexico?

Reported by Darrol Cady.

Attention Q40 flyers wives. Next year, the 1999 NMPRA National Championship Race is going to be held in Mexico City.... It will be a wonderful time to not only go to a great race, the tours and shopping for the wives and family planned by the Mexican Ladies will be a very special part of the experience.

Even the wives and family will be impressed by the spectacular country club atmosphere of Pegaso. It is better than first class. There is no flying field like it in the world. Next year, you will have to get your menfolk to be sure and join the NMPRA, and then do well in your district. We are going to have to go back to the qualification for the race, as there are too many entries by just letting everyone just enter and show up. It again will be the ROC..... Race of Champions.

Be sure and tell your Racer Hubbies, that they must build and race Q40 in 1999, so that you can go with them and enjoy the Mexican Hospitality.

Hope to see many of you there, Darrol



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

October 5, 1998

7:30 P.M.

KNIGHTS OF COLUMBUS



Billings Flying Mustangs

P.O. Box 22406

Billings, MT 59104

FIRST CLASS

TO: