

HORSEFEATHERS



Newsletter of the Billings Flying Mustangs

June 1999 Volume 26 Number 6

SPRING PATTERN PRIMER

JUNE 5

Submitted by Roxie Klaus CD

Event summary:

Date: June 5, 1999

Start Time: 8:00 a.m.

Place: Club field

Fee: \$5.00 buys entree and lunch. Drinks and snacks other than lunch not included.

In just a few days it will be time for the Spring pattern meet. Again this is not a serious competition but a friendly get together to introduce pattern flying to the fliers that think they would like to give it a try and for the rest of us to loosen up and find out just how rusty we have really become. As I have only had one flight since November, it could be very interesting for me.

The schedule for the event as I envision it (as all plans of meeces and men, this too is subject to change) is that we will start at 8:00(am of course) at the concession stand with the AMA video "Judging and Flying Precision Aerobatics." This video is an excellent source of information on how the basic elements of the various maneuvers are supposed to be flown and how they are supposed to be scored. Immediately following the video we will have a short discussion of the basic rules that are to be observed during the flying, and then have a short period for everyone to make a quick flight to insure that the equipment is functioning properly. The first round of "competition" will start as close to 9:30 as possible. At the end of the first round, we will talk about the common mistakes and problems that we observed during the flying. With any luck, we will have a demonstration flight on how to properly fly the basic maneuvers. I plan for us to fly three (3) rounds of pattern. Some time about midday Leland will supply us with a wonderful gourmet meal (at least that was what he told me when I talked to him two months ago.) ;) At the end of the "competition" certificates will be awarded for first, second, and third place for both classes. Ed note: is Polish Gourmet?

Come out and join in the fun, if for no other reason than that it is fun. Any income from any of our events that are over and above the cost of putting on the event will help in contributing to our club's future.

The Plane:

For some reason many people feel that you must have a pattern plane to compete in pattern. Although a thoroughbred pattern design does fly more smoothly than most planes, the fact of the matter is that you just don't have to have one nor do you have to have the fancy radio or the monster engine. All that these wonderfully expensive things do is to make competitive life easier for the seriously addicted competitors. What you DO need is a plane, radio and engine that YOU are comfortable with flying and are reliable. A case in point. About three years ago, a local pilot (who I will not name to reduce the possible embarrassment to those that he beat) won almost every event he entered flying an ARTC type sport plane. He was not a novice flier. He flew in the Masters class against some of the toughest and best prepared pilots in the northwest, and beat them all. How? PRACTICE, DESIRE, DRIVE, and feeling comfortable with his sequence and equipment (Congrats again Elmo.)

Jim Rangitsch Memorial Fly-in

June 25-27

Would you like to go on a camping trip with your family, not have to travel too far and be able to fly all the time. Well our Jim Rangitsch Memorial Fly In would be the deal for you.

The fly In is not a contest, it is a great big social and fun event filled with dozens and dozens of models and a lot of flying. Folks come from all over 3 or 4 states in travel trailers, motor homes and fifth wheels as well as the car/motel campers. For some it is big airplane trailers behind big RV units while others come in compact cars and stay in local motels. They come to fly and visit with the folks they go to other towns like Thermopolis, Sheridan, and Helena to fly with.

You can join this fun and also have a chance at some pretty nice raffle prizes. Dennis Rollins organizes this event and he has already obtained a Super Tiger 3250 engine and a Sirius charger for the give away. The usual ratio between participants and prizes approaches 1 to 1.

Plan your weekend with us for this event. Bring out your RV and camp out. It really gives our field a new perspective when you camp out there. See you there!





President's Letter

Our President, showing that he knows how to take instructions.

Hello again everyone,

I have been thinking that maybe we should call this column, "Rick's Soap Box". It seems I just can't resist voicing my opinion, or at least letting my thoughts be known. Maybe you all will think twice about who you install as president from now on.

All kidding aside, I would like to address some of the opinions in our newsletter. All of them seem to be quite valid, because they express different feelings. The problem is that we are less understanding of the activities we are not involved in or like. The fact is, however, that this hobby/sport is very diverse. We have "sport flying", "combat", "scale", "racing", and "pattern", to mention a few. Some members are not "into" some of the facets of R/C that others are, but we do have to respect the passions of all members. Whether it's a \$1000 plus pattern plane or a \$35 clunker, the person flying that plane has a right to exercise his passion. We are supposed to be in this hobby/sport for FUN. I believe part of the FUN is to enable every member we can to enjoy their passion, whatever it may be. We need to be grateful that we have such a grand flying site and we must share it with our fellow members.

Mr. Neibauer has asked us to have a liability waiver for our members that will be retrieving airplanes on his land. Doug Haacke has come up with a waiver (thank you Doug). Would everyone please sign the waiver. There are some copies in the mail box (thank you Pat Kenney) that we use for our sign in sheet. I will also bring one to every meeting, if I can remember to. Thanks to all of the members for following the new rules. It's very important that we try to get along with our neighbors so that we may keep on flying.

Speaking of flying, I haven't heard from anyone on the new flying site since our last meeting. Remember, if you find a new site that becomes our new home, then you get a life time membership to the club. Depending on how old or young you are, that could mean a lot of bucks saved over the years. We need your help. Please continue to search for our next site. As good as it seems right now at our present location, it could be gone in an instant. The future of our flying depends on us.

Enough of the "soap box" for a while. I have been out trying to fly and have done so successfully and not so successfully. My hard landings haven't been too serious. I don't get much time in the air so my flying skills are very lackluster to say the least. Due to my flying - my repair skills are increasing rapidly. My recondi-

tioning of wrecked airplanes has become so known that members have given me wrecked airplanes for free. Maybe they just feel sorry for me rather than being impressed with my repair abilities. I have seen some pilots out there that have really improved in both their flying and building. One of my favorite things to do is go out to our field when it is full of planes and pilots. I really enjoy watching good airplanes and pilots fly and we have many in our club. I'm very proud of our club for having such a resource of talent.

Remember, be understanding and share our good fortunes.

Thanks for listening.



Last Meeting's Minutes.

Billings Flying Mustangs Meeting Minutes May 5 1999

The meeting was called to order at 7:30 PM by President Rick Koehn. There were 24 members present. The minutes from the previous meeting were read and approved. Leland Schliep gave the Treasurer's report. The report was approved.

COMMITTEE REPORTS:

COMBAT COMMITTEE: Four pilot judges are still needed for the Western National combat meet. Contact Doug Haacke if you will be able to help out.

JIM RANGITSCH MEMORIAL FLY-IN: CD Dennis Rollins has purchased a Super Tigre 3250 and a few other nice items to be used as raffle prizes.

OLD BUSINESS: A land acquisition committee has been formally named. Rick Koehn, Doug Haacke, Leland Schliep and Steve Garr are the members. Leland Schliep has contacted County Commissioner Jim Reno in an effort to gain support if some suitable county land is available.

Dennis Rollins has looked into an area 10 miles from town. The land is located on the Reservation. It may be available for rent at \$7.00 per acre from the Crow Tribe. Dennis will keep the club posted on this.

Doug Haacke said that the area north of town on State land with the radar dome is definitely not available. The other State parcels adjacent to the radar property are generating some resistance from cattlemen using the land for grazing purposes.

Some other state land has been located in the vicinity of the Laurel airport. The committee will look into this area.

President Rick Koehn still encourages all members to be

1998 OFFICERS

President - Rick Koehn
Vice President - Dennis Rollins
Treasurer - Leland Schliep
Secretary - Steve Hergett

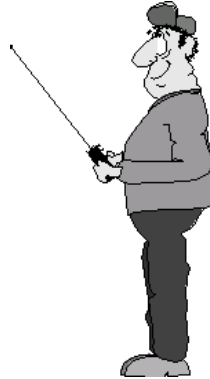
"Horsefeathers" is the official newsletter of the **Billings Flying Mustangs** R/C Club. This newsletter is published monthly by the club and mailed to all current members. Newsletter editor: Leland Schliep P.O. Box 22406 phone 406 256-9836 Fax 406 256-9580 email leland5@imt.net

very active in your search. The club would like to locate the best possible site.

Dennis Winchell updated the club on his last conversation with Jerry Neibauer. Some items they discussed were compensation for crops that are damaged from airplane retrieval and drafting a waiver to limit liability if a member is injured on Neibauer's property.

Field improvements for this year have been postponed. Don Herington repaired some chairs with broken backs. Fred Ott has located some 6" letters which could be used in a leader board. Fred also won the 50/50 raffle. Steve Hergett moved to adjourn the meeting. The motion was seconded by Don Herington. Meeting was adjourned at 8:20 P.M.

Leland's Ramblin's Junk You Can Skip If You're busy



Well, how's your summer going so far? I am just back from the three day weekend and rushed as usual. I got up this morning at 5:30 so I could get a lot of this newsletter done before business got in the way. Good thing I did because the phone has been ringing off the hook since 8:30. I have now put the phone in the ignore mode so I can finish this.

I have a few scraps of stuff from all over to include this month. A quote from the Woodfield model club's newsletter caught my eye. Their meeting reports in the newsletter are not really minutes so much as really just reports so they ad-lib a little. The part that caught my eye was in committee reports and goes like this "Picnic chairman Joe Kleifges had nothing new to report, but talked for five minutes anyway." I resemble that remark, what about you?

Our Billings Flying Mustangs and the Great Falls Big Sky RC Modelers newsletters both reflect the importance of a good field. We are bummed a bit and have had to limit a few activities because of site troubles, while they have a brand new runway and are showing the enthusiasm of a bunch of kids with a new toy. We will, of course bounce back from this momentary depression and continue our great tradition of fun and world class events but we need to spend a few minutes reflecting on what a difference a trouble free, well equipped facility makes.

In that light, work goes on towards finding the new site of our dreams. All of us on the site committee have been busy beyond normal and have spent little real time on this issue but even so, contact with the county commissioners continues and every lead that we get is looked into. I guess the plus side is that we are trying to find a good site in a

fairly rural area. I know that the Spokane Barons club is searching for a new site but in a fairly heavily populated area - they are having no luck.

Larry Wilkinson, our hat king, has more hats for sale. He also has a hat selling job he would be willing to part with. Our new logo on those hats looks really nice. You should get several for the season.

Over the three day weekend, I carried my 4Star40 along, it got a lot of miles in the car but no flying. I found two or three good sites to fly over in western Montana but all the while I was there, it was windy as the devil.

I got a treasure pile from my buddy Gil Horstman. He was cleaning out stuff and gave me 4 sacks of old magazines. I have been reading magazines from the early 60's and it is amazing that anyone still does this model stuff with the problems and equipment they were using. I say this knowing that a lot of old timer figure that by the early 60's things were pretty advanced. Things that come across to me are the ads for stuff. How would you put an ad in a national magazine now days for a 29 cent part? How about the ad for a radio which was transmitter, receiver and batteries that read, \$47.50 completely assembled/ \$65 "verified". I wonder what Verified was? It was interesting that even in the early 60's there was a distinct leading edge of equipment and a busy market in "low end" stuff. You could buy old technology single channel stuff for \$30, Multi channel reeds for \$100 and Proportional new stuff in the \$450 range. Pretty much like the numbers today but look at the technology! I was reading the letters to the editors and the AMA magazine articles. You know, it is amazing how little things have changed in those 30 years.

CALENDAR

June 5 Spring Pattern Primer - Billings Flying Mustangs Flying Field

June 5 Missoula Combat

June 12-13 Powell Fly In - Powell Wy

June 25-27 Jim Rangitsch Memorial Fly-in Billings, Montana- Flying Mustangs Flying Site

June 26 - 27 Great Falls Pattern Meet Great Falls MT

July 7 - 10 Scale R/C Combat Western National Championships Billings, Montana- Flying Mustangs Flying Site

July 17-18 Great Falls Annual Fly In Black Horse Lake Field, 5 miles North of GTF

July 24-25 Thermopolis Fly In Thermopolis Wy Airport

July 24- 25 Helena Fly In

August 7 Combat Bozeman

Aut 7-8 Jet Fly In Deer Lodge

August 7-8 Gillette Fly In - Gillette Wy.

August 14 Combat Great Falls

August 15 Fun Fly Great Falls

August 28-29 Pattern Lethbridge

August 28-29 Cody Fly In Cody Wy.

Sept. 4-5 Montana State Pattern Championships - Billings Flying Mustangs, Billings MT

September 11-12 Sheridan Fly In Sheridan Wy.



FROM THE EMAIL BOX

From: Doug Haacke <ims@imt.net>

Combat June

The Great Falls combat event is in the book. Hats off to Bruce Hadella who did an outstanding job as Contest Director up there. The experience of the Billings lads REALLY paid off, as is very evident by the standings:

Scale Standings	Points
1. Earl Seaholm	1169
2. Ron Horton	865
3. Tanner Woodcock	650
4. Randy Ward	636

Open Standings	Points
1. Jamie Metcalf	875
2. Ron Horton	750
3. Earl Seaholm	700
4. Steve Hergett	675

It looks like combat has finally found a home in Great Falls, and we can expect more events from our sister club up there. Again, congrats to our champions, and to everyone in Great Falls for a job well done.

Our meet is shaping up. We still haven't found a cash sponsor, so we're going to have to try and make do with \$500 we got from RHCTA and whatever else we can scrape together. The purse money is covered by the entry fees, so we're OK there. The only other expense would be the 10 engines we give away, which amounts to around \$400. We have 10 kits being donated, and I'm still waiting to hear on the radios. Walt has the promotions well in hand, and Eric will have the posters ready by June 10th. This year, the 4H has offered to put the posters up, which will free up a good 5 evening of my time. Of course, We still need about 4 pilot judges, so this is one of the last times I can beg. PLEASE, PLEASE help us out. The pilot judge job is very easy and lots of fun. The more we have the easier it is, too! We'll feed you and make sure you have the best seat in the house for watching the bloodbath. Contact me immediately if you can shake loose a little free time.

If you have already signed up to be a pilot judge, we'll need you at the field standing next to Larry Wilkinson at 8:30am sharp on both Saturday and Sunday, July 10th and 11th. Larry will give you a quick lesson on pilot judging before the meet begins. The guys I have listed for pilot judges will are:

1. Larry Wilkinson (Chief Judge both days)
2. Glen Hertz (both days)
3. Bill Poehls (Sat)
4. Jason Horton (both days)
5. Rick Koehn (both days)
6. Dennis Shuld (both days)
7. Ken Steinmetz (both days) possibly several foreign nationals with Ken

Again, we need a few more to make sure we are well covered. Please help us!! If you have volunteered and your name isn't on the list above, for God's sake, let me know my blunder!! See you at the meeting!

-Doug

This arrived in the email this month and I thought it would show some of the types of activities that are taking place around us.

From: Bodnar, James

<BodnarJ@2SLS.VANDENBERG.AF.MIL>

Subject: 1/12th scale racing and combat Date: Monday, May 03, 1999 2:14 PM

Gentlemen, (most of you)

It's almost here!. That's right, the Central Coast of California is about to hold there FIRST EVER 1/12th scale event. Saturday May 15th is 1/12th scale RACING. We have two classes: Our local entry level class is House of Balsa T-6 Texans with OS Max .15fp, then the big boys will whip out there 1/12th scale 2105 (AMA704) legal warbirds for a dizzying (litterally) display of speed and agility as we race those around a 350 ft long three pylon course Sunday May 16th is even more exciting! We have a day dedicated to COMBAT! Again we will have two classes. The first is open combat. This will be an anything goes type of event. Any RC flying object (helicopters, auto gyros, pattern ships, racing planes, wonders, gremlins, trainers) with a .46 size motor or smaller. Then the crowd pleasing, highly skilled 1/12th scale pilots will take to the lines for several exciting rounds of RCCA 2105 (AMA 704) COMBAT. If you want more information call me at work at (805) 606-1253 or at home (805) 734-3239.Jim Bodnar



**This is empty
space, why not
send me an
article for next
month?**

OUR HERITAGE!

Do you race? Did you know how much of what NMPRA does today originated with these two fine gentlemen? Did you know they are both in R/C today?

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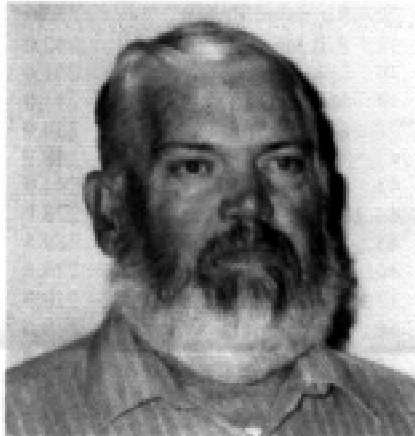
Hall of Fame Inductees

Gil Horstman and Jerry Nelson were good friends for several years before the beginning of the Goodyear Racing events. When Goodyear started in 1965, Gil got interested. Here was a scale-like model doing something exciting, Racing! Jerry encouraged him to join a new racing group called NMPRA.

Gil's interest grew in racing, but the NMPRA was not organized. Don Dewey, the Editor of RCM started writing columns in the magazine promoting the racing group. Gil offered to help with the membership applications. Bob Durham and Jerry Nelson called Gil and convinced him that he should take the job of Executive Director and organize the NMPRA. The NMPRA then became his personal challenge.

Cliff Weirick was President of the NMPRA in 1966. Ed Shipe was Vice President, Gil Horstman was Secretary Treasurer. The following year, they organized the country and started enlisting the District VPs. It is the same system that the NMPRA uses today. This was the beginning of the national organization as we know it today. After the organization was operating, they all concentrated upon AMA affiliation, getting the racing rules accepted by the AMA and promoting Goodyear Racing and the NMPRA. A monthly newsletter was the next important item. Gil was Editor and did a lot

GIL HORSTMAN



of work to get the newsletter out. With the help of his wife and daughters, they put out 600 to 700 newsletters each month and on time.

Gil enjoyed racing and qualified in the top 20 to fly at the 1967 Los Angeles Nationals. He repeated the qualification for the 1968 Olathe, Kansas Nats. For several years he did well in the NMPRA National Points, but he was never Number One. That was not his goal. His goal was to promote racing and

have a good time racing. Gil did race a lot and worked for the NMPRA for many years. In 1974 Gil was transferred to Spokane, Washington. He then asked to be replaced in his duties for the NMPRA. He felt that the hub of racing was in California, and he would be too far out of the mainstream to be effective for his responsibilities. Glenn Spiekler, then president, replaced him with another NMPRA Hall of Famer, Ron Schorr. Our roots in the NMPRA come from great stock.

Over the years, Gil has always been involved in some kind of modeling, and has built and flown everything from profile peanuts to 1/3 size Radio controlled models and control line airplanes. His first Nationals competition was in 1954 at Glenview Naval Air Station. Gil is IMAC #4, and was on the ground floor for that organization as well. Gil Horstman was Associate VP for the AMA in District 11 for many years.

When Gil reflects on the past, he states that "NMPRA was a very big part of our life for many years. I say our life, because my partner and wife Clara was also there to help out. She was marvelous for me. We made many friends because of NMPRA! It was worth all the work"

It all started in 1964 when Jerry saw the Goodyear races in Reno and got the idea that we could be racing that way in R/C world wide also. Up until that time, no one else had come up with the idea of racing scale-like models four at a time.

What a concept! With the help of Joe Martin, Bud Crane and Ed Shipe, Jerry put together the ground work for what became Formula I and the NMPRA. By 1965 Jerry had designed several racers and had plans available which made it possible for interested pilots to get into racing more easily. Also, in 1965 Jerry put on an exhibition race at the Willow Grove AMA Nationals. The visibility brought by the beautiful racers racing four at a time caught the eye of the nation. NMPRA was off the ground but there was a lot of work to do.

Early in 1966 it became obvious that NMPRA was going to have to get organized in order to continue to develop and grow. An organizational meeting was held and several officers were chosen to get things started. Jerry was chosen as the Corresponding Secretary. In this roll we were able to take advantage of the status and respect that Jerry had within the modeling

JERRY NELSON



world to get our ideas accepted. In 1966 Jerry was the director for the unofficial

1966 Glenview Naval Air Station AMA Nationals. Jerry found all of the help to run the event outside of the regular Nats workers.

All during the year of 1966 NMPRA officers were very busy working with the AMA Contest Board in the effort to get our event and rules accepted as an "official" event. Jerry put a lot of behind the scenes effort into making sure acceptance would occur. By the end of 1966 the AMA did accept our rules and also accepted NMPRA as the SIG. This allowed us to have a say in the rules and to have "Official" rule book racing at every Nats since.

In 1967 Jerry was the R/C Director for the Los Alamitos AMA Nationals. Jerry had Ed Shipe, another Hall of Famer, as the event director, but Jerry was very instrumental in getting our event the exposure that no other part of the Nationals received. You might remember that ABC Wide World of Sports televised the final race of the meet between Cliff Weirick, Joe Foster and myself.

Next Meeting
848 MAIN STREET IN
THE HEIGHTS
MONDAY June 7
7:30 P.M.



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

FIRST CLASS

TO: