

HORSEFEATHERS



Newsletter of the Billings Flying Mustangs

September 1999 Volume 26 Number 9

ANY ONE UP FOR A LITTLE FUN?

Are there any club members interested in having a club fun fly-get together around the last of September or first part of October? I won't be at the next meeting due to work but if anyone is interested, it would be nice for them to bring it up at that time. Time allowing I would help with the organization of the event. Not a sanctioned event just fun.

From : Roxie Klaus
Email: trklaus@wtp.net

LELAND'S LAST NEWSLETTER!

When I first joined the Billings Flying Mustangs, I had just been introduced to a brand new and exciting hobby. I attended my first meetings, sitting in the back with no responsibilities - a massive change for me. I had been totally burned out on the meetings/committees things. It was a pleasure to just watch and not have a "to do list". Slowly I got involved, working a race cage, helping with this little thing and that. Slowly the old over involved Leland emerged until here I stand today, about burned out again, to do lists stuck up everywhere. I need a break, I need to slow down and watch for a while so I can enjoy my toy airplanes again.

The newsletter is a critically important part of the Billings Flying Mustangs.

Please contact your club president to volunteer.

THE END OF THE SEASON OR JUST A CHANGE OF SEASON?

Ruminations by your editor.

I guess that in most peoples minds summer is from June 1 to August 31, or Memorial Day to Labor Day, but does this have an effect on modelers? Do phrases like "Too Windy" or "Too Cold" really apply to the real modeler. I suppose they do because my late friend, Gil Horstman used to say that the old geezers group in Spokane considered anything below 75 degrees to be a hard freeze. While you might think that this is a limitation on the amount of model activity they would be having, it was not. This group lives models. They just didn't go out and fly as much anymore when the weather is "inclement". They meet in random one on one meetings almost every day and as a group every Wednesday year round.

There are modelers in our club who fly year round, although not as often in the very cold seasons. I try to get out at least once in every month. Funny, how that used to mean I would try to get to fly in the winter, now it's a struggle even in the summer.

I think that our club suffered a severe blow to our morale this year because of the difficulty at the field with our neighbor. I think that some of the members who have traditionally run events were pretty near the edge of not wanting to continue their particular contribution anyway so the discouragement caused by this conflict pushed them over the edge. It seemed that there wasn't much fight to keep having events. We gave up pretty easily. I am not saying this as a criticism, just an observation. Our core of hard working movers and shakers deserves nothing but praise.

It seems to me that with the changing of seasons there may be a change of the guard in our club. I am reminded that this is a continual process when I read the old meeting minutes from the 70's. The names of the "active" are familiar. Most of them are still active fliers but have more than done their duty to the day to day running of the club. I was also reminded last week when I tracked down a garage sale ad that said there were RC models for sale. It turned out to be the home of one of our club's ex presidents. We talked about the things that were going on as he was getting out of the "active" end of club life which was just about the time I started into RC.

It may be time for newer members or members who have not been as "active" need to take a turn at the controls. Consider your place in this changing picture as you see things that just seem to cry out for someone to jump in. If ever you think, you aren't the one, you might be mistaken. Everyone has talent, everyone has potential. Age is not a determination, neither is lack of time in the club, nor is having a long time in the club. Sometimes your turn comes around again.

What is my point, you might ask. My point is that our club has just taken a blow and we need every member to help the club stand back up and retake it's place as "The best and most active RC club in the region!" We need builders, organizers, hunters, workers and that means your talent and presence is needed.

The season is not over, it is just changing.

President's Letter

Rick Koehn President

Hello Club Members,

I would like to start out by apologizing for my absence at last months meeting. I had an inner ear infection. I don't know how many, if any, of you have ever had that experience. For those who don't know that feeling, it's a wild ride. It's kinda like being drunk to the point of having absolutely no balance. It even gives you the spins when you lay down. After a while you get sick to your stomach, motion sickness. Inner ear infections and RC flying don't mix for obvious reasons - when you look up, you fall over. Some people may say they can't tell the difference in my flying with or without this infection. Some may even think I fly better with it. Enough about my excuses.

Many of us had the opportunity to go to the Clyde Park fly in. It was a great fly in. The pilot turn out was many times more than that club had hoped for. I believe there were 43 pilots. They have a huge grass runway. The people were fantastic and very accommodating. There were a few mishaps, but the flying was great. I was just getting over my ear problem, so I only got to fly once, but I was great. (Editors note: Members help me here, Should this say "but it was great" or as he wrote "but I was great." ?) Everyone should try to take in this fly in. There were big birds, scale aircraft, sport airplanes and trainers. We even had some VERY low fly by by Robert from Big Timer in his full scale Cessna. Fun was had by all.

Again I was asked to put on a presentation by the Deaconess Psychiatric Care Center for Children. I brought magazines, my Fence Master, some videos that Rollins loaned me again and Steve Garr's Sukhoi. There were about 12 kids there. I showed them how the radio works with the plane and then let them show me. I pointed out the differences between the two stroke engine on my plane and the four stroke on Steve's plane. We then went over how the glow plug and glow starter works. I spun the engine with the starter then let the operate the starter without actually applying it to the plane. After all the touching of the planes, radios and other equipment was done, we went over some of my photo albums, which included before and after pictures of my crashes. The children settled in and watched movies and read through some of the magazines. The supervisors and the children had a lot of questions which I tried my best to answer. Some supervisors and children are looking forward to the day when we can take them outside to either start an airplane or better yet have a short flight by a helicopter. The day after I put on this presentation I got twelve hand written and colored thank you cards in the mail. This is a very rewarding experience that I would recommend to all of you. My many thanks to Dennis Rollins and Steve Garr.

Well that's it for now. I hope to see all of you out at the field having some flying fun.

s Rick.

1998 OFFICERS

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



**MUSTANGS
BUSINESS
SECTION**



Last Meeting's Minutes.

BILLINGS FLYING MUSTANGS Meeting Minutes August 5, 1999

The meeting was called to order at 7:30 PM. Steve Hergett presided in Rick Koehn's absence. There were 13 members present. The minutes from the previous meeting were read and approved. Leland Schliep gave the Treasurer's report. Hat sales have netted \$219.00. The gate admission at the combat meet was down 25%. The report was approved.

FIELD CLOSURE REPORT:

Steve Garr talked to Jerry Neibauer about the recent closure at the field again. It seems that Jerry has calmed down a little since the last incident. Always be careful while retrieving down aircraft and refrain from flying overhead farm equipment. The wheat is harvested now.

FIELD ACQUISITION REPORT:

Vergil Jones and Eugene Decker have a possible lead for a new flying field in the Pryor Creek area. Ron Beck suggested that we ask the 4-H club members if they are aware of any land that would be available for our use. Leland will ask when he presents them with the check for their share of the Combat proceeds.

CLYDE PARK FLY-IN:

Don Herington reminded club members of the fly-in held at Clyde Park. Daytime sack lunches are provided. A banquet dinner is scheduled for the evening as well as a live band. The landing fee is only \$5.00. Robert Bryan is a member of the Clyde Park flyers as well as a Billings Flying Mustang Member.

PATTERN COMPETITION:

Eric Hawkinson has canceled the Labor Day Pattern meet due to the uncertainty of the flying field status.

RACE COMMITTEE: The racing has been canceled also.

NEW BUSINESS:

Ivan Koeller has volunteered to put down some road mix at the main entrance by the gate to smooth the approach. Ivan has also volunteered to do the garbage hauling detail.

Bill Peohls won the 50/50 raffle. The meeting was adjourned at 8:15 PM.

"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

Gil flies every day now!

Did you have the pleasure of meeting my friend Gil Horstman. He was a gentle man, who could fly absolutely any RC plane. Gil passed away this last month. About two years ago Gil learned, during a normal annual physical that he had a tumor on his colon. Testing showed that along with this Cancer tumor, he had Cancer in his liver, had major heart problems and gall stones. He needed surgery for Cancer and the gall stones but they thought his heart was too bad to withstand the stress. Gil never believed that they knew what they were talking about. When they gave him six months to live, he told them they were mistaken. They were! In the end, the Cancer did not kill him. The Cancer and the Chemo knocked him down so low that his heart finally gave out but by God, they were wrong. He fought the war for almost two years. I pray to God that I can have that kind of attitude and strength if ever I am faced with this sort of challenge.

Gil's stories of flying kept me up past my bed time on almost every trip to Spokane. Among his other accomplishments Gil was one of the original group of fliers who developed NMPRA, the racing association. He told me stories of how lots of the rules were made back in California in the 60's 70's. A group would be out flying and have lawn chair discussions of how the rules should be. Lots of these discussions are AMA and NMPRA rules now. Gil was NMPRA treasurer for lots of years, newsletter editor for more and is now in the NMPRA HALL OF FAME.

Gil left quietly, he didn't want a funeral service and had none. He wanted his ashes scattered on Flathead Lake where he grew up. This was done with his family and some friends present to say their good byes.

When Gil ended our visits or phone calls he would say "Well, my friend, until next time." It always made me proud that he called me his friend. I now imagine Gil flying on a perfect day, surrounded by his friends who've gone before. I miss him.

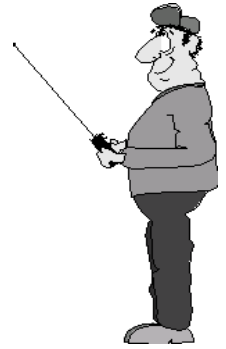


Dennis Rollins Fine Stearman. A contest and trophy winner.

CALENDAR

September 11-12 Sheridan Fly In Sheridan Wy.

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



Did you ever have so many things to do that you accomplished nothing? I have been this way for the last year.

As I noted in the section to the left, I lost a good friend when Gil passed away. It is hard to understand how someone gets to be so special to you in so short a time. I have only one other friend so dear to me as Gil was. I have lots of friends and value each of them but a few make this special list, you have them too. Value your friendships and tend to them regularly, life is truly too short.

I got to actually fly a RC plane this month! It wasn't mine but I got to run the radio from one whole take off, a few maneuvers and a successful landing. That flight has been the total of my RC for the month of August. How disgusting is that?

I am planning on going to Sheridan for their Fly In this next weekend. I have taken my trailer out twice all summer to fish with grandkids and this trip to Sheridan will probably be the last time of the season. Where did summer go?

I ran into Vergil out on my one time flying. Vergil told me he attended a contest in Cody and whipped them all. He said he volunteered to join their club so they could claim a member won the prizes. Mary, Vergil's wife, won the cash prize on top of it. I am sure Mary deserved it, probably for putting up with Vergil!

My Jekyl pattern plane has had about one screw turned since spring. It is no more ready than it was in April. I am hoping to work it out this winter. In July I did manage to have two crashes on two consecutive flights. Short trips when you take one plane, do one flight and crash. Not very gratifying. On vacation, I had the 4Star40 and was showing off for my dad. Flying off the highway in front of his place, I was doing real well until landing and I got too slow about 6 feet in the air, snapped over and broke the fuselage in half. It will be easy to repair but it just goes to show you what happens when you try to show off. Next flight, at our field, I was flying my Eagle trainer and the engine quit mid field, about 18 feet in the air. I glided to a near perfect landing behind the runway on the east side of the property. Nearly perfect until one of those stubby railroad ties jumped up and grabbed the wing and broke out a piece. Oh well. Easily repaired. Wish I had an ear infection to blame it all on.

I am quitting the newsletter again. I'm too busy and have been doing it too long. Someone has got to do it now. Someone will, I am sure. I hope to keep writing this column but that depends on the new editor.

See ya out flyin
leland

Coloring the Bottom of Your Wing

by Mike Fox

They say the bottom of your airplane should be a dark color. The darkest color of course is black. This tends to make the plane show up better at high altitudes. How your airplane is built will decide how you color the bottom.

A built-up plane will be covered and the color of covering will take care of that. Monokote or your favorite covering makes it very easy.

With the way we are building some of the high tech models, building styles mean that you need to find a new way to color your model. Somebody told me that Mark Levoe (manufacture of Super V's) is using a spray on dye. I looked all over and could not find any such thing. So look for the next best thing. I was looking for something when I ran into an old bottle of India Ink from high school. This stuff is like water. I remembered that when you got it on your hands it was hard to get off.

I decided that I should try it on some foam and a piece of balsa. The balsa looks like it was stained. So I decided to try it on a new hand launch wing I had just finished and was ready to cover. I started to brush on the ink and it really looked good. I finished and walked away. I checked back a couple of minutes later to find that the wing was bent into a u-shape.

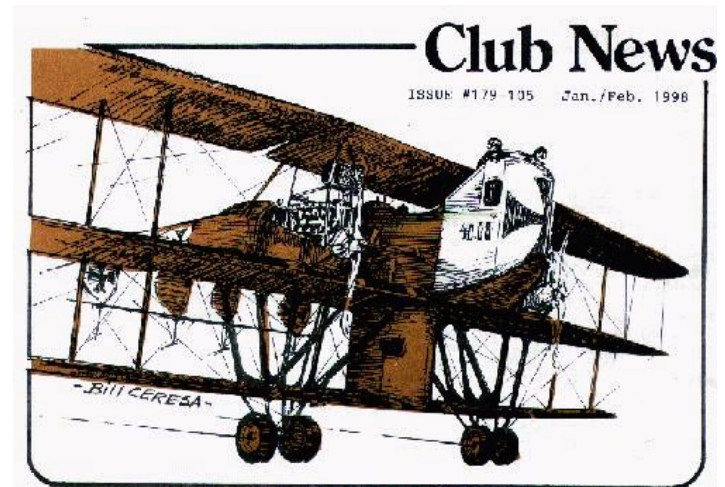
Three times the dihedral! What had I done to my new wing? Well after leaving it to finish drying, it came right back to the correct shape. The bottom of the wing looked super. I then covered it with a light weight clear covering. The bottom looks like it was stained in black.

On my next project, which was a new 2-meter with the construction like the Super V, foam and glass, I decided to give this ink a try. I painted it on the foam just before I bagged the wing. When fiberglass is set up it is fairly clear. Much like the wood wing, the finished product looks pretty good. I also have tried a coloring they sell at craft stores that

they use on flower arrangements. It comes in different colors in a little pump bottle. I think most any coloring will work as long as it doesn't attack the foam.

One thing I have found on coloring the bottom of wings is to make most of the wing dark and then make a white stripe. Make it have a good contrast, dark and light. These seem to work the best for me. After all if you can see your plane further than the other guy, you may win that flight, or save the plane that became hard to see!

from Eastern Iowa Soaring Society, Mike Fox, Editor, 115 North Thornwood, Davenport, IA 52802



The Lloyd 40.00 was an Austro-Hungarian, three engine, tri-winged plane Bomber built in 1916. It had a twelve Cylinder engine mounted as a Pusher in the central fuselage and two smaller Tractor engines on each side of the of the fuselage. There is no proof that it ever flew, and was abandoned in 1918

Next Meeting
848 MAIN STREET IN THE HEIGHTS
MONDAY SEPTEMBER 13
7:30 P.M.

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

FIRST CLASS

TO: