

Horsefeathers!



Official Newsletter of the Billings Flying Mustangs

Volume 27 Number 11

November 2000

Coming Events

Next Meeting:

Monday, November 6, 2000
7:30 P.M.
828 Main St.

Billings Events:

The November meeting is the time for the President to appoint a nominating committee for the election to be held at the January meeting.

Wyoming Events:

June 5 through 10, 2001:
IMAA Rally of the Giants.
Hosted by the Gillette R/C club! Contact Noland Bartz, 307-682-5136 for more information.

Club Officers for 2000

President Rick Koehn
Vice President Dennis Rollins
Secretary Steve Hergett
Treasurer Bob Moore

Reminder:

Club Officer elections are coming soon. It is time to think about who you wish to lead our club next year. Maybe run for office your self.

Fall 2000 Fun Fly

by Roxie Klaus C.D.

Another fun fly is history. On the cold morning of October 7th we had seven contestants enter the fall fun fly. Six flew in the "Expert/Hot Dog" class and one lone soul flew in the "Rookie/ Sandbagger" class. There were four brave souls that decided to test their metal in the "Free Style Aerobatics" event.

When I arrived, Bill Poehls, Jason Horton, and Steve Garr were there. The air was very cool, about 22 degrees according to the airport. But the wind was light so it was bearable, just barely. The cold did prove to be a problem for the engines though. Both Steve and Bill were having problems getting the engines on their planes to run. Both chose to move to their "back-up" craft which seemed to run better for both. After some re-tuning for the colder, thicker air they were satisfied enough to compete. This was just the signs of things to come. Most who flew had to re-tune for the colder air.

During a pre-event test flight by Earl Seaholm, something yellow was seen floating down from the sky. It was the left side horizontal stab and elevator from Earl's Thunder Tiger Extra ARF. Fortunately the servo was attached to the right elevator and Earl was able to land the plane with little effort. Some CA and Accelerator and the plane was ready to fly again.

During round one, Earl de-hinged his rudder during the touch and go event. A quick run home for hinges and he was ready to fly again. Jason was next to test the structural strength of his Morris Hobbies Gee Bee. He got the nose a little too low on a landing and loosened the landing gear mounting. This too was easily repaired.

Envious of the attention that Earl and Jason were receiving, Ron Horton used the runway to remove the landing gear from his Sig Somethin' Extra, not once but twice. Unfortunately the muffler on a YS FZ53 does not make a good landing skid and it broke the exhaust connection on the head. (Expensive repair!) The rest of round one went relatively smoothly with only minor bumps and scrapes. At the end of the first round, Speed Leckie had a large lead with Ron and Earl in the chase. At this point we took a lunch break.

The air had warmed up by the time round two started. Every thing was going smoothly (maybe too smoothly) when in the one minute touch and go event Speed got a little out of position and lost the entire nose of his plane. Everything in front of the wing came off in more or less one piece. With no nose weight the plane did a beautiful 5 or 6 foot loop to add another touch to his score. There was nothing in the rules that said that it wasn't legal! At that point everyone must have decided that they couldn't top Speed's performance and only minor breakage occurred from then on. The order of finish for round two was Earl first, Ron second and Jason third.

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(Fun Fly, Continued From page 1)

In "Rookie/Sandbagger" Bill was the Lone Ranger. He did a very good job with very good scores. He would have been hard to beat. In the Slow Fly By Event, he took almost 8 seconds to fly the 210 foot course which calculates out to about 18 MPH. That is slow!

The last event was the Three Minute Free Style event. That was air show time for the people that entered it. Basically the entrants try to entertain the judges with pizzazz rather than geometry. Ron took first, Leland second, Jason third, and Bill took fourth. Their scores were quite close with only 85 points separating first and fourth.

We also had some visitors. Don Herington came out and was kind enough to be a score keeper. Steve Hergett also helped with judging during round two. Mrs. Ron was kind enough to help setup the lunch in the concession stand. Thank you to all those who came out to fly, help, or just to watch. Your presence was appreciated.

**Final Scores:
Expert/Hot Dog:**

- First Place Earl Seaholm
- Second Place Ron Horton
- Third Place Speed Leckie
- Fourth Place Jason Horton
- Fifth Place Steve Garr
- Sixth Place Leland Schliep

Rookie/Sandbagger:

- First Place Bill Poehls

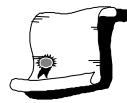
Most Interesting Flight Award:

Speed Leckie for his nose-less loop.

One final note. I was suprised by the number of dedicated fun fly design planes that showed up. Four out of the seven pilots where using planes designed specifically for this type of event. They did have an advatage in that there planes where just more agile and therefore more capable of performing the tasks. Anyone planning this type of event in the future may wish to have seperate classes for fun fly designs and "normal sport" designs.

Again, thank you to all those that took the time to attend. I hope that you all had a good time.

Roxie



Meeting Minutes

October 2, 2000

The meeting was called to order by Vice-president Dennis Rollins at 7:30 PM. There were 16 members present including the newest club member Douglas Blair Sr. The minutes from the previous meeting were read and approved. Bob Moore gave the Treasurer's report. The report was approved.

OLD BUSINESS:

Roxie Klaus will bring Chili to the Fall Fun Fly. The noon meal will be potluck style.

COMMITTEE REPORTS:

LAND ACQUISITION COMMITTEE:

Vergil Jones and Bob Moore have done some more research on the possible Fly Creek site. This is located towards Hardin 23 miles from Billings on the north side of the interstate real close to the rest stop. This 60-acre parcel is part of a large ranch, but it is split from the rest of the property because of the interstate. The value of the land is at \$75.00 per acre. There is a possibility that the 60-acre parcel could be purchased separately from the large ranch.

MONTANA FAIR COMMITTEE:

Vergil has secured a display spot at the fair this summer. This is a Week long event and the booth will need to be manned for the duration. Interested parties please make your intentions known. We will need a good number of participants to make this one work smoothly.

MALL SHOW:

Dennis Rollins will look into the possibility of having a spring display in late March or early April at Rimrock Mall.

NEW BUSINESS:

Elections are right around the corner. Dennis Rollins said he would be interested in the Presidency next year. Paul Yourk would do the vice-president position. Bob Moore said he would be up for another year at the Treasurer's position. Steve Hergett would like to step down from the Secretary's spot. The nominating committee will be announced at the next meeting.

Don Herington moved to adjourn the meeting. Steve Garr seconded the motion. Meeting was adjourned at 8:15PM.

Presidents Letter



Editors Note: As of the time that I was putting this together, I have not received anything from Rick. Hopefully next month ...

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



Hey, What a wonderful month for flying. I have done more flying this month than all year up to now. I can't let it slow down, I am loving it.

Let's see, where to start. I guess I started by changing the engine on my Ultra Sport 60. It had the pumped, piped YS 60. That was a super engine in it's earlier life. Of course after having bearings come loose inside and who knows how many hours of use, it was only slightly above the average 60 size engine. It was taking a set of bearings per gallon of fuel, the piston and sleeve and the case were all scarred and shot. I put in a Good used Super Tiger 60 and the plane flies as good as the YS flew it in it's better days. I have had some fun with that combo and as soon as I finish fine tuning that engine it will be great.

Next on the fun parade was the Club Fun Fly. A great huge thanks and well done to Roxie. The weather was chilly and turn out was not as big as it would have been at a mid summer event but it was great just the same. Most of us flew in the Advanced/Hotdog class. Events such as timed takeoff/roll/hammerhead/loop and land, the Climb 45 seconds and loop all the way down, the max touch and go's per 1 minute and finally the carrier landings were a kick to play with. I flew the Ultra Sport which is not really designed for that type events so of course I place fairly low - can you say last place. Steve Garr was the only other one who flew a "normal" airplane. The rest of the guys had things like Ron Horton's "Something Extra" and Speed Lecky's Profile "Extra". Earl was there with another fun fly thing. It was great. I guess I did have one distinction, I was probably the only one who didn't do damage to my aircraft. Earl had the most successive things go wrong. Speed had the most spectacular. I have never seen a plane come apart like that. I am hoping that Roxie has a story and the winners because I don't remember them. Those of you who didn't come out lost out on the fun. I am all for doing this again next week even if only in an informal setting. After the "contest" I finished rigging another fun project. I had a Hobbico ARF 60 airframe that I had acquired from Ron Beck. I had a 90 OS engine I had acquired from Dale Abel. The combination was perfect. I put it all together carefully in about two evenings. I flew it carefully but it had so much power I could point it up and just wait to

hear from NASA. Someone tweaked an old interest in aerial photography. I had done some years back but found it very expensive with 35 mm film cameras. You would get about 3 good photos on a 15 dollar roll of film. I now found myself with a capable, over powered airplane and a digital camera. I rigged it up and was out shooting. The first trip, I only got six shots because I let the camera go up with a nearly dead battery. The second flight I got a whole load of 48 shots. About 15 turned out. The third flight I got about 10 good shots. The fourth flight I crashed the airplane. Yes the Hobbico is dead. I did a nice figure nine snap by taking off too slow and over controlling. The camera survived the crash just fine. Now I am searching for another airframe for the OS90. Anyone got any suggestions?

I am writing this tonight in a hotel room in Kennewick Washington, on my way to central Oregon. I have just finished charging the Gliders flight batteries and the transmitter. I am hoping that tomorrow, along the back roads of Oregon, I will have some conditions to fly it. There is a place up in Washington, south of Spokane, called Steptoe Butte that should be good glider site. I am hoping to have some time on the way home.

Hope to see you out flying this winter.
later later.



Our print quality is not good enough appreciate the pictures that Leland has. If you have internet access, check out his website: www.members.home.com/schliep22/



Camera ship after Leland ran out of altitude, airspeed, and ideas. The camera did survive so maybe we will see more aerial photography from Leland soon.

Roxie's Rantings, Ravings ...

All of the events that are scheduled for our 2000 season are in the record books. I want to thank all the club members that attended the events and a special thank you to all those who ran and worked on the events. If it wasn't for the hard work of those who organized and worked our events for the passed many years, our club would not have much of what it has today. Also thank you to all those who volunteered their time and talents in the various work parities and just on their own for the countless hours it has taken to develop our field into what it is today. Most of us DO appreciate your efforts.

The next event is our club elections. By our bylaws, the club President is supposed to select a nomination committee to find out who is willing to serve as officers for the next year and to announce those candidates, at least one for each office, to the membership at the December meeting. After the nomination committees candidates are announced, then nominations are to be taken from the members that are present at the meeting. Those names are then to be put on the election ballot and the members present at the January meeting vote on who should serve for that year. Sadly for the past several years many of the offices have only one name listed under who is willing to do that job. Our vote then is either for that person or for no one. I have had the honor of counting votes on a couple of elections and have seen votes for "Larry, Moe, and Curly", "Minnie Mouse, Mickie Mouse, and Pluto", and others who did not ap-

pear on the ballot. To some this is cute but unfortunately it shows the apathy that the membership at large shows for who is "running" their organization. We as members *need* to insure that the officers that we *elect* to represent us and govern the club for the next season truly have our clubs interest at heart. What we do not need is a club officer that feels that it is more important to support another club's events over our events. It is up to you to do as your conscience guides you, be active, inactive, or some where in between but at least take an interest in *your* organization so that officers *elected* by *you* can represent the membership as a whole and not take a guess at what the membership would like them to do.

The December issue of this news letter will be my final issue. I informed Rick of my decision in September but I do not know if he has found a volunteer to take over or not. If you are interested, contact Rick. If no one volunteers, there will not be a news letter starting with the January issue until some one decides to do it.

Roxie

Wanted:

NEWSLETTER EDITOR for club news letter. Needed immediately. Contact Rick Keohn, club President.

CANDIDATES for club officer positions. Contact a nomination committee member.

MEMBERS WHO CARE about their club to take part in the elections of club officers. Report to the meeting January 8, 2001.

Billings Flying Mustangs
PO Box 22406
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First Class

TO: