

Horsefeathers!



Official Newsletter of the Billings Flying Mustangs

Volume 27 Number 9

September 2000

Coming Events

Next Meeting:

Monday, September 11, 2000
7:30 P.M.
828 Main St.

Billings Events

October 7: Fun Fly Club Field
Contact: Roxie Klaus, 245-8208

Wyoming Events

September 23: Pylon Race,
Casper WY. Contact Gene
Corson 307-234-4360

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.

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.

Club Officers for 2000

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



Meeting Minutes

August 7, 2000

President Rick Koehn called the meeting to order at 7:30 PM. There were thirteen members in attendance. Rick Koehn read the minutes of the last meeting in the absence of the secretary. The minutes were approved as read. Bob Moore gave the Treasurers report. The report was approved as read.

Committee Reports:

Race committee: there was no report. Ron Horton did mention that he would like to put on a race meet next year. The race would have 424, 428, and combat plane races.

Pattern committee: there was no report given.

Air Show committee: the air show was a great success. A lot of people helped out. We also got some free advertising from the announcer of the air show, thanks to Leland. A very special "thank you" needs to go out to Al and Central Hobbies for the tent. Central Hobbies really stepped forward and supported our club. Let's do the same for them.

Combat committee: this was another good year for combat as well as the club. Ron did a good job in organizing the event. Ron said we need more volunteers next time because it is a huge project. This year's event was a little shy on judges. Walt did a fantastic job of announcing. Preliminary reports show that the event made some decent money for the club. Ron believes the event would have done better with some TV and newspaper advertising in advance. Saturday's spectator's attendance was about 25, however Sunday's was about 150 people. A motion was made to give the remaining combat event hats to the volunteers. The motion was seconded and carried. Ron gave special thanks to all that helped.

Land acquisition committee: we are still working on the land as a back-up, alternate flying site. As it is we are getting along with our neighbor and things look good for uninterrupted flying at our current site.

Old Business: Don Herington is out of the hospital. Don was in attendance at this meeting and he looking very well. Welcome back Don.

New business: Ivan mentioned that while he was out to the field he found a pair of sunglasses and a large pillow. It appears they were left there after the Combat event. Ivan also would like to have something to hold the trash bags in the barrels. Ivan will get with Steve Garr and maybe get some large o-rings. By the way, thank you Ivan for taking care of the trash and cleaning up out at the field.

It was mentioned that Roxie would like to see a club fun fly in September sometime. I believe he is volunteering to CD it.

Vergil mentioned that he would like to see a float fly sometime. If anyone is interested maybe you could get with Vergil.

The Clyde Park fly-in was great fun. About 30 pilots showed. As always the people of Clyde Park made everyone feel more than welcome. If you haven't been to a Clyde Park fly-in, I suggest you take one in next year.

The club received a thank you card from Glenda Kniefel. Thank you Glenda.

The meeting was adjourned at 8:30PM.



Presidents Letter

(Editors Note: The following is the August article of Rick's that arrived too late for that edition. I have not received his September article as of print time and rather than not have a Presidents column two months in a row, I am running the last article that Rick sent me.)

It appears that our 2000 fly-in is over. It ended with great success thanks to a lot of people working together. Sundays' weather could have been better; maybe we would have seen more flying. Thank you to all who helped and especially Dennis Rollins. As usual Don Herington donated an airplane for our raffle, so I would like to express a special thank you to Don while he is still recovering in the hospital.

Now we get to focus on our Combat meet in August. It takes a lot of people to make this a successful event. There is a bunch of work involved, but speaking from experience, it's great fun too. If you can, please help out. I know Ron is looking for some volunteer judges and such. I have to apologize in advance for not being able to participate in the combat meet this year. My boss found it necessary to come visit me that weekend, otherwise you all know where I would be. I'll be there in spirit and hope that some of you can volunteer in my absence.

I have done no flying as of yet, but I have been to Sheridan and watched John Steir land a trainer. Watching John made me want to take more time for the hobby/sport I really love. I don't know if more time away from work is on the horizon or not. Maybe I'll have to wait for fall. I hope you all are out enjoying our beautiful flying field.

Don Herington is still in the hospital. After three surgeries he is recovering, however slowly. I have talked with Don and at times he seems to be doing quite well. Even laying in the hospital he frequently talks about flying and all of the great friends he has in our club. He is very weak so the people at the hospital are working with him trying to get him up and around again. Nancy is holding up and when you talk with her she says she's fine. I know this has got to be real hard for her. Nancy did say she can not wait to get Don home. I hope that's real soon. Please say an extra prayer for Don and Nancy.

Well, that's all for now. I hope to see all of you out at the field real soon.

Rick

Air Show 2000

Fred Ott

Let me give this a shot.

We had a great turnout. Let me start by saying, Thursday July 27, Leland, Jason and crew put the tent up (Ed. Note: it had been put up earlier in the day by Bob Moore, Jason Horton, Rich Thronson and myself but nice wind gusts took it down shortly after we left), then it blew down (again). Leland, Jason and crew put it back up Friday. This time it stayed up.

Saturday, July 29th. Ron Horton brought three combat planes. We had them out front hanging from the tent. Ron Reiter had his World War I vintage biplane. We put it in the east corner of the tent. Paul had his Bat Plane there next in line, then came Dennis' Red Lion Gilmore. I believe that Vergil Jones had his trainer just inside the tent on the east wall and manned the front line all day telling everyone about combat, the club field, and how he can put interested parties on a trainer cord. Ok, back to the line up. Clay had his biplane next to the Bat Plane and last but not least, came my Air Vista and Compensator on the west wall. To set it all off a P-38 in the middle of the tent. I forgot who owned that one, sorry guy. What a bunch manning the tent all day: Vergil, Clay, Mike, Jason on and off, myself, my wife Shannon, Ron Horton, his wife and kids. Leland and his grandson stopped in a lot to see how things were going. Everyone did a great job. If I missed somebody, I'm sorry. Shannon provided sandwiches and pop for those that wanted them. Man was it hot. Jason lost his truck for about four hours, had a lot of fun with that. He took it real good. The air show over, we put the planes in Tanner's dad's hanger for the night. Thanks to both of them.

Sunday, 0700. Everyone met at the tent to set up airplanes again. Just about the same crew as Saturday. Vergil didn't come. I think he was talked out on Saturday. What a job he did. Thank you, Vergil, you were missed.

Dennis Rollins put his Freedom Jet in the tent on the back table. People really looked. "Does it fly?" Yes, everything there flew. Shannon Ott provided coffee, rolls and sandwiches again for those that wanted them. Lots of cold water to. Had a little water fight with Jason. That was fun. We had to take it outside. We didn't want to knock the planes over or get them wet. Manning the tent the second day were Dennis, Mike, Clay, Paul, myself, my wife Shannon, Jason, and Ron Reiter with his grandson. Leland stopped in again to see how things were going and got the loudspeaker to talk of the combat meet. Steve Hergett and family stopped in and I stole his son to pass out flyers. What a sales man he was. He did a great job for just a can of pop. I think he needs an ataboy from the club. I think I saw Steve Garr there also.

Guys, it was a great two day party for me. My wife and I had a lot of fun. This is getting pretty long, so I will say thank you to everyone. Most of all, thanks to Al Coomber for the tent.

Good weather, good friends, good flying.

Fred



Air Show 2000 Billings Flying Mustings tent. Photos by Leland Schliep

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



Well I am about recovered from the Combat Meet. I am hoping that there is a news story from Ron Horton the flight line Manager and CD. I'll give you a little about the stuff from the flight line to the road.

We had an enthusiastic crowd on Saturday and every single spectators said they enjoyed the show. All 22 of them. Concession sales were good due to hungry pilots and crews. I had expected a light showing on Saturday and had bought food accordingly and came out just about where I figured we would. I added some food stores for Sunday because Channel 2 news and the Gazette were both out for the show Saturday. Charging those reporters admittance greatly increased the gate! (Just kidding).

On Sunday we had a good crowd turn out due to the picture in the paper and the fabulous news story on Channel 2. We had nearly as good a single day as we had last year. This was great news for the gate and the concession. We finished with a couple of bags of buns, one pack (16) polish, two packs hot dogs (16) and no hamburgers left over. That is as near perfect as I can get it. This year we trimmed expenses and I think it paid off as the concession and gate made a good profit. (Numbers at the next meeting for those who attend.)

Our club thanks go to the Tate and Lyle Great Western Sugar Company and member at heart Cecil Hughs for the use of their magnificent grill. Also to Bumper to Bumper Auto Parts and our President Rick Koehn for the use of the two large tents that made eating and lounging so much better in their shade.

Our Club thanks to the 4H exchange and the kids and parents who worked for the third or 4th year in a row in the concession stand and parking cars, hawking sodas and picking up trash and a dozen other chores around on both days. As I have stated lots of times, they are the best bunch of kids and parents I have had to work with and I would not do this job without them. Someone suggested that we not have them this year and I told them they would also not have me. They are so good at the whole concession and gate and parking that my job is done when the event starts. I get the stuff organized and they are off and running. I even got out a lawn chair and watched most of one heat this year.

The club owes a debt of gratitude to Walt McIntosh who took on the announcing duties and did a spectacular job. His background music and continual commentary added a whole dimension to the event. I loved it, the pilots loved it and the crowd loved it. He is a must for all future events!

My personal thanks to Mike and Ivan, my dynamic duo of helpers. Ron stole Ivan for most of both days judging so along with the help he gave me, he was also on that end. Mike came back and volunteered because he was not comfortable with judging and I headed him on a few chores and he just kept on finding things to do and doing them the whole two days, right up to the final cleanup and loading the truck for home. Ivan worked even after the event hauling the trash to close the loop on the whole show. These two need some form of a recognition, I will work on it.

For next years planning several things came up. One, we need to give the 4H longer lead time when we set the date. My fault, I was late there. Next year I think I want to just contract the whole concession and gate to the 4H and charge them a percentage. They are doing loads of the work now, all we are taking is the risk. Let them have that too. Next year we need three areas of responsibility instead of two. They are (1) Concessions and parking (2) Promotion and Spectator services and (3) Flight line/Contestant, Contest services. Keep this in mind.

I know lots of others worked very hard on this event and I know there are those who will get no recognition for it so here's to the whole Club for supporting this and our other events. THANKS EVERYONE. Now can I go have my nervous breakdown?

Continued Page 4

Leland-Continued from page 3.

On other fronts, I have been out flying twice - Well out to the field twice and flying once. I went out on Wednesday and found the glow plug hole stripped on my old blue head Super Tiger 60 so had to go home flightless. I took it out today (Sunday) with a newer Blue Head 60 that I acquired from Ron Beck and flew until I ran out of fuel. It was a beautiful and relaxed day at the field, at least after my first flight when I found out I did remember how to fly. Not fly well but fly anyway.

Ron Beck flew the revived Telly and other than a landing zone conflict with one of the "watch out for the wheat" signs did a good job. He did a great snap roll about 56 feet off the ground right in front of the flight line and I cheered. He said it wasn't intentional and that there was a problem with his ailerons but I think he was showing off. Ron had Earl test fly his CAP 232 and then flew it himself. Said it was easy to fly. Now that is bragging. Dick Smith flew his pretty green Extra and seemed to do well. He also worked for a long time on the programming on his fun fly plane and got it flying. Never saw anyone read the same chapter the manual so many times but he got it in the end. Earl Seaholm along with test flying flew his speedy little Ultimate Bipe. Earl likes winged rockets. Ron Horton had one of those too in a new plane he brought out. I didn't see or hear what the name of it was but I would vote for "over powered" as a name (ed. note: it's a Sig Somethin' Extra.) Pat Kinney had his 4 engine B-24 out and tuned on the engines for a while but didn't fly it. Sounds like a hornets nest when he gets all 4 running. He also flew that great planes clone of a lazy bee and it is one squirrely plane.

Club Secretary Steve Hergett was out and had a newly bought trainer that he was buddy cording his salesman son on. This is the kid who sold anything he could get his hands on at both the airshow and the Combat Meet. The kid is a natural flier and with a few more lessons will be flying on his own. There were others out flying and watching.

There was a potential new member or two out. I went over and talked to them. The one brother had built a 25 size Carl Goldberg trainer and was wondering what he had to do to get some help. We took it out of his truck and Earl tore the elevator and rudder both off. Jim pointed out that his engine had up-thrust and was an accident waiting to happen and others commented about his color scheme. I told him how much money it would cost for membership in the club and AMA. He seemed to weather it all so I have branded him as a potential. He headed out to Central for membership forms and hinges. I hope we see them again. We need to keep a handful of those club brochures with AMA and club membership forms at the field, maybe in the medicine cabinet. Sounds like a job for Vergil!

I had better go. I am finishing up my electric motor powered glider, the Great Planes Spectra. I built it with the two piece wing then modified the horizontal stab to be bolt on removable. I am in hopes that I can pack the plane and radio in something like a rifle case to take on the airliner with me. I could use some flight time when I am on the road. This bird is a gad awful color scheme as I just used scraps of covering instead of buying any more. All that work and I make it ugly in the end. Oh well.

till next time, See Ya Out Flyin'
leland

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First Class

TO: