

# HORSEFEATHERS!



Official Newsletter of the Billings Flying Mustangs

August 2001 Volume 28 Issue 8

## RUS KNIEFEL MEMORIAL FLY IN JUNE 2001



## A successful Fly In!

### Fly In held on June 22,23 and 24

Around 28 Recreational Vehicles, a dozen or more aircraft trailers and 50 registered pilots held and enjoyed the Billings Flying Mustangs Rus Kniefel Memorial Fly In. We were graced with wonderful weather and there was good air for all the over one hundred airplanes that were there. There were very few crashes and lots of flying. Many local pilots were out flying. Paul Yourk, CD did a wonderful job of organization and managing.

The Raffle was a success with Paul Yourk's son, Daryll and Bob Ableman winning two of the main prizes. An out of town, not present won the third prize and it will be sent to him. The pilots drawings resulted in three rounds of drawings with almost every pilot getting at least two prizes.

Saturday's dinner with spaghetti provided by the Rollins family was super delicious. Along with Spaghetti in Dennis' fathers special sauce there were salads and watermelon and cake and and... I ate till I was too stuffed to walk. Ladies drawings were held at the dinner and when this time of prize passing was shortened by a brief, cooling rain and lightening storm, the prizes were finished off the next morning at the pilots drawing.

I have a couple dozen photos that I will try to get posted on the Mustang's web page. A sampling is included inside this newsletter.

Scale R/C Combat Western National Championships

**August 4, 5**

**Over \$6,000**  
in cash and prizes!

The richest Scale R/C Combat event in the world!

We're giving away:

- \$ Cash
- \$ Engines
- Kits
- Plans
- and Serious Bragging Rights!

RCCA 2610 Rules  
Paved runway  
Great site RV's welcome  
Frequency allocation  
Limited to first 50 entries

Last year's competitors receive priority frequency reservation until March 31st.

**SEE  
PAGE 6  
FOR  
DETAILS**

We need your HELP

# President's Letter

**COMBAT** I would like to remind everyone that the combat meet is coming up August 4th and 5th. Our club needs to help out to show people how special we are.

**FIELD INCIDENT** On Friday, July 13th, our neighbor Jerry Neibauer called me to explain that he had a problem with a non-member that walked through his wheat clear back to his shop. I feel that the Club should be behind Jerry. He was very civilized and professional when I talked to him. I would like to find out who let Randy Lynch into our field. When one of us invites a guest to the field, you should be with them and make sure that they know the rules. Abusing the rules could cost us our field. We have one of the nicest fields around. We have pavement, shelter, electricity, bathrooms, concession stand, parking area and our location is right off a main road so we don't have to travel down a long gravel road to get there.

Our float fly was canceled due to construction at the lake area. Maybe better luck next year.

I will report on the Fair booths at the next meeting so please come if you can.

Good news travels fast and bad news travels faster. The bad news is that I lost my B-25 on the first flight. Two years of building and one year of showing was over in about 30 seconds. Like one wise (guy) person said when I got into this hobby, there are only 2 types of airplanes, those that have crashed and those that will crash. I broke 1 engine and bent the nose retract, the main survived. The plane is not rebuildable, sorry to say. Now the good news. I have room in my trailer for my Fokker D-VII now!

We have a few more fun events coming up this year besides the combat meet. There is a pattern meet Labor Day weekend (**Ed: cancelled**) and Thermopolis, WY has their fly-in the same weekend. September 8th and 9th are the dates for the fly-in in Sheridan, WY. This event is worth attending, especially for the prime rib dinner. There is a fly-in scheduled for our club on September 22 and the late combat meet on October 6.

So hang in there and have fun and fly safe. Remember the rules of our field and have many soft landings.

Dennis



**MUSTANGS  
BUSINESS  
SECTION**



## Last Meeting's Minutes.

Billings Flying Mustangs Meeting Minutes July 2, 2001

President Dennis Rollins called the meeting to order at 7:30 PM. There were 15 members present. The Minutes from the previous meeting were read and approved. Bob Moore gave the Treasurer's report. The report was approved.

### COMMITTEE REPORTS:

**Fly-In:** Committee chairman Paul Yourk was very pleased with this year's turnout. The sponsorship was tremendous this year. Bob Ableman won the Grand Prize in the raffle. It was the "First Place Engine with C & H ignition.

**Combat:** Ron Horton is contacting the Billings Gazette to get some advertising. Dennis Rollins graciously volunteered to be line Marshal. Leland is in charge of concessions. Judges will be needed.

**Gillette Fly-In:** The Gillette RC club expressed thanks to all of the Mustangs who helped with the largest IMAA event in 5 years. There were 180 pilots registered.

**Billings Fair:** Two 8x8 booths will be given to the club free of charge to display aircraft. The fair runs for a lengthy amount of time and booth volunteers will be needed.

**Float Fly:** The location at the time of the meeting has not been decided. It will be posted in the Newsletter before the event.

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### 2001 OFFICERS

**President - Dennis Rollins**  
**Vice President - Paul Yourk**  
**Treasurer - Bob Moore**  
**Secretary - Steve Hergett**

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"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 [schliep22@home.com](mailto:schliep22@home.com)

Rocky Mountain Aviation Camp: Ron Horton hosted a group of kids at the field and demonstrated some model airplanes in flight. This has become an annual event with Rocky. The club likes to promote service to youngsters involved in aviation and strives to host as many of these learning experiences as possible each year. Thanks for the help Ron.

New Business: Leland Schliep has been reappointed Newsletter editor.

RF Frequency Meter: A few members have reported being hit with interference. Bob Moore moved to allow around \$100.00 to purchase a meter. Don Herington seconded it. Leland S. will research the quality of a \$100.00 meter. The motion was amended so the board can approve the model and cost.

Ivan Koeller has done an enormous amount of work for the club this year. He empties the garbage barrels, fills in potholes, works long hours in the concession and on and on. Ivan is definitely a model club member. The club didn't want this to go unnoticed. Ron Horton moved that the club purchase Ivan a gift certificate to THE REX. Don Herington seconded the motion.

Shay Garnett attended the meeting. Shay is a student at MSU B and was getting some input from the club to use for a feasibility study project. Good luck with your project Shay.

Paul Yourk moved to adjourn the meeting. Bill Peohls seconded the motion. Meeting was adjourned at 8:30 PM.

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



Do you realize that summer is 2/3 over? What a shame that these summer days can't go on forever. I hope you have used your days well. I have wasted more of them than I care to admit. Wasted on things like work, honey-do's and the like along with those just plain wasted in front of the TV.

I got a little more flying in again this month but had one more crash. I am on pace with one a month now. I crash landed my Ultra Sport 60 over in St. Ignatius a couple of weeks ago. I was turning for a landing approach and thinking too much about not going into the sunset which was right on that end of the runway

and not enough on airspeed. I stalled and mushed into the grass on the side of the runway. I was fairly slow and fairly low so there was very little damage and it is repaired and flying again but I had to go home and punish both my thumbs. The bad part was that I was showing off for my brother and nephew. Boy are they impressed now!

One of the things I got volunteered for at the last meeting was to research frequency devices and to get the AMA district's frequency meter to try out and evaluate. A motion was made and passed to buy a good one. I have not done much research on devices yet but I have arranged to have the District device sent to me to have for the Combat meet next weekend. Not that frequency interference is an issue at a combat meet. How would they know if they were hit anyway. They are so busy yanking and banking that frequency interference would probably be a help. Maybe a buddy on your channel in the seats would help by turning his same freq. transmitter on whenever someone was zeroing in on your tail. The resultant radical maneuver would no doubt save you from getting cut. Team flying at it's best.

Hey did you notice those neat airplane hold down devices at the field. Speed Lecky built those ingenious devices and I've noticed quite a few folks getting good use out of them. I think they are a tremendous safety item. If you haven't seen them, they are a very heavy metal plate with a hinged upright on each side of one end. There is a U bracket that keeps these hinged uprights vertical once your planes tail is between them. Once you are started and ready to leave, all you do is pull the u bracket and the uprights flop outward leaving you free to taxi forward. This is such an improvement over the variety of devices that have permanent uprights. More than one prop has ground up the surface of the planet when the helper lifted the tail to clear the holder's upright. (Not that I ever did that....) Thanks Speed for those neat deals.

Montana Fair? How would you like a free entry ticket every day of the fair this year? We have been invited to have a booth at the fair displaying airplanes in an area for hobbies and activities like ours. It would require someone or a group of someone's to man the booth all day every day of the fair. That's about 10 days long. I am out of town on vacation the whole time or I would help. How about you. Come to this next meeting and get details. If you haven't participated in an activity this year and you want to feel useful you might sign up for a day or two.

Our annual Float Fly Sank this year because the State began construction on our take off and landing area. When the last minute checkout was performed, it was discovered that this area was under construction and, while they welcomed us to come and fly there were only about three parking spaces and virtually no beach space. Oh well, maybe next time. Maybe an impromptu thing later in August can be done. Check at the meeting on the 6th.

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## Will You Teach Me to Fly?

*by Frits Jetten FROM THE AMA NATIONAL NEWSLETTER*

Have you ever noticed the small number of young people in our hobby? The majority of Radio Control (RC) hobbyists are older men. Some started way back in the Control Line days, and many others got into RC later, after RC systems became more readily available and affordable.

Unlike the last two generations, kids nowadays just don't have a fascination with airplanes. At least that's what I had read somewhere.

During the past couple of months several younger people have come to our flying field and have shown an interest in flying model airplanes. They have—with their parent's help, I'm sure—invested money and time in the purchase and assembly of an airplane model.

During the past few weekends, I have had the pleasure of helping a couple of kids, about 14 years old, who really had it together. They showed much interest, were quick learners, and soon flew around as if they had been doing it for some time. It helped that they had driven RC cars or flown on a computer simulator. These two conditions usually produce a quick-learning student. But, will these youngsters keep coming back?

Sometimes, the parents don't share the child's interest in RC and are only there to provide transportation to and from the field. So, I believe that it is up to us to keep their interest up, by making the training and their stay at the field fun and interesting.

As one of the club's instructors, I have had a few of them at the other end of a trainer cord on a buddy box. It really makes me feel good when one catches on and sticks with the hobby, soon moving from a trainer to higher-performance models. When they don't show

up after a couple of lessons, I always wonder what happened to them. I question if it was something I did or didn't do during the training that may have caused them to lose interest.

I don't like to cut the student loose after that first solo flight. We should not teach students to solo as quickly as possible to get rid of them faster, we should also make sure that he can fly safely and feels comfortable flying solo under a variety of conditions, crosswinds included.

As instructors, we have a responsibility to teach them all "the other" necessary things. Not only should we teach them how to take off, fly, and land model airplanes, but about safety, some aerodynamics, about club rules, a bit of physics, field courtesy, mechanics, occasional team work, and consideration for others.

Those are all things that I believe should be part of every RC instructor's flight training course. And this advice is not just for the appointed club instructors either. We would all be better club members and better pilots if we did a better job of instructing and helping others.

So, when teaching others, consider including the following:

- Discuss the dangers of our hobby. Make the student aware of the injuries a spinning prop can cause. Ask him or her (and bystanders) to stay out of the prop arc, and explain that propellers and spinners occasionally do come off.
- Explain the frequency control system, the purpose of the radio impound, and what the consequences are if they should cause someone else to crash.
- Show them how to securely hold a model in the pits during engine start-up, and how to safely carry the model to and from the runway.
- Make them aware of safety and courtesy rules (no flying behind the pilot stations, no taxiing to and from the pits, and how to communicate with the other pilots around the runway: "on the runway," "landing," "taking off," and "deadstick").
- Teach them something about what makes an engine run and a model fly. Explain things, whether you are adjusting a new or cranky engine ("lean" or "rich" fuel mixtures), or whether you are flying ("lift," "airspeed," "approach," "attitude," etc.).
- Explain that after graduating from the trainer, before screaming around the field with grossly overpowered models, it is best to learn to fly first. "Flying" should mean "to be in control of the airplane at all times." It isn't learned in four or 40 flights. It takes longer than that. After several training flights consisting of ovals and figure eights with the usual horizontal turns, let them do their first "real"

maneuver—an Inside Loop. It is very easy to do, and it will give them a feeling of accomplishment.

The following weekend, show them how to do a Roll, and after the student has done a few, demonstrate a smoother and better one by pushing up-elevator while inverted in the middle of the roll. Explain the effects. Let him recover the aircraft from a stalled condition. Show him how to fly inverted.

Later, add the Immelmann and Split-S turns. These are both easy maneuvers, each consisting of a Half Roll and a Half Loop. Much later, if you sense an interest in some aerobatics and a knack for some advanced flying, throw in a Stall Turn, a Half Reverse Cuban 8 turn, a Snap Roll, an Avalanche, a Cuban 8, and—you agreed, after all, to teach this new kid how to fly, right?

Who knows? Your influence may steer this student in the direction of the IMAA (International Miniature Aircraft Association), a large-model organization, or the NSRCA (National Society for Radio Control Aerobatics), an organization dealing with precision aerobatics competition.

It should give you a feeling of accomplishment.  
from The Ohming Pigeon Bucks County Radio Control Jeffrey Goodman, editor



*The now deceased B25*



# Recommendations for AMA chartered clubs in partnering with Park Flyers.

*FROM THE AMA NATIONAL NEWSLETTER*

No. 1 be aware:

Determine the potential flying sites for Park Flyers within a three mile radius of your clubs flying site. Examples parks, parking lots, playgrounds, farm fields, baseball fields, etc.. Keeping in mind that the greatest threat comes from those flying that have no prior experience with radio controlled models. Knowing this might help in qualifying potential sites.

No. 2 be proactive:

Establish a “committee” of club members to keep track of activities taking place at the locations which are determined to be likely Park Flyers sites. These “committee” members must be willing to devote the time and effort necessary. They must be members who exhibit good “people skills” — diplomacy, politeness, courteous and understanding is what counts here.

No. 3 be a source of assistance:

An introduction of yourself should be followed with an offer of free assistance for the new flyer. This assistant should take the form of an offer to check the airplane for air worthiness, getting the aircraft into the air successfully and distributing information pertinent to flying radio control aircraft, all in a safe environment. Encourage questions and be prepared to give clear — concise and easily understood answers. Do not treat the beginning park flyer as anything but an equal.

No. 4 be a partner:

Contact local hobby shops and offer printed information provided by your club and the AMA to hand out to each person purchasing a park flyer. Also provide them with printed information about the club which includes an invitation to the club field and an offer of assistance in learning to enjoy their new park flyer. A well drawn map to the club field is a necessary part of this handout.

This is an early draft of recommendations for AMA chartered clubs in dealing with the partnership of Park Flyers..



# R/C Combat Association

AMA Special Interest Group

## Combat 2001

BY RON HORTON.

To Bring everyone up to speed the 5th annual Northwest Scale National Championship in fast approaching, August 4th & 5th. Dennis Rollins will be our Starter and line Marshall for this year's event. We are not using the 4H this year so we need the club members to come and help Leland or come out and be a judge on Saturday and Sunday. Helpers will be receiving lunch and if you are a judge you'll see the action up close. This year's event will not be as large as past years as there are a lot of combat events around the country for the pilots to attend. But we will have around 30 pilots this year and any help would be greatly appreciated.

If you can't help out contact Virgil Jones as he is looking for noontime shows acts.

1999 Scale R/C Combat Western Nat'l  
Champs

July 10,11 Billings, Montana  
Locals in 99

2. Doug Haacke (1506 pts)

3. A.J. Seaholm (1312 pts)

4. Earl Seaholm (1244 pts)

8. Ron Horton (1162 pts)

11. Steve Hergett (1120 pts)

17. Brian Seaholm (994 pts)

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## fly In Photographs!

THE PILOTS



THE WINNERS



READY TO FLY!

# Using a Caller.

*Leland Schliep*

**DEFINITION** -Caller: Person who stands beside you while you are flying to advise you of conditions and relay your intentions to others.

A caller is that other set of eyes that can be taken off the airplane you are flying and can tell you where others are in the sky and can relay your intentions to other pilots. A good caller will be talking to you whenever there are other planes in your vicinity. A good caller will be advising you of others landing and taking off. A good caller will be standing in front of you as a human shield if someone else's landing gets out of control – Well maybe. When you decide to land, a caller becomes a shouting machine.

It is my contention that we should be using a caller on all flights when there are more than one plane in the air. Even on those weekday mornings when there are only 4 or 5 fliers out. Why?? Well, there are enough near mid air collisions to make it a fine thing to be doing but there are major safety concerns also. A recent event illustrated the safety portion big time for me and caused me to be writing this. I had just landed and my student was taking off to pick up my plane when a lot yelling came up. Another pilot was landing behind me. There could have been trouble. We both should have had callers. A third plane in the air at the time with one of those big loud gas engines made any normal communications impossible. You can't fly, cup both hands to your face and yell both directions on the flight line and then wait to make sure each of the other pilots heard you. A caller could have though.

I think we have enough rules at the field so I am not proposing a new rule here but I would strongly advise everyone to use a caller on any flight when another pilot is in the air with you. If you are sitting in the pits and see a pilot going up to join another in flight, go out and be caller to one or the other. Encourage someone else to do the same for the other. Be a buddy. Be a Caller!



# At the Field!

*Copied from the AMA newsletter on the web.*

Since there are a lot of newcomers to the club, it might be in order to review some of the common sense rules that keep things flowing smoothly at the field.

Most of us tend to follow some kind of ritual when we get to the field and start getting ready to fly. A good habit to get into is, the very first thing you do when you unpack your equipment, before you even take the transmitter out of its case, (or the car if you don't carry it in a case), is to check the frequency board to see if your frequency pin is there.

I've seen it happen where just handling the transmitter can slide the switch on, and cause some anxious moments for some poor guy who suddenly doesn't "have it!"

Turning it on out of habit to see if the controls are moving the right way is a very bad thing to do if you don't have the frequency pin. Even if you know that nobody else at the field has your frequency, you do not turn on the transmitter unless you have the pin.

I saw a visitor's airplane go down in the woods because the new arrival had a frequency that nobody in the club had.

If you are sharing a frequency with another flier, then be sure to let him know that you are sharing, and then when you are finished with your flight, take the pin to him and let him fly.

Don't get careless with that transmitter. The airplane you save may be your own.

Another thing is just plain common courtesy. Don't crank up your engine with the prop blast aimed at another flier or his equipment. If you are going to run your engine for an extended time, for adjustments, or to break it in, then take it away from the flightline if someone is flying, or wait until no one is up.

A running engine close behind him can be a terrible distraction to a flier who is a little uptight to start with.

One other thing that can cause some anxious moments is carrying your airplane out to take off when someone else is coming in for a landing. Always call out takeoffs and landings.

Sometimes when your engine is running, it's hard to hear someone call out a landing so take a careful look at where other fliers' airplanes are before going to the runway.

If you see someone getting ready to fly, offer to carry his airplane out for him, then maybe he'll offer to

# COMING EVENTS:

## Billings Combat - August 4-5

Idaho Falls Fly In - August 4-5

Montana Fair - August 10 -18

Gillette Fly In - August 25-26

Sheridan Fly In - September 8 -9



### NO Ron! You Can't Have It!

*Ron Beck perusing the hardware at Gillette Rally of the Giants.*



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

## FIRST CLASS

TO:

*at the field continued*

help you on your turn. It can be dangerous trying to carry everything out to the runway at one time, and to carry an idling engine out and leave it while you go back to get your transmitter is not a good idea. A glitch can result in a high throttle situation.

One time I carried my idling triplane and transmitter out to the runway, set the aircraft down to take off, and dropped the transmitter! When I grabbed for it, I hit the throttle stick and it went to high motor.

The model whirled around from the torque and started chasing its tail with me in the middle. I was dancing around trying to pick up the transmitter or push the throttle down and must have looked like some new kind of dance step! Somehow I avoided the screaming prop and injury.

It is also dangerous to adjust an engine from in front of the prop. Experienced fliers seem to be the worst offenders of this common sense rule. Be sure the model is well-secured before messing with a running engine.

There is always the possibility of an injury when you are participating in a hobby such as ours, so use your head and a little common sense and keep the blood flow to a minimum.

Don't be a grinch! Help make other members glad they spent all that money to join us in this hobby, because it's supposed to be fun, isn't it?

Knox County Radio Control (KCRC) newsletter  
Jim Scarbrough, editor Knoxville TN

**Next Meeting**  
**848 MAIN STREET IN THE HEIGHTS**  
**MONDAY AUGUST 6TH**  
**7:30 P.M.**