

# HORSEFEATHERS!



Official Newsletter of the Billings Flying Mustangs

July 2001 Volume 28 Issue 7

## COMING EVENTS:

NEXT MEETING-

MONDAY JULY 2. 7:30 P.M.

Helena Fly in - July 7-8  
Float Fly - July 14-15  
Billings Combat - August 4-5  
Idaho Falls Fly In - August 4-5  
Montana Fair - August 10 -18  
Gillette Fly In - August 25-26  
Thermopolis Fly In - Sept 1-2  
Sheridan Fly In - Sept 8-9  
Mustangs Fun Fly Sept 22  
Mustangs Late Combat Oct 6

## LELAND'S FIRST NEWSLETTER!

Almost two years ago I decided I was pretty much over extended and burned out and needed a break. In the process of getting a break I gave up the Newsletter Editor job. In the time since then both Roxie and Jason have brought you some fine newsletters.

I sincerely believe that the newsletter is a critically important part of the Billings Flying Mustangs. President Dennis Rollins has reappointed me the newsletter editor. I hope you enjoy my efforts as much as I enjoy doing it.

My email is [schliep22@home.com](mailto:schliep22@home.com).

## MUSTANGS FLOAT FLY

JULY 14&15

The BFM float fly of 2001 will be at Cooney Reservoir. BRING YOUR SWIM SUIT AND FLOAT PLANES. I will have the freq. pins and a 12 ft. boat for a/c recovery. Bill, Speed and I will try to get there in time to preserve a space for the event.

To view information about Cooney Reservoir on the web goto <http://www.fwp.state.mt.us/parks/parksdb.asp?mapnum=11>. General coordinates for GPS are Latitude:46.4373 Longitude:109.2002. Driving directions are 22 miles southwest of Laurel on U.S. 212, then 8 miles west of Boyd on county road. We will be flying on the south side of the lake in the no wake zone. Smiles - Vergil

## Combat Needs Help!

How would you like to be in the very center of the Action! You can have the very best viewing places for the entire combat meet. You might even get a free lunch. HOW you say? By volunteering to help us out of course.

The Western Nationals Combat Meet is coming up on the weekend of August 4th and 5th. Help is needed in the Concessions Stand (air conditioned), on the flight line as a judge and for scoring.

This year's event is different in quite a few subtle ways from past Combat meets. While we are trying to get as much advertising as possible, we won't be spending a lot of money on it this year. This will produce a lesser crowd of spectators than in the past. As a result we will not be using the 4H kids for concessions and parking. This means you, the club members will need to help out here. Of course the number of pilots and the level of activity in the actual combat has not changed so Ron needs loads of judges and at least a few score keepers.

Concessions will be cooking hamburgers, hot dogs and polish sausage each day for lunch. I need 6 helpers each day to run the meal process. I need one driver to run to the Exxon for water. I need two people to man the gate from 9 am to 1 pm. Wives and teens are welcome to work any of these posts.

Flight line judges are needed. Each pilot in a round has a judge assigned. The chore is not hard, you just stand beside your pilot and watch his airplane. Each time he is cut or makes a cut you mark it down. At the end of the round you hand your score sheet to the score keeper. What could be easier? The hard part comes into play if enough members

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# President's Letter

## Dennis Rollins President

Just a reminder that our Memorial Fly-In is coming up this weekend, June 22-24. I am hoping we have nice weather all 3 days because I think we'll have a good turn-out. We have great raffle prizes, pilots drawings, ladies gifts and lots of spaghetti to eat.

I attended the IMAA Rally Of The Giants in Gillette and was really pleased with the turn-out and support from the Mustangs. The Gillette club was very appreciative also. About 180 pilots were registered and there were planes there from as far away as Florida and California. There was a Corsair, Spitfire and a Cap 232 that made my B-25 and Stearman look really small. Prop-Wash Video was there making a video of the event. I think everybody had a pretty good time. It was nice to have a large event so close to home.

Powell's fly-in is coming up on June 30 and July 1. Our float-fly is July 14 and 15 and Casper, WY has their fly-in July 21 and 22. Bozeman is hosting a real air show also on July 21 and 22. The next few weeks will be a little hectic and fun.

I received a call asking us to set up 1 or 2 booths at the fair this year in August. Come to the next meeting so we can talk about it and hopefully get the ball rolling on this. I think this would be good advertising for our club.

In closing this month, I hope you had fun, ate a lot, and maybe even won something at our Memorial Fly-In. Please fly safe and be kind to others.

Dennis



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### 2001 OFFICERS

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



MUSTANGS  
BUSINESS  
SECTION



## Last Meeting's Minutes.

Billings Flying Mustangs  
Meeting Minutes  
Jun 4, 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. New member Pat Kelly was in attendance.

Old Business: The Club received a thank you letter from the organizers of the Laurel Aviation and Technology show. Doug Haacke gave a follow-up report. Doug volunteered for the classroom information portion of the show.

New Business: The Crazy Mountain Flyers of Clyde Park has disbanded due to lack of local membership. With the disbanding, it was decided to disperse their savings to the clubs where they flew most often. The Billings Flying Mustangs fit the criteria and a generous amount of cash was received from the Clyde Park Club to be used for the prizes for our fly-in in June. The Club is grateful for the donation.

Committee Reports:

Combat Committee: The main event for this year is on schedule. The club anticipates a smaller incoming crowd this year. With that in mind, the 4-H club will not be helping with the concessions and gate this year. Vergil Jones is in charge of the intermission show. We are looking for a variety of aircraft to be flown during the noon break. A war bird "ARF" will be purchased for the raffle. Don Herington is donating some servos for prizes.

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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 leland5@imt.net

Field Maintenance: Bill Peohls has priced some new roofing material for the bivy. A recent windstorm damaged the roof and is need of repair.

Land Acquisition Committee: Leland reported that some property by the Billings Motor sports Park might be suitable for a flying site. It is located 12 miles north of the Heights K-Mart.

Rus Kniefel Memorial Fly In : A First Place engine will be the main Prize. It has an ignition system provided by C&H electronics.

Don Herington moved to adjourn the meeting. Dennis Rollins seconded it. The meeting was adjourned at 9:00 PM



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



Wow, writing a newsletter again! So much fun. How much fun can you stand?

Our next event is the Float Fly at Cooney scheduled for the July 14th and 15th. Our last one was years ago. I remember it well. I had a lot of fun floating a plane around even if it didn't fly. I took my old Royal 40T trainer, removed the wheels and bolted on a Corostar float set. I still have the floats in the garage and will probably bolt them onto something else for this event. Last time I didn't have enough positive incidence between the floats and the wing and so I didn't have enough up elevator to make it lift off. No matter what I did, it just skittered around the lake. I also didn't rig up a water rudder so I had no guidance and went wherever the wind took me. I could taxi fast enough to get some rudder action and spent about 45 minutes getting the plane to come in close enough to grab. We had collection boats but who wanted to wimp out and

have the boat pick up your plane. Loads of fun. There were quite a few dunks that weekend. Most of the dunks came from trying to pull up at too slow an airspeed. Those floats add a lot of drag and if you pull up too soon, you get to study how stall affects a model and then you get to see how much water can get into a plane. If you take your plane out, remember to put your radio gear into plastic bags and do everything you can to waterproof the inside of the plane.

After we get the Floating done, it's only two more weeks until the big Combat event. The Western National Championships. Of course Muncie has stolen most of our thunder as well as our original weekend but we should have a fun event. Ron Horton is running the event again and things are in motion. There are around 30 pilots already signed up. The prizes and goodies are being lined up.

Ron needs judges for the event in the worst way. Come and help out. If there are enough judges you don't have to be out there every round and that makes it easier on everyone. Bring loads of sunscreen.

I need help on the concessions and gate end of the program. I would invite you, your spouses, your kids and all your relatives to come out and help. I need at least 6 people in the concession stand from 10 am to 1:30 pm each day and at least 2 people for the gate each day. The concession stand is air conditioned and applications will be processed on a first come first served basis. We will be cooking up hamburgers, hot dogs and polish dogs. Cooks, assemblers, servers and money changers are going to be needed.

A quick note on the recently held fun fly ( there will be a report in the next newsletter). The fun fly was a load of fun and made a little money. Paul Yourk, Dennis Rollins and the others who worked deserve a big thank you.

Until next time - see ya' out flyin' leland



Here is a story reprinted from the Bozeman Chronicle.

# Dogfights over Belgrade:

## Pilots filled with adrenaline of combat

By AARON HARTING Bozeman Chronicle Staff Writer

**BELGRADE:** Eleven helmeted flying aces weave their planes furiously in an attempt to cut down their enemies and defend their honor.

The pilots' hands tremble as they grip the controls. The men holler threats at each other, they sweat, and, most often, they laugh.

The stakes are high and the fights intense, but no lives will be lost in what some competitors call the ultimate video game, radio-control combat flying.

The Gallatin Valley Eagles R.C. Flyers Club guarded its turf in the Battle for the Mountains competition Saturday. On hand at the field west of Belgrade were members of one of the nation's oldest and most feared R.C. teams, the Billings Flying Mustangs, as well as pilots from Helena and West Yellowstone.

I just love the camaraderie of it, said Earl Seaholm of the Billings team shortly before his plane took flight. The people, the pilots, it's a great hobby.

Saturday's dogfights were divided between scale planes, those modeled to represent World War II fighters, and open competitors, planes that are cheaper to build and a bit slower, but capable of more precise swoops and turns.

The planes powered by a high-octane fuel similar to diesel and capable of cruising at an incredibly maneuverable 90 mph took turns buzzing high over a miniature tarmac in free-for-all battles.

Rather than gunning each other down, pilots tried to chop off 30-foot crepe-paper streamers attached to the planes' tails.

The three-pound aircrafts dipped, circled and nose-dived into the ground as they chased and fled their opponents.

Pilots were judged for their efforts. Planes that left the airstrip within 90 seconds received 20 points. Those that landed with a full streamer got 60 points, or two points for every remaining foot of streamer. Attacking pilots were awarded 100 points for each cut they made on an enemy plane. Landing smoothly was good for another 20 points.

In the first scale-model heat, Seaholm zipped his ME 109H fighter through an opponent's streamer, which stuck fast to his plane's wing due to the adhesive tape he'd applied shortly before the competition, a legal tactic in combat flying. He finished the day the overall winner in the scale division.

Between rounds, the pilots, all male and ages 13 to 60-something, tweaked their planes' motors and talked trash.

I like these Billings guys, but it wouldn't hurt my feelings at all if they took their planes home smashed in a box, said Charlie Pfleger, one of nearly 40 members of the Gallatin Valley Eagles, the state's open champion and winner of Saturday's open division.

Ron Horton, also a Mustang, replied in his thick Georgian drawl, "Charlie's a good hand. He beat me by 50 points in Billings, the sorry little ... "

Winner of last year's open nationals and vice president of the national Radio Control Combat Association, Horton took second in the scale and open divisions Saturday.

Pfleger said the pilots' taunts are kind in spirit — an inevitable result of the adrenaline of battle.

"I just get so jacked," he said, shaking visibly. "It's so exciting to control a high-performance plane so precisely and chase somebody down. Sometimes you've got to take it down a notch, and just relax, breathe and get down to business."

Getting down to business often means gathering a wrecked vessel's engine and electronics after a mid-air collision and stuffing them into another plane to continue competing.

Pfleger said the local team's "Montana Mauler" plane bodies cost less than \$10 to build, with rain gutter pipe for fuselages and wings cut from 2-inch foam insulation and wrapped in packing tape.

The engines cost less than \$100 at hobby shops and almost always survive crashes. The controller and other electronics cost about \$130.

Pfleger compared learning to fly combat to repeatedly banging one's head against the wall, since beginners usually smash one plane after another and then spend most of their time rebuilding.

However, with improved technology, amateur pilots can now connect their controllers to a teacher's, so the more flight-savvy can rescue those plummeting planes.

**Lest we forget. We are coming up on the most delicate part of the wheat growing season.**

## **Aircraft Retrieval Rules. OFFICIAL POLICY, EFFECTIVE IMMEDIATELY**

All existing and prospective Billings Flying Mustangs club members MUST read, agree to, and sign this document before flying rights are granted. This document will also be posted at the Billings Flying Mustang's field at all times. In addition, every pilot will be required to log in upon arrival at the flying field and log out upon departure. A log book will be maintained at the flying field.

### **RECOVERY OF AIRCRAFT IN ADJOINING PROPERTIES**

In the event that any aircraft shall go down in the land adjoining our runway, the following RULES shall be followed at all times.

1. ONLY ONE member, generally the owner of the downed aircraft, shall be allowed to go onto the adjoining property to retrieve the aircraft. It is strongly suggested that you take a garbage bag or box with you so that all of the debris can be picked up and retrieved in one trip. The club will keep a supply of bags at the field. In the event that one person can not retrieve a very large model in one trip, the owner may allow NO MORE THAN ONE helper to retrieve the model without making more than one trip.
2. The retrieving member will make every efforts possible to minimize any impact on the adjoining land and crops. Member will walk on the non-cropped areas as far north as needed to reach a position across from the downed aircraft. If the aircraft is in the cropped areas, the member will then walk very carefully across the rows, stepping in between the rows and NOT on them, to reach the aircraft. Member will then re-trace his steps to return with the wreckage.
3. Members will attempt to retrieve ALL of the crash debris so as not to leave garbage on our neighbor's land.
4. At all events held by the Billings Flying Mustangs, ALL pilots shall be made aware of the above rules and will agree to follow the rules or will not be allowed to fly at the Billings Flying Mustang's field.
5. Non-members are only allowed to fly at our field as guests of current Billings Flying Mustang's members. When you invite a guest to fly, it is your responsibility to inform him or her of the above rules and to ensure that the guest understands and follows these rules.

**FAILURE TO FOLLOW THE ABOVE GUIDELINES SHALL RESULT IN COMPLETE AND IMMEDIATE SUSPENSION OF ALL FLYING RIGHTS AT THE BILLINGS FLYING MUSTANGS FIELD.** There will be no warning issued prior to suspension of rights.

I have read the above document and understand it. I agree to follow the above rules completely and understand that failure to do so will result in complete loss of flying privileges at the Billings Flying Mustang's field.

COMBAT: CONTINUED FROM PAGE 1.

or others do not volunteer to judge. If there are enough judges then you get to sit out several rounds between assignments, you have it easy. If not, it can get to be a long day. Please come out and help so you do not leave a hard burden on your fellow club member.

Dennis Rollins has already volunteered to be the starter. Now that is one hard job. He has to be out there every round both days. If he can do that, can't you come and help out?

To help Judging, contact Ron Horton at 259-1900. To help with the Concessions or gate contact Leland at 245-6008.

**DON'T MAKE US HUNT YOU DOWN!**



**The field as your  
plane sees it.**

# Billings Flying Mustangs

## 2001 Dues

Non Flying - \$25

Non Resident - \$30

Regular Flying - \$65

Family - \$70

15 years and younger - \$30

After August 15th half year rates apply for first year members only:

Regular Flying \$50

Family - \$55

Renewals after February 15th add \$2

Next Meeting  
848 MAIN STREET IN THE HEIGHTS  
MONDAY JULY 2ND  
7:30 P.M.

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

FIRST CLASS

TO: