

HORSEFEATHERS!



Official Newsletter of the Billings Flying Mustangs

OCTOBER 2001 Volume 29 Issue 10



October Combat

Ron Horton reporting

We have one more Combat meet this year. It will be **October 6th** and we will be flying open B only. There are about 6 or 7 guys coming from Bozeman to take on Billing best, so get ready to defend our home turf. I have planes for sale if you need some.

FUN FLY

Vergil reports that there were about 10 pilots (I also heard that there were 17 so looks like a good turnout.) on Saturday although he had to leave a little early. Events included bombing with rocks in cups and foam. Take off, land in 3 minutes. Spot landing and other events. Vergil says he won 4 prizes.

Speed, Bob Moore and Don Herrington will have more information at the meeting and we will print more here next month.

FIELD WORK DAY

OCTOBER 12

The concession stand needs the trim scraped, primed and painted before winter or we will be replacing boards and doing much more costly repairs in the spring.

The concession stand outside window serving ledges need work.

The area around the pits needs some raking and hoeing to get out the weeds and bring the gravel back to the top.

The fence along the road needs some stretching and working.

The outhouse doors need sanding and primed and painted. Someone bring a generator or long extension cord.

This starts a list of chores that we hope you will come out and help us with on October 12th. We will begin right at 8 a.m. and work until it gets too nice not to fly or we get done.

If the weather is too nasty on the 12th for either flying or working we will assemble the following weekend to do this necessary maintenance stuff.

I am going to make up a "clean out the fridge lunch" for those working. We will have hot dogs or polish and drinks. These are free if you are working and \$3 each if you've just come out to watch. (We get a few "supervisors" sometimes)

Come out and help us put the facilities into a ready for winter state. Your help is much appreciated.

President's Letter

Thanks to all for making September's club meeting a good one! Flying time is winding down so you need to attend the meetings if at all possible to get your 2 cents worth in. We are going to have a board meeting at my home on September 28 at 7:00 PM. I hope the board members will try their best to attend.

We are going to have an end of the season work party at the field on October 12. Our plan is to get everything ready for winter.

I brought up at the last meeting about all the club members letting Steve or Leland know the frequencies that they use. We could make a list of them and then if you're looking at a new radio, you could pick a frequency that is not being used very often. Other clubs post how many are on each one and some even switch crystals to get to fly more often at their meets.

By the time you get this newsletter, we have probably had a great fun-fly. The fun-fly is September 22 and I have asked Speed and Paul to help out. We figured that Ron Horton wasn't going to be back in town so have gone ahead with the planning.

Ron Reiter and I were at the Billings airport for an interview with Mark Hungerford and Terry Lee. KULR 8 and the Billings Gazette were also there. They gave the Billings Flying Mustangs a good plug. Mark is going to try to make our October meeting. Please be thinking about whether or not you would like to display any of your planes at the airport and let him know.

We also need to be thinking about next year's meets and who is going to run them. Let the board members know the dates so we can get the schedule set for the next flying season.

I got both G45 engines back from C & H Electronics (out of the B25). The next project is a 126" A-26 scaled after Denny Lynch's Fire-Eater. I thought that was a pretty good sized plane. I just saw the planes from Europe in Model Airplane News. Now we are talking BIG. They had a Gilmore Red Lion that a kid could probably fit into!

Well, I have a plane that I want to finish for this weekend so I leave you with safe and fun flying. Be kind to others and enjoy life everyday. Smile at people, they think you're up to something.

Dennis



Last Meeting's Minutes.

Billings Flying Mustangs Meeting Minutes September 9, 2001

The meeting was called to order by President Dennis Rollins at 7:30 PM. There were 20 members present including new members Peter Gray, Mike McGuire and Richard Hegel. Membership now totals 70. The Minutes from the previous meeting were read and approved. Bob Moore gave the Treasurer's report. The report was approved.

Committee Reports:

Combat: Doug Haacke and Leland Schliep again extended thanks to all those who helped with the combat event. The event went very well this year largely due to participation from all segments and interest groups within the club. The club as a whole will benefit from the proceeds earned. The fall combat meet is scheduled for October 6.

Airport Display: Dennis Rollins reported that he and Ron Reiter would provide a couple of planes for a promotion to help kick off the new model airplane display at the Billings Logan airport. There will be both TV news stations present as well as the Billings Gazette to cover the event. This display theme will be Aviation History and depict the progression of vintage airplanes to modern jet airliners. The airport committee is searching for a few specific models and would offer to buy kit and materials to complete the specified models for the display. Contact Dennis Rollins for

2001 OFFICERS

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

"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

more info on this. There will be a special section for the Billings Flying Mustangs. It is the intent of the Airport committee to make this one of the finest model displays around.

Club Fun Fly: The club fun fly is scheduled for September 22. Dennis Rollins will contact Speed Leckie to see if he will help organize the event as Ron Horton who was going help with the event is working in Florida.

Field Maintenance: Fred Ott has dispensed some lye for the outhouse. Fred recommended that we schedule this to be pumped for the next season. Leland will check the paint supply. The out buildings need to be repainted. October 12 has been scheduled for a fall maintenance day. The following weekend will be an alternate bad weather date.

Gate Combination: Paul Yourk noted that the number on the lock had not been rotated to a different position allowing him, or anybody to gain entrance to the field. Please rotate the numbers so the field is secure.

Land Acquisition: Vergil Jones has located some Railroad property. It is west of the current flying field. Doug Haacke will look into this lead to see if it could be leased or purchased.

Old Business: Steve Hergett has done a little research on the feasibility of having a Jacket logo patch replicating an original owned by Dale Cowger. The size of the patch is quite large and the Custom embroidery shop has not quoted a price at this time due to time constraints. The shop owner wants to make one first before quoting a price. The official club logo can be embroidered for approximately \$40.00. Steve will give a follow up report at the next meeting. Leland Schliep has possession of the patch at the end of the meeting.

Frequency Meter: Leland has not found a suitable meter yet. His findings have shown there are quite a number of different models available priced from less than a \$100.00 up to thousands. The lower priced models in Leland's opinion would not suit our needs.

New Business: Vergil Jones noted that the runway is in need of repair and made a motion to purchase a fabric covering and seal coat to repair. Discussion was called for. It was noted that the existing base is extremely fragile. If the roller was used, it would break through ruining the new surface. Dennis Rollins will research the cost of the materials and report at the next meeting.

Life Members: Bob Moore requested the status of Dick Holmes life membership . Steve Hergett stated

that when he received the membership information from the previous Secretary it did not contain Dick Holmes in the lifetime member roster and therefore could not authorize the issuing a card. Leland Schliep made a motion that we get a plaque or some other proof that this membership exists and then proceed with the issuing of the membership. Bob Moore seconded the motion. Motion passed.

Board Meeting: A board meeting has been scheduled for Friday September 28.

Paul Yourk made a motion to adjourn the meeting. Fred Ott seconded the motion. The meeting was adjourned at 8:50 PM.

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



Short Month.

At the last meeting, Vergil brought up two items and I would like to comment on them both here. Vergil spotted some likely looking land for a new field a couple of miles west of the existing field. The information has been taken by both Doug and I and we will check it out. I have driven to the site and taken GPS coordinates of several land mark locations so we can accurately place this on a map. Our thanks to Vergil for spotting this possibility.

The second item Vergil brought up was a continuation of our quest to bring our existing runway up to a better condition. We discussed laying a fabric and emulsion coating on it that would seal it from cracks and weeds. There are concerns with this though as the runway foundation is merely sand and in places the runway asphalt is very thin and cracked. We don't want to spend what could be a considerable amount of money if it won't help for very long. Dennis is checking into actual cost.

Linda Hahn sent me an newspaper article from Owatonna Minnesota where John's Grandma lives. Her note said "just thought you would like to see this. The picture of a guy taxiing a huge P40 and another of a 4 engine B17 are great. I'll bring the article to the meeting to show around.

I have just completed assembly of one of those Pico

continued next page

Leland's Ramblin's continued

Stick (F) planes. With a geared speed 280 and a foam fuselage it's trying to look like a Cub. I wanted the wooden stick version that they first came out with but got stuck with this foam thing. I am not too happy about this. I will try to write up a review after I get a flight on it. I can mention this about the assembly - The instructions are comical in their English translations and are not in a particular good order. In my opinion the servos and push rods would have been one hundred percent easier to mount before putting the sides together and likewise with cutting out the battery compartment. I need to check the CG and it's ready to try out. Wish me luck.

Gotta go for this month. See Ya out flying.

Aviation Lingo

by Peter Handforth (Additional information incorporated into the following article was supplied by Technical Editor Ed McCollough.)

When you take part in any sport or activity, such as flying Radio Controlled (RC) miniature aircraft, you have to learn the meanings of some new words. These notes are about a few of the terms used in miniature and full-size aviation.

The first successful controlled flight of a powered flying machine occurred in 1903. It was not until after the first World War that the word "airplane," or in Europe, "aeroplane," was used instead of "flying machine." According to the new Canadian Oxford Dictionary the word "airplane" means a "powered heavier-than-air flying vehicle with fixed wings." Personally I like to think of the early stick-and-wire contraptions as being flying machines.

Some aviation terms were borrowed directly from an older nautical terminology. A good example of this is the word "cockpit," which we think of as a place where the pilot sits in an aircraft, a machine capable of flight. Originally, a cockpit was a hole in the ground used for cockfights. Later the term referred to a place on a sailing warship where junior officers were quartered and wounded were treated. In smaller vessels, this was also the area from which the vessel was steered.

Many of the old lighter-than-air airships, another partly nautical term, had crew cars suspended below their main structures. The crew car was called a nacelle or gondola. Both of these words mean "a little boat," which is a very good description of what the

crew cars looked like. Nacelle is a French word for "a little boat," and gondola is a type of a small boat used on the canals in Venice.

The main structural part of an aircraft's wing is called a spar, which is another nautical term. The mast, boom, and yards of sailing ships are called spars. The old English spelling was different; spar started as spere, meaning spear, later it became sparre, and then spar. Another part of an aircraft's wing is an aileron. The French word aile means "a wing," and an aileron is "a little wing."

Before the first World War, the main progress in aviation occurred in France. Because of this it is not surprising that many French words are still used to describe parts of an aircraft. The group of tail surfaces sometimes called the empennage stabilizes an aircraft in the same way that an arrow is stabilized in the flight by its feathers. The French word "empennage" means "a set of feathers of an arrow."

Most early flying machines had wire-braced wooden fuselages which were rectangular in cross-section. The four longitudinal parts of the fuselage were called longerons. Fuselé and longeron are both French words, fuselé is an adjective and means spindle-shaped and longeron means "an essential part of the frame of a structure member than maintains shape." In the 1920s some fuselages were built with metal tubing instead of wood. The fuselage skeleton of wood or metal carried the aircraft's mechanical loads and its cover of fabric or wood veneer had no structural purpose.

A great improvement in full-sized aircraft was the use of stressed-skin construction. A good example of this is the de Havilland Mosquito, which had a fuselage shell made from a sandwich of plywood and balsa. Many aircraft now use fuselages which have an outer shell of curved metal panels. If the whole mechanical load is carried by the outer shell this is called monocoque construction. A semi-monocoque fuselage has some load-bearing longerons and stringers. Monocoque is French for "a single shell," and stringer comes from an old European word meaning "a piece of material which ties things together." In miniature aircraft, the best example of a monocoque fuselage is one made from fiberglass. Usually this does not need any internal bracing. A stressed-skin fuselage for miniature aircraft can be made from balsa.

from News-O-Flyin' The Desert Hawks RC Club
Jack Needham, editor Lake Havasu City AZ

LETTER FROM ROXIE.

by Leland Schliep.

A week or so ago I wrote a letter to Roxie Klaus who you will remember is our long time member and former newsletter editor, worker at Central hobbies etc. Roxie wrote back this week and I will excerpt a few quotes from his letter. I intend to bring the letter to the next meeting so if you want you can look it over.

He starts with "Things here are going okay." He notes that he has a job and his wife is very busy at her job with Costco. He has internet access through a local ISP which is very unreliable but he didn't send an email address.

"I joined the Maui RC Modelers a couple of months ago but have only been out flying once. I wish I had one of Earl's old worn out Quickie 500 planes with a Rossi 40 here. The typical race plane here is a Lanier Dominater with a Thunder Tiger or O.S.40. Club Combat is also very popular. The field is on an old Army Air Force base that later became the Maui airport before they moved that to Kahalui due to the treacherous winds and turbulence in the valley. ... The runway runs north and south so flying in the afternoon is not an option. We fly over a local dragstrip so there is no flying when they are using it. The land is county property. We will be moved to a new area in a couple of years as they want to this area for a new fair-grounds. They plan to move us to an area shared by the Air National Guard that has electricity and running water but may create restrictions to flying. The club web site is WWW.communities.msn.com/MauiRCModelers if that doesn't work.)

"The local hobby shop, Island Hobbies, should be called Island Paint Ball Supply. The shop is 12 feet wide and 25 or 30 feet long. 1/3 of the products are paint ball related. They have 6 or 7 airplane kits, mostly Lanier. They had 4 radios and engines on Friday. Fuel? A gallon of 15% Cool Power is \$22 and if you want Power Master 20/20 that will cost you \$27 with tax. The total assortment of props was about 25. That's total props, not sizes. The total hardware selection covered one 4X8 peg board.

Roxie concludes with "Living on Maui is not as fun

as visiting. There is red tape involved with moving here." He notes the catch 22 of the requirement for having a safety inspection on your vehicle before licensing but you cannot license without a safety inspection. Roxie says he will send some pictures as soon as he gets out from under and can start enjoying it here.

Good luck Roxie and do take time to look at the beaches, sun and beautiful country you are in. As winter moves in here, we begin to envy you more every day.

FOR SALE

Airplanes

DC-3 G.P. with retracts, magnum .52 four strokes \$500

Twin Star with 2-magnum .25 and four chanel radio \$250

F-16 US Aircore \$50

Corostar US Aircore with FP .60 and four chanel radio \$200

CAP 231 G. P. with magnum .91 four stroke \$ 250

Extra 300S Hobbico with magnum .91 four stroke \$ 300

F-4 G. P. with magnum .75 \$250

Hanger 9 CAP with US 41 \$550

Duce Roar - Two tower hobbies UpRoars put together with two mecoa .46 and eight servos \$250

Kits

Weeks Bipe in the bones \$350

Super skybolt G.P.\$125

P-38 wing manufacture with all wood and spring air retracts \$300

Dynaflite Super Cub \$140

Dynaflite Super Decathlon \$140

Engines

OS FP .60 \$70

Siato 270 twin used \$350

**can deliver in Montatna and Wyoming
call John Hahn at 406-628-4946**

COMING EVENTS:

MUSTANGS BOARD MTG SEPT 28

BILLINGS FALL COMBAT -OCT 6

FIELD WORK DAY - OCT 12 8 AM



Your Freq?

We are trying to get a general good idea of who is on what channel. This will help spread the users to eliminate some of the waiting for the clip.

Write down your name, each transmitter channel you have, how frequently you use it compared to your others and email, mail or bring to the meeting. We will keep a log to help others see where to pick and move if they want to.



Billings Flying Mustangs
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FIRST CLASS

TO:

THANK YOU!

From: "Pat Kelly" <pKelly@wyoben.com>

I have a "thank you" note for publication, and anyway you want to word it is OK with me. I am Pat Kelly, a new member and a beginner flyer as well. Both Tanner Woodcock and Virgil Jones assisted in education, but Dale Cowger spent the most time with me and I really appreciated all the extra time, advice and being very PATIENT with me! I never knew R/C would be this much fun, and someone told me that flying is sometimes boring hours interspersed with moments of stark terror. I understand this now.

editor note: I think you worded it just fine Pat.

WANTED

From: "Pat Kenney" kenneykj@billings.k12.mt.us

NEEDED Controline engines .049 through .35 and .049 C/L kits for my students. Prefer .049 engines. We need these for Science Fair projects in my class.

Call Pat Kenney at 255-3873 or 245-5246

<p>Next Meeting 848 MAIN STREET IN THE HEIGHTS MONDAY OCTOBER 1 7:30 P.M.</p>
