

# HORSEFEATHERS!



Official Newsletter of the Billings Flying Mustangs

September 2001 Volume 28 Issue 9



THE SURVIVING PILOTS

## 2001 Northwest Scale Combat Nationals August 4th & 5th

Well another scale combat meet is in the books. We had 27 paid pilots with 19 pilots flying on Saturday and Sunday. We flew 12 round of 3 heats in each round.

Our neighbor, Jerry Niebauer was cutting his wheat on Friday, what a relief that was. Flying started around 9:30 Saturday with the first wave taking to the air. With 6 and seven planes in the air there was a lot of scoring taking place, just look at the scores.

Even though a few of the top pilots couldn't make it the year we still had a good number of the top pilots that did. Like Jim Bodnar, Jesse O'Brien and a few of the locals like Earl Seaholm the 1997 champion.

Saturday had to of been the hottest day of the year with temps over 100 degrees, Sunday turned a little cooler which was easier on both pilots and the staff that helped make our event the best run event in the country.

I want to extend a great big thanks to all that help support this event. The names are too many to mention, I know a few of you and the rest are new to me. But with out you the club would just die, you are what keep it going. My hat is off to you for all your hard work.

*continued on page 4*

### NOTE: NEXT MEETING DATE

**Due to the Monday Holiday, Our next meeting is September 10th. Make a note on your Calendar**

# President's Letter

I hope everyone has had a good flying month. We attended the fly-in at Loveland, CO with Paul Yourk and his family. Had a great time, everything from night flying to riding go-carts.

I haven't heard from our neighbor, Jerry Neibauer, so everything must be OK from the combat meet. I called and let him know that Paul and his kids were going to walk the field and collect the pieces of combat planes and streamers. A very big thanks to Paul, Roman, Kyle, and Daryl.

Thermopolis' fly-in is September 1 and 2, Sheridan's is September 8 and 9 and our club fly-in is the 22nd. Hope to see you at all of them.

If any of you would like to night fly and need lights, I have found a source that are bright and lightweight. They are called Glowire. You can go to their website (glowire.com) and get information about them. They will make any set up for you. The lights run off a 9 volt battery or your receiver battery which will go for about 500 hours. I should have my plane set up for Thermopolis or Sheridan and hope to enjoy some night flying.

It's fun to do something different every once in a while. I gave Earl Seaholm a hand when he flew cross country from Laurel to Powell, WY. We flew off of water with floats. Try something new sometime and have fun.

Hope to see you at the field or the next meeting. Fly safe and be kind to others.

Dennis

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## Rules of Life

There are two rules of life.

1. Never tell people everything you know.

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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*



**MUSTANGS  
BUSINESS  
SECTION**



## Last Meeting's Minutes.

Billings Flying Mustangs Meeting Minutes August 6, 2001

President Dennis Rollins called the meeting to order at 7:30 PM. There were 19 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:

**Combat:** Ron Horton gave a follow up report for the Western National Combat Meet held in Billings August 4, 5. Jim Bodnar from North Dakota took top honors. This year we had tremendous response from members who volunteered for judges and help with the concessions. Dennis Rollins again did a flawless job as Line Marshall. Walt McIntosh held the crowds interest with the play by play and history trivia about the scale planes being flown. Thanks to all who helped. Early indications show the club did quite well monetarily. A full report will be ready by the next meeting.

**Pattern:** Leland Schliep reported that this year's pattern contest is cancelled.

**Field Maintenance:** Ivan Koeller will add some shelves to the concession stand storage room. This will keep some of the field items off the floor and more organized. Fred Ott will disperse some lye into the outdoor toilet. Fred will report at the next meeting as to whether the toilet will need to be pumped. Dennis Rollins will contact Jerry Neibauer to see about doing some grading around the runway to help with the drainage problem caused from cloudburst runoff.

**Montana Fair Display:** The display at the fair was cancelled. Many members work during the week. The amount of manpower needed to complete this weeklong event could not be met this year.

**OLD BUSINESS:** There was none.

**NEW BUSINESS:**

Dale Cowger has an old jacket logo patch. Dennis

Rollins appointed Steve Hergett to get an estimate for replicating this early logo. Steve will also get a price on the official club logo.

Vergil Jones' wife Mary is in the Hospital. The club members signed a get-well card and will send flowers to the hospital. Best wishes and we hope for good health soon.

Dennis Rollins made a motion to adjourn the meeting. Don Herrington seconded the motion. Meeting was adjourned at 8:40 PM.

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



Well, I am down to this last piece to get done to put the newsletter in the outbox for this month. It seems to have gone together pretty easily. That happens when everyone gets me their stuff on time. Of course all newsletters are easier in these months of high activity that they are in the mid winter months. It gets harder to make up interesting stuff about gluing sticks together in the basement.

Combat was a kick this year. Running it more like a club event instead of a community event resulted in a much lower pressure time for me. I also got all the help I could use and I wanted to mention a few of the names here to give you an idea of how much I appreciate it.

First, Linda Hahn. She volunteered to help early on and if I had let her, she would have done it all. She helped pricing and acquiring groceries, organizing help, cooking and cleaning. Linda called on club members and their spouses to bake treats which resulted in all those great brownies and lemon bars and cookies that went with the meals. Great touch. Linda supervised and worked the serving, collecting and about everything else both days. She put in quite a bit of time before and after the event. Most people don't see those hours. Thanks Linda!

As most of you know I am terrible at losing names and right here I have done just that. One of our club members and his two teenage sons helped in the stand on Saturday. They cooked and served and helped setting up and tearing down. Great job guys.

Craig, Sharon and Justin Haynes, the whole family came out to help. Craig manned and supervised the gate both days. Justin did anything and everything from hauling water to tent making. He served and ran errands. Sharon worked in the stand serving and collecting on Sunday. Thanks folks.

Daryl Yourk, Paul's youngest son was so much help. You just don't know how many steps a good gopher (go-for) saves. He was around all the time and earns a big vote of thanks from me. Paul's other kids helped here and there also.

A mention needs to be made of our corporate helpers too. Great Western Sugar provided the BBQ grill for the weekend and Bumper to Bumper Auto Parts provided the tents. These no charge community services deserve a big thank you but I limit my thanks to this newsletter and a letter to them because I don't want the rest of the community to know about it. Selfish aren't I. Cecil Hughs a former club member gives us inroads at GWS and ex president Rick Koehn does so at Bumper to Bumper.

I had unseen and unknown help also. Things like the garbage disappearing on it's own and other small things do not go unnoticed. I also appreciate those who were there in spirit but could not come out to help. That support is important too.

I need to move on to the concession stand and field work that is being done. Ivan and Fred Ott along with Linda Hahn and others have been doing some improvements on the concession stand. Shelves in the back room and stable steps front and back have improved the place. One thing we need to get done before winter is a little scraping, caulking and painting. Some of the wood around the outside is starting to get pretty bad shape and this winter will bring real damage if we don't take care of it.

I have been out weed whacking and spraying lately. Those weeds really grow out there. Vergil has done lots of this this year. I have heard that Don Herrington is going to try to mow the area again and it sure needs it. Go Don Go.

Gotta close or I will run us into too many pages to get printed. "Yeah, we used to have a club treasury before Leland started using it up on printing costs for that newsletter!" :)

see ya out flying.



# COMBAT

*CONTINUED FROM PAGE ONE*

One person I have to mention is Leland, he's the guy that feeds all of us. And Leland lunch was just great both days.

Now on to the results. Jim Bodnar took first place with 3,436 point over the 12 rounds. 2nd went to myself just 60 points behind Jim with 3,366, I started out some 500 point behind starting on Sunday and I just ran out of time. 3rd went to Earl Seaholm with 2,630 points. Earl had a couple of bad rounds that cost him a shot at his 2nd championship. Just a note Earl and his famous MDS are departing ways. He blew out a wrist pin on one flight and a missed needle setting cost him another round.

Wayne Van Orden took 4th with 2322 and Neal Rohrke placed 5th with 2312.

As you can see the scores are close and one mistake can cost you position.

Other notables are Steve Hergett with 1760 and Doug Haacke with 1614 points.

Again thanks too all that help make this event possible.



**THE PITS**



**THE FLIGHTLINE**



**LINE MARSHALL  
DENNIS ROLLINS**



**SPECTATING**

**IN THE SHADE.  
ANNOUNCER  
WALT MCINTOSH  
AND SCOREKEEPER  
DEBORAH HORTON.**



**MAD DOG AND THE  
PRESS PHOTOGRAPHER**

**THE CUTEST SMILE OF THE CONTEST**

*I DIDN'T GET HER NAME.*



*Ed. Note: Is this of interest to you? Diversity is the real spice of life!*

# Sig Wonder Electric Conversion

by Gary Warner

Sig put out a little flying wing plane called the Wonder about a year ago and ever since I saw it, I knew it would make a good “E” conversion. The first thing I did was to run out and buy the first kit to arrive at Wild Bill’s Hobby Shop.

After getting home and looking carefully at the kit, it became obvious that it was going to require some modification for an electric motor, so much so that I shelved the kit in the hopes of putting a 15 size glow engine in it. The biggest problem I had with the design was the low, 338sq inches of wing area. The kit was surprisingly heavy, and this would mean an estimated weight of 40-42oz if built stock. Maybe it would have flown at this weight, but I wasn’t willing to take that chance what with a large investment of building time.

Moving on, (about 6 months later), my desire for a hot little “sportster” plane was increasing again. This came about because of our club scheduling an exhibition outing to a “gas” field in order to show those guys just what electric powered planes can do.

Well, the Wonder was the first thing to come to mind. I once again took the plans out and looked them over carefully trying to find the best way of lightening the air frame. I also moved away from the cheaper and heavier motors to the lighter Astro 035. Finally I was convinced that the weight was going to be acceptable, around 32oz. The biggest weight saving was to come from changing, replacing, and/or omitting wood in the kit. When it was all said and done, the only wood I used from the kit was the ribs, spars, trailing edge sheeting and two small plywood formers. All the other wood was replaced with thinner and lighter selections.

Another big weight savings came from not sheeting the top and bottom of the leading edges. The kit didn’t call for any shear webbing, so I didn’t see the need for “D” tube construction. Instead I added shear webbing for “G” strength and hoped the wing wouldn’t flutter at high speed. The covering is Mica-Film, and the aileron control system was replaced with a flex cable system. The air frame weighs only 7oz - 7 to 10 oz less

than the original kit. I was pleased.

As I said, the power is an Astro 035. I made my own motor mounts from aluminum and rubber banded the motor to the mount. This turned out to save a lot of weight. The fuselage was left mostly open under the wing and thus I could use most any size battery I had. Placing the aileron servo on its side in the wing such that nothing was sticking out into the fuselage helped in the battery compartment. The motor control is a Simprop 95 with a soft start. This really is only an on/off controller, but I chose it over a micro switch so that I could take advantage of the BEC function.

As everything was assembled and the first flights were near, I placed the plane, ready to fly, with a 7 cell SCRC 1700ma pack on the scale. Total weight 31oz! I turned on the motor and checked amps and RPM. The prop used is a Graupner Super 6x6. Static RPM is about 15,100, and static amps about 35. A little playing around with these numbers and I knew I had a keeper.

The first available day for test flying was less than perfect. A lesser man, (maybe that should read “smarter man”), would have waited for better weather. The clouds were out in full, the temperature was in the 60’s and the winds were 25 and gusting to 35. When bolting the wing on, I had to kneel behind the car so as to avoid having the wing blow into the next county. Anyway, the time had come. I hit the throttle, and up she went. I mean up, and up with a passion. After 5 seconds I grabbed all the down I could get and finally stopped the climb at about 500 feet. There was no question that this was going to have climbing power, but how about the maneuverability?

A little left stick rewarded me with the snappiest little full roll I had ever done with any plane. At this time I thought it might be a good idea to find the dual-rate switch. After having set the switch to give a roll rate less than 5 rolls per second, turns were much better.

One of my primary concerns with this design was the slow speed performance since the wings were so small. I shut the motor down and before I knew it, I was flying backwards at about 15MPH. I couldn’t tell if the plane was really flying slow, or if it was just the wind making it look slow. At any rate, my fears of excessive landing speeds would not be a problem today. I came on in for a landing after only 1 1/2 minutes in the air. The ailerons were quite effective all the way down to the slowest landing speeds.

Subsequent flights have been made with 1000ma battery packs and the performance is very similar to

the 1700ma packs except for a noticeably slower landing speed. I haven't tried any other props on the plane and with good reason. First, the plane's flight with a 1700ma pack is 3-1/2 minutes of pure thrilling performance, and secondly the plane likes the speed afforded by the 6 inch pitch. It can do most anything the gas version of this plane can do, and in my opinion it does it better.

The plane has now flown a number of times at the gas fields and the response is always the same: "I can't believe that that's an electric!". At one field, I launched fairly far away from a large group of pilots. I guess they didn't see me launch it because one of them came out to the runway while I was flying to ask me if the plane was powered by an OS 15. He said that the guys were wondering since only the OS or an electric was that quiet. When I told him that the plane was electric he looked up in the sky as I flew by and said "Wow! That sure is fast for an electric!". As I think you can see, the plane filled the need to demonstrate electrics as capable, strong flying and practical R/C planes. God I love electrics!

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### A Bum Joke

A bum asked a man on the street for \$2.00. "Will you buy booze?" the man asks, to which the bum replies, "No." "Will you gamble it away?" Once again the bum replies, "No." "Will you make bets at the golf course?" The bum replies, "No." "Will you spend it on model airplane things?" Once again the bum replies, "No, I don't fly model airplanes." Then the man asks, "Will you come home with me so my wife can see what happens to a man who doesn't drink, gamble, play golf, or fly model airplanes?"

from the newsletter of the Florida Modelers Association Frank R. Braden, editor Palm Bay FL

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## 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 meco .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**

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### Letter From Ivan

Geri, my wife and I sent the club a thank you card for the dinner at the Rex. Perhaps you could make mention of our thanks in the newsletter also.

May your summer be going well in all areas.

A Club Member, Ivan

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## Your Mother and Our Field

### She Doesn't work here!

Did you ever hear that old phrase "Your Mother Doesn't Work Here - So Pick Up After Yourself" ?

I think maybe we all need to give it some thought.

**Pick up after yourself!** Rubber bands, pieces of nylon bolts, cigarette butts, pop cans, broken props and other trash are scattered all through the pits and wherever the wind blows.

**Put away your toys!** Those wonderful plane holders that Speed made are sure handy. Too bad they can't be put away after use. Last night while at the field they were on sidewalks, tables and apparently anywhere they were last used.

# COMING EVENTS:

Sheridan Fly In - September 8 -9  
BILLINGS FALL COMBAT -OCT 6

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## 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.



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

**FIRST CLASS**

TO:

# Bozeman Open Combat

*Ron Horton reporting*

This event, held Saturday August 26 was the 2nd Bozeman combat event. There were 7 Bozeman guys flying plus the two best combat fliers that have ever lived and they come from The Billings Flying Mustangs.

Earl and I decided to try out the new Talon to see how tough it is. Well the talon ate a Mauler for lunch and kept on flying.

Charlie Pflieger of Bozeman is coming to be one of the best combat pilots around and between Earl, Charlie and myself it was a close contest till Earl decided to have a head on midair with another plane and destroyed a very good plane. It was the hardest hit I have ever seen.

There were 16 point separating 1st and 2nd, and yours truly took top honors from Charlie. With Earl out of planes he had top sit out the last two rounds and finished 4th.

All in all it was a great day. Charlie and the rest of the Bozeman club hit a home run with their hard work to make all the pilots feel at home. Thank you!

<p><b>Next Meeting</b> <b>848 MAIN STREET IN THE HEIGHTS</b> <b>MONDAY September 10</b> <b>7:30 P.M.</b></p>
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