

HORSEFEATHERS!



Official Newsletter of the Billings Flying Mustangs

JULY 2002 Volume 30 Issue 7

FAB FLY IN!

2002 FLY IN WAS NEAR PERFECT.

Linda Hahn may have a distinction of being the first woman to organize and run a flying event for the Billings Flying Mustangs. I am sure I will hear from the longer time members if this isn't so. I know that lots of Mustang's wives have been partly or completely responsible for events success, but it's been a male name taking credit. Now I want to see Linda with the transmitter in hand and the plane in the air!! Go girl go!



Linda did a wonderful job with the whole show -- from organizing help in the concession stand and serving great meals to arranging raffle prizes and pilots drawings and advertising with outlying clubs. She did a lot of work. She had helpers and thanked them at the closing time. I know of some of the work that went on and will mention it here. Leland and Steve Garr got the toilets cleaned and dumped. Did you notice? Don Harrington mowed the field and then ran the transmitter impound for the whole weekend. Don also donated the Big Stik 40 raffle prize that Earl won. Bumper to Bumper Auto donated use of their tents but it was too windy and too nice to set them up. There were others helping and we all thank everyone involved so much.

Although the folks who get time to do the fly in things right were here as early as Thursday, I can only report on Saturday and Sunday. Saturday morning when I got out a little after 9 a.m. the flight line was packed. I found a little hole and snuck my pickup in. I pitted on the ground as the tables were all full. The flying was casual as usual and I got a couple of flights in during the morning. An early afternoon rain shower cooled things off and the flying began again just as soon as the rain departed. Sunday was more of the same only more sunshine.

There were awesome planes there. Steve, John, Buckley and that guy from North Dakota all had those huge 35% and larger things with engines bigger than my pickup. They fly so neat it was great to watch. John was especially entertaining. You should have seen his knees shake to the music when his engine sputtered. I have never seen anyone so relieved when those wheels were back on the ground.

Parachute Charley did several drops before his non-opening chute accident. I think he may not have survived. There were a few other non survivors such as Buckley's big big plane, Mac's lawn mower and round tuit. There were some more minor crashes but by and large it was a very clean weekend.

LET'S GO DO IT AGAIN NEXT WEEKEND!

more photos to be posted to the web site.

NOTICE! NOTICE NOTICE! NOTICE

THIS MONTH'S MEETING WILL again BE HELD AT THE FIELD

Our meeting is at the same time but not the same place. We are going to meet at the field. If the weather is warm, we'll meet under the shelter, if cooler, in the concession building.

President's Letter

I have been so busy this month. I think I passed myself coming and going. These 14 to 18 hours days are cutting into my hobby but I snuck in a half day on Memorial Day. Paul Yourk and Earl Seaholm gave me a hand with the YS91 and we got about 6 flights on the Shoestring (my first ARF).

Our fly-in is this weekend and it looks like we should have a good turnout. I think Linda has really given her all to this event. She is getting to look more like president material all the time! By the time you read this the fly-in will be over so I hope you came out and flew and had fun.

The Casper, WY fly-in is in July and Loveland, CO is in August. Both would be worth going to. Chip Hyde will be flying his plane and helicopter at Loveland for the noon show. Please contact me if you need registration forms for Loveland. I have some extras.

I have had a couple visits with our neighbor Jerry Neibauer. He is not pleased with the combat people. He says they leave too much airplane remains in his field. We need to be a little more considerate and clean things up better next time. After the combat meet, we need to go out and pick up the streamers and airplanes. Paul Yourk and his kids did it last year and in an hour and a half they had about 3 full garbage bags. Keeping things cool with Jerry is to our benefit. We have one of the nicest fields around and we would like to keep it as long as possible. He's not going to plant wheat this year, but we still need to follow the rules that we set up and respect him as our neighbor. We come out on top because we still have our field and retrieval rights on his land. So please follow the rules.

Fly safe and be kind to others. A smile and a kind word go a long way. You may even make a new friend.

Your President, Dennis



"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@attbi.com



Last Meeting's Minutes.

Billings Flying Mustangs

Meeting Minutes

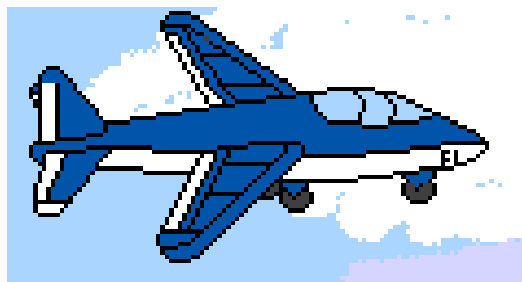
June 3, 2002

The meeting was called to order by President Dennis Rollins at 7:30 PM. The meeting was held at the flying field. There were 17 members present. The minutes from the previous meeting were read and approved. There was no Treasurer's report this month. Bob Moore was not able to attend the meeting.

Runway Committee: Members present at the meeting viewed and discussed the condition of the runway. Roto-mill asphalt *should* be trucked soon to the flying field. It was decided to place the roto-mill on the old control line circle. The circle will be cleaned of dirt and weeds before the asphalt is stockpiled. Dennis Rollins will locate the services of a Bobcat loader to clean the circle. The work on the runway will begin after the Fly-in.

Field Maintenance: The new stools for the outhouse have to be fitted yet. Leland Schliep will locate the services of a concrete saw cutter to fit the new risers. The outhouse is also scheduled for a pumping.

The meeting was adjourned at 8:31 PM.



2002 OFFICERS

President - Dennis Rollins
Vice President - Leland Schliep
Treasurer - Bob Moore
Secretary - Steve Hergett

My Soap box

Do I congratulate the club for having alert members that lock the gate when they find it open? or call them bad names for missing the meeting and not being aware. Do I give a big thanks to Jim and Bill for trying to keep the gate unlocked so the drivers would deliver the rotomill? Maybe I'll just buy bigger wheels for my models and fly off the old strip since the gate was locked and the trucks went on down the road.

My big road runner with the 148(no jap carb.) tuned by Don is doing fine. Thanks Don.

Hey Bill! I am 76 this month so I caught up to you (for a few months).

Vergil

*THIS SPACE AVAILABLE FOR YOUR
COMMENTS, OPINIONS AND WHATEVER!
EMAIL ME AT schliep22@attbi.com*

ROTOMILL OR NO

The Story behind what almost was, an still may be a new runway surface!

First, in response to Vergil's comments just above this article - There is no blame for the gate being locked and yet there is more than enough blame for quite a few of us if blame is your game. For those of you (probably most of you) who don't know what transpired, here is the rotomill saga so far.

As brought to several meetings and discussed by the club, Tim McCullough arranged for the Billings Flying Mustangs to be recipients of lots of the stuff the grind off the highways before resurfacing them. The stuff is called rotomill and when spread on a place like our runway, oiled and rolled it becomes a highway grade asphalt surface. Enough was to be trucked to our site to do us up real good. The only problems were that we didn't know just

continued pg 4

Leland's Ramblin's

Junk You Can Skip If You're busy



Wow, Am I Ever Wound UP!!! I had so much fun at the fly in. I flew my Eagle 2 but the engine wouldn't run right. I flew the Dazzler and finally got up courage to flip it to high rates. What a rocket. The first time I hit full right aileron, I didn't get off the stick for about 500 milliseconds and did two full rolls. I think it was two anyway. May have been more. I had a ball flying that thing especially late Saturday when the wind came up. I flew the Tiger 60 and even got up the nerve to fly the Edge 540. Loads of fun and no accidents.

I learned or relearned the value of post flight inspections after I got home this evening. I had a little trouble with the throttle response on the Edge so I put it in the truck and when I got home I pulled the cowl. I am glad I did as I found the muffler loose. With a cowled engine it might just be worth pulling the cowl every few flights for inspection. Clay had the muffle come off in his Super Stinker and only noticed it when the engine sounded funny. I fixed the throttle problem while I was in there and it's ready to go again. What a sweet flying plane.

Don Fisher had his Dave Patrick Ultimate Biplane out Saturday and boy was I impressed with the way that thing flew. I can't wait to get up courage to fly the one I have. I just know it will fly superbly.

I mentioned elsewhere about the Dazzler. That little thing is a ball to fly. It has great big ailerons with tons of throw. I have about 75% expo on them to tame the middle so I can fly it. I am going to turn up the throw on the rudder to get the like response from it and then the elevator. I must be getting older or wiser. I tend to try things a little at a time and get used to them. It seems to be working so far as I have not had to glue anything back together yet knock on wooden head.

I'm going on vacation to Colorado and will have 4 days of the trip to fly. I am trying to decide which planes to take. I have to take the Falcon III to Ron's kids so there is only room for one more unless I leave the wife home... No I will never get away with that. sigh.

Hey are you having fun? Tell me about it! Write me an article and send me a photo for the newsletter. I'd appreciate it and so would the rest of the club.

see ya out flyin'

when it was coming and we had some things that needed doing first and those things took arranging.

If you are contracting and paying for services you can do a much better job of scheduling and arranging things. When you are begging and getting it all for free you sometimes aren't the highest priority on anyone's list. So this is the saga.

At the last meeting at the field, Tim brought word that there could be trucks coming out on Tuesday. Dennis arranged for his neighbor who runs a front end loader to come out and clean the control line surface. It was hoped that he could come on Tuesday early but it wound up being scheduled for afternoon. As it turned out, the job the front end loader was on ran longer than expected so he didn't get out till Wednesday morning. No one's fault, couldn't be helped.

But in the mean time, on Tuesday afternoon there was a watch going on at the field. Tim and some others were waiting on either the loader or the trucks to show. As it approached 4 PM and things weren't happening they drifted away doing the things they needed to do. No one to blame, things needed doing. A member who had come out in the afternoon found himself the only one left at the field and although he knew generally some of what was going on he didn't have the full story. When he had to leave he made the decision to lock the gate when he left. This is not something to blame him for, HE DID THE RIGHT THING! You are supposed to lock the gate when you are the last one out and without someone specifically telling him or anyone else to leave it open, he did the right thing. As it turned out, both the leaving to do other things and the locking the gate were the wrong things to be done because about 5:30 5 trucks showed up and couldn't get in. This angered the folks who were giving us the stuff and they left and we were taken off their Christmas list. Tim begged a lot and got a "maybe" so we held watch on the field. For the next two or three days we had members standing by on the field from 7 a.m. to 8 p.m. hoping for trucks. No luck but thanks to Bill, Pete, Leland and Tim who took watches sitting on the chairs, laying on the tables and watching the wind go by for hours on end.

Tim has since been talking his a__ off trying to get us back in with the construction folks and thinks there may still be hope. The hope involves some more split second (for the construction world) timing which is something you usually have to pay for. The trick now will be that when (if) the trucks come, can we get a loader in a timely fashion to stockpile the stuff.

Dennis and Tim and others are working on details. Time will tell and we will get what we get. I think it is very important with all of this going on that no one of us starts some sort of "whose fault is it" crap. The chore for all of this month is now to keep your fingers crossed and hope it all comes out all right.

The Importance of Center of Gravity

by Michael Heer

The center of gravity (CG) is the point where the plane is balanced evenly from front to rear. This point is important, especially in thermal flying, because it is the point where your airplane can obtain maximize duration in lift, sink, or still air. If you balance your airplane in front of the real CG, it is nose heavy and will sink faster than it should. For the beginner, the airplane is more easily controlled. If you balance it behind the CG, the airplane will again sink slightly faster, but it may more readily respond to lift or sink. The skilled pilot may do this to help spot lift. If the CG is moved too far back, the airplane will be uncontrollable.

The beginner pilot often thinks his/her airplane is balanced on the proper CG because he/she has balanced the airplane right on the spot where the CG is shown on the plans. Unfortunately, when it comes to the CG, most plans lie. This is not for mean or vicious reasons, but rather it is done to help the new pilot by making the airplane easier to control. As mentioned above, a noseheavy airplane responds more quickly to your direct control input and a tailheavy airplane may not respond at all. Well-written instructions often give you a point to start for your CG location and instruct you to work your way back slowly to find the best point of balance. This is critical. Work your way back slowly and seek help from experienced pilots when searching for the CG location of your airplane.

Some of you may be wondering what is the big deal? If you slope fly it may not be a big deal if you have balanced in front of the CG. It may be easily countered by an extra mile or two of wind for minimum lift for your airplane and you may never even notice that problem. But in thermal flying it may make a large difference. DAW makes a nice trainer known as the TG-3. Built per the plans, it is a great

trainer at the slope, easy to fly and responsive and able to take a lot of damage. However at the thermal field, that same airplane drops out of the sky like a power airplane with a dead engine. The plans are overly cautious. I moved the balance point back approximately one full inch and got about double the length of flight for beginners who just cruised the sky.

The Sagitta and other airplanes in the 1980s used a popular airfoil known as the Eppler 205. The plans show the CG to be on the front of the spar in some airplanes to the middle of the spar in some others. The actual CG point is 42% of the wing root rib, which is well behind the spar. The difference in average flight times in using the proper CG is really tremendous. Not only does your airplane fly more efficiently with the CG in the proper location, but it also more readily points out lift, by reacting to lift and sink in a more demonstrative manner. Light lift that you may have flown right through with your airplane nose heavy now lifts your airplane's tail and makes you aware of it.

As I close, I again warn you about going too far back in searching for the CG of your airplane, but encourage you to talk to experts to find the proper place. You may be amazed at how well it flies with the proper balance.

from The Eagle's Nest

Sacramento Valley Soaring Society

PO Box 2086

Elk Grove CA 95759

Safe

by R. W. Stuart

The terms "safe" and "safety" are many times used to define each other; safety is the process of making something safe, and safe is the result of applying safety. So let's try to more precisely define both safe and safety.

Since lack of safety results in accident or harm, lack of safety must increase the hazard of an activity. The embryonic practice of safety is to recognize the hazards. Once we know the hazards, we develop strategies which avoid these hazards. When this is done we are safe or less unsafe. If we go hazard by hazard and discuss ways to avoid any particular hazard, we might be able to avoid an accident or harm.

One of the most obvious problems is the rotating prop which can cause massive trauma of fingers, shins, knees, and upper "inside leg." There are some rather tender areas up there. Either the airplane moves in on you or you move in on the airplane. A strong dependable tether will prevent the plane from approaching you if you accidentally

"goose" the throttle, loose your hold on the plane, or any number of similar accidents. You will not move into the airplane if you avoid any motion of hands toward the running engine for any reason and if you move off to one side as you stand up — us old bats are not too stable as we stand up. All adjustments, as well as removing the glow driver, are done carefully from the back where a slight "tick" throws your finger away from the prop instead of pulling it in.

Take your transmitter as you go to the rear of the plane and after tuning, return to idle, remove the tether, and wheelbarrow the plane to the flight line. Small planes carried to the flight line are real little hornets and require special attention — the little engines are finger rippers also. Incidentally, the tether itself is a bit of a hazard — I stuck my foot in the loop of mine and tore a calf muscle trying to avoid falling on the airplane.

Proper maintenance, battery care, range checks and all such have been discussed by others and I would suggest only that you respect all aspects of safety. Be careful of shorting both lead-acid batteries and NiCd batteries, since both have the short current capability of starting fires. A lead-acid battery shorting on a metal fuel container may become a real bomb. Realize that it is possible for an engine to fire when the glow plug is applied or to fire when cranked even without a glow plug. Ignition engines may fire any time they are cranked through.

Establishing a routine which is always repeated is a good strategy to avoid trouble. Pit in the same area in general and do exactly the same thing on each flying cycle which prevents forgetting important things like removing the glow plug, and provides automatic repeating motions. Discourage help from others while operating your engine in order to avoid distraction, and keep the space around your little snorter free of potential "victims."

Instructors should emphasize the actions which relate to safety; reach high and wide around a running engine, not to keep yourself clear, but to impress your student with the need to clear the running engine. The only prop hit I have taken in the last 15 years was the result of breaking my normal routine. Two six-inch scars were the result.

Constantly be aware of the hazards of RC and provide yourself with strategies and a routine which will avoid the hazards.

from LCRC News & Views

Stan Lewandowski, editor

slew@erienet.net

FORSYTH FLYING DAY!

FUN ON THE INFIELD.

Pete and I arranged to drive to Forsyth on Saturday the 15th to do a little flying at the Forsyth days gathering at the fairgrounds in Forsyth. Forsyth is about 100 miles east on the interstate so not a bad drive. Pete unfortunately ate something BAD and when he described his symptoms to me I wouldn't let him in my pickup so he stayed home.

My daughter lives in Forsyth so I picked up my grandson and we went over to the fairgrounds. There were about 15 planes from about 5 pilots there and we all flew quite a few flights. It wasn't the best conditions but totally flyable. One guy from Miles City was flying a helicopter, a woman from



Miles City had a great flying Tiger 60 and the guy from Terry (lost his name too.) was flying a variety of planes. I flew the UltraSport and the Dazzler. I flew my grandson on the buddy cord with the Eagle 2. That's why I have that one.

The locals I heard were impressed. Not by my flying understand but overall.



Next Meeting
MUSTANGS CLUB FIELD
MONDAY JULY 1

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

FIRST CLASS

TO: