

HORSE FEATHERS

Official Newsletter of the Billings Flying Mustangs
Volume 33 Issue 9 September 2007 www.rcflyer.com



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August Minutes

The meeting was called to order by Pres. Lynda Hahn at 7:30 PM. Secretary Clay Ness read the minutes from the previous meeting and the following corrections were noted (the fly-in had 54 registered pilots rather than 42) Treasurer Matt Dahl read the treasurers report and it was approved as read.

Committee Reports

Fair

Carl Thuesen passed out a signup / work schedule for helping out at the fair. Carl is looking for a TV with a built in DVD payer to play videos and another computer & Simulator for the demos.

Runway

If you have not been out to the runway lately you really need to go check it out. The runway is paved and it looks awesome! Striping is scheduled for Thursday August 9th. Delmer and Tim managed to get it sealed for free! Nice job guys!

Old Business

Jim Sherman said that he spoke with Mrs. Coomber and she thanked the BFM for the card.

New Business

Delmer Schmidt mentioned that he had been asked several times if it was OK to run the cars on the runway. Delmer asked for a clarification as to what his answer should be. Clay Ness reminded everyone that the answer is no

and that one of the purposes of having a car track was to create a designated area for r/c cars so that they would not interfere with the aircraft and vise versa.

Secretary Clay Ness asked if anyone had a problem with publishing the newsletter earlier in the month as apposed to the very end of the month as Leland had preferred. Clay thought that the content of the newsletter would be more current and up to date for those who were not able to attend the meeting. No apposed the idea so Clay said he would give it a try.

Intro Pilot Program

Just a reminder to everyone that if a non AMA member wants to try his hand at flying, he must be buddy boxed with an AMA Intro Pilot instructor.

New Events

There was a lot of discussion regarding the BFM having more than one flying event a year. After reflecting on years gone by a lot of good ideas were presented. Just remember people, ideas are only ideas until someone grabs the bull by the horns! The first step is to get your "CD" (Contest Director) title from the AMA.

The End

Clay Ness made a motion to adjourn and all who were present seconded the motion, a vote was taken, and the motion passed.

0:35.51

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ODDS & ENDS

Note: For those that don't know, "The Sled" is the SR-71 Blackbird spy plane from the 1960's and still the fastest airplane.

In his book, "Sled Driver", SR-71 Blackbird pilot Brian Shul writes: "I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its ground speed. "90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. We weren't the only ones proud of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed read out." There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause, as I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment t I realized Walt and I had become a real

crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause.... "Aspen, I show 1,742 knots" (That's about 2004.658 mph for those who don't know) No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.



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A pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?" The navigator replied timidly, "No, what's it for?" The pilot responded, "I use this on navigators who get me lost!" The navigator proceeded to pull out a .45 and place it on his chart table. The pilot asked, "What's that for?" "To be honest sir," the navigator replied, "I'll know we're lost before you will."

When Hillary Clinton visited Iraq last month the Army Blackhawk helicopter used to transport the Senator was given the call sign "broomstick one". And they say the Army has no sense of humor!

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We all have digital watches!"

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" Our hero the Cherokee pilot, not about to let the insult go by, came back

with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah," the pilot remarked, "the dreaded seven-engine approach."

"Flight 2341, for noise abatement turn right 45 degrees."
"But Center, we are at 35,000 feet. How much noise can we make up here?"
"Sir, have you ever heard the noise a 747 makes when it hits a 727 ?"

Submitted by Jumpers

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