

HORSE FEATHERS



Official Newsletter of the Billings Flying Mustangs
Volume 34 Issue 4 April 2008 www.rcflyer.com

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March Minutes

The meeting was called to order by Pres. Lynda Hahn at 7:30 PM. Secretary Clay Ness read the minutes to the previous meeting and they were approved as read. Treasurer Jim Sherman read the treasurer's report and it too was approved as read.

Committee Reports

The Auditing committee finished the audit of the 2007 books and all checked out good.

Dennis Rollins reported that Jim Sherman and Carl Thuesen will soon have their Contest Director certifications and they will be listed as the alternate CD for 2008 Fly In.

Eric Runestad agreed to do the pig roast again for the Saturday dinner for the Fly In.

Old Business

There is a work party scheduled for the concession stand, car track and storage trailer on March 15th & 16th. Chris Vlahos requested \$465 from the track improvement fund for an awning over the drivers stand and handrails and \$100 from the general fund for materials for windows being installed in the concession stand. Chris made the motion and the motion was seconded by Tim McCullough, a vote was taken and the motion passed. Roy Omo Requested \$500 from the general fund to have some road base gravel delivered and spread around the concession stand to help eliminate the mud pit. Roy Made the motion and it was seconded by John Webber, a vote was taken and the motion passed.

Brice Cady volunteered to clean the concession stand after each race event.

New Business

Dennis Rollins said that he and Steve Garr are talking about putting on an air show in 2009.

The Montana Fair is coming up so we are looking for display items, Cars, Trucks Airplanes and Helicopters.

Lynda mentioned that there are some people asking about when there shares will be bought back. Lynda said that there will be a board meeting in the near future to discuss how many shares can be bought and when.

If any one sees an opportunity to get bleachers for the field do so. We need seating for spectators.

Roy Omo volunteered to haul off the trash after events.

Jim Sherman made a motion to adjourn the motion was seconded by Ralph Howe, a vote was taken and the motion passed.

01:13:18

From Treasurer Jim Sherman

A Few Words From Your Treasurer

A big thanks to all who were out at the field the 15th and 16th of march You folks got a lot done!

We are going to have our FLY IN June 20 21 and 22 this year and we need some volunteers to help put it on, if you are interested you can either call Carl Thuesen or Jim Sherman

Thanks Jim

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Work Party

THANKS TO ALL WHO HELPED!!!!!!!!!!
We had the big work party to get the track in shape for car season and to lay some cable to improve our computer based weather and video capabilities. First I would like to thank Jim Sherman for donating the pvc pipe for the line run from the concession stand to the shelter. Next I would like to thank Dick Jones for his donation of more than 1000 feet of cat5 computer cable. Next I would like to thank Bob "Jumpers" Blumer for the unlimited effort he will spend for the next year or two helping Dick keeping the system running so everyone that wants to see what the wind speed and direction is so they don't have to spend \$15.00 worth of gas to get to the field only to find the sock sticking straight out. Everyone that showed up was very eager to work to get things done, and that is how the day went. I met a bunch of new people I had never met before and I don't think I saw a single frown on anyone's face all day. While the guys were working on the track, Dick Jones, Bob Blumer, Jim Sherman and I along with the master pipe gluer that I do not know his name, but I think his name was Brett Greenlea glued the underground line together and installed it in the trench that Justin Poulson dug with his stump grinder. At the same time that all this was going on, Chris Vlahos and his business partner Kyle Vonseldt were building on the new sunshade cover for the drivers stand. There is too much for me to remember about this because I was tired as hell when I left at 3:00 P.M. and the workers went on until about ½ HR after sunset when Tim McCollough told them to "Shut'er down!"
Lynda made a big pot of chili for lunch and brought a cake. You are the BEST!

Here is the list of everyone that hasn't been mentioned earlier and I personally thank each and everyone for all they did and hope they come back to have fun at our facility and help our club be the "BEST IN THE AREA." Kerry Dangerfield, Joe Wonder, Daren Kobelt, Kayla Whitman, Eddy Smith, and Jason Simms. I want to thank the commercial sponsors that either donated equipment or building materials to the club. The list is as follows: Roy Omo of OMO Lawn Service and his employee Jason and his girlfriend Marissa. Thanks for sanding the tables! Bryce Cady and sons, Stephan Milich, Brett Greenlea of PRO AUDIO AND SOUND also donated some cable and wire for the driver's stand.. Thank you to Mike and Dave of COMPETITION DRYWALL for their help. BLODORN LUMBER donated \$400 worth of material for the driver's stand sun shade. Thanks to M.P.E rental division of T&E Equipment for the roller. Thanks to GEM CONSTRUCTION, C.E.I. ELECTRICAL CONTRACTORS. Thanks to Preston Maleck of McCall Pools for the bobcat. Thanks to SUPERIOR BUILDERS for your support and guidance.

Make note of the sponsors that donated time and materials for our project and kindly patronize them and tell them when you make a purchase that, "THE BILLINGS FLYING MUSTANGS THANK YOU!!!!!"

Well, now that we have a car track I'll have to say-----

"Drive it like you stole it!"

And to the pilots I'll have to say---- the same old thing----

"Fly safe and fly as much as you can!!!!!"

Ralpho

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Odds & Ends

HI - JUST THOUGHT I'D DROP YOU AN EMAIL AND INVITE YOU AND YOUR GROUP TO OUR FIRST ANNUAL SWAP MEET OUT HERE IN "FLYOVER COUNTRY". WHO'S HOBBY HOUSE IS PICKING UP THE TAB AT THE CIVIC CENTER (HOPEFULLY RECOUPING SOME OF THE COST WITH SPACE RENTALS) AND THE INTEREST IS HIGH FOR THIS EVENT. IF SUCCESSFUL, NEXT YEARS WILL BE HELD INDOOR IN THE ARENA WITH AN ELECTRIC FLY IN INCLUDED. COME AND SELL OR COME AND BUY.

FOR ALL THE INFO GO TO
WWW.TEDSRCSTUFF.COM

HOPE TO SEE YOU THERE
TED BOZANICH

A well Told Story, Submitted by Jim Sherman.

Old Aviators and Old Airplanes.....

This is a good little story about a vivid memory of a P-51 and its pilot, as Told by a fellow who was 12 years old in Canada in 1967. You may know a few others who could and would appreciate it, as well. It was noon on a Sunday, as I recall, the day a Mustang P-51 was to take to The air. They said it had flown in during the night from some U.S. Airport; the Pilot had been tired and wanted to lay-over for the night. I marveled at the Size of the plane, now dwarfing the Pipers and Canucks tied down by her. It was Much larger than in the movies, and she glistened in the sun like a bulwark of Security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight Lounge. He was an older man; his wavy hair was gray and tossed. Looked like it Might have been combed, sayaround the turn of the century. His flight jacket was checked, creased and worn - it smelled old and Genuine.. Old Glory was prominently sewn to its shoulders. He projected a quiet Air of calm proficiency and pride devoid of arrogance. He filed a quick flight Plan to Montreal (Expo-67, Air Show) then walked across the tarmac to the Waiting old war bird. After taking several minutes to perform his walk-around check, the pilot Returned to the flight lounge to ask if anyone would be available to stand by With fire extinguishers while he 'flashed the old bird up'.Just to be Safe. Though only 12 at the time, I was allowed to stand by with an extinguisher After brief instruction on its use. 'If you see a fire, point, then pull this Lever!' (...I late r became a firefighter, but that's another story).

The air around the 12 exhaust manifolds shimmered like a mirror from the Fuel fumes as the huge propeller started to rotate. One manifold, then another, And yet another, coughed ...then barked in their wakenings. I stepped back with The others, and in moments the huge V-12 Packard-built Merlin 14-hundred Horsepower engine came to life with a thunderous roar, blue flames knifed from Her exhaust manifolds, the concussion of the exhausts shaking the air. Myself Stunned, I looked at the others' faces, but there was seeminly no concern, so I Lowered the bell of my extinguisher. One of the other guys signaled to walk back To the lounge. We did. Several minutes later, we could hear the pilot doing his pre-flight run-up. He had taxied down to the end of runway 19, out of our sight. All went quiet for Several seconds; we raced from the lounge to the second story deck to see if we C ould catch a glimpse of the P-51 as she started down the runway. We could not. But there we stood, eyes fixed to a spot half way down 19, waiting to catch That final glimpse of a veteran of the skies.

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Then a roar ripped across the field, much louder than before, like a furious Hell-spawn set loose!!Something mighty this way was coming!!
'My God!! Listen to that thing!' said the controller. And in seconds, the Mustang burst into our line of sight. Its tail was already off, and it was moving faster than anything I'd ever seen by that point on Runway 19. Two-thirds The way down 19, the Mustang was airborne with her gear going up. The prop tips Were now supersonic and we clasped our ears as the Mustang climbed hellishly Fast into the circuitonly to be eaten up by the dog-day haze.
We stood for a few moments in stunned silence, still trying to digest what We'd just seen. Then the radio controller rushed by me to the radio. 'Kingston tower calling Mustang?' He looked back to us as he waited for an Acknowledgment. The radio crackled, 'Go ahead Kingston.'
'Roger Mustang. Kingston tower would like to advise the circuit is clear for A low level pass.'
I stood in shock because the controller had, more or less, just asked the Pilot to Return for an impromptu 'air show'!
The controller looked at us. '...What?' He asked. '...I can't let that guy Go without at least asking! I could never forgive myself!'
The radio crackled once again, 'Kingston, do I have permission for a low Level pass, east to west, across the field?'
'Roger Mustang, the circuit is clear for an east to west pass.' 'Roger, Kingston, I'm coming out of 3000 feetstand by.'
We rushed back onto the second-story deck again, our eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream in the morning air. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity, wing tips

spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field, shredding and tearing the still air with a banshee scream of her twelve cylinders.

....At about 400+ mph and 150 yards from where we stood, she passed with the old American pilot saluting us!! Imagine.... a salute ! I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her upand rolled, and rolledand rolled out of sight into the broken cloudsand indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their 'big brother'; a steady and even-handed be a con of security, who navigated difficult political waters with grace and style; not unlike the pilot who'd just flown forever into my memory. He was proud, not arroganthumble, not a braggart, old and honest, projecting an aura of America at its very best.

That America WILL return one day, I know it will. Until that time, I'll just send off this story; calling it a reciprocal saluteto the old American pilot who wove a memory for a young Canadian that has lasted a lifetime.

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