



November Events

November 14, Appreciation Dinner, 6:30 at Famous Dave's. This is held every November instead of our monthly meeting. The club will cover meal cost for any club member's wife, girlfriend or significant other as a way to thank them for being supportive of our hobby! A presentation will be made for Member of the Year as well.

December Events

December 12, Meeting at church. In addition to electing new officers, we usually hold a swap at this meeting.



Hello

Last meeting we went over a few things that are coming up. Our next meeting will be our annual appreciation dinner. This is always a great time to get together and visit and say thank you to those that support our hobby/addiction. The dinner will be at Dave's BBQ at 6:30 Tuesday, November 14th, and the club will buy your supporter dinner. We also will be passing down our member of the year trophy, Looking forward to it, see you there.

We also talked about our Fun Fly events and working on some ideas to get the turnout up. I believe having some events to compete in and more of a schedule will make it a bit more exciting to show up with a purpose. This would also include our indoor Fun Flies, which Allen is getting some dates together for this winter. There was also some talk of doing another club plane maybe something simple like from Flite Test, or a simpler cardboard plane of some kind. All these ideas are great but they don't work without the input and commitment from our members. This is our club let's keep it growing and get some stuff going.

Butch and Ryan are the guys that have been putting our spectators clubhouse together. These guys have been super busy this summer so their schedule has not allowed them to work on it as much as they'd hoped but we are hoping to get some time before snow flies. These two have been great supporters of our club and if it was not for them we would never have gone as far as we have with this project. It will be awesome when completed, thank you both!

See you for dinner,

Destry

Wahl Bangers

I'll be leaving on Dec 1st for Arizona and back on the 15th. I'll miss the Dec meeting-just elect Destry one more time!



The Brown Jr was the first model aircraft engine available in quantity. It was gas powered with spark coil, points and batteries. A number of years ago, a machinist named Harvey Wahl started making them again, mostly for the Society of Antique Modelers (I never found out if the planes were antiques or the builder/fliers were). Anyway, the engines were promptly dubbed "Harvey Wahl Bangers."

We'll meet at Famous Daves on the west side for our annual wives/girlfriends dinner. See you there.

Chuck Curtis

First Flight

According to the online (YouTube) assembly video I watched, getting my F-16 I bought from Tony last winter assembled would take about 2 hours. I think what it meant was two hours here, two hours there, two hours another time . . . until completed!



This kit had been discontinued and Tony had purchased a bunch of separate pieces. The fuselage on mine was originally a yellow tiger striped color scheme which didn't begin to match the wings or tail pieces so I bought some white, and silver (for the underside) foam safe spray paint to make it at least look like these parts were meant to go together.

As Tony did, I upgraded to a 12 bladed fan unit which sounds great! I found balance point info online but I think it flew nose heavy since it needed a lot of up elevator during level flight. It was easier than I expected it would be to fly and land.

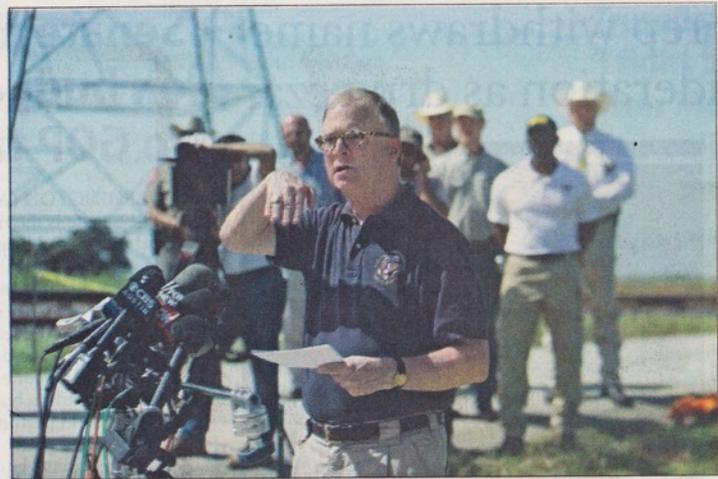
Stan Johnson

Tragedy in Texas

It was in our Bozeman Daily Chronicle (October 18th), an updated report about the horrible balloon accident in Texas that took the lives of 16 people in July of 2016. Now, aside from the cause of the accident, what got my attention was an interesting bit about the FAA's position concerning governance (or lack thereof) of balloon flight. Apparently, the FAA was endorsing voluntary requirements written by the Balloon Federation of America (BFA). This, at a time when they were requiring us model aircraft flyers to register with and follow FAA guidelines for our hobby! And we don't carry passengers. . . a copy of the article

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Stan Johnson



In this Aug. 1, 2016, file photo, National Transportation Safety Board (NTSB) member Robert Sumwalt speaks during a news conference at the scene of the worst hot air balloon crash in U.S. history that killed 16 people in July 2016 near Lockhart, Texas.

NTSB: Balloon pilot in fatal crash had opioids, sedatives in his system

AUSTIN, Texas (AP) — The pilot in the deadliest hot air balloon crash in U.S. history was likely impaired by opioids and sedatives when he ignored weather warnings and flew the ride into a power line, investigators said Tuesday.

Besides Valium and oxycodone, there was a high enough dosage of the over-the-counter antihistamine Benadryl in Alfred "Skip" Nichols' system to mimic "the impairing effect of a blood-alcohol level" of a drunken driver, said Dr. Nicholas Webster, a National Transportation Safety Board medical officer.

During a meeting in Washington, NTSB revealed its findings about the July 2016 crash near Austin that killed 16 people. Investigators scolded the Federal Aviation Administration for lax enforcement of the ballooning industry and recommended that balloon pilots submit to the same medical checks as airplane pilots.

Nichols, 49, had at least four prior convictions for drunken driving, though no alcohol was found in his system after the crash. Investigators said Nichols was told during a weather briefing before the flight that clouds may be a problem. He brushed off the warning.

"We just fly in between them," Nichols allegedly answered back, according to NTSB investigators. "We find a hole and we go."

Visibility was 10 miles about two hours before the balloon took off from a Walmart parking lot near the rural town of Lockhart but had diminished to just 2 miles before the ride began.

Investigators said Nichols told his psychiatrist three months before the crash that he was not using his antidepressant medication and that his psychiatrist documented his mood as "not good." Nichols was prescribed 13 medications and was also being treated for attention deficit hyperactivity disorder, known as ADHD, which investigators say also was a contributing factor.

The final public hearing by the NTSB into the crash wasn't the first time the federal government's crash-site investigators have urged the FAA to more closely regulate the balloon industry. NTSB Chairman Robert Sumwalt ripped the FAA and questioned why the agency was endorsing voluntary pilot requirements written by the Balloon Federation of America instead of tightening regulations.

"Why is the FAA promoting it? It is not an FAA program," Sumwalt said. "The FAA is treating this as the be-all, end-all. They are abdicating their responsibility to provide oversight. They are saying, 'The BFA will take care of this so we do not have to do anything.' That is what is sad."

Club Officers for 2017

President	Destry Jacobs	581-4374
Vice President	Tony Covert	548-4507
Safety Officer	Larry Nelson	599-4222
Events Coordinator	Brian Westberg	580-3834
Secretary / Treasurer	Chuck Curtis	587-4934
Newsletter Editor	Stan Johnson	585-7541

*Items for newsletter, please email to: sjohnson825@msn.com