



AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

May 2010 Presidents Letter

Another month has gone by and we have accomplished a lot. After a week delay due to weather, we were able to pull off the field maintenance project. I want to thank all who participated in the field maintenance projects and provided expertise and materials. Everyone put in a lot of effort and had a good time as well. There was even time for some flying after all that could be done was completed. With a little effort and time, we can have everything done.

We did not have a chain saw to work on cutting up the wood, the steel mono osts, the door, impound shelf and concession window on the club house still need some fresh paint. The high security storage building still needs the base plate 2X4's replaced with pressure treated ones and metal flashing added to keep out the critters. The building will also need a concrete floor to finish it.

If it is not to late now, it will be shortly, for planting the grass seed. It was not planted due to not having a spreader. The weather has not been favorable to starting new grass. Unless we have more wet weather, we may want to wait until fall to do this project.

Thanks to the efforts of Dave Kelley and Mark Dennis, the IMAC Training was a success. Those I talked with said it was very informative and helpful. They also said that having it earlier in the year would be better, even if the weather were less favorable. Thanks to all who participated and special thanks to Mark and his people for conducting the training.

Lastly, I want to address SAFETY. Safety is the responsibility of everyone. Do not expose yourself or fellow club members to the risk of injury. If you need help, don't be afraid to ask and if you see someone could use some help, don't be afraid to volunteer your assistance. Be in control of your aircraft at all times and fly only in the designated flying areas.

Our membership continues to grow. If you see a new face at the field or at the club meeting, introduce yourself.

Larry

Upcoming meetings and events

May 27th Meeting

June 24th Meeting

There are some basic safety tips to follow when you get ready to go fly your RC aircraft. Following these rules will help you have a wonderful day and your aircraft is less likely to end up crashing to the ground. The subjects covered in this article include, battery safety, aircraft safety and personal safety.

Battery Safety- LiPo Battery Handling & Storage

- Keep LiPo battery packs WELL out of reach of small children.
- Do not put battery packs in pockets or bags. They can short circuit.
- Do not store, transport or store batteries where they come into contact with sharp or metallic objects
- Do not store your LiPo pack in extreme temperatures below 32F or above 90F.
- Always store your LiPo pack safe, non-flammable containers away from flammable objects. A special LiPo Sack or metal / ceramic storage container is best.
- Never store your LiPo's fully charged. They will maintain their performance levels and you won't need to cycle them unless stored for longer than 3-6 months.
- Make sure that your batteries are fully charged before flight.

Aircraft Safety

- Always do an extensive pre-flight check of your aircraft before flying.
- Dust-off all electronic equipment and check for proper function of all control surfaces.
- Repair damaged parts prior to arriving at the field or bring your repair supplies and equipment with you.
- **NEVER** fly aircraft with questionable function.

Personal Safety

- If you are out of practice, prepare mentally for flying. Review your skills and start off with a plane you are comfortable with.
- Have one of your flying compadres inspect your equipment at the field for unseen damage and possible equipment failure.
- Get plenty of sleep the night before so that your concentration is at its peak.
- Avoid flying by yourself. If you do let a friend or family member know when you plan on arriving at the field and when you plan to leave.
- Respect the people around you and make sure you understand how your RC airplane or helicopter works for your safety and theirs.
- Fly at a sanctioned RC aircraft field. There are usually too many bystanders at local parks that could be harmed as well as vehicles that could be damaged. Flying at home could cause property damage to your surrounding neighbors.

If you follow basic safety guidelines and use common sense, your flying experience can be a wonderful one. Remember to respect those around you, follow the rules of the field, and make sure you totally understand the operation of your RC Aircraft.

Article Source: http://EzineArticles.com/?expert=Rick_Cantrell

HISTORIC AVIATION

RYAN PT-19

History: The Ryan Recruit was the U.S. Army Air Corps' first monoplane primary trainer. Initial testing of a single RYAN S-T-A (Sport-Trainer-A) resulted in an order for 15 more aircraft, re-designated the **YPT-16**, for evaluation in 1939. Finding this tandem two-seater to be an excellent design, the USAAC ordered a production batch of 30 aircraft, designated the **PT-20**. In 1941, the Army decided a new more powerful engine was needed to endure the rigors of training new pilots. Ryan Aeronautical replaced the inline engine of the previous version with a Kinner radial engine. The resulting **PT-21** was so superior that many **PT-16s** and **PT-20s** were upgraded with the new engine, becoming **PT-16As** and **PT-20As**.

With flight training programs expanding across the United States, 1,023 more planes were ordered. These had an improved Kinner radial, no wheel spats, and the deletion of the main landing gear fairings. This became the **PT-22**. The Navy also ordered the Recruits and re-designated them as **NR-1s**, and the Netherlands ordered 25 Recruits and called them **NR-3s**. The Navy used these trainers until 1944, and the USAAC would retire the Recruit at the end of World War Two.

Today there are flying examples of each variant to be found across North America. There are also examples operated by warbird enthusiasts in the UK and Australia. [History by [David MacGillivray](#)]

Nicknames: "Maytag Messerschmitt"

Specifications (PT-22):

Engine: One 160-hp Kinner R-540-1 five-cylinder radial engine
 Weight: Empty 1,313 lbs., Max Takeoff 1,860 lbs.
 Wing Span: 30ft. 1in.
 Length: 22ft. 5in.
 Height: 6ft. 10in.
 Performance:
 Maximum Speed: 131 mph
 Ceiling: 15,000 ft.
 Range: 352 miles
 Armament: None



2010 Club Officers

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Vice Pres **Jeff Griego**
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Board **Lee Overholt**
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Web Page

<http://www.minatureaerosporters.org>

Serving the Northeast Denver Area the Miniature Aero Sportsters flying site sits on 48 acres with a 500 foot paved runway. The club is open to all who have a current AMA membership. The Miniature Aero Sportsters consists of a group of individuals with a common interest in radio control aircraft. Club meetings are on the 4th Thursday of the month at Gander Mountain Sporting Goods located at 9923 Grant Street Thornton , CO. Meetings start promptly at 7:00 pm. All M.A.S. club members are encouraged to attend meetings, and to become actively involved in the club's activities

The first year there is a once a lifetime \$125 initiation fee charged to all new members. Every year after that Annual membership dues are \$90.

For membership information check out our web page:

<http://www.minatureaerosporters.org>



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All articles or items of interest should be submitted to me by the 1st Wednesday of the month. Newsletter editor (that's ME) reserves the right to accept, refuse and edit all articles submitted for publication. Articles or items submitted after the deadline will be included in the following month's newsletter. Send or deliver articles to:

Gary Hodges
 gbhodes58@msn.com

Published articles reflect the author's opinion and may or may not reflect those of the club in general, its officers, or the newsletter editor.