



AMA Charter 1344
Gold Leader Club

Hangar Talk

September Meeting Notes

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Meeting Minutes

Minutes continued

Radials vs Jets (not NFL)

Hi everyone. We had a slightly larger crowd than usual this month. 16 members were present.

The Warbird fun-fly was a flop. Nobody came and those that were at the field didn't know it was scheduled. Future events like this need to be promoted more at the meetings and at the field.

On that note, on October 16th, the club will be having a Pumpkin Fly. Larry said he will arrange some prizes for the best (worst?) decorated airplane.

I asked about expenses for Kids Day. As treasurer, I haven't written any reimbursement checks for the event. The answer I got was that it was free to the club. Larry supplied the pop and Dennis and Ron supplied the food. Thanks guys; that was nice of you.

At the August meeting, Rich Hansen from the AMA visited (he also visited our field). As a thank you for the hospitality, Rich sent Larry and the club a thank you card. You can see it at the field.

There are no changes on the Christmas party. Full speed ahead. George K. has drafted a letter (which Larry will send) for local hobby shops to donate merchandise to the party as door prizes. In addition, the annual club drawing will be at this event. Bring your pink tickets (the ones Dennis hands out) to see if you've won.

The runway has some cracks developing. There was a long discussion on what to do about it. The consensus was that we need to do something about them before winter. The runway was last sealed two years ago. Should we fill the cracks and do a sealing? A motion was made to fill the cracks and seal the runway before winter. Lee has been working with Larry Pace from Adams County to see if they'd be willing to help us out with the costs.

As part of the discussion, Bob S. suggested we look into what it would cost to do it ourselves. The estimates for having it done are somewhere in the \$2500-\$3000 range. Larry F. will look into what it would cost to do it ourselves.

The motion to do it (ourselves, have it done, we pay, county pays, combination) passed. At some point probably in the next 6 weeks, the runway will be repaired and sealed. Exact dates will be sent out, but **the field will be closed when this work happens.**

As most of you know, Earl was upset at the decision to no longer email newsletters. He was not satisfied with the ability to just pick-up a newsletter at the field, so he has volunteered to send newsletters to members that don't have email. This is all on Earl; the club will not be paying for stamps or copies or anything.

Upcoming meetings and events

October 16th Pumpkin Fly in

October 28th Meeting

December 10th Christmas Party

The September meeting also includes the nominations for next year's officers and board members. The current officers (Larry, Jeff G. and myself) all agreed to serve again next year. That also goes for the existing Board members (Lee, Earl, Ron, and Dennis). **If anyone is interested in any position, please contact Larry ASAP.** The vote is at the October meeting. As of right now, everyone is unopposed, but it doesn't have to be that way. If you're interested, let us know.

Larry F. is active in the Wings Over the Rockies museum at Lowry. He told the membership that the RC library that is at the museum is being kicked-out. The library is a valuable resource for the history of RC and is the only one of its kind in the area. They need our support to stay open. Contact Larry F. if you'd like to help.

Lastly, Bob S. won the fuel drawing.

That's it. Have a good month. The last meeting of the year is October 28th.

Tom

September Board Meeting Notes

The Board met the week before the September meeting to discuss the club's Constitution and By-laws. The Board went through the By-Laws, Field Safety Rules, and Work Bond line-by-line to make sure they are in-line with how the club is operating. There were some minor changes, so these will be presented to the membership at the January meeting.

The membership will be able to officially vote on the documents at the February meeting. Once accepted, all members will receive a copy of each document.

Tom



Interesting Notes from an Email.

Starting, take off and flying with the wonderful radial powered aircraft (an AD-6)

Radial Starting (3350 engine on an AD-6)

Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Mags on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6' prop will start a slow turn)
6. Begin to bounce your finger on top of the primer button.
 - a. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
7. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)
8. When the engine begins to "catch" on the primer. Move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit) You will hear a wonderful throaty roar that is like music to the ears..
 - a. Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.
9. Immediately check the oil pressure and hydraulic gages.
10. The entire aircraft is now shaking and shattering from the torque of the engine and RPM of prop.
 - a. The engine is an 18 cylinder R-3350 that develops 2,700 HP.
11. Close cowl flaps to warm up the engine for taxi.
12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power. (I have found that the engine can make similar noises)
12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round engine.

1. Once you reach altitude which isn't very! high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit and this is best mixture..
3. While cruising the engine sounds like it might blow or quit at any time. This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.
5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
 - a. You can't fly high enough to get over them and if you try and get under the clouds----you will die in turbulence.
 - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
 - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.
14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly

The jet engine and aircraft

Start a jet

1. Fuel boost on.
2. Hit the start button
3. When the JPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.
5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am etc"



2010 Club Officers

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Vice Pres **Jeff Griego**
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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:

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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.