



Hangar Talk

President's Column

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Thanks to everyone for "electing" me president I appreciate the trust you have in me for doing the job. Please bring your ideas for what you want to do this year to the meeting this month. We will still be doing two kids days and the Adams county fair. We were wondering if you had some ideas to do things differently or new ideas. Some of the ideas bounced around so far have been, an Air Show following a kids day, charity fly-in with Aeroworks, Fun flies. Bring your ideas to the meeting and we can discuss them.

Please pay your dues for 2008 to Les as soon as your can. Use form that is included with the newsletter to pay them. Its makes it easier on the club if you pay them sooner then we know what sort of budget we have for the coming year.

If you have a Futaba FASST radio you should get it checked out. It seems that there was a problem at Futaba and several runs were made on the assembly line with the same uniqueness code. Think of it as everyone having the same security code for your garage opener. You can take your radio to Jim at Things with Wings and he can check them out for you. If your FASST receiver is a bad one then it will be up to you to have Futaba replace it. Of course it will also be in your best interest to do so.

That's all for this month

Hank

Dues are \$90.00 per year for regular members and \$15.00 for junior (18 years or younger) members.

Please send your dues (checks payable to MAS) to Les Sullivan, 6531 Teller St, Arvada, 80003. Also please submit the following information with your dues so that the club roster can be updated if necessary.

_____ cut along line _____

Name _____

Street Address _____

City/Town. _____

State _____ Zip Code _____

Home phone number _____

E-mail address _____

AMA number -----

Upcoming meetings and events

February 9th, Wings over the Rockies

February 28th Club Meeting

MEETING MINUTES

January 24, 2008

The meeting, at the Gander Mountain conference room, was called to order by the new club president, Hank Barron. In attendance were Les Sullivan, Dennis Lesondak, Jim Shaw, Ron Martin, Bob Bubnich, Louise, Barry, and Roy Mc Gee, Milo Fritts, Jake Martimez, John and Dave Hogan, Greg Hight, Lee Overholt, Bob Salmon and s newe member, Jeff Griego.

The Secretary's report was read and accepted.

Checks for \$340.00 and \$20.00 were given to Dennis Lesondak for a booth at the Adams County Fair and for AMA insurance at the fair. Dennis talked about the fair. Set up is on the 29th of the July. The fair opens on the 30th. The club will fly at the fair if the fair people will announce that fact on their schedule. MAS will participate at the event at Lowery on the 9th of February. Getting the word to the membership on short notice will be a problem.

Hank Barron opened a discussion relating to club activities for the coming year. Should there be a kid's day? A family day? An air show? Should there be a couple of club meetings at the field? The attendees were asked to think about it and talk about it at the next club meeting.

A motion was made and seconded to give dues rebates to Lou Smith, Gary Hodges and Les Sullivan as compensation for the work that they do for the club.

Jim Shaw reminded everyone that the Jeffco auction starts on 3 February AMA VIP's from Muncie will be there to chat with you.

The awards for participating in club activities in 2007 were won by Bob Salmon, Dustin Spencer, an Bob LeMaster.

For Show and Tell Jim Shaw had a newly scratched built oldie. It was the first RC model he built as a kid.

Hank Barron won the. Fuel

The meeting adjourned 8:15PM.

SECRETARY ITREASURER'S REPORT

ANUARY2008

At the end of 2007 MAS membership totaled 69. Of that number 31 have paid their dues or 2008. The remainder have until the end of March before they are stricken from the rolls.

The failed attempt to have the state grant the club tax exempt status had one positive esult. Adams County reduced yearly property taxes from \$200.00 to \$53.00. That amount has been paid.

The club informed the Land Board that it would not attempt to build an RC track with an Ltendant increase of 25% in the lease fee.

MAS is about to start the rechartering process for 2008. They have been notified of the change in the office club president. If those members remiss in the payment of their dues vere to submit them, the rosters for MAS and the AMA rosters would be in agreement..

The last treasurer's report stated that the club's savings account had a balance of \$9042.43 and the checking account had a balance of \$356.60. Since then \$3585.00 \$3100.00 from the savings account and \$485 from dues has been deposited in the checking account and 15 checks totaling \$2926.74 plus a bank fee of \$.76 has been vithdrawn. The bulk of the withdrawn money was for the lease (\$2170.00) and a political lonation (\$400.00). The rest of the checks were for ordinary business expenses.

The savings account, starting with a balance of \$9042.43 had \$3100.00 withdrawn and leposited in the checking account and had deposits totaling \$683.51 of which \$680.00 were from dues and \$3.51 from bank interest.

The present balances in the checking and savings accounts are \$2489.55 and \$6575.94 respectively. Total bank assets are \$9065.49.

Snow Bird 2008

The annual snow bird was held on January 1st, 2008. Tom Glaess got the first flight of 2008 in at 9:30 am. The temperature was hovering at 8 degrees not counting the wind chill. There was still a good turn out of about 15 members. Dave Hogan won the competition this year and was the proud recipient of the wonderful trophy.



Dave with Trophy



Lee trying to start very cold 4 stroke



Tom after first flight, heading to warm up



Snow blowers work wonders



Lee ready for take off



Busy pit area



For Sale

Hitec Flash 4 and 5 Transmitters

Flash 4: 4 Channels, computer radio. Channel 34.

Flash 5: 5 Channels, computer radio. Channel 32.

(Instruction manuals included)

\$15ea. Or \$25 for both

Futaba Fp-R127DF Receiver

7 Channels, dual conversion.

Channel 36 crystal

\$15

Please call Tom Glaess at 303-438-9517 or email at tglaess@comcast.net if you're interested.



de Havilland Mosquito

History: The all-wood Mosquito bomber was designed with war in mind. Powered by two Rolls-Royce Merlin engines, the Mosquito was as fast as a fighter and could carry the payload of a medium bomber. Flying high and fast, it was believed it could perform the mission without defensive armament. In a display of incredible foresight, deHavilland constructed the airplane almost entirely out of balsa and plywood in case strategic metals became scarce. The Air Ministry originally wanted nothing to do with the aircraft, and rejected it as unsuitable because of its wooden construction.

When World War Two broke out the Air Ministry began to reconsider its position. With Germany ready to unleash her wolfpacks and the United States still restrained by the Neutrality Laws, construction materials became a strategic concern. On March 1, 1940, an order for 50 Mosquitos was placed, but it was soon postponed while the Allied armies replaced the material lost on the beaches at Dunkirk. The first prototype flew on November 25, 1940, and the Air Ministry officials who had been so skeptical were amazed to see the Mosquito performing climbing rolls on one engine, and dashing across the sky at speeds expected of fighters. Production of three prototypes for official consideration were built: the Mosquito **PR.Mk I**, a photo-reconnaissance plane, the Mosquito **B.Mk IV**, a medium bomber to replace the [Blenheim](#), and the Mosquito **NF.Mk II**, a night fighter. The first operational flight of the PR.Mk I confirmed the Mosquito needed no armament when on a flight over Brest it outpaced three Luftwaffe Bf 109s and returned home.

The B.Mk IV entered combat in the early months of 1942, after a period of familiarization. The Mosquito was much faster than the Blenheim and required new tactics to hit its targets. The bomber crews were soon very impressed with the amount of damage the Mosquito could absorb. Its construction took full advantage of the flexibility of its wooden construction, the two sides being fully equipped with controls and wiring runs before being joined together.

The Mosquito NF Mk II had a heavy armament of four cannons and four machineguns. It carried the AI Mk IV radar. The Mosquito NF was the first night fighter to be stationed in the Mediterranean, fighting from Malta as day and night fighter. It was also used as a night intruder, performing its first intruder mission on December 30-31, 1942. Because of its high speed, crews needed some time to grow accustomed to the new machine. For this reason, de Havilland also produced a training version, the Mosquito **T.Mk III**, with dual controls. All versions had a crew of two, seated side-by-side. The last Mosquitos were withdrawn from RAF photo-reconnaissance units in 1961.

The Mosquito was also manufactured under license in Australia and Canada. In all, 7,781 Mosquitos were built. Today, only one Mosquito continues to be operational, although as of this writing it has not flown in several years. It is owned by the Weeks Air Museum in Florida. [History by [David MacGillivray](#)]

Nicknames: *Mossie; Balsa Bomber; Wooden Wonder; Freeman's Folly* (early nickname referring to Air Council member Sir Wilfred Freeman); *Tsetse* (Mk XVIII anti-shipping variant).

Specifications (FB.Mk VI):

Engines: Two 1,620-hp Rolls-Royce Merlin 25 V-12 piston engines

Weight: Empty 14,300 lbs., Max Takeoff 22,300 lbs.

Wing Span: 54ft. 2in.

Length: 40ft. 10.75in.

Height: 15ft. 3in.

Performance:

Maximum Speed: 362 mph (Later photo-recon versions could exceed 425 mph)

Ceiling: 33,000 ft.

Range: 1,650 miles with full bomb load

Armament:

Four 20-mm cannon in nose

Four 7.7-mm (0.303-inch) machine guns in nose

2,000 pounds of bombs, or 1,000 pounds of bombs and eight rockets

Number Built: 7,781

Number Still Airworthy: One (Previously airworthy, but has not flown for a few years.)



