



Hangar Talk

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MEETING MINUTES

August Meeting Notes

First off, I wanted to thank Dennis for taking these notes. I was in an accident on the way to the meeting, so I couldn't make it.

There was a unanimous vote to grant Dave and John Hogan a free membership each for constructing the Adams County Fair float.

By the time you read this, the runway will have been resealed. A motion was passed to pay for this resealing (~\$3700) and then get reimbursed by Adams County. The motion passed 12-1.

Ron Martin suggested we have another dinner/get together for Jim (of Things with Wings fame). Ron will get the cost info for the restaurant in Brighton. All present were in favor.

A "Thank You" was given to all who participated in the parade, air show, and Kid's Day.

Kid's Day was a huge success with 62 people signed-up to fly.

Mark Nicastle thanked everyone for their support during his campaign for State Congress. Sadly, Mark's campaign was not successful.

There were 13 members at the meeting.

Upcoming meetings and events

September 25th club meeting

LES SULLIVAN

November 11, 1934-August 18, 2008

A Real Rocket Scientist

Les Sullivan was born in Brooklyn, NY. In 1944 he entered service in the US Army Air Corp as a Aviation Cadet. He trained in PT-17 and then an AT-6. From there he went into the Fighter Pilot program where he qualified as a P-51 pilot. In 1945 he was scheduled to be deployed to Europe when the war ended. He was put on hold and was rescheduled to be deployed to the Pacific but that was rescinded when the war with Japan ended.

He went to Georgia Tech University under the GI bill where he graduated with degrees in Math and Engineering. He moved to Colorado in 1956 and went to work for Martin Marietta as an Aeronautical Engineer. He continued his education, getting a number of Masters Degrees from various Universities including CU Boulder.

His interest in all things Aeronautical included live birds. He served as a volunteer working with the Birds of Prey Foundation in Broomfield, CO. until his death. He was a member of the following RC Clubs in Colorado: MAS (Miniature Aero Sportsters), AAM (Arvada Associated Modelers), SAM1 (Society of Antique Modelers) and IMAA (International Miniature Aircraft Association) Chapter 90. He served as Treasurer for MAS, AAM and Chapter 90. He also belonged to the following organizations: SAM, AMA, IMAA, VR/CS and MARS Associates (An organization of Rocket Scients).

While employed by Martin Marietta, his specialty was in Solid Rocket Boosters. As a modeler, he enjoyed working on all types of models from rubber powered indoor models to the IMAA Giant scale size. His favorite models were from the days of yester year. His prize model was the 1936 Record Breaker that was flown at his memorial at both the MAS and AAM fields.

Rest in Peace Les, we will miss you.



Vote for Mark T. Smith

AMA Executive Vice President

Dear Newsletter Editor,

My name is Mark Smith and I'm running for the office of AMA Executive Vice President. I am currently the AMA District 9 VP, holding this position for the last three years. I have been active in model aviation most of my life and held numerous leadership positions in clubs throughout the U.S. The purpose of my letter is to ask for your vote and support by placing my campaign statement in your club newsletter. The following is a brief overview of my accomplishments with AMA:

As District 9 VP I have doubled the number of Leader Clubs in the District, Chartered a club of approximately 200 members into AMA, established a District web site and traveled extensively to meet and listen to members throughout the District.

As a board member of AMA, I chair the Marketing Committee with a focus on increasing membership by designing and implementing several creative programs, and contracted a public relations firm which has brought us national exposure on ESPN along with numerous newspaper, magazine and television spots which promotes model aviation.

For the past three years, I have developed a close and highly respected working relationship with our AMA President, Dave Mathewson. We communicate on almost a daily basis to address AMA issues. If elected as your Executive Vice President, I would like to focus on the following over the next three years:

- Grow and aid in securing flying sites for our clubs through creative financing of club-owned sites
- Stimulate the growth of AMA by implementing various creative marketing programs
- Grow the number of Leader Clubs
- Support the introduction and education of model aviation to our youth
- Provide leadership for the EC on financial matters
- Push for EC term limits so that new, fresh and creative ideas can be implemented which results in ensuring the longevity of a healthy AMA

I would like to continue this modeling journey and with your support, I believe we can accomplish even more in the next three years. Again, if possible, I would like for you to consider including my full campaign statement in your newsletter which can be found on my web site at <http://home.everestkc.net/marksmith/> in both a pdf and Word format. Please let me know if you have any questions.

Thank you!

Mark T. Smith

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Please contact Tom Glaess (303)438-9517 or tglaess@comcast.net



A-26

History: The A-26, the last aircraft designated as an "attack bomber," was designed to replace the Douglas A-20 Havoc/Boston. It incorporated many improvements over the earlier Douglas designs. The first three **XA-26** prototypes first flew in July 1942, and each was configured differently: Number One as a daylight bomber with a glass nose, Number Two as a gun-laden night-fighter, and Number Three as a ground-attack platform, with a 75-millimeter cannon in the nose. This final variant, eventually called the **A-26B**, was chosen for production. Upon its delivery to the 9th Air Force in Europe in November 1944 (and the Pacific Theater shortly thereafter), the A-26 became the fastest US bomber of WWII. The **A-26C**, with slightly-modified armament, was introduced in 1945. The A-26s combat career was cut short by the end of the war, and because no other use could be found for them, many A-26s were converted to **JD-1** target tugs for the US Navy.

A strange aircraft-designation swap occurred in 1948, when the Martin B-26 Marauder was deactivated and the Douglas A-26 was re-designated the **B-26**. (It kept this designation until 1962.) B-26s went on to serve extensively in both the Korean and Vietnam wars. In Vietnam, they were commonly used in the Counter-Insurgency (COIN) role, with very heavy armament and extra power. This version, the **B-26K**, was based in Thailand and was, to confuse things further, called the **A-26** for political reasons. B-26s were also used for training, VIP transport, cargo, night reconnaissance, missile guidance and tracking, and as drone-control platforms.

Post-war uses of the airplane included luxurious executive transport (**Smith Tempo I; Tempo II and Biscayne 26; LAS Super-26; Berry Silver-Sixty; Monarch-26; On-Mark Marketeer/Marksman**), aerial surveying and, most notably, firefighting, a role in which it is still occasionally used today.

Nicknames: Unknown

Specifications (A-26B):

Engines: Two 2000hp Pratt & Whitney R-2800-79 radial piston engines

Weight: Empty 22,370 lbs., Maximum Takeoff 35,000 lbs.

Wing Span: 70ft. 0in.

Length: 50ft. 9in.

Height: 18ft. 6in.

Performance:

Maximum Speed at 15,000 ft: 355 mph

Ceiling: 22,100 ft

Range: 1,400 miles

Armament:

Six 12.7mm (0.5 in.) machine guns in nose

Two 12.7mm (0.5 in.) machine guns each in ventral and dorsal turrets

6000 lbs. of bombs

Eight 127mm (5-inch) rockets



2008 Club Officers

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Web Page

<http://home.comcast.net/~tglaess>.

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://home.comcast.net/~tglaess>



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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.