

AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

Meeting Minutes

Balancing your plane

Ira Bong

July was a busy, and hot month and August has been more of the same.

The July meeting was pretty busy, Tom has all the details in the meeting minutes, but I just want to mention that we voted on a new plan for the porta-potties. The conversation started last month and after receiving bids from two companies, we decided to stay with our current service company. We changed the frequency of service to twice a month for one unit, with the option to have the 2nd unit serviced when needed. The cost is slightly more than we have been paying on an annual basis, but the end result will be a huge improvement. A big thank you to Lee and Cliff for taking the time to talk with the service companies and getting the quotes.

I had the opportunity to travel to Rapid City, SD to attend an IMAC event in July. Terri and I met some great people and had a great time in spite of the 100+ degree temps. They have a small but growing group of IMAC pilots that are competing in the Basic and Sportsman classes. The CD, Jim Tiller, was gracious enough to invite us into his home when we were unable to find a motel room. Did I say they are a great group of modelers. I am planning to go again next year and hopefully take a few more Denver pilots along.

The 2nd delivery of crushed asphalt was finally delivered and we rounded up a crew and got it spread out around the clubhouse and walkways between the parking lot and the pits. Jeff brought his tractor out to do the heavy lifting and the rest of us spread it around and tamped it down as best we could. It only took an hour and a half to spread out about 8 tons. We talked about getting more for some other low spots, but decided to wait a couple of months to see how it holds up. Thanks to Jeff for setting it up and to everyone who helped get it spread out.

The Adams County Fair is one of the clubs biggest endeavors and this year was another success. Bob and Dennis, with lots of help, did a great job of organizing the event and manning the booth. There were lots of planes on display, some great modeling videos and flight demos every day. Many people expressed interest in our hobby and our club and took information with them. The flyer for Kids Day also generated a lot of interest. Thanks for all the hard work everyone.

On the same weekend as the fair was the Mile High IMAC Challenge out in Strasburg. MAS was well represented with 3 members flying in Basic and 1 in Sportsman. In his 1st IMAC event, Randy Petrie won 1st place in Basic. Congrats to Randy. The weather was great on Saturday but not on Sunday. The wind was 90 degrees to the runway and blowing between 20 and 30 mph. Only the top two classes flew and they didn't really enjoy it. Overall it was a well run event with some great food and prizes for the pilots and workers.

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Upcoming meetings and events

August 11th - M.A.S.
Annual Kids Day event
Pylon Race August 18th
August 23rd Meeting
Sep 8th - M.A.S. Combat
event
Sept 27th Meeting

Kids Day is history, the pics are on the website. This year was smaller than last year, but still a great event. We had 36 “kids” take the controls of a model airplane and we didn’t lose a single plane, well a couple of minor bumps, but no total losses. Ron ran the ground school and Tom was the flight line boss. This year’s training pilots were Dave, Lee, Bob, Isai, Dan, Warren and myself. Dennis and Jake took care of lunch and everyone had a great day. The only negative was the wind. By the time everyone had lunch, it got too windy to safely fly with the kids, so we had to stop. We did manage to give all the kids that were there early a turn before lunch, but a few late arrivals didn’t get a chance to fly.

Here are the upcoming events:

Airpark Elite Pylon race - MAS airfield August 18th

That’s all for this month. I hope to see you at the airfield.

Larry

July Meeting Notes

If you haven’t noticed, the asphalt that’s been talked about in meetings for months has been put down at the field. We haven’t gotten bill for the asphalt yet, but it should be around \$250. We could have used a lot more, but what’s there should work. Larry asked if we want to get more? The consensus is to wait a bit and see how what we’ve done works out.

The following about the county fair are notes from the meeting. By the time you get this, the fair will be over.

Adams County Fair is next week. 10am-3pm on the 1st is setup. Anybody can come during that time (the fair will not have started, so it’s free). We need planes to hang. We also need help manning the booth Weds. afternoon, Friday morning, and Saturday afternoon. Sunday at 5pm is when we take stuff down. If you have a plane there, come on Sunday afternoon to pick it up. If you can’t get it, designate somebody who will pick it up for you.

Flyers: Larry made some changes to the tri-fold to include the Work Bond. He went over the new text in the meeting. He has 100 old ones and 100 new ones. He’s also made up 500 Kids Day flyers.

Flying: We’re on the schedule for Friday, Sat., and Sun. 1-3pm. Small aircraft. Hand launch. There are trees, so it needs to be a plane you can keep close.

Kids Day: August 11th. There were 2 pilots with trainers at the meeting. Larry knows of 3 more that are coming. More would be better. I’ll do flightline. Ron M. will do ground school. Jake and Dennis doing food. They’ll pick up stuff from stores. Kids and workers get a free lunch. Adults pay. Hogans had big cooler we that we used to use for water/kool aid. We don’t know if we can get that. People bring coolers with water/soft drinks if you can.

Pylon Race: Aug. 18th at our field. We haven’t heard from Tom Neff, so we don’t have recent confirmation on this. As of this writing though, it’s on.

Porta-potties: We have one that’s dry and one that’s close. We’ve talked about maybe looking into different companies. Lee went back to Bertsch Bros. and asked what they could do for us: \$90/month per unit (cleaned twice per month). We also don’t have to do every month if we don’t need to (the winter). One idea is to shut down the second unit unless we have an event. That way we spend \$90/per month on one porta-potty and it should always be in good shape. The cleaning would be on Thursdays.

We have to make sure they know to only do one unless we tell them otherwise. A motion was made to go with this plan. There was a suggestion to do both units through August and then go to only one. The motion passed.

Trash: If you been to the field, you’ll see that the cans have been removed. So what does some idiot do? They start using the recycling can as trash can! (I’ve also seen the ash can used as well). Larry proposes either a sign reminding people or just remove the recycler can too. We only make about \$20/year on the cans. A motion was made to remove all barrels (including inside building) to avoid this problem. The barrels will return on event days. The motion passed.

That’s it. See you at the field. Tom

Tips N Tricks

Roll balancing RC airplanes

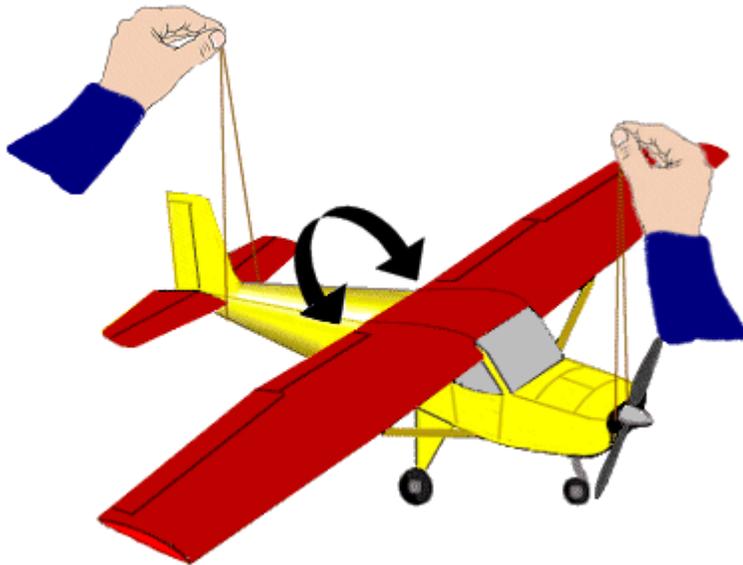
This is an often overlooked balance and isn't as critical as fore-aft balance, but an rc airplane that has one **side** heavier than the other will have a tendency to naturally roll and turn to the heavier side, making your life on the sticks a bit harder. However, unless something is *seriously* wrong then the plane won't spiral out of control just because one wing is slightly heavier than the other, unlike a tail heavy plane that can go out of control very quickly.

For balancing your rc airplane side-to-side simply loop some thread around the propeller shaft, between the spinner and the fuselage, and then some around the rear of the fuselage as close to the tail as you can get. If possible insert a fine gauge pin or screw in to the very rear of the fuselage, this gives a more accurate result but often isn't possible because of the airplane's rudder.

Lift the plane up by both pieces of thread and let it hang freely - see if it wants to roll to one side or another. If it does then you need to add some small ballast to the wingtip of the lighter (higher) side. Add only enough to make the plane hang so that both wings are level.

Taping the weights to the wingtip is an easy method, although you might want to take the trouble to set them into the wingtip and cover over them to hide them. Bear in mind that adding larger bits of tape will actually add weight in addition to the ballast.

For rc airplanes with foam wings, pushing a small gauge nail or panel pin into the foam is a great way of adding any necessary weight and the ballast can be easily hidden with suitable paint or marker pen.



So there you have it... two easy methods of balancing rc airplanes. As already mentioned, the fore-aft balance is **very** critical if you want to keep your plane in one piece; the roll balance isn't so critical but is worth doing if you have the time. A correctly balanced airplane will always be safer and easier to fly, and won't need as much trimming at the transmitter.

From: <http://www.rc-airplane-world.com/balancing-rc-airplanes.html>

Balancing RC Planes

Did you balance your model? Did you check to see whether the model's center of gravity (CG) is in the proper location? Every airplane kit instruction booklet should explain where the balance point should be. For a straight wing, this point will usually fall somewhere between 1/4 and 1/3 of the chord back from the leading edge (LE). With a sweptback wing, the CG will be farther rearward; again, check the instructions.

To check the model's balance point, install the receiver (RX) and the battery pack and attach the wing to the fuselage. Support the wing with your balancer —near the fuselage sides—and test the model's balance; move the receiver and battery or add weight until it balances level or slightly nose down. This is the balance point, and it should match that specified on the instructions. If it doesn't, try moving the RX and battery again; if that doesn't work, add a little weight to the nose or the tail until the model balances where it should. This is vital. A nose-heavy model will probably fly satisfactorily, but a tail-heavy one might not be controllable.

Center of Gravity and balance point

When the CG is forward of the balance point,
the model is nose-heavy.

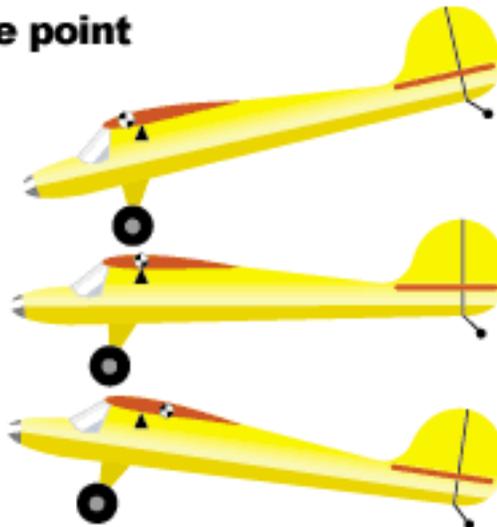
Move battery or add tail weight.

When the CG is at the balance point,
the model is balanced correctly and sits level.

Model OK to fly.

When the CG is aft of the balance point,
the model is tail-heavy.

Move battery or add nose weight. Do not fly!



From the Knox County Radio Control club, Knoxville TN

HISTORIC AVIATION

Richard Ira Bong

Born: 09/24/1920

Died: 08/06/1945

Inducted:10/18/1987

Born and raised in Poplar, Wisconsin, Richard Ira Bong was destined to have a short but illustrious career as a military aviator. In just under two years, Major Bong had downed 40 enemy aircraft, thereby distinguishing himself as America's top fighter ace of World War II.

Bong entered the Army Air Corps in 1941 already in possession of his private pilot's certificate. In 1942 he earned his second lieutenant's wings at Luke Air Force Base, Arizona.

Early in 1943 Bong saw his first combat and in a little over two weeks had qualified as an ace. By June, 1943 he had earned the Distinguished Flying Cross and was promoted to Captain in August, 1943. Bong's notoriety increased when, in April, 1944, he recorded his 27th victory, surpassing Captain Eddie Rickenbacker's World War I record of 26 victories. Along with the fame came the promotion to Major.

After more than 500 combat hours and 40 confirmed kills Bong was sent back to the United States. Among the many military awards Bong accumulated was the Congressional Medal of Honor and the Australian Distinguished Flying Cross.

Back in the states Bong was assigned as a test pilot to the Army Technical Service Command. On August 6, 1945 Major Richard Bong was assigned Lockheed P-80, tail number 44-85048, for a routine acceptance flight. Following preflight inspection and a normal engine start, pilot Bong taxied for departure. Receiving takeoff clearance at 1430 local, the aircraft moved into takeoff position on runway 15. Seconds later Bong pushed the throttle up beginning his takeoff roll. Witnesses recall seeing puffs of black smoke as the plane lifted into the air and climbed to a reported altitude of between 300 and 400 feet. The aircraft began to roll to the right, leveled and the canopy came off. The aircraft began a descent as the engine, according to an eye witness, failed. The aircraft then pitched over into a steep descent. The aircraft hit the ground in a steep nose-down attitude with a terrific impact followed immediately by a fuel explosion. Major Richard Ira Bong, America's Ace of Aces, was dead.

TALLY RECORD: 40 Confirmed, 8 Probables and 7 Damaged

DECORATIONS: Medal of Honor, Distinguished Service Cross, Silver Star with one Oak Leaf Cluster, Distinguished Flying Cross with six OLCs, Air Medal with 14 OLCs, the American Campaign Medal, the American Defense Service Medal, the Asiatic-Pacific Campaign Medal with one Silver Service Star, the Philippine Liberation Medal, the World War II Victory Medal, the Australian Distinguished Flying Cross, and the Distinguished Unit Citation with one Oak Leaf Cluster awarded to the 49th Fighter Group

Major Bong was also honored when the airport at Superior, Wisconsin, was named the Richard Bong Airport. In his hometown of Poplar, there is a Bong Memorial room in the Poplar High School that includes his uniform, all twenty-six of his decorations, photographs, newspaper clippings and even a fragment of the plane in which he was killed. Outside is mounted a P-38 Lightning fighter, similar to the one he flew.

HISTORIC AVIATION



2012 Club Officers

President **Larry Ott**
Vice Pres **Jeff Griego**
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Board **Earl Keffer**

Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**
gbhodes58@msn.com

Web Page

<http://www.miniatureaerosporters.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 \$35 initiation fee charged to all new members. Total first year dues are \$125, every year after that Annual membership dues are \$90.

For membership information check out our web page:



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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.