

AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

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Crossword Puzzle

FW 190A

As I write this, August is drawing to a close and Labor Day is upon us. School has started for most kids, summer vacation season is over, and all but one of the M.A.S. events for the year are complete. So what is there left to do... we can go FLYING. September usually bring a little cooler weather, okay not yet this year, and with it some very nice days at the airfield. Come on out and enjoy it.

The August meeting was filled with final reports and a discussion of the events that took place in August, i.e.; The Adams County Fair, Kids Day and the Air Park Elite Pylon races. Not counting the cost of the booth at the fair we had a net expense of about \$60 to run all 3 events. Not bad for all the exposure and good will the club gets for the effort expended. The fair provides a great opportunity to renew relationships with our elected county officials and let them know we are still around and serving the community. Kids Day is fun for everyone, members too. We revised count up to 40 kids when we added some late arrivals and a few that flew but did not get registered. A pretty good turnout. To say that the pylon race was exciting would be an understatement. The first few heats were the "slow" planes, only doing about 110-115 mph. Next came the "kinda" fast planes doing 130 mph. Finally the "fast" planes came out doing upwards of 150 mph. It was incredible how quickly they did 10 laps around the course and the race was over. One of the highlights of the day was the Civil Air Patrol Cadets. They were very professional and courteous young people, and a pleasure to meet.

Another topic at the meeting was the state of repair of the picnic tables at the airfield. After some discussion, we had a motion to clean up and repair 4 tables and to replace the 2 white tables with a single 8' by 24" wide table for food service. Jeff volunteered to bring his pressure washer out to do the cleaning and Larry Fuehrer is going to handle the repairs and procurement of the new table.

As most of you know, my passion in RC modeling is flying aerobatics, I enjoy both IMAC and pattern styles of competition, but Pattern is my favorite. We are fortunate to have 4 IMAC events in the Denver area, but there is currently only 1 Pattern event in the state. This year, M.A.S. had 6 members that flew in one or more IMAC and/or Pattern events and 3 or 4 others that have expressed an interest in giving it a try next year. With that in mind, I proposed that M.A.S. host the IMAC event again next year and also host a Pattern event. Our 2012 IMAC event was very successful and raised a nice sum of money to help pay for field upkeep. Two events will surely allow us to raise more money. Tom Glaess added his support for the idea, stating that a second Pattern event would be a big plus for Denver. The members at the meeting were receptive to the idea and we will revisit the subject when we talk about plans for next year in October. I made a request to be permitted to paint pilot boxes and boundary lines on the runway for use during practice sessions and it was approved by the members present. Thanks.

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Upcoming meetings and events

Sept 3rd Labor Day

Sept 27th Meeting

Sept 29th M.A.S. Combat event

Oct 25th Meeting

One final item from the meeting came from Steve Graham. He recently met an electrical engineering grad student who started flying RC a couple of months ago and is very interested in pattern flying. Apparently, he worked on a research project at his university that developed a solar powered charging system for the electric golf carts on campus. Long story short, the equipment is now in storage and might be available to an organization that can put it to use. Steve is continuing to look into it.

I'll be traveling out of state to attend 2 Pattern events in September, one on the 8th and 9th and another on the 22nd and 23rd. the first in is Kansas and the 2nd is either in New Mexico or possibly Kansas again. I'll be asking all the pilots if they would consider coming to Denver if we held an event. I suspect many would and I will bring the results of my survey back with me.

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

Here are the up coming events:

War Birds Over the Rockies – Love-Air R/C September 28-30

Air Park Elite Combat - MAS airfield September 29 this is a new date due to conflicts

AMA All Club Fly day – JEFSCO Aeromod'lers, Chatfield October 6

Larry

August Meeting Notes

First off, we recapped the Adams County Fair. Things went well. Bob S. had to do a 15 hour shift because signed-up people didn't show-up. Things come up, but that's rude people. If you can't make it, try to get a replacement and at the very least, tell the club about it. The Fair was 'slower' this year, so we didn't give out a lot of flyers.

Next, there was a recap of Kids Day. As you know from the last newsletter, it went well until the wind came up. 36 'kids' flew (ages 3-51).

Next, there was a recap of the pylon event. There were some safety concerns by our members. One of the pylons really aimed the planes at our pits/building. Nothing happened, but some members were concerned. If we do this in the future, that needs to be worked-out before the event. There were a couple of wrecks/midairs. There 7 or 8 flyers in three classes. They had a problem with equipment at the start, so they opened the field to regular flying until they could get going.

We spent \$183 on Kids Day and the pylon event.: We only took in \$115. The pylon event was marginally profitable. It was Kids Day and the free lunches for the kids that put us in the hole.

We have a combat event scheduled on 9/8. It turns out this conflicts with an Arvada/AMA event. Do we want to postpone to the 15th (the original combat rain date)? The consensus at the meeting was yes. The field will be closed that day. We will do the lunch again if the combat guys want it. Larry O. will verify with them.

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Larry F. talked about the picnic/serving tables. They are in bad shape. He looked them over and figured replacement costs (using the existing frames). Using redwood for the seats and composite decking material for the tops, it came to \$854.78 plus tax. He also priced kits. 7 tables: \$686. The kits are all wood (probably pine). They would need paint/stain. This brought up lots (30 minutes worth) of discussion.

Should we wait until spring? Larry F. suggests that the costs will go up if we wait.

Should we only do a few (4)?

Should we make the serving tables attach to the building instead of on legs?

We could buy plastic tables and use plastic chairs we already have? We could also use those as the serving tables.

We could refinish the 4 tables that are ok. They would need to be stripped and restained and sealed.

The plan is to go with refinishing the 4 good tables and buy a plastic table (24") to replace the serving tables. We would need to set some dates to do the stripping and the painting. Larry F. will come back next meeting with estimates on the cost.

Between now and end of the year, we need to come up with a schedule for next year. One idea for next year is a pattern contest. A bunch of fly it and there is only one other contest in the state. Larry asked to be able to put some practice boxes and lines at the field. The membership was ok with that. *As of this writing, the lines and boxes are in.*

Steve mentioned he knows a CU grad student. He has a solar charging station that we could get. It belonged to grad students who are no longer at CU. Steve thinks we could get it and use it at our field. It would be a loan from the University, but loans tend to be permanent. The members seemed interested. Steve will look into it.

Bob B. mentioned that Thornton is confiscating park flyers if they see them. You won't get them back. Aurora is the same. Westminster too. Bottom line: don't fly at local parks. Cities don't want the liability, so they take your stuff.

Tom



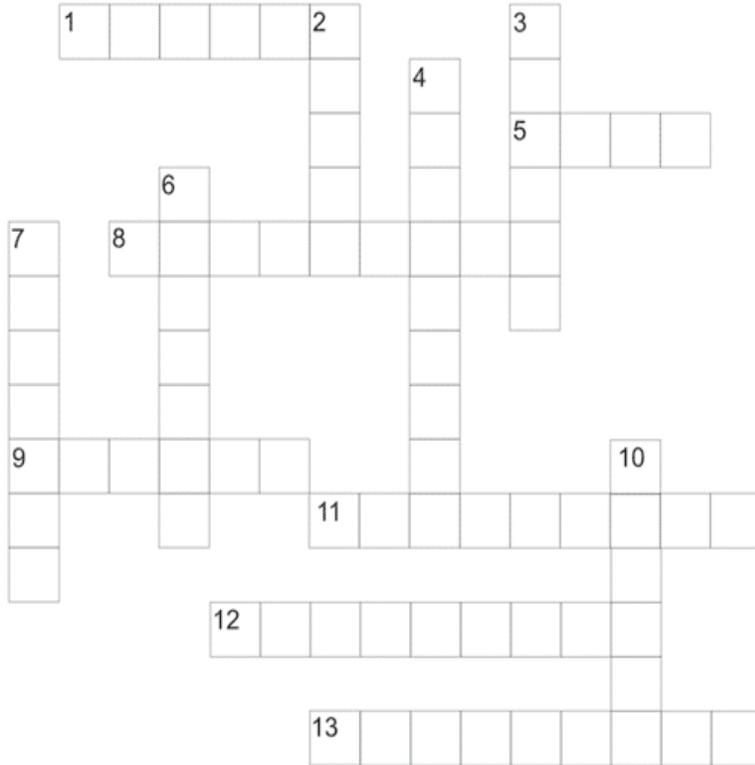
Famous Names in Flight

Across

- 1. Chuck
- 5. Sally
- 8. Quique
- 9. Henry "Hap"
- 11. Charles
- 12. Neil
- 13. James "Jimmy"

Down

- 2. Burt
- 3. Glenn
- 4. Pappy
- 6. "Kelly"
- 7. Amelia
- 10. Orville



1. Yeager 2. Ruan 3. Martin 4. Boyington 5. Ride
 6. Johnson 7. Earhart 8. Somenzini 9. Arnold
 10. Wright 11. Lindbergh 12. Armstrong 13. Doolittle

Quick note from the Editor:

Did you see the article in this month's Model Aviation about skin cancer and aero modelers. Please read it if you have not already done so, it has some great information in it. I know from firsthand experience that we are extremely vulnerable to skin cancer. I have had two **Basal Cell Carcinoma** cancers removed, one on my hand the other on my temple. I go back to the Doctor every 4 months and have AK's (**Actinic Keratosis**) frozen off. Each time the count is in the teens, last time was 16 AK's frozen off my hands, face and head. Sun Screen is your friend, wear a hat always and stay in the shade when not flying.

Another reminder is that in the way of medical supplies we only have enough to patch up the occasional scratches and cuts. We have nothing in the way of portable defibrillators, etc. at the field. Always keep that in mind and our remote location, distance to the closest hospital when planning an air field trip. If you are sick probably not a good idea to come out alone, you might be all alone out there. If you are really sick you might want to stay home until you are better. That's my health rant for this year.

HISTORIC AVIATION

Brief History: The Fw 190 is widely regarded as Germany's best fighter aircraft of World War II. Its appearance in the skies over France in early 1941 was a rude shock to the Allies, as it was clearly superior to any other plane. For nearly a year, until the debut of the Spitfire IX, the Fw 190 was the unmatched champion of the air war.

As the war progressed, the Fw 190 was developed into many variants as a pure fighter, a ground-attack fighter/bomber, and as a close-support aircraft. No fewer than 40 different versions were produced, with different combinations of engines, armament, wings, systems, and roles.

First flown on 1 June 1939, the Fw 190 served for the duration of the war, largely replacing several other aircraft types in the process, including the Junker Ju 87 Stuka dive bomber. Allied bombers dreaded the sight of these potent aircraft, as did the fighters who provided cover for them. Arguably, the Fw 190's greatest impact on the Allied war effort was to spur ever-greater advances in technology and aircraft design to counter its threat.

Nicknames: *Butcher Bird*; *Dora*; *Kangaroo* (Fw 190 V18/U1 variant)

Specifications (Fw 190A-8):

Engine: One 2,100-hp BMW 801D-2 radial piston engine

Weight: Empty 6,989 lbs., Max Takeoff 10,802 lbs.

Wing Span: 34ft. 5.5in.

Length: 29ft. 1.5in.

Height: 13ft. 0in.

Performance:

Maximum Speed: 408 mph

Ceiling: 37,400 ft.

Range: 500 miles

Armament:

Two 7.92-mm (0.31-inch) machine guns in nose.

Up to four 20-mm MG 151 guns in wings.

Wide range of underwing and under-fuselage bombs, guns and rockets.

Number Built: 20,051 (All variants)

Number Still Airworthy: One, and several more are under active restoration to flight status. In addition, several high-quality replicas (Fw 190A8/Ns) have recently been produced by Flukwerk GmbH in Bavaria.



2012 Club Officers

President **Larry Ott**
Vice Pres **Jeff Griego**
Treasure **Tom Glaess**

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Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**
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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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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.