



Hangar Talk

Inside this issue:

From the President

Meeting Minutes

B-25

Upcoming meetings and events

July 13-14 - Pattern contest at MAS field

July 31-Aug 4 - Adams County Fair

Aug 10 - Kids day

Its July and it is hot out there! I like to fly in the evenings during the week when it gets a little cooler and last night I met Mike, one of our newest members. He was flying a beautiful 4 engine Super "G" Constellation in TWA colors. It looks great and flies just as good. Mike scratch built it from plans and it has retracts, flaps, 3 working rudders and 4 electric motors. Very cool! With just the two of us, there was plenty of room for more pilots and planes, so come on out and join us.

I attended the Arvada Pattern Challenge on June 22 and 23. The weather was very good for the event and 16 entrants were able to fly 6 rounds over the two days. I moved up to the Advanced class this year and managed a second place finish against some stiff competition. Joe Pirozzoli always puts on a great event and this year was no exception, thanks Joe.

Our 1st annual Prairie Dog Pattern Classic event is this weekend and I am looking forward to a great first year. We are expecting around 15 pilots and the weather looks good but hot. We will be serving lunch on Saturday and there will be a cash drawing on Sunday along with some free merchandise from our hobby industry friends. I hope to see many of you there.

The Adams County Fair and Kids Day are also coming up soon. We submitted a proposal to the District 9 AMA Denver Council to receive a \$100 grant to help offset the cost of the fair and Kids Day. I am pleased to report that our proposal was accepted and the check arrived on Monday. A big thank you to the AMA for making these funds available. We still have some open time slots that need to be filled for the fair. Please check the sign up sheet at the airfield, it's inside the clubhouse, and help us out. Kids Day is the weekend after the fair and its success primarily depends on the promotional work done at the fair. I will have this year's flyers with me this weekend and as always, I hope we can inspire lots of "kids" to come out and take a turn at the sticks this year. We will have a sign up sheet for Kids Day at the airfield soon and at the next club meeting. If you have experience training new pilots, please consider coming out to help. If not, there is a need for helpers to coordinate the flight lines, do pre-flight briefings, cooking lunch and general setup and tear down chores.

Here are some up coming events:

Pluckrose Fun Fly – Mile High Airfield July 13th

6th Annual Helicopter Fun Fly - Crosswinds Airfield July 20th

Adams County Fair July 31 thru August 3rd

Love-Air Classic Scale event - Love-Air R/C at Drake Field in Eaton, CO August 3rd

M.A.S. Kids Day – our field August 11

Colorado Flying Giants Huckfest – Arvada Assoc. Modelers August 9, 10 and 11

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

June Meeting Notes

We had a new member at the meeting. Everyone welcome Mike Duensing to the club.

The runway did get sealed (it was voted on at the May meeting). The members discussed repainting the lines since this was not part of the sealing. Dennis will check into something that will expand better against the black so we don't have the cracking that we have now. *Note: Since the meeting, Dennis reported that he found paint that could do it but it costs \$250. We'll discuss it at the July meeting.*

The family picnic was a success. Over 30 people came. Lots of kids and wives. The members at the meeting voiced that they liked it and want to do it again next year.

July 13 and 14 is the pattern contest. Larry will be out of town weekend before, but he will be out at our field the Friday before. Larry brought-up that some area pilots wanted to golf on that Friday. Maybe go to a course near our field and then practice on Friday. There are probably 4 pilots that will come up from Albuquerque, one registered from Utah and 3 or 4 maybes from Kansas.

Lunch at contest: burgers, brats, chips, etc. We don't have a cook; Dennis got injured at the IMAC contest. Bob S. said Jake might help. Jake wasn't at the meeting to confirm that. Dennis said he could help a little. Who will pick up food? Dennis volunteered to get burgers and buns. Larry will get sausages, water, and soda.

The drawing at the IMAC contest went well. People enjoyed it and the club made some money off of it. Larry wants to do it at the pattern contest as well. Since there isn't much in the way of donations for the contest, Larry suggests giving away half of the gate sales as prizes. The membership agreed to the idea.

George Kerr will do scoring. He's injured, so he'll be in town. Larry Litsey will help him.

Tom Neff would like a delegation from our club to fly at his field. East of Strasburg, 15-18 miles north of I-70. This is kind of a payback for them flying at our field last year.

We need volunteers at the Fair. Especially evenings from 4 to 9pm. Bob S. and Lee have lists. Talk to them if you're interested. Those who volunteer will get free parking passes. Bob and Lee also need planes on Wednesday morning, 10am. Free entry for anybody that morning. They'll hang the planes. You will have to come on Sunday to retrieve them. The Fair runs from July 31 - August 3.

From last meeting, Larry sent in our Adams County Fair/Kids Day idea to AMA (for the \$100 grant). He read it to the membership. *Note: Since the meeting, Larry was notified that the plan was good enough for one of the \$100 prizes. Thanks to Lee and Larry for doing it.*

Sean was at the meeting to discuss some changes to the web site. We've been using Google Apps for years. Modifications, spreadsheets, etc. It's bloated for what we need, so he's slimming it down. He's set it up to just go with the ISP's tools. The calendar will remain with Google until a good substitute is found. Larry said the calendar has been slipping. Nobody updates it. The members thank Sean for the work. Larry mentions just storing the newsletter on the website and just sending a link to members. The members like the idea of putting it in a non-secure area so outsiders can read them. This would NOT include the treasurers report. This of course means work for Gary and Sean to change how things are done now. A motion to do it passes.

Some members would like to do more combat. This came up at the picnic. The field wouldn't be closed, but once a month, there's a combat day. Bring a plane and fly against somebody. The members at the meeting want to do it.

First one: July 20th.

HISTORIC AVIATION

History: The B-25 was made immortal on April 18, 1942, when it became the first United States aircraft to bomb the Japanese mainland. Commanded by Lieutenant Colonel James Doolittle, sixteen Mitchells took off from the aircraft carrier *USS Hornet*, flew 800 miles (1287 km) to Japan, and attacked their targets. Most made forced landings in China. They were the heaviest aircraft at the time to be flown from a ship at sea.

The B-25 was designed for the United States' Army Air Corps before the Second World War. The North American company had never designed a multi-engine bomber before. The original design had shoulder-mounted wings and a crew of three in a narrow fuselage. The USAAC then decided its new bomber would need a much larger payload -- double the original specifications. North American designers dropped the wing to the aircraft's mid-section, and widened the fuselage so the pilot and co-pilot could sit side-by-side. They also improved the cockpit. The USAAC ordered 140 aircraft of the new design right off the drawing board. There were at least six major variants of the Mitchell, from the initial **B-25A** and **B-25B**, with two power-operated two-gun turrets, to the autopilot-equipped **B-25C**, and the **B-25G** with 75mm cannon for use on anti-shipping missions. The British designated the B-25Bs as the **Mitchell I**, the B-25C and B-25Ds as the **Mitchell II**, and their **B-25Js**, with 12 heavy machineguns, as the **Mitchell III**. The US Navy and Marine Corps designated their hard-nosed B-25Js as the **PBJ-1J**. In the end, the B-25 became the most widely used American medium bomber of World War Two.

After the war, many B-25s were used as training aircraft. Between 1951 and 1954, 157 Mitchells were converted as flying classrooms for teaching the Hughes E-1 and E-5 fire control radar. They were also used as staff transport, utility, and navigator-trainer aircraft. The last B-25, a VIP transport, was retired from the USAF on May 21, 1960. Approximately 34 B-25 Mitchells remain flying today, most as warbirds, although at least one earns its keep in Hollywood as an aerial camera platform. [History by [David MacGillivray](#)]

Nicknames: *Billy's Bomber* (after General Billy Mitchell); *Bank* (NATO code name for Russian Lend-Lease B-25s).

Specifications (B-25J):

Engines: Two 1,700-hp Wright R-2600-92 Cyclone radial piston engines

Weight: Empty 19,480 lbs., Max Takeoff 35,000 lbs.

Wing Span: 67ft. 7in.

Length: 52ft. 11in.

Height: 16ft. 4in.

Performance:

Maximum Speed at 13,000 ft: 272mph

Ceiling: 24,200 ft.

Range: 1,350 miles

Armament:

12 12.7-mm (0.5-inch) machine guns

4,000 pounds of bombs



2013 Club Officers

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Vice Pres **Jeff Griego**
Treasure **Tom Glaess**

Board **Earl Keffer**

Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**

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.