



# Hangar Talk

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**From the President**

**Meeting minutes**

April 28th Meeting

May 26th Meeting

June 25 the club picnic

Those who have e-mail have most likely received the notice from AMA for contacting your Congressmen to get them to support the amendment #3596 to the FAA Act of 2016. Please contact those you know that don't have internet or do not check it frequently.

The flying site cleanup is this weekend. The weather is not looking to be in our favor. If it is bad we will move it to next Saturday. Not a lot to do as of now, so we should be

done in a short time, and be able to fly.

We need more volunteers for the IMAC, ADAMS COUNTY FAIR, KIDS DAY, AND THE PATTERN CONTEST. Signup sheet will be in the club house this weekend. Please volunteer, even if it is only for a few hours. Especially for the setup and teardown.

Don't forget to make your plans for the club picnic/pot luck on June 25th. The grill will be available, and we have plates, bowls, plastic wear and cups. Everything else is pot luck.

We are continuing to investigate a solar power system for the charging station. Right now it looks like around \$350 - \$400+ for a 175 Watt panel with regulator. I would like to see more people at the meeting to discuss this. There is some opposition to doing anything using club funds. If you are not there when the vote is taken, you have no reason to complain.

Now that good weather is here we are seeing more members at the field and even some people coming by to check out our operation. Welcome them and show them a good experience.

Double L

### March Meeting Minutes

- Call to order: Larry Litsey,
- Officers in attendance: Larry Litsey, President ; Jeff Osborn, Secretary/Treasurer
- Absent: Jeff Griego, Vice President
- Motion to Accept Minutes:
- Treasurer's Report: Report given
  
- Old Business:
- Adams County Fair application: sent in on 3/14/16. Bob Salmon has sign-up sheet.
- Spring Clean-up: April 16, 2016. Weather delay 4/23/16
- IMAAC: Larry Ott reports ready to go. 4/30/16 and 5/1/16. We already have 6 pilots registered and it was just announced.
- Family Day June 25, 2016. It is a Pot Luck.
- Bob Salmon motions to invite other clubs to the Family Day, Jeremy Wehner seconds. Motion voted and approved.
- Kids day: We need to make sure that all who fly is an instructor. Jeff O will research and get with Larry Litsey to make sure that all who fly are instructors.
- Prairie Dog Pattern Contest: Larry Ott has sanction. Larry Ott primary
  
- New Business:
- Jeff O to email all members on the 2015 Roster that have not paid dues to get them in by 3/31/16.
- New lock combo: Lock combo will be changed effective 4/2/16. Jeff will send out an email on Friday 4/1/16 informing all whom have renewed their membership.
- Jeff will send an email to announce that we will be voting on a new charging station/system at the next meeting.
  
- Motion to adjourn meeting: meeting adjourned

### From the editor:

Just in case you were not up on the rule for marking your planes, etc here is the statement from the FAA on where to stick your label.

- (a) The unique identifier must be maintained in a condition that is legible.
- (b) The unique identifier must be affixed to the small unmanned aircraft by any means necessary to ensure that it will remain affixed for the duration of each operation.
- (c) The unique identifier must be readily accessible and visible upon inspection of the small unmanned aircraft. A unique identifier enclosed in a compartment is readily accessible if it can be accessed without the use of any tool.

Show up at the meeting for the vote on the charging station especially if you fly electrics. You can determine your own fate, show up and vote.

# HISTORIC AVIATION

**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

**Number Built:** 2,446

**Number Still Airwor-**

**thy:** ~40



## 2015 Club Officers

**President**            **Larry Litsey**  
**Vice Pres**           **Jeff Griego**  
**Treasure**            **Jeff Osborn**

**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 Echo Park Automotive, 500 East 104th 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. Check out the web page for more information.

<http://www.miniatureaerosporters.org>



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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:

Gary Hodges

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.