



Hangar Talk

Inside this issue:

Meeting Minutes

Beech C-45 Expeditor

October Meeting Notes

Lots of little things this month. First off, the lease has been paid. We're good for another year. \$2537 if you're curious.

At the time of the meeting, Larry had not locked in a location for the Christmas party. He may have already done that by now. It will be on December 9th. Look for an email giving the location and time. The leading candidate for location is the Golden Corral near Gander Mtn. (on Grant St. in Thornton)

Steve G. gave an IMAC update. This year, we had issues with our date (it was too late in the year for competitors to qualify for the TAS). The TAS is heavily sponsored so local competitors would really like to qualify for it. The points they gain from our event help towards that. The second issue was that it was the same weekend as Adams County Fair. To fix these issues, Steve is suggesting we swap dates with a different club. That of course needs to be decided on with some other club and the IMAC folks. Steve will update us when he gets a date.

Snow Bird is on Jan. 1 as usual. There was some discussion on food, but nobody was tapped to bring anything specific. If you want to come out and bring food, a pot of something hot (soup, chili, stew) is always welcome.

Larry F. gave an update on the runway. The asphalt guy came out to the field. This is the same outfit that resealed the runway last time. We're still under warranty from that, so he's willing to take care of the problems for us free of charge. Low lying areas will be redone and cracks filled. **President Larry gave him authority to shutdown the field to do the work. He may or may not let us know when he's coming. If you're out there and they show-up to fix the runway, you're done for the day! Don't argue, just let them fix the runway.**

It was brought-up that we've been getting notices from the FAA (via the AMA) about NOTAMs for DIA. These come up when an official is flying in or out of DIA. All airman in the area are to avoid flying in the DIA vicinity at the noted times. Since our field is so close to DIA, if we get noticed during one of these times, we could be in trouble with the FAA. If there's a NOTAM for DIA, don't fly during that time. Gary and I send out emails when these NOTAMs are published. If we get enough time, we'll also put them out at the field. Also, when bigwigs come to town, it's usually in the news. Pay attention and don't fly when they come.

Upcoming meetings and events

Xmas party Dec 9th

January 1st 2012 Snow Bird

Dues are due Jan 1, 2012

Snow Bird Jan 1 2012

Meeting Jan 19th

Lowery Feb 25th

The Lowry expo will be on Feb. 25th. MAS will be participating again. The Lowry folks are changing some things for the event, so if you plan on going, I suggest you talk with Larry F.

Entry for exhibitors is on the opposite side from main entrance (north side).

Exhibitors need to be in building before 10am. If you're not in line by 10am, you'll be paying.

There will be a sign-up sheet will be at the field for people who want to volunteer. This does qualify as an event for your Work Bond. There will be more on this at the January meeting.

Election

Jeff and Tom will stay-on as VP and Secretary / Treasurer respectively.

Larry Ott was voted in as the new president. Larry L. will take Larry O's spot on the Board. Steve G. will take Ron's spot on the Board. So, the Board is made up of Lee, Larry L., Earl , and Steve G.

Larry L. thanked the members that were at the meeting. They are the "core people" that make the club operate. He also thanked everyone for their support. The members present thanked Larry for his service and gave him a round of applause.

The meeting closed with Herb winning the fuel.

That was the last meeting of the year. We'll have the Christmas party on Dec. 9th. Other than that, I wanted to wish everyone a Happy Holiday Season. See you at the Snowbird.

Tom

Work Bond

As you all know, MAS has a Work Bond program in place. The program is intended to get people involved in helping the club or, if they can't or don't want to, pay to support the activities and maintenance that the club needs. Failure to complete your Work Bond requires that you pay \$20 on top of your next year's dues.

Of the 71 members we had in 2011, 35 completed their Work Bond. That means I have a lot of letters to send out to folks telling them that they owe \$20 on top of their next year's dues if they want to renew their membership.

There are still a couple of months of 2011 left. The Board and officers have always said it's good when members do something on their own to help the club. If you do something for the club (field maintenance for example) during this time, please let me know. You'll get credit for your Work Bond and you won't get a letter in January.

HISTORIC AVIATION

The Beech C-45 Expeditor was a military version of the civil Beechcraft Model 18 light transport aircraft, one of the most adaptable and versatile twin-engined aircraft built by the USA. The type first flew in 1937 and orders for military versions were placed in 1941 with a total of 5024 being delivered during the war in the variants: AT-7, AT-11, UC-45, C-45, JRB and the SNB.

They were produced, for example, as an advanced trainer in 1941 under the designation AT-7 "Navigator." Many, as C-45Bs, served as transports. Large numbers were lend-leased to the British who called them MK 1 "Expeditors." Yet another version, identifiable by its glassed-in nose, was produced as the AT-11 "Kansan" for training bombardiers. A model fitted out for photographic duties was called the "Discoveror." SNB was the US Navy designation, the latter also called the "Bugsmasher" as it was affectionately named by the USN.

236 Expeditors were supplied to the RAF, RCAF and an additional 73 served with the Royal Navy's Fleet Air Arm under lend-lease. The allied air forces used them in a wide variety of roles including navigational training, bombing and gunnery training, utility transport, search and rescue and aerial photography. As a passenger transport, they were typically configured to carry six people.

Ordered by the US Navy in 1940, the intended use of the C-45 as a photography platform was expanded to include administrative and logistic support, the transport of patrol aircraft crews, and as a training aircraft for photo reconnaissance crews. Pilots not assigned to operational squadrons relied on the SNB, to maintain flying proficiency for the purpose of collecting "hazardous duty" pay. As a result, SNB time appears in the log books of most Naval Aviators during the course of the aircraft's thirty years service.

Development of Standard US navy bombing trainer of WW2. RAF machines were primarily used in SEAC command.

Variants

C-45 Civil B-18s purchased by USAAF



2011 Club Officers

President	Larry Ott
Vice Pres	Jeff Griego
Treasure	Tom Glaess

Board	Earl Keffler
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Board	Steve Graham
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Board	Lee Overholt
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Field Maintenance

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Web Page

<http://www.minatureaerosporters.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 \$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://www.minatureaerosporters.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:

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gbhodges58@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.