



AMA Charter 1344  
Gold Leader Club

# Hangar Talk

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April is here and at least its warm out, but those Santa Ana winds are still blowing. It seems they just will not quit. I even heard that Warren stayed home one Saturday recently because he was tired of fighting them to get a flight in.

The March meeting was very productive. You can read all about it in Tom's minutes. I just want to welcome the 2 new members that came out to the meeting to introduce themselves. They were Jeff Osborn and Chad Burke. Jeff works one day a week at the Hobby Town store in Westminster. He has been flying for many years and is a heli specialist. Chad is fairly new to the hobby. I have seen both Jeff and Chad at the field several times and I hope each of you will introduce yourself when you see them out there.

The Spring Cleanup at the airfield is coming up very soon, on the 21<sup>st</sup> of this month. That is only a week away. This is a great opportunity to get credit toward your annual work bond. For those of you who were at the Aero modeling Expo, you will get your second credit and have this years commitment fulfilled. Please plan to come out and lend a helping hand, the airfield appreciates it.

Here is a tentative list of things that need attention:

Put down weed killer – Earl has prepared a batch, we just need several sprayers to apply it

Mount the kitchen ledge with hinges

Fix up the fire wood rack

Move the can crusher so the can container and the insects that live in it are farther from the food

Re-tack the carpet on the work tables where it is coming loose

Not a lot to do, but important none the less. I also learned last week from Milo and Lee that we will need to re-roof of the clubhouse soon. Apparently, the hail storms did some damage to the shingles and the wind if taking its toll. Perhaps not this year, but next year for sure. Lee and Milo are going to get some quotes and bring them to the next meeting.

Jeff, our Vice Pres, knows a guy who can deliver crushed asphalt to the field for a only \$12 per ton. This will be a great way to fill in low spots around the property. We authorized Jeff to spend up to \$250 and he is meeting with his guy on Tuesday to survey the site.

Don't forget that our 2<sup>nd</sup> annual Lamar Steen Commemorative Challenge IMAC event will take place on May 4 and 5. As of this writing, there are 14 pilots pre-registered, including 3 from MAS. We already have several donations from manufacturers and will have more as we get closer to the event. We had a sign up sheet for helpers at the last meeting but still need help with some easy jobs. If you are able to help out, see Steve Graham or me to get on the list.

Mike Cross, a member of LAMA has put together a comprehensive list of flying and non-flying events along the front range. I mentioned several upcoming events at the meeting, but it is also attached to this newsletter. Lots of things to do.

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

## Upcoming meetings and events

April 21st - M.A.S Sprint  
Airfield Maintenance  
April 26th—Club meeting  
April 28th - Weather alternate  
for Airfield Maintenance  
May 5 & 6 - Lamar Steen  
IMAC at M.A.S  
May 24th - club meeting  
June 9th - M.A.S. family picnic  
(pot luck)  
August 1-5 - Adams County  
Fair  
August 11th - M.A.S. Annual  
Kids Day event  
Sep 8th - M.A.S. Combat  
event

Work Party April 21<sup>st</sup>  
The field will be  
CLOSED during the  
work party

### March Meeting Notes

First off, we had two new members present. Jeff Osborn and Chad Burke introduced themselves and told us a little about them. Welcome guys.

Last month, the membership approved a By-Laws change for prorated dues. Larry read the change to the membership. That change has been incorporated into the By-Laws.

Our IMAC event is on May 5<sup>th</sup> and 6<sup>th</sup>. George Kerr is taking care of the donations. He's sent out 60 requests so far. He has received several positive replies. The tough economy has limited the ability of some businesses to help. Thanks George for doing that.

A sign-up sheet is here at the meeting and will be at the field. We need setup people (chairs, tents), registration, scoring, scribes, etc. The usual story: We need volunteers. Helping out with this event will satisfy your work bond.

The Spring Clean-up Work Party is April 21<sup>st</sup>. (April 28<sup>th</sup> is the backup day). The field will be closed while the Work Party is in progress. This is also a work bond event.

The field is in pretty good shape. What should we do? Trash collection. Get the porta-potty serviced. Clean the cattle guard. Earl has some 2-year weed killer. He would like to use it in the parking lot. We'll need some sprayers to do this. Basically, lots of little things that people can do.

One subject that brought-up some discussion was the dirt between the building the fence. People suggested crushed gravel. Jeff talks about friend who has recycled road for \$12/ton (delivered). A truckload is 12 tons. Jeff will get a hold of the guy and get him out there to look at the field. Motion made to give Jeff authority to spend \$250. The motion passed.

Larry talks about adding plane startup restraints. Mainly for big planes. Our startup stands are great for working on planes, but it's a pain to get a running plane off of them. Some members use a leash to hold their big planes. Should we require some sort of restraint? If we put anything out there, does the club assume liability if that restraint fails? Should each person be responsible for their own safety? The members leaned toward having each pilot responsible for restraining their own plane.

Steve G. Brought-up that Cody Wilson is looking for a new location for the 3D Showdown this year (Arvada doesn't want it). Crosswinds wants to do it, so it seems like they'll get it. It is an overnight event.

Steve and Larry bring up he thought of a Club Training night. Arvada does this during the summer. Do we want to do it? We don't have instructors and we've traditionally had problems getting people to come all the way out to our field. Lee brings up that big clubs do it to keep rookies out of the weekend crowds. Jeff O. works at Hobby Town and he says they get a lot of questions about helping new people. Those people want a structured answer (7pm at Arvada for instance). Lee and Bob stress that we help on weekends. No decisions were made on the matter.

## Eastern Colorado RC Flying events for 2012

by Mike Cross - LAMA (16 Mar 2012 Rev 1H)

Note: If there is a \* in front of an event. Info was gathered from the AMA events web site.

**NOTE:** Some of these events are not firmed up - **verify before you plan to attend.**

**NOTE 2:** This events letter is very dynamic and being updated weekly, so bear with me on changes.

NOTE 3: Entries in **blue**, are additions since March 1st.

25 Feb -- Aeromodelers Expo @ Wings Over the Rockies Museum (Already completed)

Apr 7 -- Northern Colo Swap Meet - Larimer County Fairgrounds- Rocky Mountain Modelers Loveland

\* Apr 14-15 -- LOVE-AIR IMAC CHAMPIONSHIP Love-Air R/C Drake Field Eaton, Co

April 28 -- Combat by AIRPARK Elite Mile Hi RC East Quincy Ave -Strasburg

April 28 -- Stoney Creek Spring Splash at Standley Lake (Event time: 8am-3:30pm) Arvada (AAM)

\* May 5 – 6 -- LAMAR STEEN IMAC CHALLENGE Miniature Aero Sportsters Brighton

May 19-20 - Heli Fun Fly JEFECO Aeromod'lers Chatfield

May 27 -- Long Lake Float Fly Arvada Associated Modelers Golden

Jun 2 -- Combat by AIRPARK Elite Mile High RC East Quincy Ave -Strasburg

Jun 2 -3 -- 2012 LAMA IMAC Contest Longmont Aircraft Modelers Association Dacono

\* Jun 8-10 -- WARBIRDS OVER DENVER JEFECO Aeromod'lers Chatfield

Jun 16 -- 16th Annual Puckrose Fly In (not in club calendar) Mile Hi RC East Quincy Ave -Strasburg

Jun 23 -- 3rd Annual Warbird Fun Fly Crosswinds East of Aurora

\* Jun 23-24 -- WARBIRDS OVER PIKES PEAK Pikes Peak R/C Falcon, Co

\* Jun 23-24 -- COLORADO PATTERN CHALLENGE Arvada Associated Modelers Golden

Jul 14 -- Pikes Peak (PPRC) Electric Fun Fly Pikes Peak R/C Falcon, Co

Jul 14 -- Long Lake Float Fly Arvada Associated Modelers Golden

Jul 21 -- 5th Annual Helicopter Fun Fly Crosswinds East of Aurora

Jul 21-22 - Love-Air Classic Scale event Love-Air R/C Drake Field Eaton, Co

Jul 22 -- Long Lake Float Fly Arvada Associated Modelers Golden

Jul 27-29 - Rocky Mountain 3D Throwdown Arvada Associated Modelers Golden

Jul 28 -- Pikes Peak (PPRC) Scale Fly-In Pikes Peak R/C Falcon, Co

\* Aug 4 -5 -- MILE HI IMAC CHALLENGE Mile Hi RC East Quincy Ave -Strasburg

Aug 11 -- Oldtimers Fun-Fly Reunion (event time: 9am-1pm) Arvada Associated Modelers Golden

Aug 17-10 - 2012 Colorado Jets Love-Air R/C Drake Field Eaton, Co

Aug 18 -- Pylon race by AIRPARK Elite Miniature Aero Sportsters Brighton

Aug 25 -- Fly-In Longmont Aircraft Modelers Association Dacono

Aug 25-26 - Pueblo Big Birds event Sky Corral RC Club Pueblo

\* Sept 1-2 -- WarBirds over Pueblo Sky Corral RC Club Pueblo

Sept 18 -- Combat by AIRPARK Elite Miniature Aero Sportsters Brighton

Sept 10 @ 1pm --You Too Can Fly Airshow Arvada Associated Modelers Golden

\* Sept 28-30 - 9th WarBirds Over the Rockies Love-Air R/C Drake Field Eaton, Co

2012 Monthly Indoor Electric flying - SW Denver <http://www.bozarthhomes.com/IndoorRC.htm>

Note: This information was collected by Mike Cross (LAMA) - If you use it please give me credit for putting it together. If you have corrections -send me an email - Hotcross.RCFlyer@Gmail.com

# HISTORIC AVIATION

More Liberators were built in World War II than any other American plane, a total of 18,188 aircraft. Liberators had an intense operational career on all fronts and in different roles, from bombing to naval reconnaissance, antisubmarine warfare, and transport. But their major contribution was as bombers, especially in the Pacific. In three years of operations, they dropped 635,000 tons of bombs and downed 4,189 enemy planes. Although crews preferred the B-17 Flying Fortress because it was able to absorb more damage and still remain aloft, the Liberator proved to be an excellent and versatile warplane. Several companies in addition to Consolidated became involved in building Liberators. Of the total production, 1,694 were delivered directly to the Royal Air Force for service with Coastal Command and with Bomber Command.

Preliminary study was begun early in 1939, when the Consolidated Aircraft Corporation was asked by USAAC authorities to develop a new heavy bomber that would be more modern and would provide higher performance in speed, range, and altitude than the Boeing B-17, which was already in production. Consolidated's head designer, Isaac M. Laddon, settled on a high-wing monoplane configuration with twin tail fins and rudders. But the wing system was certainly the most original and advanced feature of the plane. Recently Consolidated had begun using the Davis patents for laminar contours that were extremely aerodynamic, and these patents were also used for the new project. The Liberator's wings were very long, which increased its cargo capacity, improved its ascent characteristics, and gave it greater range. On March 30, 1939, a contract was signed to build a full-size model and a prototype. The prototype first took to the air on December 29. The new bomber had a deep fuselage and a large bomb hold with sliding hatches. Unusual was the three-wheel forward landing gear, with the principal wheels retracting horizontally into the wings. The engines, housed in aerodynamic nacelles, were originally four Pratt & Whitney R-1830-33s with two-stage mechanical superchargers. Pratt & Whitneys continued to be used in subsequent models, but with turbosuperchargers driven by exhaust gas.

Seven pre-series planes were built, and in 1940 a first order for 36 planes was received. Only nine of these were built, and the rest were produced as B-24Cs. The B-24C had Pratt & Whitney R-1830 engines with turbosuperchargers, and structural modifications therefore had to be made to the motor housings. The armament was also increased. The first important version, however, was the B-24D, for which big orders were received in 1940. Further orders the following year brought the total up to 2,738 planes, and production facilities had to be amplified. Consolidated built B-24s at San Diego and then added a second assembly line in Fort Worth, Texas. Beginning with the D model and continuing with later versions, Douglas, Ford, and North American also built B-24s.

The B-24D was the first Liberator to go into combat, in April, 1942. Most of the Liberator's early combat career centered on the Middle East and the Pacific. The next version was the B-24E, which had different engines and propellers. Then came the B-24G. Beginning with the 26th B-24G, a substantial modification was introduced. A mechanically controlled forward turret was installed, and this provided additional defense from frontal attack, to which the plane had been particularly vulnerable. The new armament was standard in subsequent versions. A total of 3,100 B-24Hs were produced by Consolidated, Douglas, and Ford. There were some differences in equipment. In 1943 the largest production model appeared. This was the B-24J, with new controls for the engines, a new sighting system, and changes in the fuel and feeding systems. The final versions, the B-24L and B-24M, had improvements in armament. By May 31, 1945, a total of 1,667 Ls and 2,593 Ms had been built. Among the more important experimental and derived models were the F-7, for photographic reconnaissance; the C-7 transport; the AT-22, a flying classroom for navigator training; and the C-109, for transport and fuel supply. The Liberator [XB-41](#), a modified B-24D carrying fourteen 12.7-mm. machine guns and intended for service as a heavy fighter escort for bombers, never got beyond the prototype stage.



## 2012 Club Officers

**President**            **Larry Ott**  
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**Board**                **Earl Keffer**  
  
**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.