



Hangar Talk

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Board Meeting

Meeting Minutes

MINUTES- MAS BOARD MEETING

Date: 21 March 2008

Place: Gander Mountain Conference room

Attendees: Hank Barron, Lee Overholt, Earl Keffer, Jim Shaw, Bob Salmon, Milo Fritts, Tom Glaess, Les Sullivan

Lee presented the results of his investigation to replace the porta-potties at the field. He checked on buying a new one and replacing the present ones with a good used one. The membership will be asked at the March meeting to approve the purchase a new one with a contract to have it cleaned monthly.

The treasurer was asked to prepare a recap of club expenses for the year 2007 so that a budget can be established for 2008.

It was decided to have only one Kid's Day which will follow the Adams County Fair.

A discussion followed concerning people flying at the field without AMA and MAS membership. All members, and especially instructors, must insist that after three guest appearances, the guest cannot use the field without the prerequisite membership cards or without explaining that their receipt is pending. MAS can loose the field if a non-member has an accident without AMA insurance coverage.

Upcoming meetings and events

April 24th club meeting

May 17th Ft Lupton Air Museum

MEETING MINUTES

March 27, 2008

The meeting convened at 7:00 PM at the Gander Mountain conference room with Hank Barron presiding. In attendance were Dennis Lesondak, Les Sullivan, Jim Shaw, John and Dave Hogan, Roy and Louise McGee, Earl Keffer, Jake Martinez, Ron Martin, Rick Nelson, Ed Waldrop, Greg Hight, Milo Fritts, Bob Salmon, Lee Overholt, Jeff Griego, John Fletcher, Randy Petrie, Lou Smith, Dave Janssen, and a guest, George Kerr

Lou Smith talked about the thistles at the field and how the County is applying pressure to have them removed. He and the Hogan brothers will do the job with tractors and Hank Baron will provide the necessary chemicals.

Lee Overholt talked about the Poprta Potties at the field and gave several options to fix the problem. These were discussed a week prior at the Board Meeting. Jim Shaw made a motion, which was seconded, to buy a new or a good used one for \$225.00 to \$275.00 and sign a contract to have it cleaned monthly with a cost of \$45.00/month. This was the most attractive option. The motion passed with only one dissenting vote. A motion was made, seconded and passed to spend a little money to get the existing units cleaned up so that they can be hauled away.

It was decided that MAS will stage an air show in early September. Jim Shaw will be the Contest Director. Jim plus Jeff Griego, Milo Fritts and Hank Baron will serve on a committee to organize the event.

Dave Janssen asked if the Club would put on a Kid's Day for the youngsters in his church. It did not have to be on a weekend. The attendees gave their approval and he'll get back to the club regarding their needs.

John Fletcher won the fuel door prize.

The meeting adjourned at 8:51 PM.



Amazing Story

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up. It was ready to fall out of the sky. Then realize that there is a German ME-109 fighter flying next to it. Now read the story below I think you'll be surprised.

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton. After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage! The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane. Aware that they had no idea where they were going Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it. More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew.

After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions. They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!





P-40

History: The P-40 fighter/bomber was the last of the famous "Hawk" line produced by Curtiss Aircraft in the 1930s and 1940s, and it shared certain design elements with its predecessors, the Hawk and Sparrowhawk. It was the third-most numerous US fighter of World War II. An early prototype version of the P-40 was the first American fighter capable of speeds greater than 300 mph. Design work on the aircraft began in 1937, but numerous experimental versions were tested and refined before the first production version of the P-40, the **Model 81**, appeared in May 1940. By September of that year, over 200 had been delivered to the Army Air Corps. 185 more were delivered to the United Kingdom in the fall of 1940, where they were designated the **Tomahawk Mk I**.

Early combat operations pointed to the need for more armor and self-sealing fuel tanks, which were included in the **P-40B** (called the **Tomahawk Mk IIA** in the UK). These improvements came at price: a significant loss of performance due to the extra weight. Further armor additions and fuel tank improvements added even more weight in the **P-40C (Tomahawk Mk IIB)**. Curtiss addressed the airplane's mounting performance problems with the introduction of the **P-40D (Kittyhawk Mk I)**, which was powered by a more powerful version of the Allison V-1710 engine, and had two additional wing-mounted guns. The engine change resulted in a slightly different external appearance, which was the reason the RAF renamed it from the Tomahawk to the Kittyhawk. Later, two more guns were added in the **P-40E (Kittyhawk Mk IA)**, and this version was used with great success (along with their mainstays, the earlier B-models) by General Claire Chenault's American Volunteer Group (The Flying Tigers) in China.

Some additional models, each with slight improvements in engine power and armament, were the **P-40F** (with a 1300 hp Rolls-Royce Merlin engine), the **P-40G**, **P-40K (Kittyhawk Mk III)**, **P-40L**, **P-40M** and finally, the **P-40N**, of which 5200 were built (more than any other version.) While it was put to good use and was certainly numerous in most theaters of action in WWII, the P-40's performance was quickly eclipsed by the newer aircraft of the time, and it was not considered one of the "great fighters" of the war.

Nicknames: *Gipsy Rose Lee* (UK nickname for the P-40L)

Specifications: (P-40N):

Engine: 1360hp Allison V-1710-81 inline piston engine

Weight: Empty 6,000 lbs., Max Takeoff 11,400 lbs

Wing Span: 37ft. 4in.

Length: 33ft. 4in.

Height: 12ft. 4in.

Performance:

Maximum Speed at 10,000ft: 378mph

Ceiling: 38,000ft

Range: 840 miles (with no external tanks)

Armament:

Six 12.7mm (0.5-inch) wing-mounted machine guns

Up to 1,500lbs of bombs on three wing hard-points

Number Built: Approximately 15,000

Number Still Airworthy: 19



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Web Page

[http://home.comcast.net/~tglaess.](http://home.comcast.net/~tglaess)

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://home.comcast.net/~tglaess>



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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.