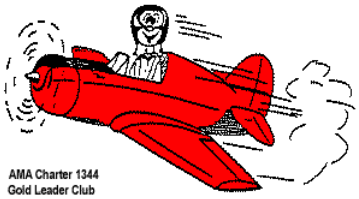
November 2012 Volume 24 Issue 11



Hangar Talk

Inside this issue:

From the President

Meeting Minutes

B-25 Mitchell

Upcoming meetings and events

Dues are Due...

January 24th Meeting

November is here and as I write this the clocks just rolled back an hour. For some of us that means driving home from work in the dark and no more flying after work. So, for the next few months, I will only be able to get out to the airfield on the weekends and on an occasional afternoon off. The good news is that I will not be tempted to put off building so I can go flying. The bad news is that I cannot put off building to go flying. Its a real dilemma.

I have a number of projects that I am looking forward to completing this winter including a Laser 200, a new Extra 300 and a few more combat planes. The Laser is actually an old project that I scratch built in 1982. I completed the airframe but I never got around to covering it. In 1982 I built it for a Tartan Twin, but I sold that engine years ago and I am now converting it to E-power. It will be my biggest plane to date with a 98" wingspan. After that I will start work on a 104" Extra 300, also with E-power. The Laser won't be the biggest for very long. As for combat, I just test flew a new Slow One Pusher design on Saturday and it flies great, so I plan to build a few more. I also worked a deal with a friend that has a CNC machine to cut out 20 more of the smaller combat planes, its called the Muncie Group F&F streamer combat plane. Muncie, IN is where the plane originated and F&F stands for Fast and Furious. I'll let everyone know when I get the F&F kits.

The October meeting was busier than I thought it would be. The first topic was whether to have a Pumpkin Fly or not? I proposed that we do an impromptu Pumpkin Combat event on November the 3rd with all the combat planes that people have built over the past 8 or 9 months. Once we decided to have lunch along with it, it was a done deal. More about it in a minute. Next up was officer elections and based on the nominations made in September, a vote was taken to retain all current officers and board member for another year. On behalf of all the officers, I want to thank the membership for their vote of confidence in us. I'm certain that with your support, next year will be another great year for M.A.S.

We discussed and voted to get a batch of 48 club hats. The club logo will be embroidered on them and they will be sold for $12 to members and $15 to non-members. The order has been placed and they should be ready by the end of the month.

Over to next page ——>

President letter continued:

Next we talked about events and confirmed that we will once again be holding the annual Snowbird event on January 1st. At stake is the coveted traveling trophy, but as is tradition, the task required to take it home will be kept secret until the day of the event. Gary and Tom have agreed to run the event and Milo will be on hand to pass the trophy to the next recipient. We talked about this year's IMAC event and how many members are interested in both IMAC and Pattern. After some discussion, I made a motion to hold another IMAC event and to add a Pattern event for 2013. The motion carried with the understanding that neither event would interfere with the clubs traditional focus on the Adams County Fair or Kid's Day. I'll be working through the AMA and the other area clubs to establish the dates for events over the winter.

We talked about the picnic tables, again. We had decided at the last meeting that there really isn't any urgent need to fix them before the end of the year. So, Larry F and Jeff agreed to work on them over the winter and have them fixed up for spring. Thanks guys.

The Pumpkin Combat event was a blast, my only regret is that we didn't do it earlier in the year. It was completely informal, no scoring, no points just a lot of fun. We flew 4 times, I don't even want to call them rounds because we let everyone else fly in between. There were 5 pilots, Warren, Lee, Jake, Dennis and myself. I think there were 5 or 6 cuts total, not sure, we didn't keep track, and one nose- to- nose mid-air between Jake and me. I lost the encounter but since I did, I won the Fickle Pumpkin award to display proudly at home for a year. We will definitely do it again, perhaps once a month..

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

Don't forget that the Christmas Dinner is on the 8th of December at 6:30pm at the Double Tree Restaurant on Highway 85 in Platteville. See you there.

October Meeting Notes

We had one new member this month, his name is Mark Smith. He was at the meeting. Everyone say hello when you see him at the field.

Larry asked if anyone was interested in a Pumpkin Fly this year? The notice was short (Halloween was the week after the meeting), but the membership seemed interested in doing someting. It was decided that there would be a informal combat fly on the following Saturday (Nov. 3rd). *As of this writing, the event has already happened. I wasn't there, so I don't have any details.*

The Christmas get-together is on Dec. 8th at the Doubletree Inn in Platteville. As mentioned in previous newsletters, this is a Things With Wings event, not a MAS event. You are welcome to go, just realize that there will be people there you don't recognize.

Officer nominations: There were no additional nominations other than those made last month. With that, the members voted to keep Larry O. as president, Jeff as vice president and your's truly as secretary/treasurer. The Executive Board will also stay the same unless any of them do not want to be on the board. Only one was present at the meeting (Lee) and he's willing to serve another year. *Note to the board: If one of you doesn't want to be on it, talk to Larry or myself and we'll get someone to take your place.*

Dennis brought up the serving tables. He questioned whether or not we need to replace them. Larry said that the red ones need more attention. The consensus at the meeting seems to be to leave stuff alone until spring. Jeff says he will work on a couple over the winter as he mentioned last month.

As mentioned last month, Larry F. Has been looking into getting us more club hats. He found that 48 hats will cost $9.50ea plus $50 setup. $542.48 total. 96 hats would be $983.12. The membership said that 96 is too many and thought 48 is a better number. It's the same amount we bought last time and they went pretty quick. A motion was made to get 48 hats. That motion carried. I gave Larry F. a check after the meeting so he could purchase them.
With tax, they are $11.30ea. A motion was made to sell them for $12 to club members, $15 for non-members. That motion passes.

Dennis has 30+ T-shirts left. All large size. $10ea. Talk to Dennis if you'd like one.

The annual Snowbird fun-fly is on Jan 1st as always. The only time we cancel it is if the field is too snowed-in or it's actively snowing. Cold temps are part of the game.
Gary and I will run the event, get trophies, etc. We'll do potluck for food as we always do. 10am is the start time for the fun-fly. Most people get there earlier and get a fire going.

Should we do an IMAC contest next year? How about a Pattern contest? We had an IMAC contest last year and it went well. Larry has been making the case for a Pattern contest over the last couple of months. A motion was made to have both types of contests. That motion carried. Dates are not set yet and will likely be dependent on when the area's IMAC contests are all happening.

Over to Next Page —->

As some of you know, you get a raffle ticket for attending meetings, working at a club event, show, etc. The club will do a drawing at the January meeting for three prizes ($100, $50, and $25). You don't need to present to win (your names are on the tickets), but you'll get your money sooner if you're at the meeting.

Lastly, we talked about the electric charging station. The CU thing mentioned the last couple of months fell through. Jake and Larry are still working on doing something. The funds would be from voluntary member donations. Some options were discussed, but nothing has been decided on or even proposed to the membership yet. Stay tuned next year.

That's it for the year. There will be email reminders about the Snowbird, the January meeting, and dues (and the Work Bond).

I saw this after the elections:

I think I would phrase it as, "Put down you're internet rumors and sticky notes. Shut up and fly".

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-25D*s as the ***Mitchell II***, and their ***B-25J***s, 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

130669

"Have we got power now,
-or What??"
Rock's
New Tuned
Pipe---
Clay

2012 Club Officers

President	**Larry Ott**
Vice Pres	**Jeff Griego**
Treasure	**Tom Glaess**

Board	**Earl Keffer**
Board	**Steve Graham**
Board	**Lee Overholt**
Field Maintenance	
Newsletter Editor	**Gary Hodges**

gbhodges58@msn.com

Web Page
http://www.miniatureaerosportsers.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:

HobbyTown USA
9120 Wadsworth Blvd
Westminster, CO 80021
Phone: (303) 431-0482
Email: htuwestminster@mesanetworks.net

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

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.