



AMA Charter 1344
Gold Leader Club

Hangar Talk

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F-82 twin Mustang

September 22nd Meeting

October 27th Meeting

From the President

I felt it was important for me to come forward with my observations and some explanation as to why I will not be running for office again.

I want to express my personal THANK YOU to all those who came forward to help, when help was needed and in some cases when it was just something extra for the club or the club members. This is what makes a club successful. No matter how many members a club has, there is always a small percentage that gets the job done. This past year, several of those who have been carrying the load have become burned out and want some new people to pick up the challenge.

All of the activities that we have done in the past brought out more bickering and adversity to them even being conducted. Though not a large amount of funds for the club, we did not lose money, but put additional funds into the club account. Yes, the field was closed to flying on those days, but they contributed additional funds that are needed to pay our lease, maintenance, etc.

Last year we said we were going to go for a grant from Adams County. That grant request, for various reasons, was never submitted. This year I put out a couple for requests for input as to what to request, and help in putting it together. I got Zero response. I have given Lee Overholt a web site that has several examples of various types of grant requests. We now need some people to pitch in and get the job done this year. It is not my intent to saddle Lee with this project, he and Earl Keefer have done a lot towards this. Let's see who cares enough to help. The target is to get it submitted by the first part of Oct at the latest.

AMA has several programs that we could take advantage of to improve our image in the community and increase our possibilities for support. The more we are involved with the community the better our chances of getting a grant. Tom Neff is a good example of what can be done along with his club working with the school system. How many members go to our web site on a regular basis, and to the AMA site to find out about programs that are available, training at Muncie for new young pilots, etc.? Being involved in the community is more than just the county fair and kids' day. Having flying for the elderly and challenged groups is a good start for awareness, but we need more efforts directed towards the younger generation, show parents there are good things for their kids to be doing. They can now have a complete system for what it costs for an x-box and games, even the price of one of the new i-POD. Unfortunately we do not seem to have people who want to look at the future, only the present and a place to fly.

If we are not careful and put some foresight into our club we may not exist in a few years. The old hands that have carried the club for so many years, will only be able to fly for so long. We are already seeing that happening now.

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There are some expensive maintenance items that will need to be addressed in the coming year or two. A new roof is needed on the club house. Resurfacing of the runway is a short time off. Earl's tractor is having more and more problems. None of the repairs have ever been billed to the club. It is hard enough to just slip in 5 gallons of gas when he is not looking. Long story short is that we may need to look at hiring out the field mowing.

As unpleasant as it may sound, higher club dues appear to be on the near horizon.

I want to thank all of you who supported me and were there when I needed you. I can never say enough, how much it has meant to me and my family.

This is my final rant. Again, a great big thank you to all who gave me support. I will not be running due to ongoing health issues that limit what I can do, and I feel I was not able to do the job as we as is needed.

Thanks,

Double L

Outgoing President

September 2016 Meeting Minutes

- Meeting called to order
- Total attendance 9. No guests. No new members
- Motion to approve minutes as submitted w/o amendments. Motion seconded. Motion approved
- Treasurers report. Treasurer's report given.
- Old Business:
- Pattern Contest: Larry Ott reported. Only 3 club members showed up to help. Took in \$437. Expenses \$100. Larry L presented a check for \$337. Total competitors 17.
- Grant Project: Lee Overholt will write the grant at the club meeting. Grant proposal to be submitted ASAP.
- Grant project : club came up with a list of necessary request and estimated costs for each item. Jeff Osborn will type up and submit to Jeremy Wehner to review and finalize the request. Final draft to be submitted to the county by the end of October 2016.
- Motion to Adjourn: Motion to adjourn, motion to adjourn seconded. Meeting adjourned.

From time to time members send in articles or editorials to the newsletter. Please feel free to do so and I will put them in here. Tom Glaess has sent a reply for Larry's request to raise dues, please read below. As an added note I agree that we should re-examine how much we get from the Adams County fair vs how much we spend on it. Adams county used to help us out, now they don't. Don't forget to show up for the October meeting and vote. Anyways please ready below.

Thanks
Gary

I'd like to respond to Larry's email, specifically, mowing and the raising of dues.

Personally, I think the club mows the field WAY too often. We fly in a grassland, not a putting green. It's not a yard in some suburban neighborhood. Sure, we need some mowing around the runway, and in between the picnic tables is good, but other than that, let nature take its course. Why waste the fuel and wear and tear on a tractor or the expense on hiring it out?

As to dues, it's high time we raised them. \$90/year is an absolute bargain. Raising it to \$135/year (\$45 dollar increase = \$3.75/month) isn't going to break anyone's bank. If it does, I question you spending \$90 on the dues we have now. The club has shown for years we're not very good at raising money, so the only option is to have the members kick-in more. I suppose another option would be cut expenses (anyone for not spending hundreds on the Adams County Fair?), but what's spent is already spent and we'll need more in the future.

My two cents.

Tom G.



HISTORIC AVIATION

Designed to provide the US forces with long range escort capabilities over the Pacific, the F-82 bore the appearance of desperate measures taken to use surplus P-51 parts. In reality, the F-82 was purposely designed as such in order to provide a fighter plane that had fresh pilots ready to engage, despite the tedious nature of long distance flights. Each fuselage carried a pilot and a co-pilot/navigator which reduced individual fatigue over long missions.

The F-82 started development in 1944, with significant deliveries done in early 1946. Although too late for the war, the fighter still saw extensive use by Air Defense Command as an escort fighter and a night fighter. 14 F-82's were converted to winterized interceptors for use over Alaska. It also saw significant use in the Korean War with Japanese based (US planes deployed from Japan) F-82s among the first aircraft to operate over Korea. In fact the first three North Korean aircraft shot down by US forces were done so by the Twin Mustang.

The primary role that the F-82E fulfills is ground attacker. With its respectable payload of bombs, machine guns, and rockets it can take care of nearly any target. The F-82E can be also used effectively as a heavy fighter.

When used as a heavy fighter, keep in mind the brutally low handling capability of the F-82. Always avoid "furballs" and stay above your opponents. The climb rate makes the F-82 a capable bomber-killer. As a bomber killer, the aiming problems that many pilots face against smaller, more agile fighters evaporate. It is recommended to utilize the x8 M3 Gunpod, due to the extremely high damage output. However, more experienced players may do away with this option, as it does hamper the handling of the craft.

Due to its high speed it is very dangerous when used in a [boom and run](#) strategy (energy retention and very high top speed in level flight mean it can be literally untouchable for a lot of single engined fighters). In this case it's very important to watch one's speed and to throttle back in dives or it can lose it's wings due to high speed. For achieving the maximum straight line speed at sea level, one should have the engine mixture set to 72%.

Remember, do not attempt to engage smaller and nimbler fighters. Most of the times you will overshoot and completely miss due to the poor handling.

Use the Tracers ammo belt. This belt is composed of the hard-hitting/flaming M20 APIT round.

[Boom and Zoom](#) is not an ideal strategy with the F-82. At about 650 km/h you will experience extreme control stiffening. The F-82 excels in bomber killing and head-ons.



2016 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.