



# HANGAR TALK

THE OFFICIAL NEWSLETTER OF THE MINIATURE AERO SPORTSTERS

## 2022 Club Officers:

President : Mike Feitinger

[mfight43@gmail.com](mailto:mfight43@gmail.com)

Vice President : Mark Nicastle

[mark15371@gmail.com](mailto:mark15371@gmail.com)

Secretary/Treasurer : Bill Howlin

[bhowlin088@gmail.com](mailto:bhowlin088@gmail.com)

Board of Directors:

Larry Litsey

Lee Overholt

Bob Salmon

Jeremy Wehner

Safety: Ken Roberts

[kensandir@gmail.com](mailto:kensandir@gmail.com)

Field Maintenance: Joe Moore

[jomurrc@gmail.com](mailto:jomurrc@gmail.com)

Newsletter: Mike Feitinger

[mfight43@gmail.com](mailto:mfight43@gmail.com)

Spring is coming soon! Winter has been pretty cold, hopefully your build projects are coming to completion and will be ready for the flying season. If you've got a new plane, please share some pics with us! We would love to share it in the newsletter. Stay safe out there!



March is the Snowiest month in Colorado...

## HOT ITEMS:

- **Sept Fly-in Flyer- page 12**
- **Gate Code has changed - Treasurers Report page-3**
- **Next club meeting is Mar 24th., 7:00pm.**



## FROM THE PRESIDENT...

We're almost to warmer weather ahead, soon the field will be busy with activity. Dues renewal has passed, if you haven't received the new gate code get in contact with Bill Howlin to renew your dues. We don't want you to miss out on all the good flying ahead this year! We will be having a field cleanup day on April 23rd. This is *your* field so I'd like to see a good turnout to help keep the facilities looking their best. Lunch will be provided. Hope to see you there!

*Mike*





## **-THE TREASURER'S REPORT-**

The gate code has changed! If you paid your dues you should have received the new code via email. If you feel there was an error, contact me. The renewal rate is back to \$90/year. You may either mail me a check or use the website PayPal link to pay (subject to a fee). Remember, dues are due January 1st (*Feb. is grace, after March 1 you're locked out*).

**PLEASE, do *not* share the gate code!!** Our insurance will not cover non-members using the field that are not a guest of an active member.

Be sure to lock the building and gate if you are the last one to leave.

Please make sure I have your current email! We seem to have many club members whose email is no longer correct.

Questions or constructive comments concerning membership dues may be addressed to Bill at 720-988-6336 or by email to [bhowlin088@gmail.com](mailto:bhowlin088@gmail.com).





# SAFETY TIMEOUT

by Ken Roberts, MAS Safety Officer

## Common Radio Control Mistakes to Avoid

Hello MAS flyers! Hope you have been out enjoying the recent warmer weather. I haven't been out as much as I'd like to (I think we all feel that way?). After a long break of flying, I need re-focus on the little details of my radio and get re-accustomed to all the channel functions that controls the various aircraft I have and their control surfaces. I do this BEFORE I go out to the field, and it has saved me time and frustration. I find it easier to do the repairs at home than at the field.

I've read many articles over the years with recommendations to avoid costly mistakes. Some of them are no-brainers but it still happens...here are 4 that I've learned along the way. Some of you have your own stories. Please share them with others!

1. Always do a pre-flight check of your radio and flight control surfaces. Are they moving in the direction intended? If you have flown and the plane is not flying right it is a good idea to review it again to help you figure out what may be going on before you fly again. Once your plane is in the air you are committed to a landing.

2. The number one easily preventable problem seen are planes that are tail heavy. You need to know where the center of gravity location on your specific plane is supposed to be. You must get the CG correct even if you have to add lead to the nose of the plane. No exceptions!!! Even a little bit tail heavy will make a big difference. Your plane won't fly well if it isn't balanced correctly. The center of gravity is balanced on the wing, not on the fuselage. Even if you move the wing on the fuselage, you will still measure the CG distance back on the wing to balance your plane. Placement of the battery and receiver help to move the CG forward, but it is also just as important to keep the back or tail of the plane light. It takes 2-3 ounces of lead in the nose to balance one oz of added weight in the tail. If your plane is nose heavy it won't pull up in a glide and the plane will feel under powered especially at lower speeds.



3. Many of the problems flyers have start with how they hold their transmitter. Don't use your thumbs to fly your plane. Pinch the sticks of the transmitter on at least the side with the elevons or ailerons-elevator control. This gives you more than one point of reference as to where the stick smooths out your flight and keeps you from accidentally overcontrolling the plane. I think this one is really a pilot's preference on how they hold the sticks.

4. Your color choices can help you stay oriented and fly better. There is a reason that airport wind socks are orange. There are colors that are more visible in the air. If you can't see your plane or are able to stay oriented to it, you will crash. Red, white, orange, dark blue, and black are colors that are visible against a cloudy sky, but they need to have some contrast with white to stand out against a blue sky. Colors like purple, yellow, pink, or any pastel colors can fade out in the air even though they look great on the ground. I have seen planes that are difficult to fly just because of their color scheme.

Happy Flying!



## **Meeting Minutes / February 2022**

- Meeting held February 24th via ZOOM.
  - Meeting Called to order by President Mike Feitinger at 6:05pm
  
  - President Michael Feitinger-present  
Vice President Mark Nicastle-present  
Treasurer Bill Howlin- present  
Safety Officer Ken Roberts- present  
Field Maintenance Officer Joe Moore- not present  
Board member Lee Overholt present  
Board member Larry Litsey not present
  - Attendees-10
  
  - Treasurer's report was given by Bill Howlin. We are now a recognized 501(c)7 groups by the IRS! 32 members have renewed their dues, we will be changing the gate code on March 1st.
  
  - Old business:
    - Runway Status- Mike Feitinger reports that Rose is planning on scheduling us soon. Should be completed by the end of May.
    - Field clean up date has been set for April 23rd. We will be attacking the junk area.
    - Prairie Dogs- Mark Nicastle and Bill Howlin report there seems to be success on that front!
  
  - New Business:
    - By-Laws amendment recommended by the Board was motioned and seconded. Passed.
    - Mike Feitinger reports that the Flyer for the Open House Fly-in is done and the event is AMA sanctioned and listed for Sept 24th, 2022.
    - Shade Structures proposal- Mark Nicastle motioned that the club obtain a bid and have completed one shade structure as a prototype. Motion was seconded and passed. Mike Feitinger will contact a contractor and have the work completed as soon as possible.
- Motion to adjourn and seconded at 6:35 pm.

## FIELD REPORT

The latest updates to the flying field and what's going on.

- New shade structures will be built over the assembly tables to provide relief from the summer sun. We hope to have this project started soon.
- Bill Howlin continues to recover the assembly tables with new carpet, one at a time. Thanks Bill!
- We seem to be getting the upper hand on the Prairie Dog problem. Thanks to Mark Nicastle and Bill Howlin for the work.
- We will be repairing the gable end of the clubhouse. It seems to be disintegrating.
- The anemometer (wind gauge) is fixed. Thanks to Lee Overheat and Bill Howlin.
- Have a suggestion for the Board? Submit it via email! Mike, Mark, or Bill will note your ideas. *OR* attend the club meeting and suggest it there!

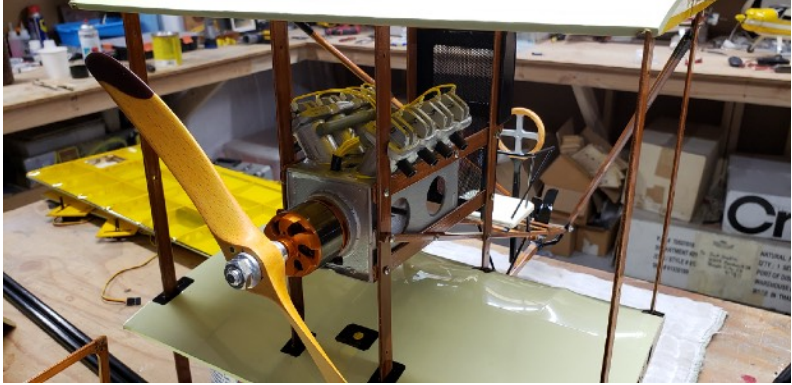


## JACK DUNKLE'S 1909 CURTIS

This is a highly modified 1909 Curtiss Pusher Maxford kit. I decided to modify it to a 1911 headless version, (no canard or elevator in the front) replaced all the fiberglass parts with carbon fiber to save weight and a more scale appearance. After finishing the structure I had to paint all the carbon fiber with paint and stain to look like wood and bamboo as in the full size. It is powered with a 3545 motor, 30 amp ESC, 12-6 prop. And 3,000 3s batt. AUW is at 5.5 lbs. 1.5 lbs. Less than projected kit weight. The pilot is from Warbird Pilots. The battery is concealed behind the radiator. The fake v8 engine is built over the motor box to add some realism. All flying wires and there are many were added with black string and springs at the end to keep them taut.  
( Flying wires are cosmetic only )









# HANGAR TALK FROM THE PAST....

## A DAY TO REMEMBER

It was on November 1, 1992, I remember it well. This was the day that Chuck Perkins, completed his level one Pilot test. Let's see how did it go that day? It was about 8:30 am when Chuck called to see if I was going to the field, I told him I would be there. As I finished loading the car I thought, why not call Harold and see if he was going out? Well as a matter of fact yes Harold said he would see us there.

Boy was I surprised to see the wind blowing when I arrived at the field. But I told Chuck, who of course was already there, I drove this far I will put up at least one flight. After a flight with my stick, Chuck said might as well try one with his Kadet Senior. Well the engine started with no problem, then out to the flight line, where Chuck shoved the transmitter into my hands. After a brief moment, I applied the power, the plane rolled about 10 feet and started to lift. Even though I kept the plane level, it went up ab about a 60 degree angle. After the plane got to comfortable altitude, I handed the transmitter back to Chuck. He flew for a while and then had me land.

Harold showed up and the wind seemed to slow; I don't credit Harold for this however. Chuck decided to fly his Kadet on his own, wind or no wind! Well, fly he did and a very good job also. So after about two flights, I ask Chuck if he would like to try for his pilot level as there are no two of us there to witness it. He said, "Why not!!" Its history now because on that day, November 1, 1992, Chuck Perkins put up two flights back to back completing all required maneuvers and landing on the runway. This was done with his Kadet Senior powered with a HP 49 four stroke.

I would like to close with a thank you to all the fine members who have helped make this such a nice flying field. But I am bewildered by the fact that so few members use the field. Maybe some day I will get to meet all of the fine people in this club.

Warren Janssen

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## FOR SALE

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Paul's Stuff P-51 Mustang. Fiberglass Fuse, Balsa Wing.  
50" Span. For .25 - .40 Engine.  
Sells for \$120, I'm asking \$100.

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Airtronics 1991 Vanguard 4-Channel Radio.  
Like New, Hardly Used.

Has Receiver Damage. \$40

\*\*\*\*\*

Dynaflite Cessna Trainer.  
Flies Excellent! 62" Span.  
Includes O.S. .40 Engine. \$50

\*\*\*\*\*

Combat Models F-15 Strike Eagle  
Ready For Your Engine & Radio.  
For .45 - .50 Engine.

Sells For \$140.

Buy It Ready Built And Finished, \$110

\*\*\*\*\*

Call Mike Feitinger, 654-0421

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HAPPY TURKEY DAY TO ALL

**NO LANDING FEES!**

**LUNCH AVAILABLE**

**MINIATURE Aero Sportsters**  
Democrat's Friendliest  
RC Flying Club  
AMA 12628

**ANNUAL OPEN HOUSE FLY-IN**

**COME FLY WITH US!**

**SEPTEMBER 24TH, 2022**

**KEFFER FIELD, BRIGHTON COLORADO**

**MORE INFORMATION AT [WWW.MINIATUREAEROSPORTSTERS.ORG](http://WWW.MINIATUREAEROSPORTSTERS.ORG)**

**AMA SANCTIONED EVENT # 12628**

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**CLUB MERCHANDISE AVAILABLE FOR SALE**



New Logo Version \$20



Classic Version \$10

**CONTACT MIKE FEITINGER TO PURCHASE!**

**I CAN ALSO ORDER SHIRTS AND HOODIES IF MEMBERS ARE INTERESTED. EMAIL MIKE FEITINGER FOR INFO.**

**STICKERS ARE FREE! CONTACT MIKE FEITINGER! LIMIT 2.**







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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. 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

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.



**HANGAR TALK EDITOR  
4513 HAYSTACK LN.  
BRIGHTON, CO 80601**

**FIRST CLASS MAIL**