

NOV 2022



HANGAR TALK

THE OFFICIAL NEWSLETTER OF THE MINIATURE AERO SPORTSTERS



THIS MONTH:

NO MEETINGS UNTIL JANUARY 2023!

OFFICERS ARE ELECTED FOR 2023

SO YOU WANT TO FLY A BIG PLANE?

WINTER FLYING TIPS

2023 CLUB OFFICERS:

President : Mike Feitinger

mfight43@gmail.com

Vice President : Jack Dunkle

jdunkle747@gmail.com

Secretary/Treasurer : Bill Howlin

bhowlin088@gmail.com

Board of Directors:

Lee Overholt

Bob Salmon

Safety: Ken Roberts

kensandir@gmail.com

Field Maintenance: Open

Newsletter: Mike Feitinger

mfight43@gmail.com

Website : www.miniatureaerosportsters.org

On the cover: Mike Feitinger's BVM 1/7 scale F-18 Super Hornet strikes a pose on the runway.

Comments or suggestions for the newsletter should be submitted to the editor.

AMA Charter #1344.

Please send all correspondence and written information to:

Miniature Aero Sportsters
9940 Jasper St.
Commerce City, CO 80022

Miniature Aero Sportsters is a non-profit, part 501c7 social club.

Serving the Northeast Denver Area, the Miniature Aero Sportsters flying site sits on 40 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 or the Saturday immediately following. See our website for specifics.

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.



A WORD FROM THE PRESIDENT...

By Mike Feitinger, MAS President



Our elections have closed and we have a (mostly) full Board for 2023. Most positions were taken by incumbent officials with the exception of Vice President, which was graciously filled by Jack Dunkle. I want to thank Mark Nicastle for filling that position for the last year.

For Jack, I look forward to working together to continue to improve the club and its facilities, and also offer more flying events to those who are interested. Jack brings with him life long experience in the hobby and some very talented modeling skills which you may have observed. Jack is also very networked in the RC community which I feel will be an asset to the club.

Speaking of assets to the club, this month I presented Certificates of Appreciation to Lee Overholt and Bill Howlin for their relentless commitment to fixing up the field and improving our facilities. They have been working tirelessly all year to do the maintenance required so our facility looks nice. I wanted them to know we appreciate their hard work! We could use more members like you!

As we bring 2022 to a close and the holiday season approaches, I thank each of you for continuing to be a member of the club, which helps keep our gate open. Without all of you being members we simply could not have a nice place to fly.

Happy Flying!

A handwritten signature in black ink that reads 'Mike'.



FROM THE V.P.

By Jack Dunkle, MAS Vice President



First, I'd like to say thank you for trusting me as one of your new officers. I will be writing this section each month to talk about what's going on in our club and what we would like to do moving forward.

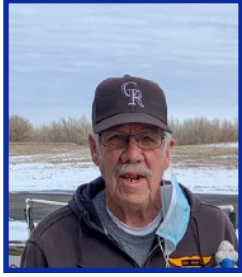
Currently I am working on a new location for our monthly meeting and at those meetings having an agenda with tech talks, show and tell from the members, and maybe even a raffle. And of course donuts! This info will be announced in the next newsletter, also I will have my contact info available in case anyone has suggestions for topics for upcoming meetings, or a subject you would like to have in the newsletter, this would be great for our club to share our passion for this great hobby.

Thanks again for this opportunity to return this hobby back to its fun and glorious days!

Thanks,

Jack Dunkle

jdunkle747@gmail.com



-THE TREASURER'S REPORT-

By Bill Howlin, MAS Treasurer



Nothing to report at this time.

Questions or *constructive* comments may be addressed to Bill at 720-988-6336 or by email to bhowlin088@gmail.com.



Nothing to see here...



SAFETY TIMEOUT

by Ken Roberts, MAS Safety Officer



Winter Flying Tips

With the weather outside turning colder, here's how to keep the flying year around.

During past winters, I distinctly remember thinking "you know what, it's just too cold for this". Gone with the hot summer days of flying until dusk, winter flying can sometimes be a little difficult no matter how enthusiastic you are to get some planes in the air! For that reason, here's a few tips to help.

Tips

1. Use Transmitter Gloves

The first thing you notice when flying in the cold is that your hands are the first thing to freeze up. One thing you could do to help with this is to try using transmitter gloves. Sure, normal fingerless gloves (fingerless so you can feel the sticks) might be a good option, but a full pouch to hold your transmitter in really helps you to keep your fingers warm and sensitive.

2. Spend Less Time Outside

It might be a bit of a counterproductive point, but you should definitely try and limit the time you're outside. Especially, make sure you're not standing around for ages before you first takeoff. Unlike some sports or activities you can do during the winter, RC involves a lot of standing still in one place. This can allow your body temperature to drop which really isn't ideal for flying: physically and mentally, the cold can affect your reactions and ability to control the plane. So, get out there, take a plane up, and then get back to the warmth of the indoors. If you are using the wood stove inside, make sure the fire is out before leaving!

3. Fly with Friends

It's always more fun to fly with others. To keep your spirit up, you can complain about how chilly it is together! The SnowBird event is Sunday Jan 1, 2023

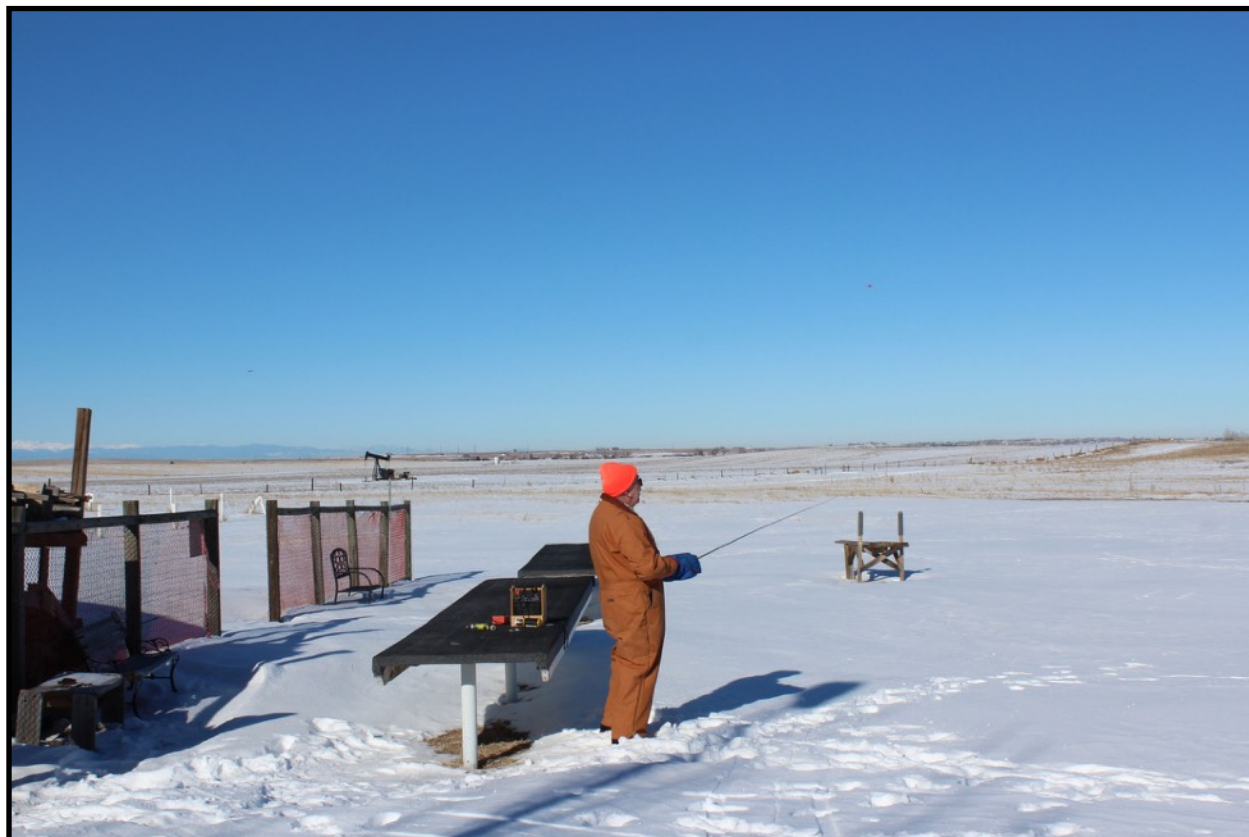
4. Fly Indoors

An option which doesn't even involve stepping out into the elements is to fly indoors. Get permission to fly at a local gymnasium. You can still fly larger models in smaller spaces if you build them light enough!

5. Fly Seaplanes or Get some Skis

Although it may seem a little strange at first, seaplanes also make great snow-planes. Their floats and wide bottomed fuselages are perfect for taking-off and landing on snow. Build one out of our water-resistant foam board to take on the powder! Or just make it easy and buy some skis.

Fly Safe, Live Safe!



Warren Janssen showing how it's done.

Meeting Minutes / Oct 2022

- Meeting held online Oct 27th, 2022 via Zoom.
- Meeting Called to order by President Mike Feitinger at 6:05pm.

- President Michael Feitinger-present
 Vice President Mark Nicastle-not present
 Treasurer Bill Howlin- not present
 Safety Officer Ken Roberts- not present
 Field Maintenance Officer Joe Moore- not present
 Board member Lee Overholt- present
 Board member Jack Dunkle- present
 Board member Bob Salmon-not present

- Attendees-5

- Treasurer's Report: Not given.

- Old business:
 - Motion to accept Officer nominations was given and seconded. The new officers for 2023 are: President-Mike Feitinger, Vice President-Jack Dunkle, Treasurer-Bill Howlin, Board Member-Lee Overholt, Board Member-Bob Salmon.
 - Tractor tire issue has been resolved, thanks to Lee O. and Bill H.
 - Port-o-let cleaning issue needs to be addressed. Most likely the club will sign up for regular monthly cleaning service.

- New Business:
 - A new CONEX storage container has been obtained. It will be delivered around Nov 8th.
 - The club has obtained a second tractor for field maintenance from Jake Martinez.
 - The annual Snowbird Fun Fly is scheduled for Jan 1. Jack Dunkle will head it up.
 - President Mike Feitinger awarded Certificates of Appreciation to Bill Howlin and Lee Overholt for their constant volunteering and work at the field. Thanks guys!

Motion to adjourn and seconded at 6:24pm.



SO YOU WANT TO FLY A BIG PLANE ?

WHAT'S INVOLVED TO FLY OVER 55 LBS

Some of us are just plane crazy enough to believe that bigger is better. But how big can you go? There is a limit actually, and the AMA defines it in their Large Model Airplane program (LMA). This program exists because the FAA mandates that any UAS heavier than 55 lbs, fully ready to fly with fuel, must obtain a waiver and be approved. The maximum size model airplane allowed in the United States currently is 125 lbs for conventional airplanes and 100 lbs for turbine powered airplanes.

I recently had the experience of applying for and obtaining a waiver for my Carbon Cub FX-3, which weights in at 65 lbs, with fuel. The process is fairly straight forward and easy.

The program is divided up into two classes, LMA-1 for airplanes up to 77.2 lbs, and LMA-2 for airplanes over 77.2 lbs. By the way, a turbine aircraft in this program is called LTMA. For LMA-1, you are allowed to inspect your own aircraft prior to certification flights. LMA-2 requires an inspector from AMA to go over your aircraft

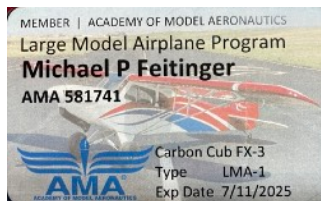
prior to flight. There is a list on AMA's website of those inspectors. Also on the website is all the requirements needed to certify your aircraft in the program.

The next step is to print off a temporary permit from the website. The permit is valid for one day only and allows the pilot to complete the test flight and make any necessary adjustments. Once you are confident the aircraft is flying safely, you must complete at least 2 demonstration flights while a Contest Director rated pilot observes. During those flights, you must complete the maneuvering that the aircraft is expected to be able to perform. If it is aerobatic, then you are required to demonstrate those maneuvers too. This shows the aircraft is able to be safely controlled and is structurally sound.



Performing the waiver flights

Finally, after successfully completing the flights, the paperwork is signed off and submitted to



The nice permit card

the AMA for review and acceptance. You will receive a nicely printed permit card for that aircraft (with a picture of the airplane on it!) and be listed in the AMA's database under your name.

So why would you want to go through this process? Well, firstly it is required by law (FAA) and is necessary to be insured by the AMA, especially at sanctioned events. But mostly it is for safety reasons. Airplanes of this size carry a lot of energy when flying around and can cause significant damage and injury if they get away from the pilot, especially a jet at 200 mph! The last thing anyone would want is to hurt someone.

If you are interested in learning more, visit the AMA's website at :

<https://www.modelaircraft.org/largemodelairplane>

FIELD REPORT

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

- The tractor tire has been fixed! Bill and Lee conquered the problem.
- A CONEX storage container has been purchased and should arrive around the first or second week of November. *(Update: it's onsite)*
- Bill and Lee continue to repair the shed. They have completed their work and it looks like new!
- A second tractor is slated to be added to the fleet next spring. Another Ford like what we have, it will allow more expeditious mowing plus a backup in case of technical issues.
- The Port-O-Potties will be getting serviced soon with a regular scheduled service.





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