



Hangar Talk

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From the President

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If you have not yet heard the sad news, I must inform you of the passing of our former AMA District VP, Jim Wallen. Jim had been ill for nearly a year and died on Saturday, March 29th.

April is here and it hasn't warmed up yet. I was hoping that the snow was over until I woke up the other day to find 6" of the stuff on my car. I sure hope the weather starts to cooperate soon, I get ready for our 4th annual IMAC contest next month. As always, I am willing to help anyone work on their IMAC skills. I can help you with plane setup, learning the sequence or just coaching. Its a lot of fun and will help you become a better pilot.

The March meeting was good, please see Tom's minutes. Tom reported that membership renewal is doing better this year, we are currently at 55. If you know any previous members that have not renewed, please encourage them to do so.

The Spring Cleanup at the airfield is 2 weeks away on the 19th of this month. Spring cleanup day is all about getting the airfield ready for another summer of flying. Please plan to come out and lend a helping hand, the airfield appreciates it. And as an added incentive, the club will be serving hot dogs for lunch.

Here is a tentative list of things that need attention:

We have a pile of logs that need to be cut up and split. Bring a chain saw if you have one.

Mount the cement board to the charging station shelves

The entry gate needs to have the bolts tightened.

The spaces between the cattle guard could use cleaning

The runway markings need to be re-painted.

If you are aware of any other repairs that need our attention, please let me or one of the officers/board members know so it can be added to the list. I will post a list at the airfield this week. We have been talking about the potential need to replace the roof of the clubhouse for a while. We will inspect it again on clean up day to determine if the weather had caused any more damage on the winter. If we cannot work on the 19th, we have a "rain" date on the 26th.

Upcoming meetings and events

April 12th Dawn Patrol

April 19th work party

April 24th Meeting

May 3 & 4 IMAC

May 29th Meeting

June 14th Family picnic

June 26th Meeting

July 24th Meeting

August 28th Meeting

Presidents letter continued:

Our fourth annual Lamar Steen Commemorative Challenge IMAC event will take place on May 3 and 4. Pilot registration is picking up and I expect another great turnout. Donations from manufacturers are starting to come in we should be in great shape by contest day. As I mentioned at the meeting, I am looking for someone to take charge of the Saturday morning setup and Sunday afternoon tear down. It only takes about 30 minutes for 3 or 4 people to do, but it will give me time to get the pilot flight orders and judging grid setup. If you are able to help out, please let me know. We have one more club meeting before the event, so final preparations can be made. It is shaping up to be another great event for MAS.

March Meeting Notes

Larry brings-up the club T-shirts and hats. If you have any interest, we still have some available. Lots of large T-shirts. No other sizes. Dennis says they are roomy, so if you think large is too small, try one of these and see. Shirts \$10, Hats \$12.

The IMAC contest is at the beginning of May (3-4). We only have one more meeting before then. Larry would like someone to be in charge of the setup and teardown. Flight stands, easy-ups, chairs, some fencing tape, etc. It's not a lot to do, but somebody needs to do it. Any volunteers? Larry says to think about it. 2 or 3 guys could do it quickly. George and Larry L. will handle pilot registration and judging. Larry O. was hoping Steve G. would do lunch on Saturday, he was not at the meeting though. The only lunch will be on Saturday (nothing on Sunday). Lunch is included in registration. \$5 for non-flyers. Free for workers and competitors.

Adams County Fair: no updates. Permits will come in July. AMA has the request for insurance. *As of this writing, the AMA has completed the insurance and sent it to the Fair administrator.*

Spring field clean-up day is April 19th (rain date is the 26th). What should we do?

Fill-in prairie dog holes.(drag on tractor could do it)

Cement board on the charging area (we have sheets donated by a member)

gutters? we have one replacement water barrel. Both we have now are broken. Earl suggests fixing one. Larry L. may have one.

Earl asks somebody to cut up the tar barrel. It's old and rusting. It's already been partly dismantled.

Cut up some wood. (chain saw. Splitter? sledge&wedge)

Gate repair. The latch doesn't close well anymore.

Dennis asks for a gauge on the large propane tanks. It would help us know how much gas we have. A motion was made to get one. Dennis will pick it up. \$20. The motion passed. *Even Earl voted for it.*

Larry O. brings-up the family pot-luck picnic. It's June 14th. That's the day before Father's Day.

King Soopers report: Will get a check for \$270. Club spent ~\$5411. (5% of total) Larry O. has 5 cards left if you want one.

Dawn Patrol club (IMAA) is coming up on their annual visit. They have a picnic and then come to our field in the afternoon. This will be on April 12th.

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Larry O. went to the District IX Denver Council meeting. Some AMA bigwigs were there. Presidents from most of the area clubs were also in attendance. Crosswinds not there because they don't like AMA. Larry talked about Associate Memberships (see meeting notes from last month for details). The other presidents will go back to their clubs to talk about it with their members.

Interesting Story about "Eddie"

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean.

Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now.

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp.

Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that lanky frame standing there on the end of the pier.

Before long, dozens of seagulls have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. As he does, if you listen closely, you can hear him say with a smile, 'Thank you. Thank you.'

In a few short minutes the bucket is empty. But Ed doesn't leave. He stands there lost in thought, as though transported to another time and place.

When he finally turns around and begins to walk back toward the beach, a few of the birds hop along the pier with him until he gets to the stairs, and then they, too, fly away. And old Ed quietly makes his way down to the end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water Ed might seem like 'a funny old duck,' as my dad used to say. Or, to onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportant ... maybe even a lot of nonsense.

Old folks often do strange things, at least in the eyes of Boomers and Busters. Most of them would probably write Old Ed off, down there in Florida. That's too bad. They'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero in World War I, and then he was in WWII. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived crawled out of their plane, and climbed into a life raft.

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Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger and thirst. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land and no one knew where they were or even if they were alive. Every day across America millions wondered and prayed that Eddie Rickenbacker might somehow be found alive.

The men adrift needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged on. All he could hear was the slap of the waves against the raft...

Suddenly, Eddie felt something land on the top of his cap.
It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal of it - a very slight meal for eight men. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait . . . and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued after 24 days at sea.

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first life-saving seagull... And he never stopped saying, 'Thank you.' That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.

Reference:

(Max Lucado, "In The Eye of the Storm", pp..221, 225-226)

PS: Eddie Rickenbacker was the founder of Eastern Airlines. Before WWI he was race car driver. In WWI he was a pilot and became America's first ace. In WWII he was an instructor and military adviser, and he flew missions with the combat pilots. Eddie Rickenbacker is a true American hero. And now you know another story about the trials and sacrifices that brave men have endured for your freedom.

It is a great story that many don't know...You've got to be careful with old guys, You just never know what they have done during their lifetime.



HISTORIC AVIATION

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



2014 Club Officers

| | |
|------------------|--------------------|
| President | Larry Ott |
| Vice Pres | Jeff Griego |
| Treasure | Tom Glaess |

| | |
|--------------------------|---------------------|
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| 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 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:



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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.