

AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

Its June and the year is nearly half over. The longest day of the year is coming up on the 20th and the sun will not set until 8:30 pm. I have been flying in the evenings several times a week lately and it always amazes me that I am the only person at the flying field most nights. If you get the urge to fly and want to join me, come on out. Sometimes the wind even calms down a bit.

We had the annual Pot Luck picnic last Saturday, June 9th and it was a beautiful day. Lots of members and their families came out for a day at the flying field, some lunch, some flying and lots of visiting. It was a great day and a great opportunity to catch up with what other members have been doing. If you couldn't attend, try to join us next time, we missed having you there.

I have been very busy practicing for and flying in both pattern and IMAC events. As a matter of fact, M.A.S. has been well represented at every event this year with several members competing. There are two more events coming up. The 1st is the Arvada Pattern Challenge on June 23 and 24 and then the Mile High IMAC event on August 4 and 5. If you have an interest in giving either pattern or IMAC a try look me up and I will be happy to show you how it works and help you learn how to do the maneuvers. I think it is great fun and there is no doubt, it will help you become a better flier.

At the May meeting we started talking about the Adams County Fair and Kids Day. Both events are in August, so we still have time to get ready. We decided that the flyer for Kids Day and the Club Tri-fold handout were in need of an update. I completed the Kids Day flyer and showed it to everyone at the picnic. Other than a change to the directions to the flying field, it was well received. I will go ahead and make up copies for distribution to the local hobby shops. I also have a draft of the Tri-fold handout that I will bring to the flying field this weekend. Both were refreshed with new pictures and a bit more color to make them more appealing.

We also talked about, and approved, two field improvement projects. The 1st is a holdover from May when we discussed having the entrance to the site redone with crushed asphalt. I am happy to report that it was done this past Monday and looks good. This should eliminate the entrance being washed out by rain and creating a muddy mess. The 2nd project in to put carpet on the two uncovered tables at the south end of the pit area. Once we get the carpet, I will schedule a day to get it installed. It will not take long to do and will not interrupt normal flying.

There are several events coming up later this month:

The 16th annual Pluckrose Fly In, hosted by Mile High RC on Saturday, June 16th.

The 3rd annual Warbird Fun Fly, hosted by Crosswinds RC on Saturday, June 23rd.

The Warbirds over Pikes Peak, hosted by Pikes Peak R/C on June 23-24, in Falcon, CO.

The Colorado Pattern Challenge, hosted by the Arvada Associated Modelers on June 23-24.

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

Upcoming meetings and events

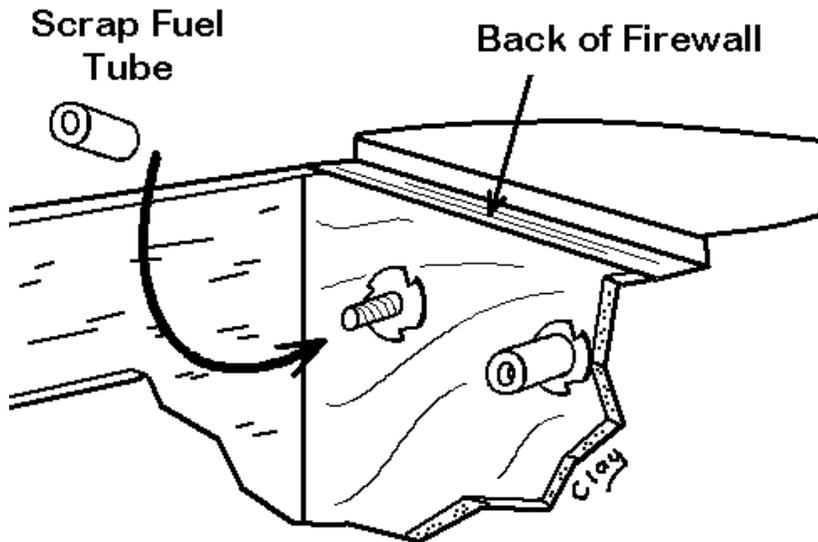
June 28th Meeting
July 26th Meeting
August 1-5 - Adams County Fair
August 11th - M.A.S. Annual Kids Day event
Sep 8th - M.A.S. Combat event

Tips & Tricks

Protect Fuel Lines in the Tank Compartment

A recent magazine had a tip by a modeler on how to protect fuel tank lines from the protruding bolts coming through the firewall from the engine mount . His solution was to glue in a dowel where each bolt will go, and then just tap the dowel for the bolts. The dowels then covered up the bolts and protected the fuel lines.

Here's a solution that may be just a bit easier! Go ahead and mount the engine mount in your usual way, with blind nuts. The protruding bolt ends may be "padded" by slipping on a short piece of fuel tubing over each. ...Clay



Pad Pesky Protruding Bolts!



May Meeting Notes

We had a very light turnout for the meeting. Only 7 members and 3 officers were present.

I wanted to let every know that Joshua Walters should not be allowed to fly at our field. He paid his dues, but the check bounced (and cost us money because of the bank fees). He has not offered to repay his dues, so he's no longer a member. If you see him at the field, please tell him to leave and contact me.

The iMac meet went well. It was covered in the last newsletter, but we wanted to thank everyone again who helped out. On the money side of things, we spent \$416.67. We took in \$852 plus a \$250 donation from Aeroworks. All-in-all, not bad.

Jeff talked to the rock/asphalt company. It turns out they never got Jeff's fax, so the deal to do the gate area wasn't made. Jeff got a hold of them and verbally agreed to doing the gate area. Scheduling will be next week. Jeff told them Thurs. or Fri. is best day to do it. It will be \$248.

The mower battery was dead. Larry Stoughton charged it (Thanks Larry). The engine then started, but it was full of mouse nests. Bob S. wanted to remind everyone that that engine needs priming on the first start of season: take off the air filter, put in a little gas (1/4 oz) and then it will start.

The Family Picnic is June 9th. Just some food and some flying, nothing special planned. The club will buy the meat (burgers and dogs). Everyone else, bring sides. The club will get buns, water and soda. A motion to do all that passes.

Adams County Fair. Lee is getting people signed-up. If we're in the program, we'll fly. The usual sign-up sheet will be at field. Don't be bashful; sign-up.

Motion to pay \$250 for carpeting remaining tables. Motion passes. There wasn't anyone named to actually purchase the carpet or do the work.

It was a nice, short meeting. That's all for this month.



HISTORIC AVIATION

Neptune

History: First flown on 17 May 1945, the Neptune was designed as a maritime patrol and anti-submarine warfare aircraft, and this dictated that it have extreme endurance and range, in addition to a large internal weapons bay, defensive capabilities and good short-field capability. Its design featured high-aspect ratio wings, a large fuel load and powerful engines -- a combination which eventually resulted in a production Neptune setting a world distance record of 11,235 miles in 1946, by flying nonstop and un-refueled from Perth, Australia to Columbus, Ohio, USA.

Although the Neptune just missed involvement in WWII, it was used extensively in both the Korean War and the Vietnam War, becoming the standard Anti-Submarine Warfare platform for not only the USA but the Netherlands, Japan and many other nations. In addition to the first production model, the **P2V-1**, many, many additional variants were produced, serving in such roles as Airborne Early Warning (**P2V-3W / P-2D**), Nuclear weapons carrier (**P2V-3C**), VIP transport (**P2V-3Z**), Special-sensor aircraft (**OP-2E/AP-2E**), Drone controller (**DP-2E / DP-2H**), crew trainer (**TP-2F**), Antarctic ski-plane (**LP-2J**), Electronic surveillance (**RB-69A**), Target tug (**UP-2J**) and Gunship (**AP-2H**).

Today, at least 40 P-2s still serve in civilian roles, mostly as firebombers in the USA. A few are pure warbirds, providing their proud owners with the great range, endurance and utility that defined the Neptune's success while in military service.

Nicknames: *Owashi* ("Giant Eagle") (Japanese Maritime Self-Defense Force designation); *Firestar* (SP-2H fire-bomber developed by Aero Union, Chico, California.)

Specifications (P2V-7 / P-2H):

Engines: Two 3,500-hp Wright R-3350-32 turbo-compound radial piston engines, plus two 3,400-lb thrust Westinghouse J34-WE-36 auxiliary turbojets.

Weight: Empty 49,935 lbs., Max Takeoff 79,895 lbs.

Wing Span: 103ft. 10in.

Length: 91ft. 8in.

Height: 29ft. 4in.

Performance:

Maximum Speed: 403 mph at 14,000 ft.

Ceiling: 22,000 ft.

Range: 3,685 miles

Armament: Two 12.7-mm (0.5-inch) machine guns in dorsal turret, plus rack for underwing rockets, and up to 8,000 lbs of bombs, depth charges or torpedoes.

Number Built: 1,181.

Number Still Airworthy: ~40.



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**
gbhodes58@msn.com

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:

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 gbhodes58@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.