



Hangar Talk

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From the President

Meeting Minutes

P-51D Mustang

As I stated last month, I haven't been out flying this year as would have liked. But when I do get out, I always bring my Apprentice along in case I meet someone that wants to try R/C. Or, as happened last Sunday, a new member that is not quite ready to fly without help. He had a new trainer but I was the only other pilot at the airfield and as you know, I fly mode 1. So, I slapped a battery in the Apprentice and got him in the air. Your wondering how, well, I have a master TX on mode 1 and the slave is mode 2. Our new member got about 20 minutes of stick time and will be ready to fly his own plane soon.

The Arvada Pattern Challenge took place on June 21 and 22. The weather was great, but only 11 entrants registered. It seems all of the aerobatic events this year are suffering from a low turnout. I hope it is a lull and not a trend. Joe Pirozzoli still ran a great event and everyone that attended went away pleased. Thanks to Joe and the Arvada club for hosting the event.

Our ^{2nd} annual Prairie Dog Pattern Classic event was this past weekend and we also had a lower turnout than last year with 11 pilots. The weather was threatening all day Saturday, but never bothered us until the end of the flying for the day. Myself and Joe Pirozzoli barely completed our flights and took cover as a gale force wind arrived. We planned to only serve lunch on Saturday, but we had so much food left over, we decided to offer lunch on Sunday for \$2. That put a few extra bucks into the pot and everyone had a chance to eat before we completed the final rounds. We also had a drawing on Sunday for a Real Flight 7 SIM and some cash. I really want to thank the club members that came out on Saturday and Sunday to help. Bob and Lee's efforts to get the work out for workers really paid off, everything went smoothly and the airfield was cleaned up before we left. Thanks to all of you.

The Adams County Fair and Kids Day are coming up soon. We still have some open time slots that need to be filled for the fair. Please check the sign up sheet at the airfield, it's inside the clubhouse, and help us out. Kids Day is the weekend after the fair and its success primarily depends on the promotional work done at the fair. We have also decided to extend the same membership offer this year as we did last year, i.e., join before the end of 2014 for \$67.50 and you will be a member for all of 2015. I will have this year's flyers with me this weekend and for the fair. I hope we have as many "kids" come out and take a turn at the sticks this year as we did last year. We will have a sign up sheet for Kids Day at the airfield soon and at the next club meeting. If you have experience training new pilots, please consider coming out to help. If not, there is a need for helpers to coordinate the flight lines, do pre-flight briefings, cooking lunch and general setup and tear down chores.

Upcoming meetings and events

July 24th Meeting

July 30—Aug 3rd
Adams county fair

August 11, kids day

August 28th Meeting

Here are some up coming events:

Old Farts Fun Fly – Jefco Aeromod'lers – July 26th

Long Lake Float Fly – Arvada Associated Modelers – July 27th

Adams County Fair July 30th thru August 3rd

Mile High IMAC Challenge – Strassburg, CO – August 2 & 3

M.A.S. Kids Day – our field August 11

July Meeting Minutes

New Member Joe Elliot.

Much appreciation to Tom Glaess for all of his service to the Club. THANKS TOM!

2 new members. 1 from picnic

Motion to accept minutes, motion accepted.

Bob and Lee took charge of signup sheet for Pattern Contest.

Toilets Cleaned on Monday 6/23/14. One is locked now

Dennis – Info on King Soopers Card. 60 days with a zero balance the King Soopers card will be inactivated.

Old Business

Family picnic same number as last years. All had good time.

Pattern Contest in two weeks.

Adams County Fair. Lee updated current progress on signups. We currently have need for manning the booth in the evenings. See Lee or Bob to sign up. Dennis should have parking passes by July's meeting. Dennis also mentioned that there is a change for parking. Unless you have a handicapped parking permit, you cannot park in the east parking lot. See Dennis if you have any questions

Bob replaced a new wind generator last Tuesday 6/24/14. Wind Generator replaced under warranty.

Members are encouraged to review and make changes to the 2014 Kids day flyer. Larry Ott has printed 25 for review before final printing.

New Business

AMA communication about FAA – Larry read the AMA notice and FAA notice.



HISTORIC AVIATION

History: One of the most effective, famous and beautiful fighter aircraft of WWII, the P-51 was designed to fulfill a British requirement dated April 1940. Because of the rapidly-mounting clouds of war in Europe, the UK asked North American Aircraft to design and build a new fighter in only 120 days. The **NA-73X** prototype was produced in record time, but did not fly until 26 October 1940. The first RAF production models, designated **Mustang Mk Is**, underwent rigorous testing and evaluation, and it was found that the 1,100-hp Allison engine was well suited for low-altitude tactical reconnaissance, but the engine's power decreased dramatically above an altitude of 12,000 feet, making it a poor choice for air-to-air combat or interception roles. Because of this, the RAF left its eight machine guns intact, but also fitted the Mustang with cameras. In this configuration, it served in at least 23 RAF squadrons, beginning in April 1942.

At the same time, the US Army Air Corps ordered a small number for tactical reconnaissance evaluation as the **F-6A**. After the RAF found the aircraft's performance lacking, they tested a new engine, the 12-cylinder Rolls-Royce Merlin. This gave much-improved performance, and led to the USAAF fitting two airframes with 1,430-hp Packard-built Merlin V-1650 engines. These aircraft were re-designated **XP-51B**. Practically overnight, the aircraft's potential began to grow.

Since the RAF had had good success with the Mustang in a ground attack role, the USAAF bought 500 aircraft fitted with dive brakes and underwing weapons pylons. These were initially designated the **A-36A Apache**, but later retained the name Mustang. Almost simultaneously, they ordered 310 **P-51As** with Allison engines. Some of these were delivered to the UK as **Mustang Mk IIs**, and some became **F-6B** reconnaissance aircraft for the USAAF.

The first Merlin-engine versions appeared in 1943 with the **P-51B**, of which 1,988 were built in Inglewood, California, and the **P-51C**, of which 1,750 were built in Dallas, Texas. Both new versions had strengthened fuselages and four wing-mounted 12.7-mm machine guns. Many of these new Mustangs were delivered to the UK as **Mustang Mk IIIs**, and others went to the USAAF as **F-6Cs**. The Merlin-powered Mustangs were exactly what the Allied bombers in Europe desperately needed, and they became famous for their long range and potent high-altitude escort capability. The most significant variant, the **P-51D**, featured a 360-degree-view bubble canopy, a modified rear fuselage, and six 12.77-mm machine guns. 7,956 were built, and once again, many went to the UK as **Mustang Mk IVs** and others became USAAF **F-6D** reconnaissance aircraft. Next came the **P-51K**, which was generally similar. A third of these became RAF **Mustang IVs** also, and over a hundred became **F-6Ks**. Very late in the war, the **P-51H** appeared, although only 555 of 2000 were completed before V-J Day caused the cancellation of the order. US production totaled 15,386, but at least 200 more were built by the Commonwealth Aircraft Corporation of Australia with imported parts and designated **Mustang Mk 20/21/22/23**. None of these saw service before the end of the war. Under the Lend-Lease program, 50 P-51s were supplied to China, and 40 more were supplied to the Netherlands in the Pacific theater.

After the war, the P-51 remained in US service with the Strategic Air Command until 1949, and with the Air National Guard and Reserves into the 1950s. It became one of the first fighters to see combat in the Korean War. The RAF's Fighter Command used them until 1946. In addition, over 50 air forces around the world acquired and used the Mustang for many more years, some as recently as the early 1980s. When the US Air Force realigned their aircraft designations in the 1950s, the Mustang became the **F-51**.

In the last 40 years, surplus Mustangs have been modified and used extensively as civilian air racers, but the latest trend is for private owners to restore them to almost perfect, historically-accurate condition. As public appreciation for the Mustang has grown, the monetary value of the few remaining examples has skyrocketed. War-surplus P-51s, once auctioned from storage for less than (US) \$2000, are now usually valued at three-quarters of a million dollars or more. The restoration of existing airframes has become a small industry in the US, UK and Australia, and the total number of flyable examples, despite one or two accidents each year, is growing. Several Mustangs have been or are currently being restored as two-seat, dual-control **TF-51s**, a trend which promises to ensure that today's operators are better-trained than any previous generation of Mustang pilots.

Nicknames: *Fifty One; 'Stang; Peter-Dash-Flash*

Specifications (P-51D):

Engine: One 1,695-hp Packard Merlin V-1650-7 piston V-12 engine

Weight: Empty 7,125 lbs., Max Takeoff 12,100 lbs.

Wing Span: 37ft. 0.5in.

Length: 32ft. 9.5in.

Height: 13ft. 8in.

Performance:

Maximum Speed: 437 mph

Ceiling: 41,900 ft.

Range: 1300 miles

Armament: Six 12.7-mm (0.5 inch) wing-mounted machine guns, plus up to two 1,000-lb bombs or six 127-mm (5 inch) rockets.

Number Built: Approximately 15,018 (including ~200 built in Australia)

Number Still Airworthy: Approximately 150



2014 Club Officers

President **Larry Ott**
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 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.