



AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

September 24th Meeting

My opening paragraph from last October is still appropriate, so here it is.

I love the fall season. It brings the incredible beauty of the changing of the leaves and also cooler weather. It also means that there is only one more club meeting this year. Yes, the October meeting is the last until January 2016. Flying season is year round in Colorado, but when I lived in Chicago, flying season ended in November and thoughts turned to building. It was time to decide what projects you wanted to complete for next season. Do you still "build" or do you just do ARFs? Either way, its nearly time to put together your list for Santa. What's going to be on your list this year?

The October meeting is usually pretty quiet, and this year was no exception. We continued the discussion about the web site and Sean, our web master. Was there to participate. I think we agreed that we need a refresh, so we set a time and date to meet and go over the current site and how to change it. We met at my house on Monday the 5th. Attendees included Jeff Griego, Jeff Osborn, George Kerr, Larry Litsey, Sean Kennedy and myself. We spent nearly 3 hours reviewing the various options and learning how the site works from Sean. We didn't implement any changes yet, but I believe that we are much closer to having a plan. We will talk more about it at the next meeting.

The final bit of business was the nomination of officers for next year. Each office was opened for nominations and we ended up with two nominees for president, Mark Nicastle and Larry Litsey. Jeff Griego and Jeff Osborn both agreed to accept nominations for their respective offices. Neither Larry nor Mark were at the meeting, so I sent them an email informing them that they had been nominated. Unfortunately, Mark replied and declined. That leaves Larry Litsey as the only nominee for President at this time. If no other candidates come forth at the October meeting, the ballot will be set for the election.. I do not believe that any of the board members have expressed a desire to resign, so the initial slate of officers for the election is set. Nominations are still open next month up until we are ready to vote.

We talked about the annual Christmas party and unless there is a change, it will be on December the 5th at the Double Tree Inn in Platteville. I will send out a reminder when we get closer to the date.

That's all for this month. I hope to see you at the airfield and the last meeting of the year on October 22nd.



HISTORIC AVIATION

History: The P-39 single-seat fighter was, in all respects, a radical design for its day, and proved the adage, "Form follows function." It was designed around a 37mm T-9 cannon which, in order to maximize the airplane's forward firepower, was fitted to fire through the propeller hub. In order for the cannon to fit inside the nose, the engine was placed *behind* the cockpit, and drove the propeller via a long shaft which passed under the pilot's feet. The center-of-gravity shift caused by the engine's location resulted in the need for a tricycle landing gear arrangement, the first of its kind among WWII fighters.

The prototype **XP-39** first flew on 6 April 1938, and after several evaluation programs, some major modifications were made to the design, resulting in the first production version, the **P-39C**. This production version entered service with the US Army Air Corps in 1939, but was almost immediately upgraded to the **P-39D** model with self-sealing fuel tanks, more guns, and larger fuel capacity.

In July 1941, the Royal Air Force took delivery of the first of 675 P-39Ds (called the **Model 14** by the RAF) which they had ordered the year before. Shortly after delivery, however, the RAF realized that the aircraft had minimal performance characteristics without a turbocharger, an accessory that had been deleted early in the aircraft's development. It was too late to cancel the order, and only one RAF squadron (No. 601) ever flew it operationally. Over 250 of the others were sent to Russia, about 200 more were transferred to the US Army Air Force in Britain, and another 200 or so were sent back to America and designated as **P-400s**.

At least eight additional variants were later built. Most changes to the original design involved new engines and propellers, but otherwise the airframe remained very much the same over its production life. The **P-39N** and **P-39Q** were built for the Russian air force under the Lend-Lease military assistance program, and 4,773 Airacobras were delivered to Russia by American and Russian ferry pilots. Seven P-39s were designated as the **F2L** and used as US Navy target drones. The Airacobra served successfully in the ground-attack role in North Africa, and in the Pacific theater, until more powerful fighters began replacing it in 1944. Other nations which acquired P-39s included Portugal, France, and Italy. The Airacobra, though hampered by its lack of a turbocharger, was a very satisfactory low-altitude attack airplane, and served as faithfully as any other combat aircraft.

Nicknames: *Caribou* (RAF), *Britchik* (i.e. "Little Shaver") (Russian nickname). "Shaving" was slang for "low-level strafing."

Specifications (P-39M):

Engine: 1200hp Allison V-1710-83 inline piston engine

Weight: Empty 5,610 lbs., Max Takeoff 8,400 lbs.

Wing Span: 34ft. 0 in.

Length: 30ft. 2 in.

Height: 11ft. 10 in.

Performance:

Maximum Speed at 9500ft: 386 mph

Cruising Speed: 200 mph

Ceiling: 36,000 ft

Range: 650 miles

Armament:

One 37mm T9 cannon

Two 12.7mm (0.5 inch) machine guns

Four 7.62mm (0.3 inch) machine guns

One 500 lb bomb

Number Built: 9,558

Number Still Airworthy: 2



2015 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 Echo Park Automotive, 500 East 104th 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. Check out the web page for more information.

<http://www.miniatureaerosporters.org>



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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.