



September 2018

Volume 31 Issue 9



Hangar Talk

August Meeting

Inside this issue:

Meeting minutes

B-25

- Call to order
- Treasury report – report given
- Attendance 6. Not enough for quorum
- Discussion re: email/registration. Jeff O needs to contact Shawn to fix registration link.
- Fair recap/kids day. Discussion around cost and events. Could not get attendance to man booth so not worth the cost.
- IIMAC recap. Larry Ott netted \$50.00
- Meeting Adjourned

More up coming events are posted on the M.A.S. website



HISTORIC AVIATION

History: The B-25 was made immortal on April 18, 1942, when it became the first United States aircraft to bomb the Japanese mainland. Commanded by Lieutenant Colonel James Doolittle, sixteen Mitchells took off from the aircraft carrier *USS Hornet*, flew 800 miles (1287 km) to Japan, and attacked their targets. Most made forced landings in China. They were the heaviest aircraft at the time to be flown from a ship at sea.

The B-25 was designed for the United States' Army Air Corps before the Second World War. The North American company had never designed a multi-engine bomber before. The original design had shoulder-mounted wings and a crew of three in a narrow fuselage. The USAAC then decided its new bomber would need a much larger payload -- double the original specifications. North American designers dropped the wing to the aircraft's mid-section, and widened the fuselage so the pilot and co-pilot could sit side-by-side. They also improved the cockpit. The USAAC ordered 140 aircraft of the new design right off the drawing board. There were at least six major variants of the Mitchell, from the initial **B-25A** and **B-25B**, with two power-operated two-gun turrets, to the autopilot-equipped **B-25C**, and the **B-25G** with 75mm cannon for use on anti-shipping missions. The British designated the B-25Bs as the **Mitchell I**, the B-25C and B-25Ds as the **Mitchell II**, and their B-25Js, with 12 heavy machineguns, as the **Mitchell III**. The US Navy and Marine Corps designated their hard-nosed B-25Js as the **PBJ-1J**. In the end, the B-25 became the most widely used American medium bomber of World War Two.

After the war, many B-25s were used as training aircraft. Between 1951 and 1954, 157 Mitchells were converted as flying classrooms for teaching the Hughes E-1 and E-5 fire control radar. They were also used as staff transport, utility, and navigator-trainer aircraft. The last B-25, a VIP transport, was retired from the USAF on May 21, 1960. Approximately 34 B-25 Mitchells remain flying today, most as warbirds, although at least one earns its keep in Hollywood as an aerial camera platform.

Nicknames: *Billy's Bomber* (after General Billy Mitchell); *Bank* (NATO code name for Russian Lend-Lease B-25s).

Specifications (B-25J):

Engines: Two 1,700-hp Wright R-2600-92 Cyclone radial piston engines

Weight: Empty 19,480 lbs., Max Takeoff 35,000 lbs.

Wing Span: 67ft. 7in.

Length: 52ft. 11in.

Height: 16ft. 4in.

Performance:

Maximum Speed at 13,000 ft: 272mph

Ceiling: 24,200 ft.

Range: 1,350 miles

Armament:

12 12.7-mm (0.5-inch) machine guns

4,000 pounds of bombs

2018 Club Officers

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Vice Pres **Jeremy Wehner**
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Web Page
<http://www.miniatureaerosportsers.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. 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.miniatureaerosportsers.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.