



# Hangar Talk

AMA Charter 1344  
Gold Leader Club

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## Meeting Minutes

First, we got a report on Larry. As of the meeting (and this writing) he's still in the hospital. He is doing better. He also looks better than he has in a while. Rumor has it he'll get out this Friday (Oct. 7<sup>th</sup>). Wish him luck and good health.

As usual, the September meeting is when the next year's officers and board members are nominated. Jeff G. graciously accepted the nomination to remain as VP. I accepted the nomination to stay on as Secretary/Treasurer. That left the nomination for President. Steve Graham was nominated but he declined. He says he can't be here regularly due to his work. Larry O. said "if nobody else goes for it." That was good enough (rigorous process, huh?) Larry is a current board member, so Steve G. says he'll take the vacant Board seat should Larry get elected in October.

As stated in the MAS Constitution, elections are at the October meeting. Any member can still run for any office at the October meeting. If you want to run for something, please come to the meeting.

Our IMAC contest next year will need to be before the end of July to count towards the regional standings. Steve G. and Larry O. will head-up the date change. Some area clubs are locked into their dates because they've had it for years, so it might be a challenge to get a good date. A motion was made and passed to let Steve and Larry set up the date.

MAS hosted and IMAC judging training class on September 25th. They used our field to hold a hands-on training event to show judges what things looked like in the air. The board approved this and it didn't seem to mess-up normal flying. Steve G. thanked the board for the approval.

Oct. 22<sup>nd</sup> is scheduled to be the Pumpkin Fly. Nobody agreed to head it up. The members present just said to show up and have some flights and dogs.

Lee told us that Larry F. was going to call about runway resurfacing. He forgot, so that now he's been reminded, he'll take care of it. More on this at the October meeting.

Steve G. won the drawing. He (in a first!) took a gift certificate to Hobby Town.

## Upcoming meetings and events

Club Meeting Oct 27th

Pumpkin Fly 22nd

January 1st 2012 Snow Bird

# HISTORIC AVIATION

**History:** In 1937, the US Army Air Force expressed a need for a new high-altitude fighter design. The Lockheed Company answered the call with their first military airplane, the **XP-38**, which first flew on 27 January 1939. This experimental prototype was shortly followed by full-scale production of the **P-38D**, which was equipped with one 37mm gun and four 12.7mm (0.5 inch) guns in the nose.

At the time of its initial delivery to the USAAF in the fall of 1941, the Lightning was the fastest fighter in the American inventory. 143 P-38Ds were also delivered to the Royal Air Force just after Pearl Harbor, but due to an American ban on the export of turbochargers, the contract was cancelled and the aircraft were returned. During its production run, over a dozen model variants of the P-38 were built. Most changes from the early D-model involved improved armament or increased load-carrying capability. The most-built version was the **P-38L**, of which 3923 were built. (It is a little-known fact that a small number of Lightnings were built under license by the Consolidated-Vultee Corporation. 2,000 airplanes were contracted, but production was halted on VJ-Day after only 113 had been built.)

The Lightning gained fame in the hands of Army Major Richard I. Bong, whose 40 aerial victories were scored in the P-38, making him the highest-scoring American ace of the war. P-38 pilots were also credited with the downing of Japanese Admiral Yamamoto.

The final variants of the Lightning design, the **F-4** and **F-5**, were photo-reconnaissance models used in Europe and the Far East. Pilots loved the airplane for its maneuverability, high-altitude capabilities and long flight endurance, which could reach almost 12 hours with a full external fuel load.

**Nicknames:** *Fork-Tailed Devil; Pathfinder* (P-38L carrying a nose-mounted Mickey radar.)

**Specifications (P-38J):**

Engine: Two 1475hp Allison V-1710-111/113 V-12 piston engines

Weight: Empty 12,800 lbs., Max Takeoff 21,600 lbs.

Wing Span: 52ft. 0in.

Length: 37ft. 10in.

Height: 9ft. 10in.

**Performance:**

Maximum Speed at 25,000ft: 414 mph

Service Ceiling: 44,000 ft

Normal Range: 450 miles

**Armament:**

One 20-mm cannon in nose

Four 12.7mm (0.5 inch) machine guns

Two 1600 lb. bombs



## 2011 Club Officers

<b>President</b>	<b>Larry Litsey</b>
<b>Vice Pres</b>	<b>Jeff Griego</b>
<b>Treasure</b>	<b>Tom Glaess</b>

<b>Board</b>	<b>Earl Keffler</b>
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<b>Board</b>	<b>Lee Overholt</b>
<b>kaover@comcast.net</b>	

**Field Maintenance**

**Newsletter Editor** **Gary Hodges**  
**gbhodges58@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 \$125 initiation fee charged to all new members. Every year after that Annual membership dues are \$90.

For membership information check out our web page:

<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:

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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.