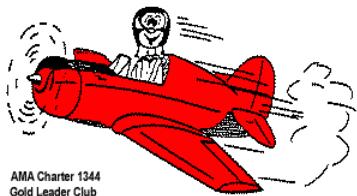


May 2012

Volume 24 Issue 5



AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

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IMAC Report

PBY Catalina

Its May already and it seems like the year is just flying by (pun intended). I hope you are all getting out to the airfield to pursue our great hobby/sport. If not, the weather is improving and its time to dust off those planes and bring them out to fly. I have been out a lot myself this spring and have seen many of you, I look forward to seeing many more of you in the months to come.

If you have a plane that has not flown this year, please take the time to check it out thoroughly before you try to fly it. Check the hinges, the servos and especially the batteries to insure they are working properly. Do a radio range check too. A little preventive maintenance can mean the difference between an enjoyable day of flying and the loss of an aircraft.

At the April meeting we reviewed the spring cleanup and talked about the things that still need to be done. Nothing urgent but items that will need to be attended to in the future. One is the ongoing investigation of getting some crushed asphalt for the parking lot and other low areas that collect water. Also the roof will need to be redone next year. Tom's minutes will have more details.

Our 2nd annual Lamar Steen Commemorative Challenge IMAC event took place last weekend. As I stated in my quick message on Monday, it was a huge success. I am still collecting the list of expenses, but it looks like we will have a nice addition to the treasury. For the most part, the weather cooperated pretty well. Saturday was very warm and got pretty windy at the end of the day. We had a nice lunch that was prepared by Steve Graham and served by Dennis, Jake and Jim. Lots of IMAC flying and 1 round of Free Style wrapped up the day. Sunday was a startling change with much cooler temps but still a great day for flying. We ended up flying 5 full rounds of competition over the two days and finished things up with the awards presentation at about 2:30. M.A.S was well represented with 5 members competing, 4 in Basic and 1 in Sportsman. Once again, a big thanks to all the members that came out to support the event, we couldn't do it without you. I am still waiting for a couple of the expense items to complete the financial statement, but we did very well again this year. Full report at the meeting.

Summer is coming and its not too soon to be thinking about the pot luck family picnic on June 9th and the Adams County Fair in August. We will have both events on the agenda for the next club meeting.

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

Upcoming meetings and events

- May 24th - club meeting
- June 9th - M.A.S. family picnic (pot luck)
- August 1-5 - Adams County Fair
- August 11th - M.A.S. Annual Kids Day event
- Sep 8th - M.A.S. Combat event

April Meeting Notes

Larry talked about all of the donations we've gotten for the IMAC contest. Aeroworks gave us check for \$250. Make sure you thank them when you see them. We also got donations from BMJR, Bob Smith, Chief Aircraft, Great Planes, Mercury adhesives, Micro Fasteners, Ronco, Sig, Tower Hobbies, Troy Built Models, and Radio Controlled Models.

Last year we had raffle at end of the contest. Larry suggests that volunteers and pilots put their name in a hat and we'll have random drawings during the day(s). That will be the plan this year. We'll also have 3 items in a drawing: \$100, \$50, and a transmitter case. Tickets will be \$1 each.

Steve G. is making pulled-pork for Saturday. Sunday will be Subway sandwiches. Workers will get free lunch each day. Pilots and spectators will pay \$5 each day. Dennis will be serving food.

We had a Work Party on April 21st. We got everything on the list done. Weeds sprayed, cattle guard cleared, shelf built in building, moved can crusher, cleaned building, etc. It was windy, so we didn't do the trash burning. Some members said that we are under burn ban, so we need to take the trash home instead of burning it.

Jeff researched the crushed asphalt that we talked about last month. The estimate came in a little higher than last month's quote. 3 options: cattle guard north 30' (paved) \$1332. (gravel) \$250. Wood pile north around the building \$165. Picnic (sidewalk south to end of pad) \$165. Behind tables to fence (whole length) \$1175. Gravel spread total: \$1750. This is guy bringing it and spreading it. Jeff will get quote on delivery without spread. We do the labor.

Bob S, Earl, and Larry F. Say we don't need anything except cattle guard. Larry L. disagrees. He says the paver area (between parking and pad) needs it. Maybe only do the entryways between the parking lot and the pad? Last month we approved \$250 for Jeff to spend. He can still do that which would cover the gravel the guard. There was a motion to get another 5 yards for doing the pit area (an additional \$100). That motion passed. Jeff will get the ball rolling so we can get it settled at next month's meeting.

Milo and Lee (neither were at the meeting) think we need a new roof next year. They were getting quotes. \$1500 quote for a steel roof. Don T. said he could do the shingle work, but he's never ripped a layer off. It has 3 layers now. The membership decided that we didn't need the roof this year, so we'll table the discussion for now.

Larry L. has the ability to get MAS decals for cars. Any color. Multiple colors too. The stickers can work either inside or outside of the vehicle. Let Larry L. know if you're interested.



IMAC Notes

I attended the MAS IMAC contest this past weekend. Other than being a bit light on judges, the contest went very well. I wanted to personally thank all of the MAS volunteers that came out and helped. I wanted to specially recognize Dennis L. for doing all of the food, George K. for handling all of the scoring, Scott S. for flight line safety, Greg B. and Jake M. for doing whatever was needed, and Larry O. and Steve G. for making the whole thing happen. It's a bunch of work and it wouldn't have happened without you all.

We had 15 pilots fly in the contest. 5 were from MAS: Larry O. (1st place Basic), Cliff S., Chris C., Steve G., and myself (2nd place Basic). Complete results will be posted at <http://www.mini-iac.com/RegionsNA/Southwest/SWContestResults/tbid/106/Default.aspx>

The wind was not kind to us either day. Saturday was warm and windy and it got unflyable late in the afternoon. Sunday was cold and breezy for the morning. We did beat the rain though, so we had five full flight rounds, one round of Unknowns and one round of Freestyle.

When it was all done, all of the donated prizes had been handed out and the drawing winners got their cash. I'll have financial results at the May meeting.

Thanks again everyone.



HISTORIC AVIATION

From its introduction to U.S. Naval service in 1936, through its continued international military use into the 1970's, to the recent retirement of the last civilian fire-bomber, the Consolidated **PBY Catalina** has served a distinguished career as one of the most rugged and versatile aircraft in U.S. history. It was created in response to the U.S. Navy's 1933 request for a prototype to replace the Consolidated P2Y and the Martin P3M with a new patrol-bomber flying boat with extended range and greater load capacity.

The Catalina was created under the guidance of the brilliant aero-engineer Isaac Macklin Laddon. The new design introduced internal wing bracing, which greatly reduced the need for drag-producing struts and bracing wires. A significant improvement over its predecessors, it had a range of 2,545 miles, and a maximum take-off weight of 35,420 lbs. In 1939 the Navy considered discontinuing its use in favor of proposed replacements. The Catalina remained in production, however, because of massive orders placed by Britain, Canada, Australia, France, and the Netherlands. These countries desperately needed reliable patrol planes in their eleventh-hour preparations for WW II. Far from replacing the PBY, the Navy placed its largest single order since WW I for an aircraft.

Over the years, numerous improvements were made to the design. An amphibious version, the **PBY-5A**, was developed in 1939, through the addition of a retractable tricycle undercarriage. The **PBY-6A** featured hydrodynamic improvements designed by the Naval Aircraft Factory. The Soviet Union produced a license-built version for their Navy called the **GST** and powered by Mikulin M-62 radial engines. Boeing Aircraft of Canada built the **PB2B-1** and **PB2B-2** ("Canso"), and a derivative of the PBY-5A was built by Canadian Vickers. In US Army Air Force service, the aircraft was known as the **OA-10A** (PBY-5A) and **OA-10B** (PBY-6A). The Royal Air Force's Coastal Command flew Catalinas under the designations **Catalina Mk I/II/III/IV**.

A total of approximately 4000 Catalinas were built between 1936 and 1945. Because of their worldwide popularity, there was scarcely a maritime battle in WW II in which they were not involved. The PBY had its vulnerabilities: it was slow, with a maximum speed of 179 mph, and with no crew armor or self-sealing tanks, it was highly vulnerable to anti-aircraft attack. However it was these weaknesses, coincident with the development of effective radar, and Japanese reliance on night transport, which led to the development of the "Black Cat Squadrons." These crews performed nighttime search and attack missions in their black-painted PBYs. The tactics were spectacularly successful and seriously disrupted the flow of supplies and personnel to Japanese island bases. The Catalinas also proved effective in search and rescue missions, code-named "Dumbo." Small detachments (normally of three PBYs) routinely orbited on stand-by near targeted combat areas. One detachment based in the Solomon islands rescued 161 airmen between January 1 and August 15, 1943, and successes increased steadily as equipment and tactics improved. After WW II, the PBY continued its search and rescue service in many Central and South American countries, as well as in Denmark, until the 1970's.

The Catalina has also proved useful in civilian service: in scheduled passenger flights in Alaska and the Caribbean, in geo-physical survey, and mostly, in fire-bombing for the U.S. Forest Service until the recent retirement of the last PBY. Through its long and varied service, the Consolidated PBY Catalina has earned its reputation as the workhorse of naval aviation. [History by [Kate Muldoon](#)]

Specifications (PBY-5A):

Engines: Two 1,200-hp Pratt & Whitney R-1830-92 Twin Wasp radial piston engines

Weight: Empty 20,910 lbs., Max Takeoff 35,420 lbs.

Wing Span: 104ft. 0in.

Length: 63ft. 10.5in.

Height: 20ft. 2in.

Performance:

Maximum Speed: 179 mph

Long-Range Cruising Speed: 117 mph

Ceiling: 14,700 ft.

Range: 2,545 miles

Armament:

Five 7.62-mm (0.3-inch) machine guns

Up to 4,000 pounds of bombs or depth charges



2012 Club Officers

President	Larry Ott
Vice Pres	Jeff Griego
Treasure	Tom Glaess

Board	Earl Keffler
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Board	Steve Graham
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Board	Lee Overholt
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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 \$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
gbhodges58@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.