

Hangar Talk

Volume 15, Issue 10

October 2004

****!*** NEXT CLUB MEETING: Sunday,
October 24, 2004 at the at MAS airfield noon.. BBQ lunch and officer
elections. **!*****

From the President

October. The Equinox was last month. Not only are the days getting shorter and shorter since June, now they are really getting noticeably shorter. And it is DARK in the mornings. Oh well, we are half way to the shortest day and then they start getting longer in December again. Don't forget to fall back with your clocks on the 31st at 0200. Oh, and Halloween. Try not to forget that.

Weather out near the club included tornadoes in the last couple days. A good President probably better get out there and see if the runway blew away. Or maybe got stretched out, wouldn't that be news? Hope it didn't blow away our gate. What if lightning struck and started our grass on fire; Again.

Seriously guys, I've enjoyed being the President for my term. Now it is someone else's turn. I hope the next guy or gal has as much fun.

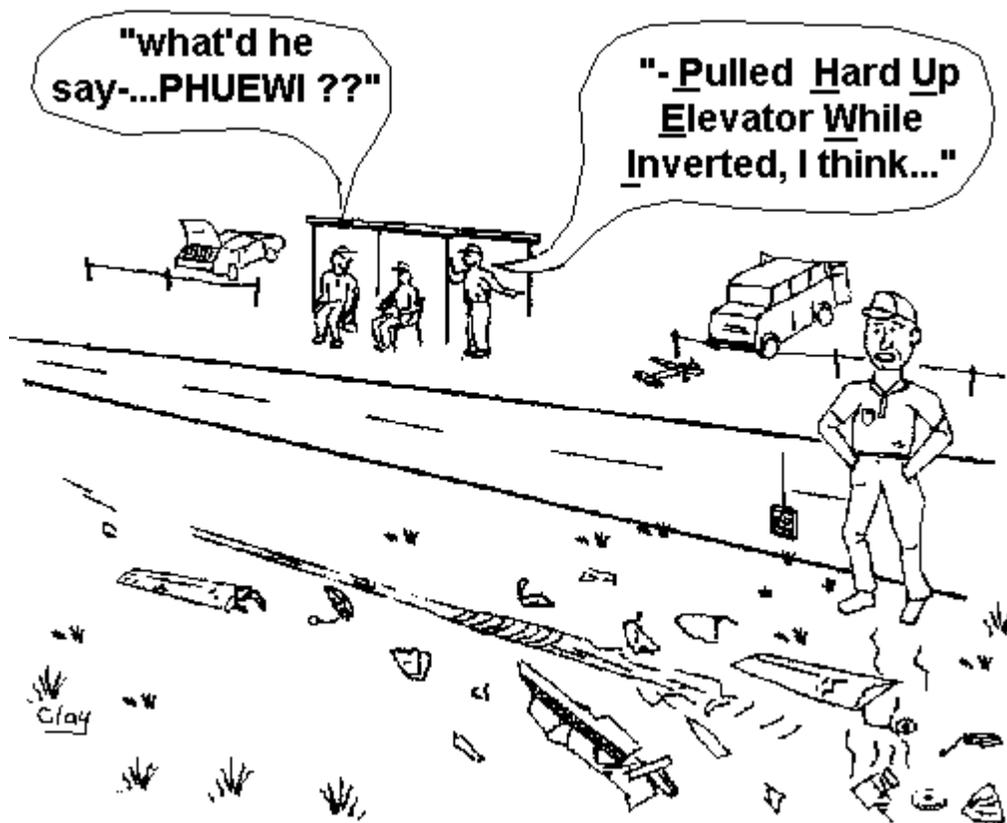
From the Editor

A quick reminder to all that club officers will be elected in the October meeting, so everyone be sure and attend. We are also holding a BBQ at the field that day in place of the usual banquet. Come on out for Burgers, Chicken, fun and elections.

On the serious side you should show up for officer elections, it's the time to chart the course of the club for the next year. No experience necessary, just a good loud voice.

Humor

Reminds me of something that happened at the fun fly.



from <http://www.mindspring.com/~cramskill/inktart.htm>

What's in a Name?

-by Clay Ramskill

Maybe the British got it right. They just give their military (and civilian, too) aircraft a name (like Spitfire) and let it go at that. If there are major modifications, then they will put a number behind the name of the plane, like Spitfire 9. This is a simple, easy to remember system, which also tends to allow citizens to sort of identify with their aircraft.

But not so here in the colonies. We Americans seem to require more, like some sort of designation to go along with the name. The word "Scorpion" just isn't enough- it has to be the F-89 Scorpion. "Stratojet" could not be enough, it had to be the B-47 Stratojet. Oh, yes, adding the designation does give you more information; in the case of the Scorpion, we can then know that this plane is a fighter, and was the 89th fighter bought by the Air Force. Likewise, a B-47 was the 47th bomber bought by the USAF.

Unfortunately, the Navy did not use the same system. Until the services were forced to adopt the same designation system in the 1960's, the Navy had a completely different way to designate their aircraft,

which was very confusing for those who were not too familiar with the military way of doing things! The Navy designations started much like the Air Force system, in that the first letter described the type of aircraft, i.e. "F" for fighter, "C" for cargo, and so on. It was the rest of the designation that was so different. The number following the aircraft type letter was the number of aircraft of that type the Navy had bought from the MANUFACTURER. And then the next digit was a letter denoting the manufacturer of that aircraft.

So for instance, the F6F Hellcat was a fighter, and was the 6th fighter that the Navy had bought from the manufacturer, Grumman. The letter "F" denoted Grumman. Likewise, the letter "B" denoted Boeing- so an F2B was the 2nd fighter that the Navy had bought from Boeing. A P2V was the second Patrol plane the Navy had acquired from Lockheed, denoted by the "V". For the first plane of any type, the number was just omitted. Thus, the first fighter obtained from North American ("J") was simply designated the FJ "Fury". The Douglas Skyraider was the first Attack plane bought from Douglas ("D"), and was therefore designated the AD.

Thoroughly confused? Oh, this can get to be fun. Let's take the 4th fighter the Navy had from various manufacturers. The F4B was a Boeing biplane. The wonderful little Grumman Wildcat was the F4F; the McDonnell Phantom 2 was the F4H. And we also had the Douglas Skyray, the F4D. Oh, and don't forget the Vought Corsair, the F4U!

Now, wasn't that fun? Let's do another. The Navy called their bombers "attack" planes, the type designation being "A". For the third one bought from various manufacturers, we have: The A3D Skywarrior, a twin engine jet from Douglas, and the A3J Vigilante, a supersonic bomber from North American. But there were also torpedo bombers- these got a "T" for the first letter. The famous Avenger of WW2 fame was the first of its type bought from Grumman, and was therefore designated the TBF. Interestingly, the TBM was the same aircraft, manufactured by General Motors during the war!

The two services also differed in how they added modifications in the design to the designations. An Air Force modification to the P-51, for instance, would show up as a letter added to the initial designation, like P-51B. A Navy modification would usually be added as a dash, then a number, like F8U-2.

Alas, everything changed though, in about 1960. Designations for Air Force and Navy planes would be the same, and later most of the numbering systems were "sort of" reset to zero. Many of the Navy planes in the inventory were able to keep a recognizable number; the F8U Crusader, for instance, simply became the F-8; the A4D Skyhawk then was just an A-4. There had to be some changes, though. We've already noted two A3's; these were both in the inventory at the time of the designation changes. The A3D Skywarrior kept the A-3 designation, the A3J Vigilante became the A-5. Any differences between Air Force and Navy versions of the same plane were taken care of in the modification letter. An A-7D was the USAF version of the Corsair 2, an A-7E was a Navy version.

The present system for numbering our military aircraft, then, is far simpler and more logical than what we saw in the past. But where's the romance- the oddities? Where did all the "pursuit" planes go? And just what kind of plane drops torpedos?

From <http://www.mindspring.com/~cramskill/inktart.htm>

From the field



Anyone see some water?



Well actually this is my second Astro Hog..



Nice looking plane...



This one looks really new..



How many pilots does it take to steer a plane?



Isn't he supposed to be on the other side?

Classifieds:

For sale (still)

World Products Midget Mustang 60-90 size \$100 obo

Great Plane Cub clipped wing, Super Tigre (Italian) included 61 40-60 size \$150 obo

Airtronics 2 channel surface radio, brand new never been used. \$50

Super Tigre 61 (Italian) \$50

Contact: Gary Hodges 303 252 9587

Useful WWW links

<http://www.globalsecurity.org/military/systems/aircraft/index.html>

CLUB OFFICERS

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BOARD OF DIRECTORS

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Mark Nicastle	659-0595
John Dodge	654-1912

UPCOMING EVENTS

October 24	Meeting and BBQ at field	Noon
January 1 st	Snowbird flyin MAS Field	10 am
January 27 th	Meeting	7:00 pm
February 24 th	Meeting	7:00 pm
March 24 th	Meeting	7:00 pm

DIA Weather Line

303-342-0838

(Wind direction and speed will be given)

WEB page:

[http://home.comcast.net/~tglaess/.](http://home.comcast.net/~tglaess/)

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Things with Wings

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Serving the Northeast Denver Area the Miniature Aero Sportsters flying site sits on 100 acres with a 400 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. **May through August** the meetings are held **at the air field**. All other times meetings are held at the church in the old Safeway center at North Washington and Eppinger in Thornton 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. Annual membership dues are \$80. There is a \$100 runway fee charged to all new members. For membership information email us at masmembers@msn.com. Or stop by the field on any Saturday or Sunday.

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.

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