



AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

Meeting Minutes

P-38 Lightning

It appears that the weather has finally warmed up and of course it is going straight to summer heat. It could hit 100 for the first time this week. The warm weather also brings more members out to the airfield and several members have renewed since last month. We are still a bit below where we ended 2012, but we are in good financial condition and I remain optimistic about the future of the club.

At the May meeting we approved the new lease for the airfield and voted to have the cracks on the runway filled. On Saturday, I walked the runway and spoke to several members about repainting the lines. Randy was out and is going to check on what the county uses to stripe the roads. We also talked about the upcoming club events. First up is the club picnic on June 15. We will have lots of food and goodies and probably do a little flying too. Next up is the 1st annual Prairie Dog Classic Pattern event on July 13 & 14. After that we have the Adams County Fair and Kid's Day. Lots of activities and fun for the whole family.

Earl has been working on repairing the posts that surround the parking lot. Several of us have been assisting him, myself included, and it is coming along nicely. The west side is pretty well complete but he still needs to add a few new posts and re stretch the wire along the north and east side of the lot. There are 5 posts waiting to be cut to length and set into holes along the fence line and the wire needs to be stretched tight. I plan to bring some tools with me to the picnic and try to get the job done in the afternoon. If anyone wants to stay a little while and help, that would be most appreciated. It will count toward your work bond.

As I did last summer, I have been very busy practicing my both pattern and IMAC. I have a new plane for IMAC and am flying in new classes this year, so there is much to learn and. I attended the LAMA IMAC event last week along with several other club members. The Colorado weather gave us a complete blow out on Saturday, but we flew the necessary rounds on Sunday to make it official. The next event is the Arvada Pattern Challenge on June 22 and 23 and then on July 3 and 4, a group of 5 or 6 of us are going up to Rapid City SD to fly in their IMAC event. There is a great group of guys up in Rapid City and 3 of them came down to our event in May. I am very excited that some of our members are giving aerobatics a try and I am always willing to help anyone get started.

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

Larry O

Upcoming meetings and events

June 15 - MAS Family Picnic
(potluck at field)

June 27th - Meeting

July 13-14 - Pattern contest at
MAS field

July 31-Aug 4 - Adams County
Fair

Aug 10 - Kids day

May Meeting Notes

We have a new member. Everyone welcome William Schlueter. He is a friend of Jeff's. We have some other returning members; we are up to 52 now.

Some members have noticed that the gate lock is being left with the gate combo showing. Please make sure and spin the tumblers. It's too easy for somebody to come and look at the numbers and waltz right in later.

Larry gave us a rundown of the IMAC contest: There were 18 pilots. Saturday had some wind issues late in the day, so there were fewer flights that day. It also contributed to Sunday being a longer day than usual. There were concerns about aircraft altitude and our proximity to DIA. There was one flight was interrupted due to an over flight, but that was it this year. There were no complaints or anything at all from DIA.

Lots of MAS members volunteered their time to help out. **As a side note, all who volunteered are now done with their work bond for the year.** That being said, Saturday's setup was a bit rocky. Things weren't ready. The sun was also a problem in the morning.

The bottom line: The club made \$720 from the event. We'll have an extra toilet service to take out of that, but that's very good. The members at the meeting were very pleased. Total income from the event was \$1143. Expenses were \$423.

Adams County Fair: We need volunteers. As of the meeting, barely anyone has signed-up to help. The dates are July 31st - Aug 4th. We need people to man the booth.

Kids Day: August 10th.

Pattern Contest: July 13th and 14th. Donation letters have gone out, none have come back yet. Larry offered to help if you're interested in learning what it's about, how it works, or even some coaching if you want to try your hand at a sequence. If you catch me at the field, I can help you out too.

On that note, the Arvada club will be having a Pattern clinic / training day on June 9th. I've attended a few of these in the past and they are very helpful in learning how the contest works, how scoring works, and what you do to (and with) your plane. If you're interested in Pattern, go to this event on the 9th.

Runway repair: We've talked over some of the recent meetings about the cracks in the runway. Larry F. contacted some contractors. He found one that will do it for \$1200. This is not a resealing, just crack filling. The work is guaranteed for one year. A motion was made to do it. The motion passed. As you would expect, the field will be closed when it happens. **Look for an email announcing the closing sometime soon.**

Now for the big news: We finally have a lease. It took about 6 months! The cost is \$2544 for this year (ends in October) and it will go up 4% every year. The term is 10 years, and the state's cancellation policy is more favorable to us, so we should be good for a long time. If you'd like specifics, let me know and I'll get them to you.

Larry brought up the AMA 'idea' contest again. This is the one where the AMA will give our 5, \$100 prizes to folks who have the best ideas for promoting the hobby. June 30th is the deadline for the contest. Lee brought up the Fair/Kids day cycle we do every year. This promotes the hobby to a lot of people and even follows it up with letting people experience it for free. A motion to make that our suggestion to the AMA passes. Larry will write it up.

MAS Family Picnic: June 15th. Bring your plane and family members. Last year, the club provided meat, buns and drink, so we'll do that again. Everything else is pot luck. The event will start around 9am. Food will be around 11:30. Dennis will pick up the food. Larry will cook.

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



2013 Club Officers

President **Larry Ott**
Vice Pres **Jeff Griego**
Treasure **Tom Glaess**

Board **Earl Keffer**

Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**
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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:

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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.