



AMA Charter 1344
Gold Leader Club

Hangar Talk

Inside this issue:

From the President

P-40

Well, another great year at MAS has come and nearly gone. The membership continued to grow and we ended up with over 75 members. Several people have joined in the past 2 months and we have had inquiries from at least one person that is re-locating to Colorado next month.

Here are a few reasons why we had a great year..

- 1) We had another successful Kid's day with than last year with over 70 "Kids"
- 2) We held our 5th Annual Lamar Steen IMAC event
- 3) We held our 3rd Annual Prairie Dog Pattern Classic event
- 4) As I said at the top, our membership grew

It was a great year.

This is the time of year when I ask what projects you have planned for winter. Anything exciting? Is there something you have put off and are ready to work on? Let me know what you have on the building board, or assembly table. I would like to schedule a show and tell night at a club meeting next spring. It would be fun to see other members projects and also a chance to show off your own. I am hoping to have more time this winter to get my fleet back in flying condition. I didn't get much done last Winter or this Summer because I was so busy getting my new business off the ground.

We had a good turnout of members at the October meeting including 3 new members. We covered several important topics. First up was officer elections. There were no new nominations, so the slate of nominees won with ease. We do have a new, actually old, president, Larry Litsey. Larry L. was president when I joined the club and he will now take over the reins again. I want to thank all of you for the support you gave me while I was president and ask that you support Larry L. and the other officers and board members in 2016. I know that Larry, Jeff and Jeff will do their best to make next year another great year for M.A.S.

As a reminder, we will again have the ability to pay our club dues via Pay Pal. Jeff Osborn will be sending out an email with instructions on how to do it and where to send it.

We discussed some upcoming events. The club's annual Christmas dinner is on Saturday December the 5th at the Double Tree Restaurant on Highway 85 in Platteville. I will be there and I hope many of you will come out and join us. After that is our Snowbird event on January 1st. There will be food, a warm stove and weather permitting, we will compete for the coveted traveling trophy. Tradition dictates that the task required to take it home is kept secret until the day of the event, but it is always easy and a lot of fun. Warren won last year and will be on hand to pass the trophy on to the winner.

Dues are due

January 1st snow bird

January 30th meeting

The last bit of business for the year was to decide if we wanted to hold our IMAC and Pattern events again in 2016. A motion was made and passed to do so. I will submit the sanctions to AMA next month.

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

Larry



HISTORIC AVIATION

History: The P-40 fighter/bomber was the last of the famous "Hawk" line produced by Curtiss Aircraft in the 1930s and 1940s, and it shared certain design elements with its predecessors, the Hawk and Sparrowhawk. It was the third-most numerous US fighter of World War II. An early prototype version of the P-40 was the first American fighter capable of speeds greater than 300 mph. Design work on the aircraft began in 1937, but numerous experimental versions were tested and refined before the first production version of the P-40, the **Model 81**, appeared in May 1940. By September of that year, over 200 had been delivered to the Army Air Corps. 185 more were delivered to the United Kingdom in the fall of 1940, where they were designated the **Tomahawk Mk I**.

Early combat operations pointed to the need for more armor and self-sealing fuel tanks, which were included in the **P-40B** (called the **Tomahawk Mk IIA** in the UK). These improvements came at price: a significant loss of performance due to the extra weight. Further armor additions and fuel tank improvements added even more weight in the **P-40C (Tomahawk Mk IIB)**. Curtiss addressed the airplane's mounting performance problems with the introduction of the **P-40D (Kittyhawk Mk I)**, which was powered by a more powerful version of the Allison V-1710 engine, and had two additional wing-mounted guns. The engine change resulted in a slightly different external appearance, which was the reason the RAF re-named it from the Tomahawk to the Kittyhawk. Later, two more guns were added in the **P-40E (Kittyhawk Mk IA)**, and this version was used with great success (along with their mainstays, the earlier B-models) by General Claire Chenault's American Volunteer Group (The Flying Tigers) in China. Some additional models, each with slight improvements in engine power and armament, were the **P-40F** (with a 1300 hp Rolls-Royce Merlin engine), the **P-40G**, **P-40K (Kittyhawk Mk III)**, **P-40L**, **P-40M** and finally, the **P-40N**, of which 5200 were built (more than any other version.) While it was put to good use and was certainly numerous in most theaters of action in WWII, the P-40's performance was quickly eclipsed by the newer aircraft of the time, and it was not considered one of the "great fighters" of the war.

Nicknames: *Gipsy Rose Lee* (UK nickname for the P-40L)

Specifications: (P-40N):

Engine: 1360hp Allison V-1710-81 inline piston engine

Weight: Empty 6,000 lbs., Max Takeoff 11,400 lbs

Wing Span: 37ft. 4in.

Length: 33ft. 4in.

Height: 12ft. 4in.

Performance:

Maximum Speed at 10,000ft: 378mph

Ceiling: 38,000ft

Range: 840 miles (with no external tanks)

Armament:

Six 12.7mm (0.5-inch) wing-mounted machine guns

Up to 1,500lbs of bombs on three wing hard-points

Number Built: Approximately 15,000

Number Still Airworthy: 29



2015 Club Officers

President **Larry Litsey**
Vice Pres **Jeff Griego**
Treasure **Jeff Osborn**

Board **Earl Keffer**

Board **Steve Graham**

Board **Lee Overholt**

Field Maintenance

Newsletter Editor **Gary Hodges**

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 at Echo Park Automotive, 500 East 104th 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. Check out the web page for more information.

<http://www.miniatureaerosportsers.org>



HobbyTown USA
9120 Wadsworth Blvd
Westminster, CO 80021
Phone: (303) 431-0482
Email: htwestminster@mesanetworks.net

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.