



Hangar Talk

Inside this issue:

**Meeting minutes
PBY Catalina**

More up coming events
are posted on the
M.A.S. website

Work Day – April 22nd
Club Picnic – June 17th

March Meeting Minutes

Meeting called to order

Motion to approve minutes without amendments. Motion seconded. Motion approved.

Total Attendance 14

Treasury Report.

IMAAC and Pattern: George K is handling signups. Signup sheets going around

Bethesda June 13, 2017

Bob Salmon: Cost of reroof. Asphalt \$4000. Metal roof \$6200. Estimate per A and H roofing

Flyers Update – Need to allocate budget for producing and distributing flyers. Kids day. Contact boyscouts (Earl) and Larry L. civil air patrol. Larry Ott will print. George Kerr asked Larry Ott to produce. Larry Ott agreed to produce flyers.

North Metro Services. Nothing new still pending.

Meeting times and place. Lee will meet with Echo Park March 24, 2017 to see if we will continue to meet at Echo Park. President Jeff Griego changed meetings to 6:30pm at the Club Field effective May. Meetings for May, June, July, August and Sept possible.

Larry Litsey – Grant project update. Larry can't find paperwork we submitted. We are not eligible for grants due to our facilities not being open to the public 24/7.

Porta Poti – Lee authorized to call Bertsch Brothers and get them cleaned.

Budget – Jeff Osborn, Proposed budget presented. Club will vote approve the budget presented. Jeff Griego also wants to “take the temperature” of the club. Dennis Lesondak is concerned with an over reaction to raising the dues. George Kerr added proposed expenses.

Gathering at El Jardin. Bob S. would like to celebrate 4/12/17 @ 6:00pm.

Motion to adjourn, seconded. Meeting adjourned

HISTORIC AVIATION

History: 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, and many variants were produced under license by several different companies. 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 called the **PBV-1A** 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**. The Naval Aircraft Factory built a similar-looking version called the **PBN-1 Nomad** that can rightly be called a different aircraft, so extensive were the changes.



HISTORIC AVIATION

A total of approximately 4000 Catalinas and variants were built between 1936 and 1945. Because of their world-wide popularity, there was scarcely a maritime battle in WW II in which they were not involved. The PBV 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 PBVs. 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 PBVs) 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 WWII, the PBV 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 geophysical survey, and mostly, in fire-bombing for the U.S. Forest Service until the retirement of the last PBV in the early 1980s. Through its long and varied service, the Consolidated PBV Catalina and its numerous variants have earned their reputation as a workhorse of naval aviation.

Nicknames: *Cat*; *Mad Cat* (When outfitted with Magnetic Anomaly Detection Gear); *Black Cat* (Night Variant); *Pig Boat*; *P-Boat*; *Y-Boat* (Dutch Navy nickname); *Canso/Canso A* (Canadian designation); *Mop* (NATO designation for Soviet Lend-Lease PBVs).

Specifications (PBV-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



2016 Club Officers

President **Jeff Greigo**
Vice Pres **Jeremy Wehner**
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>



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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

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.