

# Hangar Talk

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## Upcoming meetings and events

August 28th Meeting

As we reach the half way point of August, we have completed the 2 biggest events of our year, the Adams county Fair and of course, Kid's Day.

But first a few notes from the July meeting. As usual, most of the meeting was devoted to final preparations for the fair and Kid's day, but I also gave a report on our pattern event and gave Jeff a nice check representing the proceeds. I reported that the club really came out to support the event and with the help, it ran very smoothly. A big hand for everyone that came out and pitched in. Thanks.

First, thanks to Bob and Lee for their recruiting efforts and to Dennis for his help as our liaison to the fair management. They always do a great job of making sure the booth is manned during the 5 days of the fair and they also found the pilots to perform demos each day. Its impossible to thank them enough for their efforts in up front planning and for the time they spend at the fair representing M.A.S. to the public. Lee told me that he has spoken to his contact on the county board and will continue to talk to him about some form of assistance to help pay for the maintenance of our airfield. We also need to thank all the members that participated in the manning of the booth and the flying demos. Everyone's contribution adds up to another huge success this year.

Wow! For the second year in a row, we helped over 100 "Kids" experience R/C flight. Here is a reprint of the article I wrote for the Model Aviation and sent out in an email.

"August 9<sup>th</sup> was the date of the Miniature Aero Sportsters annual Kid's Day. The weather was perfect and the club members came out early to take care of some last minute details before the Kid's started arriving. Thanks to Chris, we had signs posted at all the major intersections leading to the airfield, Dennis and Larry F. got the kitchen ready to prepare and serve 150 lunches. All of the club instructors got their aircraft assembled and fueled and ready for a busy day. Hank and his son setup the registration and the ground school and by 9:30 we were ready for the Kid's.

The next 6 to 7 hours was a blur as over 100 Kid's got a chance to fly an R/C model aircraft. Most of the time we had 4 or 5 planes in the air with 2 to 3 refueling on the ground. The Air Marshals did a great job of matching the waiting Kid's with an instructor and making sure that everyone got a turn to fly.

At 11:30 we took a break to serve lunch and to do some demos for the Kid's and spectators. We had a special guest this year, Tom Neff, our AMA District 9 AVP. Tom spent the morning helping Kid's fly his trainer aircraft and then brought out his turbine powered plane. The crowd loved the jet engine sound and the flight was a real treat. Next up was Steve Graham to show everyone what an aerobatic helicopter could do. The entire flight was choreographed to music and was spectacular. During the demos, our instructors had a chance to rest and get some lunch before getting back to work.

The afternoon was just as busy as the morning and we had a steady flow of Kid's until about 3:15 when some storm clouds and lightning forced us to stop flying.

This event and the Adams County Fair the week before, are 2 of the ways our club gives back to the community. At the fair we talk with hundreds of people and invite them to Kid's Day. At Kid's Day we give them a chance to experience R/C flight and a free lunch. These two events are truly club events, with participation of most of the members. A big thank you to all the M.A.S. members that helped make these events successful.”

Here are some upcoming events:

- 8/22-24 Sky Corral “Big Birds” (IMAA) - Sky Coral RC Club - Pueblo
- 8/23 Annual Warbirds Fun Fly - Crosswinds
- 9/6 Harvest Festival Air Show - Arvada Associated Modelers
- 9/12-14 Warbirds over the Rockies - Arvada Associated Modelers



July 24, 2014  
Club Meeting Minutes

Meeting called to order – Larry Ott

One guest Michael Baron

Current membership 65 . 4 joined since last meeting

Minutes adopted and seconded

Treasurer report given

Old business:

Wrap up on prairie dog pattern – 11 contestants

Adams County Fair – Bare minimum coverage for booth. Need more pilots for flying.

Discussed new parking rules and unloading for the Adams County Fair.

Kids Day, week after the fair. August 9, 2014. Ron Martin will not be able to do classroom. Need to fill ground school position.

Kids Day flyer was review and some changes made. Larry changed directions to be easier to navigate.

New Business:

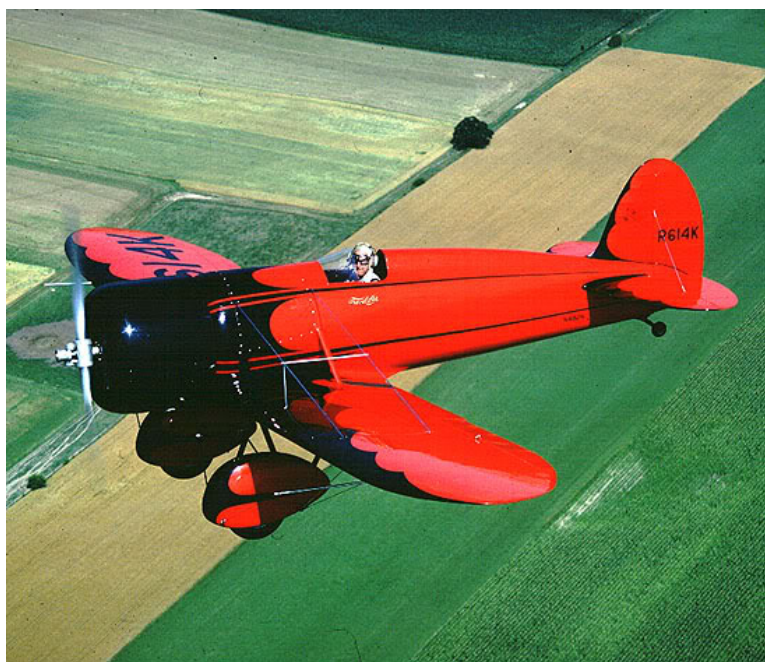
Steve Graham– Wind blew over trash today. There is a need to tie barrels so they do not blow down and spill over.

Steve Graham – Wants to do a helicopter fun fly. No one objected. Details TBA.

Inside of clubhouse. Larry and Jake agreed to paint. Estimated cost \$75 to \$125. Motion offered, seconded. Motion voted and unanimously approved.

Comment Period for FAA ruling has been extended. Please comment and let your views know.

Motion to adjourn.



# HISTORIC AVIATION

The **Type R "Mystery Ships"** were a series of wire-braced, low-wing racing airplanes built by the [Travel Air](#) company in the late 1920s and early 1930s. They were so called, because the first three aircraft of the series (R614K, R613K, B11D) were built entirely in secrecy.

In total, five Type Rs were built and flown by some of the most notable flyers of the day, including [Jimmy Doolittle](#), [Doug Davis](#), [Frank Hawks](#), and [Pancho Barnes](#), not only in races but also at air shows across the United States, and most notably, by Hawks in Europe.

The environment in air racing at the time was one of give and take with the military. A civilian designer would take an existing aircraft design, modify it for greater speed and enter it in the race. Since the military already had access to the fastest and most advanced aircraft available, it was simply a matter of upping the horsepower on whatever aircraft they were using and the problem was solved. This led to the military completely dominating the air racing scene. In an effort to combat this, two Travel Air designers; [Herb Rawdon](#) and Walter Burnham undertook proving that a civilian aircraft built from scratch and designed exclusively for racing (as opposed to combat or passenger/mail service) could out-fly the military.<sup>[2]</sup> Under construction during 1928, the aircraft was kept under cover prior to the 1929 Cleveland Air Races, with the builders even going so far painting the windows on the factory to keep the curious press from getting a look at it. The local Wichita paper picked up on the secret program, with one reporter even going so far as to scale a ladder to try to peek into the vents in the factory roof. The paper dubbed it the "Mystery Ship" and the name stuck with R (for Rawdon) added.<sup>[2]</sup> Rawdon and Burnham both knew that to approach Travel Air CEO [Walter Beech](#) would be fruitless, unless they hit him with the idea just before the air racing season began, so they designed the aircraft in their spare time, without pay until they could get Beech to agree to build the type.<sup>[2]</sup>

During an era when biplanes were still common, the use of a monoplane planform, a [NACA](#) engine cowl, and large wheel pants significantly reduced aerodynamic drag, creating a streamlined design. Construction of the fuselage and wings was based on a plywood structure with the thin wings braced with wires. The sleek, polished fuselage continued the shape and width of the cowl throughout, with the cockpit featuring a small windshield, set nearly flush with the skin. A turtle deck extended from the cockpit to the vertical tail creating a fairing for the helmeted head of the pilot.<sup>[2]</sup>

The first "Mystery Ship", NR614K (Race No. 31), was designed for both closed course and long distance racing. NR614K had two sets of wings, a shorter set of racing wings, about one and one half foot (.46m) shorter in span and three inches (7.62cm) narrower in chord than the set used for cross country events. R614K was destroyed when it caught fire before the 1931 Thompson Trophy race. The original long wings and tail now reside at the [Beechcraft Heritage Museum](#) in Tennessee and are on display at the museum.



NR614K | Copyright by Nick Dean | 2010-10-15 | KTHA | Airport-Data.com



The second Type R, NR-613K (Race No. 32) (called the "Mystery S") powered by a six-cylinder D-6 Chevrolair, manufactured by [Arthur Chevrolet](#) Aviation Motors Corporation of Indianapolis, Indiana. The six-cylinder air-cooled, inverted inline engine developed 165 hp at 2,175 rpm, and powered NR-613K to a win in the Experimental class at the 1929 National Air Races. NR-613K was later converted back to a radial-engined version by [Florence "Pancho" Barnes](#). [Paul Mantz](#) later purchased the aircraft and used it extensively in film work. Years later, Barnes bought it back in an auction where other pilots made sure nobody bid against her. It is currently undergoing restoration in the UK.

The third Mystery Ship, NR-482N (Race No. 35), was purchased by Shell for the use of Jimmy Hazlip and [Jimmy Doolittle](#). NR-614K's short wings were later purchased by Shell and were used, as required, on Doolittle's Race No. 400. NR-482N also crashed and was a complete loss.

"Texaco 13" displayed at the Museum of Science and Industry in Chicago.

The fourth Type R, NR-1313, purchased by the Texaco Company for [Frank Hawks](#) as "Texaco 13" became the most famous of the series, setting numerous long distance records both in the United States and internationally. "Texaco 13" is now displayed at the [Museum of Science and Industry](#) in Chicago.

A fifth Type R, 11717/MM185, was built at the request of the Italian government several years after the rest, after Hawks toured the European continent. After factory construction and testing, it was subsequently disassembled, shipped by boat to Italy and served as the basis for the [Breda Ba.27](#) fighter. <sup>[[citation needed](#)]</sup> It was later scrapped. The last Type R was built by Travel Air after it had been absorbed by Curtiss-Wright.

#### General characteristics

- **Crew:** One pilot
  - **Length:** 20 ft 2 in (6.15 m)
  - **Wingspan:** 27 (29) ft 8 (2) in (8.43 (8.89) m)
  - **Height:** 7 ft 9 in (2.36 m)
  - **Empty weight:** 1,475 lb (669.05 kg)
  - **Gross weight:** 1,940 lb (879.97 kg)
- Powerplant:** 1 × [Wright J-6-9](#), 300/400/425 hp (224 kW)

#### Performance

**Maximum speed:** 235 mph (394.29 km/h)



## 2014 Club Officers

<b>President</b>	<b>Larry Ott</b>
<b>Vice Pres</b>	<b>Jeff Griego</b>
<b>Treasure</b>	<b>Jeff Osborn</b>

<b>Board</b>	<b>Earl Keffer</b>
<b>Board</b>	<b>Steve Graham</b>
<b>Board</b>	<b>Lee Overholt</b>
<b>Field Maintenance</b>	
<b>Newsletter Editor</b>	<b>Gary Hodges</b>

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

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.