



Hangar Talk

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P-51 Mustang

From the President

I

The Pattern contest went really well and all the participants enjoyed it. There was only 4 club members who helped on Saturday and 3 on Sunday due to one individuals prior commitment. Steve Graham cooks some awesome Brats. Everyone (including the participants) pitched in and it all got done.

I don't know who graded the road, but it looks great.

We are attempting to put together a grant again this year, if you have input, or are willing to help work on it, let one of the club officers know. Also, be aware that this month is the month for nominations for club officer elections in October. I will not be running for re-election this year.

Double L

September 22nd Meeting

October 27th Meeting



August Meeting Minutes

- Meeting called to order
- No guests or new members.
- Total Attendance 13
- Meeting minutes. Motion to accept minutes, seconded by Bob Salmon, motion to approved accepted.
- Adams County Fair – All went well. Those who were there enjoy themselves. Bob Salmon had couple of comments. Those who signed up showed up on time. Bob thanked all who attended. Especially Larry Ott who provided the flyers. Special thanks to Bob Salmon for coordinating the fair. Larry L wanted to thank Bob S and Lee Overholt. Larry L wants others to step up and take over or there is a possibility of not attending future Fairs.
- Kids Day – Reported Success. Lost an airplane or Two. Special Thanks to Steve Graham who took attendees under his wing and made sure that everyone flew. Having a “copilot” is key to taking a load off of the Pilots. The “Copilot” would be “hand over hand” on the student. This helps the “student” get the hang of the controls. Thanks to Dennis “the cook” and Larry L for all the food service.
- Pattern Contest: This weekend August 27/28. We need help setting up. We need scribes. Dennis L will not be available to cook.
- New Business:
- Grant Proposal to Adams County. Larry L is going to get a hold of AMA to assist in writing the grant proposal. We need everyone to think of things/issues to include proposal. (i.e. new roof, road topping for entrance/parking lot, toilet services, solar station for electricity, Tractor and mower and Shed to house the mower/tractor. Community outreach.
- Nominations for Club officers. Nominations will be taken at the September meeting.
- Steve Graham – We had a request from Avamere health care. They would like to attend an event on Sept 13. Steve is asking for volunteers.
- Motion to adjourn, seconded. Meeting adjourned.

HISTORIC AVIATION

History: One of the most effective, famous and beautiful fighter aircraft of WWII, the P-51 was designed to fulfill a British requirement dated April 1940. Because of the rapidly-mounting clouds of war in Europe, the UK asked North American Aircraft to design and build a new fighter in only 120 days. The **NA-73X** prototype was produced in record time, but did not fly until 26 October 1940. The first RAF production models, designated **Mustang Mk Is**, underwent rigorous testing and evaluation, and it was found that the 1,100-hp Allison engine was well suited for low-altitude tactical reconnaissance, but the engine's power decreased dramatically above an altitude of 12,000 feet, making it a poor choice for air-to-air combat or interception roles. Because of this, the RAF left its eight machine guns intact, but also fitted the Mustang with cameras. In this configuration, it served in at least 23 RAF squadrons, beginning in April 1942.

At the same time, the US Army Air Corps ordered a small number for tactical reconnaissance evaluation as the **F-6A**. After the RAF found the aircraft's performance lacking, they tested a new engine, the 12-cylinder Rolls-Royce Merlin. This gave much-improved performance, and led to the USAAF fitting two airframes with 1,430-hp Packard-built Merlin V-1650 engines. These aircraft were re-designated **XP-51B**. Practically overnight, the aircraft's potential began to grow.

Since the RAF had had good success with the Mustang in a ground attack role, the USAAF bought 500 aircraft fitted with dive brakes and underwing weapons pylons. These were initially designated the **A-36A Apache**, but later retained the name Mustang. Almost simultaneously, they ordered 310 **P-51As** with Allison engines.

Some of these were delivered to the UK as **Mustang Mk IIs**, and some became **F-6B** reconnaissance aircraft for the USAAF.

The first Merlin-engine versions appeared in 1943 with the **P-51B**, of which 1,988 were built in Inglewood, California, and the **P-51C**, of which 1,750 were built in Dallas, Texas. Both new versions had strengthened fuselages and four wing-mounted 12.7-mm machine guns. Many of these new Mustangs were delivered to the UK as **Mustang Mk IIIs**, and others went to the USAAF as **F-6Cs**. The Merlin-powered Mustangs were exactly what the Allied bombers in Europe desperately needed, and they became famous for their long range and potent high-altitude escort capability. The most significant variant, the **P-51D**, featured a 360-degree-view bubble canopy, a modified rear fuselage, and six 12.77-mm machine guns. 7,956 were built, and once again, many went to the UK as **Mustang Mk IVs** and others became USAAF **F-6D** reconnaissance aircraft. Next came the **P-51K**, which was generally similar. A third of these became RAF **Mustang IVs** also, and over a hundred became **F-6Ks**. Very late in the war, the **P-51H** appeared, although only 555 of 2000 were completed before V-J Day caused the cancellation of the order. US production totaled 15,386, but at least 200 more were built by the Commonwealth Aircraft Corporation of Australia with imported parts and designated **Mustang Mk 20/21/22/23**. None of these saw service before the end of the war. Under the Lend-Lease program, 50 P-51s were supplied to China, and 40 more were supplied to the Netherlands in the Pacific theater.



HISTORIC AVIATION

After the war, the P-51 remained in US service with the Strategic Air Command until 1949, and with the Air National Guard and Reserves into the 1950s. It became one of the first fighters to see combat in the Korean War. The RAF's Fighter Command used them until 1946. In addition, over 50 air forces around the world acquired and used the Mustang for many more years, some as recently as the early 1980s. When the US Air Force realigned their aircraft designations in the 1950s, the Mustang became the **F-51**.

In the last 40 years, surplus Mustangs have been modified and used extensively as civilian air racers, but the latest trend is for private owners to restore them to almost perfect, historically-accurate condition. As public appreciation for the Mustang has grown, the monetary value of the few remaining examples has skyrocketed. War-surplus P-51s, once auctioned from storage for less than (US) \$2000, are now usually valued at three-quarters of a million dollars or more. The restoration of existing airframes has become a small industry in the US, UK and Australia, and the total number of flyable examples, despite one or two accidents each year, is growing. Several Mustangs have been or are currently being restored as two-seat, dual-control **TF-51s**, a trend which promises to ensure that today's operators are better-trained than any previous generation of Mustang pilots.

Nicknames: *Fifty One; 'Stang; Peter-Dash-Flash*

Specifications (P-51D):

Engine: One 1,695-hp Packard Merlin V-1650-7 piston V-12 engine

Weight: Empty 7,125 lbs., Max Takeoff 12,100 lbs.

Wing Span: 37ft. 0.5in.

Length: 32ft. 9.5in.

Height: 13ft. 8in.

Performance:

Maximum Speed: 437 mph

Ceiling: 41,900 ft.

Range: 1300 miles

Armament: Six 12.7-mm (0.5 inch) wing-mounted machine guns, plus up to two 1,000-lb bombs or six 127-mm (5 inch) rockets.

Number Built: Approximately 15,018 (including ~200 built in Australia)

Number Still Airworthy: Approximately 150



2016 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.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 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.miniatureaerosporters.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.