

AMA Charter 1344  
Gold Leader Club

# Hangar Talk

## August 2017 Meeting minutes

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Meeting minutes

Fly Responsible

P-47

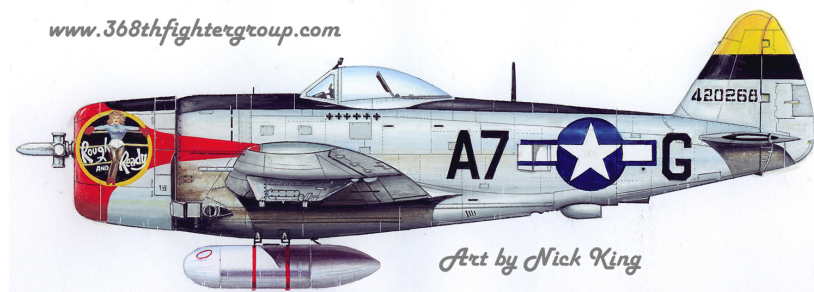
- Meeting called to order.
- Meeting minutes: Motion to approve last month minutes and seconded. Minutes approved.
- Treasurers: report given
- Old business:
- Roof: Jeremy's roofer came out Saturday. Roofer got measurements and would submit bid. Estimate was \$3800. Jeremy authorized to contract with his vendor.

### New Business:

- Pattern Contest: Went very well, was completed in one day with 6 Pilots.
- Thursday's: Jeff Griego brought up an issue on Thursday's. There is a commercial operation of a drone search and rescue class. Jeff witnessed the operation. He spoke to the member that was conducting the training. It was discussed as to how to proceed. President Jeff Griego wants to meet with the parties and see what is going on. Jeff Griego asked that Jeff Osborn get in contact with President and other officers to sort out this issue.
- Robert Schultz made motion to exclude all commercial operation and amend by laws at the next available time. Seconded by Lee Overholt. Motion approved.
- Next month meeting: Echo park. 7:00pm.
- Motion to adjourn and seconded. Meeting adjourned.

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

[www.368thfightergrgroup.com](http://www.368thfightergrgroup.com)



I was just made aware that on Sunday July 17th the Cherry Creek field, RC Eagles, suffered a report from a pilot of a Gulf-stream jet pilot, that he had taken evasive action WRT a model being flown at CC while on approach to land from the North. Initial reports are that the model was flying well above the 400 foot altitude limit that CC in a letter of agreement has with Centennial tower. The Eagles club meeting is this evening at Colpar on Havana at 1800. They plan to discuss the event but I do believe the FAA has opened an investigation which has the potential for fairly dramatic impact to their clubs operations.

It was probably only a matter of time before we saw something like this happen especially at CC where the full scale glide path is only about 800 AGL so even with a 400 foot limit on model operations there's only roughly 400 feet of separation. The really sad thing here is I struggle to believe the model pilots were using spotters to warn them about overflying full scale especially IF they chose to ignore the 400 foot cap. Our safety code is largely based on the idea that we keep our models within direct line of sight and use this as a method to ensure we do not create a hazard to full scale. If necessary, this includes the use of spotters. Had this been the case I can't help but think the pilots in question would have been warned of approaching traffic and brought their models down long before that traffic was placed into a situation where the pilots felt they needed to take evasive action.

Even though both MAS and the sod farm find themselves much further from full scale operations than the CC field this event has the possibility to affect both MAS and the Sod Farm as collateral damage. I would re-iterate my previously voiced concerns that individuals flying at either location should make themselves aware that while not a frequent occurrence, overflight of both facilities happen. It is incumbent on each of us to take whatever measures necessary to avoid falling into the same situation. Perhaps a standing talking point for club initiations, communications and meetings going forward?

Sincaeronautically,

Steve Graham

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# HISTORIC AVIATION

**History:** The Thunderbolt was the most famous of all the Republic aircraft in WWII. First flown on 6 May 1941, the P-47 was designed as a (then) large, high-performance fighter/bomber, utilizing the large Pratt and Whitney R-2800 Double Wasp engine to give it excellent performance and a large load-carrying capability. The first deliveries of the P-47 took place in June 1942, when the US Army Air Corps began flying it in the European Theater.

Though it was an excellent airplane, several improvements were made as production continued, with each improvement adding power, maneuverability and range. As the war progressed, the Thunderbolt, or "Jug," as it was affectionately called, gained a reputation as a reliable and extremely tough airplane, able to take incredible amounts of damage and still return its pilot home safely. P-47s logged almost 2 million flight hours during the war, during which they were responsible for the destruction of over 7,000 enemy aircraft in the air and on the ground in the European Theater alone.

Later in the war, Jugs served as escort fighters for B-29 bombers in the Pacific. Mostly, though, they excelled in the ground-attack role, strafing and bombing their way across the battlefields of Europe. Early versions of the P-47 had "razorback" fuselages, but later models (beginning near the middle of the **P-47D** production run) featured a bubble canopy which gave the pilot increased rearward visibility.

P-47s were also used during the war by the air forces of Brazil, England, France, Mexico and the Soviet Union. Following the war, the Jug served for nine more years in the US, flown by the Air National Guard. It continued to serve for many additional years with the air forces of over 15 nations around the world.

**Nicknames:** Jug; T-Bolt

**Specifications (P-47D):**

Engine: 2535hp Pratt & Whitney R-2800-59W Double Wasp radial piston engine

Weight: Empty 9,950 lbs., Maximum Takeoff 17,500 lbs.

Wing Span: 40ft. 9.25in.

Length: 36ft. 1.75in.

Height: 14ft. 8in.

Performance:

Maximum Speed: 433 mph

Ceiling: 41,000 ft.

Range: 1900 miles with drop tanks

Armament:

Eight 12.7mm (0.5 in.) wing-mounted machine guns

Up to 2500 lbs. of externally-mounted bombs, rockets, or other free-fall ordinance

**Number Built:** 15,677

**Number Still Airworthy:** 9



## 2017 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.