

Hangar Talk

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Meeting minutes
Dauntless

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

September Meeting Minutes

- August meeting minutes. Motion to approve, seconded and approved.
- Treasurers Report – report given
- New members – 3 new members
- Status on roof – Jeff Griego and Jeff Osborn has not been contacted by roofer. Jeff Griego asked how long we wait on hearing from contractor. Jeremy will get in touch and give him till next meeting to complete task. If not completed, then requested motion be placed to contact other contractor.
- Update on commercial operations – Jeff O was to contact parties and inform them to cease operations. Jeff O gave update. No further reports of observed operations at the field
- Solar panel update – Jeff O gave update. Panels have been purchased and awaiting roof repair to install on the roof
- Runway sealer – Jeff O is waiting for Nick K to finish with filling in cracks. Lee brought up need filling in hole at the North end of runway.
- New business:
- Herb – safety concern, flying over pits. This is part of the AMA safety code. Club will be instructed to follow the safety rules. All members will be instructed to enforce the rule violations that endanger Life and property. Motion to establish AMA “safety line”, safety line will establish on far side (east) of runway. Take off, landing and touch and go’s are exempted.
- 720-876-8892 Vince Lopez. Planes for sale. Vince Lopez is getting out of the hobby and has a number of planes for sale. Please contact Vince for more information.
- Larry Ott – Larry O and George have been contacted by AMA Contest directors to solidify the dates for the IMAAC and Pattern contests. Larry Ott volunteered to run the contests. Larry is asking for confirmation that we will hold the contests in 2018. Second week in July and 18th and 19th in August 2018. Larry L motioned to hold events, seconded and approved.
- Judging School – April 21st and 22nd for IMAAC. Location TBD.
- Adams County Fair – Jeff G wants to know if there any interest in attending the Fair. Bob Salmon spoke to Dennis L who spoke to Fair director and try to negotiate on price. Further discussion needed.
- Club officer nominations – President, Jeremy Wehner, Jeff Griego. Vice President Jeremy Wehner, Jeff Griego. Secretary/Treasurer Jeff O. Current board members are nominated to retain their positions.
- Christmas Party December 9 7:00pm at the double Tree Platteville.
- Motion to adjourn, seconded. Meeting adjourned.

HISTORIC AVIATION

History: In the spring of 1938, a Northrop dive-bomber designated the BT-1 entered service with the US Navy. Its influence was felt over at the Douglas Company, where a new naval dive-bomber was designed and produced based on the Northrop design. Initially designated the **XBT-2**, the new design was later called the **SBD** when Northrop was bought out by the Douglas Company. Production began in 1940, and although the SBD had a general likeness to its Northrop predecessor, it was a completely different airplane. Testing of the prototype (with a 1,000-hp Wright Cyclone engine) revealed an exceptionally capable airplane.

In April 1939, the US Marine Corps and US Navy placed orders for the **SBD-1** and **SBD-2**, respectively, the latter having increased fuel capacity and revised armament. The first SBD-1s entered service with the Marines' VMB-2 Squadron in late 1940, and the first SBD-2s joined the Navy in early 1941. The next variant to appear, the **SBD-3**, entered service in March 1941, and incorporated self-sealing and larger fuel tanks, armor protection, a bullet-proof windshield, and four machine guns. The **SBD-4** followed with an upgraded 24-volt electrical system, and a few of these were converted to **SBD-4P** reconnaissance platforms.

The next, and most produced, variant was the **SBD-5**, which was built at Douglas's new Tulsa, Oklahoma plant. It had a 1,200-hp R-1820-60 engine and increased ammunition capacity. Over 2,400 SBD-5s were built, and a few were shipped to the Royal Navy's Fleet Air Arm, under the designation **Dauntless DB.Mk I**, but these were never used operationally. Mexico also took delivery of a small number of SBD-5s. The **SBD-6**, the final variant, had an even more powerful engine and greater fuel capacity.

Meanwhile, the US Army, realizing that it did not have a dive bomber equal in capability to Germany's Ju 87 Stuka, ordered the SBD-3 in 1941, under the designation **A-24**. This aircraft was identical to the Navy airplanes except it did not have an arresting hook, and its tailwheel had an inflated tire instead of a solid rubber one. The A-24 was never found to be of great use during WWII, as its range and performance were inadequate for service in the South Pacific, and the dive-bombing mission was of little use elsewhere. Nevertheless, the A-24 (and later the **A-24A**, equivalent of the SBD-4; and **A-24B**, equivalent of the SBD-5) remained in service with the US Army Air Corps for several years after the war.

Nicknames: Barge; Clunk; Speedy-D; Speedy-3; Slow But Deadly; Banshee (A-24).

Specifications (SBD-6):

Engine: One 1,350-hp Wright R-1820-66 Cyclone 9-cylinder radial piston engine

Weight: Empty 6,535 lbs., Max Takeoff 9,519 lbs.

Wing Span: 41ft. 6in.

Length: 33ft. 0in.

Height: 12ft. 11in.

Performance:

Maximum Speed: 255 mph

Cruising Speed: 185 mph

Ceiling: 25,200 ft.

Range: 773 miles

Armament:

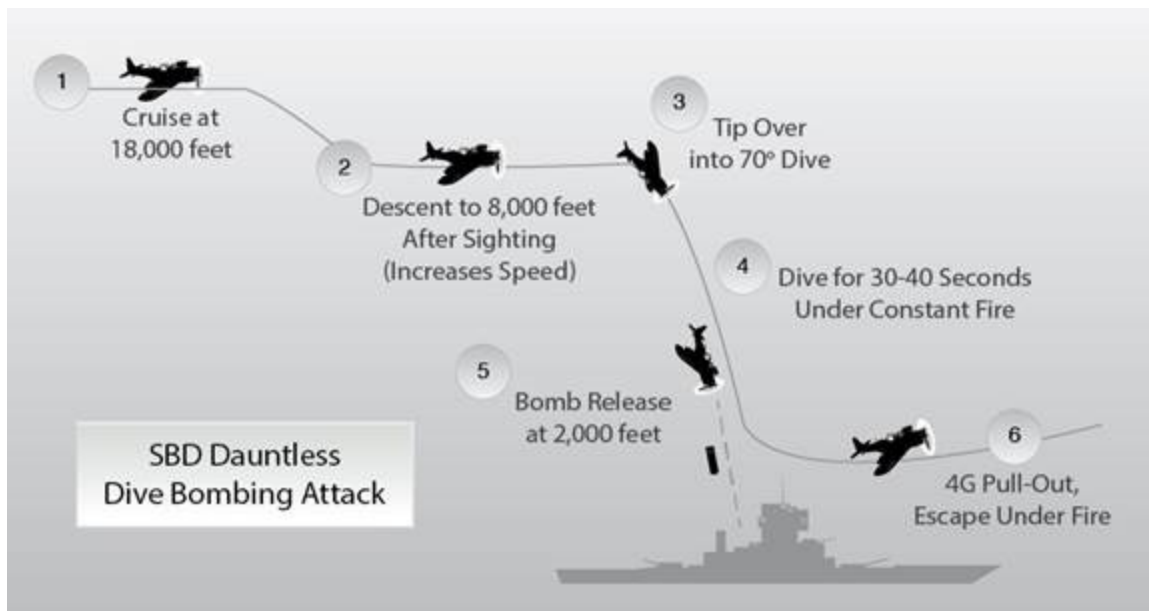
Two forward firing 12.7-mm (0.5-inch) machine guns;

Two 7.62-mm (0.3-inch) machine guns on flexible mounts;

Under-fuselage mountings for up to 1,600 pounds of bombs;

Wing hard-points for up to 650 pounds of bombs.

HISTORIC AVIATION



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.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.