



AMA Charter 1344
Gold Leader Club

Hangar Talk

June Meeting Notes

Hey everybody.

June's meeting was out at the field. The July and August meetings will also be out at the field at 7pm (4th Thursday of the month as usual). If you'd like to come out early and use the grill, you're welcome to do so.

Things With Wings is trying to get us a trainer as a donation for either Kids Day or the Cerebral Palsy event.

Earl went to the AMA's Metro Area Council meeting. They will have two meetings per year, but not a lot was accomplished at this meeting. They would like to promote cross-club activities, but nothing was agreed on at this meeting.

Adams County Fair update: Sign-ups for booth times are going well. We're covered, but we could use one or two more people to be safe. See Lee or Bob S.

We could still use some volunteers for the Fair Parade. The idea was to stage at Jim Shaw's place like last year, but Jim wasn't at the meeting to verify that.

There was a motion made to make 2000 flyers to hand out at the Fair. That will be roughly \$200. The motion passed. George is also working on getting 2000 flyers to pass out at the Fair promoting the Cerebral Palsy event. Lots of paper.

Earl mowed (in the days before the meeting). Everyone thank him for that. He said that David Kelly volunteered to help next time.

Speaking of mowing, Earl brought-up that the club's three mowers were old (at least 20 years) and were in bad shape (they run, but barely). He proposed that the club get rid of them and buy a new one. A motion was made to spend up to \$2000 for a new mower with the condition that somebody volunteer to get rid of the old ones. Dave H. and Jeff volunteered, so the motion carried. *Note: as of this writing, Ron M. has purchased the new mower for the club. He got a good deal and only paid \$1500. Thanks for doing that Ron.*

Inside this issue:

Meeting Minutes

F6F Hellcat

Upcoming meetings and events

July 23 meeting

August 1st Adams County Parade

August 5th— 9th Adams county fair

August 15th Kids Day

August 27th meeting

September 12th Cerebral Palsy Event

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More meeting minutes:

Earl also brought-up the trash at the field. A few of the cans are full. The wind and storms we've had lately scatters trash all over (*I can confirm that. I picked-up a bag full this morning*). The club has NO trash service. Anything we throw out, we have to get rid of. It usually gets handled at Work Parties, but people need to just take some stuff home with them occasionally. There are trash bags in the building; use one sometime.

- If you crash a plane, take it home. The wife may not want to see it, but planes are a large trash item that the club has to deal with. Take it home and throw it out there.
- Aluminum cans can go in the recycle bin.

Take your plastic bottles home. This is the majority of what's in the cans at the field. Most of this stuff is recyclable through your home trash service. If it's not, at least throw it out with your home trash so it's not cluttering up the field.

As you've all heard, the IMAC contest was canceled for this year. Next year is a possibility, so they'll be working to get a good date for that. More to come in the next few months.

That's about it. It got windy and cold towards the end of the meeting.

Jeff won the fuel drawing.

Tom



HISTORIC AVIATION

F6F Hellcat

After early US Navy experience in the Pacific in the early months of WWII, and after consultation with Allied air forces in the European theater, Grumman began to develop a successor to their Wildcat fighter, to be called the Hellcat. Major design changes from the Wildcat included a low-mounted wing, wider landing gear which retracted into the wings, more powerful engine, improved cockpit armor plating, and increased ammunition capacity.

The Navy ordered four prototypes of the new airplane, each with a different engine for test and evaluation purposes. Less than a year later, on 26 June 1942, the first prototype (the **XF6F-1**, with a Wright R-2600 Cyclone engine) flew for the first time. Before much meaningful evaluation of the various engines could be made, however, the Navy decided to press the Hellcat into production by fitting the XF6F-1 prototype with the most powerful engine available, the Pratt & Whitney R-2800 Double Wasp. (This turned it into an **XF6F-3**. The XF6F-2 and XF6F-4 were never evaluated.)

The first production model, the **F6F-3**, first flew in October 1942, and deliveries began four months later with squadron VF-9 on the *USS Essex* in the Pacific. Extremely robust, powerful and maneuverable, the Hellcat was a potent force against the Japanese, and was credited with over three-quarters of the US Navy's air-to-air kills in the war.

The UK's Fleet Air Arm received 252 F6F-3s (designated **Gannet Mk I**) beginning in 1943. Meanwhile, in the US, over 200 Hellcats were modified as radar-equipped night fighters. During the F6F-3 production run, which lasted until April 1944, Grumman had developed an improved Hellcat, the **F6F-5**, which utilized a redesigned engine cowl, new ailerons, a strengthened tail, and a water-injection system for the engine, which added 10% to the takeoff performance and increased its armament-carrying capabilities. The F6F-5 was first flown on 4 April 1944, and production continued through November 1945. Over 900 more "Dash-5" Hellcats were delivered to the UK under the Lend-Lease program under the designation **Hellcat Mk II**.

Nicknames: *Ace-Maker*

Specifications (F6F-5):

Engine: 2000hp Pratt & Whitney R-2800-10W Double Wasp 18-cylinder radial piston engine

Weight: Empty 9150 lbs., Max Takeoff 15,410 lbs.

Wing Span: 42ft. 10in.

Length: 33ft. 7in.

Height: 13ft. 6in.

Performance:

Maximum Speed at 23,500 ft: 380mph

Cruising Speed at 6,000 ft: 168mph

Ceiling: 37,300 ft

Range: 1,530 miles with 150-gallon drop tank

Armament:

Six 12.7mm (0.5 inch) wing-mounted machine guns

Two 1,000-lb bombs, or six 127mm (5-inch) rockets

Number Built: 12,275

Number Still Airworthy: 7

2009 Club Officers

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Web Page

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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 \$125 initiation fee charged to all new members. Every year after that Annual membership dues are \$90.

For membership information check out our new web page:

www.miniatureaerosportsters.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
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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.

See Dennis Lesondak out at the field for M.A.S. hats and Shirts for Sale.