

AMA Charter 1344  
Gold Leader Club

# Hangar Talk

## Inside this issue:

**From the President**

**Tips & Tricks**

**Meeting Minutes**

**F7F Tiger Cat**

Its July and it is hot out there! Early mornings and evenings seem to be the only chance to avoid the heat and get in some stick time. I am continuing to fly in the evenings during the week and Greg has also been coming out lately. There is plenty of open table space to setup your planes at that time of day. Actually, there is rarely anyone else there, so come on out and join us.

An unexpected consequence of the extreme heat and dry weather is that porta potties are drying up between servicing. This started a conversation about the frequency of service they receive and how much it costs for service. Some checking reveals that we may be able to get them serviced more often and not incur a big increase in annual costs. We are doing our homework and will have more info at the next meeting.

I attended the annual Mile High Pluckrose event on June 16<sup>th</sup> and had a lot of fun. The weather was pretty good and they had a great turnout. Lots of flying, some demos, lunch and a fantastic drawing with enough prizes for everyone to get a pick. If you have not participated in this event before, I encourage you to put it on your calendar for next year.

Tom Glaess and I attended the Arvada Pattern Challenge on June 23 and 24. Again, the weather was very good for the event and 16 entrants were able to fly 6 rounds over the two days. Unfortunately, Tom had some radio problems and had to withdraw. Luckily, he was able to land the plane without damage. He has sent it in to be checked out. I managed to win in my class. A very good event. As I have offered before, if anyone is interest in giving pattern or IMAC a try, get in touch with me.

The Adams County Fair and Kids Day are coming up soon. The sign up sheet for the fair is nearly filled up, but it would be great to have a few more names on the list. There is sign up sheet at the airfield inside the clubhouse. Kids Day is the weekend after the fair and its success primarily depends on the promotional work done at the fair. We have a new flier that I hope will inspire more "kids" to come out and take a turn at the sticks this year. We will have a sign up sheet for Kids Day at the airfield soon and at the next club meeting. If you have experience training new pilots, please consider coming out to help. If not, there is a need for helpers to coordinate the flight lines, do pre-flight briefings, cooking lunch and general setup and tear down chores.

Jeff says that the 2<sup>nd</sup> delivery of crushed asphalt is scheduled for this week or next. When it does arrive, we will need to get it spread as quickly as possible. Jeff will alert the membership via email when it is delivered.

Up coming Events:

5th Annual Helicopter Fun Fly - Crosswinds Airfield July 21<sup>st</sup>

Love-Air Classic Scale event - Love-Air R/C at Drake Field in Eaton, CO July 21-22

Rocky Mountain 3D Throwdown – Crosswinds R/C July 27-28

Pikes Peak (PPRC) Scale Fly-In - Pikes Peak R/C in Falcon, CO July 28

Adams County Fair August 1-5

M.A.S. Kids Day – our field August 11

That's all for this month. I hope to see you at the airfield.

Larry

## Upcoming meetings and events

July 26th Meeting  
August 1-5 - Adams County Fair  
August 11th - M.A.S. Annual Kids Day event  
August 23rd Meeting  
Sep 8th - M.A.S. Combat event  
Sept 27th Meeting

## June Meeting Notes

We had one guest who became a new member at the meeting. Everyone welcome Isia Franco. He recently moved back to the Denver area and has been flying most of his life.

Larry gave a report on the June family picnic event. It went well. They had nice weather and only one plane was lost.

The entrance to the field has been paved. This is from the paving/rock work that Jeff arranged. It looks very good and only cost \$248. Thanks for arranging that Jeff G. Jeff is working on the rest of the paving we agreed on (near the club house).

Adams County Fair: Lee is recruiting volunteers. As of the meeting, we're doing pretty well, but we need about 9 more slots (which is not necessarily 9 people). This is a great chance to complete your Work Bond (and there won't be many other chances for the rest of the year) A sign-up sheet will be out at the field or contact Lee if you'd like to volunteer.

Larry displayed some work he'd done on the tri-fold flyers. They were minor changes of the existing model. He'll print up a bunch for the Fair.

Kids Day: Larry asked how many people actually have trainers? Counting people who weren't at the meeting, it seems like we have 5 or 6 available. That is enough, but we need to make sure that all of them come to Kids Day. That being said, if you are planning on helping out at Kids Day and you have a trainer, please bring it.

Cliff asked if the club could look into getting a PayPal account. Some members said that it costs off the top so the club would need to either charge people more to use it or eat the costs of joining the 21<sup>st</sup> century. Cliff will look into the costs and bring back some numbers for us. In general, the members said it was a good idea if we can do it for free.

Larry announced that he would be doing the carpet on the remaining tables this Saturday. *As of this writing, this has been done. Thanks to Larry and everyone who helped out.*

Trash: We've said this many times over the years, but MAS does not have a trash service. The members take care of bringing the trash home. A motion was made to eliminate the trash barrels at the field except during events. We would keep a couple in the shed so that they can be used for events. The motion passed (Jake dissenting). This will be taken care of on Saturday. *This was done at the same time as the carpeting. **If you bring it, take it home. This includes wrecked planes. Sorry; your wife needs to see the carnage too.***

Bob S. let everyone know where Earl has been. He had a death in the family back in Virginia, so he's been taking care of things back East.

Larry brought up Christmas. It's early, but thoughts can begin. Do we want to do something on our own or piggy-back on the TWW event? TWW is not a MAS thing, but a lot of the attendees are from MAS. We should talk to Rick and see what's up with their event. Herb will check into it with Rick.

That's it for this month. One more meeting before the Fair and Kids Day.

## Tips N Tricks

### Shave Can Caps

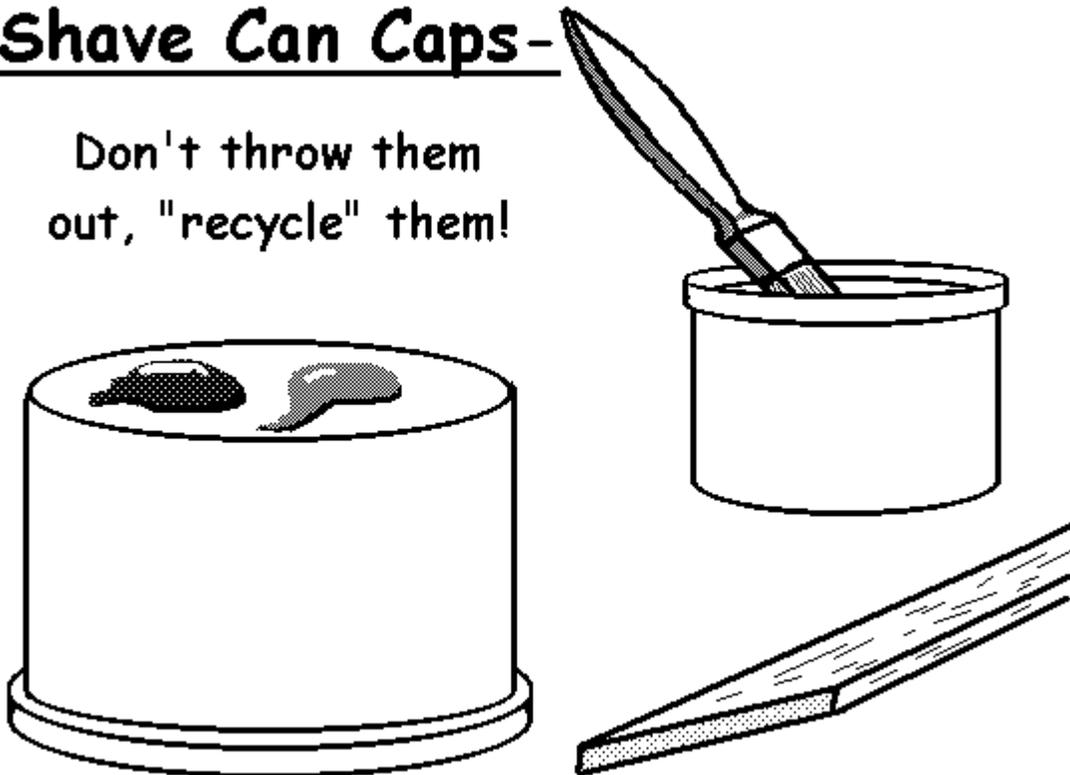
If, like me, you use canned shave cream, keep the caps from the used cans.

These plastic caps make great containers for mixing resins- be it epoxy, polyester, JB Weld, Bondo or whatever. Several ounces can be mixed in the caps, enough to join wings or other fiberglass projects. Or, turn it over and use the flat "top" to mix up just a bit of epoxy for a small job. Generally, the excess leftovers can be popped right off the cap when cured. I use a piece of scrap balsa, cut to an appropriate point, to mix and apply resin, or a throw away brush for `glass' work.

Just leave the balsa or brush in the leftovers and use that as a "handle" to pop the cured resin out of or off the cap when cured. Each cap can be used several times this way.

### Shave Can Caps-

Don't throw them  
out, "recycle" them!



# HISTORIC AVIATION

**History:** In early 1941, Grumman began design-work on a new twin-engine fighter for the War Department, for use on a planned larger *Midway*-class aircraft carrier. On June 30, 1941, Grumman was awarded a contract to build two prototypes, the first of which flew in December 1943. The **XF7F-1** Tigercat was unusual for a fighter, with its shoulder-mounted wings, twin underwing-mounted engines, all-metal construction and tricycle landing gear.

Before the prototype even flew for the first time, Grumman was contracted to build 500 of them for the US Marine Corps, to be used as close-support aircraft for the massive landing operations then underway in the Pacific. Delivery began in April 1944. The first 34 **F7F-1s** were similar to the prototypes, then 30 two-seat night-fighter variants (called **F7F-2Ns**) were produced. Next, 189 single-seat models called **F7F-3s** were built which featured slightly more powerful R-2800 engines, slightly larger vertical stabilizers, and a 7% increase in fuel capacity. Much of the original order for Tigercats was cancelled after VJ-Day, and they never saw operational service in WWII. Less than 100 Tigercats were built after the war as night-fighters (**F7F-3N** and **F7F-4N**), electronic reconnaissance (**F7F-3E**) and photo-reconnaissance (**F7F-3P**) platforms, but higher-performance jet-powered airplanes soon replaced the Tigercat in the US Marine Corps. During the 1960s and 1970s, a few were gradually sold as surplus and converted to fire bombers or aerial photography ships.

**Nicknames:** *T-Cat*

**Specifications (F7F-3):**

Engines: Two 2,100hp Pratt & Whitney R-2800-34W Double Wasp 18-cylinder radial piston engines

Weight: Empty 16,270 lbs., Max Takeoff 25,720 lbs.

Wing Span: 51ft. 6in.

Length: 45ft. 4.5in.

Height: 16ft. 7in.

Performance:

Maximum Speed at 22,200 ft: 435 mph

Cruising Speed at 5,000 ft: 222 mph

Initial Climb Rate: 4,500 feet per minute

Ceiling: 40,700 ft.

Range: 1,200 miles

Armament:

Four 20mm (0.79-inch) cannon in wing roots

Four 12.7mm (0.5-inch) machine guns in

nose

One torpedo under fuselage

2,000 lbs. of bombs (1,000 lbs. under each

wing)

**Number Built:** 364

**Number Still Airworthy:** 6



## 2012 Club Officers

**President**            **Larry Ott**  
**Vice Pres**           **Jeff Griego**  
**Treasure**            **Tom Glaess**

**Board**                **Earl Keffer**  
  
**Board**                **Steve Graham**  
  
**Board**                **Lee Overholt**

**Field Maintenance**

**Newsletter Editor** **Gary Hodges**  
**gbhodes58@msn.com**

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:

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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.