



Hangar Talk

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So far, August has been very busy with more wind and rain than I can ever remember. Even though, we had a very good Adams County Fair and Kid's Day was incredible.

The July meeting was mostly about final preparation for the fair and Kid's day, but we also spent quite a bit of time discussing a motion to raise the annual dues, more on that in a minute.

First, a big thanks to Bob and Lee for all their efforts in up front planning and for the time they spend at the fair representing M.A.S. to the public. Many members participated by manning the booth and doing the flying demos to make it a huge success. The fruits of that labor were born out on Kid's Day with an incredible turnout.

As I mentioned in my email about Kid's Day, it was a great day with a record turnout of 102 "kids". Again, it was a club effort with lots of instructors and support people keeping things moving. Ron was not feeling very good, but he still came out and did his "thing" with the ground school. Thanks Ron. Dennis and Jake did the cooking and Jeff spent the day matching kids with instructors. The instructors were worn out by the end of it all, but every kid that showed up got to fly at least once. We also had a special offer for a half price membership that was very well received. We got commitments from 5 or 6 to join once they obtained their AMA membership. We also had one member from many years ago come out and rejoin. I can't say it often enough, THANKS to all the members who came out to support this important community outreach effort. Be sure to check out the pictures on the website.

I had the opportunity again this year to travel to Rapid City, SD to attend their IMAC event. This year it was held on the weekend after July 4th. Terri and I went up early and spent a few days with our friends Jim and Judy Tiller. We watched the fireworks in Custer, SD and played a round of golf. Another IMAC friend from Pueblo, Mark Siemen, also made the trip and we had some time to visit and practice together. The contest itself is still small but growing as more of the local fliers take an interest in IMAC. Over the weekend, Mark and I spent time with the newbies teaching them the basics. They are getting better every time we see them fly. More of the local Denver pilots are going to make the trek next year and the Rapid City pilots will come down here next year too.

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Mile High RC held their IMAC Challenge on the same weekend as the fair out in Strasburg. MAS was well represented again this year with members flying in Basic, Sportsman and Intermediate. Scott Schultz and Randy Petrie won 1st and 2nd places respectfully in Basic. Congrats to Scott and Randy. For the first time, the weather was great on both days and we completed all the rounds and awards by 2 on Sunday. It was another well run event with great food and prizes for the pilots and workers.

I mentioned that there was a motion and discussion to raise the annual dues. The wording of the motion is in the meeting minutes. After much discussion, the motion was tabled until the August meeting so that members could consider the options and attend the August meeting to voice their opinions. After talking with the board members, I decided to hold a board meeting to discuss the motion and make a recommendation to the club. The board meeting will take place just before the regular meeting on the 22nd at 6:00pm. If you would like to express an opinion about this subject, please do so to any board member prior to the meeting.

Here are some upcoming events:

8/24 VINTAGE RC FLY IN and Oldtimer Fly in - Jefco Aeromodlers

9/7 Arvada Fall Festival - Arvada Associated Modelers

9/13-15 10th Annual Warbirds over the Rockies – Love-Air field



July Meeting Notes

Matt Curtis (ex-president) was at the meeting. He still lives down by Chatfield (which is why he left MAS years ago). Matt is considering rejoining MAS. Say hello if you see him at the field.

There are no new members this month. 53 total for the year.

People liked the link for the newsletter in the email (as versus the attachment). People asked about having past issues online. Larry investigated and wasn't able to find them on the website. He'll get with Sean to see if they can be made available.

A couple of months back, we submitted a proposal to AMA District IX for its "way to promote the hobby contest." They like what we sent, so we got check for \$100. Thanks to Larry for putting it together.

The Pattern contest turnout was light. Only 10 pilots. They flew 6 rounds over the two days. Everything was wrapped-up by 1pm on Sunday. Lots of members helped out. Thanks. Expenses were \$179. Income was \$382, so the club got a check for \$202. Larry has the breakdown if you're interested. Overall, it went well. Dennis said the lunch planning went well. So few pilots meant that everybody had a break at the same time. This made cooking and serving easy. Thanks to all of the club volunteers for helping out.

(editor note section removed about upcoming kids day since it happened.)

Combat date (once a month): July 27th. Next month Aug. 24th. The idea of doing a demo at Kids day was brought up.

Earl proposed a dues increase. Expenses have been going up and membership has been dropping (both true). Dues have not been raised in many years. He proposed \$125. This would not effect the \$35 runway fee for new members. Members think the amount of the jump is too high. All agree that costs are rising. Some say to throw out the Work Bond and raise the dues by \$20 (\$110 total for everyone). As a point of comparison, people mentioned that LAMA is \$50 (with one time \$85 fee in addition). Boulder is \$40 for dues.

Earl had made a motion, but he agreed to table it for the next meeting. In addition to these notes, Larry will put something in the newsletter telling everyone about the motion and to come prepared to talk about it in August.

There are new benches at the field. Bob LeMaster donated them. Thank you Bob.

Earl replaced the posts. Thanks Earl.

Tom



HISTORIC AVIATION

History: Development of the Corsair began in 1938, when the US Navy issued a request for a new single-seat carrier-based fighter. The Chance-Vought company won the contract with their unique, gull-winged airframe pulled by the largest engine then available, the Pratt & Whitney R-2800 Double Wasp. The wing design was necessitated by the tall landing gear which was, in turn, necessitated by the huge propeller required to propel the plane at the desired high speeds.

The prototype of the Corsair was first flown on 29 May 1940, but due to design revisions, the first production **F4U-1** Corsair was not delivered until 31 July 1942. Further landing gear and cockpit modifications resulted in a new variant, the **F4U-1A**, which was the first version approved for carrier duty.

The Corsair served with the US Navy, US Marines, the Royal Navy's Fleet Air Arm, and the Royal New Zealand Air Force (and later, the French Aeronavale), and quickly became the most capable carrier-based fighter/bomber of the war. Demand for the aircraft soon overwhelmed Vought's manufacturing capability, resulting in additional aircraft being produced by the Goodyear Company (as the **FG-1**) and the Brewster Company (as the **F3A-1**). Production ceased in 1952. Over two dozen Corsairs are believed to be still airworthy, most in the United States.

Nicknames: *Bend-Wing Bird; Bent-Wing Ensign Eliminator; Bent-Wing Monster; Whistling Death; Horseshoe; Super Stuka; U-Bird, Hose Nose; Hog Nose; Sweetheart; Hog.*

Specifications (F4U-1A):

Engine: 2,000hp Pratt and Whitney R-2800-8 radial piston engine

Weight: Empty 8,980 lbs, Maximum Takeoff 14,000 lbs.

Wing Span: 41ft. 0in.

Length: 33ft. 4in.

Height: 16ft. 1in.

Performance:

Maximum Speed at 20,000ft: 420 mph

Cruising Speed: 185 mph

Service Ceiling: 37,000 ft.

Initial Climb Rate: 3,100 feet/min.

Armament:

Six 12.7mm (0.50 in) machine guns, wing-mounted.

Number Built: 12,571

Number Still Airworthy: ~28



2013 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

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:

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.