



# Hangar Talk

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From the President

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September is here and the event season is winding down, only one more pattern contest left and it is in Albuquerque this weekend. We seem to be having a late monsoon season this year but if I can avoid the rain drops, there is still enough light in the evenings to get in a few flights. Several of our newest members have been coming out in the evenings and we have had a chance to get to know each other. Great fun and it's always nice to have someone to fly with.

My Apprentice is going to be in my van whenever I go to the airfield from now on. The last time I was at our field, a family came out and I was able to let the Grandfather and 3 of his grand kids fly it. They all had a ball and they are now thinking about getting one of their own and joining the club. There is no better way to create enthusiasm and interest in the hobby than to get them into the air controlling an airplane. Having the Apprentice available, makes it easy.

The August meeting was preceded by a board meeting and both were filled with the discussion about annual dues. The board recommended that we delay any action on a dues change until we can develop a budget of expenses and income needed to sustain the club. We talked about several ideas that would promote membership including a continuation of the special offer we had during the Adams County Fair and Kids Day. That offer, by the way, has resulted in 6 or 7 new members and there are still 1 or 2 more that might join this month. The fair always provides a great opportunity to talk with our elected county officials and let them know that we are here serving the community. Lee Overholt is talking with one of those officials right now with the goal of raising awareness of our club and the community service we do.

I have been busy traveling lately and my first stop was to Pueblo for their annual Big Bird Fly-In. They had a very good turnout with over 40 pilots. Lots of war birds and IMAC type planes and a few smaller ones as well. I took my new Apprentice along and a couple of the foamie combat planes. They really got kick out of the SSC pusher combat plane, so I sent them a link to the plans when I got home. My next stop was in Great Bend, Kansas last weekend, where I attended the annual MACK Pattern event. They also had a good turnout with 18 pilots. I had a chance to talk to all of them and many said they would like to attend our event next year. I will definitely follow up with them to make sure they have our dates on their calendar. As I mentioned at the beginning, I will be traveling to Albuquerque this weekend for the final pattern event of the year. The club down there puts on a very nice event and always has a great dinner party on Saturday.

One final note. The September meeting is officer nomination night for the election of officers in October. If anyone is interested in running for an office or board position, please let me know.

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

## Upcoming meetings and events

September 26th meeting

October 24th Meeting

## August Meeting Notes

### Guests:

Larry (previous member from years ago). He joined tonight.

Jeremy. Flown for years. Hasn't been in club for 10 years. He joined tonight.

Chris Hopkins. Flown for 20 years. Hasn't been in club in years. Son here too. He and his son joined tonight.

Larry introduced the officers and the board members.

Bob S. gave a rundown of the Fair. It lead to 102 people flying at Kids Day. Bob read the names of the members that volunteered. Thanks to all. He did chastise those who didn't show-up when they said they would. Overall, it was a huge success. Thanks to Bob and Lee; they did most of the work and setup.

Kids Day: We had 102 kids flying. The youngest was 4 and the oldest was 87. Pictures are on the website. The guy who took them works for Channel 9. Larry didn't have his name.

Some members bring up the need for publicity. We should get this event into the AMA magazine. Steve G. volunteers to write it up. As far as money goes: we took in \$86. We spent \$110. We picked-up 4 members. Overall, this is the biggest success in a while. Steve's friend Rachelle put the thing on Face book. Larry's wife did too.

Herb brings-up free-flying. Apparently, some members were during the day. This was a distraction. Larry mentions that we need to plan more. There was nothing organized in the morning. Nobody channeled the kids to instructors. There were no designated people doing a job. There was no pilots meeting. The half-price membership deal was haphazard. Also, the demos need to be organized better. We need a PA system to tell people what's going on.

With all of that, there were demos. Steve G. flew a helicopter. There was also some combat.

### Dues

There was a motion from last meeting to raise the dues to \$125. We tabled the motion to this meeting. There was a board meeting to discuss finances. We have almost \$9000 now (not quite). The lease payment in October will take over \$2600 of that plus whatever other expense we have until dues come due again.

As most of you know, the primary income for the club is dues. Next is the runway fee of \$35 for new members.

Work Bond is \$20 for members who don't work.

Larry did a survey of area clubs and found that except for Crosswinds, we are the most expensive.

The Board recommends that we don't raise dues now and we take time to study other ways to raise money and get more members. *Note: See Board meeting notes.*

The Board also recommends the elimination of the Work Bond. It's an irritation to people and doesn't bring in significant funds.

The motion from last month was Earl's, and he withdraws it. He makes a three new ones in its place: 1) \$10 per year for 5 years. 2) No Work Bond. 3) No Runway Fee.

The no Work Bond motion is seconded. This motion passes. There is no longer a work bond.

The raise in dues motion was also seconded. George says the board recommended not raise dues and we should go with that. The motion was defeated. There will not be a raise in dues at this time.

The no runway fee motion was also seconded. The runway fee is \$35 to brand new members. It's a one-time fee. I mention that in all of time I've been treasurer, nobody has ever complained about this fee. It's part of ensuring that we maintain the runway. All over clubs have fees. Most are higher. The motion was defeated. The runway fee will stay in place for new members.

There was also a motion to extends the half-price deal from this year to apply to next year's Kids Day as well. \$67.50 from Kids Day 2014 through following year (2015). The motion was seconded. I mention that (over to next page —>

I (the treasurer) was the one who voted against this for this year. All of the work is on the treasurer and there is no good way to keep track of who is eligible for the deal. It's also half the money for a new member and we just went through a whole exercise about not having enough money. George mentions that we already prorate the dues. What's the point of a half-price deal late in the year? Larry says the point is the free year. It's a better deal for new members. Jeff O. mentions marketing. Come out and fly and we have this great deal. Bob S. says to vote it down now and bring it up again in May. The motion does not pass.

Moving on.

Dennis brings-up the raffle. It's not doing was it's designed for which was to bring in people to meetings. It costs the club \$175 in prizes. We are committed to doing it for 2013. Dennis feels it's a pain to maintain the tickets. No motion was made. We'll talk in January.

Officer nominations are next month. If you're interested in being an officer, come and be heard.

Sean asks about expenses/income. He'd like to look into can we sell merchandise easier? Can we make it easier to pay? We should have sold some hats at Kids Day. They weren't there.

Some members bring up working with outside groups (Boy Scouts, etc.). Maybe we can bring up at next meeting. Bob brings-up hosting another club; feed 'em and allow them to fly. Sort of a fly-in that's a marketing deal. Larry brought up a secondary membership. Pay half membership to fly at their site. Would need to prove that you have a primary membership somewhere.

Thanks Tom

#### August Board Meeting notes

The object of the meeting was discuss Earl's proposal to raise the dues. Does the board recommend the raise or not?

Larry introduced the spreadsheets that he and I created. I did a sheet of the last three years of expenses and he did one to project next year's expenses. The expenses for the last three years show that at best, we break even. This year we will in the negative (expenses are higher than income) because of all of the lease costs. Last year we were very close to even. In 2011, we made more money than went out (which was good because at the end of 2010, we were very low in funds).

The board asks is we have a better facility than other clubs in the area.? They argue that Arvada is better (charging, fields, etc.). Arvada is a subsidized club (City of Arvada), but does that matter? Our field is shorter. It's very nice, but it is shorter. Our building is very nice. Nobody else has that. Bottom line: our facilities are not better than other fields. Maybe not worse, but not better.

Our dues are higher than other clubs. (Larry had sent a list of dues for other area clubs). How do we justify the higher cost?

Earl brings-up that we have no savings. He says he has preached this for years. Others ask why do we need it? Earl says for the proverbial "rainy day" (a major event the club has to pay for). The board says there hasn't been a major event in 35 years. That doesn't mean it won't happen, but the odds are low.

Dennis mentions that we could cut Adams Co. Fair and Kids Day. That would save \$500. What else could be cut?

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Will we lose members if we raise dues? Yes, but we will lose people regardless. We'll gain some regardless. Maybe trying to gain members instead of dues is the answer. Dennis proposes all people joining in 2014 pay \$67.50. Doesn't matter when in the year they join.

Other clubs; Arvada's busiest day is Thursday night. That's training night. They do that and it brings people in. Arvada has a charging station with tracking solar to keep batteries charged.

Larry is worried about raising dues. LAMA is \$50 and closest to our membership numbers.

In general we lose or don't get members for the following reasons:

Dues (people think they're too high, so they don't join/renew)

Work Bond (people don't like the extra \$20 tacked onto the dues)

Payment (people don't want to pay by check or cash. They want PayPal or web options)

Location (The field is a long way from anyway. We can't change this)

Lee (via Dennis): The Work Bond isn't doing much. Should we get rid of it? All agree that the people who do come out and work should get something though. Some recognition. Dennis proposes \$5 off next year's dues for each work thing (up to limit). Larry L. brings up that we need to keep money, not send it out. How do we reward the workers? Some say the work is done for the club, not for a reward.

Larry O's proposal: Ditch the Work Bond. (it's losing members and it irritates others). Earl agrees.

The Board will recommend to due away with Work Bond. The vote on this was unanimous

Dues: Earl would be willing to drop \$125. He would be in favor of 10% increase. Other members say \$125 is too high. Both Larry's and Steve are willing to not raise the dues at all. They say we should stress reducing expenses and do something to raise more funds from those that aren't members.

Proposal: Talk with the County about reducing the County Fair price or help with lease (Lee knows people at the County). Kids Day, IMAC, Pattern - have some sort of drawing. Don't raise dues. Board agrees.



# HISTORIC AVIATION

**History:** The F-4 is one of the most famous fighter aircraft of the post-World War II era, having been used in large numbers by the air forces of many western nations, where it gradually evolved in capability and mission diversity. First flown on 27 May 1958, the Phantom was developed as a private venture by McDonnell and was first ordered by the US Navy as a carrier-based attack aircraft armed with a 20-mm cannon (the **F-4B**). Soon after its introduction to active service in December 1960, a fly-off competition was conducted between the Phantom and various frontline Air Force fighters. The Phantom excelled in the competition in such a decisive way that the US Air Force ordered a slightly different version of the aircraft (the **F-4C**) and the Phantom went on to equip over three-quarters of the USAF's fighter wings.

US involvement in the war in Vietnam saw the F-4 utilized in an increasingly multi-role capacity, delivering bombs in huge multi-aircraft formations, shooting down North Vietnamese MiGs, and earning its rightful place in history. Improvements in the aircraft's electronic systems, engines and airframe resulted in many variants, including the **F-4E** (with more powerful engines, leading-edge wing slats to improve maneuverability, and 20-mm cannon); the **RF-4E** (export version designed for tactical reconnaissance); the **F-4F** (air superiority version for the German *Luftwaffe*, with air-to-ground weapons system removed); the **F-4G** ("Wild Weasel" anti-missile version); and the **F-4K/M** (Royal Navy/Royal Air Force versions, respectively).

The latest variant, and certainly the last, are the **QF-4N** pilot-less target drones operated by the Pacific Missile Test Center at Point Mugu, California. In addition to several F-4s still in active service with the *Luftwaffe* at Holloman AFB, New Mexico, and several others performing civilian-contract test work at Mojave, California, a sole privately operated F-4 was made airworthy in the 1990s in the USA, thanks to the hard work of both the USAF and the Collings Foundation. Flown by USAF Vietnam ace General Steve Ritchie, this F-4 is flown at airshows around the USA as an extremely effective recruiting tool for the Air Force. (See photo above.)

The F-4 remains in service in several nations around the world, including Germany, Japan, Greece, Turkey and South Korea.

**Nicknames:** *Double Ugly; Rhino; Old Smokey; Elephant* (*Luftwaffe* nickname); *Tomb* (early RAF nickname); *Kurnass* (Israeli nickname meaning "Hammer")

## Specifications (F-4E):

Engines: Two 17,900-pound thrust afterburning General Electric J79-GE-17 turbojets

Weight: Empty 29,535 lbs., Max Takeoff 61,651 lbs.

Wing Span: 38ft. 5in.

Length: 63ft. 0in.

Height: 16ft. 6in.

Performance:

Maximum Speed: 1,485 mph (Mach 2.25) at 40,000 ft.

Ceiling: 62,250 ft.

Range: 1,100 miles

Armament:

One 20-mm M61A1 rotary cannon;

Four AIM-7 Sparrow missiles or 3,020 pounds of weapons under fuselage;

Up to 12,980 pounds of various weapons on underwing pylons.

**Number Built:** 5,195

**Number Still Airworthy:** One in civilian hands; A few dozen still in US military service as target drones and research aircraft; Active service in Germany, Japan, Greece, Turkey and South Korea.



## 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.