



Hangar Talk

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From the President

Meeting Minutes

It's November and this is the last newsletter of the year. It was a great year for MAS.

Why you ask? Here are a few reasons.

- 1) We had the biggest turnout for Kid's day in the history of the club with 102 "Kids"
- 2) We held our 3rd Annual Lamar Steen IMAC event
- 3) We held our 1st Annual Prairie Dog Pattern Classic event
- 4) We made some great improvements to our flying facility
- 5) Our membership grew

See, it was a great year.

Warning, repeat from last year! As I write this the clocks just rolled back an hour. For some of us that means driving home from work in the dark and no more flying after work. So, for the next few months, I will only be able to get out to the airfield on the weekends and on an occasional afternoon off. The good news is that I will not be tempted to put off building so I can go flying. The bad news is that I cannot put off building to go flying. Its a real dilemma and is still true.

What projects do you have on your list for this winter? Last year I pulled out my 30 year old Laser 200 with the intention of completing it. I didn't, so it is at the top of my list for this winter. I am pretty well set with my competition planes, so I really don't need to get a new one unless I decide to do a really big electric. Maybe a 40%er. I know the technology is there, but I'm not sure which airframe I want to get. I'm still looking at the possibilities.

I was not at the October meeting, but I heard that Jeff ran things very well and was done in under an hour. Thanks Jeff. Please be sure to read Tom's minutes for all the details. I did hear that the officer elections were the highlight of the night and that the ticket "Other" nearly stole it. It was only by the slimmest of margins that the current officers retained their positions. HA! On behalf of all the officers and board members, I want to thank all of you for the vote of confidence in us. I'm certain that next year will be another great year for M.A.S.

The next event for the club is the annual Christmas dinner, followed of course by the Snowbird event on January 1st. Be sure to come out and compete for the coveted traveling trophy. The task required to take it home will be kept secret until the day of the event. I haven't had a chance to talk with Gary and Tom about running the Snowbird, but I hope they will be able to do so again this year. I'm also sure Tom will be on hand to make sure the trophy gets passed on to the next recipient.

Upcoming meetings and events

Dues are Due January 1st

January 1st Snow Bird

January 23rd Meeting

Finally, I want to take a moment to thank a few people for their contributions to the club this year. If I don't mention "your" contribution, please forgive me, it's because I'm old and forgot what you did. :-)

- 1) Larry Fueher started on the picnic tables refurbishing project and then with the help of a bunch on people at our spring work day, they are finished.
- 2) Earl repaired and replaced the parking lot posts and cabling and also built a new fenced in area behind the porta potties. He had some help, but did most of the work himself.
- 3) Bob and Lee for getting our wind turbine installed and helping me finish the inside wiring for the charging station.
- 4) Bob Lemaster for donating the new benches along the flight line
- 5) And finally, everyone that pitches in at events and every day to help get things done when they need to be done.

Please thank them when you see them at the airfield, and if you did something special this year, give yourself a pat on the back too.

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



October Meeting Notes

On Dec. 7th at 7pm, the annual Thing With Wings dinner will be at the Doubletree Inn in Platteville. MAS members are welcome to attend, but this is not a MAS club event. If you're interested, call Rick Nelson and let him know you'd like to come.

We have two guests tonight. Tom and Jake Perry. They are looking to become members (they did).

There was some discussion about members who had dropped out of the club and now want to come back. They are complaining they aren't getting the deals that new members get. An idea was discussed about giving them a discount say, \$75, to get them to come back. This would be for their first year back. Just an idea. Cliff G. mentioned that it's more of an issue in the summer. Why pay full price for half the year? No motion was made on the subject, so it was dropped.

The wind generator is installed and working. There are 4 charging stations in the building. The batteries are also in the building. Hopefully the building is leaky enough to not accumulate hydrogen from the batteries. I guess we'll find out when somebody lights the stove. The system is ready to use for those of you needing a charge. (Bring your own charger of course)

The October meeting is election night for the club. Larry (not present) and Jeff accepted their nominations and were reelected to President and Vice President respectively. I was nominated, but I first asked if anyone else wanted the position. I've been doing this since 2006; it's been a long time. Nobody volunteered. I then said a couple of things that I need everyone to keep in mind for the coming year:

2014 will be my last year doing this. If nobody volunteers next October, there won't be a secretary/treasurer. If the following items are voted in by the club for next year, I will resign immediately:

- Half-price memberships for members in other clubs. (I have enough work keeping track of MAS members. I don't need to add other memberships to the list)

- Online sales of anything (this has been discussed as a ways to raise funds. I will not do the incorporation and tax implications of this)

The members in attendance thanked me for saying these things and said they didn't think we needed to do these things. Based on that, I accepted the secretary/treasurer position for 2014.

Lowry (Wings Over the Rockies) museum day is February 15th, 2014. Larry F. asked if anybody would volunteer to fly buddy box. The museum bought three small indoor planes and need people to fly on the day. Flyers will be out in late November. If you have any questions or want to volunteer, contact Larry F.

Larry F. brought up the King Soopers gift card plan (first mentioned last month). The way it works, MAS would buy \$200 in cards. Put \$10 on each card and members buy them back from the club. The card is reloadable and all of them are in MAS' name. When the spending total on the cards reaches \$5000, Kings will send MAS \$250. For instance, if you go to the store and put \$100 on the card, MAS gets credit for \$100. Minimum club outlay is \$200. 20 cards. The club can buy additional cards as well. MAS isn't out any money once the cards are bought from initial purchase. A motion was made to do it. The motion passed. *As of this writing, the form to sign-up for the program has been submitted to King Soopers. Larry F. was designated as the club contact for the cards.*

Lee did send an email to the county commissioners. He hasn't heard back. If he does hear back, he'll let Larry know the results.

That's it for 2013. There are no November or December meetings. Everyone have a happy holiday season. See you at the Snow Bird on Jan. 1.

HISTORIC AVIATION

The Bearcat was the last of Grumman's piston-engine carrier-based fighters. Two **XF8F-1** prototypes were ordered in November 1943, and the first of these was flown on 21 August 1944. Grumman decided once again to utilize the most powerful engine available at the time, the Pratt & Whitney R-2800 Double Wasp -- the same engine that had powered both their Hellcat and Tigercat designs. This time, the engine was fitted to the smallest, lightest airframe that could be built. This resulted in a highly maneuverable, fast airplane with a rate of climb 30% greater than the Hellcat.

Production of the **F8F-1** began just six months after the first flight of the prototype, and the first airplane was delivered to the US Navy's VF-19 squadron on 21 May 1945. The Navy's order totaled 2,033 airplanes, and Grumman contracted with General Motors to build the Bearcat under license, with the designation **F8FM-1**. Only a few Bearcats had been delivered to the Navy when the end of the war halted production. Grumman cancelled 1,258 of its Bearcats, and General Motors cancelled its entire order of 1,876. Production resumed after the war, and several variants were produced, including the **F8F-1B**, with four 20mm cannon in place of the previously-fitted 12.7mm (0.5 inch) machine guns; several night fighter variants (**F8F-1N** and **F8F-2N**); and a photo-reconnaissance version (**F8F-2P**). Production continued until May 1949.

At least 24 US Navy squadrons flew the Bearcat, some until as late as 1952, after which some were sold to the French Armee de l'Air for combat operations in Indo-China. Another 129 Bearcats were sold to the Thai Air Force.

Nicknames: *Beercat* (Armee de l'Air)

Specifications (F8F-1B):

Engine: 2,100hp Pratt & Whitney R-2800-34W Double Wasp 18-cylinder radial piston engine

Weight: Empty 7,070 lbs., Max Takeoff 12,947 lbs.

Wing Span: 35ft. 10in.

Length: 28ft. 3in.

Height: 13ft. 10in.

Performance:

Maximum Speed at 19,700ft: 421mph

Cruising Speed: 163mph

Initial Climb Rate: 4,570 feet per minute

Ceiling: 38,700ft

Range: 1,105 miles

Armament:

Four 20mm cannon

Hard points for two 1,000lb bombs, or four 127mm (5-inch) rockets, or two 150-gal fuel tanks



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.