

AMA Charter 1344
Gold Leader Club

Hangar Talk

July Meeting

Inside this issue:

Meeting Minutes

25th Anniversary

F4F Wildcat

First off, we have two new members. Please welcome Gary and Ron.

The anniversary party was a great success. We had a lot of pilots and a lot of guests. Special thanks to Dennis and Jake working the food prep and serving lunch. Between entrance fees, food, and the raffle donations, we took in \$555. We had \$231 in expenses, so we did well.

On the flyer for anniversary party, we said we'd donate some proceeds to the Special Olympics. A motion was made to donate \$50. That passed. Another motion was made for an additional \$50. That also passed. Larry O. has also taken care of sending letters to the shops that donated prizes for us. Thanks Larry.

If you didn't get a chance to come to the event, check out all the pictures that Cliff took. They're up on the website. Thanks for doing that Cliff.

There was a lot of discussion on IMAC planning and Adams County Fair planning. Both of those were covered in an email to the membership and, as of this writing, have already happened, so I won't bother putting in the discussions here. Both events will be recapped at the August meeting.

Next, we talked about Kids Day. Warren and Dave H. will make it out as pilots. Dennis will do food. Ron will help. We seem to have plenty of planes. What we're short on is instructor pilots. Gary sent an email out asking for volunteers. **Remember the Work Bond: if you haven't volunteered for anything yet this year, Kids Day is one of the last opportunities.** The event starts at 10am on Saturday the 13th. Just showing up and helping someone with a plane or telling a child where to stand will satisfy the Work Bond.

One last thing on Kids Day. In the past, we said we'd replace planes that crashed during the event. A question was asked if we'll still do that this year. The consensus was no.

The riding mower broke down. The repair is under warranty though. The trick is that we have to get the mower to specific Home Depot in Aurora. The guy who handles warranty repairs will pick it up from there and it will take 4-6 weeks to get fixed. Jeff volunteered to pick up and take the mower. He did that during the IMAC contest on the 6th. Thanks Jeff.

On Friday August 19th we'll host the Grace Wanderers at the field. All we need is some pilots. It's just demo flying for a couple of hours. Maybe a couple of people on a buddy-box. It's a Friday, so it will be hard for a lot of members to come, but if you can make it, it's a good time. Also, it will satisfy your Work Bond.

As mentioned in the last meeting notes, we'll have a club Swap Meet/Fly-in on September 17th. This will be discussed more at the August meeting.

Bob B. won the fuel. *We still have 6 gift certificates to give away folks. Come to a meeting and get one.*

Tom

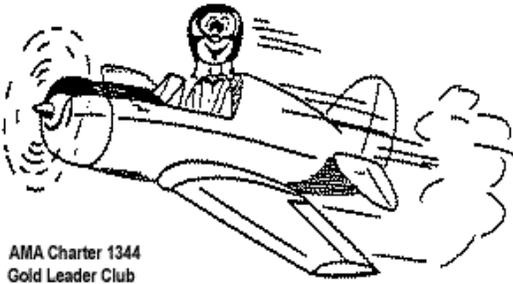
Upcoming meetings and events

Grace Wanders Aug 19th

Club Meeting Aug 25th

Labor Day Sept 5th

Club Meeting Sept 22nd



AMA Charter 1344
Gold Leader Club

Miniature Aero Sportsters R/C Airplane Club

25th Anniversary of Fisher Field July 16th, 2011

July 26, 2011

Dear Friends,

The 25th anniversary of Fisher Field is over and I believe it was a tremendous success.

The final tally listed 27 registered pilots and over 60 in attendance. We had terrific weather, a great lunch and a piece of anniversary cake. We also had a great day of flying with everything from small foamies to helis to scale war birds and some really big gassers. All in all, a great day for the participants and the club.

The day started early with many club members and family members doing last minute cleaning and setup tasks. At 8 o'clock registration was open and planes started coming out of vehicles and being assembled for the days flying. At 9 o'clock we had a pilots briefing and welcomed everyone to the anniversary.

Once the formalities were taken care of, it was none stop flying until lunch time. In addition to the flying, there were lots of things going on in the background. The food crew, Dennis and Jake, were busy getting ready to serve lunch. Cliff, our photographer, was roaming the pits capturing images of all the pilots and planes so we will be able to look back and remember the day. Lee was out on the flight line coordinating takeoffs and landings and insuring everyone had a safe and enjoyable day. Steve had the PA system up and running with music playing to entertain the crowd. Too bad we couldn't find some oldies to put on :-). My wife Terri and Sergio got all the pilots registered and made sure they had plenty of raffle tickets. All the while, pilots and their families were visiting with each other and watching the air show.

Just before lunch, we stopped flying and had all the pilots come out on the runway for some group pictures. Cliff did a great job of getting everyone lined up and in the "frame". Then as we were finishing up and coming back in for lunch we had a little scare. Larry, the pres, ran out of oxygen and we had to scramble to get him a new tank from his car. It turned out okay, but he was instructed to sit down for a while and stay out of the sun. Right!

Lunch was served. We had sloppy joes, potato salad, coleslaw, chips, drinks and anniversary cake. The food was great. A special thanks to Larry, the pres, for making the sloppy joes, to Ron for ordering the cakes and to Ron, Dennis and Jake for picking up all the other food and supplies. They did a super job as always.

After lunch we handed out ballots to all the registered pilots so they could vote for their favorite plane. Then it was back to flying again. We were treated to some informal demo flying by Mark Dennis from Aeroworks. He wowed us with his skill flying his really big gasser.

At 2 o'clock we gathered everyone around the shelter for the Pilot's choice presentation and the raffle. Tom Bell's beautiful P-51 Mustang won the pilot's choice, nice job Tom. Next was the raffle. Each winner had their choice of the available prizes. (need a name) had the 1st ticket and picked the Super Tiger GS40 engine from Great Planes. The 2nd ticket was held by (need a name) and he selected the Yak from Aeroworks. All together, there were over 30 prizes ranging from gift certificates to screw assortments. There were lots of happy winners.

A big thanks goes out to main sponsor, Aeroworks and to all the other companies and hobby shops that supported the event. Their support contributed greatly to the success of this event.

After the awards, there was more flying and by 3:30 people were starting packing up and heading for home.

Just like the early morning, club members pitched in to pack up all the equipment, cleaned up the club house and put everything away. A round of applause to all for a job well done. A few more club members deserve recognition for their efforts before the event started. Earl and Dave spent days cutting the entire flying site and Randy graded the entry road after the rain made a mess of it. Thanks to you and all the members that helped.

Respectfully Submitted by,
Larry Ott
Event CD

Pictures from Jim Asbury and Cliff Slinker



HISTORIC AVIATION

History: In 1936 the US Navy evaluated a number of designs which were competing to be the Navy's new carrier-based fighter. Grumman built a design which, after several re-designations and airframe modifications, won the contract and eventually became the F4F Wildcat. The prototype, the **XF4F-2**, first flew on 2 September 1937. The prototype of an improved version, the **XF4F-3**, was renamed the **F4F** and was ordered by the Navy in August of 1939. The first five aircraft off the assembly line were sent to Canada, with the next 90 (designated "**Martlet Mk I**") going to the 804 Squadron of the Royal Navy's Fleet Air Arm where, in December 1940, two Martlets made history by becoming the first American-made aircraft to down a German plane in WWII.

The first US Navy **F4F-3** was flown on 20 August 1940, powered by a Pratt & Whitney R-1830 engine with 1,200 horsepower. The subsequent **F4F-4**, incorporating several improvements including folding wings, six guns and self-sealing fuel tanks, was delivered in November 1941. It was then that the name "Wildcat" was first given to the F4F. As war raged around the world, the Wildcat's reputation and utilization grew immensely. It flew with the US Navy and US Marines in all of the major Pacific battles, and in North Africa with the Navy.

In mid 1942, Grumman realized that it needed to concentrate on the production of its new F6F Hellcat fighter, and so it contracted with the General Motors Company to build the Wildcat under the designation **FM-1**. The first FM-1 flew on 31 August 1942, and over 1,150 of them were produced, hundreds of which went to the Fleet Air Arm as the "**Martlet Mk V**." General Motors next developed an improved version, called the **FM-2** ("**Wildcat Mk VI**" in the Fleet Air Arm), which was powered by a Wright R-1820 engine with 1,350 horsepower. It featured a taller vertical tail than the FM-1. Over 4,700 FM-2s were built before the Wildcat was eclipsed by the more capable fighters which appeared later in the war.

Nicknames: *Peanut Special* (British nickname)

Specifications (F4F):

Engine: 1200hp Pratt & Whitney R-1830-36 Twin Wasp, 14-cylinder radial piston engine

Weight: Empty 5760 lbs, Maximum Takeoff 7950 lbs.

Wing Span: 38ft. 0 in.

Length: 28ft. 9in.

Height: 9ft. 2.5in.

Performance:

Maximum Speed at 20,000ft: 318mph

Cruising Speed: 155mph

Service Ceiling: 39,500ft

Initial Climb Rate: 1950 feet/min.

Range: 770 miles

Armament:

Six 12.7-mm (0.50 in) Browning machine guns (FM-2 had four guns);

Two 100-lb bombs (FM-2 could carry two 250-lb bombs).



4
Grumman F4F-3 BuNo 4031/white F-15, flown by Lt Edward H ('Butch') O'Hare VF-3, USS Lexington, 20 February 1942

2011 Club Officers

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

Board **Earl Keffer**

Board **Lee Overholt**
kaover@comcast.net

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

For membership information check out our web page:

<http://www.miniatureaerosporters.org>



1585 Wadsworth Blvd
Denver, CO 80215
(303)238-5821

HobbyTown USA
9120 Wadsworth Blvd
Westminster, CO 80021
Phone: (303) 431-0482
Email: htwestminster@mesanetworks.net

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
gbhodes58@msn.com

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.