



AMA Charter 1344
Gold Leader Club

Hangar Talk

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MEETING MINUTES

26 June 2008

The meeting was held at the MAS flying field with Hank Barron presiding. It started promptly at 7:00 PM. In attendance besides Hank were Dennis Lesondak, Les Sullivan, Lisa Goodman (new member), Jim Shaw, Bob Salmon, Bob Bubnich, John and Dave Hogan, Jeff Griego, Jake Martinez, Milo Fritts, Lee Overholt, George Kerr, Ron Martin, and Gary Walters. The latter attendee is a past member who rejoined at this meeting.

The new member, Lisa, was introduced.

The Secretary/Treasurer's report was read and accepted.

The new toilet does not seem to hold its water. Lee Overholt will check on this.

Jim Shaw talked about MAS's upcoming Air Show. He expects 100 to 150 visitors. He outlined the procedures that will be followed at the show which will start at 10:00AM. He also covered MAS's participation with respect to the Adams County Fair. MAS will have a float in the parade. The float will be assembled with model planes at his house.

Lee Overholt talked about the Fair and passed-out a schedule for MAS participants.

Les Sullivan and Lee Overholt will check on the costs associated with light weight club jackets with the club logo on the back.

Four membership cards will be sent to Aero Works in Aurora to show the club's appreciation for their participating in the air show.

The meeting adjourned at 8:05 PM.

Upcoming meetings and events

July 24th Club Meeting

July 26th, Parade

July 27th M.A.S. Air show

August 9th, Kids Day

August 28th Club Meeting

SECRETARY TREASURER'S REPORT

26 June 2008

Membership now totals 57.

On 15 June Mark Smith, AMA District IX VP visited the MAS field. About 18 members were there to greet and talk to him. He mentioned that AMA has grant money to be disbursed to clubs asking for money for field improvements. Jim Wallen, the Arvada club president and assistant District VP has the necessary paper work to get things rolling for next year's money. The cut off date for submitting grant request is in February 2009. Jim has been contacted for the paper work. Club members should submit the costs for their pet projects to the club secretary no later than the January 2008 club meeting. Such items as sealing and stripping the runway are the kinds of things covered by grant money. For each item, material and labor costs should be itemized in a professional bid. The club can use the money specified in the professional bid, or pocket the money and use volunteer labor and donated material. When approved AMA will give the club 10% of the total cost.

No deposits were put into the checking account. A check for \$41.45 was given to Gary Hodges for newsletter costs. Deposits of \$323.38 (\$.38 is interest) were put into the savings account. Of the \$323.00, \$215.00 was from dues and \$108.00 from donations to be applied to buying a model for the winner of the drawing to be held on Kid's Day. Balances in the checking and savings accounts are \$715.54 and \$9393.60 respectively. Total bank assets are \$10109.14.

MAS AIR SHOW Sunday, July 27, 2008

It's that time again, MAS is having an Air Show for the general public. We will be at the Brighton Parade on July 26, 2008 and will be handing out flyers about our club and the Air Show. We need your planes in the parade. We will have a float that the Hogans are building. Please contact them if you can bring a plane for the parade. We also need as many members as possible to walk along the float and hand out flyers. The Hogans can be contacted at: 303-288-2948, ask for John or David....

The Air Show will be on Sunday and we do need flyers and workers. Anyone who wants to fly in the show should contact Jim Shaw at 303-654-1718. We now have only 3 flyers but we need at least 10. Jim Shaw has a hand out to be filled out by the flyers. This will be used by our announcer at the show to describe who you are and what you are doing. We need the following information, Name, AMA number, Phone number, Description of your aircraft and a write up on what you will be doing. All show flights will be about 5 minutes in duration. Let's all get together on this and make this a show to remember.

From: <http://www.airracinghistory.freeola.com/redbull.htm>

Red Bull Air Racing



Now, there is something new in air racing. The Red Bull Air Race World Series is as different from conventional air racing as Formula One is from NASCAR. Sponsored by Red Bull Energy Drinks, the series was introduced in Europe in 2003 with only a half-dozen competitors, but it was remarkably successful.



A product of the fertile imagination of aerobatic pilot Peter Besenyei, the Red Bull Air Race is different from anything you've seen before. In keeping with the vertical and inverted nature of aerobatic flying, three-time world aerobatic champion Besenyei reasoned that airplane racing should be more of a three-dimensional sport, and accordingly, the Red Bull races are a cross between high-G, low-level, air-show manoeuvres and conventional, closed-course pylon racing.

Pilots fly individually against the clock on a tight, 2,000-meter course that keeps most of the action directly in front of the crowd rather than several miles away. Competitors must fly a specific attitude (usually knife-edge or straight-and-level) between five sets of inflated pylon gates that stand only 60 feet tall, meanwhile manoeuvring through a slalom-style course. Distance between the twin rubber cones that comprise each gate varies from 33 to 45 feet, depending upon the difficulty of the entry and exit manoeuvres. Despite the tight course, racers typically reach speeds as high as 250 mph on some diving recoveries. Turns between pylons can be so tight that they demand an up-and-over in order to make the radius to the next pylon gate.

Pilots not only must navigate the course between pylon pairs in minimum time, they're required to execute specific manoeuvres during the flight, usually a four-point roll, a two-of-four-point vertical roll, two low-level knife-edge passes in opposite directions between two pylons and a 1¼ vertical roll-up followed immediately by a touch-and-go landing on a specified section of adjacent runway. The latter sounds almost impossible out of a near-vertical dive, so Besenyei made it even tougher. To compound the difficulty, the runway touch-down mat is only 39 feet long, and penalties are assessed if the aircraft touches ground outside the centre 12-foot target zone.

There are three possible flight plans for the course to keep things challenging for the racers and interesting for spectators. All use the same basic plan form, but specify different manoeuvres in varied sequences. Time penalties of two, five or 10 seconds are assessed for flying too high through the pylons, any in-complete or missed manoeuvre, missing or touching a pylon and failing to touch down inside the designated zone on the touch-and-go. To be competitive, a racer must fly the course clean, with no deductions. In a recent competition, the winning margin was only .03 seconds.

(Interestingly, one cause for total disqualification is “hitting an obstacle with one’s propeller.” This has happened several times, fortunately, with no consequence worse than a bruised ego. Pylons are made of thin rubber designed to disintegrate on contact. So while a collision may be temporarily disorienting, it’ll simply destroy the pylon, not the airplane.)

Unlike standard, closed-course pylon racing where virtually any decent pilot with a penchant for speed, reasonable formation skills and enough money to afford a race plane can compete, Red Bull racing demands expert aerobatic skills plus a fast, highly manoeuvrable airplane and a willingness to fly close to the edge. By definition, all competitors must be comfortable flying their aircraft to the limits of the performance and control envelope, a special skill confined to a select group of aviators and a special type of airplane.

Red Bull kicked off the series in 2003 with two events, one in Austria and the other in Peter Besenyei’s home country of Hungary. In 2004, the schedule included three races, two in Europe and the third in the U.S. The first of the 2004 events was held in June at Kemble Air Day in Gloucestershire, U.K., the second in August at Budapest, Hungary. The latter race attracted several hundred thousand fans who lined the banks of Budapest’s Danube River to witness a wild race on a course that demanded a flight beneath the city’s famous Chain Bridge. (Imagine trying to get the UK CAA to approve that.)

The final race of the season was held in conjunction with the world’s premier racing venue, the 41st Annual National Championship Air Races in Reno, Nev. Eight pilots flew in each of the competitions, and the Red Bull Air Race World Series Championship was decided at the Reno event.

The eight pilots who were invited to compete for the top prize at Reno included some of the best aviators from the U.S. and Europe. All are former or current national or world aerobatic champions or established air-show performers. Predictably, the pilots fly some of the world’s most agile high-performance aerobatic mounts. The French CAP 232 is a dedicated aerobatic airplane that has carried its pilots to more world medals than any other type. Walter Extra’s remarkable German Extra 300 is a total favourite of air-show performers around the world, and they include U.S. Aerobatic Champion Patty Wag-staff. The Russian Sukhoi has been a star on the aerobatic circuit for years, both in its initial SU-26 and later SU-31 versions. Perhaps the most popular of the Red Bull aircraft, however, is the Edge 540, an all-American product. more information is available on the [Red Bull website](#)





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.



2008 Club Officers

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Web Page

[http://home.comcast.net/~tglaess.](http://home.comcast.net/~tglaess)

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://home.comcast.net/~tglaess>



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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.