



AMA Charter 1344  
Gold Leader Club

# Hangar Talk

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## MEETING MINUTES

October 2008

There were lots of topics at this month's meeting. In no particular order:

The lease is paid. Also, we've gotten the refund from the county for the runway work. The paving company will fix the cracks in the runway "when they have a chance." Talk to Mark N. if you have concerns about that.

October was, as usual, election time for next year's officers. Hank decided to stay-on and was elected to a second term as President. Dennis did not want to be the VP again, so Ron Martin volunteered for that spot. Finally, I was elected as Secretary/Treasurer.

The Wings over the Rockies Museum has invited us for next year's show. It will be Feb. 21<sup>st</sup>. Lee volunteered to speak with the museum and get us a table.

Milo was looking into a less expensive version of the jacket that was displayed at the September meeting. Milo wasn't at the October meeting, so we don't know the status. Lee will look into a large patch that could be purchased from the company that did our hats. This patch would be suitable for sewing onto a jacket.

During the winter months, the porta-potties will only be cleaned every other month. Since the cold makes cleaning less necessary, this will save us some money.

**Dec. 2<sup>nd</sup> will be the MAS banquet. It will be at El Jardin in Commerce City at 6:30pm. Call Ron Martin for details. It will be BYOD plus a little to chip-in for the guest hobby shop owners.**

Lee will check to make sure we can, but the plan is to use the same room at Gander Mountain for meetings next year. Hopefully, they have a good sales season. Retail hasn't been doing so well lately. Jeff Griego will mow the field in the next couple of weeks.

Hank brought up the possibility of hosting an IMAC contest in 2009. I won't go into what IMAC is (you can look it up), but I don't know of any active competitors in the club. This would be a way to make the club some money. The IMAC club would host the event and advertise it. They keep 25% of the entry fee, we get the rest. We can also sell concessions. We would be responsible for managing parking and the crowd. The event does have a beginner class which allows any type of airplane; this would allow some of our members to join-in if they like. A motion was made to accept the invitation if the IMAC club invites us. The motion passed.

**\*\* A note on guests at the field: a member is allowed to invite a guest pilot as often as they wish, but this shouldn't be abused. If a guest is coming out on a regular basis, they should become a member. Also, any current member who keeps bringing out guests will be sanctioned \*\***

Lastly, the Snow Bird in on Jan. 1<sup>st</sup>. There won't be any formal competition. Those present will just figure out a way to award the trophy.

I wanted to wish everyone a happy holiday season. I hope it's good for you all.

Tom

## Upcoming meetings and events

December 2nd Banquet

January 1st Snow Bird

# HISTORIC AVIATION

**History:** Emerging from World War II as one of the most potent fighting arms on the planet, the US Navy recognized that the day of the piston-engine fighter was drawing to a close. Having supplied the fleet with the [Tiger](#) and [Bearcat](#), Grumman began design work on a carrier-based fighter to rival the McDonnell FH-1 Phantom. A conventional design with straight wings and excellent low speed characteristics, the first of 567 **F9Fs** reached the fleet in 1949 powered by two Rolls-Royce Nene engines providing 5,000 pounds of thrust.

They were none too soon. On August 6, 1950, Panthers were the first carrier jets to see action in Korea and performed almost half of all attack missions for the Navy and Marine Corps. Armament included four 20mm cannon plus two bombs or an assortment of rockets. Among the major Panther variants were the **F9F-2B**, a modified ground attack version with hardpoints for underwing stores; the **F9F-5**, the most numerous model, of which 616 were built; and the **F9F-5P**, an unarmed photo-surveillance version. A swept-wing model, the **F9F-6 Cougar** with higher speeds, would enter service in late 1951.

At least two Panthers have been restored to airworthy condition and operated as privately-owned warbirds, both in the USA, but only one remains airworthy today. [History by [Jeff VanDerford](#)]

When the Korean war began at 4:00am, Sunday, June 25, 1950, the F9F Panther comprised the vast majority of US Navy carrier based aircraft. The Air Force had the [F-80 "Shooting Star"](#) and a few F-82 Twin Mustangs which were more than a match for North Korea's piston engine craft. But when the Chinese Communists began furnishing Russian built MIG-15s and pilots to fly them, the technological balance shifted toward the enemy. The [F-80](#) and F-82 were totally outclassed by the sleek, swept wing Russian fighter. The best available aircraft was the Panther.

Though by no means an even match, the Panther had the advantage of a mobile runway, and with this floating air base, had more "loiter" time. At first, Panthers were so priceless even the Navy Flight Demonstration Team (The Blue Angels) was stripped of its new Panthers, which were then sent to battle in Korea. In November, 1950, the Panther became the first carrier jet to engage a jet-powered enemy, a MIG-15 of the Chinese Peoples Republic. Pieces of the MIG were scattered over large area of the frosty Korean landscape.

The last Panthers were flown by the US Marines until 1957, while some Naval Reserve craft remained in service a few years longer. Some (mostly-2s) were also used for advanced pilot training, while a few -5s were modified to F9F-5KD drones. Navy records indicate that, in one form or another, Panthers were still on the books as late as 1962. Civilian pilots seem also to have been fascinated by the F9F, with some still flying as late as 1996.

**Specifications (F9F-5):**

Engine: One 6,250-pound thrust Pratt & Whitney J48-P-6A turbojet engine

Weight: Empty 10,147 lbs., Max Takeoff 18,721 lbs.

Wing Span: 38ft. 0in.

Length: 38ft. 10in.

Height: 12ft. 3in.

Performance:

Maximum Speed: 579 mph

Cruising Speed: 481 mph

Ceiling: 42,800 ft.

Range: 1,300 miles

Armament:

Four 20-mm cannon;

Underwing hardpoints for two 1,000-pound bombs or six 127-mm (5-inch) HVAR rockets.

**Number Built:** ~1300

**Number Still Airworthy:** One

**Links:**

[AeroWeb Aircraft Locator -- F9F Panther](#)

[Cavanaugh Flight Museum F9F -- The last flyable Panther!](#)

[Military History \(April '96\) feature -- F9Fs against MiG-15s](#)





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Web Page

<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:

Gary Hodges  
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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.