



AMA Charter 1344
Gold Leader Club

Hangar Talk

July Meeting minutes

Inside this issue:

Meeting minutes

IMAC 2018

F8F Bear Cat

- Call to order
- Attendance: 8
- Old business
- IMAAC: 4 pilots. Made \$36. Gene donated the food. Thank you Gene
- Pattern Contest August 18 and 19th.
- Kids Day August 11, 2018
- Instructor Pilots. (Intro pilot program). If an instructor takes a student pilot out and is not covered by insurance, they are covered by AMA under instructor. There is record keeping necessary. Go to AMA web site.
- New Business:
- No new business
- Meeting adjourned

Lamar Steen 2018

The 8th annual Lamar Steen IMAC Commemorative Challenge took place on July 14th. It was a very small event this year with only 4 pilots competing, 2 in Basic and 2 in Intermediate. We actually had 8 pilots registered, but last minute circumstances prevented some from being able to come out. Because of the low turnout, we shortened the event to one day and flew 3 full rounds of knowns and 1 round of unknowns. The weather was spectacular, perhaps a little warm, but the wind was light most of the day. We had a great lunch prepared by Jeff, our president, and other club members. We also had tremendous help from Keith Cannon, the Colorado IMAC regional director. He brought all the scoresheets, judged, did the score keeping and was a big reason the event ran so smoothly. Thanks Keith. With only 4 pilots, we were able to complete all the flights and announced the results by mid-afternoon.

Basic results:

- 1st David Genet
- 2nd Jerry Kirshenbaum

Intermediate results:

- 1st Jim Holt
- 2nd Larry Hilgeford

And lastly, the M.A.S members did a fantastic job of supporting this event. A big thanks to all those that came out, we couldn't do it without you.

More up coming events are posted on the M.A.S. website

HISTORIC AVIATION

History: 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



2018 Club Officers

President **Jeff Greigo**
Vice Pres **Jeremy Wehner**
Treasure **Jeff Osborn**

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. 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. Check out the web page for more information.

<http://www.miniatureaerosporters.org>



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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.