



AMA Charter 1344
Gold Leader Club

Hangar Talk

June 2020 Meeting Minutes

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Meeting minutes
F8F Bearcat

Current membership now totals 54.

The June 13, 2020 meeting was held at the clubs facility. The meeting was presided over by the current President and Vice President Jeremy Wehner and Jeff Griego. Mr. Steve Graham, District IX Associate Vice President, summarize the current outlook on the FAA sanctions/actions. Mr Graham's feels that any future actions by the FAA maybe a year to 18 months away.

A decision was made to continue monthly meetings at the clubs facility for the summer months and return to O'Meara Fords meeting room in October. Please remember, we as country are still battling the effects of Coronavirus 19. Masks are not mandated at club meetings, but would be wise. Social distancing is required so please be considerate of others. Next club meeting are on the following dates July 25, and Aug 22. We are planning our September 19 meeting to be a picnic. Look out for more information on this meeting in the near future.

Discussions were had concerning the future of the club's web site. *Most* present agreed that we need to continue with the web site if for no other reason than to secure new membership. Mr. Graham and Bill Howlin plan on talking to an individual in the very near future about taking on this project. Discussion also centered around who owns the current domain/site and what are the associated costs.

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

Number Built: 1,266

Number Still Airworthy: ~10



2020 Club Officers

President **Jeremy Wehner**
Vice Pres **Jeff Greigo**
Treasure **Bill Howlin**

Board **Jeff Greigo**

Board **Steve Graham**

Board **Lee Overholt**

Board **Larry Litsey**

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.