



# Hangar Talk

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It seems that the weather gods are messing with us again a bit early this year. I had 3-4 inches on snow at my house a couple of weeks ago and we are expected to get more in a day or two. The change in seasons is one of the reasons I love Colorado, but I wouldn't mind if the snow only fell in the mountains. I am happy to drive up there and see it if I get the urge. It also is a signal that two of my favorite holidays are closing in, Thanksgiving and Christmas. When I lived in Chicago, it meant flying season was about over and building season was starting. It was time to think about a new set of plans or a kit that you wanted to build for next year, and time to put together your list for Santa. What's on your list this year?

Fall in Colorado always provides some nice weekend weather to get out and do some flying. I hope you all have a chance to get out and get in some flying.

The first topic at the September meeting was a report by Lee about his conversation with Adams County Commissioner Tedesco. Lee asked the commissioner if there was the possibility of receiving some financial support for the club from the county. Commissioner Tedesco asked Lee to write a letter detailing the history of the club and its relationship with the county over the years. Lee drafted that letter and it has now been sent. We are all hopeful that this will lead to something positive.

Larry L. also reported that he had met someone from a local tech school that might have an interest in helping us design and install a charging station at the airfield. Larry will be following up on that possibility and will report back.

The last item under old business was a proposal from Bob Salmon to purchase a wind generator to use as the power source for a charging station. This approach turns out to be much less expensive than solar panels and includes a controller to connect the generator to a bank of batteries. After some discussion, we voted to approve the project and authorize Bob to purchase it. I am pleased to report that Bob, Lee, Robert and other helpers have installed the wind generator on the building and run the wiring inside. I will be working on the charging connections this weekend and hope to have it operational.

The final bit of business was the nomination of officers for next year. A motion was made and seconded that the current officers be elected to life terms, which we all declined. We did however, agree to continue in office for another year if no other candidates appeared. I am not aware of any board member that has expressed a desire to resign, so the slate of officers for the election is set. Nominations are still open next month until we are ready to vote.

That's all for this month. I hope to see you at the airfield.

## September Meeting Notes

Including the guys who joined at the August meeting, we have 5 new members since Kids Day. 60 total for the year.

Larry Litsey brought up solar power at the field. He spoke with a student from a local college who works in solar power. Larry asked him if they'd be interested in doing a project for/with us. The guy gave him a name of somebody at the college to contact. Larry would like to do that with somebody who has electric experience in the club. Jeff O. volunteered to work with Larry.

LAMA has 2, 150 watt panels that feed 4 batteries. They have capacity to charge at 12v 40-60 amps. The members also asked about inverters to get AC power.

Bob also brought up a windmill charger. 38kwh/month capacity (12mph wind). 400watts at 12v. Comes with a controller. \$390. We'd need batteries and wiring to the batts. We would also need to hook-up a panel to charge off of. This would work at night or in cloudy weather as well.

Larry O. has two batteries he'd donate to the club. He also has wire. Batteries would be stored outside (can't have them inside).

A motion was made to get the windmill if it's available. A charging station is included in the motion. The motion carried (one opposed).

Lee spoke with Charles Tedesco, Adams County Commissioner. Lee asked him about helping the club. Charles asked Lee to write a letter describing the club and what we do. Lee discussed the letter at the meeting. He'll send it in. Maybe they'll do something for us. Larry ran the letter by Joe Pirozzoli from the Arvada club. Joe does PR for a living, so he gave some tips.

Larry would like to form a committee early next year to organize Kids Day better. Look at what has worked, what hasn't and plan it out.

Christmas. Last year, the club went to the TWW dinner thing in Platteville. We don't know if that's happening this year. Does anyone know if it's happening?

People mention doing our own. Cinzetti's?

Larry F. brought up something from King Soopers. They have a card deal where you spend \$5000 and they give you \$250. Multiple cards can contribute to the total. For clubs. Larry F. will get more info.

That's it for this month. One more meeting for the year.

**September is nomination time for next year's officers. There are openings. If you're interested in being an officer, come to the October and voice your interest. We've all been doing this for a long time. We need some new blood running things. Now is your chance new members, jump on in and help direct the club.**

# HISTORIC AVIATION

**History:** In 1944, North American Aviation submitted a design for a swept-wing day fighter which could also be used as a dive-bomber or escort fighter. Two prototype **XP-86s** were contracted in late 1944, but were not built until after WWII due to the incorporation of several design modifications which were prompted by German research data. The first XP-86 prototype flew on 1 October 1947, powered by a 3,750-pound thrust G.E. J35 engine. After it was re-engined with a more powerful G.E. J47 turbojet the following spring, it was re-designated the **YP-86A**, and exceeded the speed of sound in a shallow dive. The first production model was initially designated the **P-86A**, but became the **F-86A** in June 1948. By the time the new fighter entered US Air Force service in 1949, it had gained the name "Sabre."

Many variants were produced throughout the Sabre's life, the most numerous being the **F-86D**, an all-weather/night fighter, of which 2,054 were built. In addition to the Sabres built by North American, Canadair Ltd. in Montreal built 60 **F-86Es** for the US Air Force, plus at least 1,750 **Sabre Mk 2/3/4/5/6s** for the Royal Canadian Air Force and the Royal Air Force. The later Sabres were powered by various models of the native Orenda engine. Construction of the Sabre was also undertaken by Australia's Commonwealth Aircraft Corporation, which modified the aircraft design to accept two 30-mm Aden guns and a Rolls-Royce Avon 26 engine. Similarly, Fiat in Italy assembled at least 220 **F-86Ks** from component kits provided by North American, and Japan's Mitsubishi company assembled approximately 300 more.

An offshoot of the F-86 program began when the US Navy and Marine Corps submitted a request for an evaluation variant of the F-86E Sabre, which they designated the **XFJ-2 Fury**. This new airplane had an arresting hook, an extended nose gear, and a catapult hitch. Later variants of the Fury improved on these features. The **FJ-2** had folding wings, the **FJ-3** had a deeper fuselage and more powerful engine, and the totally-redesigned **FJ-4** and **FJ-4B** attack aircraft bear only a passing resemblance to their predecessors. [Editor's Note: See our photo coverage of [EAA AirVenture 2003](#) for a photo of an FJ-4 Fury.]

The F-86 saw extensive action in the Korean war, where it was often pitted against the slightly superior MiG-15. Despite the imbalance of capability in their airplanes, Sabre pilots were able to gain superiority over the MiGs. F-86s were exported to many nations around the world, and several live on as target drones, test and research aircraft and, of course, privately-owned warbirds. There is also one [privately-owned FJ-4 Fury](#).

**Nicknames:** *Sabredog*; *Dog*; *Dogship* (F-86D); *Cheesefighter* (Dutch F-86Ks, named after the former Amsterdam Superintendent of Police, a Mr. Kaasjager, whose name translated to "Cheesefighter" or "Cheesehunter").

## **Specifications (F-86D):**

Engine: One 7,500-pound thrust afterburning General Electric J47-GE-17B or -33 turbojet

Weight: Empty 12,470 lbs., Max Takeoff 17,100 lbs.

Wing Span: 37ft. 1in.

Length: 40ft. 4in.

Height: 15ft. 0in.

Performance:

Maximum Speed at Sea Level: 707 mph

Ceiling: 45,600 ft.

Range: 835 miles

Armament: 24 69.9-mm (2.75-inch) air-to-air rockets

**Number Built:** 9,502

**Number Still Airworthy:** Approximately 15 flown as warbirds; a half-dozen more are flown under government contracts worldwide.

# HISTORIC AVIATION



*Photo By: Erik Hildebrandt*

## 2013 Club Officers

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

**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 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 \$35 initiation fee charged to all new members. Total first year dues are \$125, every year after that Annual membership dues are \$90.

For membership information check out our web page:



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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.