



# Hangar Talk

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From the President

Corsair II

September 24th Meeting

September marks the beginning of cooler weather and the evenings will soon be too short for members to get in any flying after work. Still plenty of sunlight on the weekends. It also means that there are only a few more events taking place in Colorado. See the list at the end of this article.

The August meeting was mostly about final reports for this year's Adams County Fair and Kid's Day. I'm sure you all know by now that both events were very successful. We had a lower turnout for Kid's Day this year, but that was a blessing due to the very hot weather. It was exhausting standing out on the runway with the kids and our trainers needed extra time out of the sun to rest. Dennis's idea to have a donation jar for lunch money worked out very well. We collected nearly enough to pay for the food. A BIG thank you to all the members that came out to support our efforts at the fair and Kid's Day. Without you, we couldn't do such a great job of supporting our community.

The big topic of discussion at the meeting was talking about the MAS website. The website is a great resource for the club and also serves as an archive for newsletters, event pictures and other information. Many of our new members find out about MAS by contacting Jeff and/or myself through the website. We then provide additional information and invite them to visit the airfield and meet our members. The current layout of the website is several years old and needs a facelift. We are fortunate that we have some members that are familiar with website design. Sean Kennedy created the current site and has done an outstanding job of maintaining it. George Kerr has been maintaining the Mile High website for many years and has offered to help with the re-design. We will talk about it more at the September meeting and form a group to start the process. If you have experience in web design or some ideas, come to the meeting and let us know.

One final note. The September meeting is officer nomination night for the election of officers in October. If anyone is interested in running for an office or board position, please let me know.

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

**Here are some up coming events:**

Rocky mountain Regional Jet Rally – LoveAir R/C September 25-27

LoveAir WarBirds - LoveAir October 3 & 4

PPRCC Memorial Fly In - Pikes Peak RC Club October 4

Long Lake Float Fly – Arvada Associated Modelers October 4



# HISTORIC AVIATION

The **Ling-Temco-Vought A-7 Corsair II** was a carrier-capable subsonic light [attack aircraft](#) introduced to replace the [Douglas A-4 Skyhawk](#). The A-7 airframe design was based on the successful [supersonic Vought F-8 Crusader](#), although it was somewhat smaller and rounded off. The Corsair II initially entered service with the [United States Navy](#) during the [Vietnam War](#). It was later adopted by the [United States Air Force](#), including the [Air National Guard](#), to replace the [Douglas A-1 Skyraider](#), [North American F-100 Super Sabre](#) and [Republic F-105 Thunderchief](#). The aircraft was also exported to [Greece](#) in the 1970s, and [Portugal](#) in the late 1980s.

In 1962, the [United States Navy](#) began preliminary work on *VAX* (Heavier-than-air, Attack, Experimental), a replacement for the A-4 Skyhawk with greater range and payload. Particular emphasis was placed on accurate delivery of weapons to reduce the cost per target. The requirements were finalized in 1963, announcing the *VAL* (Heavier-than-air, Attack, Light) competition.<sup>[1]</sup>

Built originally on the airframe of the F-8U Crusader, the A-7 underwent a number of modifications since its 1965 introduction. The A-7 Corsair II, which is retired, was used by TAC for close air support attack missions.

The A-7E was the final fleet version of the A-7. After more than two decades of service, however, it was replaced by the F/A-18 Hornet. The A-7E had a 20mm gun and can carry payloads of up to 15,000 pounds of bombs and missiles. Eight ordnance stations were available. A-7E Corsair IIs were part of the two-carrier battle group that conducted a joint strike on selected Libyan terrorist-related targets in 1986. Together with carrier-based F/A-18s, A-7s used anti-radiation missiles to neutralize Libyan air defenses.

Compared to the F-8 fighter, the A-7 had a shorter, broader fuselage. The wing had a longer span, and the unique, variable incidence feature of the F-8 wing was omitted. To achieve the required range, the A-7 was powered by a [Pratt & Whitney TF30-P-6 turbofan](#) producing 11,345 lbf (50.5 kN) of thrust,<sup>[1]</sup> the same innovative combat turbofan produced for the [F-111](#) and early [F-14 Tomcats](#), but without the afterburner needed for supersonic speeds.

The A-7 offered a plethora of cutting-edge avionics compared to contemporary aircraft. This included data link capabilities that, among other features, provided fully "hands-off" carrier landing capability when used in conjunction with its approach power compensator (APC) or auto throttle. Other notable and highly advanced equipment was a projected map display located just below the radar scope. The map display was slaved to the inertial navigation system and provided a high-resolution map image of the aircraft's position superimposed over TPC/JNC charts. Moreover, when slaved to the all-axis auto pilot, the inertial navigation system could fly the aircraft "hands off" to up to nine individual waypoints.

F/A-18s replaced A-7Es in the carrier air wing mix. The last two squadrons transitioned in FY 1992. Replacing A-7s with F/A-18s gave operational commanders more flexibility by allowing them to employ the F/A-18s in either the fighter or attack role. Also, a smaller number of aircraft (85) are needed in an F/A-18 equipped carrier air wing than in an A-7E equipped carrier air wing (94).



## 2015 Club Officers

**President**        **Larry Ott**  
**Vice Pres**       **Jeff Griego**  
**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 at Echo Park Automotive, 500 East 104th 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. 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.