



Hangar Talk

July 2017 Meeting minutes

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Meeting minutes

Fly Responsible

F8F Bearcat

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

- Meeting called to order
- Total attendance 9
- Motion to approve meeting minutes. Motion seconded, motion to approved minutes as submitted.
- Old Business:
- IMAAC: Event went well. One comment from participant was best he ever had.
- Kids day next event August 12, 2017
- Roof: Needed repair. Several shingles need to be replaced. Lee Overholt submitted a motion to replace roof. Motion seconded. Vote: unanimous. Bob Salmon already has bid on rood replacement, Vice President Jeremy Wehner wants to get second bid. Jeremy will get second bid.
- Treasure's report: report given
- Caulking for runway ordered and received. Nick will schedule a work day in September to apply caulk.
- New business:
- Incident at Cherry Creek flying field: President Griego discussed email from Steven Graham regarding incident that occurred at Cherry Creek. It was requested that Secretary Treasurer include letter in August Newsletter.
- Secretary/Treasurer Jeff Osborn offered motion to approve purchase of 100 watt solar panel from Harbor Freight. Motion seconded. 7 to approve 2 ostained. Motion passed.
- *Canada thistle* (Cirsium arvense): Need to continue to control.
- Motion to adjourn, motion seconded and passed. Meeting adjourned.



I was just made aware that on Sunday July 17th the Cherry Creek field, RC Eagles, suffered a report from a pilot of a Gulf-stream jet pilot, that he had taken evasive action WRT a model being flown at CC while on approach to land from the North. Initial reports are that the model was flying well above the 400 foot altitude limit that CC in a letter of agreement has with Centennial tower. The Eagles club meeting is this evening at Colpar on Havana at 1800. They plan to discuss the event but I do believe the FAA has opened an investigation which has the potential for fairly dramatic impact to their clubs operations.

It was probably only a matter of time before we saw something like this happen especially at CC where the full scale glide path is only about 800 AGL so even with a 400 foot limit on model operations there's only roughly 400 feet of separation. The really sad thing here is I struggle to believe the model pilots were using spotters to warn them about overflying full scale especially IF they chose to ignore the 400 foot cap. Our safety code is largely based on the idea that we keep our models within direct line of sight and use this as a method to ensure we do not create a hazard to full scale. If necessary, this includes the use of spotters. Had this been the case I can't help but think the pilots in question would have been warned of approaching traffic and brought their models down long before that traffic was placed into a situation where the pilots felt they needed to take evasive action.

Even though both MAS and the sod farm find themselves much further from full scale operations than the CC field this event has the possibility to affect both MAS and the Sod Farm as collateral damage. I would re-iterate my previously voiced concerns that individuals flying at either location should make themselves aware that while not a frequent occurrence, overflight of both facilities happen. It is incumbent on each of us to take whatever measures necessary to avoid falling into the same situation. Perhaps a standing talking point for club initiations, communications and meetings going forward?

Sincaeronautically,

Steve Graham

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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 Armée de l'Air for combat operations in Indo-China. Another 129 Bearcats were sold to the Thai Air Force.

Nicknames: *Beer*cat (Armée 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



2017 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 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.