



Hangar Talk

March 2019 Meeting Minutes

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Meeting minutes

F8F Bearcat

Earl Keffer

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

- Meeting called to order.
- Total attendance 13
- Jeff Griego unable to attend. Meeting conducted by Vice president Jeremy Wehner
- Meeting motion to approve minutes. No changes. Seconded. Minutes approved
- Old business:
- Club to vote on events per motion from last month's meeting
- IMMAC: No
- Pattern: No
- Kids Day: Conditionally agree to do kids day. Need to find ways to promote. (i.e. Thornton days).
- Meeting with DIA tower supervisor. Steve G. Jeff G and Jeremy W/met with supervisor. They do not have a problem. They are waiting for AMA and FAA Washington. Main concern is control of field. It is suggested that we be "ambassadors" to the club. Also adhere to the frequency pin rules including 2.4 Ghz frequencies. NO EXCEPTIONS.
- Trainer Day – Not viable due to staffing limitations. Members are encouraged to work one on one.
- New business:
- Need road base for the entrance. Need to discuss with Jeff G.
- Gate Code: was changed on 4/2/2019
- Motion to provide flowers for earl Keffer's funeral. Amount \$100. Motion agreed to.
- Motion to Adjourn. Seconded, Meeting adjourned

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: *Beercat* (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





Earl Lee Keffer, 73, passed peacefully into the hands of God, very early Wednesday morning, March 20th. Earl was born on November 11, 1945, the fifth child born of Perry Lee and Edna Earl Keffer. In Montgomery County, Virginia near Blacksburg. He was preceded in death by his parents. He is survived by 3 brothers, Tony W. (Sandra), Charles H., (Sondra), Johnny W. (Beatrice), and sister, Patricia K. Phelps (Henry). One great aunt, Margaret Keffer, 7 nephews and 6 nieces, and many friends stretching from Richmond to Denver.

Earl grew up in a rural and farm like area near Blacksburg, Virginia. He truly enjoyed his years there as a lad. At the age of 15 the family relocated to Richmond, where he completed his high school years, and then joined the army reserve. He served a total of 36 months in training and active duty. Building on his experience in the military, he took additional vocational school classes and later on began his career with AT&T. Shortly after that time he married the love of his life, Rebecca and they settled down in Richmond.

Sadly, the marriage ended three years later. And Earl subsequently requested a job transfer to the Denver facility of AT&T. He loved his job with AT&T, solving customer's technical problems as a Central Office Technician and he loved Denver even more. We knew that when he would speak so much about his love for the Denver area, he would not likely ever return and make Virginia his home. In Denver, Earl applied his athletic skills and took up skiing, riding his two horses, and competitive softball. He found recreational activities to be just what he needed. He then began to develop interest in building and flying radio controlled planes, and that led him to expand on his love of planes and to becoming a member of the "Miniature Aero Sportsters" in Adams County, where Earl was affectionately known as "Old Earl" among the club members and friends.

His love for the game of competitive softball was next on the list of importance and eventually he was elevated to the role of captain/coach of a very competitive softball team in the local CSSA league on a team called the Westminster Warriors. He also enjoyed the task of maintaining the ball field and facilities riding around on his old tractor.

Earl retired from AT&T in 1999 after a 30 year career with the company. He never lost his love for Virginia and would drive his mini motor home back from time to time and numerous other road trips to visit family and friends. Earl will be fondly remembered as a guy akin to Frank Sinatra, he always "Did It His Way". May God bless him in his eternal home.



2019 Club Officers

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

Board

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.