



AMA Charter 1344  
Gold Leader Club

# Hangar Talk

## President's Letter

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As we start a new year, I would like to thank all those who helped to make 2010 a good year. Without your support it would not have been. I pushed for a lot of resurrection of things done in the past and tried to add some new things. I spent a lot of my time trying to get up to speed on the sport and on the desires of the club as a whole. Though I have learned a lot, I still have a long journey ahead of me. I hope you will all be a part of my journey for this upcoming year.

This year I would like to expand our efforts towards a more organized approach to club activities and efforts. The key to the success or failure of these endeavors lies in the hand of you, the membership. We must always remember the fact that there are and always will be *leaders and followers*. Which one you are is totally your decision and the only person you must answer to for your decision, is the one looking back at you in the mirror in the morning.

We will probably never, or only rarely, decide or do anything that everyone is completely happy about. It is vital that we reach a consensus on what we do. This is the key to moving forward and achieving success in what we do and that of the club as a whole. We can improve, we can expand, we can make things better, and safer, but only with the help and efforts of those that want to see it happen. If your choice is to not get involved in the process, you have no grounds to complain about any changes or decisions made by those who do.

This year marks the 25<sup>th</sup> year that the club has been officially at Fisher Field. I think it would be nice to have some type of celebration not only for the club but be open to anyone who would like to come and join us. Your thoughts and ideas? If we plan to do anything, we need to start planning right away. I would like to see a few people to get together on this one.

The spring cleanup should be an easy one this year. We should be able to knock it out quickly and still be able to get in some flying too. It worked out that way last year and I see no reason we cannot do it again. Just, no flying until we say it is ok!

Family day was a great success last year and I am sure it will be again this year. I would like to have it a little earlier in the year and possibly have another picnic in the fall. Nothing formal, just a potluck type of gathering. They are always the most fun.

As this will be my last year as your president, I hope you will all be a part of it. That is my New Years wish. My New Years resolution is to have this year be an even better year than last for MAS.

To John and Judy, you are in our thoughts and prayers. We are all in your corner to support you in any way we can.

### Upcoming meetings and events

Meeting February 24th

Meeting March 24th

Meeting April 28th

## January Meeting Notes

Happy New Year everyone!

The meeting started off with lots of people paying their dues. As of this writing, 35 members have paid for 2011. If you haven't gotten yours in yet, please send them to me or give them to me at the field or a meeting. They are due by the end of March.

Larry started off the meeting talking about 2010. We had some good events (The Model Expo, the pot luck, the IMAC training, demos at Van Aire, the demos for the Grace Wanderers, the Adams County Fair) and got some things done for the field (a couple of work parties and the runway resurfacing). We ended the year with a good Christmas party; thanks to Things with Wings and Aeroworks for their prize donations.

Next, Larry spoke about 2011. First, the club seems happy to not be expanding. That's fine. We do need to sustain what we have though. Next, Larry would like more activity for (and by) the club. One idea would be to make the meetings more inviting by having some sort of talk, demo, or training during them. Larry also thought we could do more fun flies. One every month? These do not have to be for the public or other clubs, they would be something for us to do.

Larry finished the 2011 discussion by saying, "I can't do it by myself. I'm not going to do that this year." He'd like to see the membership do things (volunteer. Show-up!) and not to have to be pushed to do it. "If something's broken. Don't complain, fix it."

Just a quick note on IMAC since it was mentioned earlier: Larry said we won't be doing one this year unless people come forward. There has been no interest from the membership, so there's really no point in trying. Aeroworks was even going to donate \$500 to the club to run the event. On top of that, \$20 per entry would have gone into club funds. *If you are interested in helping MAS put on this kind of event, talk to Larry. I'm sure he'd like to hear from you.*

We've gotten a few (very few actually) complaints about the Work Bond. Larry stressed that it is not a punishment, but a way for members who can't help the club physically contribute to the club's wellbeing. As has been said for years, the same people keep doing the work. Other members need to help somehow.

John Fletcher has been going through chemotherapy. Keep a good thought for him. If you'd like to talk to him personally, go through Bob Salmon. Bob has been in touch and knows the best times to talk with John.

The Wings Over the Rockies Museum show is on Feb. 26<sup>th</sup>. MAS will have a table once again this year. We need volunteers to man the table. Contact Larry Fuehrer and/or Larry Litsey if you'd like to help. Setup is at 8am, the doors open at 10am and it's all over by 4pm.

Last year, MAS had too many planes. Talk to Larry F. about what's needed this year.

The museum's remodel should be complete by this event. The place should look really good.

Parking: after unloading, move your car. You can park west of the hangar (anywhere in that parking lot).

Museum supplies one table and two chairs. Since we'll have more volunteers than that, we'll need to bring folding chairs.

Food will be available, but not provided.



Bob S. talked about the fly-in we've had over the years with the Cherry Creek club. We could do again this year if we want to. It was discussed and decided that we would. Bob S. will coordinate with them. There will be one event during the week and one on the weekend as we've done in the past. One event will be at our field where they come visit and one will be at their field where we go visit. George mentioned that this kind of event could be done with Mile High as well. He'll talk to them about it.

Earl brought-up that Chapter 90 has open house at Van Aire on April 9<sup>th</sup>. They would like to come over on that day (after) and fly with us. This was discussed and the members decided it was no problem as long as they have an AMA card and somebody from MAS is there.

All of you should have received your copies of the MAS Constitution and By-Laws. This went out in email and via USPS to those who don't have email. We went over comments that folks had on the documents. George brought some comments on paper and Earl brought up some as well. Larry would like to get these approved at the next meeting. Please plan on attending if you can.

The big (as in ~30 minutes) discussion came when Roy asked about family memberships. If you look at the current docs, there isn't one. Adults pay \$90 and juniors pay \$15. There was a lot of confusion on what Roy wanted and that confusion contributed to the long, painful discussion. Eventually, Roy made a motion to amend the constitution to include a family membership. This was seconded with some details added by other members: Husband, wife, and household members would \$90 plus each additional person would be \$15. This motion was voted down. I should note that it came-up that flyers at the field (regardless of family or not) would need to be in the AMA. People then asked about non-flying members, but most of the membership agreed there was no point in that. Guests are always welcome regardless of family relationships.

We need a new field safety person. Rick works on weekends, so he can't make it when most people are flying at the field. We've had incidents with unsafe flying, unsafe ground practices (like taxiing in the pits), plane maintenance, etc. Nobody at the meeting volunteered (big surprise). If you're asked, please take the position. It's important.

Give Larry or officer a call if you have something to talk about. It doesn't have to be at meeting.

Larry O. brought some combat planes to talk about. These are electric, cheap, and they fly really well. We'd like to get some of us flying them so we can have some sorties at the field. Please contact Larry Ott if you're interested.

The meeting ended with George winning the fuel. Everyone thank John Hogan for the fuel donation by the way.

That's it for this month.

Tom

2011 Snow Bird winner Larry Ott with Trophy



# HISTORIC AVIATION

In 1933, Hawker's chief designer, Sydney Camm, decided to design an aircraft which would fulfill a British Air Ministry specification calling for a new monoplane fighter. His prototype, powered by a 990hp Rolls Royce Merlin 'C' engine, first flew on 6 November 1935, and quickly surpassed expectations and performance estimates. Official trials began three months later, and in June 1936, Hawker received an initial order for 600 aircraft from the Royal Air Force. The first aircraft had fabric wings. To power the new aircraft (now officially designated the "Hurricane,") the RAF ordered the new 1,030hp Merlin II engine.

The first production Hurricane flew on 12 October 1937, and was delivered to the 111 Squadron at RAF Northolt two months later. A year later, around 200 had been delivered, and demand for the airplane had increased enough that Hawker contracted with the Gloster Aircraft company to build them also. During the production run, the fabric-covered wing was replaced by an all-metal one, a bullet-proof windscreen was added, and the engine was upgraded to the Merlin III. Before WWII, production locations expanded to include Yugoslavia, Belgium and in 1940, Canada, where it was undertaken by the Canadian Car and Foundry Company.

August 1940 brought what has become the Hurricane's shining moment in history: The Battle of Britain. RAF Hurricanes accounted for more enemy aircraft kills than all other defenses combined, including all aircraft and ground defenses. Later in the war, the Hurricane served admirably in North Africa, Burma, Malta, and nearly every other theater in which the RAF participated.

The Hurricane underwent many modifications during its life, resulting in many major variants, including the **Mk IIA**, with a Merlin XX engine; the **Mk IIB**, with interchangeable wings housing twelve 7.7mm (0.303in) guns and carrying two 500lb bombs; the **Mk IID**, a tankbuster with two 40mm anti-tank guns plus two 7.7mm guns; the **Mk IV**, with a universal, multi-purpose wing, and powered by a 1,620hp Merlin 24/27 engine; and the Canadian-built **Mk XII**, with a 1,300hp Packard Merlin 29 engine. During the war, Hurricanes were sold to Egypt, Finland, India, the Irish Air Corps, Persia, Turkey, and the USSR.

The Hurricane was undoubtedly one of the greatest and most versatile fighter aircraft of WWII, and it remained in service with the RAF until January 1947.

**Nicknames:** *Hurry; Hurribomber* (Malta-based Hurricanes)

## Specifications (Mk IIB):

Engine: 1,280hp Rolls-Royce Merlin XX 12-cylinder V piston engine

Weight: Empty 5,500 lbs., Max Takeoff 7,300 lbs.

Wing Span: 40ft. 0in.

Length: 32ft. 2.5in.

Height: 13ft. 1in.

Performance:

Maximum Speed at 22,000 ft: 342 mph

Cruising Speed at 20,000 ft: 296 mph

Ceiling: 36,500 ft

Range: 480 miles

Armament:

Twelve 7.7mm (0.303in.) wing-mounted machine guns

Two 250 or 500-lb bombs



### Safety First

One of the main comments heard from the review of the by-laws and constitution was about air field safety. So I decided I would write an article reviewing Air Field safety rules. Just as a reminder because I'm sure all of us practice impeccable Air Field safety just like we are all great drivers of automobiles.

We do have safety rules posted at the field; let's do a quick review of these. It has been brought to our attention that some if not all of these have been broken lately. We ALL need to work harder on safety. That allows us to fly and not make trips to the Emergency room, either as a patient or visitor.

1. Transmitters must be put into impound immediately upon arrival at the field and must have a frequency pin attached to the transmitter when the transmitter is removed from impound. Pin and transmitter must be returned to the impound immediately after flight. All pilots must have a current AMA license when flying and a current MAS membership card left in place of the frequency pin.
2. A pilot must return the frequency pin after one (1) complete flight or a maximum of twenty (20) minutes.
3. All extended engine runs must be done outside of the pit and spectator areas. If a radio is required for engine testing, safety rules 1 and 2 above still apply.
4. All aircraft must bear ownership identification in accordance with AMA insurance plans.
- 5. All fly-bys, high speed runs, and aerobatics must be done over the infield, not the runway. No flying over the runway when it can be avoided. There shall be absolutely no flying over the pits, spectators, or parking lot.**
- 6. While flying, pilots must stand in pilot box immediately behind the safety fence. Pilots may only stand near the runway during takeoffs and landings. To retrieve stalled aircraft, the pilots must announce their intentions to go onto the runway.**
7. All students must fly with an instructor until they are proficient.
8. The traffic pattern and active runway must be announced and agreed upon by the pilots currently flying.
9. A maximum of five (5) aircraft are allowed in the air at any one time.
- 10. No alcoholic beverages or illegal drugs may be consumed at any time at the flying site.**
- 11. There shall be no flying of any kind while impaired.**
12. All engines for which mufflers are available must have a muffler.
13. All spectators must stay in the spectator or parking area at all times unless accompanied by a club member.
- 14. While in the pit area, prop blast must be directed away from spectators, pilots, and other aircraft.**
15. Miniature Aero Sportsters encourages all pilots to fly with a co-pilot for the general safety of those at the field.
16. In addition to these rules, AMA safety rules apply to all persons at the field.

Observations and comments on the above rules:

For rule number 2 we have built engine run up stands at either end of the pits. These are sturdy and have 2x4's to hold your plane. Please use these instead of the table tops. This also would cover not directing your prop blast at other pilots, equipment and planes. That's just common sense and courtesy. I'm sure you wouldn't like it if you were in the receiving end of someone else's prop blast. It's also very hard to hear someone call takeoff or landing if you are in the pits running up an engine. Use the run up stands.

Aerobatics while a very impressive skill should still be done over the infield not the runway. Especially walking out onto the runway to touch the tail of your hovering plane, not really a good idea and it's against the safety rules. Too many things could go wrong and someone could get hurt.

All of the above is mainly common sense and courtesy, and yes we all have lapses in them. For 2011 let's have less lapses and more safety.

Thanks

Gary

## 2011 Club Officers

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

**Board**                **Earl Keffer**

**Board**                **Lee Overholt**  
**kaover@comcast.net**

**Field Maintenance**

**Newsletter Editor** **Gary Hodges**  
**gbhodes58@msn.com**

**Web Page**

<http://www.minatureaerosporters.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 \$125 initiation fee charged to all new members. Every year after that Annual membership dues are \$90.

For membership information check out our web page:

<http://www.minatureaerosporters.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:

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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.