



Hangar Talk

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MEETING MINUTES

April 24, 2008

The meeting convened at 7:00 PM at th4 Gander Mountain conference room with Hank Barron Presiding. Nineteen members and 3 guests were in attendance. The members were Dennis Lesondak, Jim Moore, Jeff Griego, John Fletcher, Herb Varona, Bob Bubnich, Ron Martin, Roy and Louise McGee, Bob LeMaster, Lee Overholt, Jim Shaw, Bob Salmon, Dave and John Hogan, Milo Fritts, Earl Keffeer, Les Sullivan, and Harry Goeken. The guests were Fred and Matt Howell, and Mauri Kaiser.

The following events schedule was developed for the coming season: Platte Valley Fly-in 17 May; Parade 26 July; MAS air show 27 July; Kid's Day 9 August; and Adams County Fair starts 30 August. Dave Hogan will oversee the Parade functions. The MAS air show committee will met at Jim Shaw's house

Lee Overholt will get advertising flyers announcing the upcoming MAS events. The club will accept donations and each donor will receive a ticket entitling him or her to win a trainer model.

Lee Overholt reported on the progress for getting better toilets at the field. Three of the four presently at the field will be removed. The fourth will be up-graded. A good used unit will be purchased and installed. A contract will be awarded to a service company to clean the two toilets monthly. The cost of the new unit plus incidentals will cost about \$400.00.

Non AMA members are still flying at the field. Three signs will be purchased and affixed at strategic locations stating that AMA membership is a requirement to fly at the field and that NOM AMA MEMBERS CANNOT FLY. Club members should enforce this rule

Earl Keffer was reimbursed for the expenses he incurred in mowing the grass at the field. It was agreed that a new cook stove was need at the field to replace the existing unit .One was bought at Gander Mountain.

Dennis Lesondak outlined work to be done on the building both inside and outside. Inside work includes painting, floor sealing, installing base boards, window blinds, and kitchen cabinets. Outside work includes replacing a fence post and installing an engine test stand. Work parties will be organized to do these chores. There will be no flying when work parties are present.

Herb Varona won the fuel door prize and the meeting came to a close at 8:40 PM.

Upcoming meetings and events

May 17th Platte Valley fly-in

May 22nd Club Meeting

July 26th, Parade

July 27th M.A.S. Air show

August 9th, Kids Day

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Women Flyers

Women played a large role in the aviation community at the field. Annette Gipson set a speed record for 100 kilometers for an aircraft weighing less than 1000 pounds. Her average speed was 123.23 KPH. An annual all women's race, named after Gipson, was held at the field. In the 1933 Annette Gipson all women's race, Henrietta Sumner won the race. Twenty-three leading aviatrixes competed in this race for an \$850 first prize. On 1 February 1932, Ruth Nichols, flying a Packard Lockheed monoplane, set an altitude record at the field of 19928 feet for oil burning planes.

Amelia Earhart

By far, one of the most famous aviatrixes of Floyd Bennett Field was Amelia Earhart. She is credited with many firsts as a female pilot. She was the first woman to cross the Atlantic, the first woman to cross the Atlantic solo, the first woman to cross the Atlantic twice, first woman to fly an autogyro, first woman to receive the Distinguished Flying Cross and first woman to complete a non-stop trans-continental flight. In the 1936 Bendix Trophy Race, flying a Lockheed Electra, she finished fifth even after her aircraft developed fuel line problems. At the time she entered the Bendix Race she was already planning an around-the-world hop to be flown as close to the equator as possible. A year later, in 1937, she took off on that flight but never returned. On 20 November 1937, a large air parade was held at Floyd Bennett Field in memory of Amelia Earhart. Planes from the Navy, Coast Guard and Army were present at the parade as were many civilian aircraft.

Rossi and Codos; Jimmy Doolittle

At 0541 on 5 August 1933, Maurice Rossi and Paul Codos left the field and established a new long distance record by flying to Rayak, Syria in 56 hours. In 1935, Jimmy Doolittle, using an American Airlines aircraft set a trans-continental speed record for passenger transports.

Wiley Post

On 15 July 1933, one-eyed Wiley Post took off from Floyd Bennett in his plane the Winnie Mae on a solo round-the-world flight. Traveling 15,957 miles, Post set his plane down on the same spot he had taken off from 7 days, 18 hours and 49 minutes later. His plane was a Lockheed Vega.

Howard Hughes

The round-the-world time set by Post would be untouched for five years. Many pilots attempted to break his record, but all met with failure except one. Again from Floyd Bennett Field on 10 July 1938, Howard Hughes and a crew of four set out on a round-the-world flight to publicize the coming of the International Exposition to New York. His plane, a silver monoplane named New York Worlds Fair 1939 completed and landed back at the field in 3 days, 19 hours and 17 minutes.

"Wrongway" Corrigan

One of the most novel flights from the field was that of Douglas "Wrongway" Corrigan. On 17 July 1938, Corrigan was to take off on a non-stop cross country flight in a \$325 used plane. Early in the morning of that July day, Corrigan radioed the airport manager asking him which way he wanted him to take off. The airport manager replied "Any way you want, just not towards the buildings on the west side of the field". After taking off he noticed that his panel compass was not working so he had to use the one that he had set on the floor of his cockpit. Two hours into the flight he flew over a large city which he took to be Baltimore but was actually Boston. Eight hours into the flight he noticed a large fuel leak. The cockpit had filled with 6 inches of fuel on the floor. Fearing the fuel would ignite from the hot exhaust, he punched a hole through the bottom right hand side of the cockpit floor to allow the fuel to drain. He then increased the rpm's of his engine to make the most of the remaining fuel. He came down through a layer of clouds only to realize that the water below him had to be the Atlantic Ocean. Deciding that land had to be straight ahead, he pressed on. Shortly thereafter, he came upon Ireland and landed in Dublin. He was immediately placed into custody by Irish authorities because he did not possess a visa. A short time later, he was turned over to the American Ambassador and sailed back to New York and revisited his point of takeoff. The crowds cheered him upon his return and The New York Post even published the headline of the newspaper backwards.

The Memories Remain...

Though all that remains are the empty hangars to serve as hollow memorials and the inactive runways, the history written by the Aviators of Floyd Bennett Field will forever live in the minds of the aviation community.



The Hawker Hunter series of aircraft was designed to replace the post-World War Two Gloster Meteors, also of jet design. The Hunter exceeded the Meteors in a variety of ways including being able to break the sound barrier (albeit needing to achieve a shallow dive to do it) and utilized the latest in turbojet technology. The system would go on to become the then-longest serving jet-powered fighter aircraft in British military aviation history.

The Hawker Hunter was a single engine jet fighter fitted with the Rolls-Royce Avon series of powerplants that generated over 10,000lbs of thrust. The aircraft was of a middle-monoplane design with twin intakes at either wingroot. Elevators sat lifted up on the single rudder assembly at rear and one crewmember piloted the system. Armament consisted of four forward fixed 30mm cannons though later additions to the series would yield a greater punch with the ability to carry bombs and air-to-surface rockets.

The system was first fielded in the mid-1950's with the Royal Air Force and improvements in the way of increased fuel capacity for increased range were already implemented. A situation arose early in the life cycle of the aircraft when it was found that the under-fuselage mounted cannons could jettison their gases and / or shell casings directly into the intake system, quite possibly causing a very serious and fatal engine "flame out". As such, mid-production models and later models were fitted with a very utilitarian "bulge" behind each gun under the cockpit to deflect the gasses and shells away from the intake.

The Hawker Hunter was baptized in fire during the Suez conflict with Egypt, against Israeli ground targets with Jordan and with Indian air force pilots against Pakistan in the 1960's and 1970's. The latter outshone the aged American-produced F-86 Sabres of Pakistan on more than one occasion. As such, the Hunter saw vast export orders in the Middle East and throughout Europe, being produced under license in many countries there.

By 1963, Hawker Hunters was already out gained by contemporary fighters and were relegated to the strike fighter and training roles for the RAF. They did serve considerably longer in other air forces around the world, even as a frontline strike fighter, as late as 2000 - those being of Zimbabwe and Lebanese control.

Specifications (Hunter F6):

Engine: One 10,150-pound thrust Rolls-Royce Avon Mk207 turbojet

Weight: Empty 14,120 lbs., Max Takeoff 23,800 lbs.

Wing Span: 33ft. 8in.

Length: 45ft. 10.5in.

Height: 13ft. 2in.

Performance:

Maximum Speed at Sea Level: 650 mph

Ceiling: 51,500 ft.

Range: 1,400 miles in ferry configuration (Combat radius 230 miles)

Armament:

Four 30mm Aden cannon

Four underwing pylons for 500 or 1000-pound bombs, 24 76-mm rockets, or fuel tanks.

Number Built: 1,985

Number Still Airworthy: Approximately 30 in private ownership.



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Web Page

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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://home.comcast.net/~tglaess>



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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.