



Hangar Talk

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MEETING MINUTES

The meeting was held at the MAS flying field with Hank Barron presiding. In attendance were Dennis Lesondak, Les Sullivan, John Fletcher, Randy Petrie, Jim Shaw, Milo Fritts, Ron Martin, Bob Bubnich, Bob Salmon, Earl Keffer, John and Dave Hogan, Lee Overholt and Jeff Garcia.

The meeting started at 7:07 PM. The Secretary/Treasurer's report was read and accepted.

The main gate will be outfitted with a chain and two lock system (one lock for MAS and one for the oil company) The combination to the MAS lock will be 1808 until the new 2009 membership cards are put in use.

Lee Overholt and Les Sullivan reported on the costs for club hats and jackets. It was moved and accepted that the club buy 50 hats at \$11.00 each and sell them at \$14.00 per copy.

The runway must be sealed and striped. The club has received a bid for the job for \$3500.00. This is very good price. However, it was moved and seconded that another bid be solicited to assure that the club has a low price.

Jim Shaw discussed the upcoming parade and air show to be held on 26 and 27 July. It is moot to cover these topics because those events will have occurred long before these minutes go to press.

A motion was made and accepted to purchase a good used gas grill for \$30.00.

The meeting adjourned at 8: 15 PM.

Next Meeting 8/28 at the M.A.S field.

Upcoming meetings and events

August 9th, Kids Day

August 28th Club Meeting

September 25th club meeting

SECRETARY TREASURER'S REPORT

July 24, 2008

There are now 62 members in the club. However, four of those are guest members and three are exempt volunteer members. None of the above seven are dues paying. Three of the guest members are from Aeroworks. Their membership cards were mailed last month. They recently sent the club a thank-you card.

An estimate of the cost for club jackets was discussed with Sportsline in Arvada. After a one time cost to prepare a disc showing the club logo, a jacket with the owner's name on the front and the club logo on the back would cost about \$90.00.

No deposits were made into the checking account. Three checks were written, two to Gary Hodges for \$41.45 and \$82.14 for printing and Kid's Day expenses. One was written to Lee Overholt for badges. The balance in the checking account is \$607.96. Five deposits totaling \$552.38 were made into the savings account. The balance in the savings account is \$9622.60. total bank assets are \$10230.56.

Adams County Parade Pictures



The float "crew"



Ready to go.

MAS Air show 2008

The 2008 edition of the MAS Airshow was held on Sunday, July 27, 2008. The weather Gods were with us and the wind was non existent. There was about one half of the club in attendance (Approximately 30+ club members), for those of you who couldn't attend, you missed a great show.

The show opened with one of our featured pilots, Brian Wild from the AeroWorks Team, flying an 31% Extra 260. Smooth and well done. Next up was Hank Baron and his son showing the crowd how we buddy box...

We had a few glitches, engines not starting, mechanical failures, etc. but the show went on. Here is a list of the pilots in the sequence that they flew in.

- | | |
|--|---|
| 1- Brian Wild of AeroWorks | Extra 260 (31%) |
| 2-Hank Baron and Son | Sr. Kadet on a Buddy Box |
| 3-Bob Salmon | 200% Skooter |
| 4-John Hogan | T-34 |
| 5-Dave Hogan | Big Stik |
| 6-Milo Fritts | Tiger 63 |
| 7-Gary Hodges | P-47 |
| 8-Scott Guthrie | P-47 |
| 9-Randy Petirie | Hell Cat |
| (Gary, Scott and Randy flew together in formation and it looked great) | |
| 10-Earl Kieffer | Kaos |
| 11-Jim Shaw | flew both the Sophwith Pup followed by
Miss Denver |
| 12- Mark Denis (Our featured pilot) | Extra 260 (43%) |

Mark flew a great 3D pattern and had everyone in awe at his piloting skills.

To each of the other members who were there to help, Taking care of the food (It was great) was Ron Martin with his able assistants, Jake Martinez and Denis Lesondak. Earl Kieffer did a great job as MC. There were a number of members there that did a lot of odd jobs, to each of you, Thank You. You are not forgotten. The field was in great shape due to efforts of a lot of you.

We learned a number of lessons at this AirShow that we will correct for next year. The crowd was small, (about 15 to 18) but they all enjoyed it. I talked to a number of them and they all said they would return next year.

Looking forward to next year, hope all the members will be able to make it.

Build them light and fly them High
Jim Shaw



Spitfire

History: Undoubtedly the most famous British combat aircraft of World War II, the Spitfire is as deeply ingrained in the collective psyche of most Britons as the P-51 Mustang is in most Americans'. First flown on 5 March 1936, the Spitfire sprang from the design desk of R.J. Mitchell, who had previously submitted an unsuccessful design for a similar fighter, the Type 224. Once given the freedom to design an aircraft outside of the strict Air Ministry specifications, his **Type 300** emerged as a clear winner; so much so that a new Air Ministry specification was written to match the new design.

The **Spitfire Mk I** became operational at Duxford, Cambridgeshire, in July 1938, and as time went on, the Spitfire was to become one of the most versatile and most-modified aircraft in existence, with various wing designs, armament changes, and engine changes dictating its many identities.

By the time WWII began in September 1939, nine squadrons of Spits were operational with the RAF, and the Spitfire quickly lived up to its good reputation by downing a German He 111 over the UK the following month. Ten more Spitfire squadrons were on strength by the fall of 1940, when the Battle of Britain tested the nation's resolve and military resources. Spitfires soon began overseas operations, in Malta, the Middle East, and the Pacific.

The Spitfire served, and continued to be built, throughout WWII. It served in many theaters, and with many Allied nations, including the USA and the Soviet Union.

The Royal Navy, noting both the success of the Spitfire in land-based service, and also the success of their own Sea Hurricanes, ordered the production of the **Seafire**, a carrier-based version of the Spitfire. Deliveries began in January 1942, and the Seafire was used in growing numbers and variants throughout the remainder of the war.

While certainly not all-inclusive or comprehensive, this list of some of the most significant variants of the Spitfire/Seafire gives some idea of the complexity of the aircraft's history:

- * **Mk IB:** Four 7.7-mm (0.303-inch) guns and two 20-mm cannon;
- * **Mk VA/B/C:** More powerful Merlin engine, provisions for drop-tanks or bombs, wing and armament changes;
- * **Mk VII:** High-altitude interceptor with pressurized cockpit and retractable tailwheel;
- * **Mk VIII:** Pure fighter with un-pressurized cockpit;
- * **Mk IX:** Two-stage Merlin engine mated to Mk V airframe;
- * **Mk XIV:** Griffon 65/66 engine with five-bladed propeller, strengthened fuselage, broad tail, late models had bubble canopy;
- * **Mk XVI:** Packard Merlin engine, many had bubble canopy;
- * **Seafire Mk IIC:** Catapult hooks and strengthened landing gear, Merlin engine, 4-blade propeller;
- * **Seafire Mk III:** Double folding wings and 1,585-hp Merlin 55 engine.

The last operational mission of the Spitfire took place on 1 April 1954, when a Spitfire PR.Mk 19 flew a photo-reconnaissance mission over Malaya. The final mission of the Seafire was in 1967, after many years of faithful service with the Fleet Air Arm and various training squadrons.

The Spitfire, one of the most significant and revered fighter aircraft ever built, continues to steal the lion's share of attention at airshows and fly-ins. The remaining examples are flown with great care, and continued Spitfire restorations ensure that this beautiful aircraft will continue to delight pilots and spectators alike for the foreseeable future.



2008 Club Officers

President **Hank Baron**
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Field Maintenance **Lou Smith**

Newsletter Editor **Gary Hodges**
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Web Page

[http://home.comcast.net/~tglaess.](http://home.comcast.net/~tglaess)

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.