



# Hangar Talk

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From the President

Meeting Minutes

Sea Fury

We have had another great year at MAS. The membership has continued to grow and we ended up with over 70 members. It will probably be even higher by the end of the year because several more people that have commuted to joining.

Here are a few reasons why we had a great year..

- 1) Believe it or not, we had a bigger turnout for Kid's day than last year with 103 "Kids"
- 2) We held our 4th Annual Lamar Steen IMAC event
- 3) We held our 2nd Annual Prairie Dog Pattern Classic event
- 4) As I said at the top, our membership grew

It was a great year.

This is the time of year when I ask what projects you have planned for winter. Anything exciting? Is there something you have put off and are ready to work on? Let me know what you have on the building board, or assembly table. I would like to schedule a show and tell night at a club meeting next spring. It would be fun to see other member's projects and also a chance to show off your own. I still have some projects I want to complete for next year, and I hope that after I retire on December 31<sup>st</sup>, I will have time to pursue them.

Very few members came to the October meeting, I think there was a football game on. None the less, we did cover a few important topics. First up was officer elections. Since all of the current officers had agreed to accept nominations for another year, the outcome was not much of a surprise. And, once again I want to thank all of you for the vote of confidence in us to keep the club on course. We will all do our best to make next year another great year for M.A.S.

As a reminder, we will have the ability to pay our 2015 club dues via Pay Pal. Jeff Osborn will be sending out an email with instructions on how to do it and where to send it.

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## Upcoming meetings and events

Dues are Due

Jan 1 Snow Bird

Jan 22nd Meeting

We discussed some upcoming events. The club's annual Christmas dinner is on Saturday December the 6<sup>th</sup> at the Double Tree Restaurant on Highway 85 in Platteville. I will be there and I hope many of you will come out and join us. After that is our Snowbird event on January 1<sup>st</sup>. There will be food, a warm stove and weather permitting, we will compete for the coveted traveling trophy. Tradition dictates that the task required to take it home is kept secret until the day of the event, but it is always easy and a lot of fun. Warren won last year and will be on hand to pass the trophy on to the winner.

The last bit of business for the year was to decide if we wanted to hold our IMAC and Pattern events again in 2015. A motion was made and passed to do so. I will submit the sanctions to AMA next month.

That's all for this month and this year. I hope to see you at the airfield.

#### Minutes

- Meeting called to order, seconded and approved.
- Guest David Jones
- Last month minutes. Motion to approve, seconded and approved.
- Treasurer Report.
- Membership renewal
- Old business:
- Officer nominations – No new nominations.
- Secretary call to vote for Club Officers:
- Secretary Treasurer: Jeff Osborn nominated, Unanimous vote
- Vice President: Jeff Griego nominated, Unanimous vote
- President : Larry Ott nominated, Unanimous vote
- Christmas Dinner Dec 6, 2014, Double tree hotel highway 85 7:00PM
- New payment Option Method for Dues and other payment. We will be accepting PayPal, Jeff Osborn will send out email each month for instructions as to how to make payments through PayPal. He is also looking into other methods of conducting transactions.
- New Business:
- Lee Overholt and Larry Ott have looked at the runway. The sealcoat looks to be shot. The runway will need to be address in the spring.
- Larry Ott would like approval for sanctions for IMAC and Pattern Contests. Schedule will not change from last year. Tentatively the schedule will be: First week in may for IMAC and Second week in July for Pattern contest.
- Next meeting is Jan 22, 2015
- Snowbird event. Jan 1, 2015 is a Thursday. First guy up in the air and first crash .
- Motion to adjourn , seconded and approved.

# HISTORIC AVIATION

As with many aircraft of the 1940s, the Hawker Sea Fury fighter-bomber design was the result of a British war-time design specification which called for certain performance levels to be met by the new aircraft. To meet Specification F.6/42, the Hawker design team began by modifying the Hawker Tempest into a smaller, light-weight version. By 1943, six prototypes had been ordered, five to be flown with three different engines, and one to be used as a test airframe.

The first flight of the new airplane (by now named the *Fury*) took place on 1 September 1944. Production contracts for the airplane had already been placed, with 200 land-based Furies to be delivered to the Royal Air Force, and another 200 carrier-based *Sea Furies* to be delivered to the Fleet Air Arm. (100 of the Sea Furies were to be built by Boulton Paul.) When the war ended, the RAF order was cancelled, but the design and development of the Sea Fury continued.

The first Sea Fury prototype, powered by a Bristol Centaurus XII, had first flown on 21 February 1945, but the first fully-navalized version with folding wings did not fly until 12 October 1947. The Boulton Paul contract was cancelled in early 1945, and of the 100 Sea Furies that remained on order, the first 50 were completed under the designation Sea Fury *Mk X*. In May 1948, the first Sea Furies became operational with No. 802 Squadron, in the form of the Sea Fury *FB.Mk 11*, of which 615 were built. At least 66 of these were delivered to Australia and Canada. Early in the Korean war, Sea Furies operated very successfully in the ground attack role from the decks of Royal Navy aircraft carriers. The RN also received 60 two-seat *T.Mk 20* trainers in the early 1950s. Sea Furies were exported to several other countries, including the Netherlands, Pakistan, Egypt, Burma, Cuba and Iraq. Today, the few remaining Sea Furies are highly prized, with at least ten having been modified for air racing. Several others are very active on the air show circuit.

**Nicknames:** Unknown

**Specifications (Sea Fury FB.Mk 11):**

Engine: One 2,480-hp Bristol Centaurus 18, 18-cylinder radial piston engine.

Weight: Empty 9,240 lbs., Max Takeoff 12,500 lbs.

Wing Span: 38ft. 4.75in.

Length: 34ft. 8in.

Height: 15ft. 10.5in.

Performance:

Maximum Speed: 435 mph

Ceiling: 34,300 ft.



Mark Silvestri © 2007

## 2014 Club Officers

**President**            **Larry Ott**  
**Vice Pres**           **Jeff Griego**  
**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 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 \$35 initiation fee charged to all new members. Total first year dues are \$125, every year after that Annual membership dues are \$90.

For membership information check out our web page:



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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.