



AMA Charter 1344
Gold Leader Club

Hangar Talk

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From the President

Meeting Minutes

Spiffire

August 27th Meeting

Well we made it through another Adams County Fair and Kid's Day. As is the case every year, these are the 2 biggest events of the MAS year.

But first a few notes from the July meeting. As usual, most of the meeting was devoted to final preparations for the fair and Kid's day. We discussed the special membership offer that we have made available for the past 2 years and a motion was made to offer it again this year. The motion passed. I gave a report on our 3rd annual pattern event and even with a smaller number of pilots this year, I was still able to give Jeff a check representing the proceeds. A big hand for everyone that came out and pitched in. I keep saying it, and its true. When the club comes out and works together, great things happen without anyone having to work too hard. Thanks to all the members that came out.

Adams County Fair. First, thanks to Bob and Lee for their recruiting efforts and to Dennis for his help as our liaison to the fair management. They always do a great job of making sure the booth is maned during the 5 days of the fair and, as usual, they both spent many hours at the fair talking to all the people. Its impossible to thank them enough for their efforts in preparation and for the time they spend at the fair representing M.A.S. to the public. Lee, Bob and Earl all spoke to county commissioners about MAS. They were also approached by Chaz Tedesco to host a group of disadvantage kids at our airfield to experience R/C flight. He was n't sure if he could arrange it for Kid's Day so I sent him an email inviting him to bring the group out on another day to be determined. We also need to thank all the members that participated in the manning of the booth. Everyone's contribution adds up to another huge success this year.

We had another great Kid's Day, with over 70 kids of all ages taking the controls of an R/C airplane an experiencing what it is like to fly. The pace of the day was very steady and we never really had a line of "kids" waiting. We had anywhere from 3 to 5 planes in the air many times during the day. It was a very hot day and the sun was brutal out on the runway. The lower turnout was a blessing since it allowed time for the instructors to get out of the sun for breaks and cool off. Everyone got a turn to fly and some were able to fly more than once.

At 11:30 we took a break to serve lunch and to do some demos for the Kid's and spectators. Steve Graham provided some spectacular demos to show everyone what an aerobatic helicopter could do. He just gets better every year.

This event and the Adams County Fair the week before, are 2 of the ways our club gives back to the community. At the fair we talk with hundreds of people and invite them to Kid's Day. At Kid's Day we give them a chance to experience R/C flight and a free lunch. These two events are truly club events, with participation of most of the members. A big thank you to all the M.A.S. members that helped make these events successful.

July 2015 Meeting Minutes

Meeting Called to order, Seconded and Approved

Motion to approve newsletter and minutes, Seconded and approved.

Treasurer report. Report given.

Old business:

Prairie Dog Pattern Competition. There was low turnout but good event. Event netted \$173.61

Adams County Fair: we could use help volunteering. We only have 4 permits for parking. Permits will be given to volunteers that are working 5 days.

Motion introduced to reimburse anyone who has to pay for parking at the fair for volunteering. Motion seconded and approved. Lee and Bob will submit list to Jeff for payment. No member is to contact Jeff directly, see Bob and/or Lee to be put on the list for reimbursement.

Motion to offer deal after kid's day. Kid's day membership deal. ½ cost (\$67.50) for 2015 + 2016 membership. Discussion held. Motion seconded. Vote taken and approved. We will be offering membership deal.

Adams County request for money. Larry asked for board meeting but not held. Larry asking for time for meeting .

New Business: None.

Motion to adjourn, Seconded and approved

Here are some upcoming events:

- 8/29-30 Sky Corral "Big Birds" (IMAA) - Sky Coral RC Club – Pueblo
- 9/5 WarBirds over Pueblo - Sky Coral RC Club – Pueblo
- 9/11-13 Warbirds over the Rockies - Arvada Associated Modelers
- 9/12-12 Pueblo IMAC - Sky Coral RC Club – Pueblo
- 9/25-27 Rocky Mountain Regional Jet Fly - LoveAir



HISTORIC AVIATION

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.



HISTORIC AVIATION

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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.

Nicknames: *Spit; Spitter; Bomfire* (Spitfires used as fighter-bombers)

Specifications (Mk VA):

Engine: One 1,478-hp Rolls-Royce Merlin 45 V-12 piston engine

Weight: Empty 4,998 lbs., Max Takeoff 6,417 lbs.

Wing Span: 36ft. 10in.

Length: 29ft. 11in.

Height: 9ft. 11in.

Performance:

Maximum Speed: 369 mph

Ceiling: 36,500 ft.

Range: 1,135 miles

Armament: Eight 7.7-mm (0.303-inch) Browning machine guns. (Other variants carried either two cannon and four machine guns; four cannon; or two cannon, two 12.7-mm machine guns, and 1,000 pounds of bombs.)

Number Built: 20,334 Spitfires; 2,556 Seafires

Number Still Airworthy: ~50



2015 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 Echo Park Automotive, 500 East 104th 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. Check out the web page for more information.

<http://www.miniatureaerosporters.org>



HobbyTown USA
9120 Wadsworth Blvd
Westminster, CO 80021
Phone: (303) 431-0482
Email: htwestminster@mesanetworks.net

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.