

AMA Charter 1344
Gold Leader Club

Hangar Talk

Inside this issue:

Meeting minutes

Seafire

Fore Sale

More up coming events are
posted on the M.A.S.
website

January Meeting

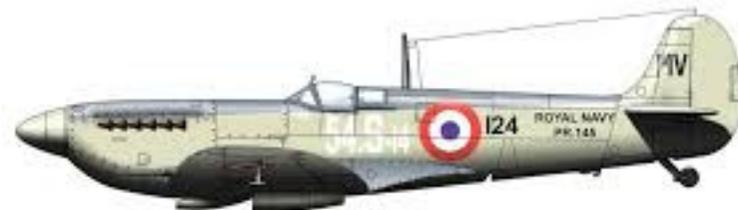
- Prior meeting minutes: No minutes to approve
- Attendance 10
- Treasurer Report: Report given
- Old Business:
- Events discussion for 2019
- Kids Day – Club plans on having kids day. We will need to try to coordinate with other groups to get the word out since we will not be attending the Adams County Fair.
- IMMAC – Only 4 contestants last year. Question do we hold a contest in 2019? Need to discuss with Larry Ott and George Kerr.
- Pattern Contest – Same as IMMAC
- Picnic – Possible dates 1st, 8th, 15th 22nd 29th in June
- New Business
- Snowbird contest: Larry Litsey won the bird.
- Clean up days – Will be discussed in Feb Meeting
- Runway maintenance – AMA grant application is due by March 1, 2019.
- Motion to adjourn, motion seconded. Meeting adjourned

Supermarine Seafire Mk.VIII

Carrier-based Fighter



Airbrushing
versus hand-painting



War
DRAWINGS



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HISTORIC AVIATION

Detailing the development and operational history of the Supermarine Seafire Carrier-Borne Fighter / Fighter-Bomber / Reconnaissance Aircraft. Entry last updated on 5/15/2018. Authored by Staff Writer. Content ©www.MilitaryFactory.com.

When the land-based Hawker Hurricane was successfully converted into the carrier-based "Sea Hurricane", thought was given to repeating the process for the ubiquitous Supermarine Spitfire fighter series that had carved a name for itself in the Battle of Britain. The original fighter emerged from the small Supermarine concern as a true legendary performer and debuted in Royal Air Force service in 1938. From there the type was evolved into a myriad of variants and subvariants - the notable marks numbering some 20 versions - and covered sorties from interception and reconnaissance to fighter and ground attack. Thought to converting Spitfires for the carrier role was given as early as May of 1938 but little work was done on the concept at that time. It must be stated that, despite the advanced nature of the Royal Air Force (fielding modern Hurricanes and Spitfires) and the inherent ocean-going surface firepower of the Royal Navy itself, the Fleet Air Arm (FAA) - the aerial arm of the Royal Navy - lacked largely behind in terms of modern quality - it still utilizing biplane designs of a seemingly bygone era of flight.

After the Battle of Britain, which required all of the land-based Spitfires available, interest once again arose for converting the Spitfires for carrier service. For years prior, the Fleet Air Arm relied on the American Grumman Wildcat (as the Grumman "Martlet" in FAA service) and the Fairey Fulmar carrier-based aircraft series. The introduction of a navalized Spitfire was actually delayed by Churchill himself who pushed production of other aircraft including that of the Fulmar. A modified Spitfire (converted from an existing Spitfire Mk VB model) was successfully trialed from the deck of the HMS Illustrious with a "V" frame arrestor gear and reinforced undercarriage. Upon passing additional evaluations during 1941, the type was accepted for Royal Navy Fleet Air Arm service as the "Supermarine Seafire". Some 48 Mk VB airframes were converted for the naval role and the type proved promising enough to net a further 118 examples to the total.

The initial operational model became the Seafire Mk IB which debuted in June of 1942 and the series was also used for training naval pilots in the nuances of carrier flight coming from a Spitfire breed. Seafires initially featured the "B Type" wings of the Spitfire, which indicated their armament of 2 x 20mm Hispano cannons and 4 x 7.7mm Browning machine guns (Spitfires, in whole, were fielded with A, B, C and D Type wings which carried variable armament - the C being the adaptable "universal wing" which could be adapted to suit requirements and sped production). The aircraft was also plumbed along centerline to carry a single external fuel tank supply.

Outwardly, the Seafire largely shared the fine design lines of the land-based Spitfire it represented. All major design details were retained including the retractable undercarriage, inline piston engine installation and low-mounted elliptical wing appendages. Armament was all concentrated in the wing leading edges. The empennage was conventional and held the tail wheel, a rounded vertical tail fin and applicable horizontal planes. The pilot sat in a relatively roomy cockpit with generally good views around his aircraft save for the critical "six" region (the absolute rear), this being blocked by the raised fuselage spine.

HISTORIC AVIATION

Seafire fighters were launched in support of the Allied Operation Torch amphibious landings in North Africa during November of 1942 from the carrier HMS Furious. From there the type proved its worth in support actions over Salerno and across southern Europe, particularly over French airspace. Seafires were a prominent player in all of the Allied actions concerning the Mediterranean Theater, seeing considerable activity during 1943. Seafires were also shipped in number to combat the Empire of Japan forces in the Pacific Theater and these found equal success well into the final months of the war (August 1945). As the aircraft was developed from a proven thoroughbred, the Seafire proved an excellent fighter mount in her own right considering its conversion to naval life from its land-based origins. If the type held any failings it was in its narrow-track undercarriage which had a propensity to collapse under the stresses of ship-born service and the high landing speeds brought about by their inherently powerful origins.

The early Seafire mark was eventually superseded by the newer Seafire Mk IIC series appearing in 1942 and these included the C Type universal wings (dutifully strengthened for carrier launches and recovery), mounting 4 x 20mm cannons with a reinforced fuselage and rocket-assisted take-off equipment (RATOG = Rocket Assisted Take-Off Gear). The Mk IIC models were based on the Spitfire VC and inherited their overall improved qualities. The Seafire L.Mk IIC (with Merlin 32 inline driving a four-bladed propeller) was a low-altitude derivative of the Mk IIC line, intended for optimized combat at low-to-medium levels. These were further branched out to become camera-equipped (2 x F.24 cameras) armed reconnaissance types as the Seafire LR.Mk IIC (Merlin 64 inline driving a four-bladed propeller), retaining their fighter prowess. Seafire Mk IIC production forms were the first quantitative models deployed in number by the FAA with some 372 examples being built in all. 110 of these became the L.Mk IIC low-altitude fighter types.

The Seafire Mk III was the next available production model appearing in 1943 and the most "true-to-form" dedicated carrier variant (previous attempts were essentially developmental conversions rushed into service). These were differentiated by their use of manually-actuated, two-piece folding wings - amazingly the first Seafires to do so up to this point. As the Mk IIC before it, the Mk III was furthered in the low-altitude L.Mk III and the photo-reconnaissance LR.Mk III. Power for the Mk III series was provided for by a Rolls-Royce Merlin 45, 50 or 55/55M series V12 liquid-cooled inline piston engine driving a four-bladed propeller. Top speed was 352 miles per hour with a range out to 465 miles and a service ceiling of 33,800 feet. Armament was 4 x 20 Hispano cannons with noticeably shorter barrels with provision for conventional drop bombs in the fighter-bomber role. Production yielded 1,220 examples which made this mark easily the definitive Seafire variant - manufacture spanning April of 1943 to July of 1945 (the war in Europe was over in May of 1945).





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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. 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>



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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.