



Hangar Talk

Inside this issue:

From the President

Meeting Minutes
SR-22T

Upcoming meetings and events

June 26th Meeting

July 24th Meeting

August 28th Meeting

June is half over and the year will be soon. The longest day of the year is coming up on the 21st and the sun will not set until 8:31 pm. Flying in the evenings can be great, usually there is no one else there and you can enjoy the peacefulness of our airfield. If you get the urge to fly there is plenty of daylight left for us 9-5ers. Sometimes the wind even calms down a bit.

Last Saturday, June 14th, was the annual Pot Luck picnic and it was a beautiful day. A lot of members came out with their families for a day at the flying field. We grilled plenty of burgers, brats, Italian sausages and hot dogs courtesy of MAS and had some wonderful dishes brought out by members that we all shared. It was a little windy, but all in all, a great day, and a great opportunity to catch up with what other members have been doing. During it all a modeler who had just moved to Colorado dropped by to check out our airfield. I got to talking with Joe and invited him to stay and have lunch with us. He ended up staying most of the day and decided to join the club. Welcome Joe. If you couldn't attend this year, please try to join us next time, we missed having you there.

This has been a strange year for me. I have decided to retire, sort of, at the end of this year and I am working extra hours to complete some projects I am in the middle of and also to train my replacement. I also started a business, over the winter, installing home automation products and A/V systems. Home Automation has been a hobby of mine for many years. All of that means I haven't been flying as much this year as I have in the last few years. I plan to get back to flying regularly once I retire. Bottom line, I will not be at the airfield as much this summer. Definitely not going to stop flying any time soon.

At the May meeting we started talking about the Adams County Fair and Kids Day. Both events are in August, so we still have time to get ready. I am in the process of the flyer for Kids Day and will have copies at the June meeting for distribution to the local hobby shops and any place they will get attention. The other main topic was preparation for the picnic.

As I write this, Tom Glaess and Jeff Osborn are completing the hand off of the records and accounts that the treasurer is responsible for. I talked with Jeff at the picnic and he is ready to get started, so I gave him an application and check from a new member that Steve Graham met.

Presidents letter continued:

There are several events coming up later this month:

The 18th annual Pluckrose Fly In, hosted by Mile High RC on Saturday, June 14th.

The 2nd annyual Big Brid Fun Fly, hosted by LAMA on June 15th/

The Rocky Mountain 3D Throw Down, hosted by LAMA on June 20-22.

The Warbirds over Pikes Peak, hosted by Pikes Peak R/C on June 21-22, in Falcon, CO.

The Colorado Pattern Challenge, hosted by the Arvada Associated Modelers on June 21-22.

May Meeting Notes

Jeff is sick, so I'm doing this one more time. Just in case you were hoping for a change.

Newsletter never went out. Gary sent it to Sean and the officers, but it never got to the website.

The IMAC meet made the club \$350.33 minus \$44 for food (thanks to those who picked it up and prepared it). Steve G. did not take any money for the pulled pork. It was his donation to the club. Thanks Steve.

4 MAS members flew in the contest. Scott, Cliff, and Randy flew sportsman and Larry flew advanced. Cliff made the podium!

Overall, the contest went well. There were 15 contestants which was a bit down from last year. Sunday was short on volunteers. My notes from the meeting had a lot of discussion about that, but the discussion quickly turned into an argument. I don't need to detail that here.

Lee talked about twisting arms to get people to volunteer for the Adams County Fare. That seems to be the only way to get people to come. The sign-up sheet for that is available at the meetings and the field. See Lee or Bob S.

The pattern contest is July 12th and 13th. It's a similar situation to the IMAC contest; we need people to help setup and tear-down. We also scribing volunteers. 6 of those would be good (each day). Setup is at 8am. Contact Larry O. if you'd like to help or want more information.

The lawn mower needs a new battery. It won't take a charge. Jake offered to pick one up. Bob S. will get some oil and a filter. *Since the field looks like a freshly harvested farm field, I'm guessing they got it working.*

The wind turbine is broken. The high winds seem to have damaged it. Lee was asking for the warranty info to see if it was covered. Larry O. said he may have that. Bob S. will chase down the warranty.

The Family Picnic is June 14th. The club will provide the hot dogs. Everyone else bring side dishes. The club will provide lemonade.

Earl was contacted by Cindy. She's the owner of Kiddie Academy in Brighton. She'd like to come to the field and watch us fly. Earl told her about Kids Day and also about the possibility of doing something on a Tuesday. She'd also like a few guys to demonstrate the planes at her school (not fly, show planes and controls). Earl will stay in touch with her. She'd like some flyers to give out.

That's it. Jeff should be taking over this spot next month.

Tom

HISTORIC AVIATION

The **Cirrus SR22** is a single-engine, originally four and later five-seat, [composite](#) aircraft, built by [Cirrus Aircraft](#) starting in 2001. It is a more powerful version of the [Cirrus SR20](#), with a larger wing, higher fuel capacity, and a 310 horsepower (231 kW) engine. It is extremely popular among purchasers of new aircraft and has been the world's best-selling single-engine, four-seat aircraft for several years.^[3] Like the [Cessna 400](#), but unlike most other aircraft in its class, the SR22 has fixed (non-retractable) landing gear.

The aircraft is perhaps best known for being equipped with the [Cirrus Airframe Parachute System \(CAPS\)](#), an emergency parachute capable of lowering the entire aircraft (and occupants) to the ground in an emergency.^[4]

The SR22 was certified in November 2000 and is a higher-powered version of the earlier [SR20](#). The SR22 is a low wing cantilever monoplane of composite construction with [tricycle landing gear](#), featuring a castering nose wheel and steering via differential braking on the main wheels. It is powered by a nose-mounted 310 hp (230 kW) [Continental IO-550-N](#) piston engine. The four-seat cabin is accessed through a door on each side.

In 2004 the company introduced the SR22 G2 (Generation 2) and in 2007 the SR22 G3 (Generation 3). Both were defined by airframe modifications, G2 by fuselage and G3 by wing/landing gear changes.

In 2013 the Cirrus SR22 G5 (Generation 5) was introduced (there was no G4). Key changes were an increase in gross weight to 3,600 lb (1,633 kg) and a standard five-seat cabin arrangement. The G5 received only very minor changes for 2014 including integrated LED lighting and high performance Beringer brakes.

In 2013 the SR22 and SR22T were the highest selling four-to-five-seat fixed wing aircraft in the world and had been for eleven years in a row.

Cirrus introduced the "SR22 Turbo" in 2006. This was factory installation of a Tornado Alley [turbonormalizing](#) upgrade kit installed under a [Supplemental Type Certificate](#). It features twin turbonormalizers and twin intercoolers.^[9] Also included with the conversion is built-in oxygen and a [Hartzell](#) 3-blade lightweight composite propeller. The weight of the conversion reduces the SR22's useful load. Air conditioning is available with the SR22 Turbo, but this further reduces the useful load. The turbo version has a certified ceiling of 25,000 feet (7,600 m), a maximum cruise speed of 211 knots (391 km/h), and a top speed of 219 knots (406 km/h).^{[10][11][12]}

In 2010, a new model was introduced, the SR22T. This used a new engine, the [Continental TSIO-550K](#) that produces 315 hp (235 kW) with a 7.5:1 compression ratio and will run on 94 octane fuel.



SR22s that were built before 2003 were equipped with traditional analog instruments and 10" [Multi-function display](#) (MFD). In 2003 SR22s were first delivered with the [Avidyne](#) Entegra [primary flight display](#) which later that year became standard equipment. Retrofits are available for the older aircraft that replace the instrument panels with a new one that will include the PFD, a new multifunction display and the installation of back-up mechanical instruments. On 22 May 2008, Cirrus and Garmin revealed a new cockpit, Cirrus Perspective (by Garmin). Both cockpits were available for a period (Avidyne cockpit was initially standard equipment). Today only the Perspective panel is offered.

An SR-22 was chosen for a 2013 world record attempt by 19-year-old Ryan Campbell to become the youngest pilot to fly solo around the world. On 7 September 2013 he landed back in Australia, making him the youngest pilot to date to navigate around the world. The SR-22 "Spirit of the Sapphire Coast" was modified by removing three seats and adding a 160 U.S. gallons (610 L; 130 imp gal) fuselage tank for a total of 250 U.S. gallons (950 L; 210 imp gal) usable



2014 Club Officers

President	Larry Ott
Vice Pres	Jeff Griego
Treasure	Tom Glaess

Board	Earl Keffer
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Board	Steve Graham
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Board	Lee Overholt
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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.