Fellow Denver R/C Eagles Club Member,

I should apologize for not being as attentive as I usually have been. Tragedy and its aftermath has that effect. However, it is time to move forward.

I just returned from a family business trip to Austin, Galveston and Houston. I know that the weather has been very poor for flying here, but you have no idea of how it was in the cities and fields that I visited. The wind was blowing so hard that you could count all 50 stars on the flags from both sides and had been that way for weeks. All the fields were pools of water, both grass and paved. We complain about our weather, but I have nothing but sympathy for our fellow pilots in the south.

I would like to thank Walt Stroessner for preparing the newsletter for our club after returning to the Denver R/C Eagles. Walt is going back to his old club and Jack Steinhauser will resume producing the newsletter as he has in the past. Walt in his tenure, has lifted the bar. I personally will miss his humor and positive outlook.

Loren Anderson
President
Denver R/C Eagles Club Leadership

Loren Anderson                  Dan Kellogg                         John Dickens
Bob Smith           Bob Pash                        Brian Holleman
Eric Sunderwirth                Doc Hamilton                     Stephen Lantz
Marty Miller                   Brian Holleman             Walt Stroessner

Club Elected Officers

President
Loren Anderson
720–339-5173
soft80111@gmail.com

Vice President
Dan Kellogg
303-489-7521
d-Kellogg@comcast.net

Treasurer
John Dickens

Director - Flight Training
303-617-6044
jodickens68@hotmail.com

Secretary
Bob Smith
720-556-9066
zmax2k1@juno.com

Safety Officer
Bob Pash
303-751-0493
rpashmd@hotmail.com

Field Maintenance Officer
Brian Holleman
720-352-9584
BrianWHolleman@gmail.com

Appointed Positions

DRCE Member-At-Large
Eric Sunderwirth
303-719-0973
eric_346@msn.com

Chief Flight Instructor
Richard "Doc" Hamilton
303-781-5959
r1ham@msn.com

Director-Helicopter Operations
Stephen Lantz
303-400-9789
stephendlantz@comcast.net

Web Master
Marty Miller
303-369-6177
moonlightdesign@qwestoffice.net

Master Chef
Brian Holleman
720-352-9584
BrianWHolleman@gmail.com

Club Newsletter Editor
Walt Stroessner
720-851-2113
wallstroessner@msn.com
## Denver RC Eagles
### 2017 Events Calendar

Revised 1/20/2017

<table>
<thead>
<tr>
<th>Item</th>
<th>Date</th>
<th>Event</th>
<th>BBQ</th>
<th>Time of Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1/11/17</td>
<td>DRCE Board Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Village Inn</td>
</tr>
<tr>
<td>2</td>
<td>1/18/17</td>
<td>January Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>3</td>
<td>2/15/17</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>4</td>
<td>3/15/17</td>
<td>March Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>5</td>
<td>4/15/17</td>
<td>April Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>6</td>
<td>4/19/17</td>
<td>April Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>7</td>
<td>5/20/17</td>
<td>May Maintenance Day</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>8</td>
<td>5/17/17</td>
<td>May Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>9</td>
<td>6/10/17</td>
<td>June Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>10</td>
<td>6/17/17</td>
<td>June BBQ and Evening Flying</td>
<td>BBQ</td>
<td>6:00 - 9:30 p.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>11</td>
<td>6/21/17</td>
<td>June Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>12</td>
<td>6/24/17</td>
<td>June Air Show</td>
<td>BBQ</td>
<td>10:00 a.m. to 12:30 p.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>13</td>
<td>7/15/17</td>
<td>July Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>14</td>
<td>7/19/17</td>
<td>July Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>15</td>
<td>7/22/17</td>
<td>July BBQ and Evening Flying</td>
<td>BBQ</td>
<td>6:00 - 9:30 p.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>16</td>
<td>8/16/17</td>
<td>August Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>17</td>
<td>8/19/17</td>
<td>August Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>18</td>
<td>9/16/17</td>
<td>September Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>19</td>
<td>9/20/17</td>
<td>September Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>20</td>
<td>9/23-24/17</td>
<td>Park Outdoor Convention Weekend</td>
<td></td>
<td>Field will be closed both days.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>9/30/17</td>
<td>September Air Show</td>
<td>BBQ</td>
<td>10:00 a.m. to 12:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>22</td>
<td>10/18/17</td>
<td>October Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>23</td>
<td>10/21/17</td>
<td>October Fun Fly</td>
<td>BBQ</td>
<td>9:30 a.m. - 12:30 p.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>24</td>
<td>11/15/17</td>
<td>November Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>25</td>
<td>12/20/17</td>
<td>December Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
</tbody>
</table>
Denver RC Eagles Flying Club

March 15, 2017 Meeting Minutes

Location: Colpar’s Hobby Town, 1915 South Havana Street, Aurora, Colorado, 80014

Food and Beverage: Snacks, plates (Loren Anderson) Snacks were available at 6:00 p.m.
Beverages, cups, ice, napkins provided by (Bob Pash, Jack Steinhauser)

Mtg. Start Time: Called to Order at: 6:30 P.M

Number of Members Present: 17 (Quorum is defined in Bylaws as 9 members)

Number of Visitors: None

Previous Minutes: Minutes of DRCE Club meeting held on February 15, 2017, were distributed in the DRCE Club newsletter mailed to all members on March 1, 2017.

Open Meeting

Welcome to Visitors and New Members

New Members: Derek Ruff
Melissa Ruff

Approval of Minutes from Last Club Meeting

Motion to Approve: 1st John Keisler
2nd Mike Curta

Status: Approved as written.

Speaker

Jay Gates of the CAF {Commemorative Air Force}, gave a 30-minute talk with slides of the CAF and the Mile High Wing. He gave a history of the CAF and the Mile High Wing and the SNB-5 C45 or Beech D-18 that the wing flies. Jay was very informative and gave a history of the SNB-5.

Leadership Team Reports

- President – Loren Anderson
  a. FAA revised letter of agreement with Centennial Airport
  Members voted to allow the board to make the final decision to approve the revised letter of agreement.
b. Shade Shelter
From Jason Trujillo: I am good with the conceptual design. The next step of the process will be to detail the entire project for Army Corps of Engineer review. This would include all aspects of the entire job (i.e., Dirt work, concrete, footers, and any other build that would go with the project). It will be important to be as detailed as possible to ensure the Corps understands exactly what will be completed.
Shade Shelter, working on it and jumping through the hoops. We need a plan for the footings on a case by case basis for the proposed 10x20 structure. We will need the blessings of the Army Corps of Engineers for whatever is decided upon.

- Vice President – Dan Kellogg
  Not present.

- Secretary– Bob Smith
  Signage for the field was discussed at length for the rotor craft area and enforcement of the club and AMA rules. Much discussion about new signage ensued. Personal comment: We have, I believe adequate signage, but the question remains. How do we get people not affiliated with the club to read and follow them?

- Treasurer and Director of Flight Training – John Dickens
  Memberships including 2016 & 2017 were 146. For 2017, 93 members (67%) have paid their dues. This is 5% above this time last year and 25 percentage points higher than last month. John will send a second membership reminder to the delinquent accounts this weekend. The club’s finances are solvent.

  Flight training is off to a busy start this year. New instructor pilot, Rodney Getty, is now training Harry Straight and Richard Lowery. John Dickens is training Max Moore and David Neff. Dave Genet is training Raj Kalaraper. Bob Smith is training Will Lavery. New instructor pilot, Joe Vedovati, has volunteered to instruct students again.

  Another mouse was trapped in the airfield shed this month. This brought the total to 64 mice during 3 ½ years of trapping.

- Safety Officer – Bob Pash
  Nothing to report.

- Director of Field Maintenance – Brian Holleman
  Not Present
  Motion for 6 tons of gravel by Bob Belsford for improvements to the flying areas. 1st John Dickens, 2nd David Hall; carried unanimously. Jack Steinhauser will talk to Jason and then Brian.

Old and New Business
  Volunteer needed for beverages for the next 3 meetings. Bob Pash volunteered.

Show and Tell
  Page 5 of 16
Bob Smith showed his Flightline F7f-3 Tigercat and gave a brief history of the Tigercat, he also showed his .40 Ultra Stick ARF with an OS .46.

Jack Steinhauser showed his new F-18 with some very bright lights and incredible weathering. His son may be flying one of these in the future for the U.S. Navy.

**Auction (Jack Steinhauser)**

Bob Brelsford won the red R/C boat with a $20 bid and Mike Curta won a black and white electric glider, radio and tote bag with a $5 bid.

**Door Prizes (John Dickens)**

- John Dickens - Colpar Gift Card $10
- Rodney Getty - Rotary Tool Kit, 80 pieces
- Joe Apice - Magnetic Head Lamp
- David Hall - 5-minute Epoxy
- Bob Smith - Lead Weights (24) 1/4 oz pieces
- Bob Pash - Sanding Sticks, Medium & Fine grit
- John Schefcik - Mechanics Gloves (L)
- Jack Steinhauser - Monokote Trim, Day Glow Orange

**Adjourn Club Meeting Time 8:20 PM**
Pattern Plane (New) .......$200.00
Fuselage, Glass 62" long
Wing Span 66"
Mechanical Retracts
Ail Servos: Futaba S131S
Elevator Servo: none Rudder Servo: none Throttle Servo:
Retract Servo: 180 degree
Engine:  YS 2 Stroke 61 (new)

Contact Sid
sid@sidgates.u
Sport/Combat original design……..$20.00 less engine. Make offer with engine
Balsa Fuselage: 27” long
Wing, foam, 38” span x 8 ¾” chord

Mystere 3000 Canard ……………..$50.00
Fuselage, length 38”
Wing, wood, 60” span
Stab, wood, 31” span Partial assembled, all parts are in the box.

Contact Sid
sid@sidgates.us
Hello Sid, I am building an AT-6 from a Top Flite kit. I plan to add a few construction pictures and an article about the build in our newsletter. Have you flown the full-scale T-6? I would be interested in any memories and or thoughts that you have regarding. Thanks very much, Walt

Walt,
Below is some comment about my T-6 experience. I also have the pilot's manual we used and there is some 8mm film of my last T-6 flight on You Tube. Sid

Flying the T-6
My first flight in USAF pilot training was May 17, 1955 at Malden, Mo. First, we trained in the PA-18 cub. On June 1, I had my first solo flight with 6.9hrs dual training and 20 landings.

On June 15 I had completed 20 hours of training in the PA-18 and the next day was my first dual training flight in the T-6. The T-6 looked like a monster machine compared to the cub. My instructor's method was let the student do everything, I never found out how much trouble you had to get into before he would take the controls.

On my first landing I was flaring much too high and didn't realize it until the plane stalled and we dropped on the runway very hard. His comment was "I'll bet you won't do that again".

One of the first things the instructor demonstrated was the tendency for the T-6 to snap roll in high "G" turn and when you cross controlled it. To demo this, you did a high "G" turn and then feed a little top rudder in. The T-6 would snap over the top so quickly that you didn't know at first what had happened. This was to show you what would happen if you over shot the runway on turn to final, pulled too much elevator and hit a little opposite rudder.

I only scared myself once in the T-6. Once soloed the instructor would fly with you about every 4th day. My instructor would take control after I had performed the required maneuvers for that day. Returning to the field he liked to do barrel rolls and I thought that was a very fun maneuver. That night I read in the book how to do a barrel roll. The next time out solo I started the barrel roll by the book. "Pick a point on the horizon, roll off the point 30 degrees in a diving turn to pick up speed. Then pull elevator and a small amount of aileron to describe a circle around the point you had picked on the horizon. Later I figured out where I went wrong. I blacked myself out on the pull out, the first time I could see the instruments again the airspeed was reducing just above 275 knots which was red line for the T-6. Later I figured out I had

continued next page
neglected to keep the aileron deflection so when inverted I had Split S’ed out of the barrel roll and the reflex was to pull lots of elevator to pull out of the dive. From then on I let the instructor teach me aerobatics. Fortunately, the T-6 was so strong I didn’t pull the wings off.

The T-6 required your full attention on landings or a ground loop was almost guaranteed. In my flight of 40 students at one point, early in the T-6, we had an accident every day for 2 weeks. The flight commander called a flight meeting and said one more accident and he would ground the entire flight and put us all up for military check rides. Our instructors were civilian pilots, most WWII vets. We had no more accidents the rest of our T-6 training.

If you were not flying and we were at the flight line we were required to sit out near the runway and watch take offs and landings. One time I was observing and we knew we were watching a class that was on their final training flights. One T-6 made an absolute perfect touch down, rolled another 200-300 ft. then veered off the runway and up on its nose. That’s what could happen when you lost concentration.

I was in the last class to train in T-6’s in the Air Force and always felt very fortunate for that experience. During WWII the T-6 was the advanced trainer, we flew them after 20 hours in the PA-18. A new class started every 2 weeks and the next class started in the T-34. Sid’s T-6 videos. Part 1 and Part 2

https://www.youtube.com/watch?v=-rpfnBxKZTs
https://www.youtube.com/watch?v=pu3X8NKUY0M

Sid, If you don’t mind, one last question, I am wondering how the full scale T-6 handled during a take-off roll, especially with a light crosswind blowing and the gear so close together in the center wing section?

Walt,
The T-6 wasn’t as hard to keep straight on takeoff as it was on landings. Sid
Huge RC Helicopter - Electric Sikorsky

https://www.bing.com/videos/search?q=Large+Electric+RC

RC V-22 Osprey - Test Flight


Full Scale

V-22 Osprey

Unlike any aircraft in the World

http://www.boeing.com/defense/v-22-osprey/
Restored **Full Scale** U S Army Air Cores Curtiss Jenny

https://www.bing.com/videos/search?q=restore+wwi+airplanes&qpt=restore+wwi

Wade's RC Curtiss Jenny

**Full Scale** WWI Fighter Aircraft

https://www.bing.com/videos/search?q=WWI+airplane+engines&view=detail&mid=0E80B68A7E68FE171A9B0E80B68A7E68FE171A9B&FORM=VIRE
John & Jack thanks for the heads up regarding this article.
Walbro Carb Hints and Tips

(Continued From Page 2)

I buy them in bulk from Jacks Small Engine .com for about 60 cents. With shipping they cost about a buck. You are looking for Walbro fuel inlet screen part #140708. I use a dowel that fits loosely in the carb hole to push the new screen into place.

If this doesn’t fix your problem you should try replacing the fuel metering diaphragm located under the plate that has 4 screws retaining it. These diaphragms do not like the 10% alcohol in our gas here in California. They harden and stop working properly. When you remove this part be sure to note the position of the gasket. The gasket should be on the carb body, then the diaphragm, then the cover plate. You can buy these in bulk for about a buck each. I get them from................

ebay.com/itm/like/282049667304?ipid=82&chn=ps&ul_noapp=true. They are sold by global1trading2win. You are looking for 20 metering diaphragms to fit Walbro 95-526, WA, WT, WTA, WY, WYP, Wz carbs for about $15 + shipping.

The last thing to try is to replace the metering needle. If this doesn’t solve your problem throw the carb away. I am told by pro technicians that 50% of the carb they rebuild and clean completely don’t work afterward so it is a waste of time. I hope this helps.
A Few Older Field Pictures That Were Taken by Jack. Thank you, Jack.

News from other clubs
Swap Meet April 29th Colorado Dawn Patrol go to http://www.coloradodawnpatrol.com/cms/
Club sale April 22, 1:30 PM for Crosswinds Members www.CrosswindsRC.com for sale items.