Message from President Loren Anderson

Happy New Year Members,

I am excited for all of us for 2018. We will have some challenges before us as we move forward but I am confident that whatever comes up in the new year we can handle. I am excited as we have some new interest in flying a few more types of R/C aircraft. Combat has generated some interest and I have heard from a few of you about Pylon racing. Some have expressed interest in a float fly if the park will agree to such an event. We have not lost focus on our proposed shade shelter and will continue to push the project with the park. We have much to do to make all of this come true and as usual we have several members who have stepped up to help.

We have also been fortunate to have acquired some new members to the club who have promised to share some of their expertise. Youth involvement has gained some traction and we are currently train-
# Denver R/C Eagles

## 2018 Annual Events Calendar

**Effective January 15, 2018**

<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>1/17/2018</td>
<td>January Club Meeting</td>
<td>BBQ</td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>2</td>
<td>1/24/2018</td>
<td>DRCE Board Meeting</td>
<td>BBQ</td>
<td>6:30 - 8:00 p.m.</td>
<td>Village Inn</td>
</tr>
<tr>
<td>3</td>
<td>2/3/2018</td>
<td>District 9 Meeting</td>
<td></td>
<td>9:00 a.m.</td>
<td>Wings Over the Rockies</td>
</tr>
<tr>
<td>4</td>
<td>2/21/2018</td>
<td>February Club Meeting</td>
<td>BBQ</td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>5</td>
<td>3/21/2018</td>
<td>March Club Meeting</td>
<td>BBQ</td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>6</td>
<td>4/18/2018</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>4/21/2018</td>
<td>April Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>8</td>
<td>5/16/2018</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>5/19/2018</td>
<td>May Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>10</td>
<td>6/9/2018</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>11</td>
<td>6/16/2018</td>
<td>June BBQ and Evening Flying</td>
<td>BBQ</td>
<td>6:00 - 9:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>12</td>
<td>6/20/2018</td>
<td>June Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>13</td>
<td>6/23/2018</td>
<td>June Air Show</td>
<td>BBQ</td>
<td>10:00 a.m. to 12:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>14</td>
<td>7/14/2018</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>15</td>
<td>7/18/2018</td>
<td>July Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>16</td>
<td>7/21/2018</td>
<td>July BBQ and Evening Flying</td>
<td>BBQ</td>
<td>6:00 - 9:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>17</td>
<td>8/15/2018</td>
<td>August Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>18</td>
<td>8/18/2018</td>
<td>August Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>19</td>
<td>9/19/2018</td>
<td>September Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>20</td>
<td>9/21/2018</td>
<td>September Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>21</td>
<td>9/29/2018</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>10/17/2018</td>
<td>October Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>23</td>
<td>10/20/2018</td>
<td>October Fun Fly</td>
<td>BBQ</td>
<td>9:30 a.m. - 12:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>24</td>
<td>11/3/2018</td>
<td>Wings Over the Rockies Auction</td>
<td></td>
<td>7:00 - 4:00 p.m.</td>
<td>Wings Over the Rockies</td>
</tr>
<tr>
<td>25</td>
<td>11/21/2018</td>
<td>November Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>26</td>
<td>12/19/2018</td>
<td>December Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
</tbody>
</table>
Denver R/C Eagles Club Leadership

Loren Anderson  
Dan Kellogg  
Mike Eason

Richard Lowrey  
Joe Vedovati  
Brian Holleman

Doc Hamilton  
Doc Hamilton  
Stephen Lantz

Eric Sunderwirth  
Marty Miller  
Jack Steinhauser

Club Elected Officers

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

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

Secretary  
Mike Eason  
303-923-5646  
CigarMike303@gmail.com

Treasurer  
Richard Lowrey  
802-399-9475  
RLowrey1@aol.com

Safety Officer  
Joe Vedovati  
321-212-9037  
rcbadger2002@yahoo.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

Director - Flight Training  
John Dickens  
303-617-6044  
JcDickens68@hotmail.com

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

Director – Rotorcraft Operations  
Stephen Lantz  
303-400-9789  
StephenLantz@comcast.net

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

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

Newsletter Editor  
Jack Steinhauser  
303-324-5054  
JackSteinhauser@comcast.net
DRCE Meeting Minutes (continued from page 1)

same as last year. Terry donated the new trash cans to the club.

Safety: A hold short line is to be even with the fence line for waiting to take off. Harry Straight donated safety fence that is to be installed. A need to establish a no-fly safety zone, much discussion followed. This line is now to be parallel and 20 feet away from the far edge of the active runway per club and AMA rules. This means no low passes or 3D over the active runway.

Paul Schlelin gave an interesting talk on radio equipment from the inception of RC until now. Including tubes, escapments, galloping ghost, and analog and digital proportional. I am probably dating myself here but I started with escapments with a single button tx to control R and L, and galloping ghosts with a real stick and rudder and elevator control. Ah, those were the days!

An auction of donated RC stuff was held:

Balsa USA Eindecker Kit 40  Loren Anderson $40
GP trainer  Tom Neff $10
Sig CL Chipmunk kit  Tom Neff $5
Giant Ultra Stick ARF  Joe Apice $75
Kaos 60 with retracts  Wilbur Wright $45
15 cc gas motor from Horizon H Joe Apice $100
Ethos kit  Mike Eason $35
Saito 180 4c  Cam Lawson $130
Super Tiger G-45  Tom Neff $25
Byron AT-6 Kit  Bob Smith $100
Wheel chocks  Bob Smith $15

A total donation to the club of $580, Thank you.

Door prizes:

Colpar $10 gift card  Joe Vedovati

President’s Letter (continued from page 1)

We have some new officers on the board, so I expect to see some innovative ideas going forward. Our auction last fall was successful at raising some funds and it was fun to help setup and participate with the Aero Park Elite Club. We have agreed to participate with them next fall and expect an even bigger event. Feedback from those involved was very good and the venue was terrific.

We have also proposed to Aero Park Elite Club a reciprocal alliance for a discounted membership program that will be proposed at the next meeting. It would allow members of both clubs to fly from either venue. Aero Park has fewer flight restrictions than what we have however, it is further than our field. Our field is closer for their members, but we have flight restrictions that are tight as compared to theirs.

Please have fun flying and play fair in the sandbox.

Loren Anderson, President

5-minute epoxy  Cathy Eason
CA glue  Ed Hoyer
Mechanics gloves  Jim Darden
Lead weights  Bob Smith
Magnetic head lamp  Reid Elder-Murphy
Heat shrink tubing  Brian Holleman
Sanding sticks  Rodney Getty
As we enter the New Year I would like to wish all our members and their families great health and happiness.

The pursuit of happiness is what brings me back to Suhaka Field, time and again.

When I first came back to the hobby of radio controlled airplanes in 2009, I was looking for something to lift my spirits after losing my job as President of a Canadian public company. We had made a bold move to build a business in Poland around the development of shale gas resources, but the downturn of 2008 required that we merge with a company based in London. I basically had to fire myself in the process. It was a great idea undermined by bad timing.

As I struggled to find a new career path forward, a friend named Steve suggested I get back in to RC planes. Steve and I had shared this hobby as high school students. I purchased a Hobbyzone Super Cub and had a blast for months learning how to fly by flying, crashing, rebuilding and flying that plane some more. In those early days I was solidly in the “thrall” of the hobby. Thrall is at the root of the word “enthral” which is synonymous with “captivate, charm, enchant, bewitch, fascinate, beguile, entrance, and delight”. I was captive to the joy the hobby brought to me, and it was a glorious captivity. I flew whenever possible, built new planes in rapid succession and pushed the limits of my skill to become a better pilot.

Nine years later, I have become what I consider to be a good pilot. I say this with the awareness that there are far better pilots than I will ever be, but I can say with a smile that I am quite capable in the air. The intense joy I felt in those early days for the hobby has mellowed somewhat, but it is a reliable source of pleasure. I take pleasure in being able to achieve a smooth, scale like takeoff; to execute aerial maneuvers with skill and precision; to stay a couple moves ahead of my airplane; to see the airspace and other planes in three dimension in my mind; to set up consistently good landing approaches; and to have mostly smooth landings. I still crash a plane on occasion, have bumpy landings, and find that one of my maneuvers has gone astray.

Guiding a small aircraft through the air at speeds of 50 to 100+ miles per hour requires great con-
centration, and ability to make split-second decisions. It is an immersive experience. When you are flying, the concentration is of necessity complete. Look away from your aircraft and you may not be able to find it in the time required to avoid disaster. I find that a day at field where I might get in ten to fifteen flights can leave me completely exhausted.

My career has led me to owning my own business arranging financing for oil and gas deals. This year is my seventh, and the past three have seen a sharp downturn in the business. I am happy to be still standing, and hoping that recently improved oil and gas prices will put some wind at my back.

Meanwhile, I have found the hobby to be the perfect counterbalance to a challenging and stressful time with my business. Whether it is time spent building, flying or even day dreaming about flying, my hobby time induces a state of great happiness, punctuated by occasional disappointment when I crash another plane. I continue to enjoy the thrill of the hobby, even if it is somewhat muted from the all-powerful feeling induced by those early days when I first returned to the hobby.

Given this great enjoyment of the hobby, the importance of a having a nice flying field has loomed large in my life. The higher performance aircraft I tend to fly these days require plenty of runway, and it is nice to have a choice of runways when the wind shifts. Suhaka Field does a great job of meeting these requirements. The Denver R/C Eagles Flying Club also offers the fellowship of a group of men that enjoy the hobby as I do. As I visit with my fellow pilots each time I fly at Suhaka, I am keenly aware that they all feel the thrill as well. Eyes light up talking when talking about their latest building projects and recent adventures aloft. A good landing will often receive applause, and a nasty crash elicits a collective groan. “I feel your pain” is a bonding statement, because every pilot that has crashed his way to competence knows the pain of crashing.

For several years I assumed the job of Vice President, then President of the club. During that time many improvements were made to our facilities, and new events were institutionalized that brought club members together in shared accomplishments. These include the now regular Air Shows and Evening Fly events. During that time, I also served as the Newsletter Editor, publishing about 50 newsletters.

Few members, it seems, want to step up to the responsibilities that attend serving as a club officer. However, we have been blessed in recent years by having a few good men step forward to take on the roles and responsibilities of President, Vice President, Secretary, Treasurer, Maintenance Officer, and Safety Officer. We also have a cadre of pilot instructors who give up their time to get newbies to the point where they can fly safely and go on to refine their flying skills with a minimum of crashes. In addition, we see many members volunteer to help with maintenance and in supporting club events. To all these wonderful guys I am very grateful for your contributions to our club. You make our little corner of the world a better place.

To those members who have considered contributing their skills, time and talent to the club, I can assure you it is an investment that pays great dividends. Whether your contribution results in a physical improvement to our facilities, or a positive shift in club spirit, the rewards are bountiful.
Feel the Thrall in 2018! (continued)

My main project for the winter is to get all of my current planes, the “fleet” as I call it, into airworthy condition for the next flying season, add a few new planes, and find a home for the planes that no longer get enough wind beneath their wings. I have enjoyed giving planes to friends and watching them learn to fly and eventually master new aircraft.

For the first several years I was in the hobby, I wanted to try everything I could. Trainers led to sport planes, jets, sailplanes, warbirds, and rotorcraft. I started with electric propulsion, but also tried glow and gas.

These days I still have a couple of gassers, but most of my airplanes are electric. There is something about the convenience and reliability of electrics that make them hard to beat.

I have also taken to detailing out the foam planes I seem to fly most of the time so that they have a more scale appearance. It is a lot like the building of plastic models back in my high school days. I have learned how to apply paint with brush and airbrush, use vinyl as covering and trim, and add lights for that sense of scale realism, especially in the evening twilight. I also find that the addition of a gyro, or use of a receiver with embedded gyro, absolutely transforms the way small foamy planes fly. It used to be that if you wanted a plane that flew in a calm and steady manner through turbulent air, you had to get a really fast plane or a big plane. Gyros changed that by doing most all the work of dealing with turbulence, leaving the pilot to focus on the task of maneuvering the plane. With a gyro a small, 1100mm wingspan foamy, feels and acts like a plane that is much larger. The nice thing is I can get three or four of those smaller planes in my Volvo, which gives me lots of choices when I get to the flying field.

I recently met with several friends to fly at a local Astroturf soccer field in the evening of a very mild January day. Participating pilots were Max Schumacher, Rob Ihly, Mike Donnell and myself. We all brought foamy warbirds and had a blast chasing each other around the sky in the brilliant and warm light of the evening sky. I brought a camera and several of us took turns taking photos of the others fly. You can see some of these photos in the current issue. It is amazing to me how good these planes look in these photos; very much like their full-size counterparts.

I look forward to flying many days at Suhaka in the year to come. I wish all of my fellow pilots great flying conditions, many wonderful flights, a minimum of crashes, and the joy of making a really smooth landing from time to time.

Sincerely,

Jack Steinhauser

Immediate Past President and Newsletter Editor
Evening Flying, Bayou Park, Tuesday January 9, 2018
Evening Flying, Tuesday January 9, 2018 (continued)
Evening Flying, Tuesday January 9, 2018 (continued)
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