The Official Newsletter of the Denver R/C Eagles Club
February 2016

Message from President Jack Steinhauser

February 14, 2016 will go down in the weather history books as having fallen short of hopes and expectations. Based on the forecast I read last night (after returning home from a family Valentine’s celebration dinner), the sun would be out with some cloudiness, temperatures would reach 50 degrees Fahrenheit, and the winds would be very mild, perhaps 6-8 mph.

Arriving at Suhaka Field this morning around 11:00 a.m. I could see the new windsock that Seth Buxton installed standing straight out against a wind from the north northwest. Temperatures were climbing towards 50 degrees, but skies were more cloudy than sunny, and the wind chill more than I had expected. I was wearing the nifty dark blue insulated coaches jacket with DRCE markings that Joe Apice sold me back in 2012, which proved to be sufficient against the biting wind, so that I stayed at the field until about 2:30 p.m.

It was not what you would call a “great flying day”.

Denver R/C Club Meeting Minutes
January 20, 2016

Club Meeting Minutes Submitted by:
Seth Rice, Secretary

Time/Date:
6:30 PM / Wednesday, January 20, 2016

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

Call to Order:
A regular meeting of the Denver R/C Eagles was held. Refreshments of deli meats, cheese, crackers, beverages, cookies, and cake were served at 6:00 PM.

The meeting was called to order by Jack Steinhauser at 6:28 PM.

Board Members in attendance:
• Jack Steinhauser, President
• Seth Rice, Secretary
• John Dickens, Treasurer
• Bob Pash, Safety Officer

Total members present:
There were 21 members in attendance; we have a quorum.

Welcome to Visitors & New Members:
• Jim R - 16 yrs RC experience

February Events
6:30 p.m. Wednesday, February 17, 2016 - Club Meeting at Colpar Hobbytown, 1915 South Havana

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## 2016 Annual Events Calendar

**Effective February 14, 2016**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>BBQ</th>
<th>Time of Event</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/13/2016</td>
<td>DRCE Board Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Village Inn</td>
</tr>
<tr>
<td>1/20/2016</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>2/17/2016</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>3/16/2016</td>
<td>March Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>4/16/2016</td>
<td>April Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>4/20/2016</td>
<td>April Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>5/14/2016</td>
<td>May Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>5/18/2016</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>6/11/2016</td>
<td>June Maintenance Day</td>
<td>BBQ</td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>6/15/2016</td>
<td>June Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>6/18/2016</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>6/30/2016</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>7/16/2016</td>
<td>July Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>7/20/2016</td>
<td>July Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>7/28/2016</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>8/13/2016</td>
<td>August Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>8/17/2016</td>
<td>August Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>9/17/2016</td>
<td>September Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>9/21/2016</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>9/24/2016</td>
<td>September 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>10/15/2016</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>10/19/2016</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>10/27/2016</td>
<td>End-of-Year Awards Dinner</td>
<td></td>
<td>5:30 - 8:30 p.m.</td>
<td>Athenian Restaurant</td>
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<tr>
<td>11/16/2016</td>
<td>November Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>12/21/2016</td>
<td>December Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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Denver R/C Eagles Club Leadership

President
Jack Steinhauser
303-324-5054 jacksteinhauser@comcast.net

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

Treasurer
John Dickens
Director - Flight Training
303-617-6044 jcdickens68@hotmail.com

Secretary
Seth Rice
303-921-6018 sethrice@gmail.com

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

Field Maintenance Officer
Seth Buxton
seth3@hotmail.com

Club Elected Officers

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
303-400-9799 stephenlantz@comcast.net

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

Master Chef
Joe Bolognese
303-810-6086 JBolo@comcast.net
DRCE Meeting Minutes (continued from page 1)

- Adam – 20+ years RC experience
- William – New to RC flying

Review and Approve Previous Meeting Minutes:
The 12/16/15 minutes were approved as written.

President’s Opening Remarks
Jack Steinhauser reviewed the meeting agenda with the members.
Mentioned Club site facility changes
Mentioned RC Auction event
- Feb 20th, RC club event at Wings over the Rockies

Guest Speaker
Major David E. Teich (Ret.), “Wartime Experiences in World War II and Korea”. Dave spoke for almost an hour. He recounted some fascinating and harrowing experiences, mostly from his time in Korea.
Former member of DRCE from 1992-95.

Officer’s and Director’s Reports
President’s Report
Jack Steinhauser reported:
- Reminded members to take part in Membership Renewals via the website.
- DRCE 2016 Plan reviewed by Jack. Passed by Unanimous vote of members present.
- Flight line rules discussion
- Adam presented Jack with a proposal for the rotary craft area
- Facility upgrades and maintenance planned for year were reviewed.
- Jack mentioned events planned in the calendar

Vice President’s Report
Dan Kellogg was absent.

Secretary Report
Seth Rice had nothing to report.

Treasurer’s Report and Director of Flight Training Report
John Dickens reported the January Financial and membership report
- 146 Members have paid for 2015-2016
- 47 Members paid for 2016 to date
Reminded members to renew dues, and to contact him for training if desired

Meeting in Progress

Continued on Page 5
**DRCE Meeting Minutes (continued from page 4)**

**Safety Officer’s Report**

Bob Pash reported security concerns regarding pilots flying aircraft in first person view, without spotters. These pilots are also flying outside of the allowed air space, and over the 400 Ft altitude AG. Bob asked us as members to remind other pilots we see flying outside of the approved area, or above the altitude limit of 400 feet, to bring their aircraft back inside the boundary. This is an effort to keep our club safe and within the rules set by the AMA, the Cherry Creek Park, and the Denver RC Eagles club.

**Director – Airfield Maintenance**

Seth Buxton was absent

**Member at Large**

Eric Sunderwirth was at large, not at the meeting.

**Director of Membership**

Empty Seat

**Events**

None

**Old & New Business**

Joe Bolo – New hats are ready to be ordered and ready to sell for $15 a hat, and free for new members. He proposed we purchase 24 black and 24 blue, a total of $560 to purchase new hats. Motion was passed unanimously.

**Show & Tell**

Bob Smith - Presented ME-262 with flaps, retracts, twin ducted fan. He painted the nose yellow for increased visibility.

Jack Steinhauser – Showed his C-47 with LED’s modified landing gears, and a sound system. Showing us some ways to modify our foamy planes.

**Auction**

No Auction Items

**Door Prizes**

John Dickens ran the door prize event for the evening. The following were the results of the door prizes:

1. 5 Minute Epoxy – Bob Pash
2. Head Lamp – John Dickens
3. Colpar $10 Gift Card – Bob Brelsford
4. #64 Rubber Bands – Mitch Long
5. Heat Shrink Tubing 9 feet – George McCray
6. Monokote Trim, Cub Yellow – Joe Bolognese
7. Helping Hands – Peter Aeby
8. C-Clamp – aka Wheel Chalk – Seth Rice

**Donation Table**

Only a couple of items were placed on the table and none were picked up.

**Next Meeting**

The next meeting will be February 17, 2016 at Colpar Hobbies.

**Adjournment**

Meeting was adjourned at 8:24 P.M.
With winds in the range of 8-12 mph, plus occasional gustiness, most pilots that had flown that morning just packed up and left.

Left behind were members Eric Sunderwirth, Terry VanSchwartz, Cam Lawson, Seth Buxton, David Hall, Jerry Kirshenbaum, Roger Camp, Robert Pash, and guest pilot Shaquille O’Neill. These guys are part of what makes up the core of frequent fliers at Suhaka. Guys I see every week I go out there. Pilots that are always working on improving their flying skills and take that activity quite seriously.

Despite the strong winds, I ended up getting in six flights. Three with my 70mm Rebel Jet, and three with my Durafly Spitfire. The Rebel Jet ($140 at Motion RC) was build from a kit and features a Freewing 70mm 12-blade EDF ($117 at Motion) powered by 6S 3300 mAh 35-70C Turnigy Nanotech batteries ($54 at HobbyKing.

The Rebel Jet is fast. With a new battery, freshly-charged, it will cover ground at 135 miles per hour. This is based upon flying it with a GPS-equipped Habu 2 that was recorded flying at 130 mph (the Rebel jet was steadily pulling away).

With that speed, the Rebel Jet is generally the fastest aircraft at Suhaka Field. In addition, with the 12-blade Freewing fan, it is very quiet. On a low pass right just west of the runway, what you typically hear is a “swiiiiiiiiiiish” sound as it crosses in front of the pilot stations, backed up by an high-pitched whine. It is rock steady on those low passes, so it is something quite impressive to see and hear.

I flew the Rebel once with Eric and his Habu jet, and once with Shaquille’s Freewing F-14. The Freewing F-14 is the most impressive foamy EDF jet I have seen yet. It is made from a high density foam, is beautifully painted, and has many plastic parts that recreate scale details from the real plane. Landing gear is solidly bolted into a sandwich of foam, plastic, and ply, and the plane is equipped with a myriad of lights that give one the impression you are looking at the real plane that has somehow been shrunk from full-size to model airplane size. It is
powered by two 12-blade 90mm Freewing EDF fans, which provide it plenty of thrust. The climbout of this aircraft is truly impressive. This performance feature is complemented by a swing-wing capability that faithfully reproduces the ability of the real aircraft to extend its wings for takeoff and landing, then sweep them for speed runs cross country.

Now retired from active service, the F-14 was the jet flown by Tom Cruise in “Top Gun”. Who can forget the following exchange between Cruise as “Maverick” and the tower:

Maverick: “Tower, this is Ghost Rider, requesting a flyby.”

Air Boss Johnson: “Negative, Ghost Rider, the pattern is full.”

An F-14 on afterburners, with its wings swept, passing fifty feet away from an airport control tower makes quite an impression! So does Shaquille’s Freewing F-14. Speed runs with the wings swept were quite thrilling to watch. But the most magical moments for me as a spectator were the slower passes with the wings extended. Like an eagle reaching out with its wings to catch the wind, the F-14 looks gorgeous with wings fully extended, lights flashing, and the whine and whoosh from the two 80mm EDF units.

I also flew my electric Spitfire. This is a 55-inch-wingspan that was made by Durafly in about 2012. I purchased it from Eric Sunderwirth in 2014. I fixed it up that winter with more power, new landing
gear, and a paint job. Last summer I flew it into the ground in a spin. I thought it needed more power, so I replaced the “32” sized motor with a “46” when I made repairs to the plane in January. I had some maiden flights to check out the apparent power, and decided to increase the propeller size to a 15x10 prop. Today was the first test flight with the new prop and it performed brilliantly with plenty of climb authority, and good flat-out speed despite the draggy nature of the airframe.

While at the field, I had an opportunity to photograph Shaquille and his F-14, Eric Sunderwith and his 75mm Viper Jet, and David Hall and his OS-75 powered Cap 232. I also got a picture of Roger Camp’s latest creation: Scratch-built Airplane #165, a brightly-colored triplane with a 24-inch top-span, powered by a 0.15 ci O.S. glow-fueled two-stroke. Congrats to Roger on another piece of well-conceived, and finely-executed craftwork.

Roger recently shared with me a fascinating website that shows the variety of active-duty aircraft, and aircraft livery, in World War I. Check it out at the link above. My comment to Roger when he sent this was:

Wow! That is a fantastic site. It is amazing to see the variety of aircraft and livery. I have long had an intrigue for this phase of aviation. It is amazing to think that the end of the war occurred only fifteen years after Orville Wright made the first (official) flight at 10:35 a.m. on December 17, 1903. The first flight of 120 feet lasted 12 seconds, and was flown at a speed of only 6.8 miles per hour over the ground.

In the present era, the pace of technologic change is furious, but the magnitude of impact on human life (for the most part) is trifling by comparison to what happened at Kill Devils Hill, North Carolina, in 1903.

As you will see in the pictures, the weather never did get nice, but there was plenty of good flying action.

Building Season
As reported in the past newsletter, this building season has largely been occupied by repairs in my workshop. So far, I have repaired 15 airplanes, of which 14 were electric. Many of these repairs were simple, but quite a few of them were very involved. My latest project is an F-100 Super Sabre Jet sold to me by a friend who had built up a nice collection of EDF jets, then decided to switch to quad-copters.

The F-100 is the first of the U.S. Air Force “Century Jets” that came into service in the Cold War years of the 1950s and 1960s. Since most of you members are middle-aged (like me) or older, you will well remember that era of imminent nuclear annihilation where military competition between the U.S. and the Soviet Union bred a lineage of ever more capable and speedy jet fighters and bombers.

The FlyFly F-100 is a relatively inexpensive foamy jet kit that is currently available through General Hobby for about $110 (kit only). My friend, Jeff Deline, who is a corporate jet pilot and likes fast aircraft, has equipped it with an 8S six-blade 90mm EDF. My plans for the plane include trailing link retractable gear, flaps, rudder, nav and landing lights, and airbrush detailing of the plane to recre-
ate the look of the combination aluminum and titanium airframe. It is already a hot plane as far as performance, so these mods will enhance its flyability, and appearance.

It is remarkable to look back at the 70-year period since the end of World War II and realize that, despite the constant presence of small-scale wars, the world has avoided the kind of all-out global war that occurred between 1939 and 1945. Personally, I credit the deterring effect of our military forces for this period of relative global peace, and hope it continues for as long as possible. Whether it is an F-100, an F-35, or some other weapons system that contributes to making the United States the strongest military power in history, we should all be grateful to be living inside a powerful nation, rather than outside it.

**Improvement Season**

We are fast approaching the prime season for making improvements to Suhaka Field. Once the snows of winter have subsided, it will be time to make whatever improvements members agree will give us the flying facility we all want at Suhaka.

This year, the list is headed by shade shelters for the fixed-wing and rotor-craft areas of the field. I recently found a source of pre-built metal buildings that provide semi-permanent shade shelters at a reasonable cost. After consulting with several members, including Joe Apice, I decided that the best alternative seems to be a 20x20x7 foot structure manufactured by Versatube. This structure is detailed further in the proposal prepared by our Director of Rotor-craft Operations, Stephen Lantz, and member Adam Small.

Steve and Adam have taken it upon themselves to prepare a series of recommendations for upgrading the Rotor-craft area. These include gravel to provide solid footing in times of lots of precipitation, a shade shelter, and the definition of a flying area that is a significant improvement over our current arrangement. I want to thank Steve and Adam for their excellent proposal, which will go out to members with this newsletter. They exemplify the spirit of volunteer contribution that is the bedrock of success for our club.

**Friendly or Not?**

I had the opportunity to have lunch today with a pilot who is not yet a member at our club. This pilot shall remain anonymous, his code-name is “Deep Throat”.

In a recent issue of the AMA flagship publication, Model Aviation, our club was described as being “not very friendly” to visiting pilots. I was frankly surprised because this is not what I witness on the days that I spend at Suhaka Field.

I am pleased to report that Deep Throat has an entirely different take on our club. He regularly flies at both Suhaka and the Jefco facility at Chatfield. He remarked that we are very friendly as a group, and he felt much more welcomed at Suhaka than he did at Chatfield. I have also heard this from other pilots. I offer this feedback not as a putdown of Chatfield, but as an affirmation of what I believe is true: that our club is a welcoming, and positive organization. Another measure of this truth is the fact that between the end of 2013 and 2015, our membership grew by sixty-two percent, from 90 members to 146 members.

**Parting Thoughts**

I would like to encourage all of you to get out on the many nice flying days we will have in the weeks ahead. The early spring can be a wonderful time to fly with cool mornings, warm sunny days, and lights winds.

On those days when weather is bitter, windy, and filled with snow, I hope you all enjoy some time in the workshop building and repairing RC aircraft.

Sincerely,

Jack Steinhauser
President, Denver R/C Eagles
Report by Sid Gates and Bob Brelsford on Future Runway Maintenance Planning

Over the past 12 years we have been involved several times in evaluating runway maintenance needs and planning the funds to support the runway. Approx. 10 years ago we went through the evaluation process and consulted with Shaun from Seal Tech and have consulted with him several times since. At that time his opinion was that we would have to completely replace the existing black top within 10 years. Based on this recommendation we started seriously planning for the replacement. The club decided then to transfer the remaining funds after normal operations to the runway fund at the end of each year. That transfer has not happened as planned several different years. We have talked to other paving companies over this time period and Shaun has given us the best advice.

Runway Maintenance History (The dates are from memory and may not be totally accurate)

2004- Complete 1.5” overlay ...... Cost was $18,000. Comments: Surface was so rough it was almost unusable. We then contracted with Seal Tec to patch the worst spots for $3500.

2009- Complete 1.5” overlay ....... Cost (don't remember) Comments: Again surface was bad and had to hire Seal Tec to patch it.

2011- Added 50ft length to south end of N/S runway.......Cost was quoted as $8500 but exceeded $11,000. Comments: Top surface was not properly graded and results are low spots.

Last year Shawn was asked to repair areas in the PIT asphalt and when he brought in his truck to do the patches, the truck sunk down through the thin layer of asphalt and into about a foot of wet mud underneath. He was not able to continue the repairs so he did a temporary repair that is holding up better than the original material. We were hoping to repair this area later in the summer when it dried out but it was a very wet and rainy summer that did not allow it to dry. We are considering replacing this section with concrete which is less susceptible to the water penetrating it causing the mud under it.

We don’t remember the history of other patching and seal coats. Shaun has stated that there are a limited number of times you can seal coat new blacktop. If you do it too often it will chip and peel off. Patching is almost unlimited in frequency and we have done that approximately every other year at a cost of $1200 to $3500.

Shawn told us last year that it was about time to do a complete seal coat that would smooth out a lot of the rough areas from the wrong type of overlay previously done and we should definitely do a crack seal process in the spring and in the fall every year to protect the runway from damage due to the weather.

To overlay the present runways using a quality supplier would cost approx. $40,000. The cheap overlays of the past were done with the wrong type of asphalt with large rocks in it because it is a lower cost material.

Based on our location (within 5 miles of Centennial) and the present climate with the FAA we do not recommend any major permanent improvements including shade shelters at the present time. We think it is prudent to patch the runway as needed.

Bob Brelsford and Sid Gates
Tom Lantz Memorial

In Loving Memory

Thomas John Lantz, 69, of Aurora, passed away February 4, 2016. He was born December 23, 1946 in Elgin, North Dakota, the son of John and Violet (Hafler) Lantz. Tom’s family moved to Littleton from Mott, North Dakota when he was eight. He was a graduate of Littleton High School. In 1967 he joined the Air Force and was stationed on the Aleutian Islands, Alaska. In 1971 he was honorably discharged with the rank of Sergeant. His position was water & waste processing specialist. Right after arriving home he started working for Littleton Water Department which was later taken over by Denver Water. At age 55 he retired with 32 years of service. He had started out as a heavy equipment operator and graduated to foreman of Transportation & Distribution. On April 1, 2000 he married Jeannie Swartz, of Westminster, Colorado. Tom started flying model airplanes at age eight. Later he enjoyed teaching others to fly at Cherry Creek Reservoir. He loved to travel where it was warm and sit on the beach. Recently he and Jeannie became snow birds, going to Tyler, Texas for the winter. He enjoyed camping, fishing, boating, cooking, and making wine. He called the wine Zoom. He was a very talented handyman and could fix or remodel anything.

Tom is survived by his wife Jeannie Lantz; mother, Violet Lantz; children, Amy (John) Miller, Thomas John Lantz II, Marcy Lantz, Brent Clayton, Chad Clayton, Holly (Michael) Gadlin; nine grandchildren, Draven Lantz, Brittany Miller, TJ Miller, Emma Dean, Tyler Dean, Hunter Lantz, Fisher Lantz, Myah Gadlin, Melayna Gadlin; brothers and sisters, Becky Pardis, Karen Haight, Johnny Lantz, Joe Lantz, and Rochelle Lantz.

He is preceded in death by his father, John Thomas Lantz and brother, Walter Lantz.

In lieu of flowers, memorial contributions may be made to Victory Fellowship, 4200 S. Acoma Street, Englewood, CO 80110.
Flying at Suhaka Field, February 14, 2016
Flying at Suhaka Field 02-14-16 (continued)
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