Denver R/C Club Meeting Minutes
March 18, 2015

Meeting minutes submitted by John Dickens, Secretary.

A regular meeting of the Denver R/C Eagles was held on Wednesday, March 18, 2015 at Colpar’s Hobby Town, 1915 South Havana Street, Aurora, Colorado, 80014. Refreshments of snacks, chips, beverages, and cupcakes were served at 6:00 PM.

Call to Order
The meeting was called to order by Jack Steinhauser at 6:33 PM. Board Members in attendance: Jack Steinhauser, President; Joe Bolognese, Vice President; John Dickens, Secretary; Sid Gates, Treasurer; and Eric Sunderwirth, Safety Officer. Total members present: 24, we have a quorum.

Welcome Visitors & New Members
Jack asked if any visitors or new members were at the meeting.

Review and Approve Previous Meeting Minutes
The 02/18/15 minutes were approved as written.

President’s Opening Remarks
Jack Steinhauser reviewed the meeting agenda with the members.

Guest Speaker
Club member, Sid Gates, gave a 30 minute presentation about the advance programing features of his 18 channel 2.4 GHz transmitter.

Officer’s and Director’s Reports
President’s Report
Jack reported that there was good club participation at the “Aeromodeling at the Hanger” event held at the old DRCE field location off of Belleview. I believe that particular crash was due to radio failure, not pilot error, but it left me with a thoroughly “rekitted” aircraft.

April Events
Saturday, April 11—April Maintenance Day, 8:30 a.m. to 10:00 a.m. at Suhaka Field.
Wednesday April 15 —March Club Meeting 6:30 p.m. to 8:00 p.m. at Colpar Hobbies.

At the time I first came to Suhaka in 2009, I had resigned my position as President and CEO of a Canadian public oil company after merging the company with a London Stock Exchange-listed company. Our company had put together a great portfolio of high-potential gas and oil exploration projects in Poland and Bulgaria for the TSX company the previous year, but when the general stock market crash of 2008 occurred, it was impossible to get financing. This left merger as our only viable go-forward option for the shareholders. Thus ended for me a four-year marathon of global travel (Canada, South America, Europe and the Middle East), high finance, and lots of stress.
<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>1/13/2015</td>
<td>DRCE Board Meeting</td>
<td></td>
<td>6:30—8:00 p.m.</td>
<td>Perfect Landing</td>
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<tr>
<td>1/21/2015</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>2/18/2015</td>
<td>February 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>2/21/2015</td>
<td>Aeromodeling at the Hanger</td>
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<td>10:00 - 4:00 p.m.</td>
<td>Wings over Rockies</td>
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<tr>
<td>3/18/2015</td>
<td>March 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>4/11/2015</td>
<td>April Maintenance Day</td>
<td>BBQ</td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>4/15/2015</td>
<td>April 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>5/16/2015</td>
<td>May Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>5/20/2015</td>
<td>May 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>6/13/2015</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>6/17/2015</td>
<td>June 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>6/20/2015</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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<td>6/25/2015</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>7/11/2015</td>
<td>July Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
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<td>7/15/2015</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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<td>7/18/2015</td>
<td>July 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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<td>7/23/2015</td>
<td>July BBQ and Evening Flying</td>
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<td>Suhaka Field</td>
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<tr>
<td>8/15/2015</td>
<td>August Maintenance Day</td>
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<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
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<td>8/19/2015</td>
<td>August Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
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<td>8/22/2015</td>
<td>August Air Show</td>
<td>BBQ</td>
<td>11:45 a.m. to 1:30 p.m.</td>
<td>Suhaka Field</td>
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<td>10/29/2015</td>
<td>End-of-Year Dinner Party</td>
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<td>6:00 to 8:30 p.m</td>
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<td>12/16/2015</td>
<td>December Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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Denver R/C Eagles Club Leadership

Club Elected Officers

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

Vice President
Joe Bolognese
303-810-6086 JBolo@comcast.net

Secretary
John Dickens
303-617-6044 jcdickens68@hotmail.com

Treasurer
Sid Gates
303-757-7019 sid@sidgates.us

Safety Officer
Eric Sunderwirth
303-719-0973 eric_346@msn.com

Appointed Positions

Director - Airfield Maintenance
Bob Brelsford
303-340-1025 Brelsford@comcast.net

Director - Special Projects
Joe Apice
303-435-0355 rcflyer58.ja@gmail.com

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

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

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

DRCE Member-At-Large
Bob Pash
303-751-0493 RPashMD@yahoo.com

Director—Public Relations and Outreach
Ron Cox
317-410-2587 w9kfb1@mac.com

Director—Membership
Seth Buxton
720-722-3080 setht3@hotmail.com
Starting Sunday April 5th, the airfield will be reserved for certain types of group flying. Sunday mornings were selected because they were less busy than Saturdays. The flying schedule was posted in the March newsletter.

Vice President’s Report

Joe Bolognese reported on our 501(c)3 status with the IRS. We lost our 501(c)3 status on February 2, 2013. He submitted a short form application, but it was rejected. After discussing the issue with the IRS, he was advised to resubmit the application with modifications and to complete Tax Form 1120 for the last three years. The application was submitted on March 16th and he is currently working on the tax forms.

Secretary’s Report

John Dickens reminded members to contact him if they are not receiving club newsletters and emails.

Treasurer’s Report

Sid Gates gave balances for three bank accounts: Runway Fund, Runway Maintenance, and Operating Fund. He will present the budget at the next meeting.

Safety Officer’s Report

Eric Sunderwirth described an incident involving enforcing our AMA membership requirement. Park rangers were called and they responded. The flier applied for his AMA membership on the spot with his smart phone.

Director – Airfield Maintenance

Bob Brelsford reported that Sid Gates and he meet with Shawn of SealTech to discuss what is currently needed to preserve and maintain the asphalt areas. After inspecting the runway, Shawn recommended that the runway be crack filled in the Spring and Fall. We would not need a seal coat until next year. Shawn provided a quote to crack fill the runway in the Spring for $1,780 and to repair the pit area with asphalt for $1,320. It was proposed and approved to spend $3,100 for these repairs.

The first Airfield Maintenance Day will take place on April 11th. Bob recommended that the helicopter tables be painted underneath, the weeds removed, and the trash pickup. Jack asked for other cleanup suggestions and reminded everyone that the work would not last more than 2 hours.
Member at Large
Bob Pash had nothing to report.

Director – Public Relations and Outreach
Ron Cox was not present, but Jack reported that a Boy Scout Camporee will take place September 18-20 at Peaceful Valley near Colorado Springs. Fliers of rotorcraft are needed.

Events
None

Old & New Business
Jack reported that he received a proposal from a company that trains FPV pilots asking if they could use our helicopter area exclusively on April 26th from 8 AM to 3 PM for a fee. After much discussion, the proposal was approved with the following conditions:
Use is not exclusive. Members can fly during this period
FPV Instructors must have AMA membership
FPV students will be given AMA visitors badges
No fee would be charged
Jack will inform the company about the conditions.

Show & Tell
Eric Sunderwirth presented his new Flying Fox EDF airplane from Nitroplanes. It is powered by a 90 mm fan with a 160A ESC. The airframe is made of fiberglass and balsa and was originally designed by club member, Richard Rudolph, when his company was making airplanes in China.

Auction
Jack Steinhauser donated two identical battery charging systems. The system consists of a Hobby King 350 w power supply and a Thunder T6 charger that can charge 4 batteries at once. Eric Sunderwirth conducted the auction. Each system was sold for $50. The winning bids went to Trent Tatum and Sid Gates.
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Door Prizes
John Dickens ran the door prize event for the evening.
The following were the results of the door prizes:
1. Five Minute Epoxy – Tom Long
2. Colpar $10 Gift Card – Mitch Long
3. Plastic Caliper 6 inch – Seth Rice
4. CA Glue Super Thin – Carl Truszynski
5. Lead Weights – Bob Smith
6. Quick Clamp 4 inch – Sam Levy
7. 3M Blue Masking Tape – Roger Clark
8. X-Acto Blades #10 (5) – Bob Lembke

Donation Table
Many items were donated by members Bob Brelsford, Bob Lembke, and John Dickens. By the end of the meeting, many of the items had found new homes and the donation jar contained $29.

Next Meeting
The next meeting will be April 15, 2015 at Colpar Hobbies.

Adjournment
Meeting was adjourned at 8:20 p.m.

Auction Winners Sid Gates and Trent Tatum (with Eric Sunderwirth)
This process left me burned out, disappointed, and unemployed. An old friend who remembered my enthusiasm for the hobby in high school suggested I take up RC planes, and I did. My first plane was a Hobbyzone Super Cub. This plane came with everything needed to fly, including a three channel transmitter, NiCad battery pack, and brushed motor. I got an extra battery pack and, with the help of flying buddy and mentor Jens Aarnaes, mastered flying that fun little plane. I eventually replaced the brushed motor with brushless, used Lipos instead of NiCads, and added ailerons on the wings. The ailerons required another channel, so I got a Spektrum DX6 transmitter.

It was an instant love affair for me. I was gripped with excitement about learning to fly, and also learned to enjoy the process of assembling the rapidly growing collection of “Almost Ready to Fly” planes I amassed. I described the feeling I got while flying as a “thrill”, as in the word “enthralled”. It was a marvelous feeling that I could tap into even when not flying. Whenever I got bored during the ordinary parts of my days, I could slip into a daydream about flying, imagining my aircraft performing low-level passes, loops, rolls and perfect landings.

When I first began flying, I flew at locations suitable for a small electric plane that were close to my house. These included parking lots of local schools, playing fields, open fields, and unused roads left by unfinished subdivisions.

Over time guys would show up and fly with Jens and I. Some we never saw again, but others became regulars.

We all progressed our skills together, meeting on a regular basis in the evenings, and on Saturday and Sunday mornings. We had all electric planes, so it was easy to fly in park settings without disrupting the neighborhood with the noise of gas and glow motors.

Our planes included scale models of famous propeller-driven warbirds like the Mustang, Corsair, Spitfire and Focke Wulf 190. One of our favorite activities was to fly these planes in a group, alternating between formation flying and mock dogfights. We often attracted groups of delighted children and curious adults who became our audience.

As much as the kids like the warbirds, they liked the aerobatic planes even better. I remember working out a complete routine of aerobatic maneuvers that I performed for these groups. Another pilot, Ian, was even better at aerobatics than I and would perform daring low-level inverted maneuvers.

When I first came to Suhaka Field it was a far different place than it is today. As a newbie pilot, I found the pilots hanging around the field to be reserved and not at all welcoming. They tended to cluster in a few groups that pretty much stuck to themselves. A major exception to this was Dick Hamilton, who greeted me enthusiastically and gave me a series of lessons. Another friendly face I remember was Bob Pash, who loved to talk about the subjects of model airplanes, history and politics.
In those days there was no segregation of fixed-wing and heli aircraft, and only a limited sense that there were any rules governing flying. Nobody displayed an AMA membership card. I remember heli pilots showing up with powerful glow-powered helicopters that they flew right next to the pit area. These pilots were what I call “Gypsies”, and were typically young men with aggressive flying styles and defiant attitudes. I remember leaving the field one time because I was so uncomfortable with having ten pounds of metal suspended from a whirring rotor in what I thought was dangerous proximity.

For the first several years, I only came out to Suhaka Field on a few occasions. My local flying sites were more convenient, and I generally was in the company of one or more flying buddies. I remember many pleasant hours spent in those days with my thumbs on the sticks, my plane in the air, and my buddy’s plane close by.

By 2012 I found that I was flying bigger and faster airplanes that required a more formal flying location than my local school yards provided. By “formal” I mean a large air space with a good runway, isolation from spectators who might be injured if they were in the wrong place, and a set of rules that would maintain the safety of all pilots and spectators. Another thing I was looking for was the camaraderie of fellow pilots within a club.

This led me to join both Crosswinds and the Denver R/C Eagles clubs in 2012. As I became more committed to flying at Suhaka Field I was reminded of what I felt were the deficiencies it had as a flying site. One deficiency was in the area of safety, it was still loosely governed and rules were ignored with impunity. Another was the lack of a sense of club spirit. It lacked the camaraderie and welcoming feeling I expected in a club. It seemed to me that there were only a small group of people involved in managing the club, a scenario that easily leads to those few people getting burned out and frustrated with the lack of assistance from other club members.

I decided that the only way to resolve these deficiencies was to get involved in the leadership of the club and be an agent for positive change. In 2013 I became Vice President of the DRCE and helped organized two Fun Flies that year. These events brought club members together in a way that normal free flying on weekends never seemed to. A little friendly competition became the catalyst for new friendships, and a noticeable increase in that elusive goal of improved club spirit.

In 2014 I became President of DRCE and started to implement a series of changes to improve the club in three key areas: safety, facilities and club spirit. In these efforts was fortunate to have the assistance of dedicated board members and many other club members who stepped forward and helped in making these changes.

Change is not an easy thing for a group of middle-aged guys. We tend to be rather set in our ways, and are naturally grumpy when someone suggests a different way of doing things. Despite these factors, our club made some big changes in 2014.

I believe the most remarkable change this club made last year was the adoption of clearly-stated rules including the display of AMA Membership. This was done by unanimous consent of the members. I believe this change has made Suhaka Field a much safer place compared to the “anything goes” facility I first experienced in 2009.

We have also seen a significant upgrade in our facilities, including the addition of gravel that has made the spectator area much more pleasant to walk around during rainy periods. Before that it was a sea of mud. I was amazed to see how many of our club members participated in the work of improving our facilities. Instead of a just a few guys doing all the work, many guys stepped forward and put their shoulder to the wheel. I have since talked to pilots that have known Suhaka Field over many years; they say the facility has never been nicer.

During 2014 we had a series of events that brought DRCE club members together for more than just flying. Our barbeque events, Fun Fly and Airshow events were very successful at building a sense of club spirit and shared camaraderie as club members got to know each other and do fun things together. It is one thing to come and just free fly at Suhaka Field, it is another to sit down over a delightful meal and really get to know someone. Our members are a diverse group, yet we all share that passion for the hobby, the feeling of being enthralled by the magic of flight.

I also feel that Suhaka Field has become a much more welcoming place. A novice pilot showing up at our field today is quickly greeted and introduced to other pilots. Our superb flight instructors insure that anyone willing to seek out flight instruction will rapidly develop the basic skills needed to enjoy flying an RC plane.

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President’s Message (continued from page 8)

According to the Bylaws, the President of the Club is termed out after two years. This means that someone else will have to take the reins of leadership at the end of this year. When I finish as President, I will also finish as Newsletter Editor, so someone will have to take that job as well. I will be interested to see who steps forward to take on these roles at the end of the year. After my term is finished, I will remain an active member of the club, but I do intend to travel to other flying sites more as I explore different aspects of the hobby.

In the meanwhile my primary focus for 2015 is to keep on building club membership and club spirit. We are approaching 110 members now, a record in recent times. I believe we could get to a membership level of 120 or more members by the end of the year. More members means more money to fund improvements, more hands to help with projects around the field, more friends to make, and more planes in the air. I think these are all good things.

I hope that someday in the future I will be remembered as a President who really brought club members together for some good times, from which many life-long relationships were born. It is in the company of others that this hobby delivers its greatest rewards. A perfect landing in front of all your buddies is more meaningful than one made when alone. A spectacular crash is easier to take when it is witnessed and collectively mourned by “the gang” lounging in the spectator area. An evening of flying at Suhaka in the warm breeze of a summer evening is made more pleasant by sharing one of Joe Bolognese’s incredible barbeque dinners with a new friend.

For this reason I have worked with other members of our Board of Directors to create a calendar with lots of fun events for the flying season ahead. These include barbeques, evening flying, and Airshows.

We also have a new proposal for “Sunday Flying Groups”. This idea is going to be discussed at length at the next Club meeting. The purpose of the discussion is to resolve if, how and when this program will be implemented. I encourage each of you to come and participate in that discussion.

I look forward to seeing each of you at the meeting and at Suhaka Field in the near future.

Sincerely,

Jack Steinhauser
DRCE President
Member Ron Cox Responds to AMA Request to File Comments with the FAA

Fellow Denver R/C Club Member,

On March 27th I and most other AMA members received an email from the AMA that requested our assistance regarding the future of Model Aviation in this country. The title read “Take Action to Help Preserve Model Aviation’s Future.”! That got my attention as I was and am still very concerned about the personal impact the FAA NPRM will have on our hobby, our club, and our flying field at Cherry Creek State Park.

Please read below my comments as submitted to the FAA.

Sincerely,

Ron Cox

Agency: Federal Aviation Administration (FAA)
Document Type: Rulemaking
Title: Operation and Certification of Small Unmanned Aircraft Systems
Comment:

I am writing in response to the FAA’s proposal to regulate small unmanned aircraft systems, including model aircraft. I am a retired Electrical Engineer, a member of the Academy of Model Aeronautics, and have been safely and responsibly flying model aircraft for 14 years. I am also a model aircraft club officer with the Denver R/C Eagles club.

I support the exemption of recreational model aircraft from the regulation of unmanned aircraft systems. As Congress recognized, self-governance under community-based safety guidelines has worked exceptionally well for decades, and should remain in place. However, I have the following concerns about the FAA’s proposal:

The FAA has repeated its June 2014 statement that model aircraft are “aircraft” subject to all existing aviation regulations. Similarly, the regulatory proposal excludes ultralight vehicles, moored balloons, kites, amateur rockets, and unmanned free balloons from the FAA’s aircraft operating regulations but neglects to expressly exclude model aircraft. The proposed regulation should make it clear that model aircraft meeting the criteria established by Congress are not subject to aviation regulations. Also, the proposal leaves out the part of the statute that excludes “an aircraft being developed as a model aircraft” from aviation regulations. This exclusion must be added to the regulations. Companies in the model aircraft industry should not be regulated as if they are aircraft manufacturers.

The FAA bases its proposal on its June 2014 interpretation of the law concerning model aircraft. There were 33,000 comments submitted last summer concerning that interpretation. The future regulations for model aircraft should not be based on incorrect interpretations of what Congress wrote. Some of the interpretations that should be changed to the extent they form the basis for any current or future regulation include: Making model aircraft subject to airspace requirements such as air traffic control clearance, that have never been applicable in the past and with which it is impossible or impractical to comply. Congress indicated the maximum obligation, which is actually stricter than what the FAA’s guidance has been for the past 34 years: notifying the airport when operating within five miles. That is the most that model aircraft hobbyists should have to do.

Rigidly defining a requirement to operate within visual line of sight and that calls into question the use of a specific technology or equipment, namely first-person view (FPV) goggles. The language of the 2012 statute concerning “within visual line of sight” indicates how far away a person should fly the model aircraft, not what method of control may be used for the recreational experience. The proposal for commercial unmanned aircraft acknowledges that an observer (spotter) can be used to ensure airspace safety, just as the AMA’s community-based safety guidelines do.

Narrowly interpreting the words “hobby or recreational use.” You should not regulate people who are flying model aircraft in connection with the hobby just because they receive payments. For decades, enthusiasts have

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Ron Cox submittal to FAA (continued from page 10)

participated in contests and competitions that have cash prizes, have been paid to instruct others on how to safely fly models, and have received compensation for aerobatic displays. These payments incidental to the hobby do not change the underlying recreational purpose of the activity or make the hobby any less safe, and regulating these activities would be highly disruptive to the hobby without any benefit.

Respectfully,

Ronald W. Cox

AMA Member Number: 733897
Flying At Suhaka Field, March 2015
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BF-109 vs. Hawker Tempest
Flying At Suhaka Field, March 2015
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