Message from President Jack Steinhauser

Just when you thought winter was over, Mother Nature sent us a whopper of a storm. At my place we have had accumulation of about two feet of heavy, wet snow. Instead of flying, I was able to complete some refitting of my Durafly Vampire Jet yesterday (Saturday). I had tried to maiden this jet this past week, but found it had inadequate power and the nose wheel steering was not working properly. I replaced the 4S XRP 14 blade EDF with a 6S 13 blade fan. This new setup tested at 650 watts, which equates to a power to weight ratio of 185 watts per pound. This should be plenty to get this 1950s-era jet into the air. It has a big straight wing that will generate lots of lift at relatively low airspeeds.

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The Vampire Jet build is actually my second rendition of this Durafly kit. The first version was a hand launcher that I enjoyed flying at local parks until it got sufficiently bashed up to retire. This second version has retracts, flaps and lights, and is intended for flying from runways at Suhaka and the local Mountain View Elementary drive way. The lighting system includes an “afterburner ring”
### DENVER R/C EAGLES 2016 ANNUAL EVENTS CALENDAR

Effective April 16, 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 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>2 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>3 2/17/2016</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 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>5 4/20/2016</td>
<td>Rotorcraft Area Dirt Work</td>
<td></td>
<td>8:30 a.m. - 11:30 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>6 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>7 4/23/2016</td>
<td>April Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>8 5/10/2016</td>
<td>Main Pilot Station Regrading</td>
<td></td>
<td>8:30 a.m. - 12:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>9 5/14/2016</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>10 5/18/2016</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>11 6/11/2016</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>12 6/15/2016</td>
<td>June Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>13 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>14 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>
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<tr>
<td>15 7/16/2016</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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<tr>
<td>16 7/20/2016</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>17 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>
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<tr>
<td>18 8/13/2016</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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<tr>
<td>19 8/17/2016</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>20 9/10/2016</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>21 9/17/2016</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>22 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>23 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>24 10/19/2016</td>
<td>October Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>25 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>26 11/16/2016</td>
<td>November Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>27 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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</tbody>
</table>
Denver R/C Eagles Club Leadership

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

Vice President
Dan Kellogg
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d-Kellogg@comcast.net

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

Secretary
Seth Rice
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sethrice@gmail.com

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

Field Maintenance Officer
Seth Buxton
seth3@hotmail.com

Appointed Positions

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Eric Sunderwirth
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eric_346@msn.com

Chief Flight Instructor
Richard “Doc” Hamilton
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r1ham@msn.com

Director – Helicopter Operations
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Web Master
Marty Miller
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Master Chef
Joe Bolognese
303-810-6086
JBolo@comcast.net
with helicopters again.

David Hall – Joined last month, and has enthusiastically jumped into the RC hobby world.

Jim Miller – Joined a few months back, working on the simulator more, and has been working with John for training.

Review and Approve Previous Meeting Minutes:
The 02/17/16 minutes were approved as written. Motion from David Hall, and second from Leonard Roderick. The motion was carried.

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

Guest Speakers
Member Robert Lembke “Repair of Super Falcon 30cc Gas Airplane”.

Showed his airplane he repaired. The plane had a nasty ending in a prairie dog hole, flipped, and snapped in half behind the wing. He glued in small pieces of wood to repair the fracture point, and to reinforce the fuselage. He glued several bulkheads in place with the 5 min epoxy gorilla glue and was able to sand it down after. He also added a tail wheel to allow for better control with the tail dragger vs the skid that was on it. He also painted his plane inside so that he could see easier the parts inside, and also fuel proofed it to isolate leaks. The 10.5 lbs with a 35 size motor with a 83 inch wingspan. He also advised with gas planes to ensure that there is a strong servo to compensate for the spring that is the fuel shutoff. Glow planes don’t need a strong servo however they do not have a spring switch to kill the fuel like gas does. He also advises you switch the hoses each year, as well as the fuel tank so that you don’t have a failure of the hoses and tank with gasoline.

Officer’s and Director’s Reports

President’s Report
Jack Steinhauser reminded members to take part in Membership Renewals via the website by the end of this month if they have not already.

Reminded members of plans for monthly maintenance days. The idea is to knock out an hour or two worth of volunteer work in the morning to maintain facilities, then go fly.

Jack showed a few aerial shots of the field, and discussed with the members all of the meetings, planning, and discussions related to the rotorcraft area and our proposal to update the area, and make things nice. He announced that the park did approve the initial work we’ve requested for the rotorcraft area. Related to setting up the new flight line facing east, south of the parking lot. Jack proposed to Tim the park manager that we would use a 20x20 shade shelter that is cost effective.
Regarding the fixed wing area, he showed the picture in the newsletter to tackle the mud problem we have on the pilot pads just west of the flight pit. It also includes adding a fence for pilot protection.

The work for the new modifications were proposed to happen on a targeted date during the week in the April, May time frame for a half day of work. A general mass of members agreed it would be best to do these things during the week, so that the smaller things can happen during the 1 hr window on Saturdays.

The following days were agreed upon by the club members, and are set for the work to excavate the ground and add in crusher fines for the paths.

Tuesday, April 19 - 8:30 AM to 11 AM
Tuesday, May 10 – 8:30 AM to 11 AM

Bob B asked if we could add a sign or two to show pilots need to stay below 400 AGL, due to the centennial airfield approach path. Jack was prepared answer the question with a new sign proposal for the rotorcraft area which he presented.

Bob Smith also mentioned that there was a problem with full-scale helicopters flying to low and close to the field. In a scenario where they flew under an RC plane. Jack mentioned he plans to bring that up with the local Airport Authority soon, as he has intended to do.

Cam and George were acknowledged and thanked for the fine craftsmanship for the aircraft cradles at the park.

Vice President’s Report
Dan Kellogg had nothing to report, and no jokes to tell.

Secretary Report
Seth Rice had nothing to report. Also no jokes.

Treasurer’s Report and Director of Flight Training Report
John Dickens reported
144 members – 97 paid up for 2016 which represents 67% of the members renewed at this time last year.

A motion to approve the budget for this year. Bob Smith, and second form Robert Lembke. The motion was carried.

Safety Officer’s Report
Bob Pash reported, one injury this month with a finger in the prop. Bob shared that between $2000, and $3000 for stitches, and any missing fingers will be placed in the lost and found.

Director – Airfield Maintenance
Seth Buxton was absent.

Member at Large
Eric Sunderwirth was at large.

Director of Membership
Empty Seat

Events
DRCE Meeting Minutes (continued from page 4)

Jack advised members that there will be a Model Airplane Swap Meet held from 8:30 a.m. to 1:00 p.m. on Saturday, May 21 at the Parker Fieldhouse, 15700 Plaza Drive, Parker, CO 80134. For more information, see: [www.parkerrcswapmeet.com](http://www.parkerrcswapmeet.com), or call Wayne Perry at 303-841-2038.

Old & New Business

Bob Brelsford mentioned that there are planes up for donation to the members of the late Thomas John Lantz estate. Details to come of when folks will be able to make donations and purchase planes and parts.

Show & Tell

Jack has scale Dynam Albatross, and painted the aircraft so that it would look more authentic. He coated the entire plane in polyacrylic so that it reduces the ‘alligator look’ from the sun causing the foam to bubble up. He also showed the Mr. RC Sound chip module that allows him to play a startup sound, a throttle-adjusted running sound, and a shutdown sound.

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. Colpar Gift Cart, $10 – Bob Pash
2. 5 Minute Epoxy – Ed Hoyer
3. Head Lamp – Bob Smith
4. CA Glue – Cam Lawson
5. Monokote Trim, Cub Yellow – Jim Miller
6. Heat Shrink Tubing, 9 feet – Dennis Rockler
7. Ultra Plug connectors – Len Roderick
8. Rubber Bands – George McCray

Donation Table

Several items were on the table

Next Meeting

The next meeting will be April 20, 2016 at Colpar Hobbies.

Adjournment

Meeting was adjourned at 8:38 P.M.
Minutes of DRCE Board Meeting held Thursday, April 14, 2016

Board Meeting Minutes Submitted by: Seth Rice, Secretary

Time/Date: 6:00 PM / Thursday, April 14th, 2016

Location: Village Inn Restaurant at Arapahoe Crossing, 6370 South Parker Road, Aurora, CO 80016.

Meeting Objectives:
The Third board meeting of 2016 for the Denver R/C Eagles to review, and modify as necessary, the various maintenance projects and tasks at the field.

Board Members in attendance:
- Jack Steinhauser, President
- Dan Kellog, Vice President
- Seth Rice, Secretary
- John Dickens, Treasurer
- Bob Pash, Safety Officer
- Seth Buxton, Director – Airfield Maintenance

Appointed Position Members in attendance:
- Joe Apice, Director – Special Projects

Items Discussed:

April Maintenance Day
The field Maintenance day for April 16th was pushed to April 23rd due to the impending blizzard. A notice went out to members Friday Night.

Seth Rice and Joe Apice will coordinate to pickup materials for table tops to replace failing parts as needed. Seth will also prep what cuts he can ahead of time to help make the maintenance possible on site quickly and easily.

September Air Show Rescheduled
The Air Show scheduled 9-24-16 was moved to 9-17-16 to prevent conflict with other activities such as the Warbirds over the Rockies.

Runway Reseal
Runway reseal will likely happen in May, however we need a set of 3 days prior that are hot and dry to ensure
the reseal of cracks can happen with ideal conditions.

**Fixed Wing Area Improvements**

The board reviewed the ‘Plan of Development’ for the ‘Fixed Wing Main Pilot Station Improvement’. The board members reviewed the document and were in agreement with the plan as stated.

Concerns regarding the safety fencing between pilot stations and the runway were voiced by Bob Pash, and discussed among the board members. It was agreed we would discuss this further with the club members at the next meeting since there are strong conflicting points of view regarding the implementation of the fences.

Joe requested whenever we have machinery on site that we have a safety briefing prior to work so all involved understand some basic hazards of the machinery. As well as how generally to be safe around them. He also requested we have someone to help act as the safety/work supervisor to ensure folks are not being exposed to an area the machinery is working in that might cause a safety risk or hazard.

Jack mentioned we want to try and time delivery of material and work as close to the time of work as possible. That the park is very sensitive to the perception of large earth moving equipment and operations in the park. This means that we do not want to have equipment, or material such as lumber, piles of dirt, or rock visible any longer than absolutely needed.

**Turbine Jet Policy**

Board members discussed the current unwritten Turbine Jet Policy. Several board members went full circle in their stance toward allowing or prohibiting turbines. For the most part it seemed that nobody wanted to say absolutely ‘NO’, but were not comfortable saying absolutely ‘YES’ either to allowing turbines at the park. The thought was that if you can keep it within the flight area, you can fly them. However it was voiced that a ‘reasonable’ member might know not to fly in the small flight area, where a ‘not so reasonable’ member may not. In which case this rule might not be sufficient protection. It was also discussed that during Official Airfield Events like an Air Show, we don’t want to necessarily prohibit turbines from the field and said event. But there was not a solution anyone felt could ensure someone was qualified enough to fly a turbine aircraft safely, without creating a number of hoops that were considered too cumbersome to follow. It was agreed we would discuss this further with club members as well at the next club meeting.

**Policy Regarding Members with Health Issues**

General safety concerns of members came up after discussion of the Turbine policy. This was due to the fact that we do have some aging members in the club that are losing their once top notch skills and senses. Skills and senses that the pilots in question may not realize they have lost, or may fear admitting they have lost to avoid being grounded. Concerns were raised because of instances where reaction times or vision had been observed as deteriorating in some of the more seasoned members.

Some issues like these causing planes to fly too close to other people. Or to have crashed without the pilot realizing as they were watching the wrong plane due to its similarity with theirs.

Hoping to avoid a permanent grounding of any members because of failing health, or simply age related issues, it was agreed that we should find avenues to support our fellow members as long as they desire to fly.

One suggestion was using a buddy box system with them. This way they can still fly their planes safely and not have a fear of loosing their wings, because their reaction time or vision isn’t what it once was. If they do lose sight, perspective or reaction time, someone can be there to help them out in that split second when it counts. This will also help keep other people on the field and in the community safe. It will most of all help the seasoned pilot, who might just be having a tough day seeing, to ensure they can still enjoy flying, and will get to bring their plane home again at the end of the day. That if they do lose perspective or control, it’s ok, because someone is on the buddy box with them to help out so they can fly again.
that lights up with a bright red color as the throttle is advanced. I installed some fiberglass strands trailing from the thrust tube to accentuate the afterburner effect. I expect that when I fly this plane in the evening, you will be able to see a red glow trailing from the exhaust nozzle.

Along with the visual effects, I expect this jet will generate a very authentic sound. The XRP 13 blade fan produces an amazing jet-like “whoosh” sound. I have also mounted two metal whistles under the wings to producing a whistling sound along with the whoosh. This same noise, a whistle and a whoosh, is what I notice when corporate jets fly low over my house on their way to landing at Centennial Airport.

I hope to remaiden this little beauty in the next week or two.

Springtime Field Maintenance and Improvement Projects

With spring sure to follow this (hopefully) last blast of winter, the Board of the Denver R/C Eagles has been carefully laying down plans to improve and maintain our facility in the next month, prior to the busy summer flying season.

As you may be aware, the Rotorcraft Area is slated for some major improvements that will greatly enhance this facility. With the rise in the use of quadcopters (pun intended), we are seeing a significant increase in the number of people utilizing this facility.

Rotorcraft Launching Area

We have already begun the improvement process with the mowing and removal of cactus from a fifty by two hundred-fifty foot Rotorcraft Launching Area. This 12,500 square foot Launching Area is oriented north-south so that pilots will be flying to the east, rather than to the south as they have done in the past. By flying to the east, pilots will avoid having to fly their craft into the glare of the sun. Also, we anticipate having as many as five rotorcraft pilots being able to fly at once. At present, we are limited to two craft at one time.

On Wednesday, April 20, we will be improving the existing path into the Rotorcraft Area and creating a 15 x 25-foot Rotorcraft Staging Area using crushed fines. We hope that this Staging Area will eventually be covered by a permanent shade shelter, a project that is also in motion. For the time being, however, it will greatly improve the footing at the Rotorcraft facility by replacing clayey soil, that turns to mushy mud in the rain, with crushed fines that will provide much better footing when it is wet out. The picnic tables will be relocated to this area, and there are plans to utilize temporary shade shelters on a daily basis until the permanent shade shelter can be built.

This work will commence at 8:30 a.m. on April 20, and should be complete within a couple hours. We will need six to ten volunteers to assist Adam Small with this project. The heavy lifting will be done using a Bobcat that Adam will be driving. The Bobcat will be used to excavate the 15x25 foot Staging Area down six inches. This dirt will be transported to the main fixed wing pilot station area for use on the regarding project described below. We will then install a weed barrier and fill the excavated area with crushed fines. If you can help, please bring a shovel and/or rake, and a wheelbarrow. This project was originally scheduled for Tuesday, April 19, but delayed one day to allow soil to dry from this week’s snow storm.

April Maintenance Day

On Saturday, April 23, we will hold the April Monthly Maintenance Day originally scheduled for Saturday, April 16. Our Field Maintenance Officer, Seth Buxton, will be managing the Maintenance Day. The work planned includes adding synthetic decking material to two existing work tables that are badly in need of new tops, and maintenance of wing tables and plane cradles. Five to ten volunteers are needed. Volunteers should bring portable drills, screw drivers, saws and hammers. Wood, screws, paint and brushes will be provided. With a good volunteer turnout, the work should be concluded by 10:00 a.m. Coffee and pastries will be provided.

Main Pilot Pad Area Regrading

On Tuesday, May 10, we will be regrading the main pilot pad area at the SE corner of the confluence of the runways. This plan is detailed in a document previously sent to all members. We will need ten to twenty volunteers with tools such as shovels, rakes, wheelbarrows,
sledgehammers, and portable drills/drivers. This project will take at least four hours. The fixed wing runways will be closed while this project is being completed. This project will result in a dramatic improvement in the footing at the main pilots stations during wet weather, as well as an enhancement of the overall appearance of our facilities.

May Maintenance Day

On Saturday, May 14, we will hold the May Monthly Maintenance Day. This maintenance day will focus on mowing, trimming, and general cleanup of the facilities. We also plan to install the Pilot Protective Barrier at the main pilot stations as shown in the regrading project plan document.

A Note on Volunteering

Our club currently has 120 paid-up members. At the end of last year, there were 150 paid members, so there are still many members who will likely pay their 2016 dues in the next month or so. This is the largest membership the club has had in recent memory.

I realize that many members see the membership fee as an annual pass, like a season pass to a ski area. However, our club also needs your volunteer support. Most of the volunteer work of the club is done by a relatively small number of members who serve as board members and flight instructors. These members spend countless hours during the course of a year to assure that the Denver R/C Eagles Club provides member pilots a great flying facility, and the instruction they need to succeed at the hobby. To these tireless volunteers, I express my great appreciation and admiration for their valuable contribution to the Club!

When we have club maintenance and flying events, however, we need the volunteer support of the general membership to get everything done. This could involve shoveling dirt, replacing rotten boards on a wing stand, picking up trash, mowing or trimming around the main runways, preparing and serving food, setting up or dismantling temporary shade shelters, and many other tasks.

I ask every member to make a point of volunteering this year to help in the improvement and maintenance of our field, and the staging of events. Being a volunteer is not only a great way to help out your club with a useful and valuable contribution, but also a good way to meet new friends within the club. Plus, when you contribute to a field improvement project, you will be able to enjoy the fruits of your efforts for many years to come.

Cub Scout Camp Volunteering Opportunity

Another form of volunteering through the Denver R/C Eagles involves reaching out to the community, and sharing our incredible hobby with people of all ages.

One past event that Ron Cox, Steve Yamamoto, Stephen Lantz and I participated in two years ago was to give a flight exhibition to a group of Cub Scouts. These are typically eight-to-eleven-year-old boys. Middle school brats. At the age between childhood and their teenage years. Full of curiosity, but empty of self-confidence. Looking for something to define them with their families and peers; some special talent or interest that allows them to shine. Many of them have high aptitudes for such subjects as science, technology, engineering or mathematics. What they need is the spark of inspiration that can come from exposure to, and participation in, the hobby of radio-controlled model aircraft.

For many such children-turning-into-young-men, the exposure to the hobby of radio-controlled aircraft may be the catalyst for selecting interests and career paths. A young man of eleven years old, the age Cub Scouts usually matriculate to Boy Scouts, that knows he wants to attend a good university and become an electrical or aeronautical engineer, or a professional pilot (or both!), is a young man that is writing his ticket to a successful and happy life.

Last year I had the opportunity to spend some time with Andrew Grant, the young man who flew an incredible 3D routine at our August Air Show last year. Andrew looks incredibly young when he takes off his heavy duty sunglasses, but it only takes a minute of conversation to let you know that this is one polite, focused, talented, and accomplished young man. He has obviously been “switched on” through his association with our wonderful hobby, and is going places fast as a result. I think to myself, “this is the payoff” for any parent or volunteer hoping to guide, teach, and inspire our young people into stimulating careers and rewarding lives. I am hoping that Andrew will be able to participate in one of our Airshows this year, and perhaps give a demonstration routine on a Saturday when nothing else is planned.

This year we are blessed to have an outstanding community volunteer to set up a program to allow interested
President’s Message (continued from page 10)

Club members to volunteer for another Cub Scout Camp radio-controlled airplane exhibition. Kara Plehn is a mother and volunteer with the Pioneers Trail District Cub Scout organization. She is ably aided by fellow volunteers Christina Searle and Michelle Crystal. Kara and Michelle made an excellent presentation at our February meeting on the Cub Scout Summer Camp program they are part of. This program has taken place at the Polson Ranch in Sedalia, Colorado every summer for the last ten years. This program will host over 550 young campers this summer. That is five hundred and fifty boys-to-men that are hungry for some spark of inspiration to shape their lives.

What Kara and her team have envisioned as the program for the Denver R/C Eagles Volunteers (“Volunteers”) is as follows.

There are two groups of Cub Scouts that we will be offering exhibitions to. These are Cub Scouts of ages 7-9 who will be very interested in seeing forty-five minute demonstrations of R/C aircraft by the Volunteers. These include hand-launched aircraft and rotorcraft that demonstrate the capabilities of our different aircraft.

When Stephen, Ron, Steve, and I put on our demonstration, we had two rotorcraft, a helicopter, two sailplanes and a prop jet. It was a nice combination to illustrate the variety of aircraft we fly in the hobby, as well as some of the unique advantages and performance capabilities of R/C craft.

The second group is Webelos scouts, ages 10-11. Kara expects there will be six groups of about 30 Webelos scouts each. Each class will last forty-five minutes. These Webelos also have a class in their schedule with a number of airline pilots teaching them about cockpits, basic aerodynamics, parts of airplanes, and the physics of flight.

The job of our Volunteers, is to give these young men the chance to experience flight through R/C planes.

The plan for this group of Volunteers is to have three or four teams of pilots and spotters to give “hands-on” flight experiences to the Webelos Scouts. I think we could do this with buddy-boxed training aircraft. The aircraft need to be hand-launch able, as we will not have the luxury of a runway. Electric sailplanes are perfect, and easily available for about $100-$200 prices at popular R/C shops and online sites. The Phoenix 2000 is an awesome sailplane that costs less than $100 in a “plug-and-fly” version at Hobby King.

I will provide a registration email to all members for this program in the week to come. Please plan to join me and other Denver R/C Eagles pilots in this outstanding community volunteering opportunity.

Turbine Jet Policy

I recently asked Sid Gates to talk to the board about his recommendations and thoughts regarding the policy our club should have towards turbine jets at Suhaka Field. This presentation has resulting in much conversation at the Board level about what our policy should be.

I, personally, am a pilot who enjoys flying fast aircraft, so I have considered getting into turbine jets and anticipate that I will own such a craft in the future.

Whether, and under what conditions, we should allow persons to fly turbine jets at Suhaka Field is another matter. The primary challenge we have in this regard is our limited airspace.

When I began flying radio-controlled models in 2009 I flew small, electric Cub-type aircraft. These models, and the more sophisticated foamies that have followed, are a perfect way to build the necessary skills to fly R/C aircraft. These models usually fly between 30 and 60 mph. Stepping up to fast electric models, the speeds graduate to near or over 100 mph. These include mostly propjets and EDF jets.

The next step up is to the 100-200 mph speeds of turbine jets. At even 100 miles per hour, the time it takes to go from one end of our airspace to another is measured in seconds. It takes an excellent pilot to not only master the basics of high-performance flight, perform the maneuvers they intend without crashing, and stay within the airspace.

I have reproduced in this newsletter the actual Exhibit A from our agreement with the Park that shows our horizontal airspace. I am currently in the process of getting an agreement in place with Centennial Airport in accordance with the new FAA regulations (more details below). These agreements create an airspace that is big for slow R/C aircraft, and small for fast aircraft. It also has a hard ceiling of 400 feet above-ground-level. This is to avoid any unpleasant interaction with civilian aircraft at above-ground altitudes of 800 feet or more.
Exhibit A to Operating Agreement between DRCE and CCSP dated November 16, 2015

RC Aircraft Space

Cherry Creek State Park

RC Airspace
- Aircraft Airspace: 37 Acres
- Helicopter Airspace: 6 Acres
- Park Boundary
President’s Message (continued from page 11)

The consequence of pilots frequently exceeding our airspace boundaries include problems with the Park or Centennial Airport and the FAA.

The Board is inclined to create a policy that allows very limited, by-approval, authority to qualified pilots to fly turbines at Suhaka Field. The idea is to allow capable pilots to participate in air shows we might have, or fly in a demonstration capacity. What we want to avoid is a situation where Suhaka becomes a training field for turbine pilots due to the high probability that these pilots will have excursions “outside the envelope” of our allotted air space.

We plan to call on membership to volunteer their ideas and opinions on turbine jet policy for the Club at our next meeting on April 20.

AMA Call to Action

This past week the Academy of Model Aeronautics sent out a call to action. If you follow the link it takes just a minute to submit emails to 2 Colorado U S Senators. A small effort to potentially help our sport. Please read the AMA document and consider taking just 1 minute to submit emails to your Senator.

Link to submit to your U S Senators

http://cl.exct.net/?qs=0366531f321cbe14ea82d3df54b7993071d91c5b180886c37183282cecdc30f

AMA Letter:

Dear AMA members,

The U.S. Senate is currently considering amendments to the Federal Aviation Administration (FAA) Reauthorization Act of 2016. We need your help today to ensure this proposed legislation fully protects the model aircraft community.

Click here now to urge your Senators to support Senator Inhofe’s amendment number 3596 to the FAA Reauthorization Act of 2016.

As you know, we are pleased that the Senate’s proposed legislation preserves a community-based approach to managing the recreational community by maintaining the Special Rule for Model Aircraft. However, at the same time, we are concerned with additional provisions in this bill that could detrimentally impact our community.

These new provisions would require all UAS, including model aircraft, to meet new FAA design and production standards and impose unnecessary regulation on hobbyists who often build their own models at home. The bill also requires modelers to obtain permission from air traffic control when flying within 5 miles of towered airports which could jeopardize hundreds of existing flying sites. And if passed, the bill would require model aircraft enthusiasts to take an online FAA safety test and carry proof of passing the test when flying. These new directives would undermine the model aircraft activity and detract from the creativity, innovation and enjoyment of the hobby.

By supporting Senator Inhofe’s amendment number 3596, you can help stop this from happening. This critical amendment would maintain the basic intent of the Senate’s proposed legislation, while lessening the negative impact on the model aircraft community.

As always, thank you for your support of AMA and your efforts to protect our community.

Sincerely,
AMA Government Affairs

June Airshow

I want to remind all members interested in putting on aeronautical exhibits for the public that our June Airshow is fast approaching. On June 18, two months from now, the Denver R/C Eagles will put on an air show featuring a variety of gas, glow and electric radio-controlled aircraft and their pilots. We expect having demonstrations flights by member pilots featuring training, scale civilian, scale military, sailplane, jet, multi-rotor, and other bizarre aircraft. We are fortunate to have some awesome pilots in our ranks that can impress all of us. However, this event is designed so that every pilot who wants to participate can join us. For example, our first flight is a demonstration of training aircraft typically flown by mostly novice-to-intermediate pilots.

Saturday Flying Groups

At the April meeting I also look forward to discussing with members the idea of “Saturday Flying Groups”. The idea is to have a theme for each Saturday (and Sunday) of the month during the flying season. This would encourage pilots of similar aircraft to bring those planes out and enjoy flying with other, similar aircraft and their pilots. Themes could include: Biplanes, World War II Aircraft (both foamy and fueled), Jets, and Aerobatic Aircraft. These kind of themed weekends are also a great way to prepare a routine in the June Air Show.
President’s Message (continued from page 11)

Last year, member Rob Ihly and I, put on several “Warbirds Formation Flying” exhibits. We practiced a routine that involved flying ovals with a variety of maneuvers executed as the plane flew past spectators: climb to vertical and split-S, climb towards vertical and 270 degree roll into turn, climb to vertical and opposing barrel rolls, climb towards vertical and a wingover. We also had a low-level figure-eight chase sequence with the chase plane outside of the lead, rolling over from one side to the other as we crossed the axis of the maneuver. It was a great thrill for me to fly in close formation with such an excellent pilot as Rob is.

Centennial Airport Agreement

The new rules being put forward by the FAA make it very important that we have an agreement in place between the Denver R/C Eagles and Centennial Airport. I recently contacted the Director of Centennial Airport, Mr. Robert Onislagers, to initiate this process.

Robert Onislagers was happy to receive my call and was immediately complementary of our club. He said he was especially pleased by the lack of incidents between General Aviation Aircraft and the R/C Aircraft at Sukaha Field. Mr. Onislagers suggested I forward to him a proposed agreement for he and counsel to review. The AMA has provided a draft of a club-airport agreement that I amended to reflect Centennial and the DRCE as the parties. I have forwarded this document to Mr. Onislagers, who acknowledged its receipt and submission to counsel for review. I will keep members informed as to our progress in getting this agreement in place.

Project Prairie Dog

Board member John Dickens provides the following report on an initiative currently underway to reduce Prairie Dog holes around the two runways.

The area around our runways has been plagued by Prairie Dogs for years. The chemical treatments provided by the Park were only partially effective, and the Prairie Dogs always returned. The Park no longer can provide the chemical treatments, because they no longer employ a qualified and licensed exterminator.

Recently, Bob Brelsford informed the Board Members about a product that uses low frequency irritating sound to drive rodents away from the vicinity of the product.

Jack Steinhauser received approval from the Park to install these devices. John Dickens did some internet research on sonic devices. The effectiveness of sonic devices depends on the density of the soil, the harder the soil, the louder the noise. With the rock-hard soil around the runway, the sonic devices should work well.

John Dickens recommended buying the battery powered “Sweeney’s Mole and Gopher Sonic Spike Model 9012.” These can be found at Lowe’s for about $14 each. The batteries last about a year. After exchanging several emails, it was agreed to purchase 10 of these Sonic Spikes for about $150 and install them around the runways. We hope to get these Sonic Spikes installed quickly before the prairie dogs start their migration to the open, mowed space around our airfield.

Final Thoughts

Spring is a good time for each of us to emerge from our respective man-caves, blink in the blinding sun, and announce that we are “taking off”. Hopefully, the inventory of planes built over the winter building season that (counting inevitable attrition to pilot-induced crashes, and those crashes that were “not my fault”) will see us through the flying season.

I hope that every member who reads this newsletter will consider ways in which he (and maybe she! who knows?) can contribute to his fellow club members and the general public through their participation in volunteering opportunities.

I would like to close by saying definitely that this past weekend’s storm is the “last of the snowy weather”. Unfortunately, my prior track record with such bold weather predictions has been highly variable.

One thing is certain, however, and that is we are heading for some fabulous flying weather. I hope to see each of you out at Sukaha Field in the months ahead. If I don’t recognize you because you are a new member, please don’t hesitate to introduce yourself.

Sincerely,

Jack Steinhauser

President, Denver R/C Eagles Flying Club
Project Prairie Dog Sonic Spike Map

Sonic Spike Locations
Radius is 45 feet

Cherry Creek Model Airplane Airfield
Map Created August 31, 2013
Map Revised April 14, 2016

Drawn by John Dickens

Scale: 1 inch = 76.9211 Feet

Scale Reference:
E-W Runway = 274.0313 Feet
Planned Improvements to Fixed Wing Area Main Pilot Stations

Purpose of project
The purpose of this project is to alleviate unsafe muddy conditions around the main pilot pad area on the east side of the south end of the north-south runway. Pilot pads made from poured concrete are currently surrounded by native clay-rich soil that becomes muddy and slick when wet. Also, the pilot pad area sits in a low area, so there is not effective drainage, which compounds the footing issue.

Improvements will be accomplished by giving the pilot pad area defined walkways made from Breeze crushed fines that surround the pilot pads, and raising the grade, allowing water to naturally run off to lower ground surrounding the main pilot pads. This will help keep main pilot pad area as dry as possible.

Diagram of project

[Diagram of planned improvements]
Robert Lembke Before-and-After Super Falcon 50 Repair Pictures
Maiden Flight of Jack Steinhauser’s T-45 Goshawk
Flying at Suhaka Field on March 20, 2016
John Dickens Flying his Navy FJ-3 Fury Jet
Flying at Suhaka Field on March 20, 2016
Dan Kellogg and his Stinger 90
Roger Camp and Biplane #167 with Dastardly from “Their Flying Machines”
Maiden of Robert Lembke’s Edge 540
Flying at Suhaka Field April 3, 2016
Maiden of Cam Lawson’s Waco Biplane