The forecast for early May, 2015... rain, rain, and more rain.

It may not have been of biblical proportions, but the rains of early May, 2015 were definitely a candidate for the record books. With most of the western United States in a drought, and some areas in exceptional drought, the rain was welcome after a winter where winter snowpacks in the Colorado Rockies reached only 82 percent of normal. Some areas of Colorado reported up to 12 inches of rain in a 10-day period; with 14-16 inches being the average annual rainfall.

I personally did not get out to Suhaka Field during the heavy rain period. However I did fly my electric Spitfire from two local park flyer sites: a local elementary school, and a Douglas County Parks Astroturf field. As my Spitfire rose into the cloud-laden air I was reminded of a time seventy-five years ago when the real Supermarine Spitfire played a decisive role in world history. I love flying warbirds not only for their good looks and flying abilities, but for the
## DENVER R/C EAGLES
### 2015 ANNUAL EVENTS CALENDAR

**Effective January 12, 2015**

<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>
</tr>
<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>
</tr>
<tr>
<td>2/18/2015</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>2/21/2015</td>
<td>Aeromodeling at the Hanger</td>
<td></td>
<td>10:00 - 4:00 p.m.</td>
<td>Wings over Rockies</td>
</tr>
<tr>
<td>3/18/2015</td>
<td>March Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>4/11/2015</td>
<td>April Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>4/15/2015</td>
<td>April Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<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>
</tr>
<tr>
<td>5/20/2015</td>
<td>May Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<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>
</tr>
<tr>
<td>6/17/2015</td>
<td>June Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Suhaka Field</td>
</tr>
<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>
</tr>
<tr>
<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>
</tr>
<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>
</tr>
<tr>
<td>7/15/2015</td>
<td>July Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>7/23/2015</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>8/15/2015</td>
<td>August Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>8/19/2015</td>
<td>August Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>8/27/2015</td>
<td>August BBQ and Evening Flying</td>
<td>BBQ</td>
<td>6:00 - 9:30 p.m.</td>
<td>Suhaka Field</td>
</tr>
<tr>
<td>9/16/2015</td>
<td>September Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>10/21/2015</td>
<td>October Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>10/29/2015</td>
<td>End-of-Year Dinner Party</td>
<td></td>
<td>6:00 to 8:30 p.m.</td>
<td>TBD</td>
</tr>
<tr>
<td>11/18/2015</td>
<td>November Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
<tr>
<td>12/16/2015</td>
<td>December Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
</tr>
</tbody>
</table>
Denver R/C Eagles Club Leadership

Club Elected Officers

President  Jack Steinhauser
Newsletter Editor  jacksteinhauser@comcast.net

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

Secretary  John Dickens
Director - Flight Training  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
Jack reminded everyone that the old Park lease will expire on January 2016. Earlier today, Sid Gates and he were in a conference call with the AMA about our proposed park lease. Board Members will soon review the comments from the AMA. A revised lease will be prepared and presented to the Park for approval.

He has submitted event permits to the Park for our airshows on June 20th, July 18th, and August 22nd. Jack would like everyone to participate and have fun at the airshows.

Cam Lawson Presents His Sopwith Camel

Jack has provided Model Airplane Field description suggestions to the Park website manager. These suggestions will allow Park website visitors to easily view flying facilities information under the Activities and Facilities web pages.

Our helicopter area will be shared by “Drone U” for training on Sunday April 26th.

Vice President’s Report
Joe Bolognese reported on that on March 19th, we were approved for 501(c)3 Tax Exempt status with the IRS.

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 our three bank accounts: Runway Fund, Runway Maintenance, and Operating Fund. He presented the 2015 Budget and it was approved by the members.

Safety Officer’s Report
Eric Sunderwirth described a crash at the airfield fence. The airplane was landing to the east when control was lost. The airplane crashed at the airfield fence near the eastern picnic table. The pilot had suspicions that the airplane may have flying issues before takeoff. If you have concerns about the flight worthiness of your airplane, fix the airplane before flight.

Eric bought some clear safety glasses at Harbor Freight and recommended that everyone do the same.

John Dickens reported that long time member, Art Foster, had a fire while changing his LiPo batteries. The fire damaged his workshop, destroyed his airplanes, and caused extensive smoke damage to his house. Art expects to be able to move back into his house in about 6 months. Be careful when charging LiPo batteries and have a plan if your LiPo battery catches on fire.

Director – Airfield Maintenance
Bob Brelsford reported that SealTech completed the crack fill project on our runways. While working to repair the asphalt in the pit area, they discovered very wet and weak soil under the asphalt. SealTech will submit repair options and an estimates soon.

Bob said that our Maintenance Day on April 11th was very successful with about 25 volunteers participating.

Cam Lawson’s Balsa USA Camel

Continued on Page 5
The helicopter tables were painted, the shed was cleaned, new carpet was added to the wing restraint tables, the runways were sprayed with weed killer, and trash was picked up around the airfield. All work was completed in about an hour.

**Web Master**

Marty Miller indicated that he would add a clothing section to the club’s website.

**Member at Large**

Bob Pash had nothing additional to report.

**Director – Public Relations and Outreach**

Ron Cox described his letter to the FAA about their proposed commercial drone rules. He also said that the Boy Scout Camporee on September will be much larger than last year’s Boy Scout event.

**Events**

Jack listed the following future events:

- May 16 – May Maintenance Day
- June 13 – June Maintenance Day
- June 20 – June Air Show
- June 25 – June BBQ and Evening Flying

**Old & New Business**

A discussion about “Sunday Flying Groups” took place with all attendees given a chance to participate. Those in favor, stressed the advantages of similar airplanes flying at the same time and the opportunity to practice formation flying. Those opposed, pointed out the reduced time for general flying and the hassle of additional rules at our airfield. It was proposed to try “Sunday Flying Groups” for the month of May to see how pilots liked it. A vote was taken with the following results: In favor 17, opposed 2, and abstained 1. The motion was carried.

The status of the shade shelter project was brought up. Jack said that since the shade shelter was an expensive airfield improvement, work on the project would be delayed until the new lease with the Park had been approved.

**Show & Tell**

Cam Lawson showed his new Balsa USA Sopwith Pup airplane. It is powered by a .52 four cycle OS glow engine. He spent the last 13 months working on the kit with a few stops due to assembly frustrations. He expects to give it a maiden flight later this summer.

Bob Brelsford showed some pictures of his P-47 ARF. He
added retracts and a smoke system. During the maiden flight, all of the systems worked. However, the engine quit after a few minutes, and the dead stick landing caused some damage. After making the repairs, he flew the airplane again, but again the engine quit. This time the dead stick landing caused extensive damage.

Sid Gates showed two different sizes of LiFe/A123 batteries for radio receivers that are available from Hobby King. The 700 mAh battery costs $3 and the 2100 mAh battery costs $14. This type of battery is the same size as a LiPo battery, but does not have the fire hazard potential. Sid did recommend using a resistor in series to reduce the battery’s 6.6 volt output so that it would not damage the typical 4.8 volt servos and receivers.

**Auction**

Eric Sunderwirth conducted the auction.

* Graupner Perfect Sailplane with 80 inch wingspan, built-up wing, and fiberglass fuselage – Won by Marty Miller with a $40 bid.
* Hobby King BAE Hawk jet with 750mm wingspan, EPO foam, retracts, servos, and ESC. Needs new 64mm EDF fan and motor – Won by Eric Sunderwirth with a $20 bid.
* AeroSky sBach 342 EPO foam kit with 55 inch wingspan colored in blue and orange – Won by Mike Schaffer with a $100 bid.
* Flight box with tools, glow plug ignitor, and glow engine starter – Won by Sam Levy with a $20.

**Door Prizes**

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

1. Precision Screwdriver set (5) – Mike Schaffer
2. Colpar $10 Gift Card – John Dickens
3. Helping Hands – Joe Bolognese
4. Hemostat Clamp 10 inch – Ron Cox
5. Lead Weights – Bob Brelsford
6. X-Acto Blade Handles (4) – Bob Pash
7. Nut Driver Set (5) – Len Roderick
8. Plastic Caliper 6 inch – Sam Levy

**Donation Table**

The table contained items from an estate sale, unclaimed lost & found items from the airfield, and other donations. By the end of the meeting, many of the items had found new homes and the donation jar contained $18.
DRCE Meeting Minutes (continued from page 6)

Next Meeting
The next meeting will be May 20, 2015 at Colpar Hob-bies.

Adjournment
Meeting was adjourned at 8:30 p.m.

Auction Winner Mike Schaffer (with Eric Sunderwirth)

Auction Winner Sam Levy (with Eric Sunderwirth)
important role that many of them played in shaping world history. The Spitfire has a special place in history that is worth remembering.

The Battle of Britain, The Few, and the Spitfire

The British never expected that the French Army could capitulate so quickly in the face of German aggression during May of 1940. The French Army was, after all, a superior force by the measures that decided the First World War: men, tanks and artillery. Starting in 1939, Germany had embarked on a path of empire building through annexation and invasion. Austria, Poland, and Czechoslovakia were already part of the growing German empire by the time Hitler turned his attention to France, Belgium and the Netherlands. Fortunately for Britain, and the United States, the failure of Neville Chamberlain’s policy of appeasement to slow down the rapacious appetite of Chancellor Hitler was about to bring a man of destiny to a key leadership role at precisely the right time. On May 10, the same day that German invaded France, Winston Churchill became the Prime Minister of Britain.

The French people were plunged into despair by the swift and merciless German “Blitzkrieg” attack. In little over a month from the start of their attack on the vaunted French defenses, German forces arrived in an undefended Paris on June 14. In 43 days France went from being a proud and independent nation to signing an armistice that provided for permanent German occupation.

After Nazi Germany invaded Poland in September of 1939, Britain had committed a large force called the British Expeditionary Force to aid in the defense of France. Unfortunately, this force did not make the critical difference it was intended to. The BEF was quickly overwhelmed by superior German forces and tactics and pushed back to the port of Dunkirk on the northern coast of France. At Dunkirk, the British were able to miraculously evacuate over 338,000 troops between May 27 and June 4 of 1940.

Although both Hitler and an element of British public sentiment favored a negotiated peace between Britain and an ascendant Germany, Churchill and his Cabinet refused to consider an armistice with Hitler. On June 18, 1940 he famously declared “the Battle of France is over. I expect the Battle of Britain is about to begin.”

Hitler and Reichsmarschall Hermann Goring agreed that the first step in Operation Sea Lion, the invasion of Britain, was to neutralize the Royal Air Force with the mighty Luftwaffe. The Luftwaffe had already vanquished the considerable air forces of Poland and France, and played a decisive role in supporting ground campaigns. Initial Luftwaffe estimates were that it would take only four days to defeat RAF Fighter Command in southern England. Hitler personally sent out a secret coded message to his field commanders that: “The English Air Force must be beaten down to such an extent morally and in fact that it can no longer muster any power of attack worth mentioning against the German crossing.”

By July 10 the Battle of Britain was on, pitting German Me-109 and 110 fighters and He-111, Do-17 and Ju-88 bombers against a British force of only 1,259 pilots flying Hurricanes and Spitfires. As waves of German planes crossed the English Channel to attack shipping, RAF installations, and British aircraft factories, they were met by skillfully managed British pilots in incredible aerial battles. The Commander-in-Chief of the Royal Air Force, Air Chief Marshal Hugh Dowding, had developed and implemented an ingenious system utilizing early radar installations and a huge network of field observers to track incoming German aircraft and place scarce British fighter resources exactly where and when they needed to be to meet the enemy.

Both German and British air forces suffered heavy losses, but the RAF maintained a ferocious defense of the homeland until October of 1940, when it became clear that no invasion of Britain would take place that year (or ever, as it turned out).
High Flight

"Oh, I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed and joined the tumbling mirth of sun-split clouds -
and done a hundred things You have not dreamed of -
wheeled and soared and swung high in the sunlit silence. Hovering there I've chased the shouting wind along
and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace,
where never lark, or even eagle, flew;
and, while with silent, lifting mind I've trod
the high untrespassed sanctity of space,
put out my hand and touched the face of God."

High Flight was composed by Pilot Officer John Gillespie Magee, Jr., an American serving with the Royal Canadian Air Force. He was born in Shanghai, China in 1922, the son of missionary parents, Reverend and Mrs. John Gillespie Magee; his father was an American and his mother was originally a British citizen.

He came to the U.S. in 1939 and earned a scholarship to Yale, but in September 1940 he enlisted in the RCAF and was graduated as a pilot. He was sent to England for combat duty in July 1941.

In August or September 1941, Pilot Officer Magee composed High Flight and sent a copy to his parents. Several months later, on December 11, 1941 his Spitfire collided with another plane over England and Magee, only 19 years of age, crashed to his death.

His remains are buried in the churchyard cemetery at Scopwick, Lincolnshire.
President’s Message (continued from page 8)
The Battle of Britain marked the first defeat of Hitler’s military forces. Five years later, on May 9, 1945, the remnants of Germany’s military command signed a surrender with Allied forces.

Referring to the pilots who were about to fight the Battle of Britain, Churchill stated to the House of Commons in a famous speech at the outset of the Battle of Britain on June 18, 1940: “if the British Empire and its Commonwealth lasts for a thousand years, men will still say, ‘This was their finest hour.’”

Churchill made another speech to the House of Commons on August 20, 1940 after visiting the RAF base at Uxbridge. The Battle of Britain was in one of its most ferocious stages, however it was increasing clear at that the RAF was going to be able to withstand the Luftwaffe’s onslaught. Churchill was able to inspire his countrymen at that pivotal moment with one of his most famous line: “Never in the field of human conflict was so much owed by so many to so few.” The actual tally was approximately 2,900 fighter pilots, of whom 510 were killed in action.

As a result of the successful outcome of the Battle of Britain, the Supermarine Spitfire Mark I became a historical icon, and created a legacy as one of the best fighters to fly in World War II. It was certainly one of the most elegant, with its slender fuselage and graceful elliptical wings. The Spitfire that fought the Battle of Britain was powered by a 1,030 horsepower Rolls Royce Merlin Mark II 12 cylinder engine of 27 liter (1,650 cubic inch) displacement. This massive (for its time) engine drove a de Havilland 9.75 foot three-blade metal propeller. Firepower was provided by eight Browning .303 machine guns. Much has been written about the relative merits of the early Spitfire versus its chief rival, the Bf-109E; suffice it to say that it was a potent aerial weapon in the hands of a competent pilot.

Build for a Rainy Weekend

Another way I used my hobby time during the Rains of May was to build a 64mm EDF jet called a Concept X. I equipped this plan with a 3000 kv 10 blade “Dr. Mad Thurst” fan from Hobby King and a series of nav lights plus an “afterburner ring”. I have a couple of photos of the plane at the conclusion of the build.

Unfortunately the plane did not fly well on its maiden and seems to need more power. I am planning to try out a 5S battery to see if this makes the critical difference. That is part of the fun of the hobby, testing ideas and making changes until things work the way you want them to (or the plane crashes).

Sunday Flying Groups

We had our first Sunday Flying Group on Sunday, May 3. For the 9:00 a.m. Fun Fly we had Ron Cox on his 100
We have all been keeping very busy here at Unmanned Experts. Dave and I just spent the last week in Southern Utah flying our fleet of drones and filming some really great footage with a thermal camera. We are now in Las Vegas for a meeting tomorrow, then I will be flying out to Sweden with JD on Friday. We also have a team of two men flying out to Nepal in a week to help map the destruction caused by the earthquake.

I wanted to share with you an article that I was featured in recently. It’s not much, but it describes how I got into the drone business and I mentioned a few people of importance throughout it.


Have a great week and I hope to see you soon after these travels. Isabelle

For our club meeting on Wednesday, July 15, we will have our Director of Flight Training, John Dickens, talk on the subject: “Mastering the technique of successful takeoffs and landings.” John is a very accomplished pilot who consistently gets high ratings as an instructor from his students.

I look forward to learning something new from John to improve my takeoffs and landings.

The Flying Season is On

I have been very pleased in recent visits to Suhaka Field to see many active pilots with their planes and rotary craft. There seems to be great camaraderie among the pilots and a sense that this is a place that welcomes visitors.

I plan to be very active this flying season with a variety of aircraft. I enjoy the challenge of building and flying many different type of aircraft, as well as the opportunity to be in the company of Eagles; my fellow club members. It is a pleasure to know all of you, and to share this great hobby. The flying season is on my friends; I look forward to seeing you at Suhaka Field!

Sincerely,

Jack Steinhauser,

Denver R/C Eagles Club President
Flying At Suhaka Field, May 2015
Flying At Suhaka Field, May 2015
Flying At Suhaka Field, May 2015
Flying At Suhaka Field, May 2015
Rob Ihly's P-51 Mustang
Scott Yakel’s PT-17