The Official Newsletter of the Denver R/C Eagles Club

June 2015

Message from President Jack Steinhauser

It was a picture perfect morning as I drove out to the Jefco Aeromod'lers field at Chatfield State Park this morning. Blue skies, fair breezes, brilliant green fields of grass, snow capped mountains on the horizon. We are all lucky to live in such a beautiful place.

I attended the Warbirds over Denver event put on today by the Jeffco club. This is an annual event that I enjoy immensely. There were about 70 pilots who attended and brought out a spectacular array of warbirds. These included WWI biplanes, interwar planes, WWII fighters and bombers, and more recent prop and jet-propelled fighters, and other military aircraft. If the event featured the same aircraft in full size, it would have been one of the biggest air shows of the year in this country. As it was our group was small enough that you could get around and meet many attendees, but larger enough to field an impressive array of aircraft.

One of the most fun aspects of this hobby is the opportu-
## 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>
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<tr>
<td>2/18/2015</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
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<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>
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<tr>
<td>3/18/2015</td>
<td>March Club Meeting</td>
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<td>Colpar Hobbies</td>
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<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>
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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>
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<td>Suhaka Field</td>
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<tr>
<td>6/17/2015</td>
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<tr>
<td>6/20/2015</td>
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<td>BBQ</td>
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<td>Suhaka Field</td>
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<td>6/25/2015</td>
<td>June BBQ and Evening Flying</td>
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<td>10:00 a.m. to 12:30 p.m.</td>
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<td>8/22/2015</td>
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<td>10/29/2015</td>
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<td>Colpar Hobbies</td>
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Denver R/C Eagles Club Leadership

Jack Steinhauser  Joe Bolognese  John Dickens

Sid Gates  Eric Sunderwirth  Bob Brelsford

Joe Apice  Doc Hamilton  Stephen Lantz

Marty Miller  Bob Pash  Ron Cox  Seth Buxton

Club Elected Officers

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

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

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

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  Brelsford
Bob Brelsford  Brelsford@comcast.net
303-340-1025

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

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

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

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

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

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

Director—Membership
Seth Buxton  setht3@hotmail.com
720-722-3080
Officer’s and Director’s Reports

President’s Report

Jack said that Joe Bolognese and he have reviewed the comments from the AMA about our proposed new Park lease. A revised lease will soon be prepared and presented to the Park for approval.

Jack proposed painting lines on the runway center line, taxiway center line, the border of the taxiways, and the pit area. The proposal was approved by the members present. Bob Brelsford expressed his concern about the difficulty of painting a straight line. Scott Yakel suggested the use of a chalk string to mark the path of the line. Joe Bolognese confirmed that the string technique worked great on painting straight lines on baseball fields. Former club member, Ken Schultz, will manage this project.

Jack reviewed the Sunday Flying Group program and proposed a revision. He suggested having only one flying group featured all day Sunday instead of having three flying groups flying at different times on Sunday morning. The airfield would still be open to general flying all day. This proposal was approved by the attending members.

Vice President’s Report

Joe Bolognese had nothing to report.

Secretary’s Report

John Dickens asked if bond insurance had been purchased to cover the President and Treasurer. Joe Bolognese said the insurance had already been purchased. John said that he had club nametags and hats for members that he had emailed.

Treasurer’s Report

Sid Gates gave balances for our three bank accounts: Runway Fund, Runway Maintenance, and Operating Fund. We have 107 paid members in the club.

Safety Officer’s Report

Eric Sunderwirth had nothing to report.

John Dickens had some additional information about the LiPo battery charging fire at Art Foster’s house. The lessons learned for charging LiPo batteries (in no particular order) were:

1. Continuously monitor the charging.
2. Just because you have charged the battery correctly many times in the past, does not mean the battery will not catch fire in the future.
3. Fireproof bags and boxes are not always fireproof.
4. The nearest smoke alarm is not necessary the first smoke alarm that will sound.
5. Have a plan and prepare to act quickly if the battery catches fire.

The LiPo fire prompted a discussion about how to extinguish a LiPo fire. Smothering the fire with sand was suggested. One member covers a charging battery with a plastic bag full of sand. In case of a fire, the plastic bag melts and the sand covers the battery. It was suggested and approved to provide a bucket of sand at the airfield for Lipo fires.

Director – Airfield Maintenance

Bob Brelsford said that the temporary patch of the pit area is holding up very well. SealTech, the company who completed the runway crack fill project and the pit area patch, will soon submit pit area repair options and an estimate.

Construction will soon begin for two flat top tables to be located on the north side of the pit area, but south of the split rail fence. Seth Rice is in charge of the table project. He has already picked up some building supplies from Joe Apice.

Director of Special Projects

Joe Apice suggested a solution for the muddy area around the pilot pads. Pavers (concrete stepping stones) would be placed on top of the pilot pads. With the pilot pads now raised, crushed rock would be poured around the pilot pads. Additional crushed rock would be poured to form a path from the pilot pads to the taxiway. This solution would have to be approved by the Park before installation. In the past, the Park has not approved adding rock to the pilot pad area.

The above discussion prompted a discussion about protection barriers near the pilot pads. The barriers would also keep pilots off the runway and on the pads. Scott Yakel described a barrier at another airfield which consisted of a metal frame secured to the ground and cov-

Continued on Page 5
ered with plastic webbing. John Dickens described his preliminary design for the barrier for the south end of the runway. The design had stalled due to the conflicting requirements that the barrier should be tall enough to protect the pilot but short enough to let our younger shorter pilots to see over the barrier. With the understanding that no barrier is completely safe and practical, a barrier height of 4 feet was recommended. John will now continue with his barrier design.

Web Master
Marty Miller said that he added new videos to the club’s website.

Member at Large
Bob Pash said that he was pleased to see young children at the airfield being trained to fly by their fathers. With more activity like this, the average age of our club members should decrease.

Director – Public Relations and Outreach
Ron Cox described his distribution of our Airshow flier to the hobby stores in the local area and in nearby cities. He also made contact with the senior leaders in the Denver area of Boy Scouts of America.

Events
The following events are scheduled:
May 29-31 – Aurora Air Show was described by Jack
June 13 – June Maintenance Day
June 20 – June Air Show. Jack presented his plan for the show and solicited volunteers to help put on the show and to participate. The park will be asked for additional garbage cans and permission to park in the traffic circle. Anchored shade structures, another barbeque grill, and more volunteers are still needed. Please contact Jack to help.
June 25 – June BBQ and Evening Flying

Old & New Business
Show & Tell
Bob Lembke showed his green Alpha 40 from Hangar 9. He bought the airplane used, repaired the damaged balsa, converted the wing from a rubber band attachment to a bolt attachment, replaced the Monokote covering, and added an OS 55 two cycle glow engine. The airplane has been flown and it flies great.

Bob also showed his Big Stick 40 from Great Planes. He bought the airplane used, clipped the wing tips off, added more balsa to the horizontal stabilizer, replaced the Monokote covering, and added an OS 55 two cycle glow engine. The airplane has been flown and it flies great.

Michael Schaffer showed his Big Stick 120 from Great Planes. He bought the airplane used, converted it to a tail dragger, replaced the Monokote covering, and replace the Saito 180 four cycle glow engine with a DLE 35cc gasoline engine. The airplane is almost ready for the maiden flight.

Bob Smith described his Strikemaster airplane that was designed in the 1970’s by Jim Newman and was featured in the magazine, RC Modeler. The Midwest Company sold the airplane as a kit for several years. Bob recently finished scratch building the plane from plans without any changes. The airplane is powered by an OS 46 FSR two cycle glow engine. It has a shoulder mounted wing, tricycle landing gear, and a “jet like A-6 Intruder” appearance. Wingspan is 55 inches, weight is 6½ pounds, and wing loading is 26 oz/sqft. The aircraft is of standard built up and sheet construction with balsa sheeted foam wing cores. The Strikemaster is an exceptional flying aircraft. With a relative thick and blunt airfoil, flight characteristics are very good. It is reasonably fast, generally aerobatic, and very docile in slow flight. The maiden flight will take place when our weather improves. He also demonstrated a product called “See Temp” which makes it easy to make permanent plastic film templates from plans or from a crash that needs repair.

Auction
Eric Sunderwirth conducted the auction.
Maxford USA V4 Radio Case, chrome & gray, 14x10x6 – Won by Bob Lembke with a $25 bid
RTF Depron F-22 electric pusher with servos and receiver – Won by Peter Aebly with a $35 bid
Cobra Sailplane – Won by Ed Hoyer with a $22 bid
“Fish” Sailplane – Won by Rox Cox with a $16 bid
**DRCE Meeting Minutes (continued from page 5)**

**Spitfire foam glider – No bid**

**Door Prizes**

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

1. Colpar $10 Gift Card – Mike Schaffer
2. Five Minute Epoxy – Jim Darden
3. Monokote Trim, Cub Yellow – Len Roderick
4. Precision Screwdriver set (5) – Bob Pash
5. Razor Blade Knives (5) – Dan Kellogg
6. Ultra Fine Markers (2) – Jack Steinhauser
7. X-Acto Blade Handles (4) – John Dickens
8. Nut Driver Set (5) – Bob Brelsford

**Donation Table**

Not tonight

**Next Meeting**

The next meeting will be June 17, 2015 at Colpar Hobbies.

**Adjournment**

Meeting was adjourned at 9:07 p.m.

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**Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills**
nity to attend and participate in RC plane events at different airports. There is a special excitement that goes with driving out to an unfamiliar field, gearing up to fly, and joining your brother pilots in the air.

I am now in the 6th year of my involvement with the R/C hobby. It has been a rewarding experience to sharpen my flying skills on a variety of electric, and now gas and glow aircraft. The electric aircraft have been a great way to develop my skills, but the gas and glow aircraft have an allure all their own. I tell people that a recip-engine-powered aircraft is like having a “motorcycle in the sky”. Part of the attraction is the very visceral experience of working closely with a powerful and high performance fueled engine. The roar of the engine, the smell of the fuel, and the performance and longevity of the plane in the air are all notable features of this breed of aircraft. There is an undeniable thrill to bringing a howling warbird in for a low level pass at full speed.

Attending the Warbirds over Denver Event was a large delegation of DRCE members including Rob Ihly, Eric Sunderwirth, Bob Haynes, Sid Gates, Joe Bloxham, Ed Von Tersch, Jay Tafoya, and Tom Bell. The DRCE group had a tent that provided a gathering and meeting point at the event. It was great to see our guys representing the Denver R/C Eagles at this event.

Rob Ihly brought two ESM Bf-109 fighters to the Warbirds event. I had the pleasure of watching him fly one of these magnificent birds, powered by a 1.80 ci Saito four-stroke glow engine. Rob had to take off into a left quartering headwind, which only compounded the tendency of that narrow-tracked landing gear to swerve to the left on takeoff. The real Bf-109 was the fighter aircraft produced in the most numbers of any fighter ever.
The real Bf-109 was also notorious as a pilot killer with its narrow gear; it is amazing to realize that there were more pilots killed by accidents in the Bf-109, mostly due to that horrible left swerving tendency, than in combat!

Getting back to my comments about Rob Ihly, Rob did a superb job of dealing with the left quartering headwind as his Bf-109 rose into the blue morning sky. Once in the air, this warbird quickly accelerated to speed and flew the flight pattern circuit with the smoothness of a full-sized aircraft. Rob also was able to execute a smooth approach and landing. Check out the picture of Rob’s “109” below to get a sense of the nice scale-like appearance of this warbird.

The previous week I attended the Rocky Mountain Air Show that was held at Aurora Reservoir. This show featured the U.S. Air Force Thunderbirds aerial demonstration team, which is always a crowd pleasure. There is truly nothing quite as impressive as a pack of high-performance military jet fighters performing aerobatic maneuvers in close formation with astounding precision. These guys are some of the best precision jet pilots in the world, and their ability to form up quickly, hold formation through challenging aerobatic maneuvers, and do everything with amazingly precise timing is truly impressive. I am glad these guys are on our side!
Every time I attend a full-scale air show I am impressed by the sounds that real prop- and jet-propelled aircraft make. The noise of a big radial is especially impressive, as is the “hisssss” of a fast-moving F-16. After lots of R/C flying, however, I find myself disappointed by the performance of the real aircraft. They seem to fly so slowly compared with the R/C aircraft I am used to watching, and the R/C planes have the distinct advantage of no pilot to black out under severe G loads. Our planes can and do take many more Gs on a regular basis.

All of which brings me to my main topic for this newsletter: the Denver R/C Eagles Air Show scheduled for June 20, 2015.

Denver R/C Club Air Show, Saturday, June 20

It is hard to believe for me that this event is only one week away. After planning, preparing, and organizing participation for weeks and months, the time has come to see what kind of show our club can put on. This event is designed so that anyone from our club that wants to participate can do so. We have flying events that will feature novice, intermediate and expert pilots. We also have a large group of volunteers that will be managing one or more aspects of the event including parking, food, shade, Pit and Air Bosses, and several people involved in providing the music and narration that transforms a series of aerial exhibitions into an entertaining show. I hope that spectators and participants alike share a great enthusiasm for having been a part of this event, and that it will be remembered (in a good way) for years to come.

From a purely personal standpoint I am excited to see so many guys come together and participate in this event in one way or another. To me this is an indication of the tremendous club spirit our club has developed over the past several years. I am so happy to see the close support our more experienced members provide other members who are learning, or trying to figure out how to fix something. There is a friendly air about the club, and even when there are minor differences between members, these are quickly overcome by a mutual desire to create a friendly and happy group.

You will find attached to this newsletter a current organization table for the Air Show Event. Please take a minute to study the table and verify that you are able to participate as listed. If not, please let me know ASAP. Also, if people are not listed but want to participate in a specific flying event or other capacity, please let me know.

We are going to need some additional volunteers on or immediately prior to the day of the event.

Here’s what is needed at this point:

1. **Four (4) volunteers to assist Joe Bolognese** in the acquisition, organization, preparation and serving of food. We want to spread the load on this big job.

2. **Two (2) volunteers to assist Ron Cox** with the management of the spectator parking. The actual parking direction is going to be done by uniformed Boy Scouts.

3. **Two (2) volunteers to work with Sid Gates** to make certain that temporary shade shelters are assembled in a useful pattern. We want to be able to provide shade to spectators who may need it during a 2 and 1/2 hour stay.

Please let me know by email at jacksteinhauser@comcast.net if you can help with any of these roles as a volunteer.

The Air Show is a great event to invite friends and family to see what our hobby is all about. We have an excellent lineup of flying events that is sure to delight our audience. Many of the pilots who will be participating in the Airshow events have been practicing their routines. The weather outlook is good. It is going to be a great day.

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Special Thanks

A club like the Denver R/C Eagles thrives on the contributions of time and talent provided by its members. Lately we have had some members who have made special contributions to the club, and deserve special thanks.

First of all, a big thanks to Bob Brelsford for his continued dedication in the role of Director of Airfield Maintenance. Bob takes this job very seriously and is constantly doing and/or organizing maintenance activities around the field. I think Suhaka Field has never looked better, and we all owe Bob a hearty “thank you” for his dedication to this endeavor.

Second, special thanks to Ken Schultz for the excellent work he has done lately to paint the pit, taxiway and runway areas; as well as with upkeep of our plane stands. Ken and Bob Brelsford worked together on the pit/taxiway/runway painting project with the result that the lines they painted are very precisely located, and straight as an arrow.

Third, special thanks to Seth Rice for undertaking the project of building two additional work tables for the north side of the Pit area. These tables were built using special decking material provided by Joe Apice. These tables are amazingly stout, they could be used as a stage if we ever need it. I appreciate the efforts that Seth made to deliver us finely-crafted tables that will serve our membership for many years to come.

Finally, special thanks goes to all those people who have contributed to the maintenance of Suhaka Field lately. This includes those members who showed up for the June Field Maintenance day to rid the spectator and pit areas of weeds. It also includes members like Eric Sundervirth, Doc Hamilton, John Dickens and others who have assisted Bob Brelsford with mowing and other activities around the field.

Happy Flights

We will have a interesting meeting this week at our club meeting with DRCE Director of Flight Training John Dickens as our speaker on the topic “Successful Takeoffs and Landings.” I have never met a pilot who isn’t interested in learning more about that topic. The meeting is this Wednesday, June 17, at Colpar/Hobbytown.

We will also have some airplane books donated by the Estate of Bill Roper that Sid Gates is bringing for the donation table. There is no charge for these items, but donations to the club are greatly appreciated.

The flying season is definitely on my friends. Despite the weeks of rainy and windy weather that has interfered with flying in May and early June, almost every day now has windows when flying conditions are good to excellent. I hope each of you has many enjoyable hours of flying time as the summer progresses!

Sincerely, Jack Steinhauser, DRCE President
Flying At Suhaka Field, May-June 2015
Sunday Jet Flying Group, Suhaka Field, May 24 2015
Eric Sunderwirth's J-10 EDF Jet, May 24, 2015
Warbirds over Denver, Chatfield, June 13, 2015
Warbirds over Denver, Chatfield, June 13, 2015