The Official Newsletter of the Denver R/C Eagles Club

July 2015

Message from President Jack Steinhauser

Our June 20 Airshow turned out very well! Twenty-five pilots flew a dazzling variety of aircraft through fourteen routines, all set to music or sound effects. Judging from the feedback from spectators and fellow club members, the show was fun and interesting to watch.

I was especially happy to see how everyone worked together to handle the logistical aspects of the show. It was a tremendous display of teamwork and club spirit. As usual, John Dickens did an excellent job as Air Boss, keeping us all right on schedule.

Our next Airshow is fast approaching. On Saturday, July 18, we have our second Airshow of three events scheduled. The third will be held on August 22.

The nice thing about an Airshow is that once the format is set and people know what they are supposed to do, it is easy to repeat. Meanwhile, pilots have an opportunity to polish their flight skills and flying routines, so each show should get better. Aside from the occasional rainstorm blowing through, the flying weather this summer has

Denver R/C Club Meeting Minutes

June 17, 2015

Meeting minutes submitted by John Dickens, Secretary.

A regular meeting of the Denver R/C Eagles was held on Wednesday, June 17th, 2015 at Colpar’s Hobby Town, 1915 South Havana Street, Aurora, Colorado, 80014. Refreshments of snacks, chips, beverages, and brownies were served at 6:00 PM.

Call to Order

The meeting was called to order by Jack Steinhauser at 6:30 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: 25, we have a quorum.

Welcome Visitors & New Members

Bob Lembke’s brother in law, Rod Hygglér, introduced himself as a visitor to the club. He is interested in R/C airplanes.

Review and Approve Previous Meeting Minutes

The 05/20/15 minutes were approved as written.

President’s Opening Remarks

Jack Steinhauser reviewed the meeting agenda with the members.

Guest Speaker

Club Secretary & Director of Flight Training, John Dickens, gave a 40 minute presentation on “Successful Takeoffs & Landings”. He stressed establishing a routine to avoid forgetting tasks, described airplane experiments to demonstrate aerodynamics, and explained a trim technique for safely flying at slow airspeeds.

July Events

Wednesday July — June Club Meeting
6:30 p.m. to 8:00 p.m. at Colpar Hobbies.
Speaker will be Jack Steinhauser and Bill Morz presenting a video of the June 20 DRCE Public Airshow

Saturday, July 18 — Denver R/C Eagles Club Air Show,
10:00 a.m. to noon at Suhaka Field.

Thursday, July 23 — BBQ and Evening Fly at Suhaka

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### 2015 ANNUAL EVENTS CALENDAR

**DENVER R/C EAGLES**

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>
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<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>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<td>2/18/2015</td>
<td>February Club Meeting</td>
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<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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<td>3/18/2015</td>
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<td>Colpar Hobbies</td>
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<tr>
<td>4/11/2015</td>
<td>April Maintenance Day</td>
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<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>
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<tr>
<td>5/20/2015</td>
<td>May Club Meeting</td>
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<tr>
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<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>Colpar Hobbies</td>
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<td>6/20/2015</td>
<td>June Air Show</td>
<td>BBQ</td>
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<td>Suhaka Field</td>
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<td>6/25/2015</td>
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<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>
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<td>Suhaka Field</td>
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<td>7/23/2015</td>
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<td>8/15/2015</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>
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<td>8/22/2015</td>
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<td>BBQ</td>
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<td>10/29/2015</td>
<td><strong>End-of-Year Dinner Party</strong></td>
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<td>6:00 to 8:30 p.m.</td>
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<td>December Club Meeting</td>
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<td>Colpar Hobbies</td>
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Officer’s and Director’s Reports

President’s Report
Jack reviewed the plan for this week’s airshow and got volunteers to help complete tasks for the show. The pilot briefing will take place at 9:30 AM.

Vice President’s Report
Joe Bolognese requested help in providing food and drinks for the airshow. Volunteers stepped up and agreed to support him.

Secretary’s Report
John Dickens is the Air Boss for the airshow. He said that this year’s show has 110% more airplanes and only 28% more air time. It may be necessary to have current event pilots takeoff on time and fly high while the previous event pilots fly low and land.

Treasurer’s Report
Sid Gates gave balances for our three bank accounts: Runway Fund, Runway Maintenance, and Operating Fund. We have 113 members in the club. Sid will bring his large tent to the airshow and got a volunteer to takedown the tent after the show.

Safety Officer’s Report
Eric Sunderwirth stressed that if your airplane has a problem at the airshow, it is better to dump the airplane than to crash the airplane into people.

Director – Airfield Maintenance
Bob Brelsford said that the airfield looks good for the airshow as a result of last month’s Maintenance Day. He mowed the grass and posted the airshow plans at several locations. The Park still needs to clean the restrooms. Bob made adjustments to the riding lawn mower and repaired our second small red lawn mower.

Director of Special Projects
Joe Apice had nothing to report.

Member at Large
Bob Pash said that the average age of the club members continues to increase.

Director – Public Relations and Outreach

Ron Cox described his airshow plan for parking 102 cars.

Events
The following events are scheduled:
June 20 – June Air Show. Bring bug spray.

Old & New Business
None

Show & Tell
Bob Smith described his Freewing Stinger 90 EDF jet from MotionRC. The airplane has a wingspan of 45 inches and weight of 6 pounds. For $399, it comes with retracts, flaps, and lights. You only need to provide a LiPo battery and receiver. It took Bob about 3 hours to assemble. The maiden flight will take place soon.

Auction
None

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 – Bob Pash
2. Monokote Trim, Cub Yellow – John Dickens
3. X-Acto Blade Handles & Knives (4) – Sam Levy
4. Helping Hands – Dan Kellogg
5. Boy Scout Discount Coupons (11) – Matt Kellogg
6. Five Minute Epoxy – Jim Darden
7. Precision Screwdriver set (5) – Bob Brelsford
8. Hex Wrenches (8) – Chris Wilson

Donation Table
Sid Gates brought several books from an estate sale. The donation jar collected $5.

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

Adjournment
Meeting was adjourned at 8:17 p.m.

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been wonderful with many days of relatively calm winds and mild to warm temperatures.

**Warbird Formation Flying Routine**

In preparation for the next Airshow I have been working on polishing my own flying skills in a Warbird Formation Flying Routine with Robert Ihly. Robert and I have met several times at both Suhaka and Crosswinds fields to practice and refine this routine. It now consists of a series of low passes over the field with Rob as the lead pilot flying his glow powered BF-109, and I as the chase pilot flying my gas-powered Spitfire. This makes for a nifty pairing of Battle of Britain adversaries.

Our intent with the routine was to simulate the maneuvers typically seen in actual air-to-air combat in a planned and relatively precise manner. As the planes pass by the crowd our plan is for the lead pilot to be slightly ahead and to the left side of the chase pilot. The lead pilot calls the selection and timing of each maneuver, and calls the initiation of the turn that leads into the low pass. Following the low pass, both planes climb and do one of four maneuvers: a stall turn to the left, a 270 degree turn to the right culminating in a left turn, opposing barrel rolls, and a Split-S. Following these maneuvers we regroup on the downwind leg, then start the process again. Once all four maneuvers are complete, the lead pilot initiates a series of low-level figure 8 turns with the chase pilot slightly high and behind. These low-level figure 8 maneuvers require great skill by both pilots to keep the planes in close proximity, without risking a collision, and are quite dramatic to watch.

Aside from the challenge of developing and practicing a formation flying routine, I have had a parallel challenge of getting and maintaining my plane in good operating condition. As the Spitfire was my first gas plane, it was also my opportunity to get up to speed on gas engine technology, which in many respects is superior to glow engine technology, and certainly a lot cheaper than flying a glow-powered plane of equivalent power. As usual with any new plane, there were lots of technical issues to work through, and a few early accidents just relating to learning how to launch and land this plane. As my Spit does not have flaps, it requires careful attention to bleeding off speed on the approach so as to touch down and get the plane stopped within the runway length. Pilots who have had experience with larger, heavier planes will know what I am talking about.

**Airshow Video**

Last Sunday, Bill Morz and I got together to work on the final editing of the video he shot of the Airshow. As a former professional videographer, Bill is very aware of the fact that any video production involves much more shooting than appears in the final cut. With over 100 minutes of raw footage, I made a first pass that cut that number down to 41 minutes of the best shots Bill took. On Sunday we were able to edit about half this footage in three hours. I will finish up the other half prior to the meeting this coming Wednesday so we can show the 25 minute final result to fellow members.

I think you will agree when you see the final video that it does a good job of capturing the fun time that all participants in the Airshow had. Looking back at the incredible variety of aircraft—trainers, sport planes, warbirds, jets, helicopter, quad copters, and aerobatic planes—that were demonstrated during the show is also great fun.

**BBQ and Evening Fly**

On Thursday, July 23, we will have our first BBQ and Evening Fly at Suhaka Field of the season from 6 to 9 p.m.. We did have one scheduled for June, but it was cancelled due to bad weather.

The evening BBQ is a nice alternative to the intensity of putting on an Airshow. It is the nicest event of the year from a social standpoint as everyone has a chance to relax over a nice dinner, and exchange stories with their flying buddies. Plus, the evening flying is very pleasant; a good time to fly a relaxing sport or trainer plane as the sun goes down in the west and fills the evening sky with hues of red, blue, pink and gray. For those that are so inclined and have aircraft equipped with lights, the flying can continue into the evening twilight. It was pretty cool last year to see a cluster of multicopters hovering in the evening sky.

**Final Thoughts**

The hobby of flying radio controlled aircraft offers a pilot an incredible variety of options of aircraft and power systems to choose from. Building and becoming proficient at flying the aircraft of your choice is the core activity, one that offers tremendous personal rewards and satisfaction as skills are developed. I look forward to seeing each of you at the field pursuing your own personal path of challenge, discovery and triumph.

Sincerely, Jack Steinhauser, DRCE President
Note from Julie Neitz Wielga

July 12, 2015

Dear Jack,

My name is Julie Neitz Wielga. I am writing to you because I see on the internet that you are the President of the Denver R/C Eagles.

My father is 89 years old. When he was a teen and young man, he built model airplanes. They were mostly made out of balsa wood and paper. They are flown by rubber band power. They are pieces of craftsmanship. They are generally a little less than two feet long.

Of my father’s current possessions, they are one of the things that he values the most. (He also has one radio powered plane that he built at this same time. It is about 4 feet to 5 feet long. It probably has not been flown in 40 years.) I think there are about 5 of the smaller planes and the one larger plane.

I am trying to find someplace or someone that might value these planes, so that Dad knew that they were going to some place that appreciated them. I am wondering if you or if someone in your club would have an idea of how I might begin to find a good home for them.

Thanks,

Julie Neitz Wielga
Julie@odysseydenver.org
Scott Yakel Photography, DRCE Airshow, June 20, 2015
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