October Events

6:30 p.m. Wednesday, October 21, Club Meeting
8:30 a.m. Tuesday, October 27, Prairie Dog Day
5:30 p.m. Thursday, October 29, End-of-Year Dinner
at the Athenian Restaurant, 15350 East Iliff Avenue

I am very pleased to note that this final club outing for the year was highlighted by an impressive display of volunteer spirit and cooperation to get everything ready for the event. Volunteers were out early to set up everything needed for our Fun Fly: shade structures, extra trash bags, event lists, flag pole with flags, sound system and generator, the grill, and food serving facility. Thanks to John Dickens, Chris Wilson, Wayne Perry, Seth Buxton and everyone who pitched in to get things ready!

The Fun Fly itself was composed of three parts: a competitive Spot Landing contest, a series of group flying sessions, and a finale capping off the event with a fantastic display by “Jetman” Bob Motazedi and his Boomerang.
# Denver R/C Eagles 2015 Annual Events Calendar

Effective October 1, 2015

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>BBQ</th>
<th>Time of Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>1/14/2015</td>
<td>DRCE Board Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Perfect Landing</td>
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<tr>
<td>1/21/2015</td>
<td>January Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>2/18/2015</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>2/21/2015</td>
<td>Aeromodeling at the Hanger</td>
<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>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>4/11/2015</td>
<td>April Maintenance Day</td>
<td></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>
<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>
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<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>
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<tr>
<td>6/13/2015</td>
<td>June Maintenance Day</td>
<td></td>
<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
</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>
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<tr>
<td>6/20/2015</td>
<td>June Air Show</td>
<td>BBQ</td>
<td>10:00 a.m. to 12:30 p.m.</td>
<td>Suhaka Field</td>
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<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>
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<tr>
<td>7/11/2015</td>
<td>July Maintenance Day</td>
<td></td>
<td>8:30 to 10:30 a.m.</td>
<td>Suhaka Field</td>
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<tr>
<td>7/15/2015</td>
<td>July Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<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>
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<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>
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<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>
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<tr>
<td>8/19/2015</td>
<td>August Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>8/22/2015</td>
<td>August 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>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>
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<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>
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<tr>
<td>10/17/2015</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>10/21/2015</td>
<td>October Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>10/29/2015</td>
<td>End-of-Year Dinner Party</td>
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<td>5:30 - 8:30 p.m.</td>
<td>Athenian Restarant</td>
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<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>
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<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>
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</tbody>
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Denver R/C Eagles Club Leadership

President
Jack Steinhauser
303-324-5054
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Vice President
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Director - Airfield Maintenance
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Director—Public Relations and Outreach
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w9kfb1@mac.com

Director—Membership
Seth Buxton
720-722-3080
setht3@hotmail.com
Guest Speakers

Chuck Browitt and Rick Quast gave a 40 minute presentation on FPV quadcopter racing which included some very exciting videos. The technology for both the FPV and the racing quadcopters is advancing very rapidly. If you are interested in this technology, contact them for the latest information.

Officer’s and Director’s Reports

President’s Report

Jack Steinhauser reviewed the results of the August 22nd Airshow and the August 27th Evening Flying. Everyone had a good time at both events. The Evening Flying event was interrupted at sunset by an invasion of mosquitoes. The mosquitoes left after about 30 minutes and the few remaining pilots continued to fly until 10 PM.

An interest was expressed for a Fun Fly event to be held on October 17th. Several events were suggested. Jack will send out an email with more details.

Jack submitted our proposed ten-year lease to the Park for approval. The old lease will expire in January.

Park Ranger, Claudia, and Jack will meet this week to discuss prairie dog treatment plans. Volunteers may be needed to help Claudia with the treatment. Jack will send out an email with more details.

The Nomination Committee will be formed to determine the candidates for the 2016 Officers. The committee members will be announced at the October meeting and the candidates will be announced at the November meeting. Both Jack and Joe have served their term limits for the office of President and Vice President. We need candidates to run for office. If you are interested, contact Jack or one of the Nomination Committee members.

It was approved to have an End-of-Year party for October 29th. Videos of our flying activities would be shown and members would pay for their own meals and drinks. Jack will send out an email with more details.

Vice President’s Report

Joe Bolognese reviewed the results of the June, July, and August Airshows. The first two airshows had great results. The August airshow suffered from many members being out of town on vacation. It was decided that three airshows were one too many.

Secretary and Director of Flight Training Reports

John Dickens said that our supply of DRCE hats was getting low. Joe Bolognese is researching hat options. The goal is to have a one size fits all hat of the same style. A new member would select either a dark or light colored hat. Joe will present his results at the next meeting.

Mouse control at the airfield shed was very successful this past month. We trapped 3 mice. This brings our total to 42 mice after 25 months of trapping.
John announced that Bob Smith is now our newest flight instructor. Bob had been a flight instructor at another club. He is already training a new student. Currently, we have 6 students in training.

Treasurer's Report
Sid Gates gave balances for our three bank accounts: Runway Fund, Runway Maintenance, and Operating Fund. We have 123 members in the club.

Safety Officer's Report
Eric Sunderwirth was absent so no report was given.

Director – Airfield Maintenance
Bob Brelsford reported that several tables have rotted wood boards which need to be replaced and painted. A work team including Bob Smith, Seth Rice, and Chris Wilson will make the repairs. If you want to volunteer for this team contact Bob Brelsford.

Member at Large
Bob Pash was absent so no report was given.

Director – Public Relations and Outreach
Ron Cox was absent so no report was given.

Events
None

Old & New Business
Chuck Browitt and Rick Quast requested permission to setup a quadcopter race course in the helicopter area. Jack asked that they provide details of the proposed race course to Steve Lantz, Director of Helicopter Operations. Jack will bring up the proposal to Park Ranger, Claudia, at
his meeting this week.

Show & Tell

Bob Lembke described his CAP 21 airplane built from a 1980s vintage Great Planes kit. The wing is made of foam with balsa sheeting. The airplane weighs 17 pounds and is powered by a 50cc gas engine. The impressive paint job was Bob's first attempt at spray painting.

Sid Gates is building a transmitter tray so he can learn to fly using the “pinch method” instead of using his thumbs. The foam mockup will eventually evolve into a fiberglass tray. He is using Gorilla glue to glue the foam pieces together.

Auction

Eric Sunderwirth was absent so Jack Steinhauser conducted the auction.

Contender airplane with remote Glo wiring and 1500 mAh NiMH receiver battery. The airplane needs servos, receiver, and engine. It was previously powered by an O.S. 55 AX engine. The airplane was donated by Bob Brelsford. Won by Len Roderick with a $25 bid.

Fokker DR-1 Triplane with motor. The airplane was donated by Jack Steinhauser. Won by Bob Smith with a $60 bid.

Field box with electric power panel and fuel. Box was donated by Jack Steinhauser. Won by Len Roderick with a $25 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 – John Dickens
2. CA Glue – Chris Wilson
3. 5 Minute Epoxy – Joe Bolognese
4. Head Lamp – Ed Hoyer
5. Bar Clamp, 6 inch – Chuck Browitt
6. Monokote Trim, Cub Yellow – Len Roderick
7. Curved Clamp 10 inches – Mitch Long
8. Helping Hands – Bob Brelsford

Donation Table

A half completed ARC-5 TrainerMaster airplane kit made by AAMCO and designed by Lou Andrews was offered but no one was interested.

Next Meeting

The next meeting will be October 21, 2015 at Colpar Hobbies.

Adjournment

Meeting was adjourned at 8:10 P.M.
President’s Message (continued from page 1)

turbine-powered jet. This jet is capable of speeds up to 180 mph, is equipped with a smoke generator, and seems to have unlimited climb ability. Dr. Bob is an avid modeler and flier with more than thirty years of experience in the hobby. He not only has excellent flying skills, performing his routine with a rarely-seen precision, but he knows how to put on a show with some dramatic moves such as an inverted pull-out from a long vertical descent out of a huge square loop.

The Spot Landing contest featured some of the more capable pilots in the club demonstrating their ability to plan an approach and set down a radio-controlled aircraft very precisely. As we all know, learning how to land a plane is one of the most difficult tasks each pilot must learn at an early stage of flying. Demonstrating an ability to integrate the many factors involved in making a good landing is a rite of passage that every pilot must go through to graduate from the beginner to intermediate stages of flight training.

My own experience tells me that a good approach is the key to a good landing, and a good approach is a combination of energy management and geometry. You have to manage the potential energy (height), and kinetic energy (speed), of the plane so that it goes from cruising speed at 150 feet of height to just above stall speed as it touches down. You have the flight controls, motor control, and sometimes flap controls to do this. The geometry of the pattern allows you to position the airplane at the right height and speed for the final approach and flare, which will hopefully get your plane on the ground at a velocity slightly above stall speed. Managing the final approach involves finding a glide path where the airplane maintains a steady rate of descent that allows you to project where you should flare for final touchdown. On some planes this is done with no power, as they glide pretty well; other planes require power be maintained until close to the ground.

The seven entrants to the Spot Landing Contest were Bob Ihly, Jerry Kirschenbaum, Matt Kellogg, Cam Lawson, Bob Smith, Jack Steinhauser, and Eric Sunderwirth. These pilots were given a small zone to set down within. If they did this, they earned five points. There was a second zone that earned two points, and a third that earned one point. The final scores showed how competitive the group was with only one point separating the top four places: Jack Steinhauser #1 with 8 points, Matt Kellogg #2 with 7 points, Eric Sunderwirth #3 with 6 points, and Bob Smith #4 with 5 points. Congrats to all participants in this fun competitive event!

Ed Hoyer was the Air Boss for the Fun Fly. Ed has been an active member of the DRCE for 15 years and is a very skilled pilot. Ed works for United Airlines and brings a
President’s Message (continued from page 7)

strong sense of the importance of good safety rules, and
the ability to judge situations developing with planes in
the air, and make good calls as Air Boss. Thank you Ed for
doing a great job at this important position!

Other active volunteers in the Fun Fly were Wayne Perry
as Announcer, Bill Morz as Event Videographer, and Chris
Wilson as Music Coordinator and Assistant Announcer.
Thank you gentlemen for adding a very professional touch
to the Fun Fly. It is also important to acknowledge the
contribution of Lachlan McLean and Dan Kellogg. Lachlan
brought his very nice sound system that allows us to pro-
vide a backdrop of music or sound effects to each group
fly event. Dan provided the generator that powered the
sound system.

A delicious lunch was provided by our Master Chef, Joe
Bolognese. Lunch featured a roast port sandwich with
cole slaw that was a big hit with everyone present. We
also had chips, drinks and cookies. I think several guys
went back for seconds. Joe was assisted by Seth Buxton.
Thank you Joe and Seth for taking such good care of the
rest of us!

The first group fly event was the Trainer Group Fly with
Bob Smith, Sam Levy and Matt Kellogg participating. I was
hoping that more of the novice-to-intermediate pilots
would choose to participate in this event. The next event
gave Lachlan McLean a chance to show off his very pol-
ished short-takeoff-and-landing skills with his beautiful
gas-powered Beaver. Lachlan has been taking private
pilot lessons this summer and can often be found describ-
ing how model flying relates to full-scale flying, and vice-
versa.

For the Foamy Fighters event, we had Jerry Kir-
schenbaum, Bob Pash, Lachlan McLean, Ed Von Tersch,
Bob Smith, Jack Steinhauser and Eric Sunderwirth flying
all at once. Eric was flying his big B-17, which provided a
perfect focus for the other fighters in the air to either
escort or attack. It was very impressive to see the B-17
turning in for a low-level bombing run with five fighters
escorting it. Bob Smith made the mistake of flying a
Japanese Zero against six Allied aircraft, and was shot
down. During the Fun Fly we had several over flights of a
full-scale B-17, the Experimental Aircraft Association
“Aluminum Overcast” B-17, to provide the final scale
touch to this event.

The Sport Planes group fly featured Robert Lembke and
Cam Lawson flying glow-powered sport planes, and Jack
Steinhauser flying his gas-powered Pitts Special. The
music for this event was Pentatonix’s “Radioactive”, a
nifty aural backdrop to gorgeous sport planes tearing up
the sky. We had scheduled a WWI combat sequence
after that, but dropped it due to lack of participation.

Next on the agenda was a demonstration of an FPV
quadcopter race put on by members Chuck Browitt, Rick
Quast and Matt Kellogg. They were joined by a friend
named Tyler. It was very impressive to see the small
quadcopters tear down the runway at speeds that
looked to be around sixty miles per hour. Sixty may not
sound like much compared with the 80-100 mph speeds
of larger fixed wing planes. However, for an object that
is no bigger than 14 inches square and flown by a pilot
looking through his FPV googles, it is an awesome speed.
One thing I noticed is that the racers sound a little like
Formula One auto racers as they pass by with their high-
rpm rotors whirring.

Spectators and Pilots Enjoying Great Weather, Delicious Food and Great Times Together
Some Glenn Miller Big Band music set the mood for the WWII Combat sequence. This music was interrupted by the wail of an air raid siren, followed by the throbbing of heavy bombers flying high above. Fighters were quickly launched to deal with the incoming threat. The skies were rapidly filled with, mostly glow-powered, fighters screaming by in pursuit of enemy aircraft. The thump-thump of anti-aircraft guns were punctuated by the rat-a-tat of machine guns and cannon fired by opposing aircraft in their aerial battles. Pilots in this event included Bob Smith, Eric Sunderwirth, Jack Steinhauser and Ed Von Tersch. Ed was flying his 60cc gas-powered FW-190, an impressive fighter that Ed flies very well.

The EDF Jet Rally featured five fast and maneuverable jets flown by visitor Gary, flying a Me-262 Schwalbe, Ed Von Tersch and his F4, Eric Sunderwirth flying his Cobra, and both Jack Steinhauser and Bob Smith flying fast Rebel sport jets. I love flying fast jets and am a big fan of a fast, low pass followed by a dramatic climb and roll into a Split-S.

The final club group fly featured 3D aerobatic planes flown by Robert Lembke and Jack Steinhauser. Robert had a 50cc gas-powered Stik type plane, and Jack was flying a 35cc gas-powered Aeroworks Extra 260. Unfortunately, Robert’s throttle servo malfunctioned, forcing him to fly around at full power until the plane ran out of gas. His plane was damaged during the ensuing dead-stick landing. Jack also ended up making a dead-stick landing and managed to rip off the landing gear with a Prairie Dog hole.

Reflections at the End of the Flying Season

I consider the flying season to extend from the first warm and calm days of spring, to the last warm and calm days of fall. By warm, I mean more than 50 degrees Fahrenheit, which seems to be the threshold where gloves are required. Not that we can’t fly in 45 degree, or even 25 degree, weather. It is just much nicer above 50 degrees. In my view, the flying season starts in March and lasts until the really cold weather arrives in November. The transition from the warmth of September, and much of October, tends to accompany a major weather pattern and be rather abrupt. After a clear morning with mild temperatures, you can see the storm clouds move in and feel the temperature drop. Rain quickly turns to sleet and snow. The roads become horribly slick as soon as the accumulated moisture turns to ice.

We are not there yet, but I know the “End” is coming soon. Today I flew in shorts; I won’t be doing that very much longer. So, I am trying to get in lots of flying during these last few weeks of the season.

Reflecting back to a year ago, I recall that I was quite determined to build out my fleet of planes into more gas and glow-powered aircraft, as well as get into more EDF jets. I wanted to learn more advanced aerobatic maneuvers, as well as 3D-style maneuvers. My definition of 3D maneuvers is maneuvers that incorporate flying below stall speed.

I was able to expand my fleet to incorporate two more glow-powered aircraft, but managed to pound both of them into the ground due to radio failure (a most disconcerting experience).

I also added three gas-powered aircraft, including a FW-190, Pitts Special, and Extra 260 “Freestyle”, to the Spitfire and Extra 300 I started with. These aircraft have really pushed my envelope as far as both modeling and flying skills. The Spitfire suffered some nose damage from a tip stall during a dead stick landing, but the rest are either currently flyable, or close to it. I still have lots of stuff to learn about operating and flying gas-powered aircraft, but feel that I have crossed an important threshold of being able to reliably and safely launch, fly, and land these exciting high-performance aircraft.

I also have building and flying a couple of fun and fast EDF jets that have taught me the basics of flying these aircraft. The most important thing is to always anticipate your next maneuver, and used subtle control movements. When travelling at speeds of 90 – 120 mph, a person needs to stay ahead of that fast-moving aircraft, and realize that small movements translate into big maneuvers.

The winter is affectionately referred to by most model-
ers as the “building season”. Before the days of Almost-Ready-to-Fly kits, those long winter nights were occupied with building wings, tail surfaces and fuselages on plans covered by wax paper, with everything held in place by T-pins and clamps. I remember that experience from my High School days forty-plus years ago. These days, the building season is more likely to be occupied by assembling ARF kits, repairing planes, or spending hours on the Internet watching YouTube videos. That said, there are still plenty of the Master Builder modelers around that can build a balsa, ply and fiberglass aircraft from a sketch on a cocktail napkin; Roger Camp and Sid Gates come to mind.

For me, the building season is going to be occupied with lots of repairs, assembling a few ARF kits, and a major effort to better organize my hobby work and storage space. I hope to greet the first warm days of spring with a completely ready-to-fly fleet of airplanes. I expect I will add a few new planes, and sell off (or crash) a couple of the existing ones. I also hope to spend some time on my simulator developing my advanced aerobatic skills.

It wasn’t that long ago that I was struggling with the basics of flying a radio-controlled plane. I remember having difficult with orientation and making simple turns. I would think to myself “what is the aircraft doing now, and how do I move the controls for my next maneuver”. I learned that a figure 8 was useful in developing a rhythm of control movements for basic turns. I remember often turning the wrong way, and sometimes crashing due to simple disorientation. I also had a mortal fear of inverted flight; that took a long time to overcome. Now, my challenges are things like how to enter a Harrier, proper rudder use during inverted maneuvers, and polishing my rolling circles maneuver. Fortunately, one never seem to run out of challenges in this hobby; there is always something new and difficult to learn.

B-17 Flight Experience

After the Fun Fly yesterday, I received a call from an old high school friend who invited me along with a group for a 5:00 p.m. flight in Aluminum Overcast, the EAA B-17 that had flown over our Fun Fly hours earlier. I had flown in this B-17 several years ago with this same friend. We all met at Signature FBO at Centennial, and boarded the plane after a briefing from a volunteer. The briefing provided some interesting factoids including the odds for survival of a B-17 crew member during the early days of “daylight bombing” in 1943 (one in three chance of surviving 25 missions), and the fact that there were more U.S. Army Air Corps Airmen killed in action over the skies of Europe, than Marines killed on the beaches of the Pacific during the war.

Here is some interesting background on the B-17 that can be found on the EAA website:

The Boeing B-17 Flying Fortress is a World War II bomber used primarily in Europe. B-17s from the Eighth Air Force participated in countless missions from bases in England, often lasting for more than eight hours, and struck at targets deep within enemy territory. Because of their long-range capability, formations of B-17s often flew into battle with no fighter escort, relying on their own defensive capabilities to insure a successful mission.

During the war, B-17s were among the most modern aircraft in the U.S. inventory. However, the advent of the jet age and advances in technology made the Flying Fortress obsolete soon after the conclusion of the war. In the years following World War II, most B-17s were cut up for scrap, used in Air Force research or sold on the surplus market.

The B-17 received the name Flying Fortress from a Seattle reporter who commented on its defensive firepower. The B-17 underwent a number of improvements over its 10-year production span. Models ranged from the YB-17 to the B-17-G model.

Throughout the war, the B-17 was refined and improved as battle experience showed the Boeing designers where improvements could be made. The final B-17 production model, the B-17G, was produced in larger quantities (8,680) than any previous model and is considered the definitive Flying Fortress. With its 13 .50-caliber machine guns – chin, top, ball and tail turrets; waist and cheek guns – the B-17G was indeed an airplane that earned the respect of its combatants. In addition, air crews liked the B-17 for its ability to with-
Aluminum Overcast B-17 Flight, October 17, 2015
stand heavy combat damage and still return its crew safely home.

Between 1935 and May 1945, 12,732 B-17s were produced. Of these aircraft, 4,735 were lost during combat missions.

At one time, more than 1,000 B-17s could be assembled for mass combat missions. Today, fewer than 100 B-17 airframes exist and fewer still are in airworthy condition. Less than 15 of Boeing’s famous bombers can still take to the air, including EAA’s Aluminum Overcast.

I have included some photos from our 30 minute flight on the previous page. After entering the plane we strapped ourselves into seats that were located behind the bomb bay area. I found the noise from the four Wright R-1820 Cyclone engines during start-up, taxi, takeoff and flight to be pretty reasonable in loudness and quite wonderful to listen to. This is in sharp contrast to my one experience flying in a Double-Cyclone-powered B-25, which was incredibly loud and required hearing protection. We flew in very calm air so it was possible to sense the way the aircraft responded to control movements, I noticed some gentle yawing from time to time. The aircraft felt fairly heavy on takeoff, but lightened up considerably after we dropped our load of 250 pound bombs on the railyards near downtown Denver. Did anyone catch that on the news? ;)

Fire at Suhaka Field

On Wednesday, September 23, I flew my Extra 260 at Suhaka Field over my lunch break. On my third and final flight I had reached my timer point when it was necessary to set up for landing. As I slowed the aircraft down and maneuvered through a normal landing approach to the north on our main runway, I noticed a large fire just south of the main field. Upon landing and getting my plane and transmitter secure and shut down, I grabbed my camera and went over to investigate what happened. It turns out that Doc Hamilton had suffered a relatively benign crash of his quadcopter, except that the Lipo battery burst into flame. I have seen the same happen on two occasions with my planes. Due to the hot and dry conditions we were experiencing at that time, the field where Doc’s quad touched down caught fire, and the fire grew very quickly. Within minutes emergency vehicles started arriving via the main road into the airfield, as well as across the grass from Belleview. It did not take long for the professional fire personnel to contain and
put out the fire. I have selected a few pictures to give you a sense of what the scene was like that hot September day.

I spoke to club members as well as Claudia Mead about the lessons learned from this incident. I think there is general agreement that it would be wise to have a good-sized fire extinguisher handy during hot and dry conditions. Claudia did make clear that we should call in emergency response as soon as possible if a fire gets out of hand; and that no one should put their personal safety at risk in the event of fire.

Important Meeting This Week

A reminder to all members that this week is when the Nominating Committee will present their recommendations to club members for a slate of officer candidates to run the Denver R/C Eagles Club in 2016. To review, the officer positions are: President, Vice President, Secretary, Treasurer, Safety Officer, and Maintenance Officer. I encourage all members to attend and participate in this process. If we have a quorum, and their seems to be general agreement that the Nominating Committee has presented a good recommendation for next year’s officers to the club, we can entertain a motion to elect these officers by acclamation, rather than going through a process of mailing ballots.

Matt Kellogg, Media Superstar

As you are aware, the subject of “drones” has been in the news media with increasing frequency.

The FAA has recently expressed concern that this year there will be over one million “drones” sold to amateur hobbyists, many of whom have never been involved with the RC hobby before. We all know that there are a certain number of knuckleheads out there who could give our hobby a bad reputation.

I was contacted last Friday afternoon by a reporter from Nine News, Christie Noel, who asked if our club could provide a spokesman for our club and the hobby in general to give our perspective on the FAA concern, and some idea of the capabilities of a modern FPV quad copter. Fortunately, Matt Kellogg was available to do this. As most of you know, Matt is one of several very active quad copter pilots in our club. Matt met Christie Noel at the field and did a really good job of demonstrating his quad copter, while making sensible statements about the responsibility that quad fliers have while flying these amazing aircraft. Congratulations to Matt for a job well done!

I anticipate that it is a only a matter of time before some incident involving FPV aircraft, either multicopters or fixed-wing, hits the national media. It may come as a result of terrorist action, but is more likely to be the unintended consequence of one of the knuckleheads. At that moment we will want to have good relationships with news media so that we can tell our side of the story, and preserve our access to our hobby.

Bob Smith, DRCE Flight Instructor

I am pleased to announce that the ranks of pilot instructors in our club has been expanded with the addition of Bob Smith. Bob is a good pilot who exudes enthusiasm for the hobby. Welcome, Mr. Smith, and thank you for volunteering your time and energy to improve the skills of our newer pilots!

Prairie Dog Treatment Scheduled—Tuesday, October 27

I met recently with Claudia Mead, the Cherry Creek State Park Resource Technician assigned to our facility to discuss the severe problem we are having with Prairie Dogs around Suhaka Field. Many members have had damage to aircraft, and I think it is only a matter of time before some physical injury occurs to a pilot stepping into an unseen hole.

In response, Claudia has proposed to do a very extensive Prairie Dog “treatment” to reduce the threat to people and property posed by Prairie Dog holes. Last year we did 228 treatments, this year the number could easily triple due to a much larger coverage area. This is a once-yearly event that will greatly benefit our facility. Claudia and an associate will apply the treatment. We will need volunteers to stuff the holes with newspaper after the treatment is applied, and fill/level the holes. This treatment will occur starting at 9:00 a.m. on Tuesday, October 27. It will take 2-3 hours to finish the treat-
President’s Message (continued from page 13)

ment. Please let me know if you can volunteer to help with this important project.

End-of-Year Dinner at Athenian Restaurant on Thursday, October 29

On Thursday, October 29, club members and their spouses (or significant others) will gather to celebrate another successful year of flying, fun and camaraderie at the Second Annual End-of-Year Dinner. This event will be held at the Athenian Restaurant, 15350 East Iliff Avenue, starting at 5:30 p.m. The Athenian is famous for its Greek food and warm hospitality. Please plan to join your fellow club members for an evening of good food and congenial conversation with your flying buddies. We will be showing slides of the various events from this past year.

Lease Negotiation with State Park

I have heard from Tim Metzger, Park Manager at Cherry Creek State Park, that a review of our proposed lease is underway. I expect we will have this negotiated and in place by the end of the current year.

See you at Suhaka Field

I expect that there will be many pleasant days for flying in the next several months. While the flying season may be over, and the temperature below fifty degrees, you can be certain of seeing me at the field throughout the winter months, as time permits. I look forward to seeing you there as well.

Sincerely,

Jack Steinhauer
DRCE President

A message from member Sid Gates.

The family of Shirley Ann Gates Acknowledges with deep Appreciation your kind Expression of sympathy and The beautiful flowers sent for the Memorial Service.
Fire at Suhaka Field, September 23, 2015
Fire at Suhaka Field, September 23, 2015

Above: Firefighters at work south of Suhaka Field.

Left: Emergency vehicles arrived quickly at request of Doc Hamilton and other pilots.

Below: View from the air courtesy of Eric Sunderwith
Flying at Suhaka, September 26, 2015
Fun Fly, October 17, 2015
Fun Fly, October 17, 2015
Fun Fly, October 17, 2015

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