Fellow Denver R/C Eagles Club Member

This will be my final letter as President of the Eagles. It has been a pleasure and privilege to serve as your President these past three years, and as Vice President before that. With the help of many volunteers, much has been accomplished these past three years. Our facilities at Suhaka Field are in the best shape they have ever been. Suhaka Field is a safe and friendly place for members and visitors to come and fly both fixed-wing and rotary-wing aircraft. We have clear rules, including display of AMA membership, that both members and visitors follow. Park Rangers are available with a phone call to deal with unruly visitors. Our membership as a club is at record levels. The finances of the club are in great shape, and ready to fund field maintenance and new projects in the years to come. Our club leadership is as strong and deep as I have ever seen it. These are things that we can all be proud of.

I will continue to be active as a member of the Board of the DRCE. I expect to be involved in organizing events, and with special projects. I will work closely with our new President, Loren Anderson, and the other members of the Board to assure a smooth transition and good kick-off for 2017. We have a very strong Board supporting Loren, including Vice President Dan Kellogg, Secretary Bob Smith, Treasurer John Dickens, Maintenance Officer Brian Holleman, and Safety Officer Bob Pash. The job of Newsletter Editor and Publisher is being taken over by Walt Stroessner, who has many year’s prior experience producing newsletters, and has been an active participant in the RC hobby for decades.

I am also looking to refocus my time more on building and flying than I have these past several years. Between my jobs as President and Newsletter Editor, I have devoted considerable time to the club each month for the past three years. I am looking forward to new building projects, and many hours in the air testing and flying those new aircraft. I plan to continue to provide photography and write articles for the newsletter.

Wishing you all a good year of building and flying ahead.

See you at Suhaka Field,

Jack Steinhauser
Denver R/C Eagles Club Leadership

**Jack Steinhauser**  
**Dan Kellogg**  
**Bob Smith**

**John Dickens**  
**Bob Pash**  
**Seth Buxton**

**Eric Sunderwirth**  
**Doc Hamilton**  
**Stephen Lantz**

**Marty Miller**  
**Joe Bolognese**

Club Elected Officers

- **President**  
  Jack Steinhauser  
  303-324-8054  
  jacksteinhauser@comcast.net

- **Vice President**  
  Dan Kellogg  
  303-489-7521  
  d-kellogg@comcast.net

- **Treasurer**  
  John Dickens  
  303-617-6044  
  jodickens66@hotmail.com

- **Secretary**  
  Bob Smith  
  720-556-9066  
  zmax2k1@juno.com

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

- **Field Maintenance Officer**  
  Seth Buxton  
  setht3@hotmail.com

Appointed Positions

- **DRCE Member-At-Large**  
  Eric Sunderwirth  
  303-719-0973  
  eric_346@msn.com

- **Chief Flight Instructor**  
  Richard "Doc" Hamilton  
  303-781-6959  
  r1ham@msn.com

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

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

- **Master Chef**  
  Joe Bolognese  
  303-810-6066  
  JBolo@comcast.net
Minutes of Denver R/C Eagles Club meeting held October 19, 2016.
Prepared by Bob Smith, Secretary, DRCE

Location: Colpar’s Hobby Town, 1915 South Havana St, Aurora CO
Call to order at 6:30 p.m. Sixteen members present, we have a quorum.

New member Paul Schlein. Paul has been a general aviation pilot and radio-controlled pilot going back 60 years. Returning member Walt Stroessner (new newsletter editor)

Minutes of September 21, 2016 meeting, as amended by John Dickens, were recommended for approval by motion of Bob Belsford, Walt Stroessner seconded the motion, members approved unanimously.

Fun Fly report given by Jack Steinhauser. Joe Bolognese was chef, assisted by Brian Holleman. The revenue and expense for food was a break even. Great job by all volunteers. Event was organized and managed by John Dickens, special thanks to John for his good work.

Suggestions were encouraged from the floor as to possible improvements to increase participation. It was also suggested to move the bomb drop target from the intersection to the edge of the south runway so spectators would have a better view. VP to promote more participation in 2017 Fun Fly events.

Jack then gave an update on shade shelter efforts, which have been suspended until new management takes over.

With regards to prairie dogs control, the new Manager of the Park indicates that they cannot do anything this Fall, but expect to mount an aggressive campaign next year.

Sample of Suhaka Field Welcome sign, to be funded by John Getts family, shown by Jack Steinhauser. Jack will work with Park to finalize the sign… see page 7 of this newsletter.

End-of-year dinner to be held at Athenian Restaurant on 10-27-16, starting at 6-6:30 p.m.

Treasurer report by John Dickens. 136 members, 94% of last year, the club is solvent, mouse count up to 56.

Runway work proposal from Seal Tec. Crack seal needs to be done 2x year in fall and spring, to protect the runway from cracks spreading. Current price $1,536 per application. Complete seal coat also recommended at a cost of $3,449. Members discussed options for the timing of the seal cote, whether it was best to do this fall, or next spring. Motion made by Jack Steinhauser and approved by members to do seal coat and to spend up to $3500 prior to next summer’s flying season, with timing up to discretion of field maintenance officer, and subject to weather and availability of contractor.

Club needs a new person for the Master Chef for 2017 as Joe Bolognese is stepping down. Thank you, Joe, for your service!

The proposed slate of Club Officers for 2017 was introduced and asked to talk about their goals for 2017. President: Loren Anderson.

continued next page
Loren is a builder with expertise in CAD-CAM design and use of laser cutting of kit parts. Loren has a goal to generate more income to the club. VP: Dan Kellogg, flying since 1985. His goal for 2017: build a club shade shelter with solar power charging station at Suhaka Field.

Secretary: Bob Smith. He is still learning the Secretary job. Has been building models since 1957 when he was 6 years old. Got into radio control in early 1970s, then took 15 years off to build a full size Mini Max, before getting back into r/c 4 years ago.

Treasurer: John Dickens. Goal to progress in the club.

Safety Officer: Bob Pash.

Field Maintenance Officer: Brian Holleman.

New business. The idea has been raised to have an associate club membership in Front Range-area clubs other than home club at reduced cost. Associate membership would require AMA membership, and full membership in one of the associated clubs. The Associate Membership dues would be at half the rate of the normal club dues structure. Associate members would have no voting rights in clubs other than home club, and no proration of dues.

Motion made by Jack Steinhauser to grant Loren Anderson authority to represent the club at the District 9 Meeting in December when further discussions would be held on this proposal. Sid Gates offered several comments. The motion was seconded by Paul Schlein, and approved by unanimous vote of members present.

Show and tell. Jack Steinhauser displayed a beautifully finished Dynam FW-190. This model has a 60A ESC, and upgraded motor. Jack showed the onboard sound system, which has a startup sequence, a main running sequence modulated by the throttle, and a shut-down sound sequence. Sounds great! Jack also explained his weathering techniques using a coat of clear Minwax Polyacrylic, rattle can paint from Home Depot for main colors, then India ink panel lines by airbrush. Decals are applied by spraying a soap and water mix, applying decals, and pressing out the excess water. Let dry thoroughly, then spray a final coat of Polyacrylic over everything, incredible results. He also demonstrated the gyro stabilizer function. Jack reported the plane has been maidened and flies great.

Door Prizes. John Dickens ran the door prize event and these are the results:
2. Gloves - Terry Godwin.
3. 5 min epoxy - Jim Darden.
4. Head lamp - Paul Schlien.
5. CA glue - Dan Kellogg.
8. Monokote trim - Carl Truszynski.

Meeting adjourned 8:28pm.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>BBQ</th>
<th>Time of Event</th>
<th>Location</th>
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<tr>
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Thank You Veterans
DRCE members, I was recently contacted by a Park Ranger, David Close, from Cherry Creek State Park who informed me that the John Getz family would like to finance the cost of a new Main Sign, pictured below, at Suhaka Field in memory of John Getz. John Getz was a former member who apparently enjoyed flying at our field. Jack
Hello club members, the following Smoke System Information letter was put together and sent to Jack from Bob Breslsford. Thank you Bob and Jack

Jack, you asked about my smoke systems in my airplanes. I have two planes with smoke systems and they both work well.

The first one is a U-Can-Do 60 size airplane with an O.S. 91 two stroke engine.

The second smoke system that I have is on my Pulse 125 size airplane that I have a DLE 20 Gas engine on. (I crashed this plane since writing this information) I bought one smoke system from “RC Showcase” in Waldorf, MD. It is the Mega Smoke system that they sell. I bought their smoke injector that is installed into the muffler but I have since found out that a fitting that we use to pressurize the fuel tanks on most of our planes works just as well. Buy one of these nipples that has standard threads so that you can drill and tap threads in the muffler to install it. I do not recommend the press fit type of nipple.

The second smoke system that I have is the “TME smart smoker pro” that I bought at Action hobbies. I think Colpar may have it or they can order it for you. Action Hobbies also sells a Sullivan brand Sonic-Tronics super Smoke with programmable pump that I have had good experience with. Both of these smoke systems have pumps that are variable speed with control from the receiver channel and transmitter signal. The best thing about the variable output is that too little smoke oil will not produce much smoke and too much smoke oil will not vaporize properly to make good smoke. This is a trial and error judgment to get the best results. The smoke systems that rely on muffler pressure to force the smoke oil to the motor do not work very well without a pump. I installed a separate battery for the smoke system so that I don’t take a chance of running down the receiver battery in flight while making pretty smoke.

The smoke injector needs to be placed as close as practical to the outlet exhaust of the engine where the velocity of the exhaust is high and this is where the most heat is to vaporize the smoke oil. I found that if I form a piece of brass fuel tubing to fit tightly all the way around the muffler with one or two wraps right next to the engine and use JB Weld to keep it in place it will Pre Heat the smoke oil and after it circulates around the hot part of the muffler I then inject it into the muffler through the nipple that I install at that point. I found out that you can purchase “Soft” brass tubing that can be bent much easier. This pre heating helped make much better smoke. I did not make a pre heat tube for the gas engine at first thinking is plenty hot to work well without pre heating. I later found out is does help a lot to pre heat.

continued next page
You need to install a check valve in the line that the smoke oil goes through to keep the pressure of the muffler from pressurizing the smoke tank. This will allow the smoke oil to get to the muffler but it will keep the back flow from going into the tank. I found that the plastic check valves that are supplied with some smoke systems do not hold up. I suggest buying the metal one that is made by Sullivan. I bought mine at Colpar and it works great. The fuel tubing needs to be the Tygon “Yellow” gasoline type that is resistant to the smoke oil or the new ProFlex fuel line made by Sullivan that they claim will never harden and get some black Neoprene tubing to use in the engine compartment that is resistant to the heat of the muffler and engine. Since they came out with the ProFlex fuel line I do not plan on ever using the Tygon fuel line again. The Tygon fuel line needs to be replaced at least once a year due to it getting hard and non-flexible which caused one of my planes to crash because the line inside the tank did not move when inverted and the engine quit at a critical time.

I used to buy the “Smoke oil” from tower hobbies that cost about $30.00 plus shipping. Then Tom Lantz at the field told me to try mixing \( \frac{1}{2} \) quart of Auto Transmission fluid to 1 gallon of diesel fuel which works great and is much cheaper. This works well but is messy and stinky. I recently found a new type of smoke oil at orders@bennettbuilt.com in Indiana that works better that any other smoke oil that I have tried. Their price is $17.00 a gallon plus shipping.

I recently installed the TME system in my Gas NGH 35 engine with a “smoker” muffler that DLE makes with a coiled pipe installed inside the muffler for preheating the smoke oil. This muffler is made just for smoke systems and is works great. I bought mine from Mile High RC in Brighton, Colorado.

Let me know if you come up with other questions.

Take care, Bob
Airbrushing “Tips” Plus Painting Foam Board
Additionally

Painting a Multiplex "Fun Cub"

Candy Bomber

The Story of the Berlin Airlift’s “Chocolate Pilot”

HTTP://AE.CAPMEMBERS.COM/MEDIA/CMS/
Denver R/C Eagles Members
An Outstanding 14 Minute Documentary - Spitfire 944

https://www.youtube.com/embed/ie3SrjLlcUY

A design classic

Supermarine Spitfire Mark I

- Powerful engine: The 1,100 horsepower Merlin engine gave the Spitfire a top speed of 362 mph.
- Range: 500 miles
- Lethal machine guns: Eight 303 machine guns harmonised to deliver a concentration of 160 rounds per second.

- Length: 20 ft 11 in
- Weight: 5,905 lb
- Altitude: 34,400 ft
- Frame: Aluminium alloy
- Wing-span: 39 ft 10 in
- Elliptical wings: The Spitfire's unique wing design made it the most agile fighter in the sky.
Roban Super Scale AS350

http://www.rchelicopterfun.com/scale-as350-helicopter.html

Jack’s Fw-190

Jack beautifully detailed this plane using an airbrush. The plane is now Gyro equipped and Jack reports that in a 15 MPH wind that the plane flies rock solid with the gyro. Jack also put a fantastic sound system in this plane! The sound of the start up sequence is scale like and amazing.
An Original Fw-190A-5  BMW-801
The Only Flying Original in the World

https://www.youtube.com/watch?v=PviNlOwihIw

Hello all, above is a picture of the take off roll of a restored full scale FW-190. Below is Jack’s new FW-190 during a take off roll. Jack gave an excellent presentation/introduction of his new FW-190 at our October club meeting. Your plane is outstanding! Thanks Jack
Hello DRCE members, please feel free to send me photos and or information related to your RC projects. I would like to place your project in our club newsletter each month. Whether you are working on an airplane, heli, ARF, kit or scratch build. Possibly you plan to modify one of your aircraft over the winter months. We, your fellow club members, would enjoy seeing your progress and ideas being implemented. Please keep in mind that what you might consider a routine building step or project idea, might just turn out to be a big help for another club member with their project, especially the newer members in the club. Lastly, please consider this; your contribution would be adding additional interest to our club newsletter as well! Thank you for your consideration! Walt  
waltstroessner@msn.com

The picture above is my “Winter Project”. I plan to have plenty of up-hill pull by powering this plane with a Saito 100. The US-60 kit was on the market in the early 1990’s when I built my first one. I enjoyed the heck out of flying it for many years. My original was powered with an OS.61. The Rohm retracts on the plane cleaned it up very nicely. With numerous other sport planes becoming available back then, Great Planes decided to drop production of this model. GP received so many complaints from the RC community for dropping the production, that they brought it back again. I plan to add a few pictures coupled with some building progress info in future club newsletters. We all love our ARF’s but you might find that the kit building process is also a great way to enjoy our hobby. **PS: Please contribute your project to our newsletter this winter!**
Walt
Club Newsletter Editor
Hello Members, Loren Anderson sent the attached article to Jack, which deals with the design issues of wing incidence in relation to horizontal stabilizer incidence, down thrust of the motor, right thrust of the motor, and the relationship of CG to pitch axis.

More on this topic at club meetings and in club newsletters

http://www.rcflightschool.com/Inter_LessonsPDF/Inter_oA4-13.pdf
Hi Walt, nice to hear from you. I have received several emails about the C-130. Feel free to use any of the pictures on our web site. I don’t do the web page anymore but you can see it all on the Original Web Site at the top of the home page [www.okbarnstormers.com](http://www.okbarnstormers.com) It was a great project that bought our club members together. Four of us decided to build the C-130 from Skip Mast plans which recommended 4, 25 engines, we decided on the OS-LA 40’s because they were dependable and had plenty of power. We started construction November 2002 and I had the maiden flight on my C-130 in September 2004. I used the Viet Nam color scheme because from 1968 to 1972 I was an aircraft loadmaster flying the Herky-Bird in Viet Nam, more than 150+ combat missions. The Herky-Bird is a great airplane. Kenny Howerton liked the Coast Guard color scheme, the other 2 guys never finished theirs. We were planning to use the 130 in our AMA Air Show Team and thought it would be a hit with the public. The last Air Show we performed in November 2004 my C-130 lost battery power and crashed. I did rebuild it for the next flying season and Kenny and I flew them at several events that season. A flyer in Florida saw the web site, he contacted me with an offer too good to pass up so I sold it. Kenny flew his three more seasons before he tried to fly it though the trees in Kansas. Kenny decided bigger would better. He had the plans blown up to 144” wing span powered by 4 20cc gas engines, weighing about 62 lbs. If you check the Fairview Airshow page on our web site, that is his new C-130 coming in for a landing. You should check out the “Reconstruction of the C-130” page that is another story. I build and fly 1/4 scale WW I airplanes now and I travel to Dawn Patrol events around the country. My daughter lives in Lakewood Colorado and works as an ER Nurse in downtown Denver. We visit in May, June and September. Maybe we could meet up.

Fair Winds and Happy Flyin’
Rich
C 130 Hercules Project

http://www.okbarnstormers.com/pages/H.htm

DRCE Members
Click here for some informative commentary and close-up construction photos
Here Is One Method of Applying a Nice Covering Scheme

http://winshiprc.tripod.com/how_to_apply_checkers.htm

Denver RC Eagles Members

Have a great time using plastic covering film. Check out these ideas for your kit built model or if you plan to recover your ARF
ERCO ERCOUPE

Full Scale - Just “Plane” Fun

Fred Weick

Fred Ernest Weick was one of the United States' earliest aviation pioneers, working as an airmail pilot, research engineer, and aircraft designer. Wikipedia

**Born:** 1899, Berwyn, IL

**Died:** July 8, 1993, Vero Beach, FL

**Education:** University of Illinois at Urbana–Champaign

**Awards:** Collier Trophy

**Aircraft designed:** ERCO Ercoupe, Piper PA-25 Pawnee
### Specifications (Ercoupe 415-C) [edit]

*Data from EAA Museum, [36] Federal Aviation Administration, [39] Plane & Pilot [40]*

#### General characteristics
- **Crew:** one
- **Capacity:** one passenger
- **Length:** 20 ft 9 in (6.32 m)
- **Wingspan:** 30 ft 0 in (9.14 m)
- **Height:** 5 ft 11 in (1.80 m)
- **Wing area:** 142.6 ft² (13.25 m²)
- **Empty weight:** 749 lb (339 kg)
- **Useful load:** 511 lb (233 kg)
- **Max. takeoff weight:** 1,260 lb (572 kg)
- **Powerplant:** 1 x Continental C-75-12, 75 hp (56 kW) at 2,300 rpm

#### Performance
- **Never exceed speed:** 125 knots (144 mph, 232 km/h)
- **Maximum speed:** 96 knots (110 mph, 177 km/h)
- **Cruise speed:** 83 knots (95 mph, 153 km/h)
- **Stall speed:** 42 knots (48 mph, 77 km/h)
- **Range:** 261 NM (300 mi, 482 km)
- **Service ceiling:** 13,000 ft (4,000 m)
- **Rate of climb:** 550 ft/min (2.79 m/s)
- **Wing loading:** 8.83 lb/ft² (43.17 kg/m²)
- **Power/mass:** 0.13 hp/lb (210 W/kg)
Aircraft of the Month

1/3 SCALE ERCOUPE

Construction Photos

http://www.bindersign.com/Ercoupe%20Project.htm