Fellow Denver R/C Eagles Club Member,

I had the pleasure of flying at Suhaka Field this afternoon, Sunday, December 11, 2016. As is often the case in the winter, flying conditions were wonderful. Yes, it was a bit cold, only 45 degrees. But, the wind was blowing at 5-10 mph from northern directions, and the sun was brightly shining. Under my windbreaker and down vest I was warm, no gloves required.

I came with three electric aircraft: a C-47, F-18 and F-16. I was able to get in thirteen flights and take home all three aircraft in one piece. Not all the landings were as smooth as I would have liked, but some were greasers. A good day of flying! There were only two other members at the field, I think we all enjoyed the luxury of flying in the company of friends, but not too many friends!

Yesterday, I joined our President-elect, Loren Anderson, and Vice President Dan Kellogg for the Annual AMA District IX meeting at the Wings Over the Rockies Museum. The meeting started at 10:00 a.m. and ended at 2:00 p.m.

Many topics were discussed, including the idea of Associate Memberships at regional clubs. There was no resolution of the Associate Membership idea, only a suggestion that each club decide if it is right for them.

Our club meeting this month falls on Wednesday, December 21, only a few days before Christmas. I expect that many members will have holiday engagements that prevent them from attending, but I do plan to be there, and look forward to this last meeting of the year. It is also the last meeting for me as President of the DRCE. In January, Loren Anderson will assume the responsibility of being President. I am pleased to say that I think we are in good hands with Loren, and the rest of the officers of the Denver R/C Eagles Flying Club. I will continue to be a board member for another year, and hope to make a useful contribution focusing on special projects.

I have been enjoying the opportunity to build and repair a number of aircraft during the long winter nights we are experiencing. The night of our December Club meeting, December 21, is also the Winter Solstice, the longest night of the year. I hope each of you have been enjoying some time in your workshop, building and repairing aircraft for the great flying days to come in 2017.

December Events
Club Meeting
6:30p.m. Wednesday, December 21st
Colpar’s Hobby Shop - Aurora

Message from President Jack Steinhauser
I want to remind all members that the time has come to renew your membership in the DRCE. The simplest way to do this is renew on the website at http://www.denverrceagles.org/membership--dues-payment.html

The dues for adult membership is $60 if you pay by check, or $62 if you use the PayPal link on our website. Junior Membership dues are $31, and Family Membership dues are $93.00 if you use the PayPal link.

If you would like to pay by check, please make out the check to “Denver R/C Eagles” and mail to:

Denver R/C Eagles
C/O John Dickens
8828 Clover Meadow Ln
Parker CO 80134

I strongly encourage all members to renew their membership by January 15, 2017, so that we can get an accurate idea of who the active members of the club are early in the year. This will help in the budgeting process. As has been the case in past years, there are many maintenance and repair items to be budgeted for, plus new facilities and club events.

Wishing all a very happy holiday season!

Sincerely,

Jack Steinhauser

John S. “Jack” Steinhauser
President
Denver R/C Eagles Flying Club
AMA Charter 1293

303-324-5054 Cell
JackSteinhauser@comcast.net
www.denverrceagles.org

Jack’s F-16
December - 2016
## Denver R/C Eagles Club Leadership

<table>
<thead>
<tr>
<th>President</th>
<th>Jack Steinhauser</th>
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<tbody>
<tr>
<td>Newsletter Editor</td>
<td><a href="mailto:jacksteinhauser@comcast.net">jacksteinhauser@comcast.net</a></td>
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<tr>
<td>Vice President</td>
<td>Dan Kellogg</td>
</tr>
<tr>
<td>Treasurer</td>
<td>John Dickens</td>
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<tr>
<td>Director - Flight Training</td>
<td>303-617-6044</td>
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<tr>
<td>Secretary</td>
<td>Bob Smith</td>
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<td>Safety Officer</td>
<td>Bob Pash</td>
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<td>Field Maintenance Officer</td>
<td>Seth Buxton</td>
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## Club Elected Officers

### Appointed Positions

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<thead>
<tr>
<th>DRCE Member-At-Large</th>
<th>Eric Sunderwirth</th>
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<tr>
<td>303-719-0973</td>
<td><a href="mailto:eric_346@msn.com">eric_346@msn.com</a></td>
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<tr>
<th>Chief Flight Instructor</th>
<th>Richard “Doc” Hamilton</th>
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<tr>
<td>303-781-5959</td>
<td><a href="mailto:r1ham@msn.com">r1ham@msn.com</a></td>
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<tr>
<th>Director-Helicopter Operations</th>
<th>Stephen Lantz</th>
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<tr>
<td>303-400-9789</td>
<td><a href="mailto:stephenlantz@comcast.net">stephenlantz@comcast.net</a></td>
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<tr>
<th>Web Master</th>
<th>Marty Miller</th>
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<tr>
<td>303-369-6177</td>
<td><a href="mailto:moonlightdesign@qwestoffice.net">moonlightdesign@qwestoffice.net</a></td>
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<tr>
<th>Master Chef</th>
<th>Joe Bolognese</th>
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<tr>
<td>303-610-6086</td>
<td><a href="mailto:JBolo@comcast.net">JBolo@comcast.net</a></td>
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<tr>
<th>Club Newsletter Editor</th>
<th>Walt Stroessner</th>
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<tr>
<td>720-851-2113</td>
<td><a href="mailto:waltstroessner@msn.com">waltstroessner@msn.com</a></td>
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<tr>
<td>01/13/2016</td>
<td>DRCE BOARD MEETING</td>
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<td>1/20/2016</td>
<td>JANUARY CLUB MEETING</td>
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<td>2/17/2016</td>
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<td>3/16/2016</td>
<td>March Club Meeting</td>
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<td>May Maintenance Day</td>
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<td>June BBQ and Evening Flying</td>
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<td>July BBQ and Evening Flying</td>
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<td>September Maintenance Day</td>
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<td>September Air Show</td>
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<td>10/19/2016</td>
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<td>10/27/2016</td>
<td>End-of-Year Awards Dinner</td>
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<td>11/16/2016</td>
<td>November Club Meeting</td>
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<td>12/21/2016</td>
<td>December Club Meeting</td>
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Minutes of Denver R/C Eagles Club meeting held November 16, 2016.
Prepared by Bob Smith, Secretary, DRCE

Location: Colpar’s Hobby Town, 1915 South Havana St, Aurora CO

Call to order 6:30 pm, 16 members present, we have a quorum.

Returning visitor: Mike Curta, former member, returning from the 1970's.

Returning member: John Schefick, 1970's flyer getting back into the hobby.

Visitor, Rich Bennington.

Minutes of the October meeting approved by Joe Bolognese, and seconded by Sid Gates.

New sign design was displayed for approval by Marty Miller.

Much discussion ensued about "night flight" rules. General agreement that there should be no night flight for gas or glo power, but electrics only after sun set due to safety concerns. The wording agreed on for the rule is that "only electrics can fly after sunset".

Treasurer report: 136 members at present, which represents 94% of last year’s membership at this time. The club is solvent.

Safety report, no report

Crack seal report by Bob Belsford, crack seal was accomplished by Seal Tec. Next spring we should schedule another crack seal, and perform a seal coat.

Jack Steinhauser reported that the runway is 41 years old, and is still in pretty good condition. Over $90k has been invested in the runway, so it is a wise investment to undertake a seal coat every 2-3 years.

Appreciation was expressed to Joe Bolognese for his contributions to the club over the years. The club is hoping to recruit a new "Master Chef" to organize food events at the field in 2017.

Jack Steinhauser presented the candidates for Board of Directors in 2017 and made a motion that the proposed Board be voted in by unanimous acclamation. The motion was duly seconded by Bob Brelsford. Members presented voted in the new Board of Directors by unanimous acclamation.

The proposed Board of Directors for 2017 includes:

President: Loren Anderson
VP: Dan Kellogg, 1 year in the area and a transplant from California: goal is more social type events for the members and a solar charging station.
Secretary: Bob Smith, gave a brief history of his hobby involvement.
Treasurer: John Dickens, gave a history and is a contributor in many ways to the club.
Safety Officer: Bob Pash, 10 years in the hobby.
Maintenance Officer: Brian Holleman, he and his son are new pilots

David Hall suggested no political talks at the field, let the air cool after what has been a very contentious election season.

Show and Tell:
Sid Gates showed a book, The First Line, by Bill Green, about air defense by the Air Force in the 1950's and 1960's. Sid was a pilot in the Air Force at the time at a base described by Bill Green. Sid related a couple memorable experiences he and other pilots had.

Loren Anderson had pictures of planes he has designed using Computer Aided Design software, and had laser cut by a Computer Aided Manufacturing facility. The cost to have the CAM laser cutting done is quite reasonable.
Jack Steinhauser showed a Foam Cessna 182 in Navy Search and Rescue livery, that is equipped with a very bright lighting system, and stabilization system.

Door prizes:
1: Colpar gift card- Dan Kellogg
2: CA glue- David Hall
3: Sanding sticks- Jack Steinhauser
4: 5 minute epoxy- John Scarface
5: Head Lamp- Bob Pash
6: Deans Plugs- Bob Smith
7: Monokote trim- Joe Bolognese
8: Gloves- Loren Anderson

Meeting adjourned at 8 p.m.
Rules of thumb for plane design

This is a good place to start then you can experiment with changes to see what happens.

The ratio of the wing span to wing root chord should be 5 or 6:

- Example: If the wing root cord is 6" then the entire wing span should be 30" - 36" long.
  Note: The wing root chord is that portion of the wing that attaches to the fuselage, measured from the leading edge to the trailing edge of the wing.

The wing thickness should be 12% to 14% of the wing root chord:

- Example: If the wing root chord is 6" then the widest part of the wing should be 3/4" thick.
  Note: Foam profile planes do not follow this rule of thumb but still fly.

The aileron surface area should be 10% - 12% of half of the wing surface:

- Example: If half a wing is 6" x 18" then the wing surface is 108 sq inches. The aileron shape should equal 11 - 13 square inches of surface area.

The fuselage length should be 70% - 75% of the wing span:

- Example: If the wing is 36" long, then the fuselage should be 25" - 27" long.

The distance from the leading edge of the wing to the back of the prop should be 15% of the wingspan:

- Example: If the wingspan is 36" then the distance from the back of the prop to the leading edge of the wing should be 5.4".

The leading edge of the wing to the stabilizer should be 3 times the wing root chord:

- Example: If the wing chord is 6" then leading edge of the wing to the stabilizer should be 18".

The horizontal stabilizer should be 25% of the wing area:

- Example: If the wing is a rectangle, 36"L x 6"W, it has a wing area of 216 sq inches. 25% of 216 = 54 sq inches. The shape of your horizontal stabilizer should equal 54 sq inches.

The elevator (attached to the horizontal stabilizer) should be 25% of the horizontal stabilizer surface area:

- Example: If the Horizontal Stabilizer is 54 sq inches then the elevator surface area should equal 13.5 sq inches.

The vertical stabilizer should be 10% of the wing area:

- Example: If the wing is a rectangular 36" x 6" shape it has a surface area of 216 sq inches. 10% of 216 = 21.6 sq inches. The shape of your horizontal stabilizer should equal 21.6 sq inches of surface.

The rudder (attached to the vertical stabilizer) should be 25% of the vertical stabilizer surface area:

- Example: If the vertical stabilizer is 21.6 sq inches then the rudder surface area should equal 5.4 sq inches.

The plane should balance at 25% - 33% of the wing root chord:

- Example: If the wing root chord is 6" from the leading edge to the trailing edge of the wing then the Center of Gravity (COG) should be located 1.5" - 2" from the leading edge of the wing.
  Note: This general rule is more for rectangle shaped wings, not necessarily for odd shaped or delta shaped wings.
Example: If the vertical stabilizer is 21.6 sq inches then the rudder surface area should equal 5.4 sq inches.

The plane should balance at 25% - 33% of the wing root chord:

Example: If the wing root chord is 6" from the leading edge to the trailing edge of the wing then the Center of Gravity (COG) should be located 1.5" - 2" from the leading edge of the wing.

Note: This general rule is more for rectangle shaped wings, not necessarily for odd shaped or delta shaped wings.

** The source "flitetest.com"

--Loren Anderson
Cell: 720-339-5173

Tis the season guys. Happy Holidays to all of you! Walt
Hello Guys,

To some of you that I did not contact regarding the New ProFlex fuel line, please read the “Original” message below first so you know what I am talking about. I soaked a 3” line of the new ProFlex with a clunk on each in Glow fuel, Gas mix (30% oil) and in my smoke fluid that I bought from Bennett’s smoke oil company for close to 48 hours. I do not have any jet fuel to test or any of the Diesel/ATF mix that I used to use for smoke to accomplish further tests. The line in the Glow fuel increased almost ½ inch in length and 1/16 inch in diameter and got kind of spongy in the feel of it. This would cause the line to get jammed up against the back of the fuel tank causing problems with the clunk doing its job. The lines in the gas mixture and the smoke fluid did not appear to change that I could notice. I would recommend doing this kind of test with any other fluid that you plan to use just for safety and piece of mind. I do not plan to use Yellow Tygon fuel line that gets hard after a while for any of my Gasoline planes now that I feel the new ProFlex will work for those but I am going to stick with the Blue silicone fuel line for all of my Glow fueled planes. If you have any further questions or concerns, let me know.

Take care, Bob Brelsford

Hi Guys,

Last month I was really excited when Sullivan came out with a new fuel line that will “never” harden. I thought this was going to be the answer to a lot of my problems with the Tygon fuel line that needs to be replaced every year so it does not get hard and quit working as a “Clunk” inside the fuel tank. Last week I had problems with some of the New ProFlex fuel line that I had installed in a plane that I was new. I had problems getting the engine started and it would not run as it should. I removed the fuel tank to check it and I found that the fuel line inside the tank had broken where I had put wire on the line to secure it to the clunk and also where the wire was on the line at the plug. I found that the fuel line had expanded and the wire cut the line. This airplane was using Glow fuel. In another airplane I used nylon tie wraps instead of wire to hold the line in place and I have not inspected that fuel tank yet to see if there are any problems. I decided to test some of the new ProFlex fuel line and I soaked it in some Glow fuel for a couple of days. The 4 1/8 inch line expanded 3/8 inches in length and 1/16 inch in diameter. This would cause the clunk in a tank to jam up against the end of the tank and quit working. I am starting another test by soaking the new fuel line in a jar of Glow fuel, another in gas and another in smoke oil. I will let you know the results in a couple of days. I wanted to let you know about my experience right away to keep you from having problems with any planes that you have installed this new type of line. When my most recent tests are done I plan on contacting Sullivan with the results to let them know.

Take care, Bob Brelsford
From: Fred Visnaw [mailto:Fred.Visnaw@Sullivanproducts.com]
Sent: Monday, December 05, 2016 12:26 PM
To: Bob Brelsford
Subject: Re: Sullivan "ProFlex" fuel line

Bob,

Thank you for the well written message and your testing. Unfortunately, you are absolutely correct and I am sorry to read that you had this problem. To give you a little background,

As you well know currently the most widely used gasoline fuel line in our industry is Polyvinyl Chloride (Tygon - proprietary name). It is big and stiff after use and not very heat resistant but does an OK job. We wanted to bring a relatively new material to the hobby, Fluoroelastomer (FKM) known as Viton - proprietary name). It has great resistance to gasoline and ethanol and I thought to nitro methane in glow fuel. It is very expensive and had always been cost prohibitive in our industry because sadly we are always in competition with the Chinese. We decided to cut our margin, found a very good American extruder to work with our compounder and invested in the new ProFlex line.

We ran a small batch to introduce the product when it came to my attention that there was a problem in some glow fuels. I went through all of our tests and paperwork over the last year or so and found that I did not specify with our compounder which grade of Fluoroelastomer to use as a base for our material, and of course the one that was used is not resistant to all nitro methane. Luckily due to its very high comparative cost and our first run was a very small test batch, you are only the 3rd modeler that has had a problem.

We, I, immediately had our chemist get the mix straightened out with our compounder and our next and future batches of ProFlex will be using the highest grade of Fluoroelastomer, (more cost on our end but necessary) and I have tested it in 90% nitro glow fuel with no negative swelling or other reaction.

I know that none of this means a hill of beans to you but I thought you deserved to know the root cause of the problem and what steps have been taken to fix it. As for the inconvenience I have caused you, I will be glad to replace your ProFlex with the new batch that is due in next week.

Again, I am very sorry for this inconvenience. Please feel free to contact me if you have any other questions.

Fred Visnaw
Sullivan Products
410-732-3500
Dear Denver RC Eagles Members,
Through a series of emails, Jack and I have been shooting the breeze about our various RC projects. Jack told me about his latest projects and I found them to be very interesting and inspiring. I asked Jack if it would be Ok if I put his comments in this club newsletter. I sure enjoyed reading these articles and I know that you will as well. Thanks Jack.

Walt

I have started on another project. This is a “Zeta Ultra Z Astro” EDF jet that will be powered by a high-thrust 64mm EDF running on a 5S system. It is an idea I have had rumbling around in my head for a year now. I got all the components some time ago, just needed the inspiration to get started. I expect that this will fly much like my FunJet (faaast!), but with a different sound: the whoosh of a high-blade-count EDF, vs the scream of a high-RPM prop. The quieter whoosh makes it something that could be flown near my house (in a big field) without antagonizing the neighbors.

I started on the project last night by painting the wingtips and rudders orange (for good visibility), and the turtle deck that sits over the EDF is black (for good contrast). The assembly sequence is starting to form up in my brain, I will write it down before making much more progress. I intend to add some bright position lights on the wingtips and rudders. Bright enough so that they will make a difference during the day. This baby will also get a stabilizer, so it should be rock-solid in the air, even on a windy day. I am expecting a top speed in excess of 100 mph, and unlimited vertical. Given the small size of the airplane, with a wingspan of just over 31 inches, this will be a real rocket (and will sound like one too).

I have a pretty good collection of EDFs. The F-18 I showed you yesterday is one that I enjoy flying regularly. However, none of the EDFs I have has the performance that some of my propeller-driven electrics do. The Astro project is intended to remedy that. To give me a really fast jet that I can toss in the car to fly along with the slower, and more scale, ones.

Flying the FunJet requires great concentration. You are truly locked into the plane every second it is in the air. I expect the Astro will be the same.

Regards, Jack

Just “Plane” Fun

Jack's “Zeta Ultra Z Astro”
December 2016
Hi Walt,

Thanks for your note; enjoy your fun of holiday preparations!

My building time is limited, due to the demands of running my business. However, I have begun work on my next project: a 70mm F-16 EDF with thrust vectoring. I have been working through all the modifications and improvements first. Hope to make the final assembly by next week. As usual, this is an ARF that is supposed to take 1-2 hours to assemble the stock version. For me, that turns out to be 1-2 weeks! Here's a pic of the stock jet:

I am experimenting on this one with a new material: sign vinyl. This is vinyl material that is cut and/or printed on to make signs. It is about the same thickness as covering film (think Monokote), but does not shrink with heat. It does become more pliable with heat, although I haven't had to resort to that. I purchased a roll of white sign vinyl for $10 and have been applying it to the white areas of the plane with very satisfactory results. I also applied Towercote (a low-temp shrink film) to the red wings. The covering materials protect the fragile EPS (expanded polystyrene – same as “beer cooler foam”), strengthen the airframe, and produce a nice finish.

Other mods for the jet include:

- Four 3 watt lights on the wings and tail that can be set to a variety of flashing patterns. These are super bright and will help with orientation. Did the same on the Zeta Astro with great results.
- Replacing the stock 4S (14.8 volt) 6 blade EDF power system with a 13-blade fan driven by 5S (18.5 volt). Plenty of power, and a nice whoosh sound.
- Installing rudder servo in tail vs. current placement inside fuselage. Better servo, better control response.
- Strengthening interior battery compartment with thin plywood. Always a good mod to improve strength of the airframe and keep the battery in place during rough landings.
- Strengthening nose wheel installation with additional light ply to reduce damage during rough landings.
- Use of 10 channel receiver to take advantage of flaperons and tailerons. This gives me lots of flexibility in terms of programming control surface movement. For example, I can have normal and 3D flying modes, plus flap and elevator settings for takeoff and landing.
- Possible use of stabilizer on the thrust vectoring. We will see how this fits. Won't make this mod until after the plane is maidened.

After I get the F-16 done, I will focus on my repair/upgrade list. I have six planes queued up for repairs: new 60-sized motor for my Freewing P-51, landing gear and wing repairs for my Freewing T-45, fuselage replacement plus lighting and stabilizer retrofit for my Freewing EA-6 Intruder, new landing gear servos for the Dynam FW-190 (Dynam landing gear servos are unreliable), two new 6S 70mm EDFs for my Mig-29 to replace the stock 4S fans (awesome 3D jet that needed more power), and nose strut replacement for the “Navy Trainer” (the original one just fell off in flight).

After that, I plan on some more building/assembly projects during the long, cold, dark winter nights.

With best regards,

Jack
Walt,

The F-16 is done!

I did not install a stabilizer. Thought it made sense to maiden and test fly it first. See if I really thought it would be beneficial.

She looks pretty sweet to me. I built this to fly at my local Astroturf field, but I will do my initial flight testing at Suhaka Field.

Cheers,

Jack
Multi-Layered Swoops with Monokote

https://www.youtube.com/watch?v=uV-rO-kd1E

http://www.chonday.com/Videos/carplanfuit2#.VE1FFmBmWsg.email

The Fairchild XC-120 Pack plane
Un-crating and Field Assembly Of a P-47

http://www.warbirdsnews.com/warbirds-news/fun-facts/uncrating-field-assembly-p-47-thunderbolt-

This truly remarkable step-by-step WWII training film shows how a ground support crew of fifty men could assemble a P-47 fighter in a farm field using nothing more than muscle, unpowered hand tools, and pieces of the shipping crate it came in. We're talking nothing more than hammers, wrenches and bicycle pumps. You'll get a unique look at the inner workings of the Big Jug as it is bolted together. Then a pilot jumps in and flies it away! A must see for P-47 fans and shade tree mechanics alike. This video is a little long at 40 minutes but fascinating.

Design Analysis of the P-47 Thunderbolt

http://www.rwebs.net/avhistory/history/p-47.htm

https://www.youtube.com/watch?
P-47 Ace Francis "Gabby" Gabreski Interview
SOME GUIDANCE IN LEARNING HOW TO FLY AN RC HELICOPTER

http://www.rchelicopterfun.com/how-to-fly-rc-helicopters.html
http://www.warbirdalley.com/index.htm

**DRCE Members**

I think you will enjoy the above web site “Warbird Alley”

Be sure to check out the “Warbird Video of the Week”

*Fly Along in a P-38 Cockpit from Engine Start to Shutdown*

http://commemorativeairforce.org/rss/223-b-25-maid-in-the-shade-celebrates-70th-

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**Easy Add-on Details for Your Warbird**

http://www.modelairplanenews.com/blog/2012/09/05/easy-add-on-details/
**RC Ford Trimotor Build Thread**

Tri-Motor Walk Around and Cockpit Tour - Part 1

https://www.youtube.com/watch?v=KwhQFFV7GRY
Aircraft of the Month

https://www.youtube.com/watch?v=bBcUtDJoWZ4&nohtml5=False