Fellow Denver R/C Eagles Club Member,

From a pilot's perspective, there is only one word for the weather we have had lately: WINDY!

I have often heard said, and said myself, that “if you want to fly in Colorado, you better get used to flying in some wind!” I agree, up to a point. The period from mid-February through April is typically very windy as great gobs of moisture travel from the Pacific, across the western United States, over the Rockies, and head further east. Each mountain range pushes these air masses up, causing a portion of the moisture to precipitate in the form of snow. The Sierras get the first whack at the moisture, which is why the snowfall there can be so tremendous. The Rockies get their share, too; much to the pleasure of skiers and the resorts they support. Meanwhile, the Front Rangers (that would be us) get wind, snow and rain. March is typically the biggest month for snow in Colorado, with 11 inches on average in Denver. But May is our biggest overall precipitation month, with about 2.4 inches (vs. 1.8 inches of rain equivalent in March), according to www.usclimatedata.com

The point of all this information is to illustrate why this time of year is not very popular for flying. The weather is not good due to rain, snow and wind.

The flying weather during the winter months of December through early February can often be excellent with sunny days, calm winds, and chilly temperatures that produce excellent density altitude conditions. For example, if the air temperature is 70 degrees F, the barometric pressure is 30 inches (typical high pressure reading), and dew point is 20 degrees F (with dry Colorado air), the density altitude at Suhaka Field is 7500 feet. Drop the temperature to 40 degrees and the density altitude drops to 5600 feet, the actual field elevation (See www.wahiduddin.net/calc/calc_da.htm ). Lower density altitude means better performance for our flying machines as the air is thicker, producing more lift from wings and blades, and thrust from fueled engines. The difference in density altitude between a 40 degree day and a 90 degree day at Suhaka Field is an astounding 3,100 feet equivalent! I have personally enjoyed flying many weekends over the winter months. Some days the parking lot has been fairly empty, despite excellent weather and flying conditions; others have seen the parking lot,
and skies above Suhaka, fill up. It is always a thrill for me as I drive the road from the eastern entrance to the Park to watch for airplanes in the sky above Suhaka Field. You can see them all the way from where you emerge from the woods around Cherry Creek if you look. I am always struck by how fast our aircraft look when viewed from a distance.

I am writing this letter because our President, Loren Anderson, has some family issues to attend to this month. I am happy to help out. I really appreciate the fine job that Loren has done taking over the job of President.

I think we are heading for an outstanding flying season. I look forward myself to flying at the field frequently, and helping to organize and stage the various events we have planned for the year ahead. It is activities like the maintenance days, air shows, evening and fun fly events that really bring our club together and build club spirit. I note that we have become a very friendly and welcoming club, both to spectators and new pilots. What a joy it is for me to be part of such a group of great guys!

Given the weather forecast for the next couple of months I expect to be hard at work in my workshop building and repairing planes in anticipation of better weather to come. I have already made significant progress with many repaired planes, plus a couple of new ones. My latest addition to the “Fleet” is a Freewing Yak-130, the building of which is described on pages 12 and 13 in this newsletter. Last Saturday I had a chance to re-maiden the Yak after adding new, trailing-suspension landing gear and installing a gyro stabilizer. Both proved to be very important modifications. The landing gear did a great job of absorbing the impact of landing, substantially reducing the tendency of the plane to bounce upon landing. The gyro stabilizer works like a charm to produce a very smooth flight character. By reacting in milliseconds to any deviation from attitude, the stabilizer makes the plane act like it is flying in much calmer air than it really is. Just as a comparison, I turned off the stabilization during one of the flights and was amazed to see the difference in the plane’s behavior without the stabilization: it was being tossed by the wind much more than I would have thought.

I hope you all are taking advantage of the sketchy weather to build and repair your fleets in preparation for the nice weather to come. It won’t be long before we have much warmer temperatures and the grass is very green around the field. I look forward to seeing each of you at the field and in the air in the weeks and months ahead!

Regards,

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

303-324-5054 Cell
JackSteinhauser@comcast.net
www.denverreceagles.org
# Denver R/C Eagles Club Leadership

- **Loren Anderson**
- **Dan Kellogg**
- **John Dickens**
- **Bob Smith**
- **Bob Pash**
- **Brian Holleman**

## Club Elected Officers

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Loren Anderson</td>
<td>720–339-5173</td>
<td><a href="mailto:soft80111@gmail.com">soft80111@gmail.com</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>Dan Kellogg</td>
<td>303-489-7521</td>
<td><a href="mailto:d-Kellogg@comcast.net">d-Kellogg@comcast.net</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>John Dickens</td>
<td></td>
<td><a href="mailto:jcdickens68@hotmail.com">jcdickens68@hotmail.com</a></td>
</tr>
<tr>
<td>Director - Flight Training</td>
<td>303-617-6044</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secretary</td>
<td>Bob Smith</td>
<td>720-556-9066</td>
<td><a href="mailto:zmax2k1@juno.com">zmax2k1@juno.com</a></td>
</tr>
<tr>
<td>Safety Officer</td>
<td>Bob Pash</td>
<td>303-751-0493</td>
<td><a href="mailto:rpashmd@hotmail.com">rpashmd@hotmail.com</a></td>
</tr>
<tr>
<td>Field Maintenance Officer</td>
<td>Brian Holleman</td>
<td>720-352-9584</td>
<td><a href="mailto:BrianWHolleman@gmail.com">BrianWHolleman@gmail.com</a></td>
</tr>
</tbody>
</table>

## Appointed Positions

- **DRCE Member-At-Large**: Eric Sunderwirth
  - 303-719-0973
  - eric_346@msn.com
- **Chief Flight Instructor**: Richard “Doc” Hamilton
  - 303-781-5959
  - 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**: Brian Holleman
  - 720-352-9584
  - BrianWHolleman@gmail.com
- **Club Newsletter Editor**: Walt Stroessner
  - 720-851-2113
  - waitstroessner@msn.com
<table>
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<tr>
<th>Item</th>
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<th>Event</th>
<th>BBQ</th>
<th>Time of Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>1</td>
<td>1/11/17</td>
<td>DRCE Board Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Village Inn</td>
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<tr>
<td>2</td>
<td>1/18/17</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>3</td>
<td>2/15/17</td>
<td>February Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<td>4</td>
<td>3/15/17</td>
<td>March Club Meeting</td>
<td></td>
<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<td>5</td>
<td>4/15/17</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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<td>6</td>
<td>4/19/17</td>
<td>April Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<tr>
<td>7</td>
<td>5/20/17</td>
<td>May 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>8</td>
<td>5/17/17</td>
<td>May Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<td>9</td>
<td>6/10/17</td>
<td>June Maintenance Day</td>
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<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<td>10</td>
<td>6/17/17</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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<td>6/21/17</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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<td>12</td>
<td>6/24/17</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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<td>13</td>
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<td>July Maintenance Day</td>
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<td>8:30 to 10:00 a.m.</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Suhaka Field</td>
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<td>15</td>
<td>7/22/17</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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<td>17</td>
<td>8/19/17</td>
<td>August Maintenance Day</td>
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<td>8:30 to 10:00 a.m.</td>
<td>Suhaka Field</td>
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<td>9/16/17</td>
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<td>Suhaka Field</td>
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<td>9/20/17</td>
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<td>Colpar Hobbies</td>
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<td>20</td>
<td>9/23-24/17</td>
<td>Park Outdoor Convention Weekend</td>
<td>Field will be closed both days.</td>
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<td></td>
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<tr>
<td>21</td>
<td>9/30/17</td>
<td>September 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>22</td>
<td>10/18/17</td>
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<tr>
<td>23</td>
<td>10/21/17</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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<td>25</td>
<td>12/20/17</td>
<td>December Club Meeting</td>
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<td>6:30 - 8:00 p.m.</td>
<td>Colpar Hobbies</td>
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Denver RC Eagles Flying Club

February 15, 2017 Meeting Minutes

Location: Colpar’s Hobby Town, 1915 South Havana Street, Aurora, Colorado, 80014

Food and beverage: Snacks, plates (Brian Holleman) Snacks will be available at 6:00p.m.
Beverages, cups, ice, napkins available (John Dickens)

Mtg. Start Time: Meeting Starts at 6:30 p.m. Called to order at 6:30PM.

Number of Members Present: 17 (Quorum is defined in By-laws as 9 members)
Number of Visitors: 2

Previous Minutes: Minutes of the DRCE Club held on January 18, 2017, were distributed in the DRCE Club Newsletter mailed to all members on February 1, 2017

Open Meeting

Welcome Visitors and new members

New Members:
• Derik Ruff and Melissa Ruff
• Mike Eason - Mike is looking forward to flying with his grandson.
• Harry Straight - has been flying on and off. Harry was an Eagles member back in 1961 when Sid Gates was instrumental in forming the DRCE club. He wants some flying help.
• Mike Curta - This was Mike’s first club meeting as a member.

Guests:
• Ted Calloway - Ted retired a few days after this club meeting. Congratulations Ted!
• Larry Fuehrer - Larry enjoys control line flying but would like to learn RC flying.

Approval of Minutes from Last Club Meeting
Motion to Approve: 1st Joe Apice, 2nd David Hall
Approve: as written.

Speaker
• None.

Leadership Team Reports
• President - Loren Anderson - Not Available. John Dickens is acting President tonight. We just learned that Loren’s son passed away. We will discuss the following items when Loren returns to the next meeting.

a) FAA Meeting on January 20th
We meet with the FAA team after a question was posed to them from a full-scale pilot about a “small” airfield on the approach into centennial Airport. They were not familiar with our litter of agreement with Centennial Airport and our long-lasting agreement with the park. They have a concern about fly-aways.
b) Facilities improvement

(1) Shade Shelter - I downloaded plans on a shade shelter from UltraShelter and have forwarded them to the
park for comment. I will advise upon response.

(2) Solar Charging Station

• Vice President - Dan Kellogg - out of state.

• Secretary - Bob Smith - out of state. Walt Stroessner is taking the meeting minutes for Bob tonight. Walt
had nothing to report.

• Treasurer and Director of Flight Training - John Dickens

Membership including 2016 & 2017 was 143. For 2017, 55 members (38%) have paid their dues. This is 20% below this time last year. John will send membership reminders to the delinquent accounts this weekend. The club’s finances are solvent.

• Safety Officer - Bob Pash - no safety issues this month.

• Director of Field Maintenance - Brian Holleman

Brian agreed with Jack’s recommendation. Brian reported that the fines are $30/ton with a delivery charge of $65. Brian also recommended buying an additional 3 tons of fines for the north and west pilot pads. John told everyone that the Park must approve both the additional fines and the additional areas to be covered by the fines. John asked Brian to contact the Park for approval. Once we receive Park approval, a vote will be taken at the next meeting to fund the project.

The following background information was previously supplied by Jack Steinhauser, who is out of state tonight:

I think we should get another 1-2 tons of crushed fines and upgrade the paths we have at the main pilot pad area for the fixed wing area, plus the paths at the rotary wing area. I note that some of the fines in the main pilot pad area have seen the crushed fines thinned down. These paths get muddy when they are wet. By building up all of the paths, especially where they are thin, we will better prepared for the Spring rainy season. The whole idea of the project was to provide stable footing even in wet conditions.

Joe Apice has an account with Pioneer sand. The Grey Breeze is only $27 per ton, but will cost more than that to deliver. We should get enough to cover our needs. Perhaps Brian Holleman can prepare his recommendations in this regard.

• Member-at-Large - Eric Sunderwirth - Not Available

Old and new Business

1. Creating a display or presents for the park visitors center.

It was suggested that we could use a replica, only a smaller version, of the sign that is on display at the back wall of our meeting room. There was some confusion about where the Park’s Visitors Center is located and what “presents” were to be used. Since many of the officers were not present tonight, we will discuss this issue at the next meeting.

2. Formation of a Park Expo committee - John Keisler and Joe Vedovati volunteered to do this.

3. Signs for the rotorcraft area and enforcement of AMA requirements to fly. Many thought the rotorcraft area already had these signs. Since many of the officers were not present tonight, we will discuss this issue at the next meeting.
4. There was a discussion regarding AMA cards and FAA numbers. We reminded everyone that your AMA card must be worn when you as a member come out to the field to fly. You as a member need to be registered with the FAA. Once you register, you will receive a number from them that will cover you for 3 years. That number is assigned to you and needs to be placed on each of your aircraft. Some of our club members not only laminate their AMA cards, they attach their FAA certificate to the backside of their AMA card and incorporate the two with one lamination. Bob Breelsford brings laminating equipment to each of our club meetings. He will gladly laminate your card at the meeting that includes a clip as well.

5. Brian Holleman noted that we need to display our 2017 events calendar at the field. He also suggested new airfield signs that advertise our upcoming Airshows.

6. Peter Aeby recently lost his red electric ugly stick airplane inflight. A hiker walking near Belleview Avenue noticed the airplane in the tall grass and directed Bob Pash to the airplane. Mike Eason made some repairs to the airplane and brought the airplane to the meeting. John Dickens will return the airplane to Peter. When you put your name on your airplane, you improve your chances of getting your airplane returned to you.

Show and Tell
• Joe Apice - Building a 1/5 scale Spade XIII ARF made by Maxford USA. He bought it a few years ago. Just getting to it now! Beautiful model. Gas 30cc AMG engine. 18X8 or 6 prop. 69” span.
• Joe Vedovati - Demonstrated a unique driver tool made by Dromada
• Mike Curta - Showed and explained his foam high wing tricycle geared plane. It is unique in that it will fly back to where the plane initially took off from.

Auction (Brian Holleman)

Sid Gates - Donated a U-2 for the club to auction off at the meeting. It was won by John Keisler with a bid of $15. John made an additional donation of $5 to the club.

Door Prizes (John Dickens)
1. Joe Bolognese - Colpar Gift Card
2. Brian Hilleman - Rotary Tool Kit 80 Piece
3. Mike Curta - Head Lamp, Magnetic 5 LED
4. Melissa Ruff - Epoxy, 5 Minute
5. Rodney Getty - Deans Plug, “T”, M/F
6. Larry Fuehrer - Storage Container 18 sections
7. Joe Vedovati - Sanding Sticks Coarse & Fine
8. David Hall - Deans Plug, “T”, M/F

Adjourn Club meeting Time: 7:35
Eagles Members,

Dick’s Service is going to be at the Masonic Temple at 16th and Welton Street in Denver
on March 18 at 1:00 pm.

Thanks,

Kathy

Hello Walt,

I am planning to park my car at the “Nine Mile” park and ride in Aurora and take the Light Rail downtown to the service. It looks like it is only a block or two to walk. I am thinking of taking the train around noon.

Bob Brelsford
Eagles members; check out the great looking panel lines and rivet detailing. Very nice Joe! Joe demonstrated how he applied the weathering details at the meeting.
Hi Walt,

Here’s a contribution to the March newsletter that I mentioned on page 2 of this newsletter.

**Freewing 70mm Yak 130 Build and Maiden**


I had beat up my Starmax F-18 to the point where it was time to migrate the very powerful 12 blade inrunner-powered EDF and ESC that I had in that jet to a new airframe. This EDF is the Freewing 70mm 12-blade 6S EDF with 2938-2085kV inrunner, [https://www.motionrc.com/collections/edf-power-systems/products/freewing-70mm-12-blade-edf-6s-power-system-w-3065-2200kv-inrunner-motor-red](https://www.motionrc.com/collections/edf-power-systems/products/freewing-70mm-12-blade-edf-6s-power-system-w-3065-2200kv-inrunner-motor-red). I get five minutes of spirited flight with this EDF on a 3300 mAh 6S Nanotech 30-70C battery. I also moved over the Lemon 10 channel receiver.

I purchased the Freewing Yak-130 after considerable research into available 70mm jets. I was looking for a jet that had a military pedigree, was easy to see in the air, had excellent flying characteristics, and was easy to take off and land. I am pleased to report that the Yak fits the bill. The overall lines combined with a superb red, white and gray finish make this plane both good looking, and easy to see. The F-18 had the Blue Angels livery: dark blue with bright yellow trim. The dark blue turned black in the sky, but the yellow wingtips, rudder tips and nose helped me keep orientation. I find that military gray and aluminum finish airplanes can also be hard to track. The Yak, by comparison, is very easy to see and keep orientation with. It also looks good up close. The cockpit and canopy add a nice scale touch, and the airframe has a reported 50 waterslide decals complete the look of a modern military jet trainer. I also added aluminum-colored Oracle 651 vinyl trim on the leading edge of the inner portion of the wings and the leading edge of the rudder assembly, which looks stunning.

The ARF Plus kit was easy to assemble. The empennage glues on, and the wings bolt on with four screws. I added strobe lights on the rudder and wingtips, so that took some time to mount and finish prior to assembly.

For my maiden flight I had Eric Sunderwirth provide trim correction and tips. We managed to get the plane fairly well trimmed on the first flight, and I refined the trim over the next five flights. I found that the elevators needed some up trim for the takeoff and landing settings. With the right up trim, the plane soars off the runway at a shallow angle after a fairly short roll on takeoff, and establishes a solid glide path for final approach. Those of you who have flown with me will know that I believe a good landing comes naturally from having a good approach, and a good approach is all about finding the right glide path. With the plane low and slow over the threshold, all that is needed is a flare to bleed speed and touch the plane down gently. I found that the relatively stiff gear of the Yak were unforgiving to anything but a gentle touchdown. A hard touchdown leads to a series of hops and bounces that is just brutal to watch. I do plan to upgrade the stock struts to some aftermarket struts with trailing arms that will soften the touchdown, and (hopefully) eliminate the tendency to bounce.
In the air, the Yak was a glorious performer at full throttle and landing gear retracted. It has a thrust to weight that is superior to the F-18 by virtue of being a lighter, slicker airframe. Not quite 1:1, but close. This means I can make fast passes down the field followed by smooth ascents to impressive altitudes before turning, or rolling into a Split S to recover. Big loops are easy, and look very smooth. Sweeping turns, barrel rolls, and the classic 270-degree roll-into-turn maneuver are easy to execute. The Motion RC website claims the plane can hold a rock steady knife edge due to the large vertical stabilizer, but I haven’t tried that yet. The sound of the jet is also quite convincing. Sounds like a real turbine.

The Yak is also a joy to fly at half throttle. Add the takeoff flaps and it is quite docile in the air. I enjoyed cruising around at low altitude with half flap and gear deployed.

Since the maiden flight series I have added an Eagle A3-L gyro. This is the same model of gyro I have in my Freewing 70mm F-16. Flying the Yak without a gyro, and the F-16 with a gyro back-to-back reinforced the very positive impression of what a gyro can do for a small jet. The best word to explain the difference is “smooth”. The gyro-equipped jet reacts instantly to any turbulence in the air, producing a much smoother and more stable flight path. This not only gives these smaller jets a more scale-like appearance, but also lessens the workload on the pilot. Instead of fighting turbulence, I can focus on planning and executing flight maneuvers. With a fast jet you always need to be thinking ahead one or two maneuvers. I generally have in my mind a vision of what I expect the jet to do, and it is a great pleasure when the flight path matches the vision.

I am heading out of town on business this next week, so won’t get any more stick time on the Yak for a while. I do plan to give the very nice finish on the plane a protective coat of Minwax High Gloss Polyacrylic, add some finishing touches to the cockpit area, and install the upgraded struts when they arrive from Hong Kong.

I look forward to many satisfying flights with the Freewing Yak 130 70mm jet. This is a superb plane for anyone who is seeking a jet that looks good, is easy to see in the air, goes together easily, and provides a tremendous performance envelope. I have attached some pictures taken prior to, and during, the maiden flight.

Sincerely,

Jack Steinhauser

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

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

Enjoy the excellent pictures on the next page
Great looking plane Jack
This is my 60 size Top Flite AT-6 kit. 69” WS. I plan to install my DLE-20RA for power. The plane will have Robart pneumatic retracts as well as working flaps.

For the Newer kit Builder - Hint: I plan to use a “micro” switch to activate the landing lights for this AT-6. The flap servo arm simply depresses the micro switch arm and moves it to the “on” position. The result is that when the flaps start to come down, the lights come on. Walt
For the newer kit Builder - Hint: notice the circle in the above picture, I plan to modify that tail wheel assembly set up. Been there and done that with this type of installation. Metal fatigue will take its toll, right where the tail wheel wire bends, and I and I’ll bet a few of you guys, have found that it is a pain in the neck of a repair job when the wire breaks. I plan to use a Sullivan 60 size tail wheel assembly instead. I will add a tapered light-ply piece inside the base / tail of the fuse. The ply will give the Sullivan assembly screws a place to secure to. No blind nuts either, (they come with a Sullivan assembly) because eventually they will tear out and damage the bottom of the fuse in the process. Using small screws will allow only minimal damage to the fuse on the inevitable “not so good” landing. Walt
P-51 Mustang "AMERICAN BEAUTY" Captain John Voll

Eagles Members, I think you will enjoy the following video. It is a combination of Captain Voll's P-51 and an RC P-51 built in his honor. Very nicely done and if you enjoy the fantastic music of the 1940's it will be an added bonus for you to enjoy.

https://www.youtube.com/watch?v=ptogm2wRvOw

Large RC P-51 Mustang "AMERICAN BEAUTY" John Voll. This aircraft is a perfect scale from Composite-Arf, built in only 600 hours. The engine is an 80CC ZDZ RV and total weight 37.5lbs. empty.

http://www.goshenhistory.org/John-Voll.html

Above: The Builder of this beautiful plane is Luis Aceituno Otero
Thanks for sending these excellent professional photos of Dan’s MiG-21 Jack. Great job of flying Dan!
Members, if your time allows, watch the three videos that are attached to our new bulletin board on page 19. Especially note the very long take of rolls needed and the beautiful smooth landings.
The Wright Story

http://www.wright-brothers.org/History_Wing/Wright_Story/Wright_Story_Intro/
Wright_Story_Intro.htm

Wilbur Wright, 1867 to 1912
Orville Wright, 1871 to 1948

https://www.bing.com/images/search?q=RC+Wright+Brothers
+Flyer&id=30128E7441288B54AD5A5A1C2E7C3D912B06219D&FORM=IDBQDM
The Good Brothers Pioneers in Radio Controlled Model Aviation

TOP PICTURE: The story of Walt and Bill Good and their development of the first radio controlled model, "The Guff" which is on display at the Smithsonian Air and Space Museum. In 1949, Walt swept the national championships with a new model and in 1952 set a new record for the longest Radio

https://www.youtube.com/watch?v=jdj1wkGFT0

RC Airplanes - 1950s-1960s

https://www.youtube.com/watch?v=xZ2iWmgTFbc
A 10/24/67 photo by Ian MacDonald of a Western Airlines Lockheed L-188A Electra at Stapleton.

http://www.airfields-freeman.com/CO/Airfields_CO.htm

Abandoned and Some Little Known Airfields - Colorado
Thanks for sending this Loren

Alexander Eaglerock - Vintage Air

http://vintageairphotos.blogspot.com/2012/02/alexander-eaglerock.html

Loren, Thanks for Sending This
Hello Eagles Members,

ABOVE: Being a newbie to Rotorcraft, I started searching the internet for rotorcraft related websites and found the above site. I am enjoying going through what this site has to offer as well as the related sites that come along with it. I thought that you too might enjoy checking these out as well.

MIDDLE PIC BELOW: Some “wild” 3D flying with video taken from an RC Quad.

Bottom Pic: Full scale vintage helicopters.

Walt

Amazing Footage From A Quad Following 3D R/C Airplanes

http://www.flixy.com/amazing-footage-from-a-drone-following-an-rc-plane.htm

Vintage Sikorsky - Full Scale

http://www.helis.com/timeline/sikorsky.php
https://www.youtube.com/watch?v=58U9txmm4Nk

https://www.youtube.com/watch?v=RggLcw2lNfo

The Above two web sites: Night Flying Videos sent to us from Sid

Below: DIY LED Wiring for your RC Plane

https://www.bing.com/videos/search?q=rc+airplane+head+lights&view=detail&mid=E299A0C30B8C5B5ED097E299A0C30B8C5B5ED097&fqs=vr

Below: Sid’s F94C Starfire Powered Model Interview

https://www.youtube.com/watch?v=1fIgVPeXjNg

Interview with Club member Sid Gates, former USAF pilot of the Lockheed F94C Starfire, regarding what is believed to be the only jet-powered scale model of that airplane under development. (Interviewer: Bob Elliott) Also: Be sure to view the two related videos below as well.

https://www.youtube.com/watch?v=4uwSKs0lVcg

http://www.nationalmuseum.af.mil/Visit/MuseumExhibits/FactSheets/Display/tabid/509/Article/198078/lockheed-
Hello Eagles members,

From Jack; attached here is additional web sites about the Russian MiG as well as other sites including jets such as the F-15 and F-16. Thanks Jack, Walt

The **Mikoyan-Gurevich MiG-21** (Russian: Микоян и Гуревич МиГ-21; NATO reporting name: *Fishbed*) is a **supersonic jet fighter aircraft**, designed by the **Mikoyan-Gurevich Design Bureau** in the **Soviet Union**. It was popularly nicknamed "Balalaika", from the aircraft's planform-view resemblance to the **Russian stringed musical instrument** or *ółowek* (English: pencil) by Polish pilots due to the shape of its **fuselage**.[2] Early versions are considered **second-generation jet fighters**, while later versions are considered to be **third-generation jet fighters**. [citation needed] Approximately 60 countries over four continents have flown the MiG-21, and it still serves many nations six decades after its maiden flight. The fighter made aviation records. It is **the most-produced supersonic jet aircraft in aviation history** and the most-produced combat aircraft since the **Korean War**, and it was previously the longest production run of a combat aircraft (now exceeded by both the **McDonnell Douglas F-15 Eagle** and **General Dynamics F-16 Fighting Falcon**).
Eagles Members, back in ‘2011 I put the following article in our club newsletter. I thought it would be a good idea to bring it up again. It went like this; for the past few years my old Sig Four Star Forty has been sitting idle in my basement. I decided that I would get the plane back in the air again. I removed the old 40 size motor that was in it and I put a new OS.46AX engine in the plane. With everything installed, I went over the plane from top to bottom and front to back. All was just peachy, so I thought. The maiden flight was great with just needing a few clicks of down. Once I settled in and a few basic maneuvers completed, I was happy to be flying the old plane again.

A few minutes into the second flight I could hear a pretty good fluttering sound during a low pass so I landed the plane right away and gave it the once over to see what was causing the sound. Just guessing, I figured the flutter was probably a loose canopy but as it turned out, a light tug on the control surfaces gave me the answer. Two of the four hinges on the elevator, (one on each side) and two of the four hinges on the right aileron were broken completely in half at their flex points.

Seeing this, I realized how fortunate I was that I didn't loose elevator and or aileron control. The old CA, as well as time, took its toll on the hinges. Considering that the plane was looking pretty shabby after 27 years of on and off flying, I decided that it was worth stripping off all of the old covering, going through the airframe completely, and of course, replace all of the hinge blocks and hinges in the process. I completed the work and now the plane is safe to fly and back in the air again.

If your time allows, take a few minutes to enjoy the “flutter” article below which is written by Mike Buzzeo and with the permission of RCuniverse.com. I know you will find Mike’s article interesting and informative. Note: Some of the most dramatic flutter that you will ever see is in this video. Also, be sure and check out the second web site, which is also written by Mike Buzzeo and with the permission of RCuniverse.com. I think you will find it informative as well.

Walt - DRCE Newsletter Editor
waltstroessner@msn.com

A Closer Look at Flutter
http://www.rcuniverse.com/magazine/article_display.cfm?article_id=1289

A Closer Look at CA Hinges
http://www.rcuniverse.com/magazine/article_display.cfm?article_id=1180

This is a great time of the year to check your control surface hinges
About Airfoils for Flying Model Aircraft

http://www.airfieldmodels.com/information_source/math_and_science_of_model_aircraft/rc_aircraft_design/plotting_airfoils/about_airfoils.htm

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<td>Airfoil Thickness</td>
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Upcoming Swap Meet
April 29th

COLORADO DAWN PATROL

http://www.coloradodawnpatrol.com/cms/
A “Tip of the Hat” to all of you guys!