



# JEFF DANELEK

*Graphic Designer  
Illustrator  
Author*

“A DESIGNER **KNOWS**  
HE HAS ACHIEVED **PERFECTION**  
**NOT** WHEN THERE IS NOTHING LEFT TO ADD,  
BUT WHEN THERE IS NOTHING LEFT  
TO TAKE AWAY.”

*- Antoine de Saint-Exupéry*

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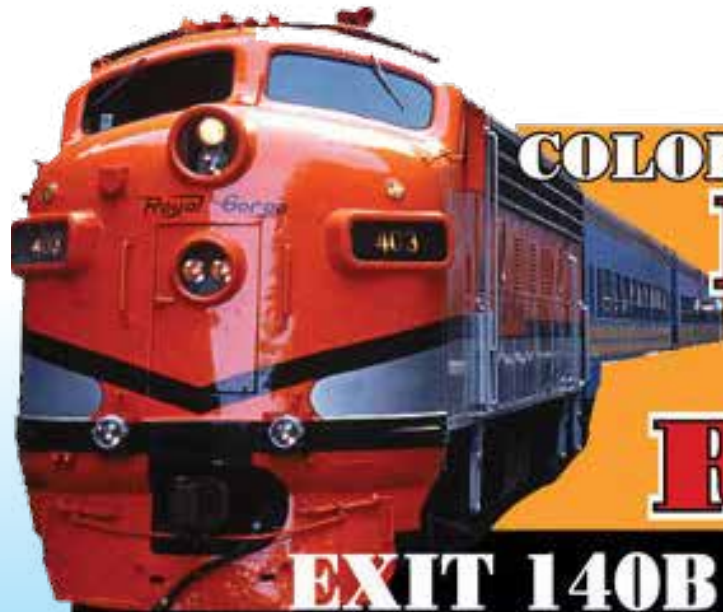
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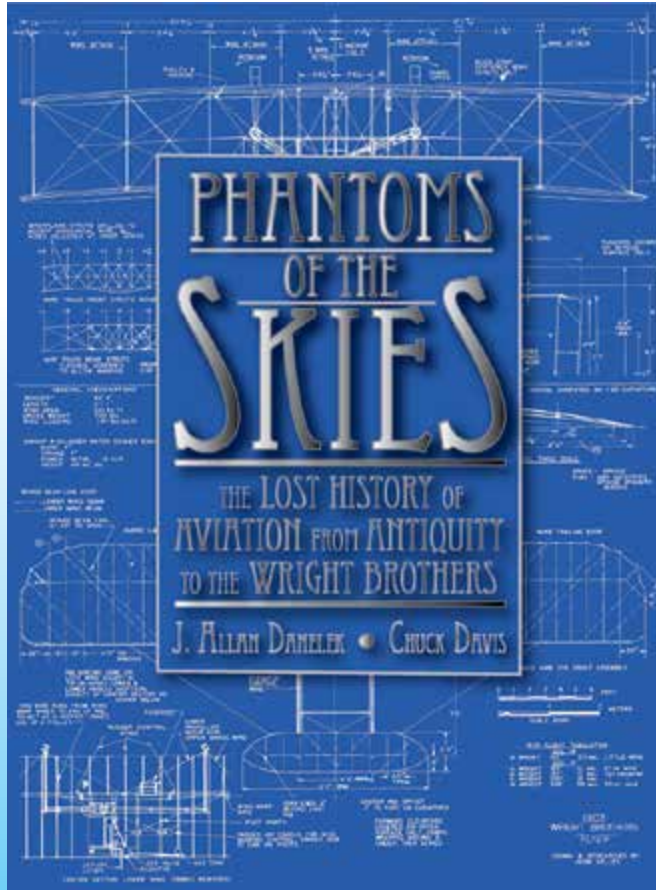
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the development of heavier-than-air during the middle of the nineteenth century, it wasn't the only research that was allowing remained as popular in the th century as it had in the eighteenth century. However, little had changed since the first balloons had launched their first flights in 783. New and more resilient materials developed and other small innovations reduced since then, of course, but for lighter-than-air development seemed to be an evolutionary dead end. Unfortunately, in the middle of the nineteenth century, however, things promised to change. A sign that things were beginning to change was a flurry of activity in regards to balloons, with a number of inventors trying to produce the first steerable balloon, as such machines were known—by a little known Parisian engineer by

the name of Henri Giffard who would be the first to actually succeed, and in so doing kick-start an era of airship development that was to last well into the succeeding century.

## CHAPTER SIX: THE ADVENT OF THE AIRSHIP

### The Little Big Airship of Henri Giffard

Baptiste Henri Jacques Giffard (1825-1882) was a French railway engineer known mainly for his expertise with steam generation and boiler technology. However, he also had an interest in aviation and to that end, in 1844 he acquired his ballooning license at the remarkably young age of nineteen. That might have remained the extent of his aeronautical interests, too, had he not been called upon to help a fellow Frenchman, Pierre Julien de Villieul, demonstrate a streamlined model for an airship he named *Le Précurseur* at the 1850 Paris Hippodrome. Fascinated by the futuristic shape of Julien's revolutionary airship, it wasn't long before Giffard decided to construct his own fully flyable airship, based in large part on Julien's design.

Apparently a man of some means, Giffard spent the next two years of his life pursuing his dream, which he finally completed in 1852. Unlike most balloons of the era—and in keeping with the general shape of Julien's model—but cigar-shaped, with conical ends and a tall-like triangular vertical rudder mounted aft. To power the machine, he constructed a small steam engine that weighed just 350 pounds (including the boiler and the coke to fire it), which

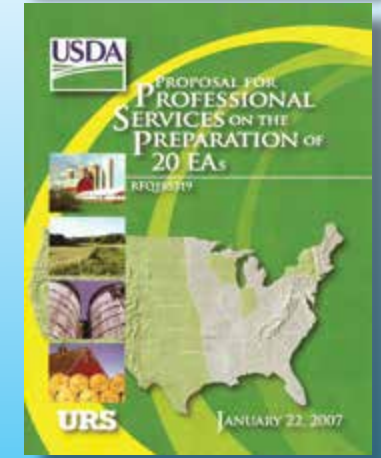


Drawings of Langley's wind tunnel model of his aircraft. His kite-like No. 3, which was built to test lift at 600 feet and to test a 4000-foot-long horizontal airfoil in 1907.

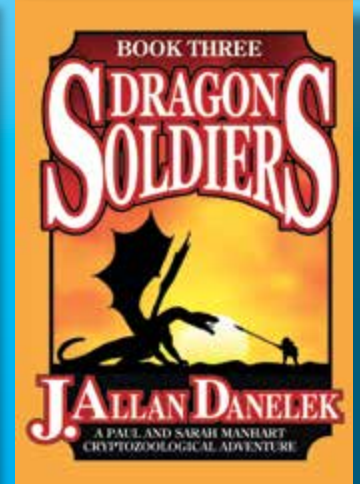
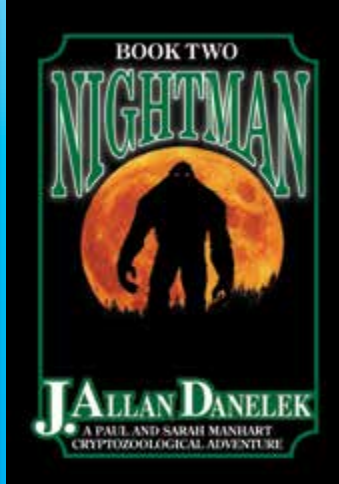
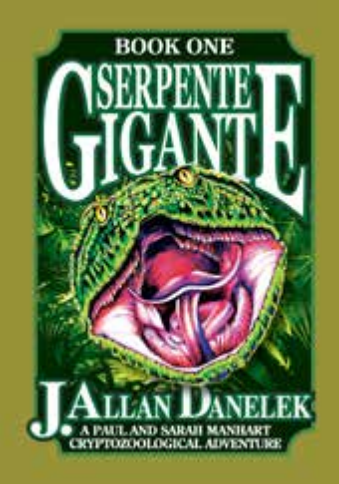
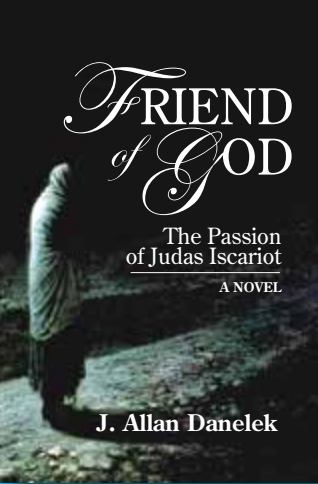
achievement in its own right. Now with an engine that appeared to be both light enough and powerful enough to push on an aircraft, he immediately incorporated into his latest airship—*Aerophile* No. 4—and by the time of 1893 was ready to begin the first test flight.

The more difficult Langley faced, however, was a matter of the way he chose to use his design. Instead of launching his plane from the ground, he decided to launch it from a special launch device anchored on the Hinson, Kitty which, while giving him plenty of open space free of obstructions, made it more difficult to recover the craft once they were launched. The problem is that his aerodynamic launch device, meaning that each time they landed they had to be recovered and prepared to launch before their next flight. This design also had a problem with excessive flapping of the wings, resulting in failure after failure. Langley's design was, however, finally paid off when on October of 1903, *Aerophile* No. 3 made a short hop of 100 feet over its own power, which, while modest by most measures, was considered spectacularly successful at the time.

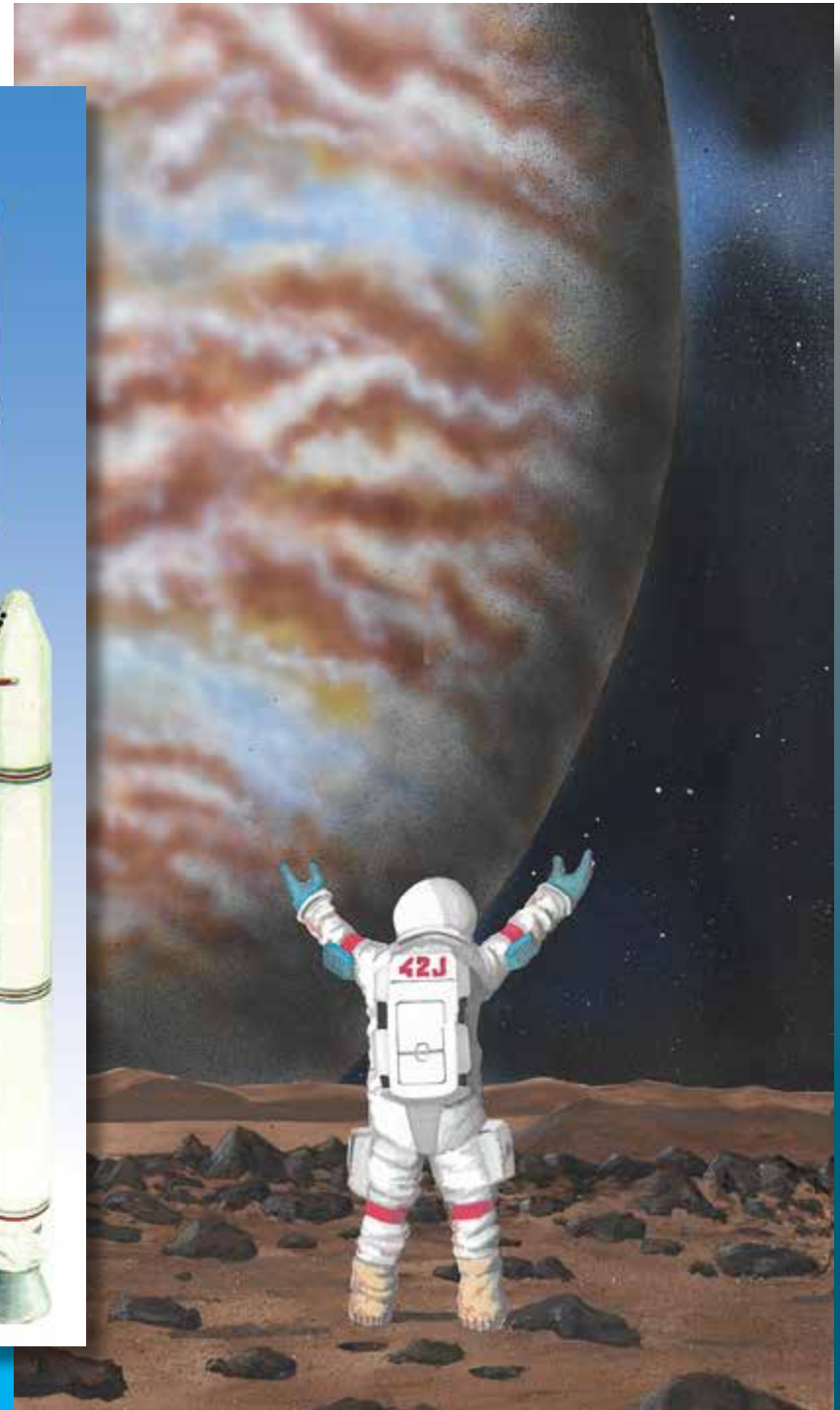
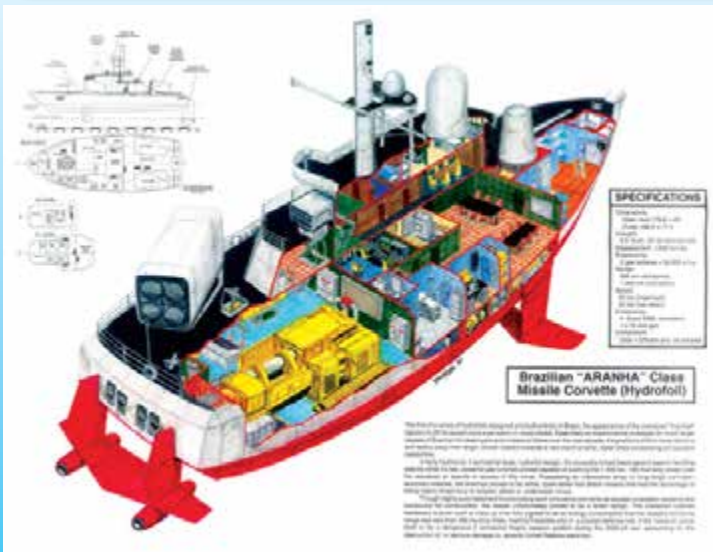
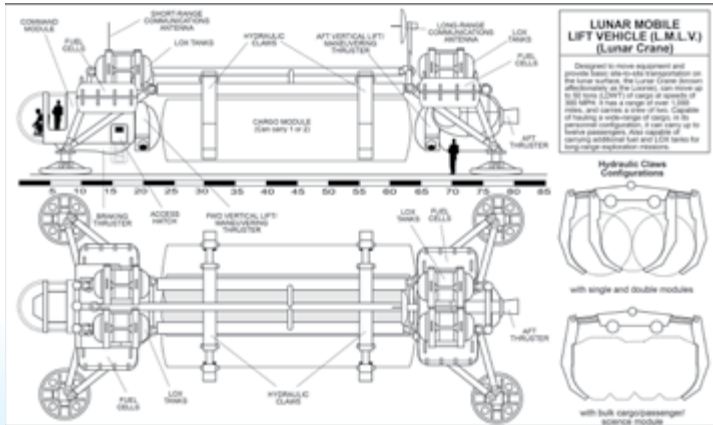
This encouraged Langley to continue to refine his kite design over the next two years, and in May of 1906, he was led to believe as his *Aerophile* No. 3 made flights of 2,500 and 2,300 feet, both at a maximum altitude of some 80 to 100 feet and at a speed nearly 25 miles an hour—distances not even



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## JEFF DANELEK Graphic Designer

303.237.8972  
jdfplus3@comcast.net  
www.linkedin.com/in/jeff-danelek-655618a

### PROFICIENCIES How I Get Stuff Done

- by being flexible, aware of deadlines, and paying attention to the details.
- by being creative, innovative and, when necessary, even a little daring.
- by adding strong written and oral communication skills.
- by working both independently or as part of a collaborative team with equal ease.
- by exceeding client expectations in taking a project from initial concept through final production with minimal supervision.
- by knowing how to work with printers and vendors in a way that gets things done on time and within budget.

Major accomplishment: Convinced CEO at Navajo Inc. of need to oversee upgrades in equipment to increase productivity. Was given the responsibility of identifying deficiencies in the graphics department, formulating solutions, researching replacement equipment, and recommending new purchases that resulted in a ten-fold increase in departmental efficiency and the dramatic lowering of overall production costs.

### EMPLOYMENT HIGHLIGHTS Places I've Done Stuff

- CITY & COUNTY OF DENVER  
Enrichment Instructor/Airbrush
- NAVALIA (INCORPORATED), DENVER, CO  
Senior Designer/Art Manager
- WACOM OUTDOOR, DENVER, CO  
Designer/Assistant to Creative Director
- MEDIAONE, ENGLEWOOD, CO  
Graphic Designer
- LOCKHEED MARTIN, LITTLETON, CO  
Technical Illustrator

### EDUCATION Where I Learned All This Stuff

- ROCKY MOUNTAIN COLLEGE of Art  
Denver, CO  
Degree: Commercial Art/Illustration

### PROFILE Who I Am and What I'm Looking To Do

I'm a professional designer with over 20 years experience looking for an opportunity to work for a company that appreciates the value of that experience and produces a product or service beneficial to people.

### EXPERTISE Stuff I Do Well

- Adobe Illustrator CS
- Adobe InDesign CS
- Adobe Photoshop CS
- Dreamweaver CS
- MS Office Suite (Word, Excel, PowerPoint)
- Designing & Preparing Webpage Graphics
- Photo Manipulation & Product Photography
- Technical/Industrial Illustration
- Airbrush/Pen & Ink Illustration
- Large Document Design & Layout
- Large Format Printing

### PORTFOLIO What Sort of Stuff I Create

Check out my on-line portfolio at:  
[ourcountrysworld.com/PDFs/DanelekPortfolioLORES.pdf](http://ourcountrysworld.com/PDFs/DanelekPortfolioLORES.pdf)

### BACKGROUND Personal Stuff About Me

Author and Novelist  
Expert on the Paranormal  
Instructor at Colorado Free University  
Nymphomaniac Extruder  
U.S. Navy Veteran

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# april 2010 NEWSLETTER

THE SOCIETY OF AMERICAN MILITARY ENGINEERS • PIKES PEAK POST • COLORADO SPRINGS, CO

## LETTER FROM THE PRESIDENT ...



As we embark on another exciting year of Pikes Peak Post activities, I want to thank everyone for your support and participation in Post activities over the past year. We've accomplished a lot as a Post and have a lot to be proud of. A short list of 2010 accomplishments include:

- \* Hosted a highly successful Regional Conference which was the first regional conference held at a five-star hotel, and set record attendance at over 500 attendees.

\* Hosted the sixth annual Society of American Military Engineers (SAME) and USAFA Engineer dinner, held at the Falcon Club. The dinner honored the Class of 2010 seniors who will be entering Air Force Civil Engineering upon graduation. The dinner was attended by DFCE faculty, cadets, SAME members and industry sponsors from the Pikes Peak Post and SAME National, and Air Force civil engineers from surrounding bases. Also in attendance were the Air Force Civil Engineer and guest speaker Major General Timothy Byers and the Executive Director of SAME, Dr. Bob Wolff.

The Pikes Peak Post has once again won Post Streamers Awards for outstanding performance in all five categories (Education and Training, Outreach and Communications, Relationships and Recognition, Readiness and Homeland Security, and Membership).

\* Awarded scholarships to deserving high school and college students to start or continue their advanced education in an engineering or science field. We will recognize the recipients at our April General Membership Meeting.

In addition to these events, many active Post members poured their time and energy into planning each monthly event, resulting in a slate of installation briefings in January and March.

June also marks the transition to a new Board of Direction for the Post. We will install new officers and board members at the meeting on June 8, 2010. The dedication and commitment of the outgoing Board has been extraordinary. Please join me in thanking all of the Board members who made all of the Post's accomplishments in 2009 and 2010 possible. When you see any of our outgoing Board members and volunteers, please congratulate them for a job well done!

For me, it has been an honor and a privilege to serve as Post President over the past two years, and I thank you all for the opportunity. I encourage you to continue participating in SAME events and supporting the mission of the Post and our military troops as you have this past year. I ask that you give the new incoming president ... and the incoming board the same high level of support you've given me.

Best wishes to all for a happy and prosperous 2010!

Col Lance Hafeli

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Do you have announcements or events of interest to other SAME members? New contracts awarded to your firm? New hires or looking for employees? Submit your information to Cindy.Linco@amec.com by the first Friday of each month for inclusion in our next newsletter.