



Eagle Screams



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Monthly Publication of the Screamin' Eagles

January 2003

The Screamin' Eagles Giant Scale Model Airplane Club meets on the 2nd Thursday of the month. If you have any questions about club activities or meeting location please contact one of the following members.

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January Meeting:

The January meeting of the Screamin' Eagles will be held at the "Gallery of Aviation" on January 9, 2003. The "Gallery" is the late Steve Stuczynski's collection of aviation memorabilia which he assembled to share with all aviation enthusiasts. We will have ham sandwiches, baked beans, and refreshments, courtesy of the Screamin' Eagles. Don't miss this one.

You will recall that we made Steve a lifetime honorary member of the club. Unfortunately Steve is no longer with us but he was very proud of his membership and loved to share his museum with the Screamin' Eagles. At the entry to the basement level of the museum he proudly displays the beautiful plaque we presented him.

For those of you who don't know where the "Gallery" is, the address is 3701 Susan Lane, Madison, WI. It is on the corner of the upper part of Troy Drive and Susan Lane. The entrance and driveway is off of Troy Drive. From Northport Drive go north on North Sherman Avenue, turn left onto Troy Drive (First left and by the East Bluff Condominiums) and it is the first driveway on the right. Please call me at 249-9517 or 249-1819, if you need help with the landing. Hope to see you there.

Le Roy



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Member Web Pages

Mike Pirkel - <http://maddogaviation.com/>
 Le Roy Stuczynski - <http://galleryofaviation.com/>



Prez Sez – By Rob Goebel

If you haven't been to an Eagles' meeting in a while, remember that it will be at the Gallery of Aviation. If you only make one meeting per year, this would be the one to attend as Le Roy always does a bang up job of hosting this and it's always a treat to peruse all of the artifacts on display. Thanks Le Roy!

See you at the Gallery. Rob 

Cherokee 180 vs. DC-8

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero, the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

December Minutes – By Le Roy Stuczynski

Rob called the December 12 meeting to order at 7:30 P.M.

As this was election night, Rob called for nominations for new officers. A motion was made to keep the officers the same as last year. The motion was seconded. All agreed to keep their positions for another year (except poor Roy who wasn't there to defend himself). Too bad for you Roy, that's the price you pay for not being there. Thanks Roy you're doing a great job!

Mike Kimmerly and Bill Kinney were introduced as guests. Later that evening both joined the club. Welcome fellows.

Rob gave a big thanks to Le Roy for his work in keeping the club together and all in attendance gave a warm round of applause. Thank you guys! It brought a tear to my eyes to receive this gesture of appreciation.

Rob asked what we need to do to renew our charter. Le Roy said he has never paid a charter fee since becoming Treasurer. Rob will check on our charter status.

We will have a fly in next summer at the MARCS field. We agreed on a tentative date of June 14, 2003. It was pointed out that the MARCS field renovations may mean the west end of the field could be a bit rough.

Tom Lazar announced that Mike Haller, Fond du Lac, is the new AMA District 7 Contest Coordinator.

Rob told about his discovery of a guy in Sun Prairie who does some great laser cutting.

Le Roy reminded everyone that the January meeting will be held at the Gallery of Aviation which will include food and drinks, courtesy of the club.

Show and Tell:

BobMiracle showed plans of a Lanier Staudacher.

Tom Lazar showed his 1/5th scale pilot for his MK XIV Spitfire.

Mike Kimmerly showed his Great Planes Shoestring ARF.

Bill Disch showed his Cermarkz Pitts ARF powered by a Thunder Tigre WL 120 glow engine.

Charlie showed "pilots by Seals" which will be stocked at Schultz Sport and Hobby.

Wayne Lanphear showed a Miller conversion gear drive starter.

Le Roy announced the opening of the Bong Heritage Center in Superior, WI. Their website is <http://www.bongheritagecenter.org/>.

Le Roy for Roy



Trez/Ed Sez - By Le Roy Stuczynski

Another year has passed and the Eagles had another very successful year. I hope you all had a very Merry Christmas and Happy New Year celebration. I hope Santa brought all the modeling toys you wished for. Our family had a beautiful Christmas and are especially thrilled to have mom home and living independently again. It was a long and hard time for her but she's well on her way to pounding those High Roller miles again.

I'm looking forward to our January meeting at the Gallery of Aviation and am fast and furiously preparing the beans and ham for the party... oh and buying the refreshments too. I hope to see you all there as well as some of our past members.

We had a good time at the last meeting with the raffle. Rob and Roy did a super job picking out the prizes and a couple of them actually made their way to my workshop. We picked a couple of new Eagles too. Mike Kimmerly from Madison and Bill Kinney from Waunakee have joined us. Welcome guys.

A couple of Big Bird Fly In's ago, Jim Vanderwalker from Clintonville asked me if I could send him a monthly copy of our newsletter. We have been doing that ever since and he shares it with fellow R/Cers each month. Last week I received a \$20 check from Jim in appreciation and to help defray past and future postage. Thanks Jim! We appreciate friends like you and we hope to see you and others of your club at our June Big Bird Fly In this year.

If you haven't yet paid your 2003 dues you can either pay them at the January meeting or mail them to me at my home address at the return address on the newsletter. Dues remain at \$10 per year and include a monthly issue of this awesome "Eagle Screams" newsletter, annual raffle, annual party, and just "plane" great camaraderie. Please consider joining or re-joining us.

I'm seriously looking at May 3, 2003 as my official retirement date. After 33 years with the State of Wisconsin, I guess I deserve to treat myself to some leisure time to delve back into the model aviation hobby. I certainly have neglected myself of participation in this great hobby over the past years and soon I will have more time and energy to participate.

Well guys, I hope to see you all at the Gallery and don't forget to bring your appetite.

FREE MUSEUM TOURS

Contact Le Roy Stuczynski at (608) 249-9517
or leroy@galleryofaviation.com for an appointment



Visit Steve Stuczynski's
GALLERY OF AVIATION
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Questions & Answers

In response to my plea for articles for publication, Harold Blossom gave me an article which appeared in Sport Aviation titled Q&A. This particular Q&A article was devoted to World War II Historical Information. Each month, in this block, I will publish one question and answer, some of which may be completely unknown. Ron Twellman of the EAA Aviation Foundation Boeing Library provided this information.

Thanks Harold.

Question: What was the total number of aircraft used in WW-II?

A - Approximately 657,000 aircraft saw service during the war. 475,000 of these were Allied aircraft.

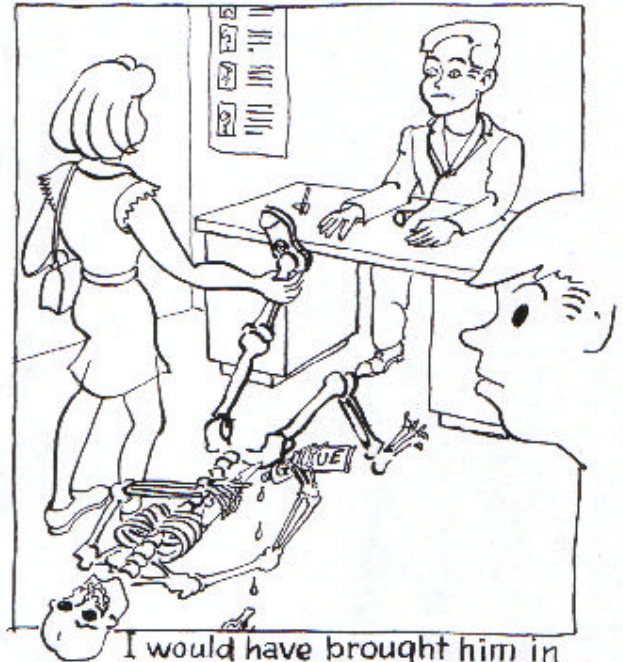
The Maiden Flight

By Le Roy Stuczynski inspired by "The Page of Assorted R/C Items"

A little prevention can remove the worst parts of a maiden flight by thoroughly checking the plane on the ground first. Get that main wing off and look over the radio and pushrod installation. Is anything hooked up backwards? Any flex in those pushrods? Excessive throws on the control surfaces? Usually 1/4" to 3/8" on the elevator is plenty, as is 1/4" on the ailerons. Or follow the plans recommendation. Can the battery pack be moved to correct for a center of gravity balance point that is off? With the main wing back on, is there any noticeable warp in it? Finally, is that engine running decently? For a 2 cycle engine that means good and rich (cracking back and forth between two and four cycle) so it breaks in properly on the top end; and a reliable idle setting on the bottom end. If the idle is giving you trouble, you can skip it on the first flight as long as the engine will idle slow enough to allow you to land at will. Regardless of the engine type it's best to err on the rich side. Okay, now for the crucial lift-off. What kind of airfoil on the main wing? If it is a flat bottom (which it should be for a student), you must remember that the rudder is more effective than the ailerons. So if the steering is off a lot and you hold right rudder on the takeoff roll to keep the run straight, the moment the plane lifts off it is going to try and do a snap roll and cartwheel back to earth. Using left aileron may not overcome the right rudder, because the ailerons are less effective than the rudder, especially near stall speed. So either stop the takeoff run and get that wheel straight, or be ready to get back to neutral rudder the instant those wheels leave the ground. You are airborne; make your climb-out shallow. You can better fight off a warp at a shallow angle of attack than you can in a steep climb that is near stall. Make no turns until you are well up in altitude. Just keep climbing straight out. Now concentrate on that straight climb-out and on what you are doing with the control sticks. Are you holding right stick and pulling back on the elevator. You'll be surprised how unconsciously you'll hold in corrections, but if you relax at too low an altitude, the plane may suddenly respond by

Continued in right column

ORVILLE
BY HAROLD BLOSSOM



I would have brought him in sooner Doctor but you know how those Model Airplane builders are!

Maiden Flight – Continued from left column

diving and rolling right, using our example above. Once you have gained altitude and suspect that trim changes are in order and what they might be, make the trim adjustments. If full down trim won't produce level flight, don't stay up long because as you burn off fuel, the tendency to climb will get worse. Get a fix on any other trim adjustments, make them, and then bring it back in so the control linkages on the plane can be adjusted to bring the trims on the transmitter to neutral. If you think a maiden flight is scary, wait until you take one up that was successfully flown the week before, but has the trims out of whack on the transmitter because you bumped them. You can only guard against that by moving all trims to neutral just before the takeoff roll.

This reminder is more for spring and may be quite primitive for all you accomplished modelers; however it's something to keep in mind when prepping that new bird for its maiden flight or when helping a beginner with that first flight. I'm sure there are many of you die hard modelers who brave the elements during the winter so the reminder may be timely after all. The bottom line is that you put a lot of time and effort in your new creation to let a small error destroy it.

Le Roy

