



Eagle Screams



Vol. II, Issue III

Monthly publication of the Screamin' Eagles

March 2001

The Screamin' Eagles Giant Scale Model Airplane Club meet 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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March Meeting:

The March meeting of the Screamin' Eagles will be held at the Bavarian Inn in Madison on March 8, 2001. As you know, the Bavarian Inn has good food at very reasonable prices so plan on grabbing a bite to eat there to show your appreciation for using their place for our meeting.



Did You Pay Your 2001 Dues???

If there are asterisks beside your name on this newsletter mailing label, this will be your last issue of Eagle Screams until you pay your \$10, 2001 dues. See me at the meeting or mail to me at Screamin' Eagles, c/o Le Roy Stuczynski,



Prez Sez – By Rob Goebel

HELP WANTED: Experienced Telepath. You know where to apply! Seriously, we do need a bit of help for our annual Big Bird Event on June 16th. We need someone to step up and take over the P.R. job that Bob has done in the past. Public Relations is one of the most important activities that any model aviation club can perform. Not only does it promote the hobby, but it also serves as an educational tool to those who think we are just a bunch of freelancers playing with dangerous toys. It also gets people out to our events. We had one of the best spectator crowds at last years event, and I think we could do even better with the right P.R. It's always more interesting ground looping in front of 200 people versus 20 people anyway right?

Give it some thought and also bring any P.R. ideas to the meeting. I'm sure whoever takes on the job would get plenty of help from all of us with ideas. Then all that is needed is to sort the bad ideas out from the good ones. I think I heard someone once say, "no idea is a bad idea...unless I come up with a better one of course". Maybe the last part wasn't in the original quote. My history is kind of weak.

See ya'all at the meetin'



February Meeting Minutes — By Le Roy Stuczynski

Due to bad weather we had a small crowd. Le Roy gave a treasurer's report. Le Roy inquired why the cost of the raffle prizes exceeded the \$250 set aside for the raffle. Charlie brings numerous prizes so winners can select a prize they want. Unfortunately, through an oversight, all the things Charlie brought got raffled. We therefore spent about \$100 more than planned but we decided the extra stuff couldn't have gone to a better bunch of people.

Rob indicated that he received an IMAA Chapter Report form and we decided it will be completed after the June Fly In event. Le Roy indicated he has received both the IMAA and AMA sanction for the June event. It was decided we will designate a special picture area this year including an event identifier sign and pictures will be made available to the participants if they would like one. Bill Disch will ask his son to take pictures.

The three-part registration form used at the Rally of the Giants was discussed. Rob talked to Rally Coordinator Tom Jadin and will send a copy of the form for our review. There also is a new safety inspection format that was published in High Flight, which has the pilot actively participate in the inspection process. This will be discussed at a later meeting as to if we will use the new inspection procedure at our event. Le Roy reminded everyone that we need to think about scheduling work time "shifts" for the various jobs needing to be done during the event so no one gets stuck working all day and not being able to fly, spectate, spot, eat, or whatever.

Charlie asked about how the food will be handled. Mike Bitter and his wife have volunteered to handle that and Dan O'Neill will pick up the meat.

It was announced the Rally of the Giants might be held at the AMA facility in Muncie, IN in 2002.

Show and tell:

Rob passed around a J&A Engineering muffler brochure.

Tom Lazar announced that the Beaver Dam club is holding its mall show/event the last weekend of February. Tom showed a center section portion of the P-38 kit he manufactures for Robart. He gave a description of the molding process and showed the high strength spar design used in the model.

Le Roy passed around samples of the new Screamin' Eagles membership cards and Gallery of Aviation cards he made on his computer. Doug said he shouldn't quit his day job (#\$#%*&^ critical printers).

Harley Nelson showed a remote controlled parachute guy, which he virtually built from stuff he had laying around the shop. Looks like it's well thought out and was worth the investment.

Le Roy 

John G. Magee Jr.

Researched by Mike Pirkl and taken substantially from USAF Museum Website



John G. Magee Jr.

"High Flight"

*Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the tumbling
mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared
and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy
grace
Where never lark, or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.*

High Flight was composed by Pilot Officer John Gillespie Magee, Jr., an American serving with the Royal Canadian Air Force. He was born in Shanghai, China in 1922, the son of missionary parents, Reverend and Mrs. John Gillespie Magee; his father was an American and his mother was originally a British citizen.

He came to the U.S. in 1939 and earned a scholarship to Yale, but in September 1940 he enlisted in the RCAF and was graduated as a pilot. He was sent to England for combat duty in July 1941.

In August or September 1941, Pilot Officer Magee composed *High Flight* and sent a copy to his parents. Several months later on December 11, 1941 his Spitfire collided with another plane over England and Magee, only 19 years of age, crashed to his death.

His remains are buried in the churchyard cemetery at Scopwick, Lincolnshire.



The Stits Lite Process – By Leroy Brandt

The best is the enemy of good enough. I started the Stits Lite process that is the topic of this article with a superior finish in mind. Because of many factors I came out with a product much like what the Russians did with their aircraft.

Can you believe it, spring is only a few weeks away. I only have one little airplane completely for myself during this winter's building season ready and for flying this summer. I am frantically working on the second model that is the topic of this article. The third model (my new version of the 38% Laser 200) will need to be completed in record time if I am going to have one to fly this summer.

The topic of this article is the F&M Products Stits Lite covering and finishing system. I chose to use this system on a Byron ARF Cub that I bought from a Hobby shop in West Bend last spring. Scott Benedix told me about it and I went down one Saturday and helped take her down from the ceiling. A few parts were missing but the kit was still pretty complete after all these years. Some think I might be a little off center for buying an ARF and then stripping it of its covering. Maybe I am but I wanted to make the Cub into an L4 Grasshopper so the first thing to do was strip off all the 21st Century Yellow covering. I found that it comes off as well as it goes on. Craig Lovell helped me with some 3 views and with an article from a magazine covering this very topic. I also ordered 3 views from Bob Bankas's Scale Model Research. Model Airplane News had an article about Cub/L4 conversions in their Jan or Feb 2001 issue, right after I had mine about completed. Good timing huh!

I've always stopped by the F&M Booth at Toledo and have thought about using the Stits Lite process for sometime. I thought that the L4 was a great place to try it so I bought the video and found that Sam Wright did the video production for F&M Enterprises. No wonder there were misspelled words in the credits.

The L4 has a lot more greenhouse than the Cub so the three views helped with the layout for the side windows and the top of the airplane. With this work completed it was time to try to use this covering and adhesives. I ordered 8 yards of the covering material, one pint of Poly Tac, 2 quarts of Poly Brush, 2 quarts of Poly Spray and I waited until I had the covering almost finished to order the Poly Tone paint.

The wings were first. I cut a piece of covering that would wrap around the entire wing and leave an inch overhang on top and bottom. Poly Tac is used to glue the fabric to the airframe. They mention in the tape that when covering a full-scale airplane that a 2-inch overlap of the fabric glued to itself has the same strength as a sewn seam. Poly Tac is thinned with MEK before applying it to the model. I had a problem with how much to thin it. Chip Mull of F&M told me that most people figure this out the first time they brush some on. I guess I'm a little slower than most people. (I can hear you all yelling at this point). It shouldn't be that hard but you dip your brush in MEK and then mix it in the Poly Tac. The question remains unanswered as to how much Poly Tac they were mixing into. Seems like a pretty basic question to me but it wasn't answered anywhere and it seems to be very important. First of all I appreciate it when you tell me how it is supposed to go on before hand not after the fact when I have to call you with a problem. Then they tell you that they could have helped cure the problems I was having if I would have only called. I watched the video, read the instruction books a few times and still had no clue that if Poly Tac was not thinned sufficiently it would give me a lumpy covering job. I could not feel at the actual time of covering the model that it was not going down the way it is supposed to. Of course I didn't know how that was either.

Poly Tac dries very quickly. You only apply it to about 8 to ten inches at a time and then work the covering down into it with your hand. Make sure you use Liquid Glove to protect your hands and internal bodily systems from this stuff. It'd be bad for you. Methyl Ethyl Ketone doesn't sound very healthy to me. Liquid Glove is a military spec material that gives you five hours of protection from harsh chemicals. The very first time I used it I must have rubbed my eye because by the time I quit working that day my vision was cloudy until I used eye drops to flood this stuff out of my eye. It remains amazing to me that I live through the model building process.

Wherever you can, you want to pull the covering around a corner and glue it there as well as on the root of the wing or the aileron cutout. I set my iron to about 250 and did the first shrink over the entire top and bottom surfaces of the wing. I then cranked the iron up to 350 and did the final shrink. I needed this temperature to get a tight covering I might add. I ended up with the first wing's covering being quite a bit looser than I did on the second. I went over the entire surface several times until I thought I had a tight covering job. I then applied Poly Brush to all the solid surfaces and worked the Poly brush into the covering. This is supposed to stick the covering down to the surface so no bubbles will ever appear. After the shrinking is completed you can trim the excess covering from the wing. I continued covering the remainder of the airplane including all those little parts that I hate like the elevators, rudder and ailerons. The Swenson landing gear also gets the triangle area covered. I ran out of Poly Tac before the job was done so two places on the ends of the ailerons I used thin CA to hold the fabric in place. Guess I should have been thinning the Poly Tac more than I was. Proof of this fact showed up later.

I wanted to simulate rib stitching on an airplane once and thought that this was the perfect place. The Byron Cub has foam wings with lightening holes scattered across the length of the wing. It isn't as nice as having actual ribs but I guessed that it would still give somewhat the appearance of a built up wing. Chip from F&M described and demonstrated a rib stitching technique on the videotape that seems like it would do the job. First I applied 3/4inch finish tapes along each fake rib location. These are applied with Poly Brush. Brush on the Poly Brush and lay the finish tape over the top and work it down into the wet material. Cut the tapes long enough to wrap around the wing from trailing edge to trailing edge. Do one side of the wing at a time and leave it dry so the tapes stay suck down. I did the bottom first because as usual I was learning something different again. In order to create the illusion of rib stitching I used Z56 thinned a little with water. This solution is dabbed onto the finish tapes at about 1/2 inch intervals using a tool made from a T-pin. I found that the lighter this glue is applied the better it looks. If the Z56 is too thick it will string along when you pull the pin up from the wings surface leaving a tip sticking up. When thinned properly this didn't happen although you won't see that it worked that way on my wings! I guess I learned a lot on this airplane. I rib stitched the wings, top only and the rudder and elevators. The Cub/L4 stabilizer has something weird going on with it that I couldn't duplicate so I stitched the elevators only.

Continued on page 4

I stopped on the way home from work one night and looked a Frank Baker's Cub to get an idea of how this is supposed to look. Thank You Frank! I noticed where I should be applying finish tapes to the fuselage and made a mental note of the locations. Luckily I was able to get right at it so my mental notes didn't fade too badly. I found that over the course of applying the finish tapes that the wing tips are the most difficult. Chip shows you in the video tape how to make the tape shrink up by applying heat. Hold the iron on a steep angle and barely let the iron touch the tape. It will shrink and then lay down so that Poly Brush can still be worked under the tape to permanently attach them. Well it worked sort of. Applying heat where you previously used Poly Tac is dangerous business with this product. Anything much over 225 will make the Poly Tac let loose.

Lets move on to the spraying process. After the finish tape and rib stitching is done you apply a spray coat of Poly Brush to all surfaces. This fills the weave of the fabric. I would like to have applied a couple coats even though they say they aren't needed but I was out of Poly Brush. I laid on a light coat and then a wet coat shortly afterwards and I still think the weave needed more filling.

Poly Spray is the silver base coat that gives full-scale airplanes the UV protection that they need. For models it makes the covering opaque and gives you a surface that you can finally sand. I sprayed two coats on everything. I sanded wet and sanded Poly Spray dry and I didn't think it sanded as well as they said it would. Supposedly it has a lot of talc that should be great for filling the weave ever further and getting a sand-able surface. Didn't appear that there was much there to sand though. I applied another coat to all the top surfaces of the model after sanding. I ran out of Poly Spray during this process.

Finally I called and ordered the Poly Tone paint. OD and Gray is what I needed so the lady on the phone was able to help me pick some colors sight unseen that would do the job. She was very helpful however I would feel better talking to Chip, himself when I was having problems with the product. I had some time while waiting for the paint to arrive to make parts for vacuum forming the additional windows required on the L4. The vacuum forming process destroyed the first window plugs I made. The material I was trying to pull was also too hard to work with. I made new plugs replenished my supply of PETG for the second go round. The front side windows that came with the kit I find are too large for the opening and buckle when you try to install them. I will decide very soon what to do with them. I will either make the opening larger or cut the flange off the window and install a 1/8th by 1/8th stop in the opening to hold the window.

My paint arrived so I can halt all the other frustrating parts of finishing this airplane and again concentrate on painting. First I applied gray to the bottom of all surfaces. This took only a couple hours one evening. There was nothing to mask so I could spray away. A good respirator and open doors and windows are needed to help make the process livable. Spraying in Wisconsin in the winter is no picnic. Supposedly you can apply these products during a rainstorm. Inside of course! I had doors and windows open for ventilation during the covering and painting process. I only wore the respirator however when I was mixing paint and actually painting.

The paint went on very well. There is absolutely no shine to it what so ever. When they say satin they mean dull. I had expected a little more shine than this. You can place the cup from your gun in the freezer for a while before spraying. This will slow down the curing process and make the paint a little less dull. I didn't want to go through all that. It's a war-bird! It can have dull paint.

I love masking don't you? I have a masking machine that helps but it's still a means to an end. I sprayed all the top surfaces and still had a bunch of paint left over. I applied at least three, and maybe four coats to everything. I ran out of every product I used up to this point and now I have at least a full quart of paint left over. Go figure. I decided to sand the tail surfaces and repaint them. I fought with trying to get those darn little pins back in the Du Bro 1/4-scale hinges on the elevators. I finally cut them off the rudder and elevators in favor of installing Robart hinges. I'll spray the elevator and Rudder while they are attached so that I can get a little paint down in the hinge line to cover up the Model Magic that replaces those darn 1/4 scale hinges.

Regarding the Stits Lite process, I think I could do a hell of a job the next time around but I'm not sure there will be one. I think that one should expect a good job from a finishing product even though it's your first time using it. If the directions are clear and they don't save all the little helpful tips for when you give them a phone call with a problem.

I'm still dealing with the problem of trying to stuff a 3.7 twin into a Cub cowl. I may have had an idea come to the surface of my alleged mind so we'll see how that progresses. I hate to use a G62 when I could have the sound of a D&B 3.7 twin. The airplane needs nose weight so the heavier engine might help in those regards. If I make a lot of progress I might bring it to the next Screamin' Eagles meeting. Don't be too critical of it though.

Leroy Brandt 

P.S. - My next finishing experiment will be monokote over Super Coverite. Right Vuky! Our District VII Director says that this is his favorite method of covering models.



Your Captain's Speaking – From Leroy Brandt

A plane took off from Louisville International Airport, and when it reached a comfortable cruising altitude, the captain started his announcements over the intercom. "Ladies and gentleman, this is your captain speaking. Welcome to Flight Number 254, nonstop from Louisville to Miami. The weather ahead is good and we expect a smooth and uneventful flight. So just sit back and relax..... OH MY GOD!"

Silence followed for several minutes. Finally the captain came back on the intercom and said, "Ladies and gentlemen, I'm sorry for the earlier scare. While I was talking the flight attendant brought me a cup of coffee and spilled it in my lap. You should see the front of my pants!"

Back in coach, a passenger said to the person next to him, "That's nothing! He should see the back of mine!"

Second Annual Tailgate Swap & Fun Fly



At the Lodi Area Radio Control Club's Quarry Field

Sunday May 20, 2001

Swap Meet Starts at 9:00 AM

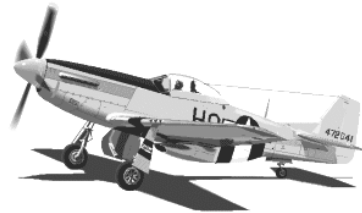
Flying to start at approximately 12 noon

(FOR INSURANCE PURPOSES, AMA MEMBERSHIP REQUIRED TO FLY)

Admission:

- Vendors/Sellers/Pilots: \$5 per vehicle
 - Buyers/Spectators: \$3 per vehicle
- Bring your own tables, tents, or sell out of your vehicle*
FOOD AND SODA WILL BE AVAILABLE AT THE FIELD

For more information contact:
 Ken Kopp at (608) 635-4460 or via e-mail at
kenkopp@mail.com



ORVILLE

BY HAROLD BLOSSOM



Betty, how can I get Leroy to pay me more attention?
 When you go home, wear nothing but some glow
 fuel and a smile!

Trez/Ed Sez – By Le Roy Stuczynski

I sure enjoy this when I have to **hunt** for a spot to put in a little text box where I can write a bit for "Eagle Screams". Keep making me search guys. Thanks Leroy, Mike, Rob, and Kevin for helping me fill er up. It sure helps to get cooperation from you members. It makes it all worthwhile.

I'm going to spare you of my rambling this month because I already recorded and wrote up the minutes from the February meeting. I really didn't need the extra job and one of you other Eagle's are more than welcome to step in and help out to record and write up the minutes. They're beneficial to those who aren't able to make the meeting. Our low attendance at the last meeting, due to the weather, makes the February minutes particularly beneficial.

Leroy says he would be willing to take over Bob Miracle's PR job if someone would take over recording and writing up the minutes for the newsletter. Think about it guys. It's not that hard! See you at the March meeting. *Le Roy* ✈️

**FREE
MUSEUM
TOURS**

Contact *Le Roy Stuczynski* at (608) 249-9517
 or stucrew@home.com for an appointment.



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*Next Month –
 Mike Pirkel tells you about
 The "Eagle Squadrons"
 and the Hurricanes*