



# Eagle Screams



Volume VIII, Issue IV

Monthly Publication of the Screamin' Eagles

April 2007

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.

- President: Bill Disch (608) 332-8816  
Email: [wcbill4564@sbcglobal.net](mailto:wcbill4564@sbcglobal.net)
- Vice President: Mark Johnson (608) 429-4822  
Email: [mcjohnson4@verizon.net](mailto:mcjohnson4@verizon.net)
- Treasurer: Le Roy Stuczynski (608) 249-9517  
Email: [roy@galleryofaviation.com](mailto:roy@galleryofaviation.com)
- Secretary: Richard Cohoon (608) 635-2516  
Email: [racohoon@charter.net](mailto:racohoon@charter.net)
- Editor: Le Roy Stuczynski (608) 249-9517  
Email: [roy@galleryofaviation.com](mailto:roy@galleryofaviation.com)
- Research Editor: Mike Pirkl (608) 877-0419  
Email: [MADDOG@ITIS.com](mailto:MADDOG@ITIS.com)

## Member E-Mail Addresses

Carl Bachhuber, [carlb@mayv1.com](mailto:carlb@mayv1.com)  
 Chuck Backman, [skyblues@charter.net](mailto:skyblues@charter.net)  
 Dick Buescher, [rcspec@merr.com](mailto:rcspec@merr.com)  
 Richard Cohoon, [racohoon@charter.net](mailto:racohoon@charter.net)  
 Bill Disch, [wcbill4564@sbcglobal.net](mailto:wcbill4564@sbcglobal.net)  
 Mark Johnson, [mcjohnson4@verizon.net](mailto:mcjohnson4@verizon.net)  
 Aron Kershaw, [kershawa@hotmail.com](mailto:kershawa@hotmail.com)  
 Bill Kinney, [hukilau@centurytel.net](mailto:hukilau@centurytel.net)  
 Wayne Lanphear, [gbird@charter.net](mailto:gbird@charter.net)  
 Craig Lovell, [cmlovell@charter.net](mailto:cmlovell@charter.net)  
 Harley Nelson, [lhnelson@verizon.net](mailto:lhnelson@verizon.net)  
 Roy Seals, [royseals@wi.net](mailto:royseals@wi.net)  
 Le Roy Stuczynski, [roy@galleryofaviation.com](mailto:roy@galleryofaviation.com)  
 Ray Walsh, [bywing@charter.net](mailto:bywing@charter.net)  
 Brad Witt, [bwitt@chorus.net](mailto:bwitt@chorus.net)  
 Joel Wyttenbach, [joelwyttenbach@hotmail.com](mailto:joelwyttenbach@hotmail.com)  
 Doug Yaroch, [a-d-aero@powerweb.net](mailto:a-d-aero@powerweb.net)



## Member Web Pages


Carl Bachhuber - <http://www.carlb-rcplanes.com>  
 Roy Seals - <http://hppilots.com>  
 Le Roy Stuczynski - <http://galleryofaviation.com>



## April Meeting will be held at JJ's "Top of the Swamp"

The Thursday April 12, 2007 meeting will be held at JJ's "Top of the Swamp". We thank Manager Tim Faust for the use of JJ's for our meetings this winter. Secretary Richard Cohoon won't be at the meeting, nor will I, because we will be at Toledo and Dayton, OH so I hope

someone will take minutes. I assume we will begin our summer meeting schedule at the MARCS field for the May meeting. Perhaps that can be discussed and checked with Brad Witt to make sure our invitation still stands.

Le Roy 



## March Minutes - By Richard Cohoon

President Bill Disch called the March meeting to order. The Secretary report was accepted as printed in the newsletter. The Treasurer's report was presented by Le Roy.

### Old Business:

There was no old business discussion.

### New Business:

Discussion about 2.4 GHz Spread Spectrum radios and how to manage them during organized events. It was determined that 2.4GHz radios would be managed just like other radios. Requiring a pin drawn from the Impound in order to fly. A number of 2.4 GHz Pins

Continued on page 2

will be made for the frequency control board.

Discussion about the three part forms used for the fly in. We need to have more printed if we wish to continue using them at the fly in. Le Roy will investigate the cost.

**General Discussion:**

Le Roy brought up an issue for discussion about donations to the family of Tom Lazar. All agreed that there should be a donation to the family. A collection was made and the club will donate the proceeds of the collection to Tom’s family.

**Door Prize:**

Harold donated a door prize, a carved pilot figurehead, which was won by Richard Cohoon. Thank you Harold for your donations and wonderful works of these door prizes.

**Show and Tell:**



Once again the show and tell session was spectacular thanks to Harley. He brought his newly scratch built wonderment called the Dynalifter Explorer. Looking much like a cross between a blimp and an airplane, it utilizes the concept of Helium Assisted Lifting. The model has a 96” Wingspan and is powered by two Magnum .91 Glow Engines. It weight 17 lbs. The aircraft will utilize a number of helium filled bags to assist in lifting the aircraft during flight. The first flight date has not yet been announced.

This spectacular work of art by Harold Blossom will be given away at a future meeting. Which one is a surprise!



**Trez/Ed Sez** – By Le Roy Stuczynski`

**H**i Eagles. Well it’s Toledo time again. On Thursday April 12 several of us Eagles will be departing for the 2007 54<sup>th</sup> Annual Toledo Weak Signals Expo. This will mean that the April meeting will most likely be of light attendance. Secretary Richard Cohoon will be attending with us and would appreciate it if someone would record the minutes of the meeting. We plan on changing our Ohio trip schedule this year in that instead of spending our usual full day Friday and a half day on Saturday at the Expo we will spend Friday at the Expo and then drive down to the Air Force Museum in Dayton for part of Saturday. If we don’t get enough of the Air Force Museum on Saturday we will spend part of Sunday there and then limp home late Sunday. It’s quite ambitious but that’s the way it goes in aviation. Fly low and fast!




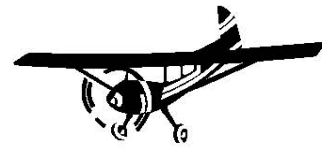
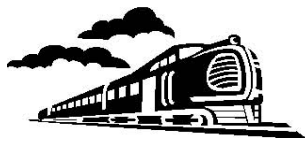
**Air Force Museum, Dayton, OH.**

I sent our \$125 contribution in memory of Eagle Tom Lazar to his mother Leora and received a nice thank you note from her. Ray Walsh called me this morning to let me know how appreciative she was of our generosity. Ray has been visiting Tom’s mother about once a week.

Rob Goebel called me this week and said he still has enough of our three part IMAA registration forms that should last us for at least two more years. Therefore we can table the redesign and ordering more forms for perhaps two more years. Rob is going to try to get the forms to an Eagle who lives in the Columbus area to get to me. Thanks Rob!



As I mentioned in the meeting announcement block on page 1, I assume this will be our last meeting at JJ’s until next fall. Thanks again goes out to JJ’s Manager Tim Faust for letting us meet there. Please follow up with MARCS President Brad Witt to make sure it is OK for the Screamin’ Eagles to fly and meet at the MARCS field on the second Thursday of the month from May through September like we did last year. It seemed to work out pretty well and I hope we can continue this arrangement. *Le Roy* 



# *Schultz Sport & Hobby*

**315 S. Thompson Road**

**Sun Prairie, WI 53590 (608) 837-3498**

**RC Airplanes, Trains**

**Hours 8 – 5 P.M. Mon. – Fri.**

## **How is a Good Preflight Check Performed?**

*from the East Valley Aviators, Apache Junction, Arizona - by Bill Cummings*



**You might think this is a simple thing to do, but each time I'm at the field, I see mishaps that could have been avoided if the pilot would have only taken the time to make some routine checks. A good preflight check should start before your airplane is assembled. You should go through a meticulous check of all parts of the airplane before assembly, because some very important things cannot be accessed afterwards. Start at the front of the airplane and proceed to the rear.**

- 1. Propeller/Spinner** - Check the spinner for cracks, especially around the screw holes. A cracked spinner could come apart when the engine is started and injure you or someone standing close by. Also check the propeller for cracks and nicks. Propellers take a beating. A damaged propeller can be very dangerous if the blades come off at speed.
- 2. Throttle linkage** – Check to make sure that the screws are secure and the pushrod (or cable) is firmly attached and not damaged.
- 3. Engine mount bolts** – Make sure all bolts are present (obvious) and they are tight. Do not forget to check the bolts that hold the motor mount to the firewall!
- 4. Muffler** – Check to make sure the muffler bolts are tight. Also check that the tailpiece is tight and will not rotate.
- 5. Firewall** – Grasp the airplane by the propeller and fuselage, and rock back and forth to make sure the firewall is not loose.
- 6. Landing gear** – Check the wheel collars and axles to make sure they are tight. Spin the wheels to make sure they rotate freely. If you have wheel pants, check that they are secure and tight. Check the landing gear attachment bolts to make sure they are tight.
- 7. Servos/Linkages** – With the wing off (or through an access cover) check each servo to make sure the attachment screws are in place and tight. Check each control-rod linkage to make sure it is firmly attached and bolts, screws, and connectors are tight. While in this area, check any wire connections you have access to such as battery, switch, etc.

You should also check wing-attachment points to make sure they are solid and tight.

**8. Check the batteries** with a load test-type checker. The batteries must remain in the safe zone even under load. If they do not, recharge before you fly. Make sure the load test meter is the proper type for the kind and number of cells you are testing. If you have mixed batteries in your airplane (for example a Lithium Ion on the receiver and NiMH on the ignition) it is a good idea to put a note on the charge jack as to type and size as a reminder for both charging and testing.

**9. Horizontal stabilizer** – Grasp and pull on the stabilizer to make sure it is attached solidly. Pull on the elevator (both halves) to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn. If you use flying wires, check to make sure they are tight



Screamin' Eagles  
c/o Le Roy Stuczynski  
4417 Maryland Drive  
Madison, WI 53704



*Yeah it's Spring?*

**10. Vertical stabilizer** – Grasp and pull on the fin to make sure it is attached securely. Pull on the rudder to make sure the hinges are tight. Check the control horn and the control rod to make sure they are attached solidly. Also check that you have a “safety device” (i.e. piece of fuel line) to make sure the linkage cannot come loose from the control horn.

**11. Antenna** – If your antenna is accessible, check it for nicks or breaks.

**12. Wing** – Check the wing for obvious damage such as tears in the covering, broken ribs, etc. Grasp and pull on each aileron and flap to make sure the hinges are tight. Check each control horn to make sure they are tight and the control rods are attached solidly. Make sure you have a “safety device” (fuel line) on each clevis to ensure they cannot come loose during flight. Check wing bolts or any other means used to attach the wing. Now attach the wing, and check to make sure the bolts have the correct torque to hold the wing solidly.

**13. Check controls** - Once the wing is in place, turn on the radio and, with the antenna collapsed, check all controls for ease of movement and correct direction of travel.

**14. If this will be** the first flight on the airplane, verify that the Center of Gravity (CG) is within the safe range. If you are unaware of what that range is, it is usually safe to test fly at 25% of the chord of the wing from the leading edge. That should leave the airplane a little nose heavy, which is a safe way to test fly. Remember: A nose-heavy airplane flies poorly – A tail-heavy airplane fly's ONCE!

**15. Range check, engine off** - With the antenna still collapsed, walk about 60 to 80 feet away while moving the controls. There should be no interruption or chattering from the servos. It is helpful to have someone stand near the airplane to listen for chattering.

**16. Range check, Engine running** –MAKE SURE YOUR AIRPLANE IS RESTRAINED BEFORE STARTING THE ENGINE! Start the engine, and with it running and the antenna collapsed, walk around the airplane checking controls. This should be done at idle and at full throttle. I know some of you will look at this list and say, “If I do all that before each day of flying, I will not have time to fly!” In fact, if you make this checklist a part of your “routine” every time you put an airplane together, after a while you will find it will only take a few minutes to complete.