



Eagle Screams



Volume III, Issue I

Monthly Publication of the Screamin' Eagles

January 2002

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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January Meeting:

The January meeting of the Screamin' Eagles will be held at JJ's Top of the Swamp in Madison on January 10, 2002. As you know, they have good food at very reasonable prices so plan on grabbing a bite to eat there to show our appreciation for using their place as our fall and winter meeting site.

Member Web Pages

Mike Pirkel - <http://maddog-aviation.rcplanet.com/>
 Le Roy Stuczynski - <http://galleryofaviation.com/>



Prez Sez – By Rob Goebel

The Rally Of The Giants 2002 will be held June 13-16 at the AMA National Flying Site in Muncie, Indiana. This of course would be in conflict with the proposed date of the Screamin'

Eagles fly-in on June 15th. We may want to change the date of our fly-in so any interested members can attend the Rally. Start thinking about any possible alternate dates and bring your ideas to this month's meeting.

I hope everyone had a wonderful Christmas and I wish everyone a happy and healthy new year. Did everyone get their first flights in on new years day? See you at the meeting.

Rob 

December Minutes – By Le Roy Stuczynski

The December meeting was called to order by Rob at 7:20 PM. Rob said the month was filled with turmoil about the discussions at the November meeting. Rob read the points the Eagles need to consider before holding the event at Kettle field. We need to negotiate a use agreement or lease with the city, the field must be used for modeling activities only, and MARCS gets first priority for field use. The Eagles need to contact the city for the day and we would have to pay a use fee to the city because no subletting is allowed by MARCS. Discussion of options ensued.

A vote was taken if we wanted to hold the event. The vote was yes and the date will be June 15, 2002. In order to eliminate the need for the Eagles to negotiate a separate agreement with the

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December Minutes

city, a motion was made by Le Roy Stuczynski that the fly-in be a MARCS event sponsored by the Screamin' Eagles. He further motioned that this was being done for political efficiency only and that all other Eagles independence remains in effect. The motion passed and Wayne Lanphear will present the date to the MARCS board.

The fact that we need to get this sanctioned with AMA and IMAA as soon as possible prevents the Eagles from taking the extra time to negotiate a separate agreement with the city this year. Next year we will consider a separate use agreement to further establish our independence.

Le Roy made a motion to pay the LARCC \$75 for use of their field during 2001 for our summer meeting nights. The motion passed and Le Roy will present the check to LARCC at their meeting and ask for the same use for the 2002 season.

The 9/11 disaster contribution will be made to the Blooming Grove Volunteer Fire Department. Harley Nelson motioned a \$100 donation. The motion passed. Matt Heise volunteered to write a letter and take it to them with the check.

Le Roy said he sent the \$100 donation to the Empty Stocking Club. He also presented a treasurer's which was accepted as presented. Le Roy also announced the newsletter is now archived on his website in pdf format. This format will allow dial up internet users to access the newsletter quickly. My son Jason will post the newsletter on <http://galleryofaviation.com> each month.

Raffle Winners

Roy Seals – JR Flight Pack
Harley Nelson – Dremel and Z-Bender
Matt Heise – Z-Bender
Lyle Stone – Quick Charger and Schultz Hobby Gift Certificate
Wayne Lanphear – Schultz Hobby Gift Certificate

Show and Tell

Roy Seals showed a Saito .72 powered World Models ARF Ultimate Bipe. Lyle Stone showed his Freedom 3D powered with a Webra 1.20. Charlie Schultz a ¼ scale Hangar 9 clipped wing Taylorcraft ARF.



Have you paid your 2002 Dues?

**If not, see Le Roy at the meeting or send \$10 to him
at the return address on the front page.**



Trez/Ed Sez – By Le Roy Stuczynski

Happy New Year fellow Eagles. It's hard to believe it's 2002 already. Why it seems like just yesterday we were worrying about Y2K. Hope you all had a Merry Christmas and got all the toys you asked for. I had a very good Holiday season which included three separate Christmas celebrations at my house, the last one which took place over New Year's Day when Jason made it home.

On December 18-19, 2001 I attended a State of Wisconsin Purchasing Conference at the Marriot West and you'll never guess who was our first day luncheon speaker was. Robert "Hoot" Gibson the five mission space shuttle astronaut. Hoot flies the Sea Fury in the mock unlimited air races at Air Venture each year and our state Purchasing Director attends the event each year. He met "Hoot" at Air Venture 2001 and asked if he would be a speaker at our conference. "Hoot" agreed. On the day "Hoot" spoke, the Purchasing Director asked me to join them at the head table and I had lunch with "Hoot". What a thrill and what an interesting speaker. He was the hit of the conference and he must have autographed over 200 pictures including one to me for the Gallery of Aviation. I told him it would be displayed right next to an autographed picture of Deke Slayton. "Hoot" said he knew Deke well and actually raced against him at Reno in the Formula One class. Now "Hoot" flies in the unlimited class in a Sea Fury called "Riff Raff". I had my picture taken with "Hoot" and it will soon be posted on our website along with a link to "Hoot's" biography.

I joined the Wisconsin Badger Squadron 6 EAA Warbirds of America. There are several squadrons throughout the United States and they all gather at Air Venture each year and do a display. This is where we have been displaying the weathervanes the last two years. Their Financial/Recruiting Officer Michael Dean welcomed me with open arms and looks forward to my participation. In fact the squadron is already planning a trip to the Gallery this year. I plan on attending their January meeting in West Bend and I look forward to meeting everyone.

As I indicated at the last meeting, we have created an "Eagle Screams" archive on the Gallery of Aviation web site. The newsletters are all posted as .pdf files and will open very quickly with Acrobat Reader. If you need Acrobat reader just click our link to download it. This will eliminate the frustrations you've experienced downloading the large file. Rather than sending it that way we will post each new issue on our web site <http://galleryofaviation.com>

Jason and I have been working on adding several new photos to the web site and will be doing some enhancements which will speed up the site. Its current format is fine for us cable internet users but it is rather slow and cumbersome when using a dial up ISP.

Well the new officers take over this January and I look forward to another year with you fellow Eagles and especially the new Secretary position. See you at JJ's. →



T-riffic!

In a day when modern aerobatic ARF kits dominate the RC flying scene, Hangar 9's new Clipped Wing Taylorcraft ARF is a scale-looking reminder of a simpler, more elegant period in aerobatic competition.

One-of-a-kind Moss Masterpiece

Hangar 9's new Clipped Wing Taylorcraft ARF is a replica of a one-of-a-kind full-scale airplane built by renowned aircraft restoration expert, Jim Moss. Jim based much of his work on plans for a clipped-wing T-Craft that was flown by Margaret Ritchie when she won the National Aerobatics Advanced Class title in 1961. Ever the innovator, Mr. Moss added a few distinct touches of his own to the design as well. The result was an extraordinary aviation classic that is the only one of its kind in the world.

Hangar 9 has reproduced this Moss masterpiece in stunning scale-like detail. The centerpiece of these scale good looks is the prepainted cowl that comes with the intakes and air scoops already cut and smoothly finished. Simulated louvers are molded into the fiberglass for added realism. Other scale touches include a custom pilot seat, prefinished wheel pants, and an expertly applied trim scheme.

As with every other Hangar 9 1/4-scale ARF, the kit is covered in genuine UltraCote from wing tip to tail. Even the checkerboard pattern on the bottom of the wing is available in rolls of UltraCote. Thanks to the widespread availability of this covering, modelers making repairs should have no problems finding the right colors to match the original trim scheme.

Easy Assembly

The kit comes 90% prebuilt from balsa and ply, and includes all necessary finishing hardware. Even with all the scale goodies to put on, the T-Craft doesn't take any longer to assemble than any of Hangar 9's other 1/4 scale kits. Twenty-four hours is about all anyone should need to finish the model.

Real or Surreal-Take Your Pick

A wide variety of gas and glow engines fit in the T-Craft's well-ventilated cowl without a lot of extra trimming. For the "cost is an object" crowd, MDS's 1.48 2-stroke will do nicely. Those with a little more scratch might want to consider a 4-stroke Saito 1.20, 1.80, or 1.82 twin. Zenoah's gasoline powered G-23 also fits nicely, providing scale-like performance similar to the 1.20, but with a little more weight.

We flight-tested the Taylorcraft with the Saito 1.80 and Zenoah G-23. The 1.80 was unquestionably the "big dog" when it came to power allowing the plane to seemingly defy all physical laws. It made light work of vertical maneuvers, knife-edge flight, and hovering torque rolls. If you're looking for a nice scale model that can transform into a high-performance aerobat with just a jab of the throttle stick, this is the route to go.

Bolting a G-23 to the firewall provides a whole different set of thrills. Its heavier weight turns aerobatics with the T-Craft into extremely enjoyable exercises in the type of energy management maneuvers full-scale pilots perform. Standard rate snap rolls, barrel rolls, loops and spins all mirrored full-scale behavior to a "T". In addition to the scale flight behavior, being able to fly all day on about two bucks worth of gasoline, also makes the G-23 an appealing choice.

Regardless of the power plant we used, three-point landings culminated with full-up elevator and the plane simply mashing onto the runway tame as a kitten. Control authority was excellent all the way to touchdown with no nasty tip stall tendencies at all. We had a blast just putting around the pattern at reduced power, shooting touch and goes, and simply admiring the scale appearance along with everyone else at the field. If you get one just to do this, we will completely understand. This beauty is definitely a head-turner.

Hangar 9's one-of-a-kind Clipped Wing Taylorcraft ARF is a wonderfully refreshing diversion from the beaten path. Its combination of pleasing flight characteristics and exceptional scale looks should find a large following among 3-D and sport pilots alike who are looking for something a little out of the ordinary.

<u>Clipped Wing Taylorcraft Specifications</u>	
Wing Span:	85 1/2 in (2172 mm)
Weight:	13-15 lb (5.9-6.8 kg)
2 Stroke Engine Size:	1.08-1.48 (Webra 1.20; MDS 1.48)
4 Stroke Engine Size	1.20-1.82 (Saito 1.20-1.80 recommended)



By Harold Blossom