



Eagle Screams



Volume IX, Issue I

Monthly Publication of the Screamin' Eagles

January 2008

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: rcdisch_marcsclub@hotmail.com
Vice President:	Brad Witt (608) 836-7835 Email: bwitt@chorus.net
Treasurer and Newsletter Editor	Le Roy Stuczynski (608) 335-1700 Email: roy@galleryofaviation.com
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January Meeting will be at JJ's



The Thursday January 10 meeting, as well as the rest of our winter meetings, will be held at JJ's.

Come early and eat because they have great food. Also bring lots of show and tell because they have plenty of room. Don't forget this will be our annual raffle night and we will also be collecting 2008 dues so bring lots of

money. Again we thank manager Tim Faust, for arranging for us to use their facilities for our winter meetings.

Member Web Pages

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

December Minutes - By Brad Witt

President Bill Disch called the December meeting to order. The Secretary's report was minutes as presented in the newsletter. The Treasurers report was given by Le Roy.

The Treasurer will collect dues at January meeting

The 2008 officers were voted in by acclimation. They are Bill Disch, President, Brad Witt Vice President, Richard Cohoon, Secretary, and Le Roy Stuczynski Treasurer.

Old business: Le Roy presented a \$75 check to MARCS President Brad Witt for our 2007 MARCS field use.

New Business: Harley Nelson suggested by phone to Charlie we hold noon meetings in winter (Dec-March) to encourage attendance of those who are uncomfortable with night time driving to attend the winter meetings. Le Roy will check with JJ's Tim about this.

There was a discussion about the pictures in the last issue of High Flight.

We voted to old our annual raffle at the January meeting. We will spend \$150 at Charlie's Sport and Hobby for the prizes.



Schultz Sport & Hobby



RC Airplanes, Trains

315 S. Thompson Road,
Sun Prairie, WI 53590 (608) 837-3498
Hours 8 – 5 P.M. Mon. – Fri.



Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. If you were at the December meeting you already know that the article series Brad Witt so generously began on Philip Dunn last month was the wrong Philip Dunn. They shouldn't allow WWII hero's to have the same name! Therefore if you are interested in finishing the James A. Goodson story about the "Pappy" Philip Dunn contact Brad Witt and he can direct you to that story's conclusion. Not to be discouraged, Brad said he would still research the data about the Dunn that Harold Blossom presented the hard copy article to me a while back. Unfortunately Brad was way too busy to get started this month.

I received a post card acknowledging the acceptance of our June 14, 2008 event sanction. They will send the sanction packet in March. I also received the IMAA sanction packet for the event.

I hope you all had a beautiful Christmas and New Year. Christmas was pretty blah for my wife and I because our family is really spread out. We did spend quality time though with my wife's family on Christmas day and visited my mother at the nursing home. The real surprise came on Saturday afternoon December 30 when I heard someone pounding on our front door only to find it was our son Jason, his girlfriend Erin and their beautiful Schnauzer "Peanut". They left from Allen, TX on Friday after work to surprise us. Surprise is an understatement! What an awesome time we had. Jason's brother Jacob from Stevens Point was able to join us for a day too so we had our own special little Christmas and New Year celebration.

While Jason was here he of course signed on to my computer to check out business, football, etc things and the next day, thanks to Jason, Erin and my wife Sue, they presented me with a new L shaped computer work station, chair, and a Samsung 22" flat screen monitor. Jason said the chair I had at my old "high rise" computer desk and 20" monster monitor was hazardous to anyone's health after only a short time of use. It was like looking at a ceiling monitor given the high shelf "boat anchor" type monitor, and the low chair. Anyone want a 20" monitor? Is this what they call ergonomics? Jason tore down my old nightmare and carefully cabled and arranged the new work station. Thanks to you beautiful kids and Sue, this newsletter is being produced with no neck discomfort!

See you at JJ's Le Roy 

The Secrets Behind Building and Improving ARF Models - by Jim Soque

I would like to contribute certain ideas of how to make your ARF airplane more signature and a better built ship. More familiarity with your model will only improve your piloting skills and increase your confidence as a flier. In more than six months, I have completed the following five ARF models: Great Planes Lancair ES 60, Great Planes Cessna 182, Jim Dymond Tiger Moth 120, Seagull Models PC-9, and the Kangke Monocoupe 60. These are all well-manufactured ARF airplanes, each having been tested by countless design pilots, and manufacturer experts. I fly them all with great confidence and have the utmost respect for each of their designers and engineers. The suggestions I make in this article are my own and from my own experience:

- Read your instruction manual from cover to cover, then read it again.
- Take inventory of all the parts listed in the instruction manual.
- Measure the engine mounts; change them if you think they are too short.
- Mount the engine to the engine mount with socket-head screws, washers, lock washers, and lock nuts.
- Use a ball-link for the carburetor pushrod link on the engine.
- Change the tank to one you are familiar with.
- If a third tube is used for fuel-filling purposes, use additional hose and a clunk.
- Trim the cowl with a router/sander tool, and use a vacuum cleaner with hose to vent the fiberglass dust away from you.

Tech. Editor's Note: Best if this is not done in an enclosed space. No one, not you or anyone in your family or your neighbors, need to breath this dust. Continued on page 4



The Shawano R/C Flying Club
AMA Chapter Club #893
23rd Annual
**Auction-Swap
Meet-& Raffle**

Note New Date and New Location!

Sunday, February 24, 2008

Shawano Civic Center, 225 S. Main St.

Doors Open: 8:00 a.m.
Swap Shop: 8:30 a.m.
Auction: 10:00 a.m.
1/2 Hour Sessions & 1/2 Hour Breaks
for Swap Shop
Raffle: 12:00 p.m.
Tables & Chairs Available—No Charge
Food & Beverages Available on Site
Admission— \$5.00 16 & Under—FREE



**Great Raffle
Prizes!**

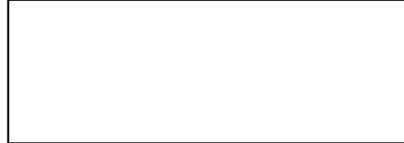
Directions to Civic Center:
From Hwy. 29, take Hwy. 22 NORTH
to Downtown Shawano, turn LEFT
at the light on Division Street, then
turn LEFT on Washington Street to
parking lot behind Civic Center.

For Information, Please Call:
Steve Hammond, 715-524-3203
Jim Vanderwalker, 715-823-3682
Email: jimmyr1@frontiernet.net



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

A HAPPY
NEW YEAR



- When drilling the holes in the cowl, enlarge them using a drill bit wrapped with some 220-grit sandpaper; enlarge gradually.
- Attach a flexible pushrod material to pull the fuel hoses forward through the firewall.
- Cut the ventral vent hole three times the size of the air intake hole. This allows for maximum cooling of your engine. • Measure the stabilizer tips to a center point over the cabin using an aluminum ruler and take note in centimeters, not inches. Measure twice and always use epoxy.

Tech. Editor's Note: Do not use any string, line, cloth measuring tapes, or anything flexible to measure with. If the measuring device sags or bends, support it so it is straight over its length.

- Level any imperfect surfaces with your eyes, then put a level on it. Take away any balsa gradually with a hobby knife.
- Use a 90° angle device for your vertical fin, or try a laser leveling device.
- If your kit comes with 2mm or 3mm hardware, switch it to 2-56 or 4-40 hardware instead.
- Change the supplied wheels to wheels with tread. Don't use cheap wheel collars.
- Use a hinge-slotting tool (I prefer electric) to widen the precut hinges on control surfaces. Use slow cyanoacrylate glue on the hinge surfaces edge, then insert the hinge.
- Z-bend the links for the control rods at the servo arm end.
- Mount your cowl with beefier screws and washers.

Tech. Editor's Note: Reinforce the part of the cowl where screws or bolts go through. Use a small piece of cloth soaked in epoxy and placed on the inside of the cowl or any other part that needs reinforcing. Fiberglass cloth is a good choice but any woven cloth will do.

- Mount your switch harness and charging jack opposite from the exhaust side of the aircraft.
- Use a glow-extension device for any inverted engines.
- Use scrap fuel line pieces to secure your clevises.
- Tape any servo extensions to the servos main wire for insurance.
- Run the antenna wire inside the fuselage and out the back whenever possible.
- After you finish, test run your engine, high and low end, before coming out to the field.
- Fully charge everything before packing it up and heading to the field. →