



Eagle Screams



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Monthly Publication of the Screamin' Eagles

February 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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February Meeting:

The February meeting of the Screamin' Eagles will be held at the "Gallery of Aviation" on February 14, 2002. 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.

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 Le Roy Stuczynski at 249-9517, if you need additional instructions. Hope to see you there.

Le Roy



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Member Web Pages

Mike Pirkl - <http://maddog-aviation.rcplanet.com/>
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Prez Sez – By Rob Goebel

June 22nd is the new date for our Screamin' Eagles Fly-in. We'll start discussing the details at this month's meeting. If it continues to warm up

throughout the year it may be 120 degrees by then. I hope the new shade trees grew about 10 more feet since last fall.

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 

January Minutes – By Roy Seals

The January 2002 meeting was held at JJ's Top of the Swamp in Madison. The meeting was called to order by president Goebel.

Tom Lazar brought a friend (Roger) who told us about his numerous planes that he has, hope to see back at our next meeting.

Our giant-scale fly-in was discussed, and because of conflicts with other fly-ins, we came up with the new dates of Sat. June 22nd with a backup date of June 29th. Roy mentioned that because this is his wife's due date, she might have to have the baby without him (ha-ha).

We talked about our fly-in finally making it into High Flight, even though there were some mix ups with the names in the captions.

The Lodi club discussed the Screaming Eagles using their field and no negatives were brought up. Le Roy said that he would attend their next meeting and present them with a donation from our club.

It was discussed that our next meeting would be held at the Gallery of Aviation, 3701 Susan Lane in Madison, second Thursday in February.

The treasury report was given by Le Roy. Le Roy said we would be paying out \$75 to LARCC for a field use donation. Also \$100 will go to a charity that will be decided. A reminder was given that dues are needed from those who have not yet paid.

SHOW AND TELL

Harold brought a picture that he painted depicting Le Roy's dad working on an F4U corsair with another corsair being worked on by another mechanic. He did an incredible job, and a much deserved round of applause was given. Le Roy said that it would be framed and put up in the Gallery of Aviation.

Charlie brought in a Durabro TX caddy that sells for \$5.95, and also brought in an IZZ 80 twin cylinder engine. It's 4.9 cubic inches, weighs 4.3 lb, swings a 24-26 in prop, and with no muffler sells for \$870. He explained how the electronic ignition worked, and it was a neat setup!

Tom Lazar brought in a 3-blade variable pitch prop from Sun Tech out of Canada. The blades are wood, and are sold in matched pairs. The hub allows the blade to be adjusted almost indefinitely to dial in the pitch that you desire.

Roy Seals brought in numerous pilots that he has painted. He is going to be selling these under the name H.P. Pilots (hand painted pilots) He hopes to find a market for pilots that are realistically painted. He has painted different manufacturers pilots, and hopes to mold his own in the future.

That's all for this month. See you at our next meeting.

Roy



Trez/Ed Sez – By Le Roy Stuczynski

Hi fellow Eagles. I am looking forward to seeing you at the Gallery of Aviation for this month's meeting. Remember to bring your appetite because there will be ham sandwiches, beans, and refreshments supplied courtesy of the Screamin' Eagles. If you get lost along the way feel free to call me at the Gallery at 249-1819.

I found a nice frame in dad's supply to frame the beautiful picture Harold Blossom painted for the Gallery. I have a friend in Fitchburg who does picture framing and mat cutting as a hobby. I called him and he said he would help me with the framing some Saturday. With an offer like that I pointed the van toward Fitchburg on the very next Saturday. I was able to participate in the procedure and learned the tricks to professionally framing a treasure like Harold produced. My mother was pretty tickled with the artwork and the framing. I intend to purchase a mat cutter for future framing.

I went to the January LARCC meeting and presented our \$75 donation for use of their field for our flying and meeting site last summer. At their December meeting they tabled their discussion of our use of the field in 2002. Lengthy discussion continued at the January meeting resulting in a vote in favor of the same arrangement for 2002. It seems like the LARCC may be forming their own IMAA Chapter. While at least one member felt there was not room for two IMAA Chapters using the field, I pointed out that the mix of persons using the field at the same time would be exactly the same. LARCC membership said the feelings of one person should not be viewed as the feelings of the entire club and the Eagles are welcome and their presence is always enjoyed.

Looks like the MARCS has approved our event for June 22 so I sent in the AMA and IMAA sanction. I'm out of space, so see you all at the Gallery. Le Roy

ORVILLE
BY HAROLD BLOSSOM



Grandpa said he is climbing for maneuvering altitude!?



Ultracote® Tips & Tricks

Getting that Great Looking Finish

We asked John Adams, Horizon Hobby's Research and Development Manager, for his tips, tricks and techniques for great-looking finishes.

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field...and makes you proud of a job well done. Some expert builders would have you believe that covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and, surprisingly, this is where many modelers make the biggest mistakes. Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish. Applying UltraCote requires its own learned techniques.

Multi-temperature, Maximum Control.

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering. Covering with UltraCote becomes many times easier– with vastly improved results – when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

220°F-Application

The adhesive is activated at just over 200° F. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines or trim pieces and full bonding strength occurs.

Watch out for...

Don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

300°F- Shrink Onset

At 300°F, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting. UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320°, UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth wrinkle-free finish. Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the start and you'll have the largest available shrink rate remaining, should you later need to shrink the film.

Watch out for...

Stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area (about 5-10 seconds). The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

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350°F- Maximum Shrink

At 350°F, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, by referring to the chart, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the highest temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

Watch out for...

Stay away from seams and edges. This high temperature can cause bubbling and blistering.

Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin.

Heat the affected area, and notice how the air underneath the covering expands, making bubbles. As you continue to apply heat, moving in a 6" circle, it will release the adhesive bond. At first, several small bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times.

It's important to not stay in one place for very long with the heat gun, especially if you're working with a balsa-covered foam part, as warping and damage could occur. If the affected area is close to a seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.

Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned above, and it will only take a few minutes to bring back that pristine finish.

Final Tip

A very good builder and pilot once shared this perspective with me. He said that, if things go well, that new airplane you're building would last several seasons. Maybe even 5 years or longer.

Wouldn't it be worth spending a little extra effort and time during building to make it the best you can?



Have you paid your 2002 Dues?

If there is an asterisk on your mailing label, you have not paid.



Gallery of Aviation

A tribute to Steve Stuczynski.

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A Little Intro

My name is Le Roy Stuczynski, son of the late Stephen "Steve" Stuczynski (pictured at right) who dedicated his life to sharing his love of aviation and his memorabilia collection with all who loved aviation. Steve died on September 26, 2000 and wanted his legacy to continue. Before Steve died, I told him that I, along with his grandsons Jason and Jacob, fully intend to promote the "Gallery" during our lifetimes and, through this website, want to introduce and share this amazing display with all who have an interest in aviation.



Steve Stuczynski

Note:

Hello warbirds. I would like to thank all of you who have payed us a visit at our new website. Anytime you're in the Madison, WI area, please feel free to call Le Roy at 608-249-9517. Although we'd like to show you as much as we can through this site, we will never do it justice.



Recent Additions

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Gallery of Aviation

Madison, WI

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Have you checked out the Gallery of Aviation website lately? We have made some changes such as the ability to view the "Eagle Screams" without the cumbersome downloading of the monthly file and an archive of past issues. Jason has also written a program for a new guestbook which has eliminated the annoying advertising that appeared in our last guestbook. We hope you will take the time to give it a look and sign the new guestbook. We will soon be adding a bunch of new photos of the Gallery at <http://galleryofaviation.com>

We appreciate your interest in our special tribute to Steve and we know he is pleased we are meeting at the Gallery this month.