



Eagle Screams



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Monthly Publication of the Screamin' Eagles

February 2006

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.

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February Meeting will be at JJ's Top of the Swamp

The February 9, 2006 Screamin' Eagles meeting will be held at JJ's Top of the Swamp. As you know, JJ's has plenty of room for show and tell so bring those projects you are working on for next season. It's always nice to see projects

as they progress. Come early for some great food and drink to show our appreciation for using their place. Let's try to shoot for a large February turnout.

Hope to see you at JJ's. *Le Roy* 

Prez Sez — By Tom Lazar

I attended the Du Page swap over the weekend. All the tables were sold out and a very large turnout that lasted well past the drawings. Saw a lot of the Illinois pilots and only a few Wisconsin. In talking to those guys, lots of building is going on and plans to attend certain fly-ins. We as a group have not gone very many fly-ins lately. Maybe this is something we should think about and act on. The guys and girls from Freeport make a point to be at certain ones. Thinking of the Rockford guys and the bunch from Batavia. So I ask the question; why we do we not attend anymore than say just those in WI, the various fly ins at Fond du Lac, Brillion, Waukesha, Lodi and sad to say Madison. So what do you say? is this something we would like to do? 

January Minutes - By Mark Johnson

Treasures report: \$\$\$\$ looks ok. Secretary's report: Le Roy received the IMAA sanction packet.

OLD/NEW BUSINESS:

Gallery of Aviation web page is being changed and Le Roy will be creating a new web page. Godaddy.com will be the host and Le Roy will update us as progress continues.

Tom Lazar said we chose to continue to be affiliated with IMAA at our June event, and as a club. The way I understand it is, the errors

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in the past have been addressed and hopefully corrected. It was stated that IMAA membership will be required to fly at the June event.

SHOW AND TELL

Harold Blossom made 2 pilots. One that looked like Wayne Lanphear. and one that looked like Bill Disch. It's a foam cut pilot that's painted and detailed very nicely. Harold also presented Charlie Schultz with a hand crafted award for all the things that he does for our club. Very nice.

A what are you building gab session came next since show and tell was light this month. It sounded like most everyone had some kind of project started, so bring it along next month.

Mark 



Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. Hope your winter is going well. We sure can't complain about the weather. Love that Global Warming? At the January meeting I gave a \$75 check to Tom Lazar to give to MARCS and a \$75 check to Mark Johnson to give to LARCC for last year's use of their fields. As of this date our June event is posted to both the IMAA and AMA websites. I trust this will mean we will be advertised in several Model Aviation magazines and at least a couple of High Flight magazines. This should help in getting a larger turnout than last year. In addition we should start thinking of ways to better advertise our event to get the participation back up to at least 30 registered pilots. Bring suggestions to the February meeting and be prepared to brainstorm and/or volunteer. Perhaps we should consider doing a mailing to clubs in Wisconsin and adjacent states like Rob Goebel did a couple of years ago.

I announced at the last meeting that I was going to change servers for the Gallery of Aviation website. After playing around with the GoDaddy.com package I found that it is not the user friendly package I expected. I found a lot of help areas but it was very cumbersome to research, understand and apply the poor instructions. I might as well take a class on HTML. As a result, I will still be posting the newsletter to the current site. You will note that I added the January 2006 newsletter to the site and will add all future newsletters. I am considering using Microsoft Front Page but Jason needs to research if we can upload this data to our current server. I hope this will work out because I think LARCC webmaster, Sue Laubmeier uses Front Page so I would have a source to brainstorm with. Hope that would be OK Sue?

Mark Johnson passed a note to put the River Flyers of Central Wisconsin flyer about their February 12 Swap Meet and Auction in the newsletter. See the announcement at the right or you can view it at <http://www.rivervalleyflyers.com/swap.html>.

See you at JJ's 



Military Truism

"You've never been lost until you've been lost at Mach 3."

- Paul F. Crickmore (test pilot)

River Valley Flyers of Central Wisconsin
 Charter Club 948 of the Academy of Model Aeronautics
 A Gold Leader Club

R/C Swap Meet & Auction

Sunday, February 12th, 2006 Doors open at 8:00 am - Noon

Shooters Restaurant, corner of Hwy 51(I-39) & Hwy 54 in Plover

Highlights

- Plenty of tables
- Lots of parking
- Food Available
- Tables are free with paid admission
- Sell your extra R/C stuff, airplanes, boats, cars, whatever you have!

Buy or Sell!

Admission \$4.00 (12 & under free)
 Tables are free with admission, bring your extra R/C stuff & sell it!

For Information contact: Richard Ida
 Inspectr@wctc.net Cell# 715-459-1131
 www.RiverValleyFlyers.com

Located in lower level of SHOOTERS Restaurant, drive around back, enter into rear lower doors!




Washout: advantages and disadvantages

from the Twin City Radio Controllers

"Every airplane needs washout, even a biplane," said Claude McCoullough, the famous designer for Sig. I'm not sure that every airplane needs washout, but most do, especially the scale airplanes that Claude designed. Washout is a twist in the wing from root to tip. This twist is usually three degrees but in rare cases can be more.



Washout forces the wing near the fuselage to meet the air at a more positive angle than the tip. As the model pulls its nose up and increases the overall angle at which the wing meets the air, it will eventually achieve the stall angle at which lift ceases.

With washout, the inner wing will stall first and gradually progress towards the tips. This is desirable because the loss of lift at the center will lower the nose and prevent further stalling. Meanwhile, aileron control is maintained even though the wing is partially stalled.

But there's much more. Consider the typical World War II fighter. A fighter will have a wing incidence at the root of about 2-degrees and a washout of about one and a 1/2-degree. At top speed, the incidence angle of the tip is 0-degrees. Drag at the tip is minimized and there is very little loss of lift by air creeping around the wingtip—very efficient for maximum speed. In addition, the up-going aileron causes the same drag as the down-going aileron, so that roll causes no yaw. Yawing with the rudder does not change the lift at the tips, so yaw does not induce roll. This is just what the fighter pilot needs for gun aiming, and what the modeler needs for precise scale flight.

Washout is a must in airplanes with long, thin, or pointy wings. Some can't fly without it. Next time you are at the airport, notice the washout of the airliners there. It's huge for safety and fuel efficiency.

Most biplanes don't need washout because one wing is typically set at a higher incidence angle, and one wing will stall before the other. Ailerons must therefore be on the wing with the lower incidence angle.

Washout has a dark side; it can interfere with aerobatic performance. In inverted flight, washout becomes washin and all the bad things that washout prevents in upright flight become worse in inverted flight. Snap rolls and spins, which require the wing to stall on command, can be difficult to start and control. Adverse yaw varies with airspeed. Scale models of fighters are only mildly aerobatic. Fully aerobatic airplanes generally do not include washout.

Summary: Washout improves aileron response at all airspeeds, reduces adverse yaw and softens the stall, but only in upright flight.

From Flare-out
Twin City Radio Controllers
Jim Cook, editor
Minneapolis NM

The Marines have a new Second Lieutenant - By Le Roy Stuczynski

On February 1, 2006 I attended a commissioning ceremony at the Veterans Museum for my second cousin Jake Hubbard. He will report to Quantico, VA in June for "The Basic School" for officers... that will last 6 months, then after that, He'll have military occupational specialty training for a few more months someplace else, and then out "in the fleet," as they say. Jake was an enormous help in dealing with the Gallery relocation. My dad shared items from his collection with Jake since he was a youngster because of his intense interest in Military History. The Marines have another good man. Great Uncle Steve would be very proud!



A USMC Gunnery Sergeant and Captain performed the ceremony.



Jake taking his oath as a USMC Officer



Proud mom and dad pinning his rank.



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