



# Eagle Screams



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Monthly Publication of the Screamin' Eagles

March 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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## March Meeting will be at JJ's Top of the Swamp

The March 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. Also, this is going to be a working meeting in that we all are going to stuff and label envelopes to clubs about our June event. Don't miss this great fun! Come early for some great food and drink to show our appreciation for using their place. Let's try to shoot for a large March turnout.

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

## The Weak Signals

R/C Club Presents

### 52<sup>nd</sup> R/C Expo

#### R/C Model Show

"The Toledo Show"

At the SeaGate Centre

401 Jefferson Avenue

April 7<sup>th</sup>, 8<sup>th</sup>, & 9<sup>th</sup>, 2006

Show Hours: Fri/Sat 9am to 5pm – Sun 9am to 3pm

Handicap parking available – Tickets readily available at the door!

Admission \$7.00 per person per day, and new for our

52<sup>nd</sup> R/C Expo, Kids 12 and under are FREE!

## February Minutes - By Mark Johnson

Treasurer's report: read by Le Roy Stuczynski. Secretary's Report: Mark Johnson went over the highlights from last month.

### Old business

Le Roy received the IMAA and AMA sanction packet and said that our event is posted for 2006. We will be using our existing web page for getting the news letter. The new page Le Roy was looking to change to, isn't going to work. He will pass on information if he finds something that will work

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### New business

Doug Yaroch asked if the club will be sending flyers to other clubs, advertising our event. Le Roy said he would contact Rob Goebel for previous mailing labels and Mark Johnson volunteered to research IMAA's web site for mailing addresses.

Carl Bachhuber made a suggestion to advertise more; "news papers, banners, flyers etc." Richard Cohoon said he will check on getting a couple banners printed from Pepsi. Tom Lazar suggested going to other area flyins as a group. Supporting their events will in-turn help our event.

### Show and Tell

Harley Nelson recreated a Grandville Ascender. This airplane is a 60 inch wingspan replica of the full scale airplane. The full scale airplane was an experiment with canard wing and tricycle landing gear. It was test flown December 1, 1931 and crashed Jan. 1, 1932. Mark Johnson saved a Seagull Decathlon from the trash can and did an enjoyable rebuild.

Mark 



Trez/Ed Sez – By Le Roy Stuczynski

**H**i Eagles. It's hard to believe it's already March. It's been a pretty good Winter and Spring is going to be here before we know it.

Mark Johnson has prepared labels of nearby clubs which may be interested in coming to our June event. Mark and I thought it would be a good idea to bring the labels, envelopes and a bunch of our event flyers to the March meeting and we can all get involved in stuffing the envelopes for mailing. Doug Yaroch has printed a bunch of the flyers so all we need to do is provide the labor and postage. Plan on attending the March meeting so you don't miss out on this fun.

My wife and I attended the LARCC banquet on February 11 at Rex's Innkeeper and had a great time. LARCC always does a great job arranging for a good time. Sue Laubmeier the club Secretary and Webmaster is the brains behind all of this. Thanks Sue.



Dolly Wischer was at the event this year. She's the wife of the late and great World Champion Bob Wischer of R/C scale modeling fame. Dolly makes teddy bears for sale and support of AMA. She has made thousands and raised an enormous amount of money for AMA. LARCCS always has a great raffle. This year Dolly donated one of her teddy bears for the raffle. Sue put a new twist on the raffle this year in that subsequent winners could take prizes from an earlier winner. Lo and behold I won the first prize and took the bear to be a partner to a Dolly bear I had purchased years ago. However, with the new rules I ended up losing the bear to first, Doug Yaroch, and then he lost it to LARCC member Ford Greene. Of course I was quite disappointed and whined a lot.

The other day a box arrived at my doorstep. It was a Dolly bear! I promptly called Dolly and thanked her for the bear and she said "you're very welcome". What a lovely lady! I guess it's good to whine some time. My friendship with Bob and Dolly goes back a long time and through this display of kindness it shows our friendship still lives on. I love you Dolly. Above I have included a picture of Bob and Dolly with his World Champion "Emeraude" from an old Goldberg "Jet Cyanoacrylate" magazine add I framed and keep in my workshop as a tribute to this beautiful couple. See you at JJ's 

## Show and Tell from the February Meeting



 **Creative Harley's at it again! His motto is, "don't ever waste parts lying around the shop". This time Wayne Lanphear's test flying challenge will be this Grandville Ascender model of a 1931 full scale airplane that was an experiment with canard wing and tricycle landing gear.**

**Mark Johnson used his frugal ways by rescuing this Seagull Decathlon from the trash can and did this enjoyable and pretty rebuild.** 





## Do You Remember: The Benefits of a Logbook

from the Roxbury Area Model Airplane Club, Roxbury NJ  
by David Nuetzel, RCAM president

I started a log, which started the whole world crying! A joke, right? No, not a joke. I hope the Bee Gees don't mind me misusing a line from one of their songs, but my memory of the past is in constant flux if I don't write it down. The memory of crashing an airplane could very well become a "halfway decent save" a couple of years down the road. History has a way of always changing. There is no stopping that.

As long as people are willing to study it, it will keep changing. Some day that long sought after, critical piece of evidence will surface that proves either the Australians or Lieutenant Brown shot down the Red Baron. Until then, you can take your pick. With each different viewpoint taken, George Washington's historic image can go from semi-god to great leader, but would his image have been diminished if his personal letters to Martha were not destroyed?

The term historiography is not in my 20-year-old dictionary, so my unofficial definition of the word is that it is the study of historical viewpoints that make up history. History is therefore made of viewpoints that are voiced and heard or read by the historian.

Who is to say that there wasn't an irritated farmer near the western front taking pot shots at the red triplane and exclaimed, "I got him." His story will never muddy the history of the death of the Red Baron because he only told the story to his wife, and she didn't believe him anyway.

Accurate history is very hard to come by. The most accurate history is recorded immediately after the event and includes as many view points as possible (or at least the viewpoint that has the greatest following). Then we record the history of that event to give praise to the good and study the bad or to learn from our mistakes.

We all make mistakes and would probably rather forget them. The downside is that we will most likely repeat those mistakes if we don't deal with them.

The most costly mistakes are those we deal with the quickly. A series of little mistakes that lead to a bigger mistake is much harder to correct or learn from because the first couple of mistakes become insignificant in our memory and forgotten. We find ourselves thinking, "If only I had recorded these events with their minor problems, I could figure this out."

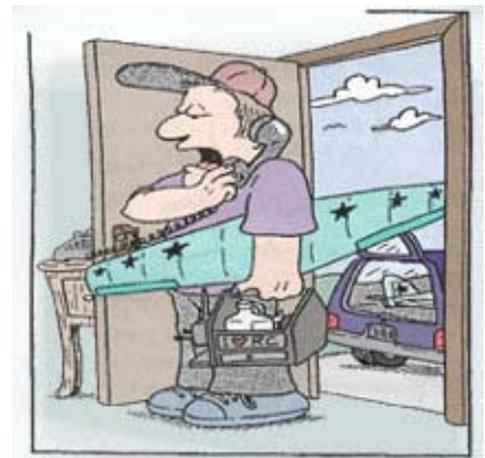
Logbooks or journals are not for everyone. It would be another obstructive task during the flying day (like cleaning the airplane). Then there is the problem of forgetting to write in your logbook/journal. Here's a tip to help you keep from forgetting: If you rubber band your wing on, put one of the cleaner bands on your wrist when you disassemble the airplane at the end of the day. Don't take the band off until you have written in your logbook.

You can record what you like, but I like to record an overall view of the day including what field I flew, weather conditions, and what airplanes I flew—a couple of sentences about each flight and how long they lasted. The more accurate the information, the more it can help you later on. Knowing how humidity levels effect the mixture setting on your engine from past experience, can allow you to set your mixture properly before you take off.

They can also give you an accurate record of usage. You'll know if an engine has had 1,000 flights or if a flight pack has been fast or field charged more than 100 times. You could keep a record of how your batteries have performed on the cyclor in the back of your log book instead of sticking post-it notes all over your workbench.

Information such as this can add a level of safety to your flying. It's also a fun way to look back. Going back in your log and finding a picture that your flying buddy gave you brings a smile to your face instead of wrinkles on your forehead from trying to remember.

Now this is time well spent, and it's not just another task at the end of the flying day. I started my logbook this year, and have recorded the first flight of my Fokker D.VII. Now, I won't have to remember how my inexperience and lethargic left thumb let that airplane wiggle down the runway before it took to the air on its first flight because I wrote it in my logbook.



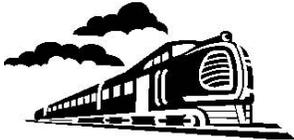
"I won't be coming into the office today.  
I'll be out in the field doing research."



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*Think Spring*



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