



# Eagle Screams



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

The April 13, 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 have finished for next season. Come early for some great food and drink to show our appreciation for using

their place. We've been having a good meeting turnout so let's try to shoot for a good April turnout at JJ's before we move to Lodi for the summer.

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



## March Minutes - By Mark Johnson

Le Roy gave a positive Treasurer's report. Secretary's report: Mark went over last month's highlights.

Le Roy said he received the A.M.A. sanction packet for our June event. This year's list of events that is going around has some errors, but is being updated and corrected, and resent to everyone. I assume by next month it will be all corrected.

It was mentioned that JJ's must have a new cook or something, the food was really good.

Continued on page 2

Ray Walsh got 1<sup>st</sup> place at Valley Aero Modelers static display at there swap show, with his Fokker D7. Roy Seals (HP Pilots) and I talked earlier in the week. He said that he will be reselling Williams Brothers products; “guns, pilots, etc.” and possibly wing bags and foam ARFs. Check [www.hppilots.com](http://www.hppilots.com) for these additions.

**Show and Tell:**



Ray Walsh brought a Great Planes PT-19 ARF with an 82” wingspan and powered with a magnum 120. Ray updated the ARF with some special touches. He stripped the top covering and panted it black, using steel wool, time, and patience. It looks very scale. Very nice additions to a nice looking ARF.

Harley Nelson crafted this “Flying Car called CONVAIRCAR”. It’s a recreation of a 1946 invention. of an



airplane pod that attaches to the top of a car. Very different, but neat. The airplane pod is powered as well as the car. He has it rigged up that you can drive it or fly it. When Wayne test fly’s this 19 lb bird (?) it will be awesome.

Mark 

**Trez/Ed Sez** – By Le Roy Stuczynski



Hi Eagles. It’s time for another trip to the Toledo Weak Signals Expo to experience the greatest display of model airplanes and congregation of modeling vendor displays I’ve ever seen. I look forward to this trip each year and if you’ve never attended you should consider going some time to experience one of the finest modeling shows in the world. I’m working on this newsletter before 6 of us leave for the show on Thursday April 6. I am leaving space for Toledo pictures in this issue which I will add after I return so my words will be short. I’m sure many will be happy. See you at JJ’s on April 13. 



The Shawano R/C Flying Club  
AMA Chapter Club #893  
21st Annual  
**Auction-Swap Meet-  
Raffle & Fly In**  
Sunday, April 23, 2006  
Shawano Community Hall, 115 E. Division St.

**Note Location:**  
We are returning  
to the  
Shawano Community Hall!

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 & Model Videos  
Door Prizes/Raffle: 12:00 p.m.  
Tables & Chairs Available—No Charge  
Food & Beverages Available on Site  
Admission— \$4.00 16 & Under—FREE

**Great Raffle Prizes!**

*Static Model Display  
& Awards for  
Best of Show—3rd Place*

**Club Flying Field Open**  
1:00—4:00 p.m. *No Landing Fee*  
*Field Conditions & Weather Permitting*

Directions to Community Hall:  
From Hwy. 29, take Hwy. 22  
NORTH to Downtown Shawano,  
turn RIGHT at the light on  
E. Division Street, then turn  
LEFT into Parking Lot.

All Types of Aircraft Welcome  
AMA Membership Required  
Frequency Control Observed  
For Information, Please Call:  
Steve Hammond, 715-524-3203  
Jim Vanderwalker, 715-823-3682  
Email: [jimmyr1@frontiernet.net](mailto:jimmyr1@frontiernet.net)



**Windy Weather Flying**

From the Middle Point RC Flyers, Murfreesboro TN  
by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

**Dihedral:** The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less an airplane will be affected when hit with a gust.

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# The Weak Signals

## 52nd R/C Expo

R/C Model Show - *By Le Roy Stuczynski*

On Thursday April 6, Eagle members Mark Johnson, Richard Cohoon, Ray Walsh, Le Roy Stuczynski, previous Eagle Roy Seals, and LARCC member Aron Kershaw piled in my van and headed for Toledo. During the trip Roy renewed his membership in the Eagles even though he lives in Texas and I'll bet we will eventually convince Aron to join. We had a great time and saw a lot of great models and vendors. If you've never been there, I think you'd find it a very enjoyable experience. The next couple of pages includes some pictures I took at the show. By the way, rumors may soon be circulating that I took out a highway construction

barrier on the Illinois Toll way. I'd like to set the record straight before the rumors start to fly. Actually it was a strategic and carefully planned evasive action to protect my passengers from a fast approaching nasty black jeep. It was either the jeep or the barrier. Chicago toll way construction sucks and is poorly marked! No damage to my van, but it sure sounded nasty. Hope you enjoy the pictures.



**Would you believe a 66% Piper Cub?  
Built by Tim Johnson of Owatonna, MN.**



**Balsa USA Booth with several of their models displayed high above.**



**I left several of our June event flyers at the IMAA booth. Ours are the gold ones.**



**1/5 Scale FW-190-D built by Duane Huff of Greengburg, IN.**



**A well done F4 Phantom with a Viet Nam paint scheme.**



**Beechcraft Bonanza built by Jay Marsh of High Point, NC.**



**This was simply a beautiful Fokker Tri-Plane with one exhausted pilot.**



**EMB Tucano Turbo built by Ron Bullard of Decatur, IN.**



**Close up of well crafted turbo exhaust stacks on the nose of this bird.**



**1/5 Scale P-51D built by Merlin McClellan, Eastpointe, MI.**



**Yellow Aircraft booth.**



**De Havilland DHC-3 Otter built by John Malawaring, Windsor, Ontario,**



**Dave Platt brought this Goldberg Falcon 56 on Controlaire Reeds. Most of you don't know either. I learned to fly on a Jr. Falcon.**



**Japanese A6M3 "Hamp" Zero built by Dave Platt, Palm Bay, FL.**



**Heinkel 219 built by Dave Platt of Palm Bay, FL.**



**Carden Yak 54 built by Mark Boguszewski of Beaver Falls, PA.**



**Carden Yak 54 built by Tom Mikalauskas and owned by John Bradley**



**Another Yak 54. Seems like they are the new hovercraft.**



**Gosh it's not a Yak! It's a Carden 35% Extra 330 by David Fleming of Laurelton, NY.**



**The Carden booth. That's Eagle Doug Yaroch tending to business!**



**This was one gorgeous F-18!!**



Beautifully finished Waco YMF-5 by Mike Barbee, Delaware, OH.



SE5a by Robert Thundemer of Springfield, VA.



B25-D built by Gregory Hahn of Rantoll, IL.



### *Madison's own Dustin Buescher*

*At Toledo this year I bumped into Dick Buescher's son Dustin. Dick and Dustin have flown at our event many times. I actually knew Dustin before he was born because my wife and Dick's wife Sally are good friends so they frequently talked during the pregnancy. Boy did Dick and Sally produce an aviator! I remember when he built and flew his first R/C model, a PT20. This picture shows Dustin with his Bob Violett Models North American F-86F which he built and finished in 3 months. Dustin works for Bob Violett in Winter Springs, FL. Dustin placed 16<sup>th</sup> at the 2005 World Jet Masters (Team USA) held in Hungary with this model and will be flying it in the 2006 Top Gun Expert Class in Lakeland, FL. We all wish you the best of luck Dustin! Check out Dustin's website at [www.dustinbuescher.com](http://www.dustinbuescher.com).*

*Windy* – Continued from page 2

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

**Lateral Control:** Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

**Maneuverability:** This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

**Wing Mounting:** Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

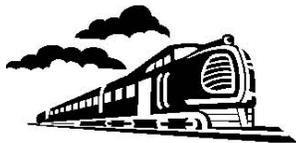
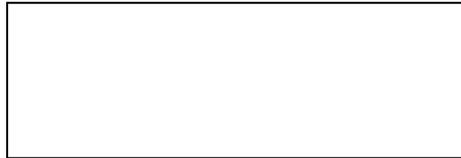
It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying. In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"



Screamin' Eagles  
c/o Le Roy Stuczynski  
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*Happy Easter*



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