



# Eagle Screams



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Monthly Publication of the Screamin' Eagles

May 2004

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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## May Meeting returns to LARCC Quarry Field at Lodi

The May 13, 2004 Screamin' Eagles meeting will return to our summer meeting site at the Lodi Area Radio Control Club (LARCC) Quarry field. Once again we thank this fine club to allow us to use their field as our summer meeting site. This will be our meeting site until fall. Come early and get a few flights in before the business meeting. If we happen to get weathered out, plan on showing up at the City Limits at around 7:00 PM for the meeting. We usually end up there even if the meeting is held at Quarry field. As you recall they have great food and drinks.

## Conversation 101

**The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the most tempting moment**

## April Minutes – By Roy Seals

Bill called our meeting to order. We had 14 people in attendance. Le Roy gave a treasurer's report.

Roy, Le Roy, and Ray told about their adventures at the Toledo show (this included getting lost, dumping drinks in Roy's lap, as well as all the neat things we saw at the show). Wayne reported that he had passed out our flyers for our upcoming fly in and there will be a clean up day at the MARCS flying field on May 1 and Eagles members should plan to help.

Continued on page 2

**Our fly in**

We are going to check with Mike Kimmerly to see if he could help out with the cooking since he did such a wonderful job last year. We voted to keep our raffle the same as last year with pilots getting one ticket per flight and then having separate buckets for the tickets on each item you would like to try for. Roy volunteered himself and Rob (Rob wasn't at the meeting) to buy the raffle items. Roy will check with Rob to see how many of the pilot registration forms we have left and it was voted to have more printed by Doug if needed. Harold will help out in the impound and Wayne will check with Ken and Ken Larson Junior to see if they can help out as they did a wonderful job last year. Tom Lazar will have more Screamin' Eagle inspection stickers printed.

Charlie generously paid for another year's advertising which offsets a substantial part of our newsletter costs. It was suggested that we review our list of free newsletter recipients at the next meeting to reduce newsletter expense. Le Roy will bring a copy of our mailing list for review at the May meeting.

**Show and Tell**

Wayne brought a list of items that are for sale that belonged to Bob Miracle. If you would like this list or would like to purchase something you should contact Wayne.

Wayne brought a wild hair G202 ARF 35 %. He put a ZDZ 80 single, two receivers, and two batteries to play it safe. It came in at 25 pounds.

Roy brought a PSP engine test stand that he got off of Ebay. It will hold up to a 180 size engine.

Mark brought his Lanier ultimate Pitts. He had brought it once before in the bones but it is now covered. It came in at 12 ½ pounds.

Ray brought a P40 by Yellow aircraft. It was a nice looking kit with a fiberglass fuselage. He also was selling the Robart retracts he purchased for it as they will not work on his plane.

Harold showed us a person he created that stood about 12 inches high holding a transmitter standing behind a flying fence. He will make these for anyone who is interested. They are a neat little piece of art to place on your desk or workshop.

Hope to see you at our next meeting!

Roy 



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

Hi guys, glad to see spring has finally sprung and hopefully you are out burning holes in the sky. Carl Bacchuber has been taking advantage of the nice weather because on May 5<sup>th</sup> he logged 2 flights on his new Stratocruiser. See my article on page 5 for a short report on the test flight. Can't wait to see this one fly!

Looks like the e-mail distribution of the newsletter to those of you with e-mail addresses worked out so we will continue to do this. If this causes anyone a problem, let me know and I will send you a hard copy. As mentioned before, in order to be fair to Charlie, who generously advertises in our newsletter, I will be including his advertising page in the pdf file viewed by you e-mail recipients. If you didn't know, Charlie's fee covers a substantial amount of our annual newsletter costs. Thanks Charlie! Please patronize him!

As you know, I relocated my mother to an assisted living facility and she is very happy and secure there. Now my charge is to clean out her home and deal with the contents of the Gallery of Aviation. It is quite overwhelming but I think I finally got a handle on the project.

My son Jason bought a small home in St.Cloud, MN and my mother generously donated a large amount of her furniture to him. A couple of weekends ago my wife and I transported the furniture up there. We hung around for an extra day and helped him with some of the organization, painting, and just plain odd jobs. This last weekend we moved my son Jacob to Stevens Point where he is trying to find employment. Poor guy (and me now too) has been out of work since December. Hope he finds a good job in my old stomping ground. He's got the perfect last name for the territory.

Back to the subject of the Gallery of Aviation. I have been making some contacts about donating the museum contents. Guess what? It ain't that easy. However I did contact a good friend of dad and I in North Palm Beach, FL. His name is Denny Sherman of Sherman Aircraft Sales. I asked him if he had any ideas and soon after I was contacted by Bob Frazier of the Valiant Air Command near Titusville, FL. They are very interested in taking a good deal of the collection. Their facility is arranged very much like the Gallery and they think the stuff can be displayed in a manner dad would be proud of.

I also have been given the go ahead to create a memorial display at the VFW 8483 club located on Hwy CV north of Truax field. I would display things there that relate to this area. Dad was a life member of that club and what a great place to do a display as a tribute to him.

Don't forget the May meeting will begin our summer meetings at the LARCC Quarry Field in Lodi. Come early and fly before the meetings there. Thanks to the LARCC club for again allowing us to join them this year for flying and meetings at their field.

Now for this month's "cool" language word:

**Jet** v. - **A:** to go sledding, **B:** use Jet Skis, **C:** Leave in a hurry, **D:** drive fast.

Make your best guess and check the "cool" answer on page 5.

See you at Quarry Field. 

**Prez Sez** – By Bill Disch

The MARCS field is in good shape for our June 12 event thanks to Charlie and Harley for getting rollers to level the field and also for the good turn out of a work crew. Let's hope we have good weather for our event. We'll see you at the meeting at Lodi Quarry Field. Bill



# The Forgotten Rudder

By MARVIN HINTON

Seems like a strange title, right? Well, it's not so strange when you consider the fact that the only time most of us use the rudder is when we are on the ground. The rudder is there for us, offering its services from the moment we start our takeoff roll to the final taxi back to the pits, yet most of us totally ignore it while in the air.

Our former safety officer once stated, "On takeoff, the rudder is the first control surface to gain control on acceleration and the last to lose control on landing." Well, most of us have learned that the hard way, during takeoff, landing, and taxiing, but the rudder is capable of a lot more than just keeping our airplanes going in the right direction on the ground, which brings me to the personal side of this article.

I crashed a beautiful biplane recently. I had just brought it out of retirement and it was ready for its initial flight. Knowing that it had a history of bad ground handling, I was very careful on takeoff to apply sufficient rudder to keep it going down the white line of the runway.

The takeoff was accomplished without incident despite low power input from the four-stroke engine. Then, much to my surprise, once airborne, the airplane took a sharp turn to the left, struggling unsuccessfully to gain altitude. Despite full right aileron input, the airplane hadn't enough airspeed to get proper aileron and elevator response and it continued its wayward journey to an ignoble crash.

What was my rudder doing during this short flight? Nothing! As usual, I had allowed the rudder to return to neutral immediately after takeoff. Had I applied some right rudder when the airplane veered to the left, I probably could have brought the airplane back to a safer heading and avoided a serious crash. Why do most of us ignore the rudder once our airplanes are in the air? It is one of the most important and least used of our three control surfaces. I have learned a good lesson and have my name on the crash trophy to prove it.

We were once encouraged to learn how to make "coordinated turns." This requires the slight application of rudder plus some compensating aileron adjustment and can result in a much smoother and more professional looking turn. Try it out.

In other words, stop ignoring that forgotten rudder and let it help you expand your flying skills.

from *The CAM Journal*  
Central Arizona Modelers Inc.  
Marvin Hinton, editor  
Sedona AZ



## Bad behavior

As a man took his seat on an airplane, he was surprised to find a parrot strapped in next to him.

After taking off, the flight attendant came around to serve the passengers on the airplane. The man asked the flight attendant for a coffee and the parrot squawked, "And get ME a coke ... NOW!"

The flight attendant, flustered by the parrot's attitude, brought back a coke for the parrot; however, she forgot the man's coffee. As the man pointed this out, the parrot drained his glass and screamed, "Get me another coke of I'll really create a scene!"

Quite upset, the attendant came back, shaking, with another coke but still no coffee.

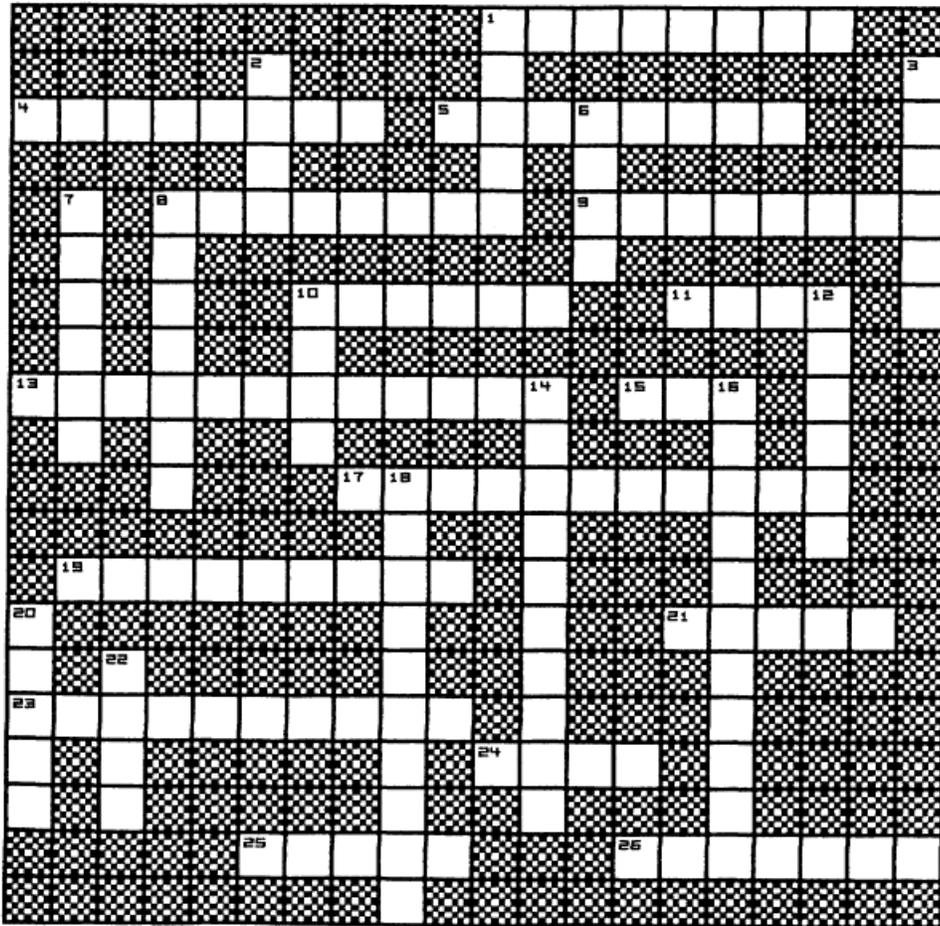
Irritated at her forgetfulness, the man decided to try the parrot's approach. "I've asked you twice for a coffee. Go and get it right now, or I'll create a scene that will make his look like a Victorian tea party!" The next moment, both the man and the parrot were grabbed and thrown out the emergency exit by two burly security guards.

Hurling toward earth, the parrot turned to the man and said, "You're pretty cheeky for a guy who can't fly!"

from *Plane Talk*, Aerobatic Aces R/C Club  
Bob Van Singel, editor  
Three Rivers MI

# Flight Crossword Puzzle

FLIGHT



## ACROSS CLUES

1. The resistance to relative motion between two surfaces in contact.
4. The rate of motion in a particular direction.
5. The difference in ? gives an airfoil lift.
8. Indicates the height above sea level.
9. Is how fast the air is moving past an airfoil.
10. The downward force on a plane.
11. A force generated by an airfoil which acts perpendicular to the incoming flow.
13. The science that deals with the motion of air and the forces it produces on an airfoil.
15. The side to side motion of an airplane.
17. A line depicting the flow path of a particle of air.
19. The distance from one wing tip to the other.
21. When the air flow separates from the airfoil reducing the lift.
23. Irregular motion of air; uneven currents of air.
24. The motion of an airplane caused by the use of ailerons.
25. The straight line from the leading edge to the trailing edge of an airfoil.
26. Part of an airplane that causes it to roll.

## DOWN CLUES

1. A push or pull exerted on an object.
2. The force that counter acts the weight of an airplane.
3. The part of an airplane that controls the yaw of the airplane.
6. The distance from one wing tip to the other.
7. The measure of the curvature of the airfoil.
8. A streamlined surface designed in such a way that air flowing around it produces useful motion.
10. A three dimensional object that moves through the air and can generate lift.
12. The force the engine supplies to the airplane.
14. The point on an airfoil that separates the upper and lower streamlines.
16. A facility where an airstream is forced across an airfoil to study aerodynamics.
18. The curve described by a projectile in flight.
20. The up and down motion of an airplane controlled by the elevators.
22. The force that opposes thrust.

*Answers on page 5*

**Bob Miracle Memorial** – By Le Roy Stuczynski

I received a nice letter from Faith Miracle thanking us for our generous gift to be used as a memorial for Bob. Faith and son Christopher and daughter Nancy agreed to direct our gift to some community project or activity that can be enjoyed by the general public. In this case, Faith indicated that means all of us Screamin' Eagles. The family decided to buy a commemorative brick at Olbrich Botanical Gardens, a place anyone can enjoy visiting. The brick will be installed by August 31 and the funds will help with their expansion program.

They were limited to a small number of characters, and could not fit "Screamin' Eagles" as part of the text so the family decided on:

**R. MIRACLE  
FRIEND**

Since receiving the letter from Faith I received the following from the Olbrich Botanical Society:



Olbrich Botanical Society has received a wonderful gift from

**Screamin' Eagles Flying Club**

In recognition of this generous contribution, a special brick will be placed in the Gardens with the following message:

**R. MIRACLE  
FRIEND**

This special message will be inscribed on a brick for placement in a lovely garden pathway by August 31, 2004. A greeter at the reception desk will have a directory to help you locate the brick after this date.

Visit Olbrich Botanical Gardens and enjoy the beauty and wonder of nature throughout the year.

**FOR SALE**

**Robart Retracts – VRX 90 Degree Air Rotating Deluxe System. For use in 12 to 24 lb F4U Corsair or P40 airplane. Contact Ray Walsh (920) 478-9778 for information.**

**Crossword Puzzle Answers**

**ANSWERS: FLIGHT**

```

          FRICTION
        L   O   R
VELOCITY PRESSURE U
        F   C P   D
C ALTITUDE AIRSPEED
A I           N   E
M R WEIGHT LIFT R
B F I           H
AERODYNAMICS YAW R
R I G   T   I U
        L   STREAMLINES
          R G   D T
WING-SPAN N   -
P           J A STALL
I D           E T   U
TURBULENCE I   N
C A           T ROLL N
H G           O N   E
          CHORD AILERON
                Y

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**Northwest Airlines  
New Ride Hits the  
Skies** - By Le Roy Stuczynski

On May 5, 2004 member Carl Bacchuber's amazing Northwest Airline's Boeing Stratocruiser hit the skies. I wouldn't dispute the picture is

of it actually flying! I doubt if anyone would be able to stage the flight by holding this 81 pound bird in this position long enough to take the picture.

Carl says "the thing took off the first flight in about 100 ft. Two clicks of down trim and it was flying hands off by the half way point of the first lap. Handled very nicely. Some issues on landing. All in all a very successful first and second flight."

Congratulations Carl from all your fellow Eagles on another success story in the Bacchuber fleet. We look forward to seeing this monster fly at our June 12 event. →

**Cool Talk Answer**

**Jet** v. – (C) Leave in a hurry; as, I'd better *jet* or the rents (parents) will be all bent out of shape.



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