



Eagle Screams



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Monthly Publication of the Screamin' Eagles

June 2007

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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June Meeting will be held at MARCS Kettle Field,

The Thursday June 14 meeting, as well as the rest of our summer meetings, will be held at the Madison Area Radio Control Society (MARCS) Kettle Field in Madison.

Come early and fly but if the weather is bad, we will move to the Crossroads Bar at the corner of 12 & 18 and County Trunk AB. This will be our

last meeting before our June 23 event so let's all try to make the meeting to make sure we have covered all the items that need to be done. We will also be discussing when we will be getting together for readying the MARCS field for the event

May Minutes - By Richard Cohoon

President Bill Disch called the May meeting to order. The Secretary's report was not available for April minutes. The Treasurers report was submitted by Le Roy.

New Business:

There was discussion about raffle prizes and what to offer for prizes for the public raffle. It was agreed that we would procure six gift certificates at \$25.00 each from local businesses for the public raffle. There was discussion about the need for a work day prior to the fly-in. The discussion and decision was deferred to the next meeting.

Door Prize:

Harold donated a door prize which was won by Le Roy. Thank's Harold for your donations and your wonderful works of these door prizes.

Trez/Ed Sez - By Le Roy Stuczynski`



Hi Eagles. Our 13th annual Giant Scale Fly In is almost upon us. I've been getting a lot of telephone calls about our event, mostly from new giant scalers in the area. That's encouraging. I've begun purchasing the restaurant and gasoline certificates we decided on at the May meeting for spectator raffle prizes. I think this is a great idea and should increase the interest in that raffle. We'll still have the pilot raffle and the more you fly the better your chance to win!

I just returned from a Memorial Day weekend visit to our son's girlfriend's parents in Maryland which included a visit to the National Air and Space Museum's Stephen F. Udvar-Hazy Center in Washington D.C. If you're ever in the area I encourage you to make this a stop. It's an impressive display of historical aviation memorabilia. I wish my dad had seen it!

I mentioned in the last newsletter that I would include some Toledo and Air Force Museum pictures in this issue. I've include a few pictures which have special historical meaning to me. The rest I will bring to the meeting for those who are interested in viewing.

Look to the right! It's Ex Prez Rob with Prez Bill and their Harleys. Rob brought the remainder of the registration forms and joined the Eagles. What a guy. *Le Roy* 🦅



The Prez Boys and their Harleys!

[Weak Signals Expo – Toledo, OH](#)

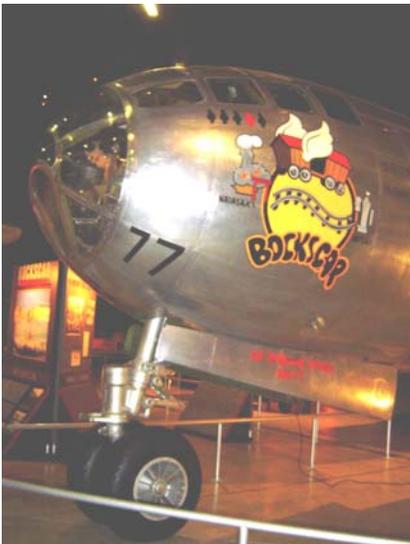


This beautiful B-17-F was one of the most detailed models I've seen for quite some time. I swear even the deicing boots were as perfect (or imperfect) as those on the real airplane. I believe this is the model Eagle Doug Yaroch is building of his father's B-17 Squadron



This 40% Carden Extra 300's color scheme was fashioned after a full-scale Extra 300 that is sponsored by Hamilton Watch Co. It was meticulously Monokote covered with all the watch face details of a Hamilton watch face, Details are made from hundreds of individually cut and placed pieces of Monokote

[Air Force Museum – Dayton, OH](#)



"Boxscar" The B-29 that dropped "Fat Man" to end WWII.



"Fat Man", a replica of the atomic bomb dropped by Boxcar on Nagasaki, Japan to end WWII.



Tail of Boeing 707 Air Force One #26000, which brought JFK's body back from Dallas and many other historical events.

Air & Space Museum – Washington D.C.



Our son Jason and I at the entrance of the Museum.



A beautifully displayed F4U Corsair. Dad's and my favorite WWII Warbird.



Space Shuttle Endeavor. It never flew in space but was used in glide tests. I spent a lot of money at NASA and never saw a Shuttle. Now I saw one!



Pan Am Boeing 307. I saw this at EAA before it ditched into Elliott Bay. It's safe now. This is the airplane Carl Bacchuber just modeled and flew. Carl did his in a TWA colors.



This is the SR-71 Blackbird I watched leave EAA in Oshkosh for its final trip to the Smithsonian.



Daryl Greenamyer's highly modified Bearcat which I watched race many times in Reno. This was its scheme when he set the prop speed record



Leo Laudenslager's Laser 200 and Art Scholl's Chipmunk. I watched many a routine by each pilot. I saw Art Scholl's last performance before he was lost doing Top Gun filming.



This is the real Enola Gay which dropped the first atomic bomb on Hiroshima to begin the end of WWII. Boxscar finished the job at Nagasaki.



In the foreground is the prototype Boeing 707 which was built without a contract. A test pilot got himself in deep dripping dog du du when he rolled it at an airshow demo. In the background is a Concorde like I saw twice at EAA.

Ambitious B-17 Restoration – Marengo, IL



My second dad Bob Edwards beside the semi trailer used to haul B-17 pieces.



Our Warbirds Squadron 4 went to help with the project one Saturday. Here Bob Jr. watches a panel duplication.



Here volunteers drill out rivets before copying and installing new panels.



Front part of the fuselage is looking good.



Will these engine mounts ever bear engines?



Pieces, pieces, pieces. Wherever you went you found B-17 pieces!



This propeller looks pretty good.



It's probably a perfect fit on this engine, huh?



Another section of the fuselage.



Appreciating Modern RC Scale

From The Rainbow Aero Modelers Society, Milwaukee, Wisconsin - by Russell Knetzger

Scale aeromodeling competition, as practiced in the United States since the mid-1970s, has revived Scale. Prior to the Academy of Model Aeronautics adopting the “stand-off scale” concept, Scale was declining. The decline was because Fédération Aéronautique Internationale (FAI) worldwide rules were so exacting. Models, to be FAI competitive, need 1,000-2,000 hours of building time. Two earners per U.S. family were becoming common in the 1970s, leaving less time for adult hobbies.

The AMA system divides the 100 possible static points: 40 for accuracy of outline, 30 for finish, color and markings, and 30 for craftsmanship. Judges must decide points strictly based upon the scale documentation provided by the pilot, and that is limited to only a few sheets so judges are not overwhelmed. The finish, color, and markings sheet(s) show degree of gloss, position, size, and color of insignia and other markings, and overall paint scheme. The outline sheet(s) give top, bottom, side, and front views of an aircraft. These four sides are called “three-views.”

Now called Sport Scale, the “stand-off” rules keep judges 15 feet away from the model during “static judging.” AMA rules award half of a pilot’s points for how faithfully the model replicates the prototype (the static aspect), and half for a pilot’s flying skills. That greater static distance (FAI judges can come as close as they like and peer into the cockpit) means modelers can build with less detail. Ironically, with each passing year U.S. builders are becoming more detailed, even in the low-points cockpit area.

The 100 points AMA assigns for flying skills are divided into 10 points to each of nine flying maneuvers, plus 10 points for overall realism of flight. Mandatory maneuvers include takeoff, landing, low fly-by, and horizontal Figure 8. Optional flying maneuvers must be prototypical of the modeled aircraft. Judges deduct for maneuvers that are off center, not parallel to the runway, too high, too far out, too close, not level, and for realism, too fast, too jerky, etc.

Refinements to these basic concepts, which have further attracted modelers to Scale, include Team Scale and Fun Scale. Team Scale allows the builder, who may not be a good pilot, to team with a better pilot. One does the building, one does the flying. Fun Scale attracts beginners. The documentation requirements are simplified because obtaining documentation is always a challenge.

Almost-Ready-to-Fly models (ARFs) are also being provided for in Scale competition. The modeler is encouraged to improve the detail of the ARF, such as drawing or scribing in panel lines, added lettering, decal markings, etc. Again, finding documentation to match a manufactured model can be difficult. Shipping box cover art may be all there is.

A surprising impetus back to Scale modeling has also come from an anti-competitive source, the International Miniature Aircraft Association (IMAA), which formed roughly 25 years ago for two purposes. One was to promote Giant Scale modeling, and the other to switch from competition as a reason for gathering, to the fly-in approach: “display, see, and be seen.” Fly if possible, but not required. Since larger aircraft naturally fly more realistically, the serious Scale competitors are building large: 10- to 12-foot spans, 25- to 50 pounds.

Masking Trick

GLAD Press ‘N Seal plastic wrap makes a great masking medium for spray painting. It is sticky on one side and will stick to itself, or the item you want to paint. It is much easier to work with than paper because it clings to the surface without lifting the paint off when removed.

—From *Flightline*, Casper Airmodelers Association, Casper, Wyoming

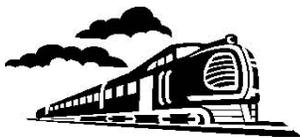
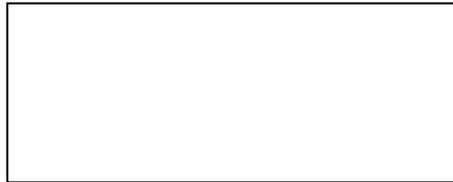
Murphy’s Law of Model Building

When, during the construction of a model, you need three hands and yours are busy, the bottle of CA you were using will secretly lay down, spilling the contents to the floor and you, in your bare feet, will stand in it, gluing yourself in position.





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