



Eagle Screams



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Monthly publication of the Screamin' Eagles

July 2000

The Screamin' Eagles Giant Scale Model Airplane Club meet 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.

- President: Dan O'Neill (608) 249-4092
Email: DOFLYRC@aol.com
- Vice President: Leroy Brandt (608) 849-3352
Email: lebrandt@execpc.com
- Treasurer: Le Roy Stuczynski (608) 249-9517
Email: StuCrew@aol.com
- Editor: Le Roy Stuczynski (608) 249-9517
Email: StuCrew@aol.com
- Research Editor: Steve Stuczynski (608) 249-1819
Gallery of Aviation

Member E-Mail Addresses

Scott Benedix, beno@hnet.net
Mike Bitter, mikeb@hobbyhorse.com
Leroy Brandt, lebrandt@execpc.com
Cal Breunig, calchris@inexpress.net
Bill Disch, bcdisch@jvlnet.com
Rob Goebel, robbyg@internetwis.com
Ahmed Jazzar, jazcze@netbox.com
Kevin Kopp, flyg202@aol.com
Wayne Lanphear, bgbird@ix.netcom.com
Tom Lazar, tdlazar@yahoo.com
Bob Miracle, rmiracle@execpc.com
Dan O'Neill, DOFLYRC@aol.com
Mike Pirkel, MADDOG@ITIS.com
Roy Porter, RJPorter@aol.com
Le Roy Stuczynski, StuCrew@aol.com
Lyle Stone, lyles@chorus.net
Doug Yaroch, a-d-aero@powerweb.net

July Meeting

The July meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on July 13, 2000. Come early and fly but if the weather is inclement we will meet at the City Limits. Regardless of where we hold our business meeting, I am sure we will end up at the City Limits afterwards so feel free to plan on perhaps grabbing a bite to eat there to show our appreciation for using their place as a bad weather meeting place. It's fun to get together there anyways.

Wisconsin Aviation History – Researched By: Steve Stuczynski

One of the many Wisconsin produced products during World War II was the strong and lightweight plywood plants located throughout Wisconsin. Algoma, Stevens Point, Fond du Lac, Butternut, Oshkosh, Marshfield, Mellen, and Park Falls all supplied plywood for the construction of about 5,000 plywood gliders destined for the Normandy Invasion, as well as for the construction of the British Mosquito bomber, Cessna trainers, and Howard Hugh's Hercules, more commonly known as the "Spruce Goose".



June Meeting Minutes – By Leroy Brandt

Leroy called the meeting to order in President Dan O'Neill's absence. Dan called me at work around 4:00 this afternoon and said that it was the day from hell and that he didn't think that he would get done working in time to make it to the meeting. Bill played that tiny little violin again for Dan. Bill mentioned something else but I don't remember what it was just like last month. We never print the treasurer's report so you must be at the meeting to find out if we have any money after LeRoy S and his dad took that trip up to the Minnesota border to buy those airplane weather vanes.

It was finally decided that the Screamin' Eagles would donate \$200 to the EAA in memory of Milt Alswager. LeRoy S will send them a check and indicate to them how to use the money. We were going to sponsor a Young Eagle at Air Academy but that didn't work out.

I mentioned that I talked to our caterer at the Oshkosh fly in. He has us on his schedule and confirmed that he will be at our fly in again this year. Those large cinnamon rolls are awesome.

Charlie Schultz mentioned that Dave Jardeau volunteered to run the raffle. Dave is not even a Screamin' Eagles member. How about that! Thanks to Dave.

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Bob Miracle called the State Journal and got our event listed in the Rhythm Section of Thursday's newspaper. It has paid off in the past to have this listing. People looking for something to do on the weekend might find us and buy a brat or a raffle ticket or two. Bob may also have talked to someone that takes care of the Empty Stocking Fund. My notes are not very clear. We normally donate to them in the winter prior to Christmas. Bob will remind us when it is time.

Wayne Lanphear said that he will run the transmitter impound this year. Harold Blossom has always done it but said that he has a prior engagement. We changed our date and now we conflict with a golf tournament that Harold works with for another charity.

Lyle Stone said that he would bring his PA system and do the announcing for the event again this year. Charlie is bringing his Honda generator for powering the PA system. It was decided to place the announcer near the transmitter impound area to better coordinate who is flying and what.

Rob Goebel is making the pilot buttons with the updated logo that Harold Blossom prepared for us again this year. People missed the buttons in the past when we didn't prepare them. All should be happy this year.

Tom Lazar had inspection stickers made for us again as our supply was running low. These are neat little Screamin' Eagles logos that pilots don't mind us putting on their airplane after it is inspected.

Update on the IMAA and High Flight Magazine. I mentioned that I have been getting calls from the IMAA President Frank Ponteri and Richard Vukmirovich our District Director. Mr. Ponteri read to me from a page of the Eagle Screams newsletter from April 2000 that had been mailed to him. HE mentioned that it also got sent to all the High Flight advertisers as well. Mr. Ponteri read back to me what I had written in the minutes of that newsletter. To refresh your memory I had mentioned that High Flight magazine is a mess and you all nodded in agreement. You will remember all the typos in the earlier issues as well as the recycling of photos for three pages in that issue. Harold Blossom mentioned that our 1999 even though we are in Wisconsin that we went to Florida to hold our event just to be different according to the location map at the top of our event report. I also wrote that the IMAA was handing out this issue of High Flight to prospective new members at the Toledo Show and I thought that this was an embarrassment for all IMAA members.

Mr. Ponteri wondered to begin with, why I was trying to ruin the IMAA by sending our newsletter to all the advertisers. First of all I mentioned that I did not send our newsletter to anyone. Our editor mails it out to our members. Mr. Ponteri was certainly interested in who is on that list. By the way, he is still wondering.

I mentioned to Frank that the magazine has been draining the IMAA since Sam Wright took over as editor plus the quality is way down from what we were accustomed to receiving in the past before Sam Wright took over to "make it better". Frank talked about the new way that High Flight is printed and the rising cost of paper. I mentioned that some of the earlier issues bound the new way would not even lay flat. You have to force the sucker open and then hold it there to read it. The most recent issue was easier to read. I brought up the fact that the previous editor was paid around 10K per year while Mr. Wright gets about 18 K and I hear that he came to the last board meeting looking for a raise for a job well done. Boy we sure haven't seen that issue! I would hope that this is not Sam Wright's full time job. I just doesn't seem like Mr. Wright is giving High Flight magazine the attention to detail that a publication for the second largest modeling organization is the U.S. needs and deserves.

I mentioned at the June 8th meeting that there is something else happening that is helping to ruin the IMAA and I again have nothing to do with it. It is now official that Sam Wright has taken it upon himself to sue some of the advertisers in the High Flight magazine. These are our supporters that help pay for that rag as Sam usually refers to High Flight. Apparently they did not order the ad to be placed in High Flight but Sam Wright thinks they did. How can you not know if an ad was ordered? There must be paperwork that reflects an order wouldn't you think. I'm no expert at magazine advertising but I guess I would assume that advertisements are ordered via email or snail mail but not verbally. Can you see the level of experience we have running our publication here guys? Many advertisers are complaining and still feeling the effects of the Christmas issue that hit our mailboxes late in January when the Christmas buying frenzy was already over. Nice timing! If there is a discrepancy in billing for the ads then there are other ways to settle this rather than sending letters from attorneys to collect on advertising invoices if they are due. With the history of High Flight over the last 7 or 8 issues I would expect that the advertisers are probably right about discrepancies.

I mentioned that the IMAA board voted to accept Sam Wright's resignation. Hey guys, we spend about \$10,000 to send our district directors and officers to a board meeting. They get hotel accommodations, rental cars, plane fares, etc. Two board meetings are held each year. One is in the winter somewhere warm and the second is at the Rally of Giants. At the last board meeting our representatives passed a motion to look for a new editor. This was never carried out because Sam Wright was given another chance to get out two issues on time and professionally done. Sam Wright even got more money for proof reading plus a state of the art computer system that would be more

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compatible with the printing company so that there would be no more mistakes. The June issue came out two weeks late and you probably remember that issue as well as anyone. The second issue came out supposedly on time when in actuality it went to the printer on the wire or barely near it. I received mine a week or so ago. If it was on time it still was not done accurately. Aeroworks is supposed to have a picture of their new SU31 and instead there is a picture of 2 of Carden's new Edge 540's in the what's new area of High Flight. This issue is probably the most accurate work Sam Wright has done in his eight or so issues since he took over as editor. Should we celebrate? I think we can do better. With the amount of money that the editor is receiving these days I think that there is a lot of talent that would come forward to be interviewed for the job. When Sam was hired for the job there was only one applicant stuffed down the throats of the District Directors. I think it's time to look again before the IMAA completely falls apart. Besides the magazine what do we really get for our money? Phone calls from Frank Ponteri at dinnertime are one thing that I get for my membership. Not only once but twice I have been called wondering who I am sending things to. Maybe my phone records will be investigated next. What is this Stalag 13! The IMAA officers work for us, not the other way around folks! At present I have been forbidden from sending Frank Ponteri any email. He tells me to go through my director who I feel is a yes man. As far as I know this is still a free country and I'll write to whom ever I please. So far I feel that I have only told the truth so why is everyone so upset with my words?

I get calls from our District Director telling me to keep quiet and be happy and to run things through him first. They can't tell me to shut up now can they? It never has done any good in the past.

Do we have cause for complaining about how the IMAA is being run? Here are some of the statistics about High Flight since Sam Wright took over.

- 1). \$6,000+ more to publish per issue and it's always late.
- 2). School students now are using High Flight in grammar/spelling classes as a workbook while playing "who can find the most errors in this magazine".
- 3) He misspells "Giant" on the cover of a Giant Scale Magazine.
- 4) Cubs are described as P-51's in captions in several issues.
- 5) Editor ignores board motion to stay below a certain page count to keep the price down and also ignores another motion to get the election issue which contained candidate resumes/pictures/etc. out on time. We all voted blind.

The IMAA was a great organization until a few people got involved. Look at the IMAA numbers of some of the troublemakers. You will probably be able to figure out when most of the trouble with the organization started. Most of us just want to fly and have fun with our Big Bird friends at summer flying events and forget about all this crap they are pulling.

Can we get our IMAA back?

See you at our Screamin' Eagles Fly In on the June 17th. Wonder where we will hold it this year.

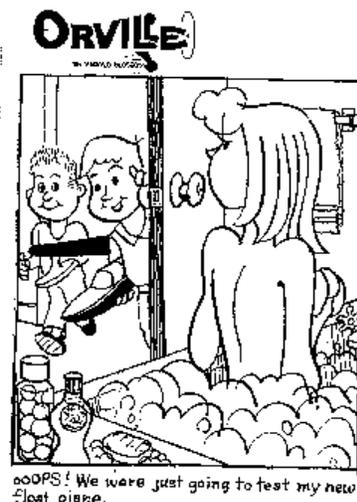
This is Leroy



The Unusual of WWII – Researched By:
Steve Stuczynski

More than 800,000 Soviet women and young girls served as front line combat personnel at the end of 1943. They mastered almost all military specialties. They became members of air crews, tank crews, gun detachments, and infantry and medical personnel.

Jr. Lt. Lilya Litvak was the highest scoring Russian female fighter pilot. A member of the 73rd Polk Regiment. She shot down twelve German planes while flying a Yak-1 during the Battle of Stalingrad. After less than a year of combat flying the twenty-one year old pilot was killed in an air battle over Orel.



Trez/Editor Sez:

The 7th Annual Giant Scale Fly In is now history and, judging by some of the comments, I wonder if the “annual” could be a word of the past for any future Screamin’ Eagles big bird events. Seems like we failed to “pull together” as well as we have in the past. While every member should be able to participate in the fun, sometimes that is not possible. Not because there is only one person capable of performing any one function but rather that we as a club failed to spread out the duties in the first place so everyone could have some fun. Lastly persons who did some of the jobs all day wanted too but those who didn’t had the right to ask for assistance. Unfortunately they didn’t and the saddest part is that it appears other Eagles overlooked the fact that “gee he’s been doing that all day, I’ll bet he needs a break”. I know that a fine group like ours would never intentionally do this to each other. I hope together we can learn from our mistake and go on without any hard feelings. You’re all a great bunch of guys and I am proud to hang out with each and every one of you. I hope I didn’t offend anyone by editorializing my observation. It was a terrific day and in my opinion a success. (Off the soap box big “R”)

Overall I thought things went pretty well. Good weather, 28 registered pilots, even more beautiful airplanes, and a relatively crash free day. One of the Stuka’s got an owie, one big bird lost a canopy/hatch and caused some damage that could have been disastrous but luckily the airplane lived to be sold that same day. Unfortunately one of Ed Buechner’s air force went in as the event was winding down. The raffle was fun and most everyone but me, as usual, won something. We ended up with quite a few unclaimed raffle prizes, which had to be delivered or mailed. Seeing as we have the raffle early enough in the afternoon, maybe we could have a “must be there to win” policy in the future.

Next time we need to do a bit more advance planning and assignments to make it fun for all the Eagles. We definitely will look into an advance registration process for the next event because, as Bob Miracle and I can tell you, registration is a bear. Perhaps some of you seasoned event goers can offer some suggestions. Scott Benedix brought his preprinted airplane fact sheet and inspection form and that seemed to work well.

Well I’ve probably created enough waves for this issue and hope everyone has a safe and fun 4th of July.

Hope to see you all at the meeting. Le “R”oy



Kit Review

DYNAFLITE’S SUPER DECATHLON

By: Rob Goebel

After attending Charlie’s float fly last year, I just needed to find an airplane that I could join in the fun with. The search was on and the Chicago show last October provided the earliest opportunity to provide an answer. That was where I first saw the Super Decathlon by Dynaflyte and the rest was history as they say.

The Dynaflyte Super Decathlon has a wingspan of 89”, a fuse length of 67” from rear of rudder to tip of spinner, and an advertised weight of 15-17 lbs I think? I don’t know what the actual weight is as I have never weighed an airplane of mine primarily because I don’t have a good way to do it. Besides, the designer has done all of that wing loading stuff for me and what am I going to do with the weight information if I had it? Just put a big engine on it and go fly right?

The first thing I noticed about this kit when I opened the box was the quality of the wood. All of the pieces were warp free, even the large light ply pieces laid flat on the table when unwrapped. The die cutting was also very clean and accurate making it easy to separate the pieces. There are a lot of pieces as the construction is of the conventional built up balsa and light ply type.

Everything is built directly over the plans so there is very little chance for a mistake. The instruction manual is also quite good (yes I read the manual!) but it does leave out the occasional obvious step. So this is definitely not a kit intended for the first time builder.

All of the tail surfaces are built up with open framework. The elevators provided an interesting challenge in order to make the trademark curve around each tip. The entire framework of the elevator was built with the exception of the curved area. Then using five pieces of 1/16 thick strips of balsa, the curved tip was made by soaking, bending and gluing each strip in place one at a time. Frightening to do at first but it was actually quite easy to do and provides a really neat looking elevator.

The wing is designed to be a two-piece wing joined together with an aluminum wing tube. This makes transporting it in my little S-10 very easy with room to spare. I actually built both halves of the wing, including the sheeting, in one weekend. There is built in wash out in the wing that is accomplished by pinning a 3/8 inch high strip of balsa to the plans at a defined location when flipping the wing over to build the top side. Other than that, the wing is straight with no dihedral. This combined with the semi-symmetrical airfoil gives good aerobatic performance with excellent slow flight characteristics.

The next step tested my patience. Building the fuselage isn’t difficult to do, but it does take some time. You won’t have this done in a weekend! With the exception of the firewall, the fuse formers are built up balsa. The sides are primarily light ply with balsa doublers. The forward half of the plywood fuse is split into an upper and lower piece. The rear portion is a third piece of plywood. All three of these pieces needed to be but-glued together to make one complete side. I took great care in squaring the edges and making sure the fit was perfect and in alignment with the plans before gluing. Several applications of glue were needed here before I attempted to lift the sides from the plans. I sanded both sides of each fuse side assembly before adding the doublers and also built a 1/16” thick window frame on the inside. The plans don’t really tell you how to install the windows. So plan ahead and cut your windows to fit before the fuse is assembled!

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A floor in the cabin is also not in the plans. A little preparation here before the fuse was assembled saved a lot of headaches. The instructions tell you to install the fuel tank before the front deck is built basically building in the tank permanently. I don't care for fuel tanks that are not removable, so I built a balsa box to slide the tank into after the fuse was completed. This little bit of planning ahead will also save some pain in the future.

Radio installation was easy. The servos for the tail surfaces mount behind the cabin and are accessed through a hatch in the bottom of the fuse. This provides good balance for those heavy gas engines. If I had to do it over again, I would mount them under the pilot as I chose to use the Saito 1.80 glow engine and had to add about 6 oz of nose weight.

Servos fit easily into each wing. I installed a paper tube for the servo wires and also built a balsa box under the wing saddle for the connections to be made. This way, no wires are visible when the plane is assembled.

I chose a typical Citabria color scheme and covered the airplane with 21st Century fabric spending a little extra time on cutting out all of the starburst patterns. These patterns are on the plans, but I chose to redraw them in AutoCAD and modify them slightly. This also saved the plans from being destroyed.

Finally the moment of truth! The first flight is always an anxious moment but after running a couple of tanks of fuel through the Saito 1.80, I was so confident in the engine that the rest was a piece of cake. I've owned quite a few four strokes and have had very good luck with all of them. But this particular engine was impressive from the first flip! Yes, it started on the first flip right out of the box with the needle opened three turns. After seeing Leroy's 1.80 run, I was hoping mine would perform as well. I wasn't disappointed. Maybe an engine review is in the works?

Anyway, we had a pretty nice day for a test flight. The Saito fired up nicely and the Decathlon taxied comfortably out to the center of the runway. I'm not much for testing the ground handling of an airplane so after one final preflight test of the control surfaces, up with the throttle and away we go! The tail lifted almost immediately at 1/3 throttle and it tracked straight with a little right rudder. I throttled up a little more and within 10 feet the Super Decathlon was airborne climbing out almost on its own at full throttle.

Two clicks of down elevator was all that was needed for trim. Stall characteristics were extremely predictable and with the Saito stump puller on the front, vertical is nearly unlimited. The airplane will fly realistically at 1/4 to 1/2 throttle and is an absolute scream at full throttle! It can perform all of the maneuvers that a low wing aerobat can, but just a bit slower and sloppier. Inverted flight is neat, and stall turns are beautiful with a snap roll and there is enough rudder authority to do a knife-edge loop if only I had enough courage. My first landing (actually three landings!) Was interesting, as I wasn't used to the lift this plane has. After the first one though, it landed like a feather right on the main wheels with the tail settling down after 20 ft or so. It sure is a lot of fun to do touch and goes with the tail wheel never touching.

All in all, this was a fun kit to build and is a lot of fun to fly. I think it's now my favorite! Can't wait for the floats to arrive. See you in July! 



You don't suppose this is one of those Goebel dashes do you??



This is one pretty airplane flown by a great pilot. You've got to see Rob's rolling circle



“Super” Decathlon by Rob Goebel. Did you ever notice every thing Rob builds begins with “Super”? Beautiful Rob!