



Eagle Screams



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Monthly Publication of the Screamin' Eagles

July 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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July Meeting will be at MARCS Field in Madison

The July 13, 2006, as well as the rest of our summer meetings, will be held at the MARCS Kettle field in Madison. We'll hold the meeting outdoors unless we have bad weather and if that happens we

will meet at the Crossroads Lounge east of the field on the corner of 12 & 18 and County Trunk AB. Most likely we'll eventually go there for something to eat anyway.

Hope to see all you Eagles at the MARCS field. *Le Roy* 

Aviation Truism

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What happened?".

The pilot's reply: "I don't know, I just got here myself!"

June Minutes - By Mark Johnson

Mark read through last months' minutes. Le Roy read through the dollars and cents.

After deliberation with no luck, the P.A. issue was solved (thanks MARCS). Mark volunteered to sit at the gate until the land fill opens. It was open when I got there at 7:20 am. The candy drop was unsure at the meeting but worked out well at the event, the kids and the spectators enjoyed the ultra light and auto gyro craft very much. It was a nice touch (good job guys). Thanks Le Roy for getting the candy. Harold Blossom made pins and stickers for registration which works so well every year.

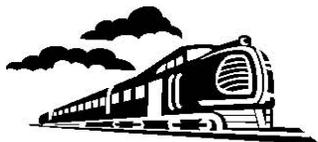
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Minutes - Continued from page 1

The advertising fee was discussed; Charlie is concerned about people not getting a hard copy mailed to everyone, discussion followed but not solved, more on this subject at next months meeting.

Our date for the event was brought up. There are some new events that are conflicting with our event weekend, and need to be discussed, more on this next month also.

Mark 



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[Trez/Ed Sez Editorial](#) – By Le Roy Stuczynski`

Hi Eagles. Our 2006 Fly In is history and judging by a lot of grumbling about disorganization, I'm glad it is over! Thank goodness any appearance of turmoil was transparent to those in attendance. Overall I thought the day went well and we did make a little money. I know what I need to say about the day may ruffle feathers but it needs to be addressed.

We all knew going into this year's event that it was going to be challenging because several members had other commitments. During the day though I couldn't help feeling I dropped the ball somewhere because often when someone had a question or a complaint they would come to me and say "why didn't someone do this or that or who is handling the raffle, or whatever." Instead of wasting energy trying to find out who was to blame, why couldn't they just say "gee this needs to be tended to" and help out or find someone to do the task. We've done this event so many times it should almost be automatic for everyone to know where they need to pitch in and just do it. It shouldn't fall on the shoulders of one or two members to coordinate everything.

Most of you were at the Thursday meeting before our event so we all knew what needed to be done. I was scheduled to do registration and take pictures for our IMAA report. I had my hands full handling registration and pictures yet I was the only one who picked up the microphone to do the announcing that day. I made it clear that night that the raffle and concession proceeds suffer when we don't have a PA system and an announcer. Yet no one stepped up to help out with the announcing. Luckily I was still able to eek out some pictures for the High Flight report and for the newsletter. I'm not playing martyr but when I stopped announcing to take some pictures, the PA went silent!

There should be no finger pointing about any problems that day rather as a group we need to learn from this day. Thanks to Richard and Jan Cohoon and his family and their concession stand we didn't have to deal with concessions. With that monumental task off our shoulders the event should have gone smoother than ever. It didn't, and we need to make changes before we consider holding another event.

Le Roy 

Pictures from Screamin' Eagles June 10, 2006 Fly In



Al Smith from Illinois put on a great show with his two 43% Yak 55 Composite ARFs. At right one is caught while hovering. I think Jerry Ream told me Al sleeps with his transmitter.



Al's friend Jerry Ream from Illinois flew this 37% Carden Yak .



Ron Bailey of Roscoe, IL flew a Carden Edge 540 and his own design "Fly by Night Aviation" profile Edge 540.



Craig Molander from Illinois flew a 35% Carden Edge 540 and another model I didn't catch the name of.



Bryce Mertes from Beloit, WI put on his usual great flying demonstration with his 35% Carden Edge 540.



Lester Thorp flew this Lanier Cap 232.



Doug Yaroch from Fall River, WI flew a 40% Carden Edge 540 and a 46% Ultimate 10-300.



Ralph Henricks from Columbus, WI flew this Edge 540 and his "Energizer " Grumman Guardian. Has this Grumman been at all 12 of our events?

Pictures Continued on page 4



Joe Meyer from Stratford, WI flew this Carden Extra 330 and a Carden Edge 540.



Ed Buechner from Madison, WI flew his Extra 330 and Yak 54.



John Hendrickson from Illinois flew this Composite ARF Extra 330L. I caught this shot as he was packing up.

Pictures from Warbirds Over Dane, June 17, 2006



Chuck Backman of Madison, WI flew his 27lb, G-62 powered P-26.



Tom Lazar and his WWI Sopwith Pup.



Tony Lewis from Fon du Lac, WI flew this 40lb, G-62 powered SB2C Helldiver he built from Jerry Bates plans.



Mark Johnson from Pardeeville, WI flew this Fokker D-7 and a Midwest Zero. My son Jason built the Zero when he was in high school and I sold it to Mark at a LARCC swap meet.



Mike Pirkl and his nearly completed G-62 powered Stuka.



Wolfy Donalies of Elgin, IL flew this beautiful 32lb FW-190A8 built from Valley Publication Plans. G-62, on board starter, pneumatic canopy retracts.

Interesting Frequency Conversion Methods



Finding channel number when you know the frequency number:

1. Take the hundredths from the frequency number (72.810; use just the 81)
2. Add 21 ($81+21=102$)
3. Divide by 2 ($102/2=51$)
4. THE CHANNEL NUMBER YOU'RE LOOKING FOR IS -----51-----!

Finding frequency number when you know the channel number:

1. Take the channel number (33)
2. Multiply by 2 ($33 \times 2=66$)
3. Subtract by 21 ($66-21=45$)
4. The result is the decimal = .450, remember to add the ZERO
5. THE FREQUENCY NUMBER YOU'RE LOOKING FOR IS -----72.450mhz-----!



Below are some safety items that although seem elementary still need to be repeated regarding propellers and their use.

1. *Install the prop with the curved side of the blade facing forward and tighten the prop nut or bolt with the proper size wrench.*
2. *Recheck the tightness of the nut or bolt often, especially on wood props which tend to compress and loosen more often.*
3. *When starting the engine, keep spectators at least 20 feet clear of the model and out of the path of the propeller.*
4. *Keep hands away from the prop as much as possible. Use a chicken stick or an electric starter.*
5. *Keep face and body out of prop arc as engine is started and run.*
6. *Make all adjustments from behind the prop except on pusher prop installations.*
7. *Never throw anything into the prop to stop the engine. Use a kill switch or pinch off the engine's fuel supply.*
8. *Discard any prop with nicks, scratches, splits, cracks or any other sign of damage. Never attempt to repair, alter or bend a prop.*
9. *Don't run an engine in areas of loose gravel or sand for the prop can throw such material into your face and eyes. It's not a bad idea to wear eye protection.*
10. *Keep loose clothing, shirt sleeves, and other such items away from the prop and avoid carrying objects that can fall into the prop such as pens, screwdrivers, etc.*
11. *Be sure to keep the glow driver wire out of the prop path.*
12. *If a spinner is used, be certain that its edges are not in contact with the propeller blades.*



Screamin' Eagles
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*Summer's
 here now!*



Special Pictures taken at events during June:



◀ Eagle member Richard Cohoon and his wife Jan deserve a big thanks for bringing in his concession stand to the Screamin' Eagles event this June. A big thanks also goes out to their family members for helping that day. This made the concession part of our event much easier! *Thanks RJ's*

▶ Jeremy Scott of the MARCS club was at our event and Warbirds Over Dane. He brought his parrot Dexter both days. Dexter loves to eat balsa but seeing he wasn't an IMAA member and I wasn't sure he met the 80" wingspan requirement I was unable to let him fly. Thanks Jeremy for bringing Dexter.

