



Eagle Screams



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August 2003

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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August Meeting

The August Screamin' Eagles meeting will be held at the Lodi Quarry Field on Thursday August 14, 2003. 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. It's fun to get together there anyways and let's give them some food and drink business to show our appreciation for letting us meet there.

July Minutes – By Le Roy Stuczynski

Rob called the July meeting to order and by the time I realized Roy Seals wasn't there, some items may have been talked about but anyhow, here we go.

We discussed the success of our June event after Le Roy gave a very positive report of our finances. The event got good advertising thanks to the work of Harley Nelson and that had to contribute to the success. Rob's mailing to Wisconsin and adjacent state clubs also helped. The Capital Times ran some great pictures of our event. Le Roy gave a summary of the money makers of the day. Concessions was the biggest producer and everyone agreed we do it the same next year. A big thanks

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Prez Sez – By Rob Goebel

Rob was unable to get an article to me this month due to a heavy schedule of remodeling his garage but I'm sure he will approve of me exercising editor's privilege for speaking for him by

inviting all Screamin' Eagles to Quarry Field in Lodi to enjoy an afternoon and evening of flying. You know Wisconsin winters (ugh) require a fancy garage for our vehicles. See you at Lodi.

Le Roy for Rob



Never fail to recognize the supreme sacrifice our troops made to protect our country's freedom!

Minutes – Continued from page 1

went out to Mike Kimmerly and Bill's grandson for helping out with the cooking and Le Roy for buying the groceries and helping Mike with the concession planning.

A suggestion was made that we send a separate notice of next year's event to all registered pilots at this year's event.

Rob thanked all our members for pulling together to make the event our most successful ever and also gave a big thanks to all the MARCS members who helped out. It was suggested we help out at their Kinschi Scale Rally and Warbirds Over Dane as a token of our appreciation. A motion was made that we give Screamin' Eagles membership for the rest of the year to those who helped.

Le Roy motioned that we give \$75 to both MARCS and LARCC for the use of their field during this summer.

Show and Tell

- Mark Johnson told about losing a substantial part of his wing skins on his big Edge 540 at Tomah. He was able to land safely. The skins were put on with 3M77 adhesive and he suspects that his keeping his models in his hot van caused the skins to let loose. Kids aren't the only things we need to keep out of the high temperatures of a closed vehicle.
- Wayne Lanphear passed out pictures he took as official photographer at our June event. Good job Wayne! Rob said he burned them onto a CD for submission to IMAA for inclusion in High Flight.

Le Roy



Do Model Airplanes Talk?

From Eagle News by David Beach, editor of Souther New Hampshire Flying Eagles RC Club

We all become accustomed to listening to model aircraft. Typically we focus on the most audible component, the engine. Is the engine running well and fuel mix okay? We listen for the right sounds in reaction to throttle up from idle. We listen to make sure the engine doesn't sag in response to the pinch test or holding the nose up. These are the obvious ways in which our flying models "talk" to us and indicate their airworthiness.

But model aircraft can tell you a lot more about their condition if you pay close attention. At the field the other day I overheard a pilot say "It sounds like my fuel tank is foaming." In that case the airplane was attempting to say "You did not set your timer and I'm about to run out of fuel." A minute or so later the airplane ran out of fuel and a successful dead-stick landing was the result. With a little more pilot awareness a powered landing would have been possible.

Unusual noises are often a precursor to something that is about to go wrong. Paying attention to what your airplane is telling you can mean the difference between landing with a loose muffler and losing a muffler in the woods. It can mean the difference between slowing down an airplane experiencing control surface flutter and having control failure. Unusual model aircraft noises have a variety of sources, but your first reaction to an unusual noise should probably be slowdown, land, and inspect.

I have an airplane that gives feedback that is not audible, but it's talking to me nonetheless. With a fuel tank that's well ahead of the center of gravity (CG), once the fuel level starts to get low, this airplane gradually gets light in the nose and starts to climb from what started out as level flight trim. I don't need to look at a timer or listen for changes in engine noise to know that it's about time to land.

Have you ever attempted to fly with your antenna down or a low receiver battery? It's not uncommon to get a short "glitch" and have temporary loss of control before all is lost. If you recognize that your airplane is attempting to tell you something, it can make all the difference.

Learning to pay attention to what your airplane is trying to tell you is not always easy. Through personal experience I've learned a new signal to look for that might have saved two different airplanes, and I'd like to share it with you.

Any sudden change in flight trim means something is wrong!

Twice in the past year, I have retrimmed airplanes in flight and kept flying when I might have had the opportunity to avoid an in flight failure. Just because adding three clicks of down-trim makes the airplane fly straight and level again doesn't mean you should keep flying; it means land now if you can.

Is a control horn coming loose? Has a control rod bend become fatigued and gotten soft? Has the engine mount shifted and changed the thrust line? Has the battery moved in the fuselage and changed the CG? Has a wing bolt mount failed and changed the trim? When an unusual change to flight characteristics occur, it is our job as pilots to understand why and properly assess the impact of that change. Get this done safely on the ground.

Staying in touch with what your aircraft is trying to tell can make a big difference. It can make the hobby more rewarding, and can make you a safer pilot. Do model airplanes talk? Only if you pay attention and listen very closely. →

Questions & Answers

In response to my plea for articles for publication, Harold Blossom gave me an article which appeared in Sport Aviation titled Q&A. This particular Q&A article was devoted to World War II Historical Information. Each month, in this block, I will publish one question and answer, some of which may be completely unknown. Ron Twellman of the EAA Aviation Foundation Boeing Library provided this information. Thanks Harold.

Question: **Though the carrier Enterprise was at sea when Pearl Harbor was attacked, she lost four aircraft that day because of the attack. How and why?**

A - Nervous gunners at Pearl shot them down as they tried to land there the night of December 7. This hazard was faced by all aircraft trying to operate in the area that day.

Upcoming Events

- **August 17, 2003, Ken Kindschi Memorial Scale Rally, Kettle Field, Madison, WI. Contact Don Weigt, (608) 238-9402, weigt@mailbag.com.**
- **September 7, 2003, LARCC Fun Fly, Quarry Field Lodi, WI. Contact Dan O'Neill, (608) 249-4092.**
- **September 20, 2003 Warbirds Over Dane, (Rain date September 21), Kettle Field, Madison, WI. Contact Mike Pirkl, (608) 877-0419.**
- **September 21, 2003, Winnebago Sport Modelers RC Club Fun Fly(s), Kieselburg Forest Preserve RC Field, Roscoe, IL.**



Reproduction of the Wright Flyer which will reenact the Wright Brothers first flight on December 17, 2003 at Kitty Hawk, NC.



How's this for a simulator? The Wrights had no practice.



Trez/Ed Sez – By Le Roy Stuczynski

Airventure 2003 is history and, as usual, I had the time of my life. Saw a lot of old aviation friends and was joined by my son Jason and his girlfriend and her lovely daughter Kaylee for three days.

My wife Sue and my other son Jacob joined us for a day too. My family's presence made the event all that much more enjoyable. The weather was pretty wet all week but it was tolerable and my camp survived the wind and rain pretty well.

I didn't take a lot of digital pictures but I couldn't resist photographing the Wright Flyer display. On December 17, 2003 at precisely 10:35 a.m. the 100% reproduction Wright Flyer will rumble down the launch rail in Kitty Hawk, NC exactly 100 years from the 1903 Wright brothers historic flight. The only difference is that this time its pilot will know what to expect. Thanks to extensive wind tunnel testing and Microsoft's flight simulator which was developed from the data gathered from the tests. The data gathered have confirmed the Wrights' observations – it has some instabilities, particularly in pitch. It will stall easily if too much climbing pressure is placed on the canard elevators, and it will pitch down quickly if too much down pressure is applied. What a rush!

There were several flight simulators at the Ford Motor sponsored display where you could try to fly the airplane. You actually had to lie on your stomach and do the wing warping with body motions and used a primitive stick for the canard movement. I have included a picture of the simulator as well as one of the Wright Flyer reproduction. Oh how I'd like to go to Kitty Hawk in December to observe this recreation of aviation history.

While there was a lot more great stuff at Airventure such as the Orbis DC-10 "Flying Eye Hospital", the first low-wing monoplane fighter with retractable landing gear the Russian Polikarpov I-16, the Wright-Hughes H-1B replica of the aircraft designed, built, and flown by secretive millionaire Howard Hughes in the 1930s and the Airbus A300-600ST Beluga which is the most voluminous air cargo carrier flying in the world today and is used to carry complete sections of Airbus aircraft from their manufacturing plants to Germany or France for final assembly. I could go on and on forever and, if you've never been to the EAA event, you owe it to yourself to take in the most spectacular show on the face of the earth! Do I sound excited? See ya at Quarry field for fun and flying. 

Hey Eagles let's repay the favor

As we discussed at our July meeting we have a lot of MARCS members, who aren't even Big Birders, to thank for their help at our June event. We further agreed we should try to lend a hand at some of their upcoming events or in preparation for the events. Their upcoming events are as follows:

- **Ken Kindschi Memorial Scale Rally – August 17**
- **Warbirds Over Dane – September 20 (rain date September 21)**

Let's pitch in and help out. Contact the event contact listed in the upcoming events list to see where they can use our help.