



Eagle Screams



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Monthly publication of the Screamin' Eagles

September 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.

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September Meeting

The September meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on September 14, 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.

August Meeting Minutes – By Leroy Brandt

Leroy opened the meeting in Dan's absence. Dan will be back with us again in the future but just isn't able to participate as much as he would like in giant scale modeling this summer. We will bear with him for this summer and we'll see him active again this fall.

We discussed the fly-in again and where we donated money and when the checks will be written to the EAA in Milts memory. Le Roy S gave us a treasurer's report and also an update on Steve who is going to get into a program to test an experimental drug through the U.W. hospital I believe. Best of luck with that Steve. We got a great report from Le Roy as well on the Warbird end of the EAA AirVenture 2000.

There were two outstanding airplanes at Oshkosh this year that I spotted and couldn't resist shooting a few photos. One was an L4 that had mortars attached to the wing struts near the jury struts. This was an awesome airplane. It was of course OD in color with the invasion stripes etc that they usually carry in their paint scheme. It had a beautiful finish. The owner said that whenever he stopped for fuel he always cleaned all the bugs off the leading edges and cowl etc. The airplane was two years past its' total rebuild but yet it looked like it just rolled out of the showroom floor. I guess airplanes don't do that but if they did they would look like this L4.

Wisconsin Aviation History The Unusual of WWII

Researched By:
Steve Stuczynski

Just too many irons in the fire this month.



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The second airplane that I photographed was a Waco that had a black fuselage with a red stripe and silver wings. I can never remember the designation but it had a 7-cylinder radial engine that had a narrow cowl ring around it. The fuselage front narrowed down to the inside of this cowl ring. It had polished and exposed fuel lines coming out of the top wings and entering the engine compartment. Ever piece of wood in the airplane had been replaced over the ten years of restoration that had just been completed. It had 37 hours on it since the rebuilt. The owner did say that he would not do it again. He managed to get the best antique classification for all his work and had to compete against a Delta Airlines DC3 for first place. Watch for the total story on this Waco in one of the upcoming Sport Aviation magazines.

Le Roy S and Harold B were sorting out the photos that Bill's son donated and Harold will be getting the captions written for each and send them into High Flight along with an event report.

The meeting was adjourned and two of us went to the City Limits. They had all this prime rib cooked up and hardly any of us showed up. It was real good though.

See you at the next meeting.

Leroy

ORVILLE
BY HAROLD BLOSSOM



Trez/Editor Sez: By: Le Roy Stuczynski

Hi fellow Eagles. Summer went by pretty fast but there's plenty of good weather left for our outdoor activities. Mowing grass, house maintenance, and oh yeah.....model flying. Get out there and bore some holes in the sky of the beautiful Wisconsin fall season.

I don't have very much to say this month but I will do a product report on a little item I discovered in the process of painting dad's Corsair weathervane airplane. Dick Buescher, in his usual helpful manner, offered to spray the airplane. Dad bought Dupont Centari Acrylic Enamel for the job at Body Shop Supply. The airplane is being done in an air racing paint scheme with a red-orange base with white trim. My own painting experience told me that it would be difficult to do the white trim over the red-orange color so I decided to paint the white areas first and mask it off before I took the airplane to Dick for painting the red-orange. I figured my little airbrush would do the job nicely because the white didn't involve a lot of area. Wrong! The airbrush just didn't put the paint on heavy enough for a good flowing wet coat. So what do I do now?

I still wanted to get the white on before taking the airplane to Dick for painting. So I let what I had done dry, sanded it smooth and decided to call Body Shop Supply to see if I could get a spray can of the white. Their spray cans work very well. They said the white was a special mix and it would be very costly to make up a spray can. Seeing we had the can of white paint they suggested a "Preval Spray Gun" at a cost of, get this folks, \$5.32.

The unit is a disposable spray gun that sprays up to 16 ounces of paint. It comes with a bottle and caps (reusable) and one Power Unit including the dip tube. You simply mix your paint according to manufacturers instructions, fill the Preval bottle, screw on the power unit and spray. The Dupont Centari is thinned at a 2:1 ratio. It works great. After I did the white I said to dad that I would do the red-orange myself. I did the wing and stab sections and it came out beautiful. As you know these are big airplanes. This weekend we will paint the fuselage. You're off the hook Dick but a great big thanks for the offer to help!

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Rally of Giants Report

By: Leroy Brandt

Several Screamin' Eagles (Rob, Doug, Scott Walby, and myself) headed for Hebron, Ohio for the Millennium Rally of Giants. It had been several years since I had been to one. Lyle and I went to Kansas City several years ago as well the Oshkosh Rally. I ended up at Irving, TX as well many years ago. Thinking back to the Rally of Giants at Oshkosh one of the most popular models at that time was the A&A Impulse, which had an 80+ inch wing and was the hit of the show. Remember that big ugly airplane that DOUG used to fly! Those that were flown at the Oshkosh Rally of Giants were not being hung on the prop like models of today. The popular trick with the Impulse was to see how slowly you could fly it. Bob Godfrey's TOC Ultimates were everywhere that year as well. The Giant Hots with a 96 inch surf board wing and the Ultra Hots with its' 80 inch wing were also very popular. There was even a Hots biplane there that year.

Irv Allison did a lot of research on the sound levels of our engines at Oshkosh that year. He sat out in the hot sun on the flight line and took sound level readings of every engine before it took off for a flight. The information was compiled and published in an issue of High Flight.

Hebron, Ohio Rally of Giants

They had a very friendly crew from two area clubs doing all of the necessary duties to hold this event. Everything went pretty smoothly from pilot registration to airplane inspections to flight line control. The flight line was the best run I have ever seen. They had five flight stations, three on one side of the taxiway and two on the other. I guess that adds up ok. The Air Boss took care of controlling ones side and his assistant AB helped on the other. They were in contact with each other with hand held radios. All takeoffs and landings were scheduled through these two guys. Emergency landings had priority of course followed by normal landings. Takeoffs were the last on the priority list for flight line operations. It worked very well the way they handled it. You were allowed to do aerobatics as long as you ended up going in the same direction as the rest of the models. No reversal maneuvers were allowed of course. Around noon they had a time scheduled for 3D. During this time period you were on your own and your spotter really needed to be alert I thought. You might have someone hovering above the flight line and another model might be doing a fly by in knife-edge. Usually there were only a few modelers that flew 3D so the time allotted for 3D was cut way back after the first couple days of the event. Frank Noll put on a nice show with his Carden Edge 540 as well as a guy flying a 50% Bradford Laser 200 in Bud Light Colors. This big Laser used a Fox 200 engine. I also enjoyed the flying of a guy from out east that flew a Carden 41% G300 that was powered by a DA150. He had the best smoke I have ever seen. The airplane would virtually get lost in smoke when it was hanging stationary. Miles Reed can still do rolling circles even at his age with his very large 10-10-220 Challenger II. Miles' airplane had a prototype D&B 120cc engine while Dave Desseckers Challenger used a D&B 5.8 engine. The airplane weighs less than 30 pounds with either engine so it just depends on how much you want to overpower. I bought the builders kit from Dave Dessecker while I was there. It includes the landing gear, plans, cabane struts and instruction for building this 93-inch wingspan bi-plane. Dave is now selling all the kits of Miles Reeds designs so if you need one call Dave at (320-878-7369). Dave also makes custom wing covers. The only bad thing about the 10-10-220 Challenger is that it is black and really needs to be covered when sitting in the hot sun. Guess my airplane will get my canopy space and I'll be sitting in the sun next summer.

The first kit to be completed other than my own from a Branline Models kit was also at the Ohio Rally of Giants. Jim Repp from the Detroit area made it down with his new 3W140 powered Laser 200. I sent Jim his fuselage kit the first week of June and his presheated foam wings ready for hinging the last week of June. Jim got it all together and I saw it making its' seventh flight in Ohio. He still was looking for a little snappier snaps and little faster rolls but other wise she flew great. The cg was still a little forward as well. Jim flew mine and liked the response even with the piddly little 120 up front. I saw Jim take off for his eighth flight just before I stated spotting for a fellow club member of his. We were at opposite ends of the flight line. Later in Jim's flight I saw something very large and very blue and yellow heading straight down at the south end of the runway. Jim had developed radio problems (Futaba) and lost control of his Laser. It ended up in a cornfield across the road from the RC Country Club field. It was a total loss although Aircraft International thought that they could repair the engine even though one cylinder was torn completely off the crankcase. Apparently the bolts are aluminum (I didn't check to verify this) and made to sheer in such a situation. This airplane was going to be a heck of a billboard for selling more kits in the Detroit area. Now we have one left to go in the New Jersey/Delaware area. We'll have to see how long that one lasts. I forgot the one in West Bend as well. That one might be flying by now. Oh wait, there is one down south and one....

Everyone kept calling my Laser the Miami Valley Models Laser at Hebron, Ohio. I'm not sure if I ever got through to them or not that Steve Rentz is not producing kits any longer. Sales are slow but at least I get time to fly this way.

We had a pizza party one night at the field, which was very good. Rob and Scott stayed for the late evening flying while Doug and I went to the TEST AND TUNE drag races next door to the RC Country Club facility. I don't remember the name of the drag strip but they hold the Winston Cup Spring Nationals there annually. It was fun to see drag races again. The entrance fee was \$7.00 and for that same fee

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you could race your own car. Doug and I were going to run the Tahoe against the Silverado but chickened out in the end. Actually I could have gotten in free. The women at the gate asked how old I was and I responded with 54! Oh, she said if you were 55 you could have gotten in free. Actually I was 55 just a few days before but didn't remember how old I really was. My first wife reminded me when I told her the story.

One thing learned from the trip is to go down on I39 rather than through Chicago. It is much less stressful, there are only a couple tolls and you might save your airplane with out the heavy breaking you might have to do in Chicago. Plus I think I made the nine-hour, 600 mile trip in less time than the Chicago route.

Good News

Rumor has it that the Hanger 9 Extra 330's should be coming to a hobby shop near you any day now. That airplane will probably sell like the G-Shark. Anybody need a G-Shark ready to cover?

ROY SURE HAD IT RIGHT!

Baffle that big bird engine. My G202 burned up two engines before I finally got smart and baffled the cowl so that the airflow has to go across the heads of the BME 100. The Spehar 4.6 lasted about a dozen flights before it seized last spring on a warm March Sunday afternoon at the farm. The BME was next and lasted all of 2.5 minutes in the air before it gave up the ghost. It locked up tighter than a drum. Keith Baker said that it should not have done that even though it got warm but it did. It ran fine on the ground prior to this flight but I did have to richen it from the factory settings to get it to take throttle when I first fired it up. Keith repaired it and I proceeded to baffle the airflow in the cowl. The G202 cowl has a lot of space above the cylinders that allows the air to pass through the cowl without going through the fins. First I only baffled to cut off the airflow around the bottom of the cylinders and flew it a few times. The top of the cowl was still warm when I landed. I then installed more baffling to the top and sides of the cylinders and that seems to have done the job pretty well. I did find that the engine is cooler running Amsoil than it is when I run the Lawnboy low ash oil that Baker recommends. I am still going to use the Lawnboy oil for breaking in the engine like is recommended. Then I will switch to Amsoil from then on.



Dear Fellow Eagles,

My last article in the Eagle Screams voicing my opinion of our present High Flight editor was out of line and way too personal and I apologize. I assure you, there won't be any more articles like that. I plan on getting back to the fun part of this hobby...building and flying model airplanes and let the chips fall where they may. Le Roy S. does a great job along with Steve of producing a positive newsletter and I am sorry that you had to live through three months of my negativism towards the IMAA. It won't happen again.

Leroy 

Trez/Ed Sez – Continued from page 2

After you get done you can either throw away the power unit or, if you have propellant left, cap and store the unused paint, clean the power unit by placing the dip tube into thinner and spray until clean. It's then ready for the next job. However if the propellant has been exhausted, you can buy the Preval power unit for a whopping \$4.32 each and it comes with everything except another bottle.

The unit sprays all types of paints including latex flat, automotive paints, lacquers, acrylics, primers, etc. For you chemist types the propellant consists of AERON A-70/DME (50/50), Propane (21.5%), Isobutane (28.5%), and Dimethylether (50%). It's extremely simple to use and just follow the instructions on the container. It's a great alternative to dragging out the big compressor and spray gun to do a cowl and wheel pants and yet it can be used for big jobs too. I highly recommend it and you can check it out on the web at www.prevalspraygun.com.

See you at the meeting. Le "R"oy 

Big Bird hasn't spoken for quite some time. We miss him!

