



Eagle Screams



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Monthly Publication of the Screamin' Eagles

September 2002

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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September Meeting:

The September meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on Thursday September 12, 2002. 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, we usually end up at the City Limits so feel free to plan on 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 Minutes – By Roy Seals

Roy called the meeting to order due to Rob's being absent. For those of you that didn't know, Rob fell out of a tree a couple days before our meeting, broke his wrist and had to have surgery. Here's wishing you a speedy recovery Rob!

We discussed our fly-in and everyone agreed that it went well. We had 23 pilots attending. The prizes went over well and thanks are given to Charlie for helping out with the pilot prizes and Roy for picking up the spectator prizes.

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Prez Sez – By Rob Goebel

Most of you have already heard about my bout with a large tree limb a few weeks ago. The hardware that was used to put my wrist back together looks a lot like large scale servo linkages with stainless miniature shaft couplers that fit over carbon fiber rods. I wonder if the designer is an RC enthusiast? They probably could have saved a few thousand dollars if they just called Du-Bro however.

Hindsight is of course 20/20 and everyone seems to have the same question, "Did you learn anything about ladder positioning?" I sure did! Next time I will position it under someone else.

See you at the field! Rob →

Airline Food

It was mealtime on a small airline and the flight attendant asked the passenger if he would like dinner. "What are my choices?" he asked.

She replied, "Yes or No."

We got to look over the pictures of the fly-in that came out very nice. Thanks to Bill Disch for donating the pictures and to his son for taking them. Thanks to Mike and family for doing our concessions and also to the MARCS club for the use of their field. We would like to thank all the members of our club and anyone else who pitched in to make it a success.

We discussed making a \$100 contribution from the proceeds of our event to a charity, that will be decided at a later date.

We discussed giving our annual gift of appreciation to the LARCC and MARCS clubs to the tune of \$75 each.

Mention was made of the upcoming Fond du Lac fly-in as well as the Lodi fly-in. Hope to see you there.

We will meet at Lodi for next month's meeting and due to the lack of evening day light, it will be the last meeting this year at the Lodi field.

Show and Tell:

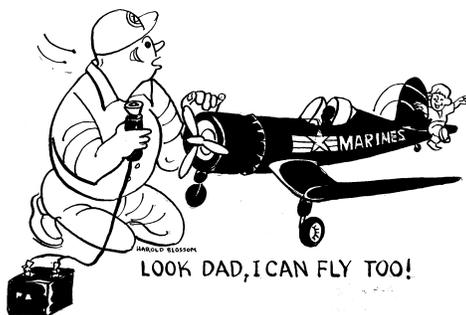
Charlie brought an electric pump that works with gas made by Sonictronic. It works off of a 12V battery and is much nicer than the old squeeze bulb at the cost of \$65. It is small enough to fit in one hand and I saw one in use, and it quickly filled a 32oz tank.

Roy brought a Servo tester made by Vexa called the Servo Xciter. It will center servos before installing linkages. It will also run servos through their full range of motion in a slow mode or a fast mode. This, in conjunction with the extra attachment available, will tell you if your servo is pulling too many amps, binding, etc. It sells for around \$30.

Roy also brought a throw meter that he will sell through his business H.P. Pilots. It attaches to the control surface itself, is reversible so that you can read it from either side of the plane, and will measure the throws in degrees, inches, or millimeters. They will be available by mid-September and will sell for around \$23.

Hope to see you at the September meeting, til then take care.

Roy 



Trez/Ed Sez – By Le Roy Stuczynski

Well fellow Eagles, summer is winding down. However there will still be a lot of flying time during the beautiful Wisconsin fall season. Speaking of fall (no pun intended), I meant to tell Rob that fall is the season that Mother

Nature uses to clear the trees of the leaves before winter. I suspect Rob was actually trying to get a jump on clearing the leaves and was raking the leaves from the tree rather than cutting a branch. Seriously Rob, I hope you're doing well with you new Du-Bro arm.

I presented the \$75 checks to MARCS and LARCC as our gift of appreciation for their fields use this summer. Now all that's left is to make our donation to the Empty Stocking Club before Christmas and our fiscal activities for 2002 are complete.

I mentioned to Rob, in my message calling for this month's Prez Sez, that it's getting more and more difficult to find stuff for the newsletter and I could use some suggestions and/or articles from you members to make the job easier and more interesting for you readers. I know you all have a wealth of modeling experiences that would be very interesting. Sure would like to hear from Roy Porter again. Sorry to sound like a broken record but I can use some help again.

You're receiving this newsletter a couple of days earlier this month because I will be flying down with my EAA camping friends to the Gathering of the Corsairs at the Indianapolis Air Show, September 6-8. There will be about 20 Corsairs and Legends to salute the Navy and Marine servicemen who serviced, flew, fought, and died for our freedom. Dad how I wish you were physically there with us for this "once in a lifetime" event. You'll just have a more spectacular view.

The event is sponsored by the Vought Aircraft Industries, Inc. and will benefit the Riley Hospital for Children. Check it out at <http://www.corsairgathering.com/gatheringmain.htm> I plan to take a bunch of pictures and will share with you. Gosh I'll see Bob Odegaard, Merritt (MO) Chance VMF-312, WWII aces, legends ... Do I seem excited? See ya at the meeting.

Probably not what Airbus had in mind.....but



October 9-13, 2002 marks the next Tournament of Champions competition in Las Vegas, Nevada. First created in 1974 as a means for deciding the number-one aerobatic pilot in the world, the TOC has become the premier event for R/C model aircraft. This year will be Mike's ninth time at the TOC. The veteran Team JR member and Category Development Manager at Horizon Hobby placed 6th in 1999 and has great aspirations for the team and himself in 2002. How does Team JR look this year? According to Mike, "The best ever. With the addition of Quique, we're quite strong." Mike sat down with us to discuss his latest creations for the Tournament of Champions.

Q: What types of plane are you flying in this year's TOC?

Honestly, I'm keeping my options open to a few this year. I have three possibilities, which are my own design 46% Ultimate, a Carden Aircraft 40% Extra 330, and a Troy-Built 42% Extra 260. The Ultimate is a unique model and may also become available as a very limited production ARF offering from Hangar 9®. The model in the photos was actually built and covered at our Hangar 9 factory. I just received it about two weeks before the IMAC Nationals, finished it up quickly, got about 19 practice flights on it, and went to the NATS. Everyone seemed to like it very well.

Q: How do they differ from last year's?

I feel that to suit my style of flying, these designs are a much better fit than my model from the last TOC. I believe that my style of snap roll in particular, which is "unloaded", like in full-scale aerobatics, lends itself very well to these models.

Q: How do you go about starting your plane from scratch?

I originally drew my Ultimate design in late 1993 for the large airplane bonus that was used in the 1994 TOC. That year, a biplane that had a wing area of greater than 3300 square inches received a 2% flight bonus. These bonuses have since been eliminated. At that time, engines were smaller, and getting enough horsepower into the model proved to be impossible, so I didn't compete with it. The early version had very thin wings and thus required full functional flying wires on the wings to keep it from folding up in the air.

Last year, I decided to re-look at this design and update it for today's flying styles and engine selections. I redesigned the wings, using a thicker airfoil and larger diameter aluminum spar tube in order to eliminate the need for the flying wires. I then worked closely with our best ARF factory in China to engineer the construction and have a prototype built. At this point, I'm very happy with the results.

The process I follow to design a model is to start with a 3-view of the full-scale model. I then scan it into my computer and trace it in AutoCAD. I then make many, many tweaks and changes to achieve a better flying model. Choose the best airfoil, etc. Finally, I do all structural engineering, i.e. create how it is to be built.

Q: What materials did you build it out of?

It is very traditional light plywood and balsa construction. The turtledecks and tail surfaces are balsa-sheeted foam, and, of course, the cowl and wheel pants are fiberglass. All of the covering is UltraCote®.

Q: Are there any official TOC rules or specifications you had to keep in mind when building your plane?

Yes. The TOC rules require that the model cannot deviate from true scale any more than 10% in any linear measurement.

Q: Did those rules present any problems for you?

Not at all. The Ultimate is by far the best laid-out biplane design I've seen. It was pretty easy to stay within the 10% deviation rule and tweak the design to eliminate almost all pitch coupling with rudder, and get it to trim hands off on vertical up-lines. These are typically big problems with biplane designs.

Q: What do you hope to achieve at this year's TOC?

That's easy. 1st place. The TOC is a huge undertaking, and the flying there is top-notch, to say the least. I hope to make the finals again this year. I haven't been flying as much this year, since developing the Hangar 9® line keeps me pretty much occupied all the time, but I have to admit that the contests I have made seemed to go very well.

Specifications:

Plane:	Ultimate 10-300 46% scale
Wingspan:	100"
Wing Area:	3310 sq. in.
Length:	110"
Weight:	40 lbs
Radio:	JR 10X
Servos:	JR 8411 x 14 + 8101 on throttle
Receivers:	JR 945 x 2
Batteries:	Powerflite 4000mAh x 2
Engine:	DA-150



Mike Mc Conville with his new Ultimate