



# Eagle Screams



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Monthly Publication of the Screamin' Eagles

September 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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## September Meeting

The September Screamin' Eagles meeting will be held at the Lodi Quarry Field on Thursday September 11, 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.

## August Minutes – By Roy Seals

Rob called our meeting to order.

Le Roy gave our financial report. It was noted that we gave \$75 to the Madison club and \$75 to the Lodi club for use of their fields. We'd like to thank both clubs once again for letting us fly at your fields.

The Kindschi Scale Rally at the Madison field was noted. Also the Warbirds Over Dane fly-in is coming up at the Madison field on September 20 with a rain day of September 21.

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## Member Web Pages

Leroy Brandt - <http://my.execpc.com/~lebrandt/>  
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**Prez Sez** – By Rob Goebel

The hamburger feast was a lot of fun at the last meeting. Thanks for the chef work Charlie! This may be the last chance to get together at the Lodi field, so come on out and join us. →

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

**Ain't it the truth?** If there's anything a pilot hates worse, it is to wake up and find his copilot asleep. 

Our September meeting will be held at the Lodi field. If it is too cold, we will head over to the City Limits. For our October meeting we will start meeting back in Madison at JJ's Top of the Swamp.

Some of the guys brought the leftover burgers from our fly-in to our meeting and cooked-out. We had a great time just talking and flying. Hope to see you at our next meeting.

Roy



## 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:** Why were all available P-38 fighter groups used over the beaches of Normandy on D-Day?

**A** - The distinctive shape of the twin-boomed fighter would help prevent cases of mistaken identity among Allied gunners on the beachhead.



### News from Headquarters

#### FCC Examining Broadband Over Power Line Service (BPL)

The Federal Communications Commission has launched an inquiry into the provision of broadband services over power lines. This service would provide users with the ability to connect to broadband services (such as the Internet) by simply plugging a BPL device into an electrical outlet.

While AMA realizes the potential for such a system we are concerned that there may be an interference issue for users of radio control systems. BPL would utilize frequencies in the 1.8 MHz to 80 MHz range. AMA is currently studying this issue to determine the affect this could have on our membership, and will be filing a reply comment with the FCC shortly. Depending on the outcome of this study further action by the AMA membership may be requested.

For more information Contact AMA Technical Director: Steve Kaluf at 765-287-1256 ext 230 or [skaluf@modelaircraft.org](mailto:skaluf@modelaircraft.org).

AMA filed comments on this issue with the FCC on August 18, 2003.

### *What did you call me?*

### *Knowing your job at the flying field*

*From AMA National Newsletter – July 2003*

Recently, while flying on a bright, typical Sunday morning, I asked a good friend to call for me.

As he tailed my idling Ryan to the flight line, I entered the pilot's box and looked at him to see if it was safe to enter the taxiway. My caller looked back and released my aircraft onto the runway. I quickly moved to the taxiway, out of the way of an incoming 30% Edge 540T. That was a close call and could have been very expensive for me.

When the caller entered the station alongside me, I asked, "Why did you release my aircraft without my signal?"

His response was genuine as he said, "I don't know what a caller does."

After I regained composure, I asked him to watch what I was doing. After I landed, I would give him some caller tips. I will leave that friend's name out of the story because I was embarrassed that for all the Sundays we had flown together, we all assumed everyone knew what the purpose of the caller was.

The caller is your safety observer, maneuver caller if you're competing, and air traffic controller. Some are psychologists, too, or offer that comforting pat on the shoulder.

A caller will save your airplane and most likely someone else's, too. The caller knows when to give you the signal that the runway is clear to taxi out and take off. Your caller also is watching the traffic to advise you of an aircraft on a collision course with yours. This occurs much too often, particularly when the pilot is on the correct flight path for the field.

While out of town at a popular Scale fun-fly, I was calling for a friend, who incidentally, is a better pilot than I am. On the other end of the flight line was a pilot demonstrating the flat figure eight. For those not familiar with that maneuver, it is the number eight laying on a table, and it is required as a mandatory maneuver for Scale contests. Needless to say, it breaks all of the rules of the race track pattern established for the fun-fly event, and my pilot would have hit this aircraft head on had I not alerted him to pull up. The aircraft executing the figure eight was, at one point, heading directly into my pilot's aircraft.

Many fields require a caller, but it is not yet an AMA requirement. However, some day it may become a necessity. Due to the blend of new pilots with expensive hardware, mid-air collisions would occur less often, and everyone would fly with more comfort.

#### *What is a caller's job?*

The caller's first responsibility is to keep you and your aircraft safe while observing the safety of others. Your caller should always observe the wind direction, field pattern, and any aircraft in your flight path. If you are practicing your Scale maneuvers, your caller will indicate these to you, preferably about three quarters through the previous maneuver. This will give the pilot time to set up for the next maneuver.

The caller also loudly announces your takeoff and landing. At some fields, particularly the 1/8 Scale Fly-Ins, a good radio system is used.

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If you are an experienced caller, do not hesitate to offer assistance to a pilot flying alone. At our field, we have some specific boundaries to observe in order to keep our neighbors happy!

Pilots flying the big 30%-plus aerobatic or the turbine-powered airplanes should never fly without a caller. Most of our infractions of extending our boundaries are due to these models. This is an opportunity for the caller to help save your flying privileges.

If you have never had the opportunity to call for someone, ask any pilot to walk you through the procedure. You will feel more comfortable when you fly as well as have the confidence to call for someone else.

Most of the pilots I fly with would be eager to assist a new pilot or to teach a caller all aspects of the responsibility. This will keep the field safe, your airplanes in one piece, and pilots will feel better knowing another set of eyes is scanning the airspace.

One other tip—the caller can note if the transmitter trims are out of whack or if the voltage has fallen below nine volts. These are simple things the pilot may overlook during the excitement of that first flight at the field.

I always make sure my pilot has the correct frequency pin and that all control surfaces are working properly. Also, check the half- or full-rate switches if the radio system has those functions. You may have saved the aircraft from a crash during takeoff.

from *Scale Dimensions*  
Scale Squadron of Southern California  
Sam Wright, editor  
Racho Santa Margarita CA

**Noise Abatement**



"Flight 2341, for noise abatement turn right 45 degrees."

"But, Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

**Upcoming Events**

- ***September 7, 2003, LARCC Fun Fly, Quarry Field Lodi, WI.***
- ***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.***

**"When you're educated, you'll believe only half of what you hear. When you're intelligent, you'll know which half."**



**Trez/Ed Sez** – By Le Roy Stuczynski

We all seemed to have a great time at the August meeting cookout to use up the hamburgers left over from our June fly in. A special thanks to Charlie for doing the cooking and Wayne for bringing homegrown tomatoes from his wife's garden to put on the top of our burger. I chopped up some raw onions and brought the condiments and...well it was to die for.

The September meeting will be the last for the year at the LARCC Quarry field. For the October meeting we will return to JJ's Top of the Swamp. We're all set for the meetings there. Let's give them the business they deserve for letting us meet there.

I made the August LARCC meeting and presented our \$75 token of appreciation for using their field this summer. Speaking of the LARCC club, don't forget their fly in on Sunday, September 7 at the Quarry field. It's a fun event with lots of great raffle prizes and fun flying. Looks like I'll be CD'ing the event because Dan O'Neill hurt his hand and most likely will require surgery.

As you can see by my coverage of the MARCS Ken Kindschi Scale Rally on August 17, several Eagles were working the event but let's not forget the Warbirds Over Dane event on September 20 could use some help from us too.

I've been having a great summer and have more flights in this year than in the past three combined. I have begun working on my repaired Giant Stinger and, Lord willing and the creek don't rise, it might be flying this year yet. I think it has been about 4 years since it killed the oak tree at Quarry field, all due to my trying to land on low rates. Stingers have virtually no aileron response on low rate when flying slowly. I thought I lost radio as the crosswind blew me behind the flight line but, as usual, it was one of those cases of not knowing my airplane and not listening to its plea for more control throw. Sometimes we have to learn the hard way. However, a mistake is not all that bad if you learn from it. I sure did! I hate to see the summer come to an end but there is still a lot of good flying weather left before the snow flies.

Check out the newsletter on the Gallery website because I am now posting it in color. The mailed copy will continue in black and white unless I win the lottery. I would pay for color printing.

See you at Quarry Field in Lodi.



**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 agreed we should lend a hand at some of their upcoming events or in preparation for the events. The next event is:

- ***Warbirds Over Dane – September 20 (rain date September 21)***

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

# MARCS Ken Kindschi Scale Rally – August 17, 2003 - By Le Roy Stuczynski

On August 17, 2003 I went to the MARCS field to see if I could help out with the event. I didn't arrive until about 11:30 AM because I first attended the Waunakee Flying/Drive-In Breakfast first. This was always an event that my dad and I enjoyed every year. Dad always said it was the best kept secret in the Madison area. However, this year it got some good press in the Wisconsin State Journal and I noticed the article. I went to the Waunakee event and planned to go to the Kindschi event after. I felt this was OK because I announced I was planning on helping out at the Warbids Over Dane event. Well, I thought I could help out after 11:30 but, Don Weight, the Contest Director, said everything was pretty well covered but he would tell me if I could provide some relief. I did see numerous Screamin' Eagle members already helping out and I did actually do some spotting for Don, so I guess I did help a bit. I intend to help out at the Warbids Over Dane though.

I wandered around with my digital camera and took a few pictures which I have posted below. One of the special guests at the event was Dolly Wischer from Delafield, WI. Some of you know who this is but for those of you who don't, Dolly is the wife of the late Bob Wischer who participated, and placed, or won, numerous National and International Scale contests. Dolly has been making AMA Teddy Bears for a long time and donates all her time and material to AMA. I can't remember how much she has raised for AMA through her bears but I'm sure it is approaching at least a quarter of a million dollars. Forgive me Dolly for not knowing that statistic. Dolly donated a bear for the Kindschi raffle for the children at the event.

I knew Bob Wischer very well, as did my dad, and whenever I am in the Delafield area I always call to say hi to Dolly. You may have seen her at AirVenture in the AMA tent. That is another thing she does each year. Whenever I see her at the AMA booth she immediately offers a cold soda. What else could you expect from such a generous person. I love you Dolly. Next time you are wandering around by the AMA display at Oshkosh stop by and introduce yourself and thank her for her dedication to promoting model aviation. Dolly's 84 years old and is still going strong. In fact she refuses to fly to events because she'd rather drive (no interstates because she loves the country scenery). A marvelous lady to say the least. Any how, here are some pictures taken at the event, starting with Dolly.



Dolly Wischer with one of her AMA Bears. Wonderful Lady!



Dustin Buescher with a beautiful F-86 Sabre.



A group of WWI biplanes. These guys had a great time reenacting WWI combat.



Eric Ramsey's beautiful Spitfire was flown by Eagles VP Tom Lazar.



Doug Yaroch put on his usual great show. Wayne Lanphear spotting.



Our newest member Craig Lovell flew his Shoestring. I bumped into Craig at the Jet Room at Wisconsin Aviation and he joined. He figured the 6 months of free newsletters was a hint to join. Welcome Craig.



Charlie Schultz of Schultz Sport & Hobby. Charlie is a generous contributor to our events.

## ORVILLE



Yes... Grandpa promises to get you a new Baseball Glove, Bat and Bike. If you go out there and get my Airplane!

## **TUNNEL VISION: Watching where you're looking**

Following an uneventful flight, you complete your final leg and holler "landing." You make a gentle turn and set your airplane into a nice glide path to the runway. You start to level off for your touch down, then ... surprise, surprise! Your wing tip catches a fence post to the right of the runway and your airplane does an abrupt about face. Your wing is damaged, and you have egg on your face.

The first thing that probably comes to mind is that your depth perception betrayed you. Sorry! That's just not so. Depth perception is effective only on what you are looking at. You were looking, but you weren't watching. You were looking so intently at your airplane that you were unaware of what was on either side. That's called "tunnel vision."

Tunnel vision occurs when your vision centers so intently on the approaching airplane that the focus tends to narrow and you lose your perspective of the surrounding area, kind of like a horse wearing blinders. This is quite common with beginning flyers, but we should all be aware that it happens.

Fortunately, tunnel vision is easily avoided. It is merely a matter of establishing good flying habits. Your eye is much faster than your airplane. It only takes a fraction of a second to glance quickly and determine where your airplane is in relation to its surroundings. Make it a practice to let your eyes sweep the area several times as your airplane is making its approach. This can also apply to in-flight conditions when you should always be aware of other airplanes.



from *The CAM Journal*  
Central Arizona Modelers Inc.  
Marvin Hinton, editor, Sedona AZ

## **Hints and Tips**

### **Wax Paper**

A wad of crumpled wax paper comes in handy when covering your model. When your iron starts to get sticky from the glue, or the colors start to transfer, clean the iron with the wax paper and then wipe the excess wax off with a clean rag. The slick surface will make the job a lot easier.

### **Stud Threads**

You know those threaded metal studs you get with your Ny-Rods? If you use a small electrical wire nut screwed onto one end of the stud, you'll find it a lot easier to screw the other end into the inner pushrod of the Ny-Rod. Saves the stud threads, too.

### **Thinning Epoxy**

When using epoxy for finishing purposes it can be thinned, but no more than 15% to 20%, with isopropyl alcohol which is 90% to 99% pure alcohol. Rubbing alcohol contains only 70% isopropyl and the remaining 30% is water which can become trapped in the cured epoxy.

Denatured alcohol (ethanol with an additive to make it undrinkable) has also been used to thin epoxy. Acetone will thin epoxy but will sometimes change the curing characteristics. Also, epoxy thinned with acetone can have an adverse effect on white foam.

Epoxies can be colored with the various tinting compounds designed for acrylic and latex paints, which are available at many hardware stores. Or you can use hobby paints that are alcohol (acrylic) based. Colored finish cure, thinned with isopropyl alcohol, has actually been applied with a spray gun to form a beautiful finish on several models. Of course, the immediate clean up of the spray equipment is extremely important.

from *The Tail Spinner*  
Longmont Aircraft Modelers Association  
Dave Long, editor, Longmont CO