



Eagle Screams



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October 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.

- President: Rob Goebel (920) 623-5053
Email: robbyg@internetwis.com
- Vice President: Tom Lazar (608) 655-3396
Email: tlazar@yahoo.com
- Treasurer: Le Roy Stuczynski (608) 249-9517
Email: leroy@galleryofaviation.com
- Secretary: Roy Seals (920) 623-4632
Email: royseals@wi.net
- Editor: Le Roy Stuczynski (608) 249-9517
Email: leroy@galleryofaviation.com
- Research Editor: Mike Pirkel (608) 877-0419
Email: MADDOG@ITIS.com

October Meeting:

The October meeting of the Screamin' Eagles will be held at JJ's Top of the Swamp in Madison on October 10, 2002. As you know, they have good food at very reasonable prices so plan on grabbing a bite to eat there to show our appreciation for using their place as our fall and winter meeting site.

September Minutes – By Roy Seals

Rob called our meeting to order (it is good to have him back after his extended vacation). He formally announced that he was retiring from tree trimming.

Rob said he had sent in the pictures from the Screaming Eagle fly-in to high flight.

Mention was made about a few people who are interested in joining our club.

Le Roy talked to us about the Gathering of the Corsairs and showed us pictures from the event. The Red Baron team as well as an A-10 aerobatic performance was great.

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Member E-Mail Addresses

Cal Breunig, calvette63@charter.net
 Dick Buescher, rcspec@chorus.net
 Bill Disch, cbdisch@netscape.net
 Rob Goebel, robbyg@internetwis.com
 Wayne Lanphear, bgbird@charter.net
 Tom Lazar, tlazar@yahoo.com
 Bob Miracle, rmiracle@execpc.com
 Roy Porter, RJPorter@aol.com
 Roy Seals, royseals@wi.net
 Le Roy Stuczynski, leroy@galleryofaviation.com
 Lyle Stone, lyles@merr.com
 John Thompson, rcav8r@chorus.net
 Joel Wyttenbach, joelwyttenbach@hotmail.com
 Doug Yaroch, a-d-aero@powerweb.net



Member Web Pages

Mike Pirkel - <http://maddog-aviation.rcplanet.com/>
 Le Roy Stuczynski - <http://galleryofaviation.com/>



Prez Sez – By Rob Goebel

Bring lots of stories to JJ's for our meeting. I haven't been able to build or fly with my gimped wrist so I hope everyone has an interesting story to tell (true or otherwise) to fill the gaps so to speak. Thank you Le Roy for setting everything up with JJ's.

We haven't had a large show and tell lately. If anyone has a project, finished or not, bring it on in. I'd love to see something new. See you at JJ's. →

Plane from Chicago

Unaware that Indianapolis is on Eastern Standard Time and Chicago on Central Standard Time, Bob inquired at the Indianapolis airport about a plane to Chicago. "The next flight leaves at 1:00 p.m.," a ticket agent said, "and arrives in Chicago at 1:01 p.m." "Would you repeat that, please?" Bob asked. The agent did so and then inquired, "Do you want a reservation?" "No," said Bob, "But I think I'll hang around and watch that thing take off."



Minutes – Continued from page 1

We discussed Lodi's fly-in. Everyone who attended said it went very smoothly and was a great day.

Le Roy is going to call JJ's to make sure we can start having our meetings there again.

Most of the evening was spent telling past war stories about injuries we have all received, surgeries, etc. Rob got to tell us about his tree cutting experience. That tree keeps getting taller. What's up with that, Rob?

Until next month,

Roy 

Wisconsin Aviation Events WisDOT Aeronautics

- 1859 - A balloon ascension was the featured event at Wisconsin's third State Fair.
- 1909 - Arthur Warner of Beloit, WI purchased a Curtiss "pusher" aeroplane for \$6,000. This was the **first** aeroplane in the nation sold to a private individual.
- 1910 - Appleton-raised escape artist Harry Houdini makes Australia's first aeroplane flight.
- 1922 - General Billy Mitchell offers the Mitchell Trophy as an award for aviation excellence at the National Air Races. The trophy is named in honor of his brother, who died in France during WWI.
- 1933 - Midwest Airways flew three of the first cases of Milwaukee beer brewed since the repeal of prohibition to President Franklin Roosevelt. The Milwaukee beer was the first to arrive at the Capitol.
- 1944 - Poplar native Richard Bong achieves aerial victory number forty to become America's "Ace of Aces".
- 1951 - 51,000 people attend the Wisconsin Air Pageant organized by Bill Lotzer at Curtiss-Wright Airport.
- 1963 - Helicopters carrying President John F. Kennedy and his entourage land at the Ashland Airport after a tour of the Apostle Islands. Two months later Kennedy dies, and shortly after the Ashland Airport is named in his honor.
- 1975 - After a sixteen year wait, Sparta native Deke Slayton makes his first space flight and, at age 51 becomes the oldest person to fly in space.
- 1985 - The Wisconsin Aviation Hall of Fame is organized.
- 1994 - Passenger traffic at Mitchell International crosses the five million mark.



Trez/Ed Sez – By Le Roy Stuczynski

As you can see by the October meeting announcement, JJ's is ready for us for our winter meeting schedule. Perhaps we can discuss meeting at the "Gallery of Aviation" again and treat ourselves to the usual party menu. I realize it doesn't have a lot of room for giant scale show and tell projects but it does have other artifacts to pass the time. The Screamin' Eagles are always welcome.

It's almost time to start collecting 2003 dues but we can hold off on that until the November meeting. We should have enough in the treasury to handle all expenses until the end of the year including our donation to the Empty Stocking Club.

You will notice I went searching the internet for some material for the newsletter. The state Department of Transportation had some interesting milestones in Wisconsin Aviation history I thought you might find interesting. I also searched some R/C club websites to find a few modeling tips that appeared there. While this will help for a while I still could use some articles from you fellers. It's a shame when I have to go to Alabama to get articles. Hint!

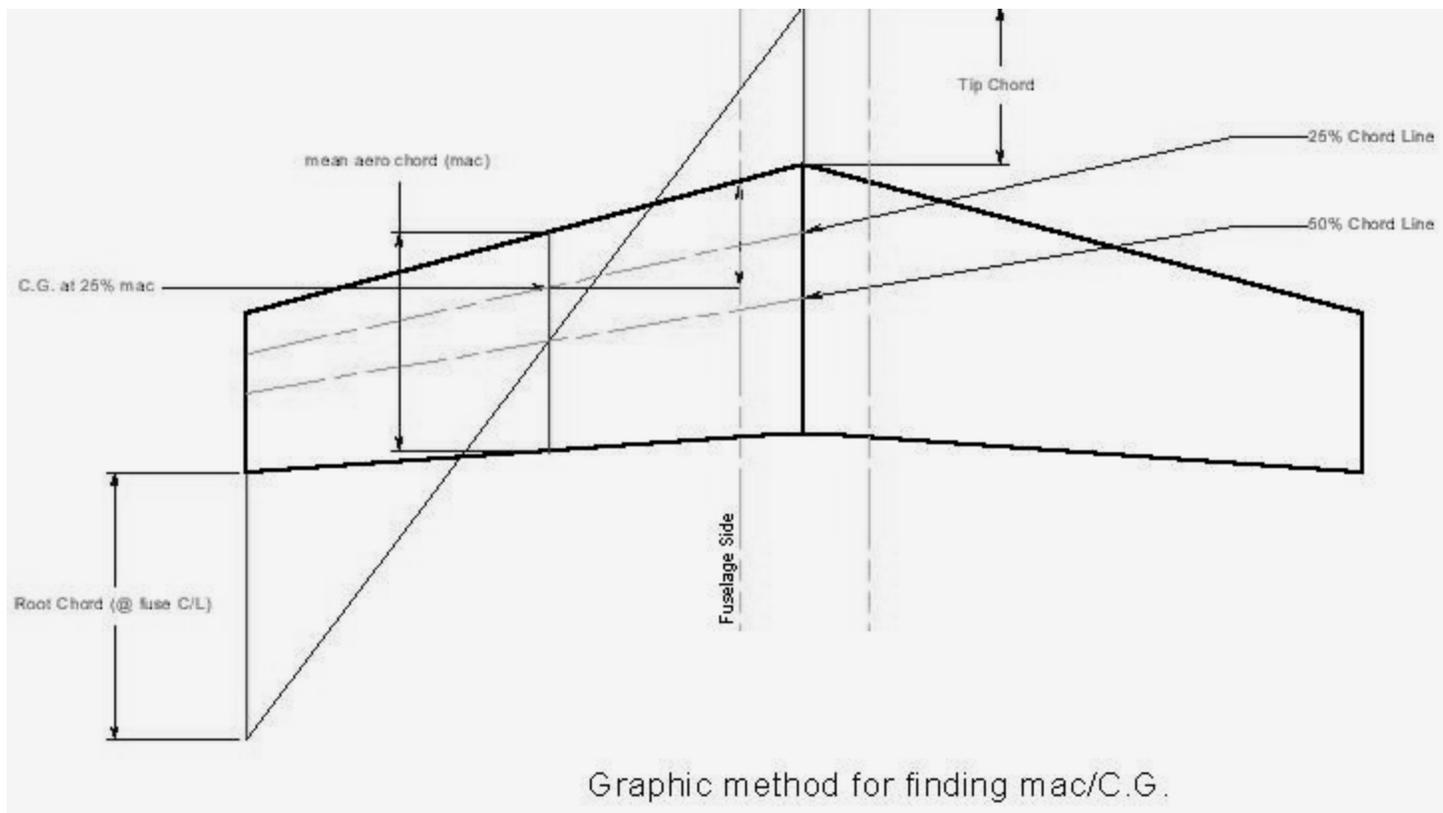
When I was looking at the Wisconsin Aviation Events article it made me think about the "Wisconsin Aviation History" articles dad used to write for Eagle Screams. Dad has been gone 2 years September 26. Hard to believe! Sure do miss him and his vast aviation knowledge.

Well, keep up the recruiting for new members for next year because I'd like to build up the roster again. As Treasurer, I miss all the extra money.

See you at JJ's. 



Wow Dad, you stopped so fast!
"And they say the tail always survives."



Finding mean aerodynamic chord (mac) and C.G. Graphically

By “definition” the aerodynamic wing of an airplane includes the area inside the fuselage whether you have a plug-in or one-piece wing. The “aerodynamic root chord” is always on the centerline of the fuselage. If you have plug-in wings you will have to extend it to the fuselage centerline “on paper” to find the aerodynamic root chord.

If you have plans use them for this exercise. Note the scale of the drawing and check to be sure of the scale. If plans drawings aren’t available, you will have to measure your wing, fuse thickness, etc then put them on a drawing. If making a new drawing, do it at ¼ or ½ scale. Of course you have to multiply the result by 4 or 2 to get the C.G. location.

For the following exercise don’t include rounded or swept tips. Draw a line at the tip that is parallel to the root chord for these purposes.

1. Draw a line connecting the root and tip chords at the 50% points.
2. Draw another line connecting the root and tip chords at the 25% points (or whatever percentage mac that you want to use for the C.G. but somewhere between (25% and 30%).
3. Draw a line equal to the length of the tip chord to the LE of the root chord.
4. Draw a line equal to the length of the root chord to the TE of the tip chord.
5. Connect the ends of the extension lines (3) and (4) with a line.
6. At the point where the diagonal line of (5) crosses the 50% chord line is where the wing mac is located. Draw a line through this point from the LE to the TE. This is your mac (mean aerodynamic chord).
7. Extend a line from the point where the 25% chord line crosses the mac to the side of the fuselage.
8. Measure forward from this line (7) to the wing LE (parallel to the root chord). This is the distance that you will balance your airplane i.e. the 25%mac C.G. (or whatever percent that you chose).

Ken Blackwell
Enterprise Alabama