



# Eagle Screams



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Monthly Publication of the Screamin' Eagles

November 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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## November Meeting:

The November meeting of the Screamin' Eagles will be held at JJ's Top of the Swamp in Madison on November 14, 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. Bring lots of show and tell.

## October Minutes – By Roy Seals

Rob called the meeting to order - like always.

Le Roy gave a treasury report. We confirmed that we will be giving a donation of a \$100 to the Empty Stocking Fund. We voted to have our annual raffle at our December meeting.

We voted to have our January meeting at the Gallery of Aviation. This is the meeting at which we treat ourselves to ham sandwiches, baked beans, and refreshments. Le Roy volunteered to prepare the food.

Tom Lazar told us about the chili cook-off that he participated in. They raised \$11,000 for Multiple Sclerosis.

Continued on page 2

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## Member Web Pages

Mike Pirkel - <http://www.maddogaviation.com/>  
 Le Roy Stuczynski - <http://galleryofaviation.com/>



## *Prez Sez* – By Rob Goebel

November is here and we all know what that means. Election time! If it's at all possible for you to attend this meeting, please do so. We will be discussing the raffle for

the December meeting and also electing new officers for next year. I would hate to see someone get volunteered for something by not being there. Of course that's never happened has it?

The cold weather lately has sure driven me back into the shop. What is everyone planning on for the building season? It would be nice to see some ideas at the meeting. See you there! Rob.

## Air Traffic Control

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7"  
 Eastern 702: "Tower, Eastern 702 switching to Departure... by the way, as we lifted off we saw some kind of dead animal on the far end of the runway." Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7... did you copy the report from Eastern?"  
 Continental 635: "Continental 635, cleared for takeoff... and yes, we copied Eastern and we've already notified our caterers." 

**Minutes** – Continued from page 1

Wayne talked to us about the improvements that are going to be made at the MARCS field. They are laying down more dirt to level off the west end of the field.

For show and tell, Bill Disch brought a picture of the Super Cub he is building. Roy showed a wing bag from wingbag.com.

Next months meeting will be held at JJ's. Hope to see you there.

Roy 



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

Hard to believe another summer has passed. It's time to clean up the workshop and do the winterizing of your equipment, airplane inspection and maintenance, battery checks, etc. Then you can begin that new dream

project for next season and, if you're like me, finish up all the projects that are half or more completed.

Don't forget we will be electing officers for 2003 at the November meeting so, like Rob says, be there to defend your self because you just never know what you could get volunteered for. We'll also be discussing the December raffle. Gosh does it sound like an echo in here?

A couple of weeks ago I hosted the MARCS Warbird special interest group meeting at the Gallery of Aviation. A good time was had by all. At the meeting I made I made a plea to them to consider joining the Screamin' Eagles. They asked if it required IMAA membership. I hope I answered right but I said it's not required, except it would be required to fly in IMAA sanctioned events...except in the case of our event at the MARCS field where we waive the requirement for MARCS members. Whew!

Anyhow we may be able to increase our membership as well as increase our event participation as long as IMAA membership isn't required to join our club. I think that's what keeps some away. I think there's potential here. We can discuss it at the November meeting

They discussed their newsletter, or lack of it. They try to get something in the Sparks on occasion but rarely is there enough room. I hope I didn't overstep my authority but I said we can always use articles and I would be glad to include it with our newsletter...especially appropriate if we had some of them as members. They thought their stuff, due to space limitations, would have a better chance of going to press in our rag than the Sparks. If this sounds OK I'd like to do it. I told them it gets put on my website as a pdf file and that would score more hits on my site too (it's always about me isn't it?).

As we discussed at last month's meeting I added back to our mailing list the members who did not renew their membership last year. We all agree their friendship and knowledge is missed and would like to have the join us again. I also added a couple of the Warbird special interest group to our list.

Well I've said enough and I look forward to the November meeting. See you there. 

**ORVILLE**  
BY HAROLD BLOSSOM



Is this your first place warbird winner?

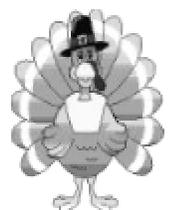
**Questions & Answers**

*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:** What U. S. fighter aircraft was responsible for the most enemy aircraft downed in air-to-air combat in WW-II?

**A** -The Grumman F6F "Hellcat" was the top-scoring fighter, downing 5,156 aircraft over the Pacific.



## A NEAT WAY TO SHOCK MOUNT A RECEIVER



Basically, the receiver is suspended inside a hole. Whether it's a bulkhead or two fuse cross members, the idea is the same. Make two "H" shapes out of 1/16 ply or 1/8 lightply, sized appropriately. Glue to sides of bulkheads so you can loop a rubber band around each end or the receiver. I like to have about 1/4 to 3/8 clearance all the way around. Position, then wrap two rubber bands. MAKE SURE servo wires are secured (I used to tie mine into the receiver by using a piece of dental floss. In between the center and power lead of each servo wire, around the back of the receiver, then tied. Never had an extension come unplugged...) so that they won't rub any wood parts.

After you do this, run your plane in your stand or cradle with canopy off...Watch the receiver oscillate, particularly at mid throttle.

This way also saves weight (no foam) and allows EASY access for crystal change or inspection...

Bob Pastorello  
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## A MonoCote Tip

I use no adhesives --and no wood peckers--I do fine sand (320 gold #M) with a rubber block and then vacuum/blow all dust and then rub briskly with a dry washcloth and remove the remaining dust--Now--I use TWO irons --one is bare and at full heat --the other is covered with a very fine weave cotton baby sock pulled tight enough to keep any seams off the sole -then tape the sock to the handle to keep it taut. Set the temp on this one down to a point where it will not cause bubbles and will allow firm pressure and a circular rubbing to develop an even shrink that locks the film to the wood. When you are ready to do an edge , or a tip --use the hot iron -again this iron should not be used on the surfaces! Practice this a little --you will find that the results stay locked to the wood and do not blister or lift in the summer heat.

Dick Hanson  
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## An Idiot Proof Elevator Differential Gauge

If you have split elevators a very simple way to test for elevator differential is to get two standard clothes pegs and epoxy in two straight piece of piano wire (as in the diagram). Clip the clothes pegs to your elevator's at an angle so the ends of the wire are almost crossed, then move your elevator up and down. If the wires stay the same vertical distance throughout the movement, you have perfect elevator movement! But if the wires change their distance apart you need to (if you have a computer radio) mix in some opposite aileron to counteract the elevator differential. I found this out after two years of flying a pattern plane that when ever you did loops you had to hold in right aileron.

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