



Eagle Screams



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Monthly Publication of the Screamin' Eagles

November 2005

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 will be at JJ's Top of the Swamp

The November 10, 2005 Screamin' Eagles meeting will be held at JJ's Top of the Swamp as will the rest of our winter meetings. We have plenty of room for show and tell so bring lots and come on down early for some great food and drink

to show our appreciation for using their place. Let's try to shoot for a large November turnout. Hope to see you at JJ's.

Le Roy 

PA left on and needing hot woman

During a particularly rough flight, the airliner pilot addresses his passengers: "The turbulence we passed through was rough, but we have passed that now. The rest of the flight is expected to be smooth." The pilot was unaware that his PA switch was stuck on, and leaned over to the co-pilot and said "Boy, was that rough! What I need now is a hot woman and a cold beer."

A flight attendant in the rear of the aircraft heard this, and ran forward to warn the pilot. As she neared the cockpit, an elderly woman passenger stopped her saying "Don't forget the beer!"

October Minutes - By Mark Johnson

Secretary's report: accepted as printed in newsletter. Treasures report: Balance slightly less than last month.

Keeping IMAA's affiliation with our club was the main discussion. There is a lot of dissatisfaction with how things are being handled with IMAA. Discussion continued, and the only downfall we could find with dropping IMAA is, to hold our event at MARCC field it needs to be an IMAA sanctioned event or a MARCC big bird sanctioned event. Le Roy Stuczynski. was appointed to make a phone call to IMAA, looking for answers on why chapter 395 isn't listed as an IMAA club, why AMA had our June event listed in the magazine but IMAA's magazine listed it 30 days after the event was over, why IMAA doesn't respond to e-mails sent questioning these issues. Topic tabled until next month when we find out the results of Le Roy's phone call.

Le Roy talked about his P-51 ride, which sounded exceptional. Swap Meet October 23rd at Wausau.

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SHOW AND TELL

Harley brought a P-51 Mustang that he rebuilt after his son shortened the nose in a crash; he used the overhead projector to make the shape or the nose. It's a model tech kit P-51. It didn't look like it had been ever crashed.

Harold Blossom created a RC Pilot figure about 12 inches tall on top of a 6 inch pedestal. The figure even had tools and a handkerchief in its back pocket.

Mark Johnson brought a Hangar-9 Cap 232 ¼ scale airplane. It is a last ditch effort to make the plane fly better, without the induced snap. He cut the elevator and horizontal stab off, putting a flying tale on it and moving the stab back on the fuse about 3 inches. He also put a piece of wood on the wing tips to try to spoil the vortices. Hopefully this works and it doesn't snap so easy. If it still fly's like %*#&, it will have to find a new owner.

Mark 



Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. Those of you who were at the October meeting for our return to JJ's, seemed to enjoy the evening. Our thanks to Tim Faust for letting us return to JJ's for our winter meetings. Now let's show our appreciation by good attendance and patronization . Good attendance leads to interesting meetings with good discussion and lots of show & tell.

This issue of Eagle Screams arrives to you earlier than usual because I need to get it out before my wife and I leave on November 3 to visit our son Jason in Jacksonville, FL. We will return on November 9 in time for the Screamin' Eagles meeting. Seeing as this issue is so early, please make a note to yourself to remind you of the November 10 meeting at JJ's.

Our son Jason accepted a promotion with his parent company to 911 Emergency Products in Jacksonville, FL as their east coast regional sales manager. He seems to like it in the humid, hot, hurricane threatened territory. We wish you the best of luck Jason. However with your talent, luck will play only a small part in your success!



The way this trip came up was that a couple of weeks ago Jason e-mailed me with a link to the Jacksonville Airshow on November 5-6 and asked "maybe you could make it down for the Jacksonville airshow? Kind of short notice, but check it out." <http://www.jaxseaandsky.net> We talked, I checked out the site, and on November 3...away we go.

The airshow is billed as "Sea and Sky Spectacular" with a dynamic over-the-ocean Sky Show highlighted by the Blue Angels along with other military and civilian flight teams, an Amphibious Landing Demonstration, live entertainment, static displays, simulators – all at the Jacksonville Beach Oceanfront. I counted about 20 airshow performers who will be there. Believe it or not, I have never been on an oceanfront beach and for my first time, to include an airshow is unbelievable! We are looking forward to our Florida visit. We plan on doing a bit of sightseeing on the Florida coast as well as visiting relatives near Orlando. Jason has arranged his schedule so he can accompany us on our visits. I hope to have some pictures of our travels next month. See you at JJ's. *Le Roy* 

Pictures from October meeting at JJ' – By Le Roy Stuczynski



Harley Nelson's P-51 Mustang he rebuilt after his son shortened its nose in a crash.



Mark Johnson's last ditch effort to eliminate the induced "snap" in his Hangar 9 Cap 232.



Harold Blossom showed this highly detailed R/C Pilot figure.

Proper Gasoline Engine Break-in

I spent some time at the library researching lubrication and engine wear in internal combustion engines. A great reference is the volume on tribology and wear of the Metal's Handbook for those interested.

For best engine break-in, you should run a richer oil ratio and light engine loads. Just like the engine manufacturers recommend. You should not run the engine at full throttle for extensive time during the break-in.

The reasons are as follows:

There are 3 regimes of lubrication.

1. hydrodynamic
2. mixed
3. boundary



If you have a complete oil film separating the parts, then there is no metal contact and zero wear. This is hydrodynamic lubrication - an example is a journal bearing with high pressure oil between the parts. The hydrodynamic regime is favored by light loads and high speeds.

If there is a very thin or incomplete oil film separating the parts, the high points of the 2 metal surfaces contact and wear away. This is boundary lubrication. Boundary lubrication is favored by heavy loads and low speeds.

In between these two regimes is the mixed lubrication.

The piston, ring and cylinder operate under conditions of hydrodynamic, mixed, and boundary lubrication depending on the load and operating speed.

A new engine has an imperfect fit of the ring to piston and cylinder wall. The ring has not yet achieved its best shape to act as a gas seal for hot combustion gases or to best transfer the heat from the piston to the cylinder wall.

The purpose of the break-in is to wear away the high spots on the ring and cylinder to give the best gas seal.

If the engine load is too high during this break-in, the ring is pushed toward boundary lubrication, which can tear away the metal by burnishing or galling. Once the metal is burnished, the gas sealing and heat transfer properties of the ring will never be optimum. The engine may run OK, but it won't run as well as it could have with a better break-in. Running an engine under high load during the break-in can also contribute to an increased potential for seizing. With a marginal gas seal, there is more blowby, more piston heat, and poorer heat transfer from the ring to the cylinder.

Light loads and a higher oil ratio during break-in push the rings and cylinder toward hydrodynamic and mixed lubrication. The wear on the rings occurs by micromachining away the high spots a little at a time. The excess oil also helps to flush away the wear particles. The light loads also minimize the temperature rise of the piston and minimize the amount of heat that has to be transferred from the ring to the cylinder. Once the ring, piston and cylinder are properly broken-in, the ring can make a good gas seal to minimize blowby, and can also transfer heat more effectively to the cylinder. Now the engine is ready to handle high loads, high power, and temperature.

If anyone has a problem with this information, please contact the Society of Automotive Engineers. I'm sure they would like to hear your theories.

From [RCU](#) forum by Diablo

Carl Bachhuber is building another spectacular giant!



Lockheed Constellation C-121a under construction October 2005.

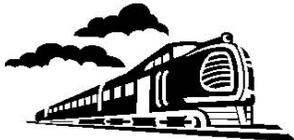
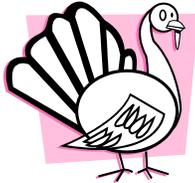
Just when you think he's accomplished all that giant scale has to offer, Carl does it again! This time it's a Lockheed Constellation C-121a. I guess Carl knows how rare the "Connie's" are and decided to help them live. I'm not sure what scheme he will do this one in but hopefully Carl will be at one of the next Screamin' Eagles meetings at JJ's and fill us in on the new model's specifications. JJ's has lots of good food and *Leienkugels Honey Weiss* so we hope that is temptation enough Carl. See you soon?



Latest project ...just after the first test glide.



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