



Eagle Screams



Vol. I, Issue XII

Monthly publication of the Screamin' Eagles

December 2000

The Screamin' Eagles Giant Scale Model Airplane Club meet 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: Dan O'Neill (608) 249-4092
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December Meeting:

The December meeting of the Screamin' Eagles will be held at the Bavarian Inn in Madison on December 14, 2000. As you know, the Bavarian Inn has good food at very reasonable prices so plan on grabbing a bite to eat there to show our appreciation for using their place as a meeting site. Also don't forget December is the annual members raffle. Tickets will be \$1 each or six for \$5. Bring your money, lucky rabbits foot, or four-leaf clover to ward off Doug.

Baffling the Baffler: By Leroy Brandt

Just what is he getting at now you are all thinking. Well maybe some of you are thinking that. You may remember that I have been talking a lot lately about baffling our model's cowls; especially with twin cylinder engines. I also have mentioned that I burned up one 4.6 Spehar and a brand new BME 100 because of poor cooling and not enough lubrication. I feel that these two engines may have stood the pressure of running to hot if the oil wouldn't have reached it's flash point.

It's not totally my responsibility to keep UPS in business with sending my engines back to the manufacturer endlessly because of burned up pistons and rings? I decided to find out as much as could about lubrication and installing baffling in front of the engine's cylinders.

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November Meeting Minutes – By Leroy Brandt

Leroy led the meeting in Dan's absence. Dan ended up getting sick the night before and was heading for the urgent care when his wife Barb called me in the afternoon. We hope everything works out ok for Dan.

We chose the date for our Big Bird fly in for 2001. The date is Saturday June 16, 2001. Wayne will bring it up at the MARCS board meeting in a week or two for approval for use of the field.

It was decided that the Screamin' Eagles will donate \$100.00 this year to the Empty Stocking Fund. Le Roy S will send the check.

Harold Blossom mentioned that he got a letter from Torticollis Distonia of Wisconsin thanking the Screamin' Eagles Chapter 395 for their donation. The thank you letter will be printed in the next newsletter.

We were still discussing the EAA donation in Milt's name. It will definitely, for sure, no question about it, be going to the Air Academy and will be used for scholarships for kids to attend the Air Academy.

Leroy S brought our current mailing list of paid up and delinquent members. We only removed one name from the roster.

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Minutes – Continued From Page 1

With summer 2001 in mind already Charlie Schultz wondered when would be a good time to hold the annual Float Fly in Marshall. Last year the dates conflicted with the Rally of Giants that some of us attended or were just returning from. The date chosen is July 22, 2001. Get your calendar out and make sure to mark that date. Float flying is a lot of fun but it's been a while since I was water ready.

Can you believe it, it was election night again? My how the time fly's. It was a railroad job of sorts and Rob Goebel is our new President, Bob Miracle our new Vice President, Le Roy Stuczynski will remain treasurer and newsletter editor. We don't have a secretary position but Leroy B will keep the notes and send them to Le Roy for publishing in the newsletter each month. The new officers will take over at the January meeting.

A safety discussion followed led by Wayne Lanphear. A MARCS member was cut up pretty badly when his airplane lunged forward during start up. The airplane was tied down but during the starting process it kept moving back wards creating slack in the tie down rope. You can pretty much get a picture of what happened during all this. YUP!

Dues for the 2001 season remain at \$10.00. Many members kept Le Roy busy taking money for the new years dues.

It was suggested that we have a meeting at the Gallery of Aviation again this winter. This will be our meeting place for the January meeting. The Screamin' Eagles will be kicking in funds for the treats and guests are welcome. In case you don't remember how to get there the directions will be in the December Newsletter.

Our December meeting is our annual raffle meeting. It was decided to spend \$250.00 for prizes again this year. Rather than one large prize, several smaller things will be chosen so more people can win.

SHOW AND TELL saw several large airplanes and all kinds of other goodies.

Doug Yaroch brought a Gem 2000 demo board unit with a new bright green light instead of the red LED that was used on earlier gems. The red is still available however and cost \$5.00 less than the green light unit. The green light is much brighter than the red which, if you knew where to look you could see it flashing on a fly by. See Doug for your new green Gem.

Harley Nelson of Crop Duster airplane fame brought a new creation completed in ten, I repeat ten days of building. The airplane is called an Air Truck . The parts are made in New Zealand and the assembly is completed in Australia. The Air Truck was used for crop dusting, general hauling or as an air ambulance. There were 110 built and Harley said that there is one still flying. A 1.20 four stroker provides power with a very long needle valve extension that comes out the top of the cockpit and has a little flag on it. Harley built the airplane

Continued in right column

from a small three view he had. He projected it on the wall and went about making parts. The airplane was completed in ten days!?! This airplane is very unique and I would hope that you all get to see it if you missed it at the JJ's that night. OH I forgot to tell you that it uses nine servos! Good for the hobby shop I'd say. Especially if you use all JR8411's. Another point of interest that I just remembered is that it has twin tail booms that are removable I believe. Harley is working on some lighter booms made from kids ball bats. I think it's removable but Harley built it with a cardboard box attached to the landing gear. Maybe that's just for hauling it! It's a really cool airplane so watch for it.

Wayne Lanphear brought in his new Hanger 9 PT19 fuselage to show us the set up for the new RCS 140 he purchased while his wife is away in Japan for a few more weeks. You sure can bring a lot of stuff home when they aren't around can't you. This is a nice compact engine that looks like a glow engine but has a Walbro carb and burns gas instead of the high priced liquid. The recommended prop was an APC 16/8 which on it's initial test run turned up to 8500RPM like it was nothing. It has CD Ignition and uses a 5 cell pack with a regulator.

Mike Bitter brought his new Lanier Cap 232 ARF. This is one of several kits that are hot off the building tables in China. The fit and finish Mike thought was OK but not perfect. The ARF is built just like any of Lanier's kits using the same router and laser cut parts. This ARF is stronger than some coming off the line these days. The only difference between the kit and the ARF is the wing span. The ARF has 81 inches and the kit is a little longer than that. (I DON'T REMEMBER!) The airplane has a unique color scheme all done up in UltraCoat. The stab bolts on so it can be removed for transportation. The kit uses all US made hardware including Sullivan and DuBro.

Leroy Brandt brought the fuselage for a Byron Cub that he bought from a Hobby Shop in West Bend last spring. It had been hanging there since Byron made them available about 5 years ago. The covering was a little loose in places and it was dusty but almost all the hardware was still with the kit. Leroy would like to change a few things and make it an L4 rather than the same old Cub that everyone else has. He will strip all the 21st Century fabric off and cover it with Super Coverite and paint it OD. A D&B 3/7 twin should just about fit without too many modifications to the cowl, will provide power.

That's all for this month. See you at the December meeting.

Leroy 

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I'll discuss the oil situation first. I have been using 100 to 1 Amsoil mixed at maybe 90 to 1 for as long as I have been running gasoline-burning engines and have not had a problem with it. When I started stuffing twin cylinder engines in my airplanes I immediately started burning them up. After talking with an Amsoil factory representative I found that I was probably expecting the oil to perform in a race type situation for which Amsoil recommends a stronger mix of oil to gasoline. Read the last line of text on the back of that little bottle of oil and you'll

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Looking Back: By Doug Yaroch

Boy, another summer and flying season has come and gone. I sure don't know where the year has gone. It only seems like last month that we were preparing to go to Oshkosh for the first flyin. And yet Christmas is fast upon us.

This past summer took us farther than it has ever in the past, at least for me. A long grueling trip to Columbus, OH for the Rally of Giants back in July. Which the rest of you guys saw pictures of in High Flight. But those were a poor representation of what was there. All you got to see was the pictures of a select tight knit group that are close to the editor of High Flight. There were many beautiful planes and hundreds of people that never saw print. Luckily they had a hobby shop on the premises. We had a small problem with one of my planes breaking loose in the trailer while passing thru Chicago. It roamed around in there and damaged my Cap and the Cap of a good friend, Scott Walby from Eau Claire. We were both able to patch them up when we got to the Rally. I don't believe that we will be attending the 2001 Rally as it is in Wyoming.

I have started the building for next season with the first of several. It will be the Carden 40% Edge 540. I had the plans at the November meeting. This is one huge airframe. I have an eight-foot building bench and it is not long enough to lay out the full fuselage plan. I will have to add on a two-foot extension just to build the thing. I have glued all of the sheeting up and am ready to prepare the foam to be sheeted. I have been using Probond Polyurethane glue to do the sheeting with. It penetrates the foam as deep as three fourth inch as it cures. It will also foam up to fill any small gaps or worm holes you may have in the sheeting. Leroy spoke to some guys at the Chicago swap meet over the past weekend and they recommended using Gorilla glue. I have heard of this but have not tried it. I don't even know where you can purchase the stuff. I guess it works on the same principal as Probond. Leroy said he was going to try it. Maybe he can give us a report on it.

Some time this winter, I have a 40% Cap 232 to build for myself. I am anxious to get the other out of the way so I can get onto my plane. But that has to take the back burner till I get the rest out of here. I also have another project for myself that I hope to get together some time before the end of next season. I should wait and surprise everyone but I am excited about it. I have purchased a Ziroli C-47. It has a 140" wingspan and about 108" long. This plane has already been flown but has been damaged. The wind got under a wing tip on landing and cart wheeled it. Of course the wing was damaged severely. I will have to build the new wing for it but the fuse is in good shape. Just a couple cosmetic repairs to be done. This is a new adventure for me. I wanted to use this as a step toward a B-17 in the future. I thought learning to deal with two engines and their problems would be easier than dealing with four of them right off the bat. I have flown only aerobatic planes from the time I started in this hobby, with the exception of the times I have flown Bill's war birds. There are so many other facets to this hobby to explore and I think this is a good time to start. There are two areas that at this point I have zero interest in. One being helicopters and the other being jets. Those have no appeal to me. It is fun to watch the new turbines fly and the neat sound of the engine but the price tag is awful high to go with that. Paul Letournau let me fly his F7F Tigercat this past summer. It was fun to fly the twin engine even though it pretty much only goes in a circle. It does roll though. I guess when I get the C-47 in the air; snaps will be out of the question. I bet it would do an awesome flat spin though. Probably only one time at that.

I guess I have rambled enough. I sure would like to hear about the construction of that Ohio RC Ultimate Bipe that Lyle has in his shop. Maybe he could do a construction article next month for us. How about it Lyle???????

I am looking forward to the December raffle. Hope I am lucky!!!!!! See you there.

Doug 

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see what I mean. They do sell Race 2000 oil that is designed to be mixed at 50 to 1. I bought some Race 2000 oil and find that the baffling is still a big part of curing the problem of over heating. How hot is over heating? My research shows that 175 degree head temperature is a good number to strive for. Using an infrared temp gauge is a must. I picked one up from Cactus Aviation for a hundred bucks. It has proved to be a good investment. After landing my airplanes I would quickly check the temp of both heads midway between the crankcase and the spark plug and at various other spots along the way as well. The right cylinder (looking from the spinner) would always be around 245 - 275 degrees and the left cylinder would be around 170 to 180. This was with baffling installed which started at the bottom of the cowl opening in front of each cylinder and would run to the middle of the jug. A vertical dam was built to keep air from sneaking buy the end of the cylinder as well. Because of various aircraft designs it is not always possible to install a dam on the inside edge of the cylinder next to the crankcase. The entire front of the cowl may be open as on an Extra vs. and Edge that has a ring in the middle that will hide the inside vertical dam. Does that make any sense at all? So oil content in your gasoline is something to monitor closely if you are stuffing both cylinders as in a twin up in the cowl. This seems to be true even if you use baffling in your cowls.

I found that baffling only to the center of the cylinder as well as the outside at the edges of the cylinder near the spark plug is not enough in some cases. My Hanger 9 330L proved this. The Spehar was running hot even though I had baffled the lower part of the cylinder and I had also installed the vertical dam near the spark plugs. We noticed during the third or fourth flight that the engine was starting to sag a little (actually Doug noticed because he was flying it). After I landed he quickly ran out to the end of the landing strip to shoot it with the

Baffler: Continued from page 3

temp gauge as soon as it stopped rolling. WOW, he was right, it was still getting hot. The head temp of the right cylinder was up in the 275 range. WHAT TO DO!

The fix comes from Bob Miracle. We ripped the little piece of plywood off the frequency pins he puts together for our fly in and glued it in front of the right cylinder coming down from the top of the cowl on a bit of angle towards the cylinder. WAAAAALA! Without changing anything else such as needle settings or oil/gas mixture the temperature dropped to 175 degrees. The left cylinder was always 170 degrees so our work was done. Actually the baffling still needs black paint and a little glass work inside but the flying season is over anyway so I'll have a lot of time to paint it this winter. Thanks Bob!

Le Roy mentioned in his last email that he needed a little material and this is as little as I could come up with. Have a good holiday season.

Leroy Brandt 

Harold Blossom received the following note of thanks from the Torticollis group the Eagles made a contribution to. Another job well done Eagles! Give yourselves another big pat on the back.

Our main goal is to help everyone with spasmodic torticollis to become improved human beings. Since it is such a horrific disorder that can be debilitating for so many, and because there are so few of us, it is a big task that we face. Contributions such as yours, however, make it easier and are very much appreciated. All of us at ST/Dystonia wish to give you . . .

**A
GREAT
BIG
THANK
YOU!**

*MUCH TO WHERE
WE ARE TODAY, KEEP
IT UP, HAROLD,
WISH THERE WERE
MORE PEOPLE LIKE
YOU.*

Harold

*MR HAROLD - THANKS TO YOU
& THE SCREAMING EAGLES
FOR YOUR GREAT DONATION
& PLEASE OUR THANKS
TO THEM - AND THANKS
ONCE AGAIN FOR YOUR
EFFORTS WITH TRAX.
THANK YOU ALL THESE YEARS
YOU HAVE CONTRIBUTED*

When we continue to think positive, we will succeed.

CREATLY & HAVE MEANT



Screamin' Eagles



November 26, 2000

Empty Stocking Club
Wisconsin State Journal Youth Services Inc.
PO Box 8056
Madison, WI 53708-8056

To Whom It May Concern:

The **Screamin' Eagles Model Airplane Club** is happy to present a \$100 donation for new toys for needy children. The membership again this year voted to give part of its proceeds raised at its 6th annual big Bird Fly In event held last summer.

We wish to take this opportunity to attend next year's annual event. Please contact me for further information about next year's event if interested.

Merry Christmas,

Le Roy Stuczynski, Treasurer
Screamin' Eagles Model Airplane Club
IMAA Chapter 395
(608)249-9517

Eagles Generosity Takes Flight

This month I finally was able to find the time to send the long overdue memorial donation to the EAA Air Academy in the name of our fellow Eagle Milt Alswager. Milt's active participation and dedication to the model aviation organizations, to which he belonged, is sorely missed. Milt would be proud to know that young aviation enthusiasts will benefit through our contribution in his name.

Also I sent out this year's Empty Stocking contribution we raised from part of the proceeds from our 6th Annual Big Bird Fly In last summer. Our early contribution, as voted by our members, will help fill even more stockings this year.

Copies of the letters I sent with the checks appear on this page. You should be proud of yourselves Eagles!

*I'd like to also give a great big **thanks** to everyone who contributed to this month's newsletter. I hardly had room to write anything. **LOVE IT!***

Have a joyous and safe holiday season.

Le Roy 



**Thats OK.Mom,
Dad just had a glitch, thats all!**



Screamin' Eagles



November 26, 2000

EAA Aviation Foundation
PO Box 3065
Oshkosh, WI 54903

Gentlemen:

Please accept this \$200 donation to the Air Academy in memory of member Milt Alswager who died this year. Milt was a very active and dedicated member of the Screamin' Eagles Giant Scale Model Airplane Club who would like nothing more than to see young aviation enthusiasts benefit from donations contributed to his memorial.

Please acknowledge receipt of this donation to:

Raymond Alswager
1327E 7th Street
Superior, WI 54880.

Thank you for facilitating our club's memorial distribution.

Sincerely,

Le Roy Stuczynski, Treasurer
Screamin' Eagles Model Airplane Club
IMAA Chapter 395
(608)249-9517