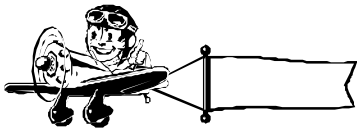




President's Report



General Observations

I am extremely impressed with the hard work of many of our members who quietly, but noticeably, have strengthened the social aspects of our club, such as inclusion of new members in the pit social circles, and encouraging the return of former active members who had dropped away from the hobby. A general air of friendliness and helpfulness seems to have permeated into our social fabric. Seems to me that the club has become more socially conscience, and at the field, people seem to interact with each other in a friendlier manner. (At least insults thrown my way seem to have diminished. ☺)

Ron Richardson, our events chairman is actively working on further enhancing fun opportunities along with our social character by promoting open houses each month. These open houses can and will demonstrate to our brethren clubs that the Screaming Eagles club does, in deed, like to make friends and have other AMA members enjoy our flying facility. Our members, the ones who pitch in with support and participation, will discover even more fun and fulfillment from this great passion (hobby) of ours...I promise.

Proficiency Level Promotions

Congratulations to **Jeff Eckerman** and **Tim Roesler** for their promotions to flight proficiency level 3. They will be honored and receive their certificates at the club meeting on August 4th.

Anyone else rated at level 2 and wanting to get their very own level 3 promotion (and golly-whiz certificate) need only to contact a club instructor to find out what they need to do...OR...you can always bribe the person who makes the certificates, but be warned, he ain't cheap or reasonable. Probably be cheaper and easier merely polishing up your rule knowledge and flying skills.

Club Membership Roster

Current rosters are available at the field, if you want one. Just where at the field is a big secret, see if you can find one. However, if you are search challenged and cannot find one, they will be handed out at the August 4th club meeting.

As of July 16th, we had 94 members in good standing. I anticipate we will close the year with 95-100 members. (The numbers are down a little, but look at who the hell you elected as your president...no wonder.) Anyway, I would gladly settle for 95 good members...rather than 120, many of whom would probably include sphincter muscles or hemorrhoid brained malcontents anyway. ^..^

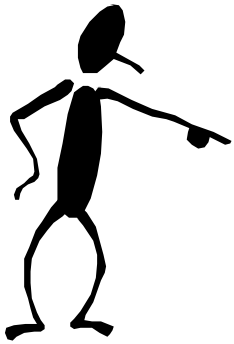
Hmmm, on second thought maybe we still need to trim down some. I will need to get back to you about our loveable, albeit tight-assed treasurer, or someone else who wears skirts to the field, or others who show disgusting amounts of hairy butt-crack while kneeling over their airplanes. Naw, we really do have a pretty good group of folks, so relax **Denny, Danny, and Jim**, I am sort of kidding... ☺ (Heh, heh, heh, bet that stops the currents efforts aimed at trying to get me to run for re-election. No wait!! I haven't insulted **Ron Richardson** yet, well, there is plenty of time yet for that).



See ya at the field...**Bob Groves**

Executive Committee Meetings

The club's executive committee meets the third Monday of the month at 7:00 PM at the field during the warm weather months. Club members are welcome to attend to see what is going on, or to let the club officials know your thoughts about the administration of the club's business. These meetings are important and the business that is discussed, that needs full membership attention, can be published in the newsletter. This speeds up the membership meetings and allows more time for programs and fun things. Most members are not too interested in hearing minutes read, etc., anyway.



Executive Committee Meeting Highlights

The Club's executive committee held its monthly meeting on Monday, July 21st at the field. The items on the agenda included Field maintenance, capital improvements, safety, and events. There were only a few items thankfully, as it rained for the entire meeting as we huddled under the shelter house. I've tried to summarize the meeting minutes here for you, with everything broken down by agenda item.

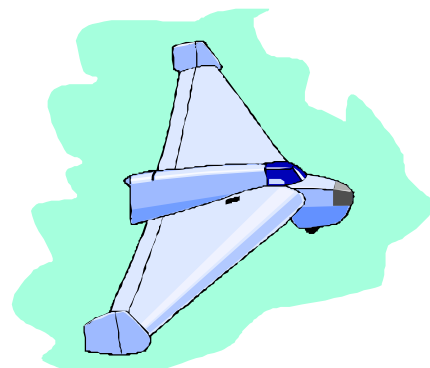
Field Maintenance. The grass to the west of the shelter house isn't always being cut back to the edge of the field. This was brought up once before, and Mr. Groves agreed to discuss it with our grass contractor. There are a couple items such as staining the shelter house, painting the port-a-john, and stripping the runway that still haven't been done since our last Field Day. The possibility of calling another field day was discussed. We also need a new flag for the flag pole, which Jim Anderson offered to donate.

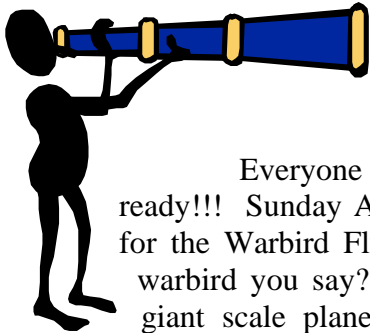
Capital Improvements. Any large and/or costly field maintenance items fall under the heading of capital improvements. The EC discussed if we have or should come up with a 5-year plan for capital improvements at the field. These items include runway and pit renovation, changes/additions to improve the shelter house, and replacing the mini-barn. There was some discussion on these last 2 items. The thoughts on the shelter house included finishing the enclosed end, adding short walls and screen to the rest of the shelter, adding cabinets, and painting the inside to brighten it up. The current mini-barn is starting to fall apart. The discussion of it centered around not replacing it, but adding another barn behind the shelter house. This would provide easier access to commonly used items such as the grill, and still provide the existing barn for the generator and other items we don't want at the shelter house.

Safety. We've had 2 incidents recently that were discussed. Both of these centered around non-members flying at the field. The first was a guy in

town from New York that came out on a Saturday and flew his control line plane with no one else present. He was confronted and questioned later by Mr. Groves. We also have a couple of people that are trying to tippy-toe around paying a part of their dues by using our reduced rate schedule. They've looked at the dues schedule and seen that they don't have to pay as much if they don't join until August. They do however expect to be able to fly and get instruction through our guest policy. The 5 time rule of the guest policy needs to be enforced. We also may need to look at revising this dues policy, and possibly drop it from the dues schedule even if we still keep it in place. It was also brought up if we should enforce that instruction is a privilege of membership. One way that a lot of clubs keep out non-members is with a gate. We discussed if we can and should have a gate. We would need one that the guards could drive around, so it would only be a deterrent, but the guards would also know if someone was flying with the gate closed, they aren't members. On the topic of the guards, it was discussed a few months ago to put up the number for the guard shack on the board. This has not, but will be done. We would also like to try and have an emergency response crew from the fire department out for a visit at the field. We discussed contacting them and inviting them out so that if we would have an emergency they would know where we are.

Events. Although the events discussion was probably the largest part of the meeting, I will summarize it here. We have scheduled; an open fly-in on July 27th, a war bird fly-on on Aug. 24th, and a giant scale fly-in on Sept. 6th. The City-Wide for this year will be held at the West Side field on Aug. 16th. They haven't been getting a lot of response, and it is in question whether it will actually be held. Walt and Ron have discussed trying to have another picnic sometime in August, and the details of the Fall Fling are being discussed for sometime in October.





Events!

By Ron Richardson

Everyone get your warbirds ready!!! Sunday August 24th is the date for the Warbird Fly-In. I don't have a warbird you say? Well then get your giant scale planes ready!!! Saturday September 6th we will be hosting the 1st Annual Screaming Eagles Giant Scale Fly-In. I am taking it upon myself to make this an annual event and making it one of the better Fly-Ins around. If you would like to help with any of these events please let me know. If warbirds or giant scale is not your thing how about suggesting a type of aircraft for the October Fly-In? Give me your suggestions ASAP so I can promote it along with the other events. Check out the following Events Calendar that I will be including in all future events newsletter articles. Hope to see you all at the field soon!!!

Events Calendar

August 2nd - 3rd

CAPS Classic Pylon Race, International Aeromodeling Center Site, Muncie, Indiana

August 4th

Club meeting

August 13th - 17th

IRCHA World Helicopter Jamboree, International Aeromodeling Center Site, Muncie, Indiana

August 16th

Chapter 651 IMAA Fly-In, Mooreland, Indiana

August 24th

Screaming Eagles Warbird Fly-In

August 23rd-24th

Ft. Wayne Flying Circuits Giant Scale Event, New Haven, Indiana

September 6th

Screaming Eagles Giant Scale Fly-in



New Member Applications

Joseph "Joe" V. Matucheski (Lisa)
 5707 Arabian Run
 Indianapolis, IN 46228
 H-293-9324 W- 246-3560
 AMA 239558 Mode 2 Level 3
joeherky@aol.com
 sponsor: Dennis Anderson
 Engineer with Belcan Corp
 DOB: 10/52

Searching For YOUR Plane

While looking at some other club sites lately, I ran across a news letter comment that I thought was a really good thought. I'm not sure if it has occurred at our field yet, but here is my own rendition of it.

Guys, with the advent of the ARF's and some of them being so popular(like the U-Can-Do) I wonder what would happen with two of these in the air at the same time! Just think, two completely identical planes up there whizzing around, and while on the ground the pilots having to try and decide which one is theirs! Now that would be a trick, some of us(me included!) have our hands and fingers occupied enough just trying to fly our plane, let alone trying to decide which of the two up there is ours! Think about it, not very appealing to me! So if you have one of the popular planes, be careful when you go up, and if there is anyone flying with that same plane, you might want to wait just a bit to take your bird off. The other solution is to make it VERY different using trim colors and such.

Just a thought you might keep in mind while we're having fun.

Walt





July Meeting / Fly In

For those of you who didn't attend our last club meeting on July 7th you missed the bi-wing show! We had a lot of guys show up with their planes to show and do some flying for us! All had a good time! So, you really don't want to miss those meetings, there is a lot going on, and some really good flying before hand too!

Walt



Oh Man, he's got the book out for the transmitter!



Bill Pence at work with his fine looking pitts!



Mike Karns with his 'giant?' biplane, hey, he flew it great!!!!



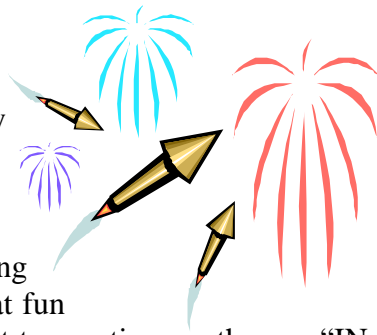


Great Time!!!!!!

Well for those of you who made it to the July 4th Fly-In / Cook Out, man did we have a great time!

Flying, Cooking, Eating and just all around great fun was had by all. And not to mention the "IN YOUR FACE FIREWORKS", WOW were they ever great! The cooks did an excellent job and the pitch in part was really great too! Thanks for all who brought those great goodies! Flying too! Some of us even flew in one of the rain showers that passed thru, but hey, that didn't bother us at all, we all had fun! See you for the next Fly-Inn Cook Out! And for those of you who missed it, well,, maybe you'll make the next one..

Walt



To Finish or Not to Finish? Part One by Joe Wilkins

OK so you've built this great model of your favorite warbird and you're ready to decide how you want to cover it. Do you use an iron on covering with the color already applied? Do you use an iron on that can be painted? How about a polyester or epoxy and fiberglass finish and paint? Well, if you've got that model built to the covering stage and haven't prepared for covering yet it could already be too late. The time to decide on the type of finish you want your bird to have is **"BEFORE YOU OPEN OPEN THE BOX"**

Some building processes limits finishing possibilities. For instance. If you plan to use a polyester resin and cloth finish on you heavy metal (warbird) you need to be very careful using 24 hour Hobby Poxy. Polyester resin will not cure over 24 hour Hobby Poxy.

As many of you know, I do not have the faintest idea how guys get such great looking birds using iron on monokote/coverite/21 century etc. etc. products. Most models we see at the field now are covered with these materials. And for the most part the covering fits the purpose. The aircraft are aerobatic in nature and require a bright/light airframe. But if you're a warbird enthusiast and you want to give your project a metal look, monokote is not the thing. (My personal opinion). So if you want to put a good finish on your next project read on. If not, go on to the next article.

OK!! Here we go. First of all, know that your finish will be effected by the foundation you provide for it. If the surface of you airframe is rough the finish will be rough. In construction, be very aware of the glues that you use in construction that can effect the outcome of the finish. If the glue will be exposed to the exterior of the airframe make sure it is sandable,and compatible with the type of resin you intend to use. Most "hot glues" are compatible with most finishes, but I've been told that some may sand easier than others. Don't use "globs" of glues on the exterior. Nothing mares a finish that a mound of glue. Hard sanding adhesives can create



No this is NOT a doughnut! Can you guess? Well, the word is out, that our Prez, Sweet Old Bob is using re-treads on his planes now, yup,,chunked off!! Wonder how he landed with a third of it gone???? (grin)





what is referred to as "sanding donuts" This is where in an attempt to sand away a glue glob you end up sand the balsa or ply around the glue because they are softer. In do so you sand an nice "donut" shape pattern around the glue.

Now you've got the plane framed and planked. The next process is familiar to most of us. It is called sanding. Use this process liberally. This is very important. **USE A SOFT PAD SANDING BLOCK AS OPPOSED TO YOUR FINGERS** This will provide a more even pressure while sanding. A more even (flatter) sanding surface you use, the better your sanding will be. I normally start sanding with 100 grit dry paper. After the desired shape is established I go to 220 grit. At this stage take a close look at you project, in good lighting, and see if you can see any imperfections. If you can, get out the 220 grit again. Eye it again, because if you see it now, you'll see it later. Not get our the 400 grit paper and start all over. After you are satisfied that you don't see anymore imperfection, close your eyes and run your hands over the entire surface and mark those areas that you feel. Deal with these areas with 400. Now, you say this has got to be it. Not quite. Gentlemen, most of use have very incentive, and rough hands. So what I recommend you do is to very gingerly and politely ask you wife (or significant other) to run her hands over you project. Mark the areas that she finds and deal with them with the 400 grit paper. This last step will be the hardest thing for most men to do. Just being honest.

Now you have an airplane ready for any type of covering. I will not attempt to tell anyone how to apply coverite/monokote products. My aim is to give you enough information so you might be better able to put a got looking finish on you next heavy metal warbird. The term "heavy metal" stems from the fact that these birds were covered with metal and as a result of their function as war planes they were inherently heavy. I enjoy putting the "heavy metal look" on my warbirds because it looks more realistic. If you're interested here we go.

So you've prepared your bird to receive the type finish a heavy metal type finish. What do you do next? Resign yourself to the fact that it's going to take a bit more time than iron on olive drab monokote. The process we cover now will add about 2-3 weeks to your project.

Watch next month for the second half of this fantastic article!!!!



Doug Fish presenting Damon Beals with his instructors Certificate, Congratulations Damon!!



Congratulations Mark Crittenden on your recent solo certificate!

Raffle Winner!!!

Steve Hully won the 50/50 raffle at the last meeting! Congrats Steve,,of course now this is in print and you'll have to report your winnings to the IRS..... ☺





Congratulations Tom Elson on your Instructors Rating!



Congratulations Frank Wise on your solo Certificate!



DATES !!!!!!!!!!! Don't Forget!!!!!

**It's Coming!!!
Screaming Eagles Fly In! Times TWO!!**

August 24th
Screaming Eagles
Warbird Fly-In

**Come One, Come All!!
Everyone is invited!
Flying, Fun, Food!
What more could you ask for????**

September 6th
Screaming Eagles Giant
Scale Fly-in