



Eagle Screams



Volume X, Issue I

Monthly Publication of the Screamin' Eagles

January 2009

The Screamin' Eagles Giant Scale Model Airplane Club meets on the 2nd Thursday of the month April through December. If you have any questions about club activities or meeting location please contact one of the following members.

President:	Brad Witt (608) 836-7835 Email: bwitt@chorus.net
Vice President:	Charlie Schultz (608) 837-3498
Treasurer and Newsletter Editor	Le Roy Stuczynski (608) 335-1700 Email: roy@galleryofaviation.com
Secretary	Richard Cohoon (608) 635-2516 Email: racohoon@charter.net

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Member Web Pages

Carl Bachhuber - <http://www.carlb-rcplanes.com>
 Roy Seals - <http://hppilots.com>
 Le Roy Stuczynski - <http://galleryofaviation.com>



This is the latest picture Carl Bachhuber has posted on his website of his B-36 project. All I can say is beautiful Carl! We all need to get up to the Fond du Lac event this summer to see this fly.

Canadian Airline Humor



After a real crusher of a landing in Halifax, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared

and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal."



Schultz Sport & Hobby



RC Airplanes, Trains

315 S. Thompson Road,

Sun Prairie, WI 53590 (608) 837-3498

Hours 8 – 5 P.M. Mon. – Fri.

Vice President, Brad Witt called the December meeting to order. Minutes for the November meeting were accepted as printed in the newsletter. A Treasurer's report was presented by Le Roy and accepted by the membership present.

Old Business:

There was discussion about the annual fly-in event. Some options were presented such as to have the same as before, to no event at all. Finally a motion was made to have an Eagles fun fly day June 14, 2009 and not have a sanctioned event this year. That motion was seconded and carried by vote of the membership present.

New Business:

The nomination and election for club officials were held. The results for the 2009 offices are:

President:	Brad Witt	Treasurer:	Le Roy Stuczynski
Vice President:	Charlie Schultz	Secretary:	Richard Cohoon

It was determined that there would not be another official meeting until April and that meeting will be held at JJ's. The annual raffle was held with the following results:

Le Roy Stuczynski - Universal security clips and 2 Servos, Wayne Lanphear - Zap Thread Locker and 2 Servos, Brad Witt - Glow Starter and Battery Checker, Harley Nelson - Battery.



Trez/Ed Sez - By Le Roy Stuczynski

Hi Eagles. Happy New Year! As I write this newsletter it is hard to believe it is already January 13, 2009. It sounds like we're soon to be in for some bone chilling weather that most likely will keep you away from flying and instead gets you into your nice warm workshops. This is a great newsletter in that my only deadline is the get it out sometime in the month of January.

On Wednesday January 7 we lost another World War II veteran who held a very special place in my heart. "Ernie" Tresch of Oregon, WI passed away at the age of 91. You may remember me talking about Ernie when he visited the Gallery of Aviation several years ago. Ernie was one of sixteen persons featured in Monona author Kristin Gilpatrick's first "The Hero Next Door" book series. If you look in the Links section of my website you will see a clip about her visit to the Gallery as well as a link to her website.

After completing his cadet flight training at Bowling Green, he was stationed in North Africa as a B-26 bomber pilot. He flew 40 missions without ever losing a crew member, even though his plane often returned riddled with bullet holes. His record didn't go unnoticed as General Eisenhower's office asked him to report as one of Ike's personal pilot's. Additionally Ernie flew Eisenhower and several other generals at the same time, around the world on the Good Will Tour following the war.

Several years ago through a lady at work, who was a good friend of Ernie and his wife's daughter Brenda, I was introduced to Ernie and invited him to a tour of the Gallery of Aviation. He graciously accepted and my friend brought Ernie to the Gallery for a visit. He enjoyed the tour immensely. In fact the day before Ernie died, my friend said she was going to visit Ernie and I asked her to say Hi and to ask if he remembered me. She said he did and said he would never forget that visit. Who was to know that the next morning Ernie would be gone?

When we toured the Gallery Ernie stopped at one of the uniform displays and said "this was my branch of service." Above the display my dad had a gold bust of Eisenhower. As Ernie and I talked, I asked what kind of person Eisenhower was? Ernie said he was one of the most compassionate and personable persons he'd ever met. No harshness like the General Patton or those who exhibited little personal feelings toward his men. Ernie then went on to tell about a flight back to the states from Frankfurt, Germany. When he landed in the states he was met by one of General Eisenhower's aides who informed him that his dad had died. The aide said that General Eisenhower passed on his sincere condolences and that anything he could do to help the situation, including the use of his personal aircraft, was at his disposal! As Ernie told this story he was filled with emotion and his voice was trembling. I'll never forget that story and that moment with Ernie!!

Ernie autographed my book of "The Hero Next Door" and later sent me an autographed picture of him in the cockpit of General Eisenhower's airplane "Sunflower II." It is proudly displayed in our family room with several other artifacts from dad's collection. Unfortunately dad never met Ernie but they are now together in eternal life.

If any of you would desire, memorials to Ernie can be made to the American Cancer Society or to the Oregon Senior Center. 



The Shawano R/C Flying Club
AMA Chapter Club #893
24th Annual
**Auction-Swap
Meet-& Raffle**

Sunday, February 22, 2009

Shawano Civic Center
225 S. Main St., Shawano

Doors Open: 8:00 a.m.
Swap Shop: 8:30 a.m.
Auction: 10:00 a.m.
1/2 Hour Sessions & 1/2 Hour Breaks
for Swap Shop
Raffle: 12:00 p.m.
Tables & Chairs Available—No Charge
Food & Beverages Available on Site
Admission— \$5.00 16 & Under—FREE



**Great Raffle
Prizes!**

Directions to Civic Center:
From Hwy. 29, take Hwy. 22 NORTH
to Downtown Shawano, turn LEFT at
the light on Division Street, then
turn LEFT on Washington Street to
parking lot behind Civic Center.

For Information, Please Call:
Steve Hammond, 715-524-3203
Jim Vanderwalker, 715-823-3682
Email: jimmyr1@frontiernet.net

ON THE SAFE SIDE

From AMA District VIII
In the Blink of an Eye
by Don Nix, Insider Safety Column Editor

“There's a reason I'm alive for a blink of an eye.”

—*In the Blink of an Eye* by Mercyme



More often than not, that's about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me from more serious problems.

A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains.

Being born lazy and losing ground ever since, I'm usually quite content to do as little as possible; especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I'd just acquired a new RC kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn't be stuck without enough to finish or have old material. (Remember that word “stuck.”) The container was one where you snap off the top to open, and then reverse it to become the cap to seal it back. Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA. That's where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude outside effectively converted it to aerosol form for a split second. This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized. (Brief digression: Don't you die laughing at those disaster movies that show an airliner decompressing with everything and everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial debonders available, of course, but I don't think I'd use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly. Point: Most accidents do happen in the blink of an eye, and sometimes it's difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we'll deal with some of those in future columns.

In the meantime, if you've had an experience you'd like to pass on for the benefit of others, I'd be happy to hear from you:
FLYERDON@aol.com.

Happy modeling and flying ... safely. ➔



Screamin' Eagles
 c/o Le Roy Stuczynski
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 Madison, WI 53704



No ShadowPlease!

Battery Shorts, How They Occur

From the Anoka County Radio Control Club, Coon Rapids, Minnesota - by Red Scholefield



A short develops in a NiCad when conductive particulates bridge the separator or the separator itself deteriorates to the point where it allows the negative and positive plates to touch. Rarely does the short occur all at once but rather building up a very small conductance path termed "soft shorts."

In a charged cell the energy in the cell will blow away any short as it tries to develop. You've heard about "zapping" cells. The cell actually zaps itself before the short can develop. Only in cases of severe overcharge at high rates when the cells heat up significantly, can the separator melt down to the point where the plates contact each other (hard short). In this case the energy in the cell then dumps and we have what is referred to as a hot steamer, the electrolyte boils, nylon in the separator melts down and is forced by the steam through the vent.

On some occasions the vent is clogged by the molten nylon separator and becomes inoperative causing the cell to rapidly disassemble. So under normal circumstances a cell maintained at some state of charge is much less likely to short than a cell that is completely discharged.

It should be noted however, that the self-discharge increases rapidly in cells where there is a short building (high resistance-soft short) because of separator deterioration and/or cadmium migration. One other shorting mechanism is a manufacturing defect where the positive or negative collector tab bridges the opposite plate. These usually fall out before the cells are shipped or assembled into batteries. →

"Old Elmer is positive there's going to be a model fuel shortage, and he wants to be ready for it!"

