



Eagle Screams



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Monthly publication of the Screamin' Eagles

February 2001

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.

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February Meeting:

The February meeting of the Screamin' Eagles will be held at the Bavarian Inn in Madison on February 8, 2001. As you know, the Bavarian Inn has good food at very reasonable prices so plan on grabbing a bite to eat there to show your appreciation for using their place for our meeting site.

January Meeting Minutes – By Leroy Brandt

President Rob called the meeting to order at the Gallery of Aviation. Rob thanks Le Roy Stuczynski and his mother for putting up with us again this year.

It was mentioned that Mike McConville would be at the February MARCS meeting so the Swap Meet has been postponed until the March meeting of MARCS.

Rob mentioned the nice letter the Screamin' Eagles received from EAA thanking us for our donation in Milt's name. Le Roy asked if we were going to send out a form so that the usual participants at our June 16 fly in can pre-register. A

Continued in right column

discussion followed about the new forms that were used for registration at the Rally of Giants in Hebron, OH last summer. They used a carbonless form that seemed to really work well. One page was for the inspection of aircraft and also one copy to send to the IMAA. It worked better than anything I have ever used. You only filled in your name once and it was on all pages. Leroy B said that he would check on getting these forms from the IMAA this year.

Wayne Lanphear mentioned that MARCS approved our use of the field on June 16 for our event.

Mike Bitter confirmed the fact that his wife Karen will handle the concessions. Dan O'Neill will purchase the brats and burgers for us again this year.

Bob Miracle asked for a volunteer to take over PR for our event. He has been responsible for getting a mention in the Madison newspaper Rhythm section the Thursday before our event and also has gotten some mention on local radio stations. No one stepped up yet.

Someone asked if the bus would be going to the Toledo show again this year. Mike Bitter said that the bus has been sold so you had better look for a different mode of transportation this year.

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Consolidated B-24D "Lady Be Good"
USAF Museum Photo Archives



Prez Sez - By Rob Goebel

Three weeks ago I broke down and purchased a snow blower and it hasn't snowed a bit since. Best investment I ever made! It allowed me to get caught up on things around the

shop. I hope the snow continues to noia oit unti....on, maybe next December! Maybe I would then have an outside chance of getting the Pitts done.

Speaking of getting things done, January was the time to start making good on all of those new year's resolutions we made. Here is a typical list of resolutions that may appear on each of our lists:

- 1) Don't forget to pay my Screamin' Eagle's dues.
- 2) Don't forget to do item 1.

Oh, did I mention that some of us have yet to pay our dues for the 2001 season. It would be great to get all that stuff cleaned up at the next meeting. Of course you can always pay by mail and Leroy will include this information in this edition of "Eagle Screams". I would recommend coming to the meeting and seeing how good looking your new president is in person however.

Seriously, I hope to see all of you at the next meeting as we'll have some interesting things to discuss regarding mufflers, safety, events..etc. See ya' all then!

Rob →

"Lady be Good": Researched by Mike Pirkl

At 2:50 p.m. on Apr. 4, 1943, 25 B-24Ds of the 376th Bomb Group took off from their AAF base at Soluch, Libya, for a high-altitude bombing attack against harbor facilities at Naples, Italy. All planes but one returned safely to Allied territory that night--the one which was missing was the *Lady Be Good*.

Almost 16 years later on Nov. 9th, 1958, several British geologists were flying over the desolate, sun-baked Libyan Desert. At approximately 400 miles south of Soluch, they spotted an aircraft on the sand. A ground party which reached the site in March 1959 discovered the plane to be a B-24D. The *Lady Be Good* had been found.

Evidence at the site indicated that the crew had become lost in the dark on return from Naples and had flown over their base and southward into the desert. As their fuel supply became depleted, the nine men aboard had bailed out but had disappeared while attempting to walk northward to civilization.

Intensive searches were made for clues as to the fate of the crew and in 1960 the remains of eight were found, one near the plane and the other seven far to the north. Five had trekked 78 miles across the tortuous sand before perishing and one had gone an amazing 109 miles. In addition, they had lived eight days rather than only two expected of men in this area with little or no water. The body of the ninth man was never found.

Numerous parts from the *Lady Be Good* were returned to the U.S. for technical study. Also, some of the parts were installed in other planes, some of these aircraft then experienced unexpected difficulties. A C-54 in which several autosyn transmitters were installed had propeller trouble and made a safe landing only by throwing cargo overboard. A C-47 in which a radio receiver was installed ditched in the Mediterranean, and a U.S. Army "Otter" airplane in which a *Lady Be Good* seat armrest was installed crashed in the Gulf of Sidra with 10 men aboard. No trace was ever found of any of them; one of the few pieces washed ashore was the armrest of the *Lady Be Good*.

Consolidated B-24D "Lady Be Good"
USAF Museum Photo Archives





Aw, come on Mom, don't give up learning to fly. Dad can build us another airplane!



*Do you know this man?
Mike Pirkl will tell you
about him next month.*

Minutes – Continued from page 1

Show and Tell

Lyle Stone brought a set of plans for a Tiger Moth that he picked up from a Lodi resident. The kit has hundreds of pieces and is very complete. Lyle will be using a Zenoh G38 up front. The original called for a Quadra 35. Sorry I don't have the wingspan or any other details.

Doug Yaroch brought a Duralite pack for comparison with a 1400 nicad battery pack. Of course you will need all new chargers for the Duralites. Might be nice to save all that weight though. He also had a DA 150 that he will be installing in a 40% Carden Edge 540 for comparison with a 3W 140 that Doug will be installing in his own Carden 40% Cap 232 later this year.

Leroy Brandt brought a bag of wire holders from J-Tec. These are made to organize and hold the wires inside your airplane. They are water jet cut and they sell for \$9.95 a bag. The amount in the bag varies according to how large they are apparently. Then most you will receive in one bag is about 19 of these little rascals. I've used them in two airplanes and really like them. They have different sizes for different purposes. You can run fuel line through it or servo wires etc. The ones I had were for just one wire.

Rob Goebel mentioned that he ran across a web site dealing with mufflers of varying sizes and shapes for our models. He will have more info at a later date.

Lyle Stone had a Christmas story to tell. When he was at the Toledo show last year he saw a color scheme on an Ultimate that he really liked and seeing as how he was building one he had Kevin Kopp take a picture. Kevin got the film developed and gave Lyle the print. Later he asked to get this print back from Lyle and he could never figure out why he wanted that picture back. Well, that was until Christmas Eve that is when he opened his gift from his wife Faye. Faye had had Ken Kopp make Lyle a custom transmitter case with an Ultimate Bipe with that very color scheme done in various veneers. Lyle forgot to bring it to the meeting but may bring it next month.

Leroy Brandt 

Trez/Ed Sez:

BOOM

"Privileged and Confidential. For Integration Planning Purposes Only." *Researched by Bill Disch*

A naval veteran of 12 years, Photographer Gay, 38, manages a crew of eight assigned to take intelligence photographs from the high-tech belly of an F-14 Tomcat, the fastest fighter in the U.S. Navy. In July, Gay had been part of a Joint Task Force Exercise as the U.S.S. Constellation made its way to Japan. Gay selected his Nikon 90 S, one of the five 35 mm cameras he owns. He set his 80-300 mm zoom lens on 300mm, set his shutter speed at 1/1000 of a second with an aperture setting of F5.6. "I put it on full manual, focus and exposure," Gay said. "I tell young photographers who are into automatic everything, you aren't going to get that shot on auto. The plane is too fast. The camera can't keep up."

In the precise moment a cloud in the shape of a farm-fresh egg forms around the Hornet 200 yards from the carrier, its engines rippling the Pacific Ocean just 75 feet below, Gay hears an explosion and snaps his camera shutter once. "I clicked the same time I heard the boom, and I knew I had it," Gay said. What he had was a technically meticulous depiction of the sound barrier being broken July 7, 1999, somewhere on the Pacific between Hawaii and Japan.

At sea level a plane must exceed 741 mph to break the sound barrier, or the speed at which sound travels. The change in pressure as the plane outruns all of the pressure and sound waves in front of it is heard on the ground as an explosion or sonic boom. The pressure change condenses the water in the air as the jet passes these waves. Altitude, wind speed, humidity, the shape and trajectory of the plane; all of these affect the breaking of this barrier. The slightest drag or atmospheric pull on the plane shatters the vapor oval like fireworks as the plane passes through. Everything on July 7 was perfect, he said. "You see this vapor flicker around the plane that gets bigger and bigger. You get this loud boom, and it's instantaneous. The vapor cloud is there, and then it's not there.

Sports Illustrated, Brills Content and Life ran the photo. The photo recently took first prize in the science and technology division in the World Press Photo 2000 contest, which drew more than 42,000 entries worldwide. "All of a sudden, in the last few days, I've been getting calls from everywhere about it again. It's kind of neat," he said, in a telephone interview from his station in Virginia Beach, Va.



*Second Annual
Tailgate Swap and
Fun-fly*



At the Lodi Area Radio Control Club's Quarry Field

Sunday May 20, 2001

Swap Meet Starts at 9:00 AM

Flying to start at approximately 12 noon

(FOR INSURANCE PURPOSES, AMA MEMBERSHIP IS REQUIRED TO FLY)

Admission:

- ◆ **Vendors/Sellers/Pilots: \$5 per vehicle**
- ◆ **Buyers/Spectators: \$3 per vehicle**

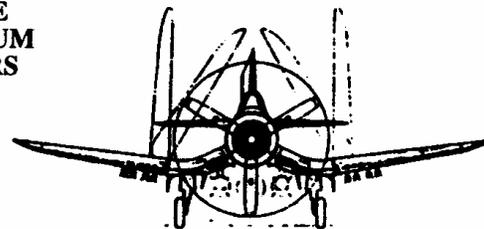
For more information contact:
Ken Kopp at (608) 635-4460 or via email at:
kenkopp@mail.com

Bring your own tables, tents, or sell out of your vehicle.

FOOD AND SODA WILL BE AVAILABLE AT THE FIELD



**FREE
MUSEUM
TOURS**



**FREE
SLIDE
SHOWS**

GALLERY OF AVIATION
Steve Stuczynski Ph. 608-249-1819
3701 Susan Lane
Madison, WI 53704