



# Eagle Screams



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February 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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## Member Web Pages

Carl Bachhuber - <http://www.carlb-rcplanes.com>  
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## February Meeting to be held at Rex's Innkeeper

The February 10, 2005 Screamin' Eagles meeting will be held at Rex's Innkeeper in Waunakee.

Bring lots of show and tell goodies because we have lots of space at Rex's. You did well last month as evidenced by the photos in this issue from the January meeting. Harley, we're still challenging you to another new model. Come early for some great food and drink to show our appreciation for using their place. You must admit that we are well taken care of.

See you at Waunakee. Le Roy



## Colored Epoxy

*Have you ever wished epoxy could be purchased in colors to match your aircraft? It can! After you have mixed your epoxy, small amounts of paint can be added to the mix. After the epoxy has cured, it will match the finish of your aircraft. Mix the epoxy/paint combination thoroughly before applying.*

from the Flying Tigers RC Club  
Jim Cook, editor  
Minneapolis MN

## January Minutes - By Mark Johnson

The Secretary's report was approved as printed in the newsletter. The Treasurer's report was approved as presented by Le Roy.

## Old Business

The sanction has been sent in to IMAA and AMA. Le Roy said he has been busy and it's a little late but it will still get there in plenty of time to get in High Flight.

Continued on next page

## Minutes – Continued

Mark Johnson brought in some copies of our 2005 event flyer. We checked it over for errors and passed it out to anyone who wanted to make copies to distribute.

### New Business

If you are not currently an IMAA member and are interested in becoming one, you can print out an application at (fly-ima.org). Dues are \$20.00 and you receive a quarterly magazine with your membership. The IMAA handbook has also just been released at a cost of \$12.95 on the same website.

Roy Seals talked about the AMA booth at the California show, and how they were walking anyone who was interested in giant scale from their booth to the IMAA booth to sign up. Also at the show they had on display, and for sale, the models from the movie “The Aviator”.

February 12, 2005 is St Charles, IL annual swap meet. Tom Lazar mentioned that it is in the works for them to have a fly in this summer. No date set yet.

Valley Aero Modelers 21<sup>st</sup> Annual Swap Show and Auction is Sunday March 6<sup>th</sup>.

Inspections at our event in June will be self inspections again with supervision from one of the Eagle members to sign off the safety declaration. That puts the responsibility back on the pilot, who is solely the one responsible in case of an incident, per IMAA rules.

Charlie motioned to adjourn and on to show and tell.

### Show and Tell

Roy Seals brought in an antenna for smaller size airplanes. It’s a sticky-back strip that you solder a shortened antenna to and stick it to the plane, saves on that long tail hanging down from the aircraft. He brought in a device that your glue bottle sets in and won’t let it tip over. Very heavy, very cool. Roy also brought in a switch harness with a battery indicator and voltage regulators for 2 batteries all in one switch.

Ray Walsh brought in a Balsa USA ¼ scale 86” Fokker D-7 with a Quadra-42 or US-41. He used Foremost products hinges. They allow you to remove the surface when you rotate to 90 degrees for a very neat and clean looking hinge. The plane was in the bones, He is going to use dope and fabric to cover it. I’m looking forward to seeing it fly at our event in June.

Tom Lazar made the wheels and tires for the Fokker D-7 for Ray. Inside the rim there are 16 spokes. The tire itself is made from a piece of heater hose. Very impressive.

Chuck Backman brought in a set of plans he drew for a Boeing P-12E. These plans looked awesome. If he hadn’t told us he drew them himself, I would not have known it wasn’t professionally done.

Mark Johnson brought in his new 33 percent Hanger 9 edge 540. It’s a very nice looking ARF at a cost of \$850. A 3-W 100 will be used for power. He also brought in what was left of his Spear 4.6 twin that was destroyed on New Year’s Day in a crash, and pictures of the pieces of the Laser 1/3 scale that was also destroyed. It looks like he had transmitter battery failure (lesson to the wiser, change your batteries after 3 or 4 years).

Mark



### Trez/Ed Sez – By Le Roy Stuczynski

**H**i Eagles. It’s been another pretty busy month working on the Gallery of Aviation disposition and getting ready for a buyer to move into mom’s house around mid May. I’ve enlisted the help of a place called Vintage Harvest Estate Sales and Auctions in Cambridge, WI to help with disposition of some of the mom and dad’s numerous collections, house ware, and an estimate of furniture value the new occupants would like to buy. This will relieve an enormous amount of stress associated with this enormous project. I should be able to fully concentrate on the house sale and relocation of the rest of the Gallery. As you know, the Valiant Air Command in Titusville, FL has decided not to take the balance of the collection. However, I did send them the framed up balsa Guillow B-17 that hung in the video room and the plastic “Dragon & His Tail” B-24. (Continued on next page)

## Could this be a relative of our Harley?



picture of a 4 star USMC General and his general's flag, and a large amount of treasured USMC memorabilia which was donated by Frank Zigman to the Gallery. All of these items were of interest of the Veterans Museum but their archivist said these USMC artifacts truly belong in the Marine Corps Historical Foundation. I appreciate the help of Bill Brewster of the Vets Museum who coordinated this special part of the relocation. Mom remembers visiting the Quantico museum with dad on one of his many aviation trips.

I frequently stop for breakfast at the Jet Room Restaurant in the Wisconsin Aviation terminal. I noticed they were in the process of redecorating so I asked the owner, Pat O'Malley, if they might be interested in some pictures and/or other memorabilia. Pat, and his wife Pam, soon came over to the Gallery and picked out some artifacts and pictures that fit into their new décor. See the article about the Jet Room elsewhere in this issue to see what they purchased.

I mentioned that I still need a location for the balance of the Gallery contents. My Warbirds Squadron 6 membership paid off. They are very interested in putting up a Quonset hut at the EAA Warbirds Squadron display area in Oshkosh and, after we compile an inventory, most likely Warbirds of America will accept the donation of dad's memorabilia. This will allow another part of dad's collection to remain in Wisconsin. Additionally the Squadron is willing to help me compile the inventory in February or March. While there is not as much left as you all remember, there is enough there to interest all who visit the Squadron display at the AirVenture event each year.

Thank you for letting me update you on the status of the Gallery relocation. See you at the Innkeeper. *Le Roy* 

## Weather Tips

Flying in the cold  
from the Twin City Flyers

Now that the cold is here again, here are a few reminders about flying in freezing weather.

1. Keep the batteries in your flight box, ni-start, and radio equipment well charged. The cold cuts back on the efficiency of batteries. They don't hold their charge as long as in summer. Leave your radio, flight box, etc., inside your car or somewhere warm when not in use (as long as you leave your car running like almost everyone does).

2. Switch to a higher nitro content in winter (15%). The engine will run better because of the higher operating temperature. Keep your fuel warm too, if possible.

3. Keep your airplane in a warm place. It usually is the difference between getting your engine started and ready to fly or just going for a nice drive. A trick to try—set your airplane under the engine of your car if you have the ground clearance to do so. If you keep your airplane in your car with the skis on, make sure when you bring it out you immediately push it around in the snow until the skis are cold, otherwise the snow sticks to the skis and the airplane won't glide well.

4. After you get your engine running, leave the ni-start or plug lead on for a little while. Let the engine run until it warms up. You don't need to rev it up or stab at the throttle. Just let it run for a few minutes. You'll probably have to set the idle speed up slightly higher, even after the warm-up period. (Continued on next page)



Trez/Ed Sez – Continued

Valiant was especially fond of both these models and wanted to incorporate them into existing displays. I took the models down to the UPS Store and they built a special box within a box with lots of bubble wrap and foam peanuts to safely get the models to Titusville. Valiant paid a \$269 packing and shipping cost. It was pricey for them but the models arrived in perfect shape. Keep the UPS Store in mind if you ever have a need to ship a fragile item.

I also worked with the Veterans Museum to send a special package to the Marine Corps Historical Foundation in Quantico, VA. The package included the actual battle flag of the USMC VMF-323 Death Rattlers Squadron, an autographed



5. In the winter, you can also connect an exhaust tube to the muffler in order to keep the fuel from freezing to your airplane. If fuel freezes to the muffler, it is difficult to remove until you warm up the airplane. Then it runs all over. You'll probably have to richen the engine some, but it's nice having a clean airplane to take home. For tubing, I use a piece of clear plastic fuel line that can be purchased in any auto store. A hose clamp will hold the tubing on, and to keep the clamp from coming loose due to vibration, Hot Stuff or epoxy works well.

from the Twin City Flyers Newsletter  
Dan and Yvonne Twomey, editors  
Festus MO

## **Gallery of Aviation items sold to Jet Room** -By Le Roy Stuczynski



**Pam and Pat O'Malley**

Recently Pat and Pam O'Malley did some redecorating at their Jet Room Restaurant which is located in the Wisconsin Aviation Terminal building. Pat and Pam recently purchased Lindberg and Amelia Aerhart limited edition prints from dad's Gallery of Aviation for display in their restaurant. It looks beautiful against their newly decorated walls. They also purchased some "trench art" which is WWII metal art crafted from spent artillery remains. I remember flying out of this location in the "50's" on a North Central DC-3 to visit my grandparents in Stevens Point. The original terminal was a sandstone building which was deteriorating badly and was replaced with a beautiful new building. The old terminal was still in use when Harry Thompson flew at dad's memorial service. This is where his AT-6 named Tigger parked for the weekend.



The original building had a restaurant called the Jet Room. Pat and Pam moved their Waunakee O'Malley's Café to this location and decided to keep the Jet Room name. Please check the display out at Pat and Pam's Jet Room and take in some of their wonderful food. Above is a picture of Pat and Pam and a picture of their sign as you enter from Highway 51 to Amelia Aerhart Drive to get to the Jet Room. This is where I nailed Craig Lovell to join the Eagles a couple of years ago.



**Prints purchased by Pat O'Malley from the Gallery of Aviation collection.**



**P-38 and Bomb Trench Art purchased by Pat O'Malley from the Gallery of Aviation collection. Note the sign about the history of trench art which I made for Pat.**

## Photos from the Innkeeper January Meeting



Ray Walsh with his Balsa USA 1/4 scale Fokker D-7. It's nice to see a model like this "in the bones". Nice!



Chuck Backman showed a set of plans he drew for a Boeing P-12E. Very well done. Good to see you again Chuck.



An informal discussion breaks out while we wait for our food orders. The Innkeeper is a very nice place to meet. We thank Rex and his staff for their hospitality



Mark Johnson brought his new 33% Hanger 9 Edge 540. It's a very nice looking ARF.

## Harry S. Truman's Presidential DC-6 will fly again



Harry S. Truman  
1945 - 1953

Member Carl Bachhuber has turned out another spectacular model. This time it's of President Truman's DC-6, "The Independence". The DC-6 replaced Truman's Douglas C-54 named "Sacred Cow". This DC-6 was Carl's winter project for 2004-5. It has a span of 180" and is about 13% of the full size. Projected weight should be about 95 pounds. The plane is powered by G-26's. As usual it has scratch built retracts with Robart brakes. Truman's original DC-6 has been refurbished and is located at Wright- Patterson's presidential hanger in Dayton, OH. Beautiful model Carl! We look forward to seeing this one at our June 11 event.





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