



Eagle Screams



Volume IX, Issue II

Monthly Publication of the Screamin' Eagles

February 2008

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.

President:	Bill Disch (608) 332-8816 Email: rcdisch_marcsclub@hotmail.com
Vice President:	Brad Witt (608) 836-7835 Email: bwitt@chorus.net
Treasurer and Newsletter Editor	Le Roy Stuczynski (608) 335-1700 Email: roy@galleryofaviation.com
Secretary	Richard Cohoon (608) 635-2516 Email: racohoon@charter.net

NOTE: Due to a scheduling conflict at JJ's, the February Meeting will be an evening meeting



The Thursday February 14 meeting, as well as the rest of our winter meetings, will be held at JJ's. Remember, a scheduling conflict does not allow us to begin our lunchtime meetings at JJ's until the March meeting. Come early and eat because they have great food. Also bring lots of show and tell because they have plenty of room. Don't

forget we rescheduled our annual raffle night to the February meeting and we will also be collecting 2008 dues so bring lots of money. Again we thank manager Tim Faust, for arranging for us to use their facilities for our winter meetings.

January Minutes - By Richard Cohoon

President Bill Disch called the January meeting to order. The Secretary's report was accepted as the minutes presented in the newsletter. The Treasurers report was given by Le Roy.

Old Business: There was a proposal to have the monthly meeting during the daytime for the months of November through April. The meeting place would be the same. A vote was taken; the decision was unanimous for the daytime meetings for the months of November through April.

New Business: A motion was made to move the raffle to the February meeting due to low attendance at the January meeting. Motion was seconded by Brad Witt. Motion was voted and carried. The Raffle will be deferred to the February meeting.

Show and Tell: There were no Show and Tell items at this meeting. 

Member E-Mail Addresses

Carl Bachhuber, carlb@mayvl.com	
Chuck Backman, skyblues@charter.net	
Dick Buescher, rcspec@merr.com	
Richard Cohoon, racohoon@charter.net	
Bill Disch, rcdisch_marcsclub@hotmail.com	
Rob Goebel, rgoebel@powercom.net	
Mark Johnson, mcjohnson4@verizon.net	
Pete Karabis, pkarabis@charter.net	
Aron Kershaw, kershawa@hotmail.com	
Bill Kinney, hukilau@centurytel.net	
Wayne Lanphear, gbird@charter.net	
Craig Lovell, cmlovell@charter.net	
Harley Nelson, lhnelson@verizon.net	
Roy Seals, royseals@wi.net	
Le Roy Stuczynski, roy@galleryofaviation.com	
Ray Walsh, bywing@charter.net	
Brad Witt, bwitt@chorus.net	
Joel Wytenbach, joelwytenbach@hotmail.com	
Doug Yaroch, a-d-aero@powerweb.net	

Member Web Pages

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

Walk The Dog - Per Snopes.com this is fictional but funny!
REMEMBER, THINGS AREN'T ALWAYS AS THEY APPEAR AND A DAY WITHOUT LAUGHTER IS A DAY WASTED!

A woman was flying from Seattle to San Francisco on a commercial Airline. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes.

Everybody got off the plane except one lady who was blind. The man had noticed her as he walked by and could tell the lady was blind because her Seeing Eye dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind lady replied, "No thanks, but maybe Buddy would like to stretch his legs."

People in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a Seeing Eye dog! The pilot was even wearing sunglasses. People scattered. They not only tried to change planes, but they were trying to change airlines! 



Schultz Sport & Hobby



RC Airplanes, Trains

315 S. Thompson Road,
Sun Prairie, WI 53590 (608) 837-3498
Hours 8 – 5 P.M. Mon. – Fri.



Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. How are you tolerating all this snow? When this starts melting I wonder when we will get into any of the flying fields. Our son Jason said we made the Fort Worth/Dallas news. I can think of things I'd be prouder to share with them than news about our weather! Like what a great State Wisconsin usually is which also includes the Badgers, Packers, good cheese, and overall a great state to call home. However you must admit we've been long over due for a bad winter and with that thought in mind it's almost tolerable.

Sorry to say our noontime meetings at JJ's is getting off to a slow start but it looks like March is a go. For the noontime meetings we will begin gathering about 11:30 and go from there. Don't forget the evening JJ's February meeting will include our annual raffle that we postponed because of low January attendance due to bad weather (so what's new huh?). Let's hope Valentines day is a good omen for the February meeting weather. Our President Bill Disch will not be at the meeting because he will be having some hand surgery that day. Hope everything goes well Bill and look forward to your return in March.

I've received sanction packets and/or confirmation from both IMAA and AMA for our June 14, 2008 event. This should give us good advertising in both IMAA HighFlight and Model Aviation magazines. However we now need to start planning an aggressive advertising campaign for the event. I notice Carl Bachhuber has us listed as one of his tentative stops for 2008. Hopefully we will get to see his new C-124a this summer and maybe another of his beautiful creations that haven't visited our event. I've really missed him.

Thanks to Brad Witt for researching the correct Bill Dunn article which is included in this issue. See you at JJ's *Le Roy* 

Bill Dunn – Researched by Brad Witt



After a tour of duty as a private in the U.S. Army Infantry, after attending the University of Minnesota, after graduating from the Minneapolis Commercial Art Academy, and after punching cattle and herding wild horses in Montana, North Dakota and South Dakota, Bill Dunn became one of the first Americans to serve in World War II. When war broke out in Europe, Dunn went to Vancouver, British Columbia, and joined the Seaforth Highlanders Regiment of the Canadian Army. He went to England with the Seaforth's 1st Battalion, serving as a mortar platoon sergeant. In early June of 1940, with the advanced party in France and a full regiment ready to follow to Brest, the German advance caused the evacuation of the British and Canadian forces back to England. There Dunn learned that the British Air Ministry, critically short of pilots, had invited Army men with five hundred or more hours' experience to apply for transfer to the RAF. "I didn't have 500 hours—I had about 130 or 150," Dunn recalls, "but somehow the pencil slipped a little and my figure of one looked like five." Both he and another American in the battalion by the name of Jimmy Crowley, put in for the RAF, were accepted and dispatched to flight training school. At least Dunn no longer had to carry "that damn mortar all over the countryside."

The first mission, twelve Hurricanes of 71 Eagle Squadron, lead by Squadron Commander Paddy Woodhouse, met up with twelve Blenheim bombers on the afternoon of July 2, 1941, to hit an electric power plant at Lille, which was forty miles inland from Dunkirk. Just as the bombers released their bombs, the sky filled with Messerschmitts. At six thousand feet Pilot Officer Bill Dunn, flying number two to Woodhouse, opened fire from the port quarter on a diving 109. Pursuing it down, he fired three more bursts, the last from a range of only seventy-five feet, at an altitude of thirty-five hundred feet. Dunn and a teammate Pete Provenzano saw it crash near a crossroad. Bill Dunn, a former cowboy from North Dakota who had learned to fly as a teenager in Texas, said his feeling upon destroying an enemy fighter for the first time was "one of elation. You are shooting down an airplane—you don't really think of the guy who is in it. You know that's what you were hired for—it's part of the job. You remember it could have been the other way around. Shooting down the first one sure as hell gives you confidence."

Both Dunn and Gus Daymond, along with Woodhouse had shot down enemy aircraft, and their victories could have been considered simultaneous. The news reports of the first violent encounter between American and German pilots, centered on the exploits of Gus

Daymond, as the first American in the war to bring down an enemy plane. According to personal combat reports released by the British Ministry of Defense in 1972, Dunn had timed his air victory at 12:35 P.M. The destruction of the German plane had been confirmed by Mannix and Provenzano. Daymond had listed his kill at 12:40, five minutes later.

Queried on the matter, Dunn said, "I was told at the time that I had shot down the first enemy plane as an Eagle Squadron member, but what the hell—I'm not going to argue over these things again." Royal D. Frey, of the U.S. Air Force Museum, said in an article in the Air Force's Airman Magazine in August, 1967, that Dunn's Me 109E was "the first enemy aircraft destroyed by an Eagle Squadron pilot." To outsiders the matter may appear inconsequential, but within 71 Squadron the seed had been planted for a bitter contest.

Four days after the first-blood engagement, 71 Squadron again fought off enemy fighters attacking British bombers on another raid upon the targets near Lille. Dunn and a Polish pilot, P/O Leon Jaugusch, of 306 Squadron fired at a Me 109 at the same moment. The enemy plane dived straight into the ground, and the two pilots shared credit for its destruction. On the same mission, however, Daymond shot down another Messerschmitt, thus taking a half plane lead over his rival. Dunn shot down another Me 109E on July 21, shortly after leaving Lille. "The pilot, in a gentle dive, jettisoned his hood," Dunn said in his combat report. "He probably bailed out, but I did not see him do so." Then Daymond regained the lead by shooting down a Dornier 17Z bomber that was preparing to attack a convoy off Orfordness promontory on August 3, 1941. His combat report:

He dived to near sea level when I attacked. I opened fire at 250 yards, and had to use emergency boost to keep up with him. I fired a three second burst. The rear gunner fired back. His aim was inaccurate, and his fire was high and to starboard. The return fire ceased after my second burst. I saw my bullets strike below the aircraft, and raised my aim and fired all my remaining ammunition high. The port motor started smoking. The aircraft hit the water, bounced 50 to 75 feet into the air, and plunged into the sea leaving a spot of oil on the surface. I saw no survivors.

Six days later Dunn destroyed another Me 109E to lead the scoring 3½ to 3. Everyone in the squadron knew that an undeclared but tense contest between two daring and highly skilled pilots was underway.

Then on August 20, 1941, after nine months of flying Hurricanes, Eagle Squadron 71 received its first Spitfires—fourteen Mark IIA's - at North Weald. A month later they received some Spitfire VB's, which would remain in operation throughout the rest of 71 Squadron's existence. Bill Dunn still likes to talk about the Spit—his glowing description is typical:



"I've flown Hurricanes, Typhoons, P-39s, P-51s, P-40s, P-47s, etc, and the Spitfire was the absolute best. It is the only aircraft I've ever flown that had absolutely no bad habits. You can't even scare yourself in it. You can do a high speed stall, and it will do about a half flick and you can kick it out of a spin. You can do a low speed stall, and about the same thing will happen. You can bring it up on a stall, and then flutter down in a falling leaf without getting into a spin. It's got a very high rate of climb, it's very maneuverable, very fast—so fast that you could close the throttle and you still feel yourself sliding through the air. If you wanted to slow up, you had to put the propeller in fine pitch, which acted sort of like a brake. There were just no bad habits in the airplane at all. If you were coming in on a precautionary landing, for example, you could dump the gear and flaps and make your final approach at about 75 miles an hour. Over the fence was about 70, drop in at 65 miles per hour, and you'd stop rolling in a few hundred feet. Yet you could pour the coal to it on takeoff—a high boost, which would be about equal to 108 inches in an American aircraft—and by the time you crossed over the perimeter of the airfield you'd be doing well over 200 miles an hour. Then you could stick the nose up and climb so steeply that the leading edge of your wing blanked out the horizon. A lot of guys climbed right over onto their back."

One week after its conversion to Spitfires, 71 Squadron took part in a battle over France that almost cost the life of its leading scorer, Bill Dunn. The engagement did in fact mark the end of Dunn's career as an Eagle, but not before he had established a claim as the first ace—the man to shoot down five enemy aircraft—among the RAF's American pilots. In his score keeping Dunn naturally had counted only planes shot down in air combat. Before joining the RAF, when he was still a motor platoon sergeant with the Seaforth Highlanders in England, Dunn was credited with shooting down two Stuka divebombers while manning a machine gun.

Dunn's last mission with the Eagles was a thing of fury. On August 27, 71 Squadron was part of a 100-Spitfire force escorting nine Blenheim bombers on an attack on the steelworks at Lille. More than thirty Messerschmitts attacked from above. One spitfire was hit and headed for home, trailing smoke. Another Spit blew an ME 109 in two. After the battle Dunn wrote:

I dived on one of two Me 109F's, fired from a distance of 150 yards, and fired again to within 50 yards. Pieces of the aircraft flew off, and engine oil splattered my windscreen. The plane looked like a blow torch with bluish white flame as it went down. Tracers from another 109F behind me flashed past my cockpit. I pulled back the throttle, jammed down the flaps, and skidded my plane sharply out of his gunsight. The German overshot me by about 10 feet, and as he crossed overhead I could see the black cross insignia, unit markings, and a red rooster painted on the side of the cockpit. The 109 was now in my range. With a

burst of only three seconds I had him out of commission. A wisp of smoke from the engine turned almost instantly into a sheet of flame. The plane rolled over on its back. As it started down the tail section broke off. I had claimed my second victim of the day.

I fired at another Me 109 and saw smoke come from it. Just as I started to press the gun button again my plane lurched sharply. I heard explosions. A ball of fire streamed through the cockpit, smashing into the instrument panel. There were two heavy blows against my right leg, and as my head snapped forward, I began to lose consciousness.

My mind cleared again, I realized that the earth was spinning up toward me. I tugged back on the control column and pulled back into a gradual dive toward the English Channel, 50 miles away.

I checked the plane for damage. The tip of the right wing was gone. The rudder had been badly damaged. The instruments on the right side of the panel were shattered.

There was blood on the cockpit floor. When I looked at my right leg I saw that the toe of the boot had been shot off. My trouser leg was drenched with blood; I could feel warm sticky fluid seeping from under my helmet to my neck and cheek. I gulped oxygen to fight off nausea.

Releasing my shoulder harness, I started to climb out of the cockpit. For some reason, I paused. The engine was still running all right, and the plane seemed flyable. I slid back into my seat; I would try to make it home.

Crossing the Channel, the engine began to lose power. I switched on the radio telephone and called May Day. Within a few moments I had an escort of two Spitfires.

They led me across the coastal cliffs to the grass airfield at Hawkinge near Folkestone. The escorting pilot signaled me that my landing gear had extended.

I dropped smoothly onto the newly mowed turf, and taxied to a waiting ambulance. An airman climbed up on the wing and shouted that I was in the wrong area and must taxi over to a dispersal hut if I wanted fuel and ammunition. Then he saw my bloody face and helmet and called the medical officer.

I awoke 30 hours later in a bed in the Royal Victoria hospital in Folkestone and learned that the front part of my foot had been shot away, that there were two machine gun bullets in my right leg and that another had creased the back of my head. I spent three months recuperating there and at the RAF hospital at Torquay.

As Dunn recovered from his injuries, Gus Daymond shot down his fourth enemy plane, an Me 109F, on a bomber escort mission September 4, 1941. Fifteen days later he downed another Me 109F and thereafter was usually referred to in news stories and RAF publicity releases as the first American ace of the war. No one was around to push Dunn's kill claim of August 27, which would have meant a score of 5½ victories.



Bill Dunn, sure that he had become the first American ace, went back to the United States, still crippled from the amputation of part of his right foot. Before long he was teaching aerial gunnery to RCAF cadets in Canada and to U.S. pilots in Florida. Then, amazingly, he was back in combat in England with the 406th Fighter Group of the U.S. Ninth Air Force—flying in support of the D-Day invasion of Normandy, shooting down three more enemy planes, sinking a German troop ship in Brest harbor, destroying twelve enemy planes on the ground and 168 enemy vehicles. After finishing this combat in Europe, Dunn transferred to the Burma and then the China front, where he finished his war service as a lieutenant colonel.

In 1965 Dunn responded to an appeal by the Air Force Museum in Dayton, Ohio, for Eagle Squadron memorabilia by sending in an old uniform, some photographs and his RAF logbook. Colonel William F. Curry, director of the museum, noted the kills listed in the logbook and asked RAF Air Marshal Sir Patrick Dunn, no relative of the Eagle pilot, for a recheck of the official records. Sir Patrick and another authority, W. J. Taunton, of the RAF Historical Branch in London, both verified that Royal Air Force files showed that Bill Dunn had shot down five enemy planes and had shared credit for another kill with a second pilot while a member of 71 Squadron. These findings were published in the USAF Airman Magazine in August, 1967.

Bill Dunn was a chief warrant officer and the strike plans officer of the Seventh Air Force at Tan Son Nhut Air Base, Vietnam. When he received this letter, dated March 19, 1968, from Raymond F. Toliver, historian of the American Fighter Aces Association, the semiofficial judge of U. S. air victory claims:

As you know, research into the victory credits system of World War II is a continuing process due to the many facets of the credits system employed at that time. The American Fighter Aces Association is happy to inform you that in a recently completed study in

conjunction with the Royal Air Force, victory credits clearly indicate that you are America's first fighter ace of World War II. As a result of the above-mentioned research, the American Fighter Aces Association records are being changed to reflect this fact.

In the April 1973, issue of Air Force Magazine, retired Air Force Colonel James R. Patterson wrote:

A funny thing happened to Bill Dunn on his way to making U.S. Air Force history. When he transferred from the Royal Air Force to the U.S. Army Air Forces in 1943, somebody forgot to make a note of his records that he was America's first ace of World War II. The oversight remained uncorrected until 1967.

"I was certainly glad to have the matter settled," Dunn told friends later. "For a long time it was just my word—or if there was a reference to my score, it carried the qualification that I 'claimed' the distinction. I always felt that my honesty was being questioned."

The above paragraphs are from *The Eagle Squadrons, Yanks in the RAF 1940-1942* by Vern Haugland. I did not buy this book; it was given to me and autographed by my neighbor and his wife when I lived in an apartment building in Madison. One reason it was nice that he autographed it, is near the center of the book is a picture of him getting into a Hurricane. He was one of the lucky two-thirds of the pilots who survived the war. I will write a few paragraphs about him next month. *Brad* 🐉



ON THE SAFE SIDE

Get "Cawtt" Up in Safety - by Jim Rice

I like to have a plan for an airplane for an event. That keeps me focused on the mission of completing and test flying the airplane in time to fly it at the scheduled event. If that is your style, you know that the closer the event comes the faster you work, the later at night you work, and maybe the more careless you become. I try to keep a notepad by the bench so that as I think of things I really need to do before I complete the airplane, I can write them down. For example, if I have test fitted the engine and mount so that I can cut out the cowl but I haven't tightened the engine mount bolts or the bolts attaching the engine to the mount, I write it on my list so that I will remember to check that before I take it flying. Maybe I hook up controls but don't have loctite on the machine screws holding the metal servo arms to servos that have metal output gears; I write it on the list so that I won't lose a control surface on a later flight. Keep a notepad near your work site so that while you are daydreaming at work (you all do that) you can write yourself reminders to take home and put on your list.

I have a checklist to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight. Since I was a soldier for 26 years, I am accustomed to acronyms so my checklist is C.A.W.T.T. I tell my students "Don't get cawtt taking off without using your checklist. Go through the checklist before you take the main runway!"

Controls: Check control direction and all switch positions. With computer radios, you can have the wrong airplane or you may have changed something you didn't want to while changing a mix or throw between flights. Check for high/low rates, mix switches, or trim positions.

Antenna: I don't like to work on, start, or tune the engine with the antenna out so I keep it collapsed until I am ready to take the runway and I am safely behind the airplane and propeller. Make sure the antenna is completely pulled out and screwed in tightly.

Wind: Check the wind direction so you know in which direction to take off. If there is no wind, take up the same pattern other pilots in the air are using. Note the wind check is after the antenna-up check so that you can use the antenna flag as your wind sock.

Time: Start your timer or check your watch so that you will know when to land.

Traffic: Clear yourself to taxi with other pilots. We don't have air traffic controllers so you have to do it yourself. Ask loudly enough for all other pilots to hear if you can come out. Do not take the runway until all pilots at flight stations—or their spotters—clear you. So many times I hear people yell "coming out" then they add power and run out on the runway. Not only might that startle other pilots, distracting their attention from their own airplane but, maybe your airplane will die or flip over on the runway creating a hazard for others who might be at the end of their fuel. Besides, it is more courteous to ask. After you are cleared by the others, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I say to go through the checklist before you take the runway.

If you get in the habit of doing a checklist like this before every single takeoff, not just the first one of the day, you will be safer. When I teach a new student, I draw his or her attention to a good pilot as he is preparing to take off. Hopefully, he or she will methodically go through a checklist and reinforce your teaching. But if not, point out the things you think were left out and the reasons they should be done.

I tell everyone there are 1,000 things that can kill a model airplane and I have 750 of them covered. Every time you have an accident or see and accident do a post mortem to see if you can isolate the problem so it won't attack another airplane in the future. ✈



Screamin' Eagles
c/o Le Roy Stuczynski
4417 Maryland Drive
Madison, WI 53704



“Stop! I’m Drowning”



Eagle Carl Bachhuber about to complete another masterpiece:



Carl is about to complete another spectacular project! This time it's a Douglas C-124a Globemaster, 1953. If we're lucky it will be at our June 14th Giant Scale Fly In. Carl's comments and specifications are listed below.

“I started on this aircraft by drawing the plans in April of 2007. It has a wingspan of 200" and is powered by Zenoh G-45's turning 20X10 3 bladed props. The plane has taken much longer to finish than originally anticipated primarily because of my laziness and the complexity. I hope to begin testing by May of 2008. The craft has scratch built retracts and SPC brakes. The nose cargo door opens and at some point if it flies it will haul a tank.”

The Screamin' Eagles look forward to your usual success, as exhibited in your previous projects, and look forward to seeing



the model at our June 14th event. That is, of course if all of this blasted snow is gone by then. Follow the progress of the C124a at Carl's website at <http://www.carlb-rcplanes.com/>