



Eagle Screams



Volume IX, Issue III

Monthly Publication of the Screamin' Eagles

March 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

March 13 Meeting will begin our Lunchtime meetings at JJ's



The Thursday March 13 meeting, as well as the rest of our winter meetings, will be held at JJ's. Lord willing and the snow doesn't rise, our lunchtime meetings at JJ's will finally begin. We will begin gathering around 11:30 or so for lunch and a meeting afterwards. Also bring lots of show and tell. We will also finally hold our annual raffle. If you haven't paid your 2008 dues yet plan on paying them too. Again we thank manager Tim Faust, for arranging for us to use their facilities for our winter meetings.

February Minutes - By Richard Cohoon

Due to inclement weather, we did not hold a February meeting.

Commentary: An Open Letter to Code Pink

You have undoubtedly heard about the Berkeley demonstration in front of the United States Marines Recruiting Office. Well, they call themselves "Code Pink". After the demonstration, the U. S. Government decided to close the Marine's office and STOP the funds to Berkeley College,. And give it to the Marines who were going to have to move. Below is a letter to the group from the United States Marine Recruiter:



While the protest that you staged in front of my office on Wednesday, Sept. 26th, was an exercise of your constitutional rights, the messages that you left behind were insulting, untrue, and ultimately misdirected. Additionally, from the comments quoted

Continued on page 2

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, bgbird@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

Southerners can be so polite!

Atlanta ATC: "Tower to **Saudi Air 511** -- You are cleared to land eastbound on runway 9R

Saudi Air: "Thank you Atlanta ATC. Acknowledge cleared to land on infidel's runway 9R - Allah be Praised."

Atlanta ATC: "Tower to **Iran Air 711** --You are cleared to land westbound on runway 9R."

Iran Air: "Thank you Atlanta ATC. We are cleared to land on infidel's runway 9R. - Allah is Great."

Pause...

Saudi Air: "ATLANTA ATC - ATLANTA ATC"

Atlanta ATC: "Go ahead **Saudi Air 511.**"

Saudi Air: "YOU HAVE CLEARED BOTH OUR AIRCRAFTS FOR THE SAME RUNWAY GOING IN OPPOSITE DIRECTIONS. WE ARE ON A COLLISION COURSE. INSTRUCTIONS, PLEASE."

Atlanta ATC: "Well bless your hearts. And praise Jesus. Y'all be careful now and tell Allah "hey" for us " 

in the Berkeley Daily Planet article, it is clear that you have no idea what it is that I do here. Given that I was unaware of your planned protest, I was unable to contest your claims in person, so I will therefore address them here.

First, a little bit about who I am: I am a Marine captain with over eight years of service as a commissioned officer. I flew transport helicopters for most of my time in the Marine Corps before requesting orders to come here. Currently, I am the officer selection officer for the northern Bay Area. My job is to recruit, interview, screen, and evaluate college students and college graduates that show an interest in becoming officers in the Marine Corps. Once they've committed to pursuing this program, I help them apply, and if selected, I help them prepare for the rigors of Officer Candidate School and for the challenges of life as a Marine officer. To be eligible for my programs, you have to be either a full-time college student or a college graduate. I don't pull anyone out of school, and high school students are not eligible.

I moved my office to Berkeley in December of last year. Previously, it was located in an old federal building in Alameda. That building was due to be torn down and I had to find a new location. I choose our new site because of its proximity to UC Berkeley and to the BART station. Most of the candidates in my program either go to Cal or to one of the schools in San Francisco, the East Bay, or the North Bay. Logistically, the Shattuck Square location was the most convenient for them.

Next, you claim that I lie. I have never, and will never, lie to any individual that shows an interest in my programs. I am upfront with everything that is involved at every step of the way and I go out of my way to ensure that they know what to expect when they apply. I tell them that this is not an easy path. I tell them that leading Marines requires a great deal of self-sacrifice. I tell them that, should they succeed in their quest to become a Marine officer, they will almost certainly go to Iraq. In the future, if you plan to attack my integrity, please have the courtesy to explain to me specifically the instances in which you think that I lie d.

Next, scrawled across the doorway to my office, you wrote, "Recruiters are Traitors." Please explain this one. How exactly am I a traitor? Was I a traitor when I joined the Marine Corps all those years ago? Is every Marine, therefore, a traitor? Was I a traitor during my two stints in Iraq? Was I a traitor when I was delivering humanitarian aid to the victims of the tsunami in Sumatra? Or do you only consider me a traitor while I am on this job? The fact is, recruitment is and always has been a part of maintaining any military organization. In fact, recruitment is a necessity of any large organization. Large corporations have employees that recruit full-time. Even you, I'm sure, must expend some effort to recruit for Code Pink. So what, exactly, is it that makes me a traitor?

The fact is this: any independent nation must maintain a military (or be allied with those who do) to ensure the safety and security of its citizens. Regardless of what your opinions are of the current administration or the current conflict in Iraq, the U.S. military will be needed again in the future. If your counter-recruitment efforts are ultimately successful, who will defend us if we are directly attacked again as we were at Pearl Harbor? Who would respond if a future terrorist attack targets the Golden Gate Bridge, the BART system, or the UC Berkeley clock tower? And, to address the most hypocritical stance that your organization takes on its website, where would the peace keeping force come from that you advocate sending to Darfur?

Finally, I believe that your efforts in protesting my office are misdirected. I agree that your stated goals of peace and social justice are worthy ones. War is a terrible thing that should only be undertaken in the most dire, extreme, and necessary of circumstances. However, war is made by politicians. The conflict in Iraq was ordered by the president and authorized by Congress. They are the ones who have the power to change the policy in Iraq, not members of the military. We execute policy to the best of our ability and to the best of our human capacity. Protesting in front of my office may be an easy way to get your organization in the headlines of local papers, but it doesn't further any of your stated goals.

To conclude, I don't consider myself a "recruiter." I am a Marine who happens to be on recruiting duty. As such, I conduct myself in accordance with our core values of honor, courage, and commitment. I will never sacrifice my honor by lying to anyone that walks into my office. I will never forsake the courage that it takes to restrain myself in the face of insulting and libelous labels like liar and traitor. And, most importantly, I will never waver from my commitment to helping individuals who desire to serve their country as officers in the Marine Corps. (*Captain Richard Lund is the United States Marine Corps' officer selection officer for the northern Bay Area.*)



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. What a month from Hell this has been! In addition to all the snow we've received I had, and am still recovering from my second flu like upper respiratory infection. I thought I was going to die and was afraid I wouldn't. I made it through that OK only to take a terrible fall on our driveway's icy approach. Last Thursday night I was putting out our city junk and recycle receptacles. As I was wheeling one of them to the end of the driveway I got it a little far into the street and as I was pulling it back I slipped and went down on my side, bruising my left hip, jamming my left shoulder, and smacking my left temple on the icy concrete. This was 9:00 at night and no one knew I was there! I hit my head pretty hard and I knew I had to fight passing out because I would lay there til I froze stiff as a board. I regained some composure and pulled myself up, glasses all bent up and bleeding like a stuck pig. I made it into the house and cleaned myself up and just collapsed in bed. To say the least, it was a long miserable night.

As I was unable to lift my left arm very far I was concerned I may have dislocated my shoulder or worse broke something. The next day I went to Urgent Care and found nothing was broken or dislocated. I did however chip my shoulder bone and that is why I am unable to raise my arm without extreme pain. I've been icing the shoulder, popping pain pills, and wearing a sling. Sure love this winter!

Well don't forget the March meeting will be a luncheon meeting at JJ's and will include the raffle. Harley Nelson has made several of his beautiful glass items which will be given away in a separate raffle. Thanks Harley.

Well it's Saturday night and my shoulder is killing me and we lose an hour tonight so I'm going to call it quits for tonight. See you all at the luncheon meeting at JJ's. Le Roy 

71 Eagle Squadron – By Brad Witt



History: 71 Eagle Squadron was established September 19th 1940, at Church Fenton, York, England. First commanded by Walter Churchill, a British national, the squadron became *operational* October 8th 1940. Their Aircraft Squadron code was “XR” in the RAF. First aircraft delivered to the unit were U.S. Brewster Buffalos, October 24 1940. These aircraft quickly became the first casualties of the squadron, being that they were intentionally ground looped, and rendered unserviceable. Hawker Hurricanes Is soon replaced the Buffalos in early November 1940. **71 Squadron's** next base of operations would be Kirton in Lindsay, England. This is where the training of England's first *Eagles* resumed and where the squadron was declared *operational* in January 1941.

The squadrons first official aerial victory was claimed on July 2, 1941 and their first loss, William Hall, whom became a Prisoner of War. In August of 1941, **71 Squadron** received its first Supermarine Spitfire IIa's. Later in September 1941, the Squadron would be equipped with Spitfire Mk Vbs. The pilots of 71 *Eagle Squadron* would finish their R.A.F. careers flying Spitfires. All Squadrons, 71, 121, and 133 *Eagle Squadrons* were disbanded on September 29th, 1942 in Debden England.

The following is the preface to the book “The Eagle Squadrons, Yanks in the RAF 1940-1942” by Vern Haugland that was given to me by Luke and Millie Allen. The preface was written by The Right Honorable Lord Martonmere (Formerly Wing Commander J. Roland Robinson, M.P.)

Preface: One day early in the winter of 1940, I was asked if I would show three young Americans around the Houses of Parliament. I gladly said yes, for I had often done this for my American friends. This time, it was different: the three young men proved to be Pete Peterson, Gus Daymond and Luke Allen. Little did I realize that ten days later, I would be joining them at Kirton Lindsey as one of the (No. 71) Eagle Squadron team.

During October a few more men joined the new squadron: two American pilot officers, Philip H. “Zeke” Leckrone, a farm youth from Salem, Illinois and Luke Elbert Allen, from Ignacio, Colorado.

Luke Allen was Brad's Neighbor:



I met Luke and his wife Mollie Allen when they became my neighbors on Sheboygan Avenue a quarter century ago. Their permanent home was in southern Texas, and they rented an apartment in my building for the summer months, because their son worked in Madison for the State of Wisconsin.

Luke was already retired from being a corporate pilot for a small Texas oil company. He said very little about his wartime experiences, except to say for most of the time he flew transports. I do not know how long he flew Hurricanes, like the one in the picture below. He did talk about the last corporate aircraft he flew, a Swearingen Metro Merlin III. It was a twin

Continued on page 4



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



Happy Easter



Eagle Squadron - Continued from page 3

turbo-prop with 845 HP on a side. He said if one failed on take off, you could go to water injection on the other for 45 seconds and gain 100HP. In the 45 seconds you had the option to land or get the wheels up. If you did not reduce power by 45 seconds, the engine blew up. If you reduced power and did not get the wheels up, you fell out of the sky. Luke told me the reason why he was still alive after being a corporate pilot. He said while on the ground the owner was boss, but in the air, he was.



The last time I saw the Allen's was as they were leaving for Texas when they gave me this book.

Brad



◀ Luke Allen is helped with his chute before a 71 Squadron takeoff



WHY WE NEVER SEND OUR KIDS INTO SPACE!