



# Eagle Screams



Vol. II, Issue IV

Monthly publication of the Screamin' Eagles

April 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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## April Meeting:

The April meeting of the Screamin' Eagles will be held at the Bavarian Inn in Madison on April 12, 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.

## Member Web Pages

Leroy Brandt - <http://www.execpc.com/~lebrandt/>  
 Rob Goebel - [user.internetwis.com/~robbyg/goebeldash/](http://user.internetwis.com/~robbyg/goebeldash/)  
 Mike Pirkel - <http://maddog-aviation.rcplanet.com/>  
 Le Roy Stuczynski - <http://galleryofaviation.rcplanet.com/>



## Prez Sez – By Rob Goebel

It's a good thing Le Roy is our editor as he won't let me so much as miss one single Prez Sez installment. Good job Le Roy and keep up the good work!

Most if not all of you probably have the latest issue of High Flight, but mine hasn't arrived yet so I can't reference any of the latest news. I can tell you however that the IMAA web site looks like it's being managed again. Our event is on the schedule and the dates and names associated with it seem to be correct. There's also some interesting minutes posted from the latest board meetings. Check it out.

The only other thing I can think of at the moment is HOLY TOLEDO!!! I'm sure most of you are dreaming of your next "raffle prize" that you'll be bringing home from the Toledo show and I'm almost certain I'll have a headache for at least one of the show days. In any case, be sure to bring your stories to the next meeting. See you there.

Rob 

## March Minutes

The meeting was called to order by President Rob Goebel at 7:30 PM sharp. Rob made a plea for someone to step forward and take over the Secretary position, which would free up Leroy Brandt to handle the PR for the club this year. Mike Pirkel stepped forward to handle the task for the year.

### Treasurer's report:

The club seems to be solvent with approx. \$650.00 in the account.

### New Business:

Rob stated that all dues not paid as of tonight are to be considered delinquent. There are about a dozen members who have not paid their dues for 2001. Instead of dropping them from the current membership list Rob will call and remind those that they are delinquent too see if they will be renewing their membership.

The Newsletter editor requested to let him know if your current e-mail address as listed on the newsletter is correct; and if not to let him know what it is. Also if you have your own web page to let him know what that is too.

Harold Blossom brought in a letter he received from Gorilla Glue after an inquiry he had made. Rob read the cover letter out loud to the membership; in brief it contained a lot of promotional/technical information on their product. Contact Harold if you would like more information on Gorilla Glue.

### Big Bird Fly-In Update:

Rob had a copy of the sign-in sheet that was used at last year's Rally of Giants. This is a 3-part form that is filled out by the pilot for the event. The Eagles will be using a modified version of this same form for their event this year. Wayne Lanphear made a motion that the club adopt the "Safety Review" versus the "Safety Inspection" as has been written about recently in High Flight magazine. The motion passed. This same information will be reflected on the forms for this year's event.

Leroy Brandt and Doug Yaroch will be putting together the flyer for this year's event and promised to have them done, printed, and into the local hobby shops by the end of April. Leroy will be getting the original copy from Dan O Neil for revising. Doug said he will take care of all the printing needed for the event this year with a minimum cost amount to the club.

### Show and tell:

Harley Nelson brought in a Balsa USA Phaeton 90. His exact words for this kit was "A good fireplace kit" Harley indicated the wood was poor and it was not very easy to assemble. Harley's plane was sporting a 1.08ASP engine and was set up to tow banners. A discussion then followed about how large a banner could be towed by the plane. It was also noted that Harley knows his way around women's dress stores very well; seeing as he designs and builds the banners himself. The

Continued in right column

membership is looking forward too seeing what the banner will look like for this year's event.

Harold Blossom brought in a scratch built electric Corsair that was built of 1/8" foam.

Mike Bitter gave us a sneak peek at the new Hitec radio that will be released soon. Very programmable with a removable chip/board for updating and adding more planes to the computer with-in its transmitter case.

The meeting was adjourned at approx. 8:10 PM.

*Meeting Minutes respectfully submitted by Mike Pirkel* 



## Jet Propulsion – Submitted by Ahmed Jazzar

*A couple of drinking buddies who are airplane mechanics are in a hangar at JFK New York. It's fogged in and they have nothing to do.*

*One of them says to the other, "Man, have you got anything to drink?" The other one says, "Nah, but I hear you can drink jet fuel, and it will kinda give you a buzz." So they drink it, get smashed and have a great time, like only drinking buddies can.*

*The following morning, one of the men wakes up and he just knows his head will explode if he gets up, but it doesn't. He gets up and feels good. In fact, he feels great! No hangover!*

*The phone rings, It's his buddy. The buddy says, "Hey, how do you feel?" "Great", he said!" "Just great!" The buddy says "Yeah, I feel great too, and no hangover. That jet fuel stuff is great. We should do this more often!"*

*"Yeah we could, but there's just one thing..."*

*"What's that?"*

*"Did you fart yet?"*

*"No..."*

*"Well DON'T, cause I'm in Phoenix."*



# The “Eagle Squadrons” and the Hurricane

*Researched by Mike Pirkl*



Approximately 15,000 Americans joined the Royal Air Force and Royal Canadian Air Force where, as a rule, they were assimilated into various flying units. The exception was the famed Eagle Squadrons which, contrary to popular belief, consisted of three individual squadrons, not one. Manned entirely by American pilots, these three RAF units, Nos.71, 121 and 133 Squadrons, flew Hawker "Hurricanes" and Supermarine "Spitfires" in combat over Europe from February 5, 1941 to September 29, 1942 when they were transferred to the AAF. Formed into the 4th Fighter Group, they provided numerous experienced combat veterans who were to prove so valuable to the inexperienced AAF fighter pilots who began to arrive in England in large numbers in 1943.

The Hawker Hurricane was one of the famous British fighters of WW II. The prototype was first flown in November 1935 and the first production aircraft made its initial flight in October 1937. Within a matter of weeks, Hurricanes were being delivered to their operational squadrons. By the time the war broke out in September 1939, the Royal Air Force (RAF) had taken delivery of about 500 Hurricanes as production continued.

The hurricane is probably best known for its performance during the Battle of Britain. When the battle commenced in July 1940, the RAF Fighter Command had but 527 Hurricanes and 321 Spitfires to counter the enemy's 2,700 aircraft. Yet, the RAF was able to maintain air superiority in the skies of Great Britain.

Hurricanes were built not only in Great Britain but also in Yugoslavia, before the German invasion, and in Canada during the 1940-1942 period. they were flown by pilots of many nations during the war.

A Hawker Hurricane MKIIa on display at the Air Force Museum is a Canadian built airframe painted to represent an aircraft of 71 Squadron, Royal Air Force, one of the three Eagle Squadrons of WW II. Americans in the RAF flew Hurricane MKIIa's with this unit from May to August 1941.

## SPECIFICATIONS

Span: 40 ft.

Length: 31 ft. 4 in.

Height: 13 ft.

Weight: 7,200 lbs. loaded

Armament: Eight .303-cal. Browning machine guns

Engine: Rolls-Royce Merlin XX of 1,260 hp.

Crew: One

## PERFORMANCE

Maximum speed: 340 mph.

Cruising speed: 238 mph.

Range: 468 miles with internal fuel only; 1,090 miles with two 90 gal. Ferry tanks

Service Ceiling: 35,000 ft.

*Next Month – Mike Pirkl tells you about “The Bloody 100<sup>th</sup>”*



# GIANT SCALE FUN FLY



Hosted by the Screamin' Eagles, IMAA Chapter 395  
June 16, 2001

Event will be held at the Madison Area Radio Control Society's  
"Kettle Field", Located on Hwy 12 & 18, Madison, WI.

Helping those  
in need for



Each year our IMAA  
Chapter donates to  
the Empty Stocking  
Club with proceeds  
from our event.

the empty stocking  
club

### For More Information

Contact Event CD  
LeRoy Stuczynski, 608-249-9517  
or Coordinator  
Rob Goebel, 920-623-5053

### Everything you ever wanted to know!

- IMAA and AMA rules.
- IMAA and AMA membership required (Sign up on site)
- 80" mono plane, 60" Biplane, and 1/4 scale models
- All aircraft must pass preflight safety inspection
- Registration at 8:00, flying starts at 9:00
- 300' by 750' grass runway
- Refreshments and food on site

Landing Fee of \$6:00 helps  
a good cause each year.

See Map on back for  
directions to Kettle Field.



# WARBIRDS OVER DANE 23 JUNE 2001 KETTLE FIELD MADISON, WI

ANY ERA MILITARY AIRCRAFT  
BOMBERS - FIGHTERS - TRAINERS

FOOD AVAILABLE ON SITE  
PILOTS RAFFLE

SPONSORED BY:  
WATSON'S WHIZZERS - 54TH AIR DISARMAMENT WING  
MADISON AREA RADIO CONTROL SOCIETY  
AMA SANCTION NO. 01-0769

CONTACT MIKE PIECHOWSKI 608-278-1657 OR MIKE PIRKL 608-877-0419  
OR HTTP://WWW.MAILBAG.COM/USERS/SPIERINGS/54THADW.HTM

## Second Annual Tailgate Swap & 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 REQUIRED TO FLY)

### Admission:

- Vendors/Sellers/Pilots: \$5 per vehicle
  - Buyers/Spectators: \$3 per vehicle
- Bring your own tables, tents, or sell out of your vehicle  
FOOD AND SODA WILL BE AVAILABLE AT THE FIELD

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



Boy Dad, All this noise sure raises  
the deer's curiosity, don't it?

Spring has finally sprung. Hope you all got your planned projects finished. I didn't. With dad gone it has been rather busy with helping my mom out, keeping the Gallery of Aviation operating, working on a web site for the museum, and keeping up with our own household chores. It's slowing down a bit but we still have about a half dozen or so museum tours that have been requested as a result of the recent Wisconsin State Journal article. I have been able to arrange some additional tour guides and that will be a big help. Mom is getting to be a seasoned tour guide too.

Toledo is just around the corner and I am looking forward to going again this year thanks to Mike Bitter. This will work out well because he says no one can snore louder than he can. I am going to challenge him to a Toledo snoring duel. May the best man win. You've been warned.

This "Eagle Screams" is coming to you a bit early this month because I need to get it mailed before we leave for Toledo. This issue was relatively easy to put together because I had the usual Mike Pirkl article and I came across several humorous tidbits that struck my funny bone. One of the stories came from our friend and member Ahmed Jazzar of Saudi Arabia. Good to hear from you Ahmed.

The Gallery of Aviation website is coming along well. Jason knows html language so he was able to design our own unique page format. Give it a look. He has done a great job. I am adding pictures as time allows and we are categorizing them by topics as time permits. Bear with us. We're gaining on it. Feel free to sign our guest book and give us your comments to help us make it user friendly to all our aviation friends. Jason has linked it to several interesting websites of organizations dad was affiliated with. There's even a link to some guy called Maddog who has an interesting site of his own. The Air and Space site is really interesting and has tons of aviation history worth checking out.

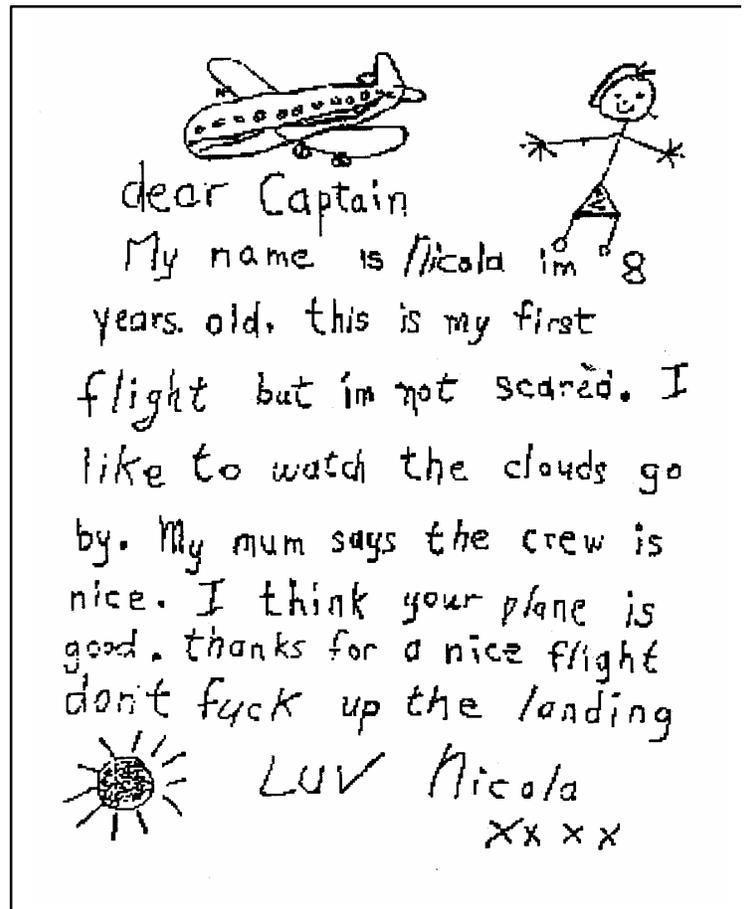
One of our newest members, Mike Pirkl, is Maddog and he has really stepped forward by contributing monthly articles as our new Research Editor and has volunteered to take monthly minutes for the newsletter. We all owe Mike a great big thanks for his help. Now that Leroy is free from the Secretary responsibility he can go full steam ahead on the PR work for the June Fly In. It just never ends does it Leroy? A great big thanks to you too Leroy.

Believe it or not, I am already planning for AirVenture 2001. It's less than 4 months away. It's just not going to be the same without dad but Jason and I are going to do our best to carry on the tradition. I plan on taking two of the weathervane airplanes for display at the Warbirds Squadron display this year. Dad and I took one last year and they asked if he could bring two next time. Looks like I get the charge. Happy to do it!

See you all at the meeting.

Le Roy 

**Kids say the Darnedest Things**  
An actual drawing, handed to a flight attendant  
on a Quantus flight by an 8 yr old girl



**FREE  
MUSEUM  
TOURS**

Contact Le Roy Stuczynski at (608) 249-9517  
or [stucrew@home.com](mailto:stucrew@home.com) for an appointment.



Visit Steve Stuczynski's  
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