



Eagle Screams



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Monthly Publication of the Screamin' Eagles

April 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

April 10 Meeting will be another Lunchtime meeting at JJ's



The Thursday April 10 meetings well as the rest of our winter meetings will be held at JJ's. Again this will be a lunchtime meeting. We will begin gathering around 11:30 for lunch and have a business meeting afterwards. Come early to eat because they have great food and they serve us well. Bring lots of show and tell because they

have lots of room. Again we thank manager Tim Faust, for arranging for us to use their facilities for our winter meetings.

March Minutes - By Richard Cohoon

President Bill Disch called the March meeting to order. The Secretary's report was presented for the January meeting as the February meeting was cancelled due to weather. The minutes were accepted as published in the newsletter. The Treasurers report was given by Le Roy.

Old Business:

There was no old business

New Business:

A motion was made have Harold receive a free annual membership for his contribution and design of the new color event flyer. The motion was seconded and carried unanimously. It was decided that the event flyer would be distributed as a .PDF file via email. Further more members would distribute various local places and organizations.

The annual club raffle which was to be held in February was held at this meeting since the February meeting was cancelled.

Results and winners:

Brad Witt	Receiver	Harley Nelson	Servo	Richard Cohoon	Servo
Brad Witt	Servo	Brad Witt	Gift certificate	Wayne Lanphear	Servo

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
 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 Wytttenbach, joelwytttenbach@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>

Don't be on this flight

"This is Captain Sinclair speaking. On behalf of my crew I'd like to welcome you aboard British Airways flight 602 from New York to London. We are currently flying at a height of 35,000 feet midway across the Atlantic.

"If you look out of the windows on the starboard side of the aircraft, you will observe that both the starboard engines are on fire.

"If you look out of the windows on the port side, you will observe that the port wing has fallen off.

"If you look down towards the Atlantic ocean, you will see a little yellow life raft with three people in it waving at you.

"That's me your captain, the co-pilot, and one of the air stewardesses. This is a recorded message. Have a good flight!"

In addition to the RC items provided by the club, Harley provided some of exquisite glass works for a special raffle. Each winner was allowed to select a piece of there choice. Everyone was a winner. Thanks Harley.

Show and Tell:

Wayne brought his AeroWorks Yak 54. He has this model powered by a ZDZ 80S. The radio equipment is JR 2.4 MHz. The aircraft is an outstanding piece of work. Good job Wayne. Wayne also brought a JR Dual transmitter case to show. This case easily accommodates to transmitters and accessories. All in a protective attractive and aluminum case.

Harley brought in an NA5, a Chinese designed Ag plane converted to fire fighter. As usual Harley produced this interesting airplane from a single diagram plan and a lot of hard work. Harley also demonstrated the release mechanism he invented for the hopper. As usual Harley this was outstanding.



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Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. Well we're back from another great trip to the Toledo Expo. As usual there was an amazing display of beautiful models which makes me wonder if these people live in their workshops. They can't have any other life! There also was the usual array of vendor displays of new products which further blew my mind. Just when you think you've learned all the answers they change all the questions. Just when I think I am getting up to speed, something else changes or new technology pops up which sort of obsoletes something I have recently become exposed to. I guess the bottom line is that if you are satisfied with the older technology keep doing it that way. I've got an awful lot of good old stuff in my shop which will do me just fine. Don't ask me why my airplane doesn't hover, do blenders, etc but only does rolls, loops, Cuban Eights, Split S's, and other basic maneuvers most real airplanes do. I've got to stop letting those wild gyrations intimidate me out of flying again.

Five of us went to Toledo in Richard Cohoon's Eddie Bauer Ford Expedition. Talk about comfort including DVD viewing for us back seat folk. Thanks for driving Richard. It was a wonderful trip.

Richard Cohoon and his son, Mark Johnson, Ray Walsh and I made the trip and met up with Roy Seals, a Missouri club member and his Brother In Law from California. We all had a great time. While at the show I collected dues from Craig Lovell at our usual beer stop in the Expo Lobby and from our Missouri member Roy Seals. Mark Johnson wasn't able to attend our meetings for nearly a year and he too coughed up his dues.



The Wisconsin, Missouri, California bunch.

Below I am including pictures of some of the spectacular models at the event. Watch future model publications or the Weak Signals web site to see which earned special awards. Le Roy







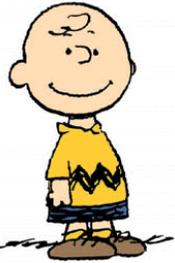
Screamin' Eagles
c/o Le Roy Stuczynski
4417 Maryland Drive
Madison, WI 53704



Aviation History: Charlie Brown's Story

From the Portland Area Sailplane Society, Gresham, Oregon

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.



After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

