



# Eagle Screams



Vol. II, Issue V

Monthly publication of the Screamin' Eagles

May 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.

- President: Rob Goebel (920) 623-5053  
Email: [robbyg@internetwis.com](mailto:robbyg@internetwis.com)
- Vice President: Bob Miracle (608) 846-9067  
Email: [rmiracle@execpc.com](mailto:rmiracle@execpc.com)
- Treasurer: Le Roy Stuczynski (608) 249-9517  
Email: [stucrew@home.com](mailto:stucrew@home.com)
- Editor: Le Roy Stuczynski (608) 249-9517  
Email: [stucrew@home.com](mailto:stucrew@home.com)
- Research Editor: Mike Pirkl (608) 877-0419  
Email: [MADDOG@ITIS.com](mailto:MADDOG@ITIS.com)

## May Meeting:

The May meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on May 10, 2001. Come early and fly but if the weather is inclement we will meet at the City Limits. Regardless of where we hold our business meeting, I am sure we will end up at the City Limits afterwards so feel free to plan on grabbing a bite to eat there to show our appreciation for using their place as a bad weather meeting place. It's fun to get together there anyways.



## Prez Sez – By Rob Goebel

The May meeting will be the time to put the final details together for the June 16th fly-in as I think our meeting on the 14th of June would be a little late. In other words, if you have

any additional thoughts about the event, please come to the meeting and shout'em out.

I sent an email to our district director with the concerns that were expressed regarding the Safety Review Form. "Vucky's" response was predictable and I will bring this to the meeting for your entertainment. See you in May. Hey, I think we're meeting at the Lodi field this month? Mike, can you bring a new airplane for all of us to test fly?;-)

## Member E-Mail Addresses

Mike Bitter, [mikeb@hobbyhorse.com](mailto:mikeb@hobbyhorse.com)  
 Leroy Brandt, [lebrandt@execpc.com](mailto:lebrandt@execpc.com)  
 Cal Breunig, [calchris1@home.com](mailto:calchris1@home.com)  
 Dick Buescher, [rcspec@chorus.net](mailto:rcspec@chorus.net)  
 Bill Disch, [bcdisch@jvlnet.com](mailto:bcdisch@jvlnet.com)  
 Rob Goebel, [robbyg@internetwis.com](mailto:robbyg@internetwis.com)  
 Matt Heise, [mattlh1@hotmail.com](mailto:mattlh1@hotmail.com)  
 Ahmed Jazzar, [jazcze@netbox.com](mailto:jazcze@netbox.com)  
 Wayne Lanphear, [bgbird@att.com](mailto:bgbird@att.com)  
 Tom Lazar, [tdlazar@yahoo.com](mailto:tdlazar@yahoo.com)  
 Bob Miracle, [rmiracle@execpc.com](mailto:rmiracle@execpc.com)  
 Dan O'Neill, [DOFLYRC@aol.com](mailto:DOFLYRC@aol.com)  
 Mike Pirkl, [MADDOG@ITIS.com](mailto:MADDOG@ITIS.com)  
 Roy Porter, [RJPorter@aol.com](mailto:RJPorter@aol.com)  
 Roy Seals, [royseals@wi.net](mailto:royseals@wi.net)  
 Le Roy Stuczynski, [stucrew@home.com](mailto:stucrew@home.com)  
 Lyle Stone, [lyles@chorus.net](mailto:lyles@chorus.net)  
 John Thompson, [rcav8r@chorus.net](mailto:rcav8r@chorus.net)  
 Doug Yaroch, [a-d-aero@powerweb.net](mailto:a-d-aero@powerweb.net)



## Member Web Pages

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

**Next Month – Mike Pirkl will tell you about “The Bloody 100<sup>th</sup>” and Doug Yaroch will tell you how it touched his family.**



## March Minutes

The meeting was called to order by President Rob Goebel at 7:15 PM sharp.

Rob passed around the multi-part form that we will use for registration of aircraft at this year's fly-in. He was looking for additional comments and suggestions from the membership on the content of the form.

Rob also brought in an article and passed it around for everyone to read. The article dealt with the next generation of rechargeable batteries that are "moldable" and are not shaped like the AA cells we are all familiar with.

### Treasurers report:

The Treasurer reported that the club has \$648.71 in the checking account; and \$25.00 in savings.

### New Business:

Leroy B said he was about 80% happy with the latest edition of the IMAA magazine "High Flight". There were a number of small mistakes but Leroy said overall there was much improvement.

Charlie Schulz suggested that we use the "Safety Review" form as is. Discussion followed with input from Doug Yaroch about how to do the printing. There is a problem with inserting the blank card that is in the form to help block out a portion of the form so nothing is transferred onto the carbon copy form. It was concluded that someone would have to re-write the form using a word processing system and then alter it to work without the needed card blank off. The club is looking for a "volunteer" to do the word processing part of it.

Additional discussion about the form ensued on which part was sent on to IMAA; it is not clear what sheet or part of the sheet should be forwarded to IMAA along with the chapter report on the event. It was also discussed that the liability for the safety of the aircraft passes onto the pilot of the aircraft and NOT the club when the participant signs the form.

A reminder from our president that next month's meeting (May) will take place at the Lodi field. In case of rain or other bad flying weather members will meet at the "City Limits".

### Big Bird Fly-In Update:

Flyers for our event were handed out at Toledo.

Mike Bitter offered to do the cooking along with his wife for this year's event. The bill of fare will include brats, burgers, hot dogs and all the things that go with it. A special thanks to Mike and his wife for helping out.

Continued in right column

Dan O' Neil volunteered to get the meat for the event.

Leroy Brandt is on top of getting the PR taken care of for this year for our event. If you can help Leroy out or have suggestions please contact him as soon as possible.

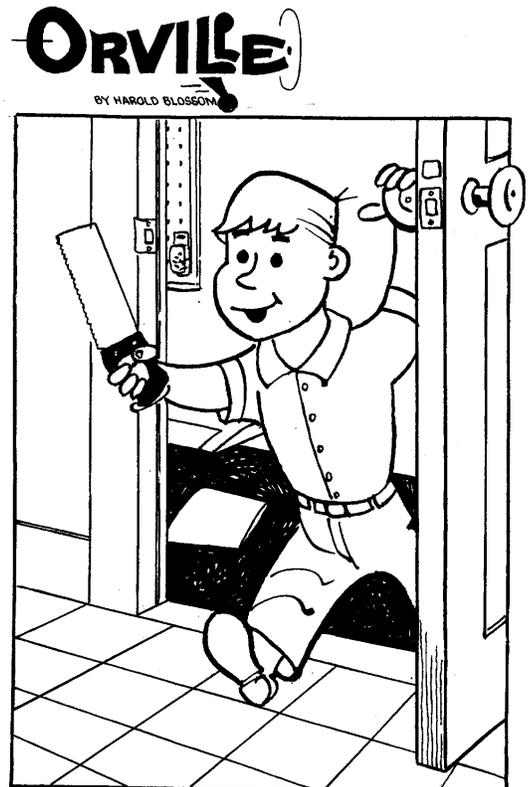
### Show and tell:

Show and tell was pretty slim but there was lots of conversation about the recent Toledo Expo that a number of members attended. So many stories were swapped.

Mike Bitter did bring in a Wold Models ARF Corsair. It has a Saito 72 with mechanical retracts. Although it wasn't a "Big Bird" it was a nice looking plane for an ARF. Mike also brought in a Benedix gang servo unit. This aluminum bracket mounts up to 3 servos, all working together, to actuate a flying surface. This type of torque is required for those who fly the 3d stuff.

The meeting was adjourned at approximately 8:00 PM.

*Meeting Minutes respectfully submitted by Mike Pirkl*



**Dad, come see what your Laser Looks Like with clipped wings!**

# First American Jet Ace – *Researched by Mike Pirkl*



With family roots in the village of Merjayoun, Lebanon, standing only 5 feet, 5 inches tall, and needing to wear glasses, James Jabara was an unlikely candidate to become a hotshot American fighter pilot. But he was, and he was one of the hottest, his country's first jet ace, and a triple ace in Korea.

Born in Muskogee, Oklahoma and raised in Wichita, Kansas, Jabara reflected the hard work ethic and patriotism typical of first-generation Americans. He worked in his family's grocery store and earned the rank of Eagle Scout. In World War Two, he entered officers' flight school as a teenager and earned his wings in 1943. He flew over 100 combat missions in a Mustang, with the 363rd Fighter Group, (9th Air Force) over Europe. He was credited with 1.5 kills in the summer of 1944, earning him a Distinguished Flying Cross. An Oak Leaf Cluster was added to it in 1945. After the war, he attended Tactical Air School at Tyndall Air Force Base. He qualified on the F-80 in 1948 and the Air Force's latest fighter F-86A in 1949, and was assigned to the 4th Fighter Interceptor Wing (4th FIW)

The 4th FIW, equipped with the new F-86A Sabre jet, began operating in Korea in December 1950. The 334th Fighter Interceptor Squadron (334<sup>th</sup> FIS) of the 4th FIW had been flying from Kimpo, South Korea in early 1951. From there the F-86s didn't have enough range to fly any further than Pyongyang. Then in March 1951, the 334th FIS moved northward to Suwon, permitting its F-86s to fly up to MiG Alley and the Yalu River. Captain Jabara, flying with the 334th FIS, racked up his first kill in April 3, 1951, during a big air battle in which three MiGs were downed. Jabara added a second a few days later.

On April 12, he was involved in one of the biggest aerial melees of the Korean War. Some 48 B-29s from the 19th, 98th and 307th Bomb Groups went against Antung and the Sinuiju bridges. F-84 Thunderjets of the 27th FEG served as screen while F-86 Sabres of the 4th FIG provided high cover. Over 70 MiGs jumped American air forces. In the ensuing battle, altogether 10 MiGs were claimed: 4 by F-86 pilots: Jabara, Lt. Col. Bruce Hinton, Capt. Howard Lane, and Col. John Meyer, and 6 more by B-29 gunners. But the cost was heavy - three B-29s went down; more were turned back with heavy damage. By the 22nd of April, Jabara had shot down four MiGs and was the leading American scorer. As the 334th rotated to Japan, Jabara was temporarily assigned to the 335th, so he could get a chance at making ace.

On May 20, 1951, the 4th FIW flew a standard fighter sweep over Sinuiju, four flights of six ships hoping to lure the MiGs up for a dogfight. About 27,000 feet over Sinuiju, they made contact with the MiGs and Lt. Col. Ben Emmert, leading the two "Awning" flights ordered "Drop tanks!" Just like the P-51s and P-38s of World War Two, the F-86s needed to lose their tanks for maximum combat speed and maneuverability. Standing orders required any Sabre pilot to head for home if he couldn't shake his tanks. (The lesson of Tommy McGuire had been well learned.)

Captain Jabara punched out his tanks but only the left one dropped away. The right tank held fast. Disregarding orders and his Sabre's impaired capabilities, he engaged the MiGs in a head-on pass without any hits. As turned to pursue, his wingman called out three more MiGs behind him. Turning as tightly as the Sabre and his consciousness would allow, he got behind a MiG and started a turning duel. At 25,000 feet he found the range, opened up, and ripped into the MiG fuselage and left wing with a deadly hail of .50 caliber fire from his six Brownings.

The MiG-15 flamed, snap rolled, and dived down; Jabara watched in fascination. About halfway down, the Communist pilot bailed out a few seconds before his plane exploded. Anxious to confirm his kill, Jabara also dived down low enough to photograph the descending pilot with his gun camera.

Above, the battle raged - as 50 MiGs swarmed around 28 Sabres. As he roared back up to altitude, he lost track of his wingman, but soon found six MiGs. He latched onto the tail of the trailing aircraft. Despite violently evasive maneuvers, the MiG pilot couldn't shake Jabara, who fired two bursts. One went high, but the other caught him in the fuselage. The plane began to pour smoke and lose altitude as Jabara followed his second victim down to 6,000 feet where the Soviet plane broke up. Suddenly the other MiGs turned the tables and began firing at Jabara.

Again the hung tanks impaired his Sabre's flying ability, and the MiGs closed in. As their gunfire hit home, it sounded to Jabara like a popcorn machine running right next to him in the cockpit. His wingman, having his own problems, couldn't clear his tail Jabara dodged and twisted his sluggish F-86.

From above, two F-86s spotted Jabara's single F-86, obviously in serious trouble. After a brief radio call, the two Americans cleared the MiGs from his tail, and the three headed back to base at K-13. He was the first jet-vs.-jet ace in history (the German Me-262 jet aces had scored on prop-driven planes). Col. John Meyer, CO 4th FIW, awarded him a DFC and promptly chewed him out for getting into combat with a hung tank.

Continued on page 4

**Jet Ace:** Continued from page 3

The Air Force brass ordered him home, where he experienced a brief celebrity: pictures in the newsreels parade in Wichita, and newspaper interviews. He then began training other fighter pilots at Scott AFB in Illinois.

But Jabara "always liked excitement" and was back in Korea by early 1953. He continued shooting down MiGs. On May 26, with the 334th FIS, he was leading a flight of four Sabres when he spotted 16 MiGs over the Yalu. Leading his flight into the enemy jets, he scattered them, and then went after a couple laggards. He shot one down and forced the other into a terminal spin, thus scoring his 8th and 9th victories. By the end of June, he had run his tally to 14, and he shot down his 15th, and last, MiG on July 15, 1953. He was the second-highest scoring American ace of the Korean conflict.

Later promoted to Colonel, he was on his way to a combat assignment in Vietnam in 1966, when he and his daughter were killed in the Volkswagen she was driving. He was 43.



**Toledo 2001** – By Leroy Brandt

Hello to all you Eagles. These are just a few quick words I threw together to give you a Toledo report in case you didn't make it there this year. And if you did go and things were a little cloudy maybe these words will remind you of what you saw. HUH!

There were a few new companies taking the spaces of some that weren't there this year. Some of them have been there in the very same location for as long as I have been going to Toledo. One such company was Aerotech. He kits those beautiful war birds with the rivets and panel lines right in the get coat. The Japanese Zero was his first or second kit developed along with the P51 that he and Jim Sandquist usually take to Top Gun for their team scale mount. HE has recently produced a great looking P47 that is a little pricey for my blood. I guess that's enough info about some company that wasn't even there.

There is a company taking over the production of all the Byron kits and accessories. Apparently one of the ducted fan models will be the first to roll off the production line followed by all the other kits that Byron offered. What an undertaking that will be. Their web site is [www.ironbaymodelcompany.com](http://www.ironbaymodelcompany.com).

Aeroworks had a booth this year. Last year I thought that they shared a booth with Cactus Aviation or someone else. The Freedom 120 airplane is no longer offered. I think they said that it was too expensive to kit and the response wasn't that great. Everyone always asks about it and wants one when you quit making them. We sure are a funny breed. Aeroworks also had their brand new 33% Edge 540T prototype with them. This is going to be a great seller at \$995 as an ARF. Dan's wife bought him one. The rest of you and me will have to buy our own. They will be available at the end of April or early May. It will fly very well with a BME 102, 3W100 or the new DA100. There might be an outside chance that the DA100 will be a little too wide seeing that this new engine offering from

Continued in right column

Desert Aircraft has a little longer stroke that the 3W100. I had to add blisters to my last two 540s to make the 3W engine fit in them. The plug caps bumped on both sides of the cowl. Maybe if you put in enough right thrust, you will only have to blister one side or just relieve it a little and leave the hole exposed. Might be a good place for a star too.

There were new VERY large airplanes hanging everywhere. Giant Scale planes is getting into war birds. You can have a 101" AT6 ARF for around \$800. They also have a Mustang available.

I particularly liked the Carden booth as usual. The new Edge 540 that Doug Yaroch built for Dennis and Caroline was absolutely beautiful. The Monokote job was done with perfection. Only Doug knows if there were any little oopses. It sure didn't appear to me that there were any again this year. They had four very large Extras and Edges on display near the floor level so that you could look right inside them and one big 40% Cap hanging. It was a great display.

Slim Line impressed us with their new fuel pump so many of us had one in our bag. They are also showing off their new preheat gizmo they use in their smoke mufflers. Looks like it should perform well.

I have four bags of wire and hose clamps from J-Tec. Probably a modelers life time supply. I've used them in two airplanes so far and really like them. Now if they just would have made them black instead of yellow. They do tell you to cut them in half and have twice as many. I guess being from Dane I never would have figured that out. The story is that the water jet cutter system couldn't do that for them so they tell their customers to take care of it if they want to double their clapping capacity while doubling their quantity of clamps. THANK YOU J-Tec.

Display airplanes included a very beat up 1/2 scale Laser. Man this baby had a busted up leading edge and a lot of other wear and tear. This airplane flew at the Rally of Giants last year in Ohio. It flew well with a Fox 200. I guess I would not have brought it with the messed up wing.

A model of a Douglas TBM Avenger that was a feature article in RC Excellence a couple issues ago was very impressive. The builder used a Quadra 200 for power. He stood the engine up on end, rotated one cylinder and piston so that the exhaust could exit in the correct position. The model had over 76,000 rivets, and air cylinders to operate the retract landing gear mains, and gear doors, folding wings and tail wheel etc. It was an engineering nightmare I'll bet. It weighed 65 pounds. It had flown about 20 times but was not a trainer.

For aerobatic airplanes I especially liked a very large G202. I think it might have been a fiber classics kit but I can't say for sure at this point. Must be part of the foginess I talked about earlier. It had a superb finish. The aileron hinge gap was nonexistent. You could not see where the bend would occur. If not for the inboard tip of the aileron being drooped a little

it would have looked like a rudder and elevator only airplane. Ya right!. The finish was wonderful and tastefully done with silver and very light purple just for Charlie. There was no yellow polka-dot tie anywhere in sight.

There was an Extra 300 sporting a John Deere color scheme that was done in paint. Except for one little chip it looked very nice. He did run out of time when he got to the elevators though because you could still see the weave of the fabric. I thought it was very well done; some wanted a Binder theme instead.

Continued on page 5

# 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



the empty stocking  
club

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

### 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

### Toledo – Continued from page 4

There was an aircraft carrier on display that was great. The builder had Hellcats and Avengers with their props spinning and lights and hoists all over the model. It weighed 140 pounds dry and would up end at 280 pounds when he floats the ship. Two electric pumps pump the 140 pounds of water it needs to sink to the waterline. Pardon the word sink. Maybe ship builders don't like that term very well.

Except for one burnt Tahoe transmission the trip for most of us went pretty well. Part of the load coming home from Toledo had to be transferred from a Chevy Tahoe to a Ford Expedition. One passenger who made the switch when asked how he liked the Expedition compared to the Tahoe he said "the ride is real nice and there is an awful lot of room in the back seat but the smoke system doesn't work as well as it did in the previous vehicle". Thank you Scott for the quote of the trip.

That's about all I have to include for this month. Help Le Roy out and send him a few words once in a while. See you all at the Eagles meeting at Lodi on the 10<sup>th</sup>.

Leroy