



Eagle Screams



Vol. II, Issue VI

Monthly publication of the Screamin' Eagles

June 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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June Meeting:

The June meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on June 14, 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.

Member Web Pages

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



Prez Sez – By Rob Goebel

I don't have much to say this month due to the fact that I've been working on the forms and other things for the upcoming event along with about a kazillion other things. So all I

would like to impress upon people is to please show up at this month's meeting as we will finalize all the details for our great fly-in. See you at the field!

Rob 

Next Month – Mike PirkI will tell you about Erich Hartmann, highest scoring ace of all time and Doug Yaroch will tell you how the "Bloody 100th" touched his family. **



**** Doug ran out of time this month to do his supplemental article to Mike PirkI's "Bloody 100th" Article. He promises he will prepare it for a future issue. Instead he prepared a very interesting article about his recent trip to the Joe Nall Fly In.**

May Minutes

This was the first meeting of the year to be held at the Lodi field.

President Rob mentioned that he had an Email from Vuky (District VII director) stating that the model owner is responsible for inspection of the airplane under the provisions of the new IMAA rules. A bit of discussion followed covering what if we can tell the airplane isn't airworthy, what then. Actually we don't let the modeler fly an unsafe airplane under any circumstances.

Rob had an update on the multi-part form that he is putting together for our registration as well. Pilots will only need to fill in their name and other info once with the new form rather than on all the required registration forms of the past.

Dan O'Neill has the meat on order for our concessions and Mike and Karen Bitter will be cooking. I think they both will be doing it. Mike wouldn't let Karen do all the work would he?!

Members spoke up to fill various positions at our fly in. Bill and Leroy will be assisting the pilots with the inspection process. Wayne and Harold will handle the transmitter impound. Le Roy will be taking care of registration. Mitch Becker said that he would help him with the task.

We will be locating the PA near the impound area to better keep the announcer informed on who is going out to fly and what airplane. Bill said that his son would be taking photos again this year. Dave said that he would manage the raffle table for us again this year. Matt mentioned that he would be a floater and help out where help was needed. Wayne is printing the tags for the frequency/pilot pins this year.

So there you have it. Those are the jobs that are taken so far. We will require flight-line supervision as well. Many of the inspectors will probably fill in, in this capacity during the day.

We will be having a work night at the field the Wednesday before our fly in. That will be June 13th. Come on out and help trim the place up a little.

We had two new members sign up and join the Screamin' Eagles at our April meeting. Terra Coheen is our first female member of the Screamin' Eagles. Welcome Terra. She attended the meeting that with her friend Mitch Becker who also joined us. Mitch was flying a very underpowered 100-inch wingspan H9 Cub. It had a Moki 1.8 for power. It's just amazing how we think we can get by on so little power. Welcome to both of you.

OOPS I forgot to mention that Bill Disch said that he would be latrine orderly for the day.

That is all for this month.

Leroy



Trez/Ed Sez

Hey I'm back! I wrote something last month but I must have moved it to make room for another article. After I printed the newsletter it was missing. Oh well, I spared you Eagles from Polish babbling last month but look out now!

In a bit over a week another Giant Scale Fly In will be history. Let's make it the best yet and help each other out so we can all have some fun. Don't be afraid to ask "can I take over for you for a while". Registration should go well this year due to Rob and Doug's work on the new registration forms. I'm sure the pilots will appreciate the streamlined process. I don't want to slight anyone for this year's planning so thanks to all who worked hard to make the event its usual success.

The Gallery of Aviation website has taken on a new appearance in that we changed servers to eliminate the advertising. We have posted some of the Eagle Screams articles my dad wrote and will be posting more soon as well as adding some new categories. Time is the monster but we'll get there. The new address is on page 1.

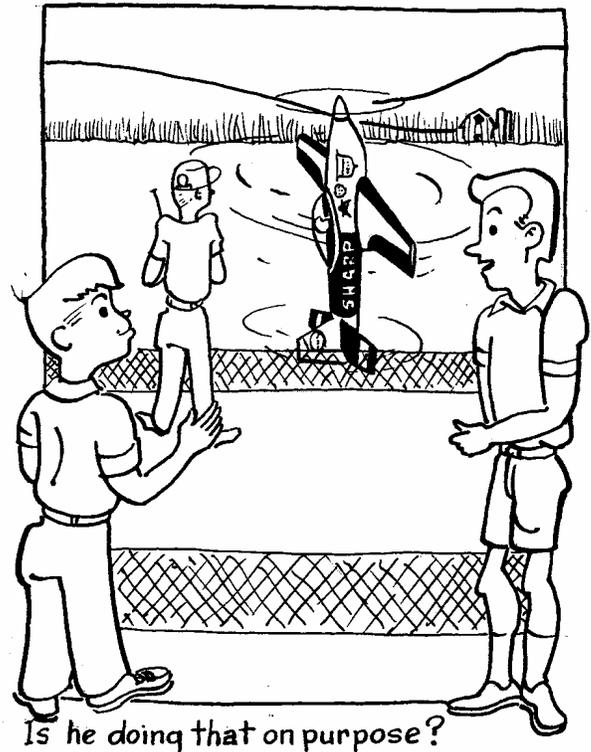
I am already planning for AirVenture 2001 and am readying two weathervane displays for the Warbird Squadron tent. Dad and I promised to display 2 this year. See you all at Quarry Field.

Le Roy



ORVILLE

BY HAROLD BLOSSOM



Joe Nall Fly In 2001 – By Doug Yaroch

The plans had been made to attend the Joe Nall Fly In in Greenville, SC. This is an event that all big birders should attend at least once.

Our trip began on Monday morning after having loaded everything possible from my shop into the trailer. I wanted to be prepared for almost anything that could happen. The drive thru TN, KY, and the Carolinas was very picturesque. Traveling thru the mountains was a bit white knuckled at times but all went well. The transmission even held up on the Tahoe!! After 15.5 hours of driving and several stops for fuel, we reached Triple Tree flying site located in Woodruff, SC. This is a one-year-old flying site that sits on 400 acres and is designed for R/C flying alone. It has a 5000-foot long runway to accommodate full-scale aircraft as well. Pat Hartness (the owner) purchased this land after the event out grew his estate where it had been held until last year. There is ample room to erect a small city of campers, RV's, and R/C aircraft trailer. There is also a huge pond at the one end of the property to accommodate floatplanes.

After parking the trailer and unloading everything, we proceeded to complete the registration and prepare to fly. I don't have all the number on how many pilots there were but my number was 337 and I registered two months in advance. There had to be upwards of 500 pilots and twice as many planes. They ranged from warbirds to 80" IMAA legal on up to full-blown 50% scale Extra 300S. You would swear that it was Patty Wagstaff coming down that runway in her Extra 300S if you didn't know better. There were several turbine-powered jets as well.

All of the well known pilots were there showing their stuff. Some of them were even playing around down at the pond. They had several 40% airplanes hovering, torque rolling and dipping the tails into the water. Frank Noll Jr. did a harrier landing on the water and when he pulled it up off the water, the counter balances on the elevators went under the water. They were ripped from the plane and left floating in the water. Good thing they have a foam core. With some quick repairs, that plane was back in the air. If you look at any number of web sites, you can see pictures of the water dance. I will list a few sites at the end of this article.

One thing was very disturbing though. There was serious lack of control on radio frequencies when the event was not being run by an impound. There were many crashes due to people having the wrong frequency pin and shooting someone down. The board was very poorly designed and was confusing which pin belonged with which number. But if they had only looked at the number on the pin itself, there wouldn't have been as much carnage. I would estimate seeing at least 20 crashes during our stay at the event and numerous more after we had left for the day. Many of which was due to dumb thumbs. Many of you have seen Mac Hodges fly his huge B-29 with the XB-1 hanging under the wing. He drops the XB-1 that has it's own model rocket engine which then ignites and is flown by a second pilot. He did this routine and after dropping the XB-1, he spins the B-29 down and pulls out at a couple hundred feet. After pulling to level flight, the right wing panel sheared off and the big plane went to bomber heaven. You might say it was re-kitted. That was a shame to see such a beautiful plane go in. Well, I could go on and on about all the crashes that I had seen. But onto the fun that we had.

Scott Walby (who went with us) put on, I believe, five flights and I got in six between Tuesday afternoon and Saturday morning. It ranged from only one or two planes in the air to six or seven. It just depended on the luck of the draw, which you got to fly among. All of the vertical and hovering stuff was to be kept over the tress in the center of the pattern. So it wasn't to bad for traffic as long as your spotter did his job.

At noon each day, there was a full-scale performance by Matt Chapman in his Cap 231EX. This was great as he was closer than they would ever be allowed at EAA. You could feel the power and G-forces of the plane as he roared past. (Leroy would most likely have been walking funny after those performances) LOL!! Quique also flew a 120-size pattern type plane with an electronic fuel injected engine on it. It was one of the most impressive flights I have ever seen. He is one smooooth pilot. Slow rolls at 3' off the deck the full length of the runway and then continue that slow roll up over a loop and never loose heading. I could see why he won so many of the TOC events! The last thing on the noontime show was the torque roll and touch ballet. Nine planes in the air at one time. All of which were jockeying for show front and center. They would harrier down to a few feet off the ground and then pull up into a torque roll. All of which were only a matter of feet apart. Then the rudder touching started. Jason Shulman won that one. He was flying a huge 37% SU26 Sukhoi by Lanier. He touched twice and the on third touch, he hit so hard it took a 3" square chunk out of the rudder. Can you say "hard on servos"!!! I guess you can do that kind of stuff when someone else is paying the bills. Jason flew that same plane the next morning and the whole right stab half blew off of the plane. He was able to bring the plane around and land it with only the left stab and elevator. He is a good pilot.

On Saturday night, a huge BBQ was held at the Hartness Estate. Scott and Joe attend the BBQ while Alice and I took a trip to Charlotte for the NASCAR race that was held at night. We had fun until a storm came in and put everything into delay so we headed back to Greenville without seeing the whole race. Scott and Joe had way more fun at the BBQ. They were hanging out with a thousand or so acquaintances and enjoying the food and beer. I am not sure which they liked better. We heard a lot about how that beer was flowing that night during our trip home on Sunday.

Continued on page 4

Fly In: Continued from page 3

We pulled out on Sunday morning for home. We made one stop in Hendersonville, NC to see the Carden Aircraft manufacturing shop. It was nice to see where these big beauties that I build and fly come from. After spending a little time with Dennis and Caroline and loading more airplane parts in the trailer, we headed off on the long drive home. All and all, we had a fun time. But I am not ready to go back again next year. It is one long haul and a long week. Especially for my wife Alice. She was very patient with us guys doing our airplane thing but she has already said that she will not be doing it again. It was just too much.

Hope we have as much fun at our fly in as we had down south. Somehow I just don't think so!?!?!?

Check out these web sites for photos of the Joe Nall fly in.

carden-aircraft.com
franknolljr.com
cactusaviation.com
hartness.com/events/



REEDSBURG AREA FLYERS-AMA 1802

FUN FLY

JULY 14, 2001

All R/C Pilots and those interested in R/C Flight: Please join us for a fun day of R/C Flight and Skills Contests!

Sponsored by:	-The Fun Fly will be held at Klipp field Hwy 23 North. Take Hwy 33 to Hwy 23 North toward Wisconsin Dells or from I-94 take Hwy 23 South toward Reedsburg and watch for signs to the field.
Tom's Hobbies and Crafts, S. Albert Ave. Reedsburg, WI	-Pilot Registration begins at 10am with flying commencing at 11am. -Contest events will begin at 1pm.
Great Planes Model Mfg.	-A \$3.00 Landing Fee will be charged for all pilots. -Pilots must be AMA Members with 2001 AMA Cards.
Sig Mfg.	-All aircraft will have been test flown before the fun fly and proven airworthy- No untested aircraft allowed. -Aircraft must meet all safety guidelines required by AMA and will be subject to inspection by the Field Safety Marshall.
Robart Mfg.	-Concessions and Parking will be available. -For further information or directions please visit our website at www.raf.rcclubs.com
Horizon Hobby	or Contact RAF President Greg Monson at 608-524-3733/ gmonson@jvlnet.com . -RAIN DATE IS JULY 28



The Bloody 100th

By Mike Pirkl – Research Editor

In 1943 the average life of an 8th Air Force B-17 crew was eleven missions. In 1943-1945, the 100th lost 177 aircraft, plus 52 lost due to operational accidents, making a total of 229. The 100th was not the Group with the highest losses in the 8th, but since its losses often came many at a time, it soon acquired the reputation of a hard-luck outfit and the name "*The Bloody Hundredth*."

It lost 9 crews on the August 17, 1943, Regensburg-to-Africa shuttle. It lost seven over Bremen on October 8, 1943, with its lead plane being shot out of formation over the target and then returning alone on the deck before crash-landing on the shore of East Anglia. It lost 12 over Munster on October 10, 1943, with one plane, Royal Flush with the legendary Robert Rosenthal as its pilot being the only one to return. It lost 15 over Berlin on March 6, 1944, and nine there on May 24. It lost 14 over Ruhland on September 11, 1944, and 12 over Hamburg on December 31, 1944.

The 100th flew its first combat mission on June 25, 1943, and its last on April 20, 1945. During those 22 months, some 7,000 men and a few women were stationed at Thorpe Abbots. They flew 306 missions including six food drops to the Netherlands in May 1945. They were credited with 8,630 sorties; they dropped 19,257 tons of bombs plus 435 tons of food on mercy missions. The 100th's gunners claimed 261 enemy aircraft shot down, 1,010 probably destroyed, and 139 possibly destroyed. They were some of the first gunners who, late in the war, destroyed the German Jet, the ME-262.



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.

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.

For More Information

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



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

Lodi Area Radio Control Club's 1st Annual ALL ELECTRIC FUN FLY



At the Lodi Area Radio Control Club's Quarry Field

Sunday July 15, 2001

Starting at 9:00AM

Spectators Welcome!

Bring the family and stay the day

Admission: Spectators FREE

Pilots \$3 Landing Fee,

AMA MEMBERSHIP IS REQUIRED FOR ALL PILOTS

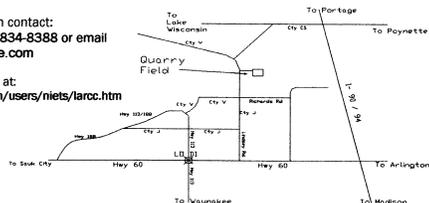
FOOD AND SODA WILL BE AVAILABLE AT THE FIELD

There will be flying demonstrations all day by all sizes and shapes of
electric powered model aircraft

For more information contact:
Mike Bitter at (608) 834-8388 or email
mikeb@hobbyhorse.com

Check out our website at:
<http://www.mailbag.com/users/niets/larcc.htm>

A portion of the proceeds
from this event will go to
help the Endres Family of
Lodi offset the cost of a
recent heart transplant



LODI AREA RADIO CONTROL CLUB'S 9th Annual Model Aircraft FUN FLY



Spectators Welcome!

\$5 Landing Fee, Spectators Free!

This is an AMA sanctioned event. Proof of AMA Membership
will be required for pilots to fly.

Bring the family and spend the day
Food and soda will be available at the field

What will you see?

There will be flying demonstrations all
day, including Giant Scale model aircraft
with wingspans over 80 inches, biplanes,
electric powered aircraft, single and twin
engine aircraft, gliders and maybe even a
helicopter

When:

September 9, 2001
Starting at 9:00 AM

Where:

Quarry Field

Lodi Area Radio Control Club's home field

See map for location

For more information contact:

Kevin Kopp at
(608) 429-9978

or

email: kjkopp@centurytel.net

We have a great raffle with flying and
non-flying oriented prizes.

There will also be a pilots only raffle.

Visit our website at:
www.mailbag.com/users/niets/larcc.htm

