



# Eagle Screams



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Monthly publication of the Screamin' Eagles

August 2000

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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## August Meeting

The August meeting of the Screamin' Eagles will be held at the Lodi Quarry Field on August 10, 2000. 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 perhaps 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.

## Wisconsin Aviation History – Researched By: Steve Stuczynski

On Vacation at:



## July Meeting Minutes – By Leroy Brandt

We flew until about 7:30 until the suggestion was made to get the meeting started before it gets dark. Who can fly after DARK? Leroy called the meeting to order in Dan's absence.

Harold Blossom made a motion to have Bill Disch ask his son to make us a copy of his prints for the event report that Harold will be sending to the IMAA Editor. Let's see if Sam Wright can get us in the right state this year. The suggestion was made to pay for the prints but Bill Disch figured that his son wouldn't take any money for them.

A motion was made to make Dave Jeardeau a member of the Screamin' Eagles Chapter 395. Dave, his wife and their daughter set-up and ran the raffle at our Big Bird event and helped us out a lot. Thanks Dave. You are now a paid-up member for the remainder of 2000 and also for 2001. We hope to see you at future meetings and have you start joining on all the BIG BIRD FUN!

Le Roy S. gave a financial report from our event held in June. We had a total of 25 pilots and numerous airplanes. Only one major crash and another pilot was very glad to have his model back at the field but damage was VERY visible.

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Comments about the caterer followed. The food and service was good but we felt like we made more money than he indicated. The lines were steady at the counter but our 15% share did not reflect that. Mike Bitter mentioned that his wife would probably be willing to cater our event next year. She has done this in the past for the car club before Mike went nuts on airplanes and sold most of his car stuff. **GOOD GOING MIKE!** Those cars are 2D anyway.

A motion was made to give the Lodi club as well as the MARCS club a \$50 donation this year. We use the MARCS field for our event and we hold our meetings at the Lodi field every summer. The motion passed.

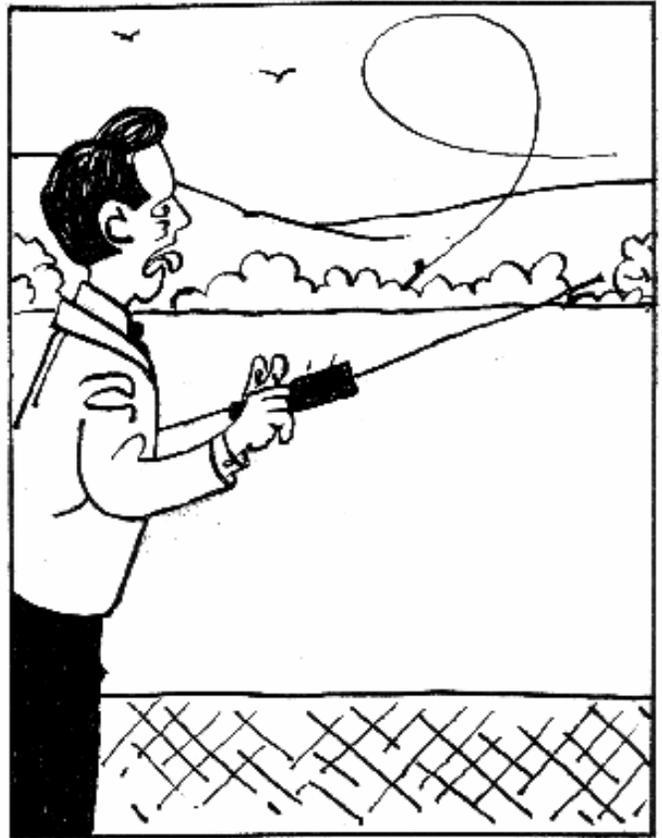
Charlie Schultz motioned to give Harold Blossom's favorite charity a donation of \$100.00. This charity is called Disconia Inc. of Wisconsin. They are a group of people that have an interest in finding a cure for Coricollis disease. This motion also passed.

Mike Bitter brought a Zenoah GT 80 for show and tell. Mike also flew a brand new Sig Extra 300 XS for the first flights that evening. It seemed to fly very well with the new Sig motor pulling it along. Lyle Stone flew his new Ohio RC Extra 300L that evening as well. Lyle has a new BME 100 up front which provides ample power for the model.

Meeting adjourned to the City Limits.

Leroy 

## **EAGLES** By HAROLD BLOSSOM



**Darn it, I knew I shouldn't sneak out of work today.**

### **Trez/Editor Sez:** By: *Le Roy Stuczynski*

Well it's been one heck of a month. I lost the Northern Lights Extra 300 only to be soothed by a fabulous week at EAA AirVenture, an offer for a trip to Reno this September in Harry Thompson and Bob Odegaard's DC3, and a ride in Harry Thompson's AT6 "Tigger" for my son Jason at the air show at Fleming Field air show at the South St. Paul airport the weekend after Oshkosh. Whew!

For those of you who don't know who Harry Thompson is, he's a fellow we met at the Warbirds campground 4 years ago and we've been hooking up with every year since at Oshkosh and other airshows. Bob Odegaard is the guy from Kindrid North Dakota who restored the red Number 57 F2G-1D Super Corsair that I showed pictures of to many of you that we took at his restoration facility the weekend we picked up dad's weathervane airplanes. This year the Odegaard/Thompson camp was right next to ours and you can just imagine the camaraderie. Sunday night included a big party at the Odegaard campground to which we were invited (had to drink the beer and eat the food to reduce flying weight for the trip home). Instead of flying the Super Corsair back to Kindred, Bob was going to fly it into the South St. Paul and leave it there for the weekend airshow.

The immaculate Super Corsair is a sight to see and I hope most of you saw it at AirVenture and the mock-unlimited races it participated in each day. I just couldn't get over sight of the "loafing engine" appearance the one white propeller blade gave. I talked to Bob Odegaard's brother who also works at the restoration facility and he gave me the scoop on how the one white blade came about. I always thought it was a way Cook Cleland tried to make his Cleveland Air Race competition into thinking he was having engine problems or something. Nah! The real story is that one day when landing Cook clipped some trees and damaged one blade. He sent it for repair and when he got it back it was unpainted. He didn't have any black paint but had a bucket of white paint. You guessed it. The airplane lived the rest of its 1940's life with one white blade and Bob even duplicated that.

When we first set up camp there was a pickup truck in the site beside us. Out stepped a guy with a Super Corsair T-shirt. I immediately yelled, "where did you get that"? He pointed to another guy and said talk to him. The him was Bob Odegaard and my dad and I introduced ourselves as those two guys who visited his facility a few months ago. Their pickup had a North Dakota license plate with, what else..... RACE 57 on it.

Dad said he sure wishes he had been photographing the Super Corsairs landing at its Oshkosh arrival. Bob said he was glad no one was because it was a terrible landing. Seems like he came in over the lake, the tower said "put it on the green dot" and immediately get off the runway. He did and took out some runway lights and scuffed up the blades on his propeller. It wasn't bad but it could have been. One nick was pretty substantial but he figures it can be dressed out. It kind of ticked me off when I heard what happened. While the tower does a great job during the convention, obviously some controllers don't understand that a warbird is a heavy, rare, and expensive ride that needs to be landed much differently than a light plane. The minute the tail on the big Super Corsair goes down the pilot is virtually blind and should be able to count on landing spacing that allows a bit more time on the runway to establish a reference for safe taxiing.

As you probably noticed, I had the time of my life last week and enjoyed the time spent with my dad and my son at the event.

One of dad's weathervane F-51 Mustangs also made the trip to Oshkosh. Seems like just before the event Enrico Bottieri, Squadron Commander of the South California EAA/Warbird Squadron 16 out of Chino Airport called him and said he should bring something interesting for display in their display tents. What could be more interesting than a F-51 Mustang Weathervane? It was a big hit and many people wanted to buy it. Next year Enrico wants the Corsair and Mustang on display. Might need the BranLine trailer Leroy.

On Tuesday night we were invited to a Warbirds volunteer and exhibitor gathering at the Nature Center. They had lots of Bud Light and food and of course more of that good old airplane lover camaraderie. We bumped into our old friend Dennie Sherman. He is an aircraft broker from Florida and has had many rare birds on display at Oshkosh in the past. He used to own the highly modified "Stiletto" unlimited racer. That was the one that earlier in its life was Color Tile and had the radiator scoop from under the wing eliminated and moved to the wings. I understand someone is in the process of restoring the airplane back to the original P-51 configuration. We ate and had a nice conversation with Dennie and his wife. Dennie sent things to dad for display in his museum in the past. The most memorable is a beautiful big color picture of him flying Stiletto in formation with his sons who were driving a Sea Fury and Corsair. Many of you may remember seeing the picture in the museum.

**Trez Ed Sez:** Continued from Page 3

Jeepers I could go on and on about AirAdventure 2000 but all I can say is that it will go down in history as the most memorable EAA I've attended.

Back to the Extra 300 that I turned into sticks. I went home the next night and started to desperately grasp for things I could blame so I wouldn't have to swallow pilot error as the reason. The first thing I thought was that it was battery problems because I had both the transmitter and flight on trickle for quite some time. No way! The voltage was right up there and when I discharged both packs there was plenty of time left. Clearly pilot error.

I remember the airplane flying south toward the trees. I glanced quickly to the right because I wanted to keep the sun in perspective. When I looked back the background was the trees and it was difficult for me to see the exact attitude of the airplane because it was going away from me. Obviously I either mistook the attitude or I over controlled and the more I did the worse the situation got. Result? Instant sticks. The good news is that the engine appears to be fine, the radio is fine, and I've got a lot of great hardware from the wreck. Also in taking everything apart I really learned a lot about some of Doug's techniques. Something as simple as the servo extensions for example. I was always worried that the tape I put on the plugs to hold them together could fail and I would lose the airplane because of something that simple. Doug puts a section of heat shrink on the two connectors, shrinks the tubing and they ain't goin nowhere.

Anyhow the bottom line is that these things are going to happen if you fly infrequently. Obviously I fit in that category and when I get the Stinger going again I'm not going to be too bull headed to not use a buddy box. I felt I had a lot of simulator time but it just isn't the same. I know it helped me on landings but the real stuff I experienced that day doesn't show up on a simulator. Secondly with my MS when I'm looking up I sometimes get wobbly and the feeling in my fingers and thumbs is diminished and it gets worse when stress is introduced. I'm not trying to make excuses, nor am I going to give up, because I know I can work around all of this but it's going to be different next time. Way too much said but I had to say it before I go on.

Thanks everyone who helped retrieve my crash pieces that night. You're all a great bunch of guys and life goes on. See you at the meeting guys.

Le "R"oy 

**IMAA, What For?** *By: Leroy Brandt*

I feel that they have outlived their usefulness folks. They are trying to be something they are not with the High Flight magazine as well. Sam Wright is no editor. He is a rookie with a computer... a darn nice new computer, a new scanner and a new digital camera. Sam mentioned that he saves the IMAA money by writing articles himself at times. Look at the last issue when he wrote about the C&H ignition system. We all know that C&H ignition systems work and have been working for almost ten years or more. Next month he'll probably be writing about CA glues and how they benefit us. What do I mean by they trying to be something that they are not. High Flight is a little member magazine, not some glossy publications with a perfect binding and mediocre editing. First of all they don't qualify as being a high classed glossy because of the editing skills that are putting the magazine together. The publication previously had 20 + Chapter Reports. Now we are lucky if we get 10 and getting those with any kind of accuracy is questionable. That is what High Flight was made of. They have fallen way short over the last 8 issues.

High Flight and Sam Wright are changing to the third new printing company in as many years. Other magazines have gotten the job done with the same printer for 18 years or more. Is it the printer that is the problem or is it the editor? Now the magazine will be done completely digital and sent over the wire to the new printer in North Carolina. This should be neat. I hope they remember that garbage in = garbage out. The printing company more than likely will be blamed when something doesn't come out right. I hope they have broad shoulders. Hopefully they will document what they do well so that they don't take the blame for all the errors created in High Flight.

What do you need an IMAA membership for? There are only about 4-5 of us that attends IMAA events from our group. Most of these events are big bird but not IMAA sanctioned. Most of the time when they are IMAA sanctioned they don't ask to see your membership card anyway. I didn't even have to show mine at the Rally of Giants in Ohio. Except for the few pictures in the magazine of our fly-in there is no obvious benefit of belonging to the IMAA. We know that Sam Wright had our event listed as being in Florida when we all know that we didn't travel there. Just think how many other mistakes there are in the magazine that only the people close to the event know what the correct information was. Think how many names are slaughtered in each issue. I have found a few just from the few people that I know.

We borrow a club field and tie it up for the day when we put on our big bird event. Because we borrow a field we feel compelled to allow members from that club to fly IMAA legal airplanes at our event without being an IMAA member. This is not legal by the IMAA standards and by laws. Do we think that we can shut them out of their own field for the day? I don't think so and that is actually one of the stipulations on our using the field.

Next year I propose that we sanction our event with the AMA only and then Sam won't have to put us in the wrong state when he does our event report. Guess I have beat that horse enough now haven't I.

There are so many things that have been proposed that need changing in High Flight but we are not going to design High Flight by committee according to Frank Ponteri. Actually to have someone helping to put it together that actually knows what he or she is doing in the publishing world would mess up a good thing for Sam. They are happy floundering along with their mediocre skills to publish the magazine for the second largest model aviation group in the U.S. and that is the way it is going to stay no matter what the membership wants. After all we can't produce High Flight by committee now can we. We have a board that goes along with everything that Frank wants and that is the way that is going to stay for the time being. I'm sure not going to waste my time any longer and try to change it. First of all it's not worth it and second of all the organization is under investigation by the IRS.

Oh by the way, next year I am not going to be Vice President and Secretary and run all the meetings besides. Start thinking about whom is going to do these jobs if you decide to stay together and meet once a month.

Everything you will read will show the IMAA as alive and well and that everything is hunky dorey but that's only if you look through Frank Ponteri, Sam Wright or a few of the board members eyes. They are the one that put Sam in the position so they are going to keep him no matter what, rather than show that they were wrong by throwing the bum out. As witnessed at the Rally of Giants, when Sam goes out to the flight line to fly half of St Charles, Illinois goes with him for support. Maybe they were actually concealing a buddy box with all those people standing around. These are the people that were involved with putting this guy in there as your editor. I won't mention any manufacturer's name.

I used to wait by the mailbox for High Flight and pay the extra few bucks to get it first class but now who cares! If someone has little time on their hands it would be interesting to know how lines of text there are now vs. how many there were a couple years ago. You are getting a lot less for your money guys and paying more for it.

**Just incase you might ever get to see this Sam Wright, I suggest that you give the advertisers an entire page each for their new products in "Showcase". Make the financial report cover two pages and make the advertisers references 48 point text. Don's Hobby has the best ad layout in the entire magazine. That's because you had nothing to do with it.**

Leroy

