



Eagle Screams



Volume IV, Issue X

Monthly Publication of the Screamin' Eagles

October 2003

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: Rob Goebel (920) 623-5053
Email: robbyg@internetwis.com
- Vice President: Tom Lazar (608) 655-3396
Email: tdlazar@yahoo.com
- Treasurer: Le Roy Stuczynski (608) 249-9517
Email: leroy@galleryofaviation.com
- Secretary: Roy Seals (920) 623-4632
Email: royseals@wi.net
- Editor: Le Roy Stuczynski (608) 249-9517
Email: leroy@galleryofaviation.com
- Research Editor: Mike Pirkl (608) 877-0419
Email: MADDOG@ITIS.com

Member E-Mail Addresses

Carl Bachhuber, carlb@mayvl.com
 Leroy Brandt, lebrandt@execpc.com
 Cal Breunig, calvette63@charter.net
 Dick Buescher, respec@merr.com
 Rob Goebel, robbyg@internetwis.com
 Mark Johnson, mcjohnson@jvlnet.com
 Mike Kimmerly, boatbufs@execpc.com
 Bill Kinney, hukilau@chorus.net
 Wayne Lanphear, bgbird@charter.net
 Tom Lazar, tdlazar@yahoo.com
 Craig Lovell, bdla@mailbag.com
 Bob Miracle, rmiracle@execpc.com
 Mike Pirkl, MADDOG@ITIS.com
 Roy Porter, RJPorter@aol.com
 Roy Seals, royseals@wi.net
 Le Roy Stuczynski, leroy@galleryofaviation.com
 Lyle Stone, lyles@merr.com
 John Thompson, rcav8r@chorus.net
 Joel Wytttenbach, joelwytttenbach@hotmail.com
 Doug Yaroch, a-d-aero@powerweb.net



October Meeting Returns to JJ's



The October Screamin' Eagles meetings will return to JJ's Top of the Swamp on Thursday October 9, 2003. As you know, they have Good food at very reasonable prices so plan on grabbing a bite to eat there to show our appreciation for using their place as our fall and winter meeting site.

Member Web Pages

Leroy Brandt - <http://my.execpc.com/~lebrandt/>
 Mike Pirkl - <http://maddogaviation.com/>
 Roy Seals - <http://hppilots.com>
 Le Roy Stuczynski - <http://galleryofaviation.com>

Never fail to recognize the supreme sacrifice our troops made to protect our country's freedom!



Prez Sez – By Rob Goebel

Well Rob, I waited until Sunday, October 5 at 5:00 for your Prez Sez. Ya been doing pretty well for a long time but you know what this means. Ya get the horse this month.

Rob must have just been too busy this month, however the ritual is, "no article, ya get the horse". Love that country music huh Rob?



Sorry Rob, I just had to go to press. *Le Roy*

September Minutes – By Roy Seals

Rob called the meeting to order. We had a treasurer's report by Le Roy.

The Warbirds over Dane on 9/20 was mentioned. We were encouraged to help out at the fly-in if possible.

Continued on page 2

We discussed the column in our last newsletter: the responsibility of a spotter. We also discussed that the Federal Communications Commission has launched an inquiry into the provision of broadband services over power lines. This service would provide users with the ability to connect to broadband services (such as the Internet) by simply plugging a BPL device into an electrical outlet and could pose an interference problem for RC frequencies. The idea for having a new field in Madison just for electric planes was brought up. The upcoming Chicago show was talked about.

Le Roy said that JJ's is ready for our next month's meeting.

Wayne brought a new RC magazine called Fly RC. Roy brought his Gee bee and people had fun referring to the fact that the fuselage looked a lot like Roy (that was rather mean of them as Roy is a very sensitive person.) ha ha

We all went off to The City Limits and had a good ole time. Hope to see you at the next club meeting.

Roy 

I was anxious to get home to see my loved ones so I was focused on "my" issues and just felt like standing up and yelling for some of these clowns to get their act together. I knew I couldn't say a word so I just thumbed thru the "Sky Mall" magazine from the seat pocket in front of me. You know it's really getting rough when you resort to the over priced, useless sky mall crap to break the monotony.

With everyone finally seated, we just sat there with the cabin door open and no one in any hurry to get us going although we were well past the scheduled take off time. No wonder the airline industry is in trouble I told myself. Just then, the attendant came on the intercom to inform us all that we were being delayed. The entire plane let out a collective groan. She resumed speaking to say "We are holding the aircraft for some very special people who are on their way to the plane and the delay shouldn't be more than 5 minutes. The word came after waiting six times as long as we were promised that "I" was finally going to be on my way home.

Why the hoopla over "these" folks? I was expecting some celebrity or sport figure to be the reason for the hold up.....Just get their butts in a seat and let's hit the gas I thought. The attendant came back on the speaker to announce in a loud and excited voice that we were being joined by several U. S. Marines returning home from Iraq!!! Just as they walked on board, the entire plane erupted into applause. The men were a bit taken by surprise by the 340 people cheering for them as they searched for their seats. They were having their hands shook and touched by almost everyone who was within an arm's distance of them as they passed down the aisle. One elderly woman kissed the hand of one of the Marines as he passed by her. The applause, whistles and cheering didn't stop for a long time.

When we were finally airborne, "I" was not the only civilian checking his conscience as to the delays in "me" getting home, finding my easy chair, a cold beverage and the remote in my hand. These men had done for all of us and I had been complaining silently about "me" and "my" issues. I took for granted the everyday freedoms I enjoy and the conveniences of the American way of life I took for granted others paid the price for my ability to moan and complain about a few minutes delay to "me" those Heroes going home to their loved ones. I attempted to get my selfish outlook back in order and minutes before we landed I suggested to the attendant that she announce over the speaker a request for everyone to remain in their seats until our hero's were allowed to gather their things and be first off the plane. The cheers and applause continued until the last Marine stepped off and we all rose to go about our too often taken for granted everyday freedoms..... I felt proud of them. I felt it an honor and a privilege to be among the first to welcome them home and say Thank You for a job well done. I vowed that I will never forget that flight nor the lesson learned. I can't say it enough, THANK YOU to those Veterans and active servicemen and women who may read this and a prayer for those who cannot because they are no longer with us. GOD BLESSAMERICA! WELCOME HOME! AND THANKS FOR A JOB WELL DONE !!!!! 

Questions & Answers

In response to my plea for articles for publication, Harold Blossom gave me an article which appeared in Sport Aviation titled Q&A. This particular Q&A article was devoted to World War II Historical Information. Each month, in this block, I publish one question and answer, some of which may be completely unknown. Ron Twellman of the EAA Aviation Foundation Boeing Library provided this information. Thanks Harold.

Question: Who was the holder of Pilot's License No. 95 Issued by the Commonwealth of the Philippines in 1939?

A - Dwight D. Eisenhower earned this license by completing 350 hours of flying at the Philippine Army Flying School at Zablan Field, Camp Murphy, Quezon City.

Perspective

I sat in my seat of the Boeing 767 waiting for everyone to hurry and stow their carry-ons and grab a seat so we could start what I was sure to be a long, uneventful flight home. With the huge capacity and slow moving people taking their time to stuff luggage far too big for the overhead and never paying much attention to holding up the growing line behind them, I simply shook my head knowing that this flight was not starting out very well.

Continued in right column

Does Radio Control flying qualify as exercise?

Is the flying of Radio Control (RC) aircraft considered adequate exercise? Arguments for and against are described below.

Almost every flier gets up at 6 a.m. to fly in the mild breezes of dawn. Problem: A person has to get up more than once before they are considered to be doing sit-ups.

C fliers tend to have larger thumbs. Problem: There is no known association between cardiovascular fitness and large thumbs.

RC fliers often bend down or squat near their airplanes. Problem: It's been noticed that once they're down, they have a hard time getting up.

Some of the terminology sounds like exercise. For example, sport aerobatics, fuel, or gear. Problem: Terminology in and of itself is insufficient evidence of an adequate aerobics exercise program. RC fliers often are seen walking in the woods. Problem: Generally, they only walk in the woods once a quarter, and that is not for exercise but to recover a downed aircraft.

Weight lifting involves a buddy to spot the lifter. Problem: Even though club members use a "buddy box" and often "spot" real airplanes, the concepts involved are quite different than those used in body building.

In an exercise program, an individual is known to sweat after about 20 minutes. RC fliers also are known to sweat after about 20 minutes. This is the only assertion where similarities exist between exercise programs and RC flying.

People who exercise usually have better eyesight. Fliers often have to see at great distances but generally cannot tell whether the object they are looking at is right side up.

Persons involved in exercise programs often are fixated on building the perfect shape. Similarly, RC builders are fixated on achieving the perfect shape, but in this case, we are talking about the aircraft, not the person. The individual may actually be way out of shape.

Those involved in exercise programs are concerned about weight gain. RC builders are equally concerned about weight gain, but again the focus is on the aircraft.

People who are successful in exercise programs generally work out at the same time of day, five times a week. RC fliers can be found at the field on the same days and times.

Conversations among those who exercise regularly often is laced with letter and number combinations, (B-6, B-12, the B complex). Similarly, RC flier conversations contain letter and number combinations (B-52, P-26).

From: *The Beam, Eglin Aero Modellers, Niceville FL*
Dale Palmer, editor



Trez/Ed Sez – By Le Roy Stuczynski

As I write this I am watching the Chicago Cubs trying to win their second game in the playoffs against the Atlanta Braves. I just came in from working outside and the night temperatures are getting pretty cool and it's pitch dark. I am also noticing an awful lot of leaves on the ground and my annual flowers drooping in defeat to the frost. I think Mother Nature is trying to tell us it's time to get our last flights in for the season whenever we can and dust off the building board.

I had a very nice summer and accomplished a lot since my retirement. It's hard to believe it's been 5 months already. I hope my health can hold out for a long and enjoyable retirement. It is also hard to believe it was 3 years on September 26 that I lost my dad.

For those of you who haven't heard, fellow Eagle Bob Miracle had brain surgery and could use our prayers.

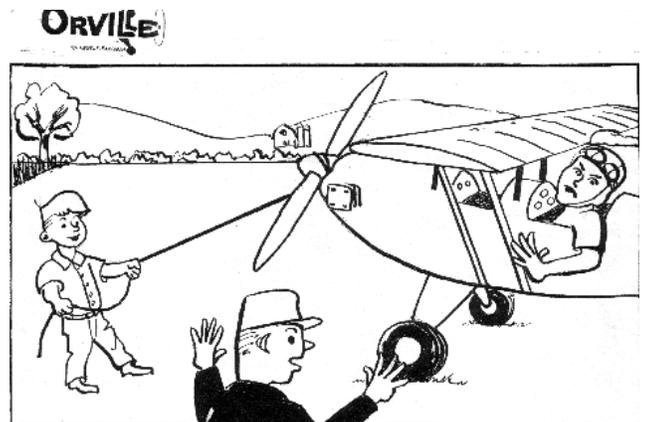
I did attend the MARCS Warbirds over Dane event and helped out at the registration table to relieve Mike Pirkl for a bit. I took some pictures and have included them in another part of this issue.

I really don't have much else to say this month other than I definitely think it's time to winterize the boat and cuddle with our kitties. At least I won't have to drive to work in the bad weather anymore.

I kind of recruited new members at the Warbirds Over Dane event and I think Chuck Backman will be joining us next year. I saw him today at the Cottage Café and he intends to attend our October meeting. The rest of us should start thinking about dues time in December and those of you who didn't rejoin last year should consider doing so in 2004.

As the club grows, I hope I will be able to count on more of you to contribute articles to the newsletter. It makes it so much easier to put it together when I don't have to search for articles.

See ya at JJ's



Hey Dad, I hafta have help to pull this one in !

MARCS Warbirds Over Dane – September 20, 2003 - By Le Roy Stuczynski

On September 20, 2003 I went to the MARCS field to see if I could help out with the Watsons Whizzers Warbirds Over Dane event. I relieved Mike Pirkl a bit at the registration table but I was able to wander around with my digital camera and take a few pictures which I have posted below. While there were only 14 registered pilots, it was a very enjoyable day watching all types and sizes of Warbirds. I'm sure the Badger game being held that same afternoon didn't help much. You know the die hard Badger fans. Still there were about 50 airplanes at the event and the 14 pilots put on a great show.



Chuck Backman with his P-35. I think Chuck will soon become an Eagle. Chuck brought the unfinished stripped balsa fuselage to a Watsons Whizzers meeting held at the Gallery of Aviation last year. Nice to see it finished Chuck.



Eagle member Carl Bachhuber flew his Tracker. Charlie Schultz overlooks this model we've seen many times before..



Carl also flew his 170" span Lancaster. He has nearly 40 flights on it now and says it's now his Sunday flier.



Eric Ramsey's beautiful Spitfire was flown by Eagles VP Tom Lazar.



Chuck Backman flew his P-26 Peashooter. He recently changed engines to a G-62 and it flies much better than when he used a G-45



Another view of Carl Bachhuber's Tracker. Carl flies his models in the most scale like manner of anyone I've seen.



Eagle member Dave Jeardeau flew his L-4. This airplane is always fun to watch. He has over 250 flights on this great airplane.



Eagle VP Tom Lazar flew his WWI Sopwith Pup. This is a very realistic flying airplane. Look out Red Baron!



Carl Bacchuber readies the Tracker for another crowd thrilling flight.

KNOWING FIRST AID:

How it could keep you safe at the flying field

By JIM MYNES

Recently, I was asked to make a list of what items should be included in a first-aid kit to take to the flying site. With four years of experience as an Emergency Medical Technician (EMT), my first reaction was to have a manned and fully stocked ambulance at the field. Almost immediately I realized I would have to trim a little here and there to make it more portable.

In considering what should be included, I found there were many items I would consider essential but would be relatively useless to someone who had no first aid training. I tried to narrow the list to things the average person would need to manage a minor to moderate injury.

People should ensure that others know about their special health concerns, and they should bring the needed items to the field.

There are some essential items that didn't make the list. This is because they pertain to individual health needs. It is up to each person to ensure that others know about special health concerns, and those individuals should bring the appropriate items to the field in case an emergency occurs. For instance, if you are allergic to bee stings, get an Epi-pen and bring it with you to the field. Make sure you tell someone about your condition and show him or her how to use the Epi-pen in case you are unable to. Don't leave it in your car, as it will do no good there when it's needed and no one knows where to look for it. The same applies to diabetics or people with heart problems. As an EMT, if I see you lying on the ground, it would be very helpful if I knew about any underlying medical conditions you may have.

Here are some suggestions for everyone:

- Learn Cardiopulmonary resuscitation (CPR)
- Take a basic first-aid class
- Learn CPR
- Know the telephone number to the nearest ambulance service
- Learn CPR
- Know the location of the telephone nearest to the flying field
- Learn CPR
- Be able to give directions to the flying site

Did I mention that you should learn CPR? Yes, it will take up some of your building time, but it is one skill that could save a life. Your local chapters of the American Red Cross and the American Heart Association should be sponsoring CPR classes on a regular basis and can put you in a class.

Continued in right column

KNOWING FIRST AID: Continued from left column

When you consider what we do, the most common injuries we encounter are lacerations due to finger/propeller skirmishes. Usually these are not severe and can be managed with no problem. However, other hazards are present and to ignore them only invites disaster.

How many times have you seen glow fuel catch fire? Probably not many since the flame is nearly invisible. Because it is hard to see, this sort of fire is especially dangerous, and we should be that much more prepared to deal with it. In addition to a first-aid kit, there ought to be a fire extinguisher on the field at any modeling event where glow fuel is in use.

I keep reading about the hazard of propeller blades flying off, but I have yet to see anything like this happen. Just the same, I wear safety glasses to protect my eyesight in the event of an accident. They've never stopped a propeller blade, but they have stopped spraying fuel from getting me in the eye. Mine are also sunglasses so they serve a dual purpose. It's purely a matter of personal choice, but I think everyone should consider protective eyewear when operating a model engine.

With all that said, here are the items that made my list:

- Band-aids of various sizes
- Latex gloves
- Four packs sterile 4 x 4 dressings
- Four packs sterile 2 x 2 dressings
- Two 3-inch Kling or Kerlix bandages
- Two 2-inch Kling or Kerlix bandages
- One roll 1-inch bandage tape
- Antiseptic ointment
- Bandage shears
- Water (preferably sterile) for flushing fuel out of eyes or dirt out of wounds

This is a very basic first aid kit, and items should be added to suit your group's needs. My kit has much more, but hopefully, it never will be needed. I have found the best strategy is to bring the kit out so it is handy; that way no one will get hurt. The only time we've ever really needed it, I had to run to the truck to get it.

from: *The Monocle*
Barons Model Club
Darrel Stebbins, editor
Spokane WA

From the halls of model aviation truths:

"When the crash is inevitable, relax and enjoy it. Everybody else is going to!" 