



Eagle Screams



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October 2004

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.

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October Meeting returns to Rex's Innkeeper



The October 14, 2004 Eagles meeting will be return to our winter meeting site in at Rex's Innkeeper in Waunakee. As you recall, they have lots of

room for show and tell so bring all you can carry. Plan to come early for some great food and drink. I have arranged for us to meet at Rex's through April 2005 with the exception of our December 2004 meeting. Due to the Holiday parties at that time, they could not commit to December yet.

See you at Waunakee. *Le Roy*



Prez Sez — By Bill Disch

Hi Eagles. Another month is gone and we're just that much closer to winter and the end of the outside flying, but OK for the electric inside flying. It was a short summer for me. Maybe next year ??? It's getting close to election time again so let's step up and take the load off the guys who have been doing the work. Until I see you at the meeting, I leave you with the last words Will Rogers said to Wiley Post just before they crashed... "hey Wiley, you're wearing the patch over the wrong eye."



September Minutes — By Mark Johnson

Treasure report, approved as read. \$400 was put into a savings for the event fund again this year. Printing costs for mailing copies of the newsletter this month were only \$1.48. We empowered Le Roy to send colored copies out when there is a lot of pictures included in the newsletter so the non e-mail recipients can enjoy the color photos.

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\$75. Checks were presented to both LARCC and MARCS for our thank you gesture for use of their fields during 2004.

We discussed and decided on giving to the Empty Stocking Fund again this year. It was brought up that this fund was Bob Miracle's favorite charity. So this year it will be from the Eagles in memory of Bob.

Harley and his Robin Hood were part of the discussion. It sounds like he had radio failure.

We talked about Carl Bacchuber coming to the LARCC event on the 12th and we discussed which aircraft he could possibly land at the Lodi field.

Le Roy talked about a 300lb B52 with eight turbos that crashed. He says the video is incredible, (smoke and fire) too. You can see it at <http://www.stukastudios.se/b52.htm> (Le Roy)

Charlie motioned to adjourn.

SHOW AND TELL

Roy Seals brought in some new pilots (the g-force one is awesome). He also had a 13/16 lb Chip Hyde (Double Vision) ARF, can you say 3D. It's a very nice looking bi-plane.



Trez/Ed Sez - By Le Roy Stuczynski

Happy October Eagles. Don't forget that we are meeting at Rex's Innkeeper in Waunakee this month. I didn't have time to take pictures at the very successful 2004 LARCC event to include in this issue (actually I forgot my camera). Instead you will have to suffer through pictures of my DC-3 trip to the Reno Air Races. It was a trip and a time I will never forget as long as I live. I will share a bunch of pictures in this issue and I will try to have prints at the meeting in a book for passing around.

My trip began with me picking up John Lazar, an 80 year old B-24 pilot, in Wisconsin Rapids for our trip to Wahpeton ND to catch the DC-3. The reason we left from Wahpeton is because it is where Jerry Beck has his restoration facility where he recently completed a 4 year Japanese Zero restoration project. Jerry Beck is the guy who built the Tuskegee Air Men Red Tail P-51C that crashed this spring killing its pilot (more about that later). Jerry was invited to bring the Zero to Reno this year to compete in the Rolls Royce National Aviation Heritage Invitational for the recognition of excellence in the preservation and restoration of vintage aircraft. Bob Odegaard, owner of the DC-3, won the very first competition in 1999 with his #57 Super Corsair. Jerry wanted to bring another award back to North Dakota. As the Zero was not IFR equipped, he needed to follow the DC-3 to Reno.

Carl's latest Project ... a DC-6



Douglas DC-6 just prior to glide test. Carl says he discovered after hand launch that he forgot to cover the wings. Thus there was insufficient lift for sustained flight. Yeah, that's Carl behind it.

We left Wahpeton ND around 9:30 AM on Wednesday September 15 in miserable rainy weather. Luckily Bob Odegaard (DC-3) and Jerry Beck (Zero) were old crop dusters and were very used to low flying in the area. For about the first 150 miles we flew at between 250 and 300 feet because the ceiling was that low. Boy the ground goes by fast at that altitude. Soon the weather broke and it became clear sailing. We needed to get the Zero into Stead field where the races are held no later than Wednesday evening so the Zero could be judged on Thursday morning.

The DC-3 could have made it to Reno with one fuel stop but the Zero had far less range so we had to stop in Rapid City SD, Rock Springs WY, and Elko NV before we landed at Stead Wednesday evening. We raised a lot of attention at these airports when the Zero and DC-3 arrived. When we landed at Stead it was quite a thrill for me because we landed on the same runway the air racers use. I had never been out that far at the facility before. After

we dropped Jerry Beck and the Zero we headed to Carson City NV where we had to park the DC-3 because we couldn't leave it at Stead. Carson City was where we planned to bunk anyhow. Carson City is about 30 miles from Stead.

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When we landed at Carson City and were taxiing we were met by several owners of a few of the 50 or so hangers and they directed us to where we should park. Obviously Bob Odegaard and Harry Thompson had stayed there before because they really rolled out the red carpet. This ended up to be what Harry was telling me about when he said they stay in these fancy hangers complete with occasional living quarters, showers, laundry, kitchenette, etc and bunk on cots, air mattresses, or whatever else is comfortable to make a hanger floor habitable. There are currently about 50 of these hangers valued between \$170,000 and \$200,000 depending on the size. One thing for sure, all their owners were most hospitable and the lodging cost us nothing.

Each night we went to a different hanger for a big party which included food and drink. I'd say there were between 75 and 100 plus at the party each night. We'd throw between \$10 and \$15 in a bucket each night to defray the cost and have a great time. These people treated us like royalty. I stayed in a hanger owned by Buz and JJ. A nicer couple you could not have met. He owned a 1961 Mooney by which I slept each night. In the morning they were there with coffee and toast, muffins, peanut butter, jelly, cereal and whatever else was available for breakfast. Each day they took us to the races and even let us buy extra passes for the box seating and VIP accommodations which included a pit pass and all the food and drink you wanted for the day. I did this one day but it could get too pricey to do every day. Most of my time was spent in the pits anyhow. That was covered by purchase of a pit pass at a far less cost. These people have a luxurious lifestyle and weren't afraid to share it with anyone interested in aviation!

The races were great! Of course my interest is mainly the unlimited class which includes Bearcats, Sea Furies, Mustangs, Yaks or in other words the "Big Iron". Dago Red, piloted by Skip Holm was the guy to beat. However Rare Bear was after him in full force. In the final Gold race it appeared that Dago Red was the champion with Rare Bear in second place. However Dago Red cut a pylon and the time penalty put Rare Bear in first place as the 2004 National Unlimited Champion. Boy was it good to see air racing again.

Sunday was also the day the winner of the 2004 National Heritage Award was announced. Unfortunately the Zero didn't win but it is difficult to understand why. While disappointed, Jerry Beck was happy that he made many contacts about his Zero especially those with the Japanese magazine editors and other Japanese dignitaries.



Bob Odegaard's DC-3 parked in front of the hangers we stayed in at Carson City, NV.

The trip back was uneventful other than the fact that we were VFR at Carson City where the DC-3 was but the Zero was IFR and we had to wait until the Zero's conditions improved to VFR before we could rendezvous in the air for the trip home. That didn't happen until about 12:00 our time so we got a late start back. Consequently when we made a stop in Casper WY for fuel, we only had about an hour of daylight left and the weather was getting bad. Jerry Beck cautiously decided to leave the Zero in Casper and ride back in the DC-3 to Wahpeton and return later in the week to pick up the Zero. We filed an IFR plan and moved on. We arrived back in Wahpeton ND at about 10:00 PM Monday September 20. The end of the most exciting trip I've ever had and look forward to more just like it. Let me know if you ever want to go along because usually there are seats to fill. The more people we have, the cheaper the trip.

We stayed overnight in Wahpeton on Monday night and left for home on Tuesday morning. Before we left we stopped at Jerry Beck's shop and, you guessed it, he and his crew were already hard at work on the latest project, a P-51A. I said I would comment later about the crashed Red Tail P-51C. I knew that the crash remains were at Jerry's facility for rebuilding some day. Jerry told me where they were and I photographed the wreckage and I have included some shots here. I asked Jerry if any scraps were available as souvenirs and he said yes, after the rebuilding. He said every piece could tell a story in their rebuilding effort. As to it's rebuilding, Jerry says it is completely rebuild able because he has all the templates. He is one amazing man!

I hope you enjoyed my story about the most spectacular time I've ever had and I hope you enjoy the pictures of the trip.



The Zero in Jerry Beck's Hanger.



Jerry pulls the Zero out for the rainy part of the flight to Reno.



This is how it looked from the DC-3. SD Crazy Horse Memorial in background.



"September Fury" Sea Fury owned by Michael Brown Carson City, NV. All three of the planes in this row are hangered where we stayed



"Big Bossman" F7F Tigercat flown by Michael Brown Carson City NV.



"September Pops" Sea Fury flown by Michael Brown Carson City, NV.



"Precious Metal" with contra-rotating Griffon engine.



One of the prettiest racers at Reno. "Voodoo" flown by Curtis Brown.



My Son Jason met me at the races. Shown with B-24 pilot John Lazar from Wisconsin Rapids.



"Miss America" flown by Brent Hisey returned after its crash 2 years ago with a new paint scheme.



Julie Clark who flies her beautiful "Spirit of America" T-34 routine to Lee Greenwood's "Proud to be an American" song.



Neil Armstrong, first man on the moon, participated in the National Aviation Invitational ceremony.



Skip Holm's "Dago Red" in the pits.



"September Fury" getting ready for a race.



Bob Hoover's old pace plane "Ol Yeller"



Jerry Beck's beautifully restored Zero in Reno Invitational judging area.



Jerry looks pretty proud here.



Jerry answering questions for a Japanese magazine editor.



Five times Space Shuttle astronaut "Hoot" Gibson flew Sea Fury "Riff Raff"



"Hoot" Gibson and "Riff Raff"



Business end of "Rare Bear" the Gold Unlimited winner at Reno 2004 owned by Lyle Shelton and flown by John Penny



I bunked next to this Mooney. Picture taken at one of our hangar parties.



Another view of the hangar showing the living quarters above.



Shot of the inside of the DC-3. Seats on one side and viewing on other.



Fuselage remains of the Tuskegee Air Men Red Tail P-51C restoration.



Crushed wing leading edge where it hit the tree and separated from fuse.



Clearly the remains are from the Red Tail P-51C. It will fly again.



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