



Eagle Screams



Volume VI, Issue X

Monthly Publication of the Screamin' Eagles

October 2005

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: Bill Disch (608) 332-8816
Email: wcbill@merr.com
- Vice President: Tom Lazar (608) 655-3396
Email: tdlazar@yahoo.com
- Treasurer: Le Roy Stuczynski (608) 249-9517
Email: roy@galleryofaviation.com
- Secretary Mark Johnson (608) 429-4822
Email: mcjohnson@jvl.net
- Editor: Le Roy Stuczynski (608) 249-9517
Email: roy@galleryofaviation.com
- Research Editor: Mike Pirkel (608) 877-0419
Email: MADDOG@ITIS.com

Member E-Mail Addresses

Carl Bachhuber, carlb@mayvl.com
 Chuck Backman, skyblues@charter.net
 Dick Buescher, rcspec@merr.com
 Richard Cohoon, racohoon@charter.net
 Bill Disch, wcbill@merr.com
 Rob Goebel, robbyg@internetwis.com
 Mark Johnson, mcjohnson@jvl.net
 Wayne Lanphear, bgbird@charter.net
 Tom Lazar, tdlazar@yahoo.com
 Harley Nelson, lhnelson@verizon.net
 Mike Pirkel, MADDOG@ITIS.com
 Roy Seals, royseals@wi.net
 Le Roy Stuczynski, roy@galleryofaviation.com
 Lyle Stone, lylestone@charter.net
 Ray Walsh, bywing@charter.net
 Joel Wytttenbach, joelwytttenbach@hotmail.com



Member Web Pages

Carl Bachhuber - <http://www.carlb-rcplanes.com>
 Roy Seals - <http://hppilots.com>
 Le Roy Stuczynski - <http://galleryofaviation.com>

October Meeting Returns to JJ's Top of the Swamp



The October 13, 2005 Screamin' Eagles meeting will be held at JJ's Top of the Swamp as will the rest of our winter meetings. Tim Faust welcomes us back and said all dart leagues are now held in the bar area so noise won't be a problem and we will have plenty of room for show

and tell. Bring lots and come on down early for some great food and drink to show our appreciation for using their place. Hope to see you at JJ's.

Le Roy 

Prez Sez — By Bill Disch

Hi Eagles. Guess I better do this while it's fresh in my mind. It's been a bad month for flying for me. I lost two planes to mother earth (bummer). The Taylorcraft and Spacewalker. But I don't let that shake me up! They will fly again?? It will keep me busy during the long cold winter days. Well, enough rambling. I'll see you at the meeting

Bill 

September Minutes - By Mark Johnson

We had a perfect evening for flying. Chris Laubmeier and I got a few flights. Bill Disch said he got some flights in Madison before he came out to the meeting and Le Roy Stuczynski was stuck behind a train on Hwy 113.

We voted to hold our winter meetings at JJ's Top of The Swamp from October through May. Le Roy talked with the owner and he said they would have a quiet room with tables for show and tell. So, starting with October's meeting we will be back at JJ's.

Next month we need to talk about I.M.A.A. and what it does for our club and if it needs to be a requirement to fly at the big bird event???

See you at JJ's in October.

Mark 



Trez/Ed Sez – By Le Roy Stuczynski

Hi Eagles. What a month this has been!! I was Contest Director at the September 11 LARCC Fun Fly where I finally got to meet Merritt “MO” Chance who flew Corsair #530 in WWII VMF 312 Checkerboard Squadron, I got a ride in “Moonbeam McSWINE”, a P-51 hangared in Romeoville, IL and owned by Vlado Lenocho, and lastly was able to install the Gallery of Aviation Corsair in the St. Peter garden as a memorial to my dad. Wow! That was a great aviation related month that I’ll probably never again be able to duplicate. Each of these items will be covered later in separate articles in this newsletter issue, along with pictures and, when possible, web addresses to let you further understand why these occurrences are probably some of the most exciting aviation experiences I will ever be a part of. I won’t go into any more detail here about any of the stories, rather I will cover it in the following individual articles.

See you at JJ’s. *Le Roy* 

Le Roy finally gets to meet Merritt “MO” Chance in person: By Le Roy Stuczynski



Merritt "MO" Chance at the Lodi Fly In.

Merritt “MO” Chance is the original, and current, WWII Historian of Checkboarders Corsair Squadron VMF 312. This squadron was the favorite that dad serviced in the South Pacific during WWII. Since dad died I have been in email contact with “MO” because he did visit the Gallery of Aviation and a friend of his wrote us to ask if dad was still “in a vertical position”. Unfortunately the answer was no but I have befriended “MO” since then through email. Unfortunately I never met “MO” in person until September 11, 2005 at the LARCC event. “MO” is a modeler and in fact was a good friend of multiple model airplane record holder Maynard Hill. Each month I email “MO” a copy of “Eagle Screams” and since he has now moved to Middleton from Maryland to be closer to his family, he saw the announcement of the LARCC event and wanted directions. That’s how I finally met “MO” in person.



"MO" in #530

“MO” gave dad an autographed picture of him (like above right) in formation with 2 other Corsairs of his squadron. “MO” in #530 was in the foreground. “MO” said the squadron leader was “out of

formation” when the picture was taken so he ended up in the foreground. The picture now hangs in my family room with a VMF 312 Checkerboarders Squadron patch. As I indicated, VMF 312 is the favorite Corsair squadron dad serviced during WWII. Unfortunately dad’s and “MO’s” paths never crossed but they were together in the South Pacific. However their “Once a Marine” motto kept them together in Marine spirit! <http://www.f4ucorsair.com/vmf312/312.html>



Merritt "MO" Chance during WWII.

The year after dad died I was asked to judge the best Corsair in memory of my dad at a plastic modelers show in Verona. While there were several beautiful Corsairs, one immediately jumped out at me that I’m sure would have been dad’s favorite! It was a VMF-312 “Checkerboarders Squadron” Corsair! Coincidentally it was done in WWII pilot 1st Lieutenant Merritt O. Chance (MO) #530 markings. I emailed MO of my choice and he asked for the address of the winning modeler. See the entire story at <http://www.galleryofaviation.com/articles/contest/contest.html>.

Thanks “MO” for the opportunity to finally meet my WWII Corsair hero in person. “Semper Fi”

Steve Stuczynski Memorial Erected at St Peter Church Garden – By Le Roy Stuczynski



The “Gallery of Aviation” Corsair has landed at its final resting place at St Peter Catholic Church garden as a memorial to my dad Steve Stuczynski. My mother and I donated the 65 pound weathervane as a permanent memorial to Steve and his Gallery of Aviation. The Corsair had been displayed at mom’s house for 5 years since September 30, 2000 when we moved it back after a display at dad’s memorial service that day at St Peter Catholic Church. Thanks to Jim Oughton and his son Aaron for their help on Sunday October 2 in the installation of this memorial to Steve. Drive by the St Peter grounds at the corner of North Sherman Avenue and Wheeler Road to view the weathervane. The story about the Corsair can be viewed at: <http://www.galleryofaviation.com/photo.html>

My ride in P-51 Moonbeam McSWINE: By Le Roy Stuczynski

I'd bet everyone who loves Warbirds would give most anything to get a ride in a WWII P-51. I know that's how I felt! I had seen fellow Warbird Squadron 4 member Vlado Lench's beautiful "Moonbeam McSWINE" at numerous airshows. Periodically Vlado generously donates a P-51 ride as a Squadron 4 raffle prize. Lord knows I have bought many tickets but never won.

As I was relocating the beautiful plastic models constructed by our Madison Plastic Modelers Club for the Gallery of Aviation, I focused on a 1/24" scale model of William Whisner's Moonbeam McSWINE that was done by a young master modeler named Kevin Eckles. Unfortunately Kevin died at a very young age but his beautiful model lived on at the Gallery. See William Whisner's story at <http://usfighter.tripod.com/wishner.htm>. I often thought perhaps this model should now live with Vlado. I set up the model and took



several digital pictures and sent them to Vlado. I asked if he would consider trading the model for a ride in his P-51 or at a reduced price. If neither was possible I said I still want him to have the model. Vlado promptly wrote back saying "Le Roy, what a great idea, let's set something up in the next 3 weeks." Was I thrilled or what? A short time later he wrote back and asked "how about this Sunday?" This all happened within a 3 day period!

At 7:00 AM Sunday Morning September 18, I drove to a town called Romeoville, IL near Joliet, IL. The P-51 is hangared at Lewis University Airport in Romeoville. At 10:00 AM I arrived at hangar #314 for the ride of my life! Vlado is an extremely kind man and he treated me like I've been his friend forever. He helped me into my parachute and buckled me in my seat. He said he gave a ride earlier that morning and said the air is extremely smooth. He fired up the Rolls Royce Merlin and away we went. Smooth it was and it almost felt like we were barely moving. I knew better than that! Vlado did a wingover and asked if I was up to a slow roll. I responded "absolutely"! He did 2 slow rolls and a low fly bys at 2 airports. The second was a small grass strip and it almost felt like we were strafing a German airstrip.

After we landed we taxied for fuel because Vlado was going on a cross country the next day. We then taxied back to hanger #314. The taxiing was almost as exciting as the ride. The entire ride was absolutely unbelievable and is something I will remember as long as I live! Thanks Vlado!! Learn more about Vlado and his Reno Air Race experience at <http://www.aafo.com/racing/news/00/vlado.htm>.

For those of you don't elect to check out the William Whisner website, I wish to give you some information about Whisner. He was a P-51 ace with 15 1/2 German Air kills and 3 ground kills in the P-51. After the war he liked to vacation at a southern lake resort. On September 19, 1989 he passed away after a violent reaction to a wasp sting. My dad had told me that the family asked someone with a Moonbeam McSWINE markings P-51 to fly Whisner's ashes over that southern lake and sprinkle his remains. I asked Vlado whose P-51 did this? He answered "it was me". Vlado then pointed to damage at the stabilizer leading edge that happened when he dumped the ashes. He never repaired the damage and the picture of Vlado pointing at the stab is a "Kodak Moment" of this historic occurrence. Vlado said "there really is no good way to dump the remains from a P-51". Following are some pictures from my memorable day.



Lewis University Airport entrance.



Vlado starting the big Merlin.



Taxiing for takeoff.



A view right after takeoff.



Pilot Vlado Lench.



P-51's like lots of gas.



My view from the back seat.



Vlado points to the ash damage.

Lodi Area Radio Control Club 13th Annual Fun Fly – By Le Roy Stuczynski

On September 11, 2005 I was the AMA Contest Director at this very successful event. We had 30 registered pilots, great food, games for the kids, ping pong ball/candy drop, raffle, and Dolly Wischer the AMA teddy bear lady who helped kids make teddy bears all day. What a great family day! Thanks to the cooperation of the LARCC members I was able to leave my transmitter impound duty and take some pictures which follow.



Entrance to the event. LARCC does a great job of advertising their event.



Mark Johnson and G. P. Wiemer helped me at registration/impound.



Doug Yaroch, Fall River, WI flew this huge Ultimate Bipe and an Edge 540.



Joe Meyer flew this Edge 540. Poor Joe recently lost a model at an event due poor frequency control.



Joe Meyer also flew this Edge 540. I think Joe was relieved to see our frequency control was better.



Chris Koberlie, Waunakee, WI put on a great helicopter exhibition!



Mark Johnson, Pardeeville, WI flew this profile Extra 300 he bought from Roy Seals to save it from Texas.



A shot of the south flight line.



Mr. electric David Rush of Madison, WI flew this neat electric Stearman.

LARCC event pictures Continued on page 5



Screamin' Eagles President Bill Disch was on hand with his giant SIG Rascal.



Lyle Stone, Lodi WI showed his patriotic Extra 330.



Lyle also brought this pretty Ultimate biplane.



Mark Johnson flying with Mike Kimmerly spotting.



Merritt "MO" Chance, the WWII VMF 312 Corsair pilot, asked "where's the Corsair?" David Rush of Madison, WI came through with this electric.



Unfortunately sometimes they break. This pretty airplane was flown by Dan Kenison of Wisconsin Rapids, WI. Post mortem showed that the ARF elevator servo mount may have failed.

UltraCote printing



Goldberg UltraCote film covering has a paper backing that you can print on. Cut an 8 1/2-by-11-inch sheet, put it in an inkjet printer, and print your design on the paper backing. (Note: Don't use a laser printer or anything that uses heat as it will destroy the covering.) This works well for large lettering. Make sure your image is reversed so when it's printed on the backing, you can cut it out and it will be correct when ironed on the airplane.

If you want to use a piece of covering that is smaller, print the design onto paper first. Then, carefully tape the UltraCote over the design on the paper and run the entire sheet through your printer. The design should print in the same place.

Engine Repair tip



When removing a cylinder from the crank case, I use a heavy tie wrap inserted through the exhaust port and gently use the piston by turning the crank to push the sleeve the first 1/16 to 1/8 inches out of the crank case. If it does not move with relative ease, apply heat to the outside of the crank case with a propane torch. Never use a piece of metal or screwdriver blade in the port, as this would result in damage to the piston and sleeve.

When replacing a piston ring, always check the surface on either side of the ring. Using a fine wet stone that is flat and not worn, or wet and dry sandpaper (400- to 600-grit) on a piece of glass with a little thin oil, be careful to apply even pressure on the ring. Apply only enough pressure to obtain a good pattern. You don't want to change to dimension of the ring; however, it must seal in the ring gland. This small step can make a big difference in your motor's performance.

from Talespin
Kern Model Aircraft Kontrollers
Julie Gray, editor
Lake Isabella CA



Schultz Sport & Hobby

315 S. Thompson Road

Sun Prairie, WI 53590

(608) 837-3498

RC Airplanes, Trains

Hours 8 – 5 P.M. Mon. – Fri.