



# Eagle Screams



Volume VIII, Issue XI

Monthly Publication of the Screamin' Eagles

November 2007

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<br>Email: <a href="mailto:rcdisch_marcsclub@hotmail.com">rcdisch_marcsclub@hotmail.com</a> |
| Vice President:                    | Mark Johnson (608) 429-4822<br>Email: <a href="mailto:mcjohnson4@verizon.net">mcjohnson4@verizon.net</a>             |
| Treasurer and<br>Newsletter Editor | Le Roy Stuczynski (608) 249-9517<br>Email: <a href="mailto:roy@galleryofaviation.com">roy@galleryofaviation.com</a>  |
| Secretary                          | Richard Cohoon (608) 635-2516<br>Email: <a href="mailto:racohoon@charter.net">racohoon@charter.net</a>               |

## Member E-Mail Addresses

Carl Bachhuber, [carlb@mayv1.com](mailto:carlb@mayv1.com)  
 Chuck Backman, [skyblues@charter.net](mailto:skyblues@charter.net)  
 Dick Buescher, [rcspec@merr.com](mailto:rcspec@merr.com)  
 Richard Cohoon, [racohoon@charter.net](mailto:racohoon@charter.net)  
 Bill Disch, [rcdisch\\_marcsclub@hotmail.com](mailto:rcdisch_marcsclub@hotmail.com)  
 Mark Johnson, [mcjohnson4@verizon.net](mailto:mcjohnson4@verizon.net)  
 Aron Kershaw, [kershawa@hotmail.com](mailto:kershawa@hotmail.com)  
 Bill Kinney, [hukilau@centurytel.net](mailto:hukilau@centurytel.net)  
 Wayne Lanphear, [bgbird@charter.net](mailto:bgbird@charter.net)  
 Craig Lovell, [cmlovell@charter.net](mailto:cmlovell@charter.net)  
 Harley Nelson, [lhnelson@verizon.net](mailto:lhnelson@verizon.net)  
 Roy Seals, [royseals@wi.net](mailto:royseals@wi.net)  
 Le Roy Stuczynski, [roy@galleryofaviation.com](mailto:roy@galleryofaviation.com)  
 Ray Walsh, [bywing@charter.net](mailto:bywing@charter.net)  
 Brad Witt, [bwitt@chorus.net](mailto:bwitt@chorus.net)  
 Joel Wyttenbach, [joelwyttenbach@hotmail.com](mailto:joelwyttenbach@hotmail.com)  
 Doug Yaroch, [a-d-aero@powerweb.net](mailto:a-d-aero@powerweb.net)



## November Meeting will be at JJ's



The Thursday November 8 meeting, as well as the rest of our winter meetings, will be held at JJ's. Come early and eat because they have great food. Also bring lots of show and tell because they have plenty of room. Again we thank manager Tim Faust, for arranging for us to use their facilities for our winter meetings.

## Member Web Pages

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

## October Minutes - By Richard Cohoon

President Bill Disch called the October meeting to order. The Secretary's report was minutes as presented in the newsletter. A Treasurer's report was given by Le Roy.

### Old Business:

There was discussion about the date for the 2008 Giant Scale Fly-in. A motion was made seconded, to tentatively set the date for the event as June 14. All members present agreed. The date is tentative because we do not know the dates for other events which may conflict with ours.

### New Business:

A recommendation was made that the club continue with the past practice of making a donation to the MARCS in consideration for the use of the flying field for our event this year. A motion was made to donate \$75.00 to the MARCS. The motion was seconded and all members present agreed. Motion carried, the Treasurer acknowledged and will send the donation.

Reminder that elections for club officers will be in December. Nominations for positions will be made at the November meeting.

### Show and Tell:

Brad Witt brought and showed the plans for a 10% less than 1/4 scale Bonzo he intends to build. This is a Nelson plan. Happy building Brad it looks like a great project.





# Schultz Sport & Hobby



## RC Airplanes, Trains

315 S. Thompson Road,  
Sun Prairie, WI 53590 (608) 837-3498  
Hours 8 – 5 P.M. Mon. – Fri.



**Trez/Ed Sez** – By *Le Roy Stuczynski*

**H**i Eagles. Well I must say that I was very satisfied with the discussion at the October meeting about the content of the newsletter. Further I heard favorable comments from people and clubs I send the newsletter to each month about their appreciation. A special note came from Jim Vanderwalker, Secretary/Treasurer of the Shawano R/C Club. He wrote “Roy, I want to tell you that I for one look forward to your newsletter each month and would really miss it if you stop it. It seems that a few of us have to do most of the work for the hobby, and I’m sure it’s like that in a lot of other hobbies and organizations also. It’s a thankless job but it also fills out this hobby’s fun and interesting for others also. Yes it’s a lot of work and thankless too. It will be a long, cold winter without your newsletter Roy and the club will be much poorer without it”. I guess that pretty much puts it all in perspective and Jim I thank you for your kind words. When I was looking for his club affiliation I bumped into his autobiography which shows his deep love he has had for model aviation since 1937. Give it a look at <http://www.modelaircraft.org/museum/bio/Vanderwalker.pdf>.

The bottom line is that I made my point that I’d appreciate some newsletter suggestions, articles, or interests. I further understand that a short newsletter isn’t necessarily a bad newsletter in the eyes of the membership. I welcome your input but if the newsletter is limited because I don’t have time to search for articles or I don’t have a report and pictures of an event I attended, I know you are still happy with the product. Thank you for helping me through my frustrations. I really enjoy this small contribution to the hobby I make by doing the newsletter.

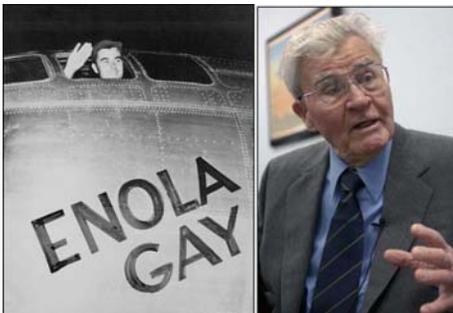
Don’t forget to attend the November meeting because we will again discuss the date of our 2008 event and nominations will be taken for next year’s officers. The election will take place at the December meeting. I will also present our donation to MARCS President Brad Witt for our use of the MARCS field last year because I did not get it out in the mail last month. If I forget Brad, please remind me.

See you at JJ’s *Le Roy* 

## Enola Gay Pilot, Gen. Paul Tibbets

February 23, 1915 – November 1, 2007

**Left: Then Col. Paul Tibbets waves from the cockpit of the Enola Gay, the B-29 Super fortress that dropped the first atomic bomb over Hiroshima. Right: Brig. Gen. Tibbets (Ret.) during an interview in 2003.**



Paul Tibbets, the pilot of the Enola Gay, the B-29 that dropped a nuclear bomb on Hiroshima, Japan on Aug. 6, 1945 died at his home in Columbus, Ohio early Thursday. He was 92. Tibbets was a 30-year-old Lt. Col. when he was called on to plan and execute the world-changing mission, a mission he told Studs Terkel in a 2002 interview that could have been even more dramatic.

In that interview, Tibbets told Terkel that the original plan called for simultaneous drops on Europe and Japan to ensure surprise in both theaters. However, the war in Europe ended three months before the weapon was ready so efforts were concentrated on the still-resisting Japanese. Tibbets had been in ill health for a couple of months.

At his request, there will be no funeral or grave marker, which he believed would become a rallying point for protesters. Tibbets never expressed regret over dropping the bomb, saying it was his duty. He asked that his ashes be spread over the English Channel, where he flew for part of his war service. 



## Carl Bachhuber's latest project

Carl's latest project (I think) is this monster Douglas C-124. Unfortunately I don't have any specifics about the project and this picture was taken from a September 20, 2007 posting on his spectacular website at <http://www.carlb-rcplanes.com/>. If you haven't checked his list of models included on his site you can now see a video of his Douglas DC-6 and Lockheed Constellation. They are great!

However I wanted to acknowledge Carl's latest project because I have not been faithful in keeping up with his projects. Perhaps we'll see Carl at one of the next meetings to fill us in on this project as well as share some stories about his 2007 season. I'm sure the C-124 is near completion by this time. We haven't seen Carl for some time and we want to make sure we don't lose contact with Balsa USA's favorite customer and Eagle member. *Le Roy* 

## Hey Eagles I hope we're not too late for a buy of a lifetime!! - *Researched by Merritt "MO" Chance*

Here's a rare opportunity to own a 1929 Ford 4-AT-E Tri-Motor restored to an extraordinarily high standard. This is arguably the most original and perfect example of this historically important aircraft, and it remains a national treasure in its own right.

This Tri-Motor, registered NC9612 (also use N9612 for internet research), has a unique history. In 1929 it was delivered as a new passenger plane to Mamer Flying Service in Spokane, Washington. It was later sold to K-T Flying Service of Honolulu and was at Pearl Harbor on December 7, 1941. Brought back to the mainland in 1946 by a private owner, it was leased by TWA for their 1949 [20th anniversary celebration](#). It then went to an agricultural operator in Idaho and was modified as a sprayer and also as one of the pioneer [forest fire fighting air tankers](#). Johnson Flying Service in Montana flew it for several years to drop Smoke Jumpers and supplies to fire fighters. Since 1969 the plane has been privately owned and hangar stored by Dolph Overton and was part of his Wings and Wheels museum collection. It is currently owned by the Overton Family Trust, which was created by Mr. Overton to fund the plane's restoration and facilitate its sale.



This was a no concession, no compromise restoration in which the airframe was reworked, a new interior installed and the exterior completely re-skinned, with most work being performed under the supervision of Master Restorer Bob Woods of Woods Aviation in Goldsboro, NC. The wings were reworked and re-skinned by Hov-Aire in Vicksburg, Michigan. The landing gear, including the unique Johnson bar braking system, is complete and original. The original straight-laced wire wheels have tires that were re-sculpted to replicate the correct profile and tread pattern of the period. The wood paneling of the interior has been skillfully recreated. There are no modern avionics or communications gear - just what came with the plane when it was delivered from the Ford factory in January of 1929. Exhaustive efforts were made to ensure originality in every detail with assistance from Tim O'Callaghan of the Henry Ford Museum and American Aircraft Historian Bill Larkins, author of "The Ford Tri-Motor" book. Also assisting were Retired Eastern Airlines Captain Bob Beitel and Retired Admiral Witte Freeman of the Virginia Aviation Museum. Total airframe time is 3102 hours. Total time on the three Wright Whirlwind engines and the propellers is just 48 hours SMOH. This plane has no accident history.

The restoration has been completed with authentic markings for TAT as a tribute to the historic first air-rail route across the United States by Transcontinental Air Transport in 1929. This is the second time that this plane has been used for this purpose, as TWA painted it in a similar fashion for their [20th anniversary national tour](#) in 1949.

In November, 2005 the Tri-Motor was flown from Goldsboro, NC to Richmond, VA where (until recently) it was on public display at the Virginia Aviation Museum. It has also graced the cover of the March, 2006 issue of Trade-A-Plane. Currently hangared at Petersburg-Dinwiddie Airport in central Virginia, it is available for viewing and inspection by appointment only. *Continued page.4*



Screamin' Eagles  
c/o Le Roy Stuczynski  
4417 Maryland Drive  
Madison, WI 53704



**Tri Motor** – Continued from page 3

Seeing the plane up close speaks volumes to the many 'labors of love' by all the craftsmen who participated in its restoration. NC9612 has a majestic presence that is undeniable, and to see it on the ground or in the air is an unforgettable experience. Please consider becoming the next owner of this important player in aviation history.

Price: \$2,700,000 / offers

**For a full report with more pictures see:** <http://www.ipass.net/ginkgo/N9612home.html>

Dolphin Overton  
[dolphoverton@yahoo.com](mailto:dolphoverton@yahoo.com)  
336-262-9561

**The Perfect Job** - From the Tucson Radio Control Club, Tucson, Arizona



My first job was working in an orange juice factory, but I got canned ... couldn't concentrate. After that I tried to be a tailor, but I just wasn't suited for it ... mainly because it was a so-so job. Then I tried to be a chef—figured it would add a little spice to my life—but I just didn't have the thyme. Next I tried working in a muffler factory but that was too exhausting. I managed to get a good job working for a pool maintenance company, but the work was just too draining. I attempted to be a deli worker, but any way I sliced it, I couldn't cut the mustard. Then I worked in the woods as a lumberjack, but I just couldn't hack it, so they gave me the ax. Next was a job in a shoe factory. I tried, but I just didn't fit in. So then I got a job in a workout center, but they said I wasn't fit for the job. After many years of trying to find steady work I finally got a job as a historian until I realized there was no future in it. I studied a long time to become a doctor, but I didn't have any patience. My best job was being a musician, but eventually I found I wasn't noteworthy. I became a professional fisherman, but discovered that I couldn't live on my net income. My last job was working at Starbucks, but I had to quit because it was always the same old grind. So, I retired and found ... I'm perfect for the job! ➔