



# Eagle Screams



Volume II, Issue XII

Monthly Publication of the Screamin' Eagles

December 2001

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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## December Meeting:

The December meeting of the Screamin' Eagles will be held at JJ's Top of the Swamp in Madison on December 13, 2001. 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. Bring lots of show and tell and don't forget the raffle.

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December 7,  
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## Member Web Pages

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## Prez Sez – By Rob Goebel

During our meeting last month there was some discussion regarding the new MARCS “field use” agreement with the City of Madison and how this might affect our annual big bird event. In simplified terms, this agreement gives the MARCS club the right to use this land (for a fee) as they have in the past. In return, MARCS must provide proof of insurance not only from AMA but also additional liability insurance for which the AMA might not cover.

Since this is publicly owned (owned by the City of Madison) land, another group not associated with MARCS may have the right to use the land provided they negotiate an agreement with the city. The group would have to follow the same stipulations with the City of Madison that MARCS has agreed to. This would obviously include the Screamin' Eagles.

If we would like to continue to have an annual big bird event, I would like to present three options for you to consider. One idea that was debated at the meeting was to require a MARCS membership in order to become a Screamin' Eagles member. This was just an idea, and after discussing this with the individuals involved it was clear that this idea was really intended to simply provide a connection with MARCS for our event in order to simplify the use of the MARCS field. It was not the intent of anyone to force Screamin' Eagles members to become MARCS members. Therefore, rest assured, the Screamin' Eagles will continue to be independent with respect to any specific club.

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## November Minutes – By Le Roy Stuczynski

President Goebel called the November meeting of the Screamin' Eagles to order at 7:30 P.M. at JJ's Top of the Swamp.

Rob announced members should be thinking of nominations for next year's officers. He also asked if we should do some sort of membership drive for new members and we should be thinking of ways to recruit new members.

Wayne Lanphear, MARCS president, asked whom of the Screamin' Eagles are MARCS members. The MARCS negotiated a new 5-year lease with the City of Madison for their flying site. There is a possibility that the new lease will prohibit MARCS to sublet the field to the Screamin' Eagles for its June event. The reason Wayne asked the MARCS membership question is that if all Screamin' Eagle members were also MARCS members the event would not be a sublet but rather a MARCS sponsored event. A lengthy discussion ensued regarding pros and cons of this arrangement. Most members were concerned that the Eagles would lose the independent status on which the club was originally based. Rob asked that members think about different scenarios for the relationship between the two clubs. Rob and Wayne will include more information in the newsletter next month for Eagles members to consider before the December meeting. Wayne will have more information from the city and we will be able to better discuss the relationship next month.

The New York disaster donation was discussed. The membership feels local donations would be a better idea. Charlie volunteered to look into local possibilities such as volunteer fire departments.

The December raffle was discussed and it was decided to spend \$250. Prizes will be of various values between \$25 and \$100. Lyle and Charlie, with assistance of Roy Seals, will pick the prizes.

Roy Seals agreed to be Secretary, Rob Goebel President, and Tom Lazar Vice President for Calendar Year 2002. Le Roy Stuczynski will continue as Treasurer and Newsletter Editor and Harley Nelson will do Public Relations work for our event(s).

Leroy announced that IMAA will not be renewing Sam Wright's Newsletter Editor contract and Richard Vukmirovich was re-elected our District VP.

The Eagles agreed to hold the February meeting at the Gallery of Aviation and Le Roy and his mom will prepare ham sandwiches, beans, and pick up other refreshments for the meeting. The club will reimburse Le Roy and his mom for the expenses.

We will decide which day we will hold the June fly-in and present the date to MARCS.

### Show and Tell

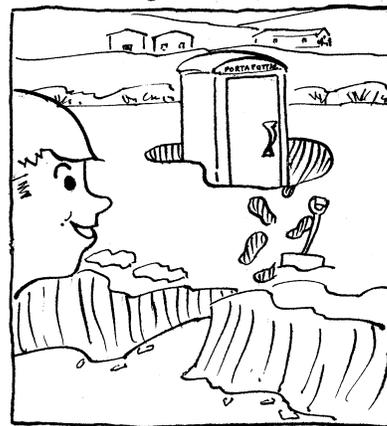
Roy Seal's show and tell is that he is going to be a daddy. Doug brought red vinyl folder material for Eagle's to use for making fancy interiors for the big birds. Wayne discussed his plans for finishing his Wedell Williams Racer. Harold showed very light pilots he carved from foam and painted and is selling for \$10 each

Continued in next column

## Minutes - Continued from left column

The Eagles commented on the fine job Le Roy does on the newsletter and Doug suggested using Mike McConville's Horizon Team Talk articles for monthly newsletter material. Le Roy thanked the membership for their appreciation and Doug for the material suggestion. 

**ORVILLE**  
BY HAROLD BLOSSOM



Merry  
Christmas



## Prez/Sez - Continued from page 1

That's what makes the Screamin' Eagles so interesting. We can debate controversial issues and still come out on top smiling and talkin' big birds! With that said, here are the three options for you to consider (if you have any other positive ideas, please bring them to the meeting):

- 1) The Screamin' Eagles event could become a MARCS event that would require no special consideration as far as the City of Madison is concerned. I believe things would run pretty much as they have in the past. Details would need to be worked out for this.
- 2) We could negotiate a separate one or two day agreement with the City of Madison and with MARCS. This would likely require some type of payment to the city. This would also require some form of additional insurance other than AMA.
- 3) We could search for another location for our event. This could be club fields in other areas or we could find something that could serve as a flying field for one or two days. If we decide to go this route, we would need to put some type of action plan together and further discuss options under this category.

Well I hope I didn't get too long winded. I tried to keep it to one page in Microsoft Word although it probably didn't make things any easier for Le Roy (thanks little buddy!). Anyway, bring your smiles and money to the December meeting and purchase lots of raffle tickets. Doug promises he won't win anything! See you there. →

**RADIO GLITCH**- Documented Electronic occurrence, causing immediate and irreparable loss of control.

**RADIO GLITCH**- Also: The source of any crash when there is a possibility of someone else's radio in close proximity to the plane.

**SWEPT AREA** - The only part of your apartment not covered in balsa dust.

**WETTED AREA** - After Deefa the Wonderdog finds the swept area.

**TAIL-DRAGGER** - R/C pilot who has spent an hour looking for his plane in a forest. See also "glitch".

**THERMAL** - Mythical occurrence of rising air - usually where one's sailplane is not.

**TRAINER CORD** - Handy device for electronically instilling false confidence in rookie pilots.

**TREE** - Implement used to separate Wings from Fuselage. See also "glitch".

**SINK** - Non-mythical meteorological event stimulated by rc soaring contests.

**SNAP ROLL** - After a nice hard G roll, something SNAPS (usually and most likely the wing).

Aerodynamic ability will slightly diminish.

**STALL** - Score Gravity: 1, Mr. Pilot: 0 .

**TIP STALL** - Offering several minutes worth of un-requested advice to a nearby pilot INSTEAD of taking your turn to launch off the winch; used when sink is in the air and contest points are at stake. See 'sandbagging'.

**UPWIND TURN** - Same as DOWNWIND TURN. . . . NO it isn't ! YES it is ! NO it isn't ! YES it is ! NO it isn't ! YES it is ! IS NOT ! IS TOO ! IS NOT ! IS TOO ! IS ..... etc. etc. etc.

**WING** - Device that, due to it's airfoil, allows air to flow faster over the top, thereby allowing you the opportunity to pour excess funding into the resulting low-pressure area.

**WING AREA** - What you get more of in the car by leaving the wife at home.



## Evelyn Sharp – *Researched by Mike Pirkel, Research Editor* (From the Air Force Museum web site)

Evelyn Sharp of Ord, Nebraska, got her first flying lessons from a barnstormer who could not pay a bill owed by him to her father. Her first lesson was on February 4th, 1935 when she was 16 years old. She earned her amateur pilot's license later that year followed by her private pilot's license at 17. At 18, she became the youngest person - male or female - in the country with a commercial pilot's license. With tremendous perseverance she worked at various jobs in order to earn money for more lessons and finally became a barnstormer herself.

She eventually taught flying in California and when she joined the WAFS she had 2,968 hours to her credit - the most of any WAFS pilot. Evelyn Sharp was the 17th WAFS pilot to qualify on October 20th, 1942.

For about a month, To learn to fly the "Army way", Evelyn was given initial training, ground school and orientation flights in small liaison and training aircraft like the Taylorcraft L-2B and Fairchild PT-19A. She flew her first actual delivery mission in late November 1942 when she, along with 9 other WAFS, delivered Fairchild PT-19A's from the factory in Hagarstown, Maryland to an Army Primary Training Base in Union City, Tennessee.

In February, 1943, Evelyn Sharp was transferred from the original WAFS unit - the 2nd Ferrying Group at New Castle Army Air Base - to the 6th Ferrying Group at Long Beach Army Air Base (AAB), California. Soon after arriving, the Long Beach WAFS were given transition training and qualified to fly more powerful basic trainers like the Vultee BT-13. In May she checked out as copilot for Douglas C-47s. In June, Evelyn Sharp and B.J. Erickson ferried a C-53 (a variant of the DC-3/C-47) from Long Beach to Fort Wayne, Indiana.

On June 10th, 1943, Sharp went to Palm Springs Army Air Base, California to get some transition training on AT-type aircraft. The course lasted less than one week and qualified her to fly the North American AT-6. After returning to Long Beach AAB, Sharp was kept busy ferrying various aircraft including North American P-51A's and -Bs all over the country. In September, Sharp was sent back to Palm Springs Army AirField except this time she was assigned as commanding officer of the new WASP detachment with the 21st Ferrying Group. She continued flying deliveries and rapidly qualified to pilot the North American B-25 and made her first delivery of one in mid-October.

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AIRPLANES  
with Mike McConville

Thanks to Doug Yaroch's suggestion to use articles from the Horizon Hobbies web page as interesting newsletter modeling information, the following tips for *Cutting Down the Weight* comes to you at just the right time for the Winter building season. It includes many ounce saving tips for the building and finishing process to make you "ounce" conscious when building your next big bird. I am seriously infected with the "heavy airplane syndrome". There is a cure for this disease and these tips can start the cure and reduce pounds on your next big bird. - *Le Roy*

## Building

by Clay Ramskill

Okay, so we all know that we want our planes to be as light as possible. How do we do that, especially with a kit already in hand?

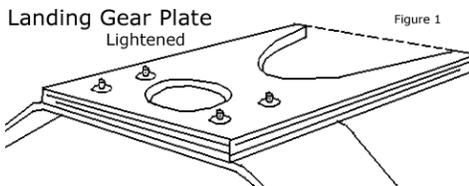
**WOOD:** The first and primary rule is -- do NOT use heavy wood!!! Select your wood at the hobby shop. Get good, straight-grained balsa pieces and compare them -- then buy the lightest.

**GLUE:** Use light glue -- CA is the best for the weight, aliphatics come next, and epoxies are the worst. Where you feel you must use epoxy, such as on your firewall or landing gear blocks, use as little as possible.

**PLY:** Plywood is heavy, but necessary in some spots -- firewalls, landing gear plates, and some formers need to be ply. But use it sparingly, substituting lite ply or even balsa ply if you can. But where bolts are involved, you should use aircraft ply.

Even using the heavier ply, we can shave some weight. For instance, 3/16" ply is enough for most 40-size firewalls and landing gear plates. Throw out the 1/4" stuff.

Further, use the strength of the engine mount. If it's a one-piece mount, you don't need the wood inside the bolt pattern. Cut it out, stuff the hole with balsa. The same goes for a plate for mounting landing gear. [See Fig. 1]



Wing mounting blocks can be cut down -- moving the bolts back an inch may allow you to cut an inch off the front of the blocks.

Ply formers can usually be trimmed from the inside -- ply fuselage sides can usually stand larger lightening holes.

## Lightness Counts

**CUT AND CHOP:** Lightening holes can be cut in balsa fuselage sides and on the top. (You may want to keep the fuselage bottom solid.) Thinner balsa may often be used for top and bottom cross-grain planking. Hollow or eliminate large blocks, such as are often supplied for wingtips.

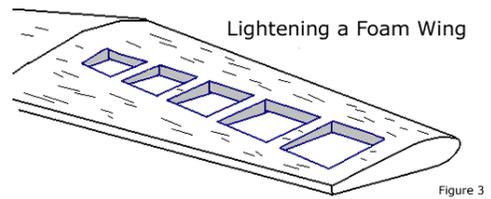
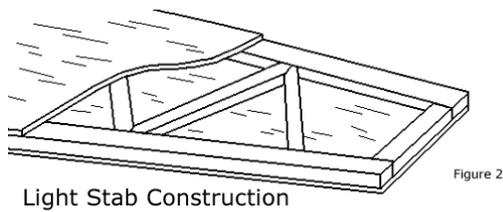
**BUILD UP:** Ailerons, rudders, and fins/stabs may be heavy 1/4" - 5/16" solid balsa. Building these up from 1/16" balsa skins with truss work interiors gives you a light, stiff structure, perhaps even stronger than the originals. Building up these surfaces may also be preferable to using the original solid wood with lightening holes. Skinned "built ups" are considerably stiffer than open frame construction, but not as light. [See figure 2]

**FOAM WINGS:** Foam wings can also be improved upon. Note that using light wood for wing skins and minimal glue applies here, too. Consider that the actual bending loads on the wing are greatest at the center, ranging down to near zero at the tips. So strength can be tapered off as we go out to the tips. Skin and foam may be cut away increasingly progressing outboard toward the wingtips; this is best done behind the thick point on the wing. [See figure 3]

**BUILT-UP WINGS:** The same principles apply; strength (and weight) can be cut out near the tips. Spars can be of thinner stock. Gradually cut the thickness of the webbing to 1/32" out at the wingtip.

Note: The above is fine for flight conditions -- but if you "catch a wingtip" on landing, that's another story!

**SANDING:** Can anything be simpler? The more you sand, the less the plane will weigh! Obviously, this could be overdone. At least sand in curved corners when they are shown on the plans. The sawdust may not seem like much weight, but it adds up.



## Finishing Up

**FUEL PROOFING:** Using thick coats of epoxy for fuel proofing adds unnecessary weight to your plane. Try dope, glas-coat, brushed on rustoleum, or equivalent. But don't skip out on fuel proofing. Besides being harmful to your wood and glue joints, soaked-in fuel is heavy!

**FITTINGS:** By all means, use quality, strong fittings (pushrods, clevises, control rods, etc.). But be weight conscious, too, and don't overdo strength to where you add unnecessary weight.

**BALANCE:** DO NOT ACCEPT adding any lead to a plane! The exception is an ounce or two in the wingtip to balance laterally. Move servos, battery, and even the engine to avoid adding lead to your plane. Bolted or glued in lead is unnecessary weight -and adds extra loads to your airframe. Scale builders may be stuck with this -- quite often scale planes tend to be heavy anyway; adding lead becomes the "last straw" leading to the stall, snap, crash tendencies of some of those planes.

**EXOTICA:** There are more exotic measures taken to save weight -- usually in larger, more complex aircraft. Modelers use aluminum, carbon and boron fiber, expensive honeycombs, and kevlar to increase the strength-to-weight ratio. All this stuff is expensive, but worth it when performance is the prime consideration.

**SAFETY:** You must keep in mind that whenever you make changes to a design specification, YOU are now responsible for the aircraft's integrity.

Don't be reluctant to experiment! If a ply former seems heavy, try making a duplicate of balsa ply, and compare. Try doing a built-up stab (they're easy, really!) and compare weight and stiffness with the solid version.

**FINAL THOUGHT:** Keep weight in mind constantly as you build. Would EZ hinges be lighter than the conventional hinge-pin type? Can I trim the ends off the engine mount? Is this piece of balsa too heavy?

An ounce here, a half-ounce there -- it all adds up! →

### *Evelyn Sharp* – Continued from page 3

When Palm Springs AAB was turned into a Pursuit Aircraft Transition School, Sharp's WASPs returned to the 6th Ferrying Group at Long Beach. Evelyn continued a busy schedule throughout the fall of 1943 and into the spring of 1944. She completed the training required for an instrument rating allowing her to fly even more aircraft in all types of weather. Additionally, she checked out in several more aircraft including the Douglas A-20 and Republic P-47.

On 26 March 1944, Evelyn Sharp made her first flight in the Lockheed P-38. Like the P-47 and P-51, the P-38 had only one seat so her first flight was also her first solo flight. After less than four hours flight time, she was checked out as qualified to ferry P-38's. On the afternoon of March 30th, she started on her first P-38 ferry delivery and began cross-country flight to the overseas embarkation port in Newark, New Jersey. She left Long Beach and flew to Palm Springs the first day and departed the next morning getting as far as Amarillo, Texas before stopping for the night.

On April 1st, she left Amarillo and arrived in Cincinnati, Ohio that afternoon. On the 2nd, she flew on to Harrisburg, Pennsylvania where she was stopped because of bad weather. The next morning as she was taking off from New Cumberland, the right engine lost power at the worst possible time - just as the P-38J was getting airborne. With no choice, Evelyn Sharp attempted to keep the plane in the air long enough to nurse it back to the airfield; however, the plane had neither the speed nor the altitude and it crashed beyond the end of the runway. Evelyn Sharp was killed instantly when the plane hit the ground.

Evelyn Sharp's casket was escorted by fellow original WAFS pilot Nancy Batson for the trip to her home in Ord, Nebraska. Today, the airport in Ord, Nebraska is named Sharp Field in her honor.

