



Eagle Screams



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Monthly Publication of the Screamin' Eagles

December 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 Pirkel (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, rcspec@merr.com
- Bill Disch, cbdisch@merr.com
- Rob Goebel, robbyg@internetwis.com
- Mark Johnson, mcjohnson@jvlnet.com
- Mike Kimmerly, boatbufs@execpc.com
- Bill Kinney, hukilau@charter.net
- Wayne Lanphear, bgbird@charter.net
- Tom Lazar, tdlazar@yahoo.com
- Craig Lovell, [bdla@mailbag.com](mailto:bdl@mailbag.com)
- Bob Miracle, rmiracle@execpc.com
- Mike Pirkel, 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@itis.com
- Joel Wyttenbach, joelwyttenbach@hotmail.com
- Doug Yaroch, a-d-aero@powerweb.net



December Meeting to be held at Rex's Innkeeper



The December Screamin' Eagles meeting will be held at Rex's Innkeeper in Waunakee on **Wednesday** December 10, 2003 at 7:00 PM. They have good food and drinks so come early and grab a bite to eat there to show our appreciation for using their place as our new fall and

winter meeting site. As you recall, we decided to move our meeting to a place that was less noisy. I called JJ's to thank them for past use of their facility. Please see directions to the Innkeeper on page 4 of this issue. Don't forget that the December meeting will include our club raffle so come on out and win some nice prizes. Remember the December meeting will be held on **Wednesday** December 10, 2003.

Member Web Pages

- Carl Bachhuber - <http://www.carlb-rcplanes.com>
- Leroy Brandt - <http://my.execpc.com/~lebrandt/>
- Mike Pirkel - <http://maddogaviation.com/>
- Roy Seals - <http://hppilots.com>
- Le Roy Stuczynski - <http://galleryofaviation.com>


RAFFLE, RAFFLE, RAFFLE

Don't forget! The Wednesday December 10 meeting at the Innkeeper in Waunakee will include our annual club raffle. Any 2003 member or new or return 2004 member is eligible to take home the loot. Tickets will be sold for \$1 each or six for \$5. Come on out and help us make it a successful club event! Be there and WIN!

Prez Sez – By Rob Goebel



I would like to take this opportunity to thank all you Screamin' Eagles for helping me out as your president over the past three years. You have put together a series of successful fly-ins that you can be proud of and I would sure like to help you continue that trend. Stepping down as your president was not an easy decision, but quite frankly I'm out of jokes to tell at the meetings. It will be good to get a fresh outlook for a while anyway and I'm sure someone will take the ball and run with it. My workload simply no longer permits the time necessary to do this job correctly.

Although I will be missing a few more meetings, I will continue to help this club as much as I can. Maybe I'll be able to actually build another airplane and bring it in for show-and-tell! Until next time, as Charlie would say, "keep the foam side up" (or is it shiny side up). See you at the meeting. 

November Minutes – By Roy Seals

Rob called the meeting to order and in true form, told another one of his jokes. This one was funny. You're getting better, Rob, but don't give up your day job.

Le Roy gave us the treasury report. We talked about giving the empty stocking fund another \$100 donation for this year. We also talked about leaving a fair amount of money in our savings account for a rainy day and this was passed.

Our December meeting will have our annual raffle for our club members. We have decided to get \$250 worth of items. We also are thinking about meeting on Wednesday, December 10, at The Innkeeper in order to have a quieter atmosphere to conduct a meeting.

Changes to your email address should be sent to Le Roy so that he can update our newsletter.

We talked about having our annual meeting at the Gallery of Aviation in February.

Our fly-in for next year has been tentatively set for Saturday, June 12, and we will be keeping an eye out on other events in order to fit it in to the best date possible without conflicting with other area events.

We discussed new officers for the upcoming year and decided on the following: President--will be discussed at our December meeting, Vice-President: Tom Lazar, Treasurer: Le Roy Stuczynski, Secretary: Mark Johnson.

For show & tell, Roy showed a new Craftsman infra-red thermometer with a laser pointer. It is smaller than the old gun-style and much, much cheaper.

Hope to see you all at the next meeting. Don't forget the changes in dates and meeting place.

Look forward to seeing you all in December as well as hearing Rob's latest joke.

Roy



Trez/Ed Sez – By Le Roy Stuczynski

It's been a pretty busy for me with club activities this month. I sent in the AMA and IMAA sanction for our June 12 Big Bird Fly In, went out to the Innkeeper to arrange for us to meet there, went to the credit union to deposit dues money collected last month, transferred "rainy day" funds to savings for next year's event, sent our Empty Stocking Club donation and...got the newsletter finished in time to announce our changed December meeting date (Wednesday instead of Thursday) and place. Wow I need a raise! I'd say at least double what I got this year.

I'm pretty excited about the upcoming raffle meeting. Rob and Roy always do a great job picking out hobby goodies we can all use. Let's have a great turnout to this fun event.

As I was looking at the IMAA website for an event sanction form, I noticed that the IMAA pays the \$15 AMA sanction fee for events scheduled in 2004. I don't know if this will be ongoing but it is a nice gesture by IMAA. We can use the saved money to buy beans and bacon for our February meeting at the Gallery of Aviation.

Well I hope you all have been thinking about who will be our new President to replace Rob. Take a look at the article I included on page 4 titled **THE LAST WORD: Something to think about**. It's an article filled with a lot of truth and serves as a good reminder to all of us about what it takes to keep a club going. I think the following statement from the article really jumped out at me. "Many club members have no idea who does what for the club. Some seem to think it all happens automatically and, since they've paid their dues, they're entitled to a free ride in all other aspects." I feel we are quite unique in that everyone pitches in to make us a successful organization. However, we do need a new President and let's not let the December meeting end without a new President.

I hope everyone had a very nice Thanksgiving and you are now pleading with Santa to bring you that new airplane. If you've been good you might want to start cleaning up the workshop in anticipation. If you haven't been particularly good, definitely get to the raffle...it may be your only chance this year.

Well I hope to see a big turnout at the Innkeeper for our President's election and the raffle. See you there.

Le Roy



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

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: Approximately how many instruments were in the cockpit of B-17 and B-24 bombers?

A - Roughly 300 instruments and controls were used in these aircraft.

Special Pictures of 2003 Aviation Activities - By Le Roy Stuczynski

In putting together the December newsletter I wanted to include some pictures because they liven up the rag. Given the fact I ran out of model airplane events to cover, I decided to pick some special pictures I accumulated in one way or another during the 2003 season that show events that have or will happen during 2003. I hope you enjoy them as much as I enjoyed accumulating them.



This spectacular picture shows the last flight of the Concorde with its special escort.



At Air Venture 2003, I met this ex B-17 pilot who was extremely fascinated with my story about the Gallery of Aviation. I met him on a tram on his way to a B-17 ride courtesy of his grandsons.



Jim Wright's beautiful Hughes H-1B replica at AirVenture 2003. Sadly he died in its crash going home to Oregon.



AirVenture 2003 had the Wright reproduction which will be flown at Kitty Hawk, December 17, 2003, 10:35 a.m..



Le Roy retired on May 2, 2003 and **highly** recommends it!



President Rob Goebel, his daughter, and Mike Pirkl at our highly successful 2003 big bird event.



Unfortunately Rob will be stepping down as Eagles President after 2003. Thanks for a great job



I again made it to Toledo in 2003 and, as usual, the Carden booth included a beautiful new model by our friend Doug Yaroch.

THE LAST WORD: Something to think about

By WALT WILSON

In most clubs, virtually all the work necessary to keep the organization going is done by a small percentage of the membership. The Spirits of St. Louis are no different. Whether it's cutting grass, being field chairperson, activities chairperson, a contest director, a board of directors member, maintaining a club Web site, or being president, treasurer, secretary, or newsletter editor, we are all volunteers. The pay scale is the same—zip.

Most members who have never been involved in any of these jobs have no appreciation of the effort that goes into doing them. Many club members have no idea who does what for the club. Some seem to think it all happens automatically and, since they've paid their dues, they're entitled to a free ride in all other aspects.

The people who recognize and assume the responsibilities do so for a variety of reasons. Most want to do something to feel like they're doing their share to support the club. Some have unique skills that enable them to make special contributions. As long as the volunteers do their jobs, the people who recognize what they're doing appreciate and occasionally thank them.

Whatever the reason, eventually the workers feel it is time to move on and let someone else carry the ball for a while. Maybe they're burned out, tired, have developed physical problems, or have family or business responsibilities that precludes donating the time necessary to do a club job. Maybe they feel they've done enough. Eventually, all will quit doing whatever they do. If you don't think that being a club officer takes its toll on time and patience, think about how many past presidents are still active members of the club. Of those who are, how many are willing to be president or hold another office?

Appreciate the people who spend their time making your club work. Pat them on the back occasionally. Don't resent them when they quit doing it. Ask yourself if you would have done that job.

from *Flight Lines*
Spirits of St. Louis R/C Flying Club
Walt Wilson, editor
St. Charles MO

How do I get to the Innkeeper?

- Coming from Interstate 90/94, exit Hwy 19 west to Waunakee. Travel on Hwy 19 through Waunakee until you come to Hwy 113. There will be a Walgreens on the right hand side of the intersection. Turn right on Hwy 113 and the Innkeeper will be on the left about 1/10 mile or so.
- Coming through Madison, proceed as if going to JJ's but continue past JJ's on Hwy 113 until it intersects with Hwy 19. The road will curve to the left to Waunakee. Travel on Hwy 19 through Waunakee until you come to Hwy 113. There will be a Walgreens on the right hand side of the intersection. Turn right on Hwy 113 and the Innkeeper will be on the left about 1/10 mile or so.



If you get lost, call me on my cell phone at 335-1700 and I will guide you in for a landing. *Le Roy*



Go Packers!

Winter Flying

by Larry Dudkowski

Here it is nearly January again. The beginning of another, and hopefully more peaceful year. This also marks the beginning of a new flying season.

Yes, that's right, you can fly in the winter. In fact some area clubs begin the New Year with a fun-fly New Year's Day. Personally I'm too tired from New Year's Eve to get out of bed, let alone do anything that takes any kind of skill or coordination.

To fly in the winter, other than dressing warmly, you do need to take a few extra precautions. So here are some helpful tips to keep you safe and airborne this winter. Most of these will seem obvious when you think about them. I'm just pointing them out.

Watch those winter clothes. Winter clothes are usually loose and heavy with strings and ties. Take care around spinning propellers. You don't want anything to get sucked into the propeller. Tuck those hood ties inside your jacket. Tie your jacket ties together. Watch where you put your gloves, too, so they don't get sucked into the prop. Be careful working without gloves in the propwash, it can chill your fingers very quickly. Be even more careful if you have wet hands from fuel.

Don't fly alone. Most of us during the season have gotten into the good habit of flying with a co-pilot. I think this is great. With all of the people wandering about, an extra set of eyes can sure come in handy. This is a good habit in the winter months, too, but for just the opposite reason. Since there are a lot fewer people around, while this means you have fewer people to watch out for. It also means that if something happens you are less likely to have someone around to help. If you do fly alone, and we don't recommend this, take a cell phone along and let someone know where you're going and what time you'll be back.

Check those batteries. Cold weather zaps the power from batteries. This includes your glow plug driver, transmitter, and receiver batteries, not just your flight box battery. Your engine will be harder to turn over in the cold so you will need that fully charged flight box battery. Don't forget those receiver packs—check them after each flight. A dead flight box battery may keep your airplane on the ground but a dead receiver battery will put your airplane in the ground or a tree or the lake.

Continued in right column

Winter Flying: Continued from left column

Anchor that model firmly. Be sure your model is anchored in the ground and not just the soft snow. Better yet, have someone hold it while you make your adjustments. And remember to do all your adjusting from behind and not in front of the prop. Remember loose clothes and spinning props make a bad combination.

Start the engine. If your engine won't start, try opening up the needle valve. Try about a quarter turn then hit it with the starter. If it doesn't start, try another quarter turn open then hit it again with the starter. Repeat as necessary. Once it starts let it run awhile before you adjust it for peak power.

I hope these bits of wisdom come in handy.

from *Plane Talk*
Prop Masters RC Club
Bill Robinson, editor
Warrenville IL

Have you paid your 2004 dues?

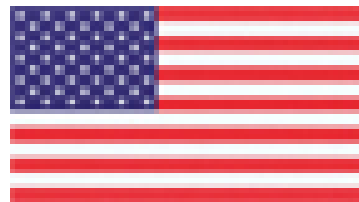
Many of you paid your 2004 dues at the November meeting. However, if you did not or were not at the meeting, please plan on paying your dues at the December meeting. Hopefully the raffle will bring everyone to the December meeting at the Innkeeper. Also there were a few of you who didn't renew last year and we would like to see back with us again. If you can't make the meeting, please send your \$10 dues to me at my address on the mailing page of this newsletter. Thanks!

Le Roy



Wisdom

Learn from the mistakes of others. You won't live long enough to make all of them yourself.



Merry
Christmas

