



Eagle Screams



Volume XII, Issue VII

Publication of the Screamin' Eagles

December 2011

The Screamin' Eagles Giant Scale Model Airplane Club meets on the 2nd Thursday of the month April through December. If you have any questions about club activities or meeting location please contact one of the following members.

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December Luncheon Meeting at JJ's Top of the Swamp

The Thursday December 8, 2011 meeting will be held at JJ's Top of the Swamp. We will gather at about 11:30 and the business meeting will start after we have finished our delicious lunch. Come early and get some great food. We will be collecting 2012 dues. Rejoin the club if you've been absent for a while or consider becoming a first time member. Attendance was very small at the last few meetings so let's try to have a nice turnout this month before the Christmas Holiday. It's great to get together with friends we haven't seen for a while. See you there.

October Minutes - By Brad Witt

The October meeting was held at JJ's. President Brad Witt called the meeting to order. There were three members present.

Secretary's Report: The minutes for the September meeting were published in the newsletter. **Treasurer's Report:** Le Roy gave a report.

Old Business: None. **New Business:** Doug Yaroch rejoined the Eagles and we now have five valid charter members. Discussion took place about the location and time for the next meeting. It was determined that the next meeting would be at JJ's Top of the Swamp at 11:30 a.m. on the 10th of November. **Show and Tell:** None.

November Minutes - By Richard Cohoon

The November meeting was held at JJ's. President Brad Witt called the meeting to order. There were three members present.

Secretary's Report: The minutes for the October meeting were unavailable and will be presented in the December newsletter. **Treasurer's Report:** Le Roy gave a report. **Old Business:** None. **New Business:** Doug Yaroch rejoined the Eagles and we now have five valid charter members. Discussion took place about the location and time for the next meeting. It was decided the next meeting would be at JJ's Top of the Swamp at 11:30 a.m. on the 8th of December. On the agenda will be the appointment/election of 2012 officers. **Show and Tell:** None.

Trez/Ed Sez - By Le Roy Stuczynski



Hi Eagles. The weather dictates that model flying now turns into getting new models ready for next spring; whether by building or ARFs. I am really going to try to get some stuff together this winter. Hey! I bumped into Wayne Lanphear at Best Buy this month. It was good to see him. He said the health issues he has been dealing with were solved with a trip to Mayo Clinic and medication. That's great news! It would be nice to see him at the December meeting. I really don't have anything else to cover this month other than wishing all a very Merry Christmas and a Happy New Year! Our next meeting will be in April 2012.



"If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe."

(Sorry Richard, the devil made me do it.)



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CLUTCH STARTING AN F-100 JET! [From S. Berliner, III's sbiii.com Aviation Humor Page](#)



The F-100 had an interesting ground starting option, a large chamber that received a large gas generating cartridge. When ignited by electrical current, the expanding gas from the black powder-like pyrotechnic cartridge drove a starter turbine which brought the engine up to a self-sustaining rpm via a drive system. This eliminated the need for heavy and bulky ground starting units, but the starter cartridge spewed out a characteristic dense cloud of choking black smoke, which was often mistaken by inexperienced ground crews for an engine fire.

The powder charge for the ground start came in a big sealed can, and on opening and extracting the cartridge, you'd find two small metal tabs on the bottom of the cartridge. These tabs were the electrical contacts that fired the cartridge when the pilot moved the throttle outboard on start, before bringing the throttle forward. As soon as a tiny RPM registered on the tach, you brought the throttle around the horn to feed fuel and engine ignition to the rapidly-building engine speed. Sometimes the big metal receptacle that held the gas generator cartridge would get so dirty from repeated use that the metal tabs wouldn't make contact. The cartridge would refuse to fire, and the crew chief would give the starter receptacle a good healthy whack with a chock, usually curing the powder charge of any reluctance to fire. We'd often take a can holding a starter cartridge with us as an alternative starting means on cross-country.

The story is told, one of few that I didn't witness, of John Green going into Memphis, Millington NAS or MCAS, in an F-100 back in the very early seventies. He was met by a couple of young Marine ground crewmen, who asked what kind of plane he was flying. "F-100 Super Sabre" in reply only got him further puzzled looks. One of the ground crew said, "Sir, I don't think we have tech data on this bird. What do you need for start, a huffer or just electrical?" "Neither one", John came back. "If I can get, oh, about six guys to give me a push to start me rolling, I'll just pop the clutch and get the engine started that way." More and more doubtful looks! "Yessir" was the comeback. What else would a young Marine say?

The Hun was pretty finely balanced on the two main gear struts. When you tapped the brakes, the nose strut compressed so much that the nose took a dip, just like the hood of a car used to when being clutch-started. So now six Marines are standing at the ready, still doubtful but not about to question an Officer on procedure. "Just get me going at about a fast walk", John instructed. "I'll wave you all clear when we're fast enough, pop the clutch, and be on my way. Thanks for the good turnaround!" Six Marines pushing, they quickly get the bird up to a brisk-stepping speed. John waves his arms, and the Marines warily stand well clear.

The nose dips as John "pops the clutch", there is a big cloud of choking smoke as the engine whines to life, and off goes Captain Green to the takeoff end of the runway, leaving six puzzled Marines in his wake.

And I would have loved to hear the conversation when, if ever, the next F-100 taxied to the transient line at Millington for a turn! By John Farris, a pilot