



Eagle Screams



Vol. II, Issue I

Monthly publication of the Screamin' Eagles

January 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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January Meeting:

The January meeting of the Screamin' Eagles will be held at the "Gallery of Aviation" on January 11, 2001. The "Gallery" is the late Steve Stuczynski's collection of aviation memorabilia which he assembled to share with all aviation enthusiasts. We will have ham sandwiches, baked beans, and liquid refreshments, courtesy of the Screamin' Eagles.

You will recall that we made Steve a lifetime honorary member of the club. Unfortunately Steve is no longer with us but he was very proud of his membership and loved to share his museum with the Screamin' Eagles. At the entry to the basement level of the museum he proudly displays the beautiful plaque we presented him.

For those of you who don't know where the "Gallery" is, the address is 3701 Susan Lane, Madison, WI. It is on the corner of the upper part of Troy Drive and Susan Lane. The entrance and driveway is off of Troy Drive. From Northport Drive go north on North Sherman Avenue, turn left onto Troy Drive (First left and by the East Bluff Condominiums) and is the first driveway on the right. Please call Le Roy Stuczynski at 249-9517, if you need additional instructions.

Hope to see you there.

Le Roy 

December Meeting Minutes – By Leroy Brandt

Dan O'Neill brought the rowdy bunch to order for the last time in his term as President. Dan thanked Leroy for taking over during his absence over the last year. Leroy said, "No Problem!"

Le Roy S mentioned that he sent the check to EAA in memory of Milt. Le Roy S also mentioned that the Screamin' Eagles Club was mentioned in the State Journal for our donation to the Empty Stocking Fund.

The Screamin' Eagles received a thank you note for our donation from the Tortocolis group that Harold belongs to.

Leroy B mentioned that he emailed Dave Patrick about attending our fly in next summer. So far he has not heard anything back from Dave. He will probably try a phone call next time rather than email.

Somewhere during the course of the meeting it was mentioned we need to have a few more Florida voters jokes in the Eagle Screams for Roy's benefit.

The February meeting will be at the Gallery of Aviation. Thanks to Le Roy and his mother for their hospitality. The

Minutes — Continued from page 1

Eagles will pay for the food that Le Roy will prepare for us. The more MGD Lite that you have in the fridge the less food you will need. This will be our new officers first meeting.


Show and Tell:

Tom Lazar brought a beautiful new landing gear for the Hangar 9 Cub that Robart is manufacturing. It is built specifically for this model so if you have a Cub from a different manufacturer it may not fit. The gear is tig welded for strength and made from chrome molly tubing. When mounted on the model and fully loaded it works very realistically. The bungees are made from "O" Rings rather than material that you would wrap around two points. The only thing missing is the covers for the bungees. The list price is \$130.

Mike Bitter brought a new Global/Model Tech 33% Cub NIB. The wing span of a 33% Cub is 144 inches. This Cub is covered with 21st Century Fabric and looks real good. The price of the kit is \$899 but they will deal a little. There are a limited number of these kits produced and it may be a one-time shot. The wings are numbered and are made to fit a specific kit. This model looks a lot like the Byron Cub kit produced a few years ago. The tail feathers are solid materials just like the Byron airplane. The fuselage is almost the same as the Byron except that the Global Cub has one addition vertical type support in the window area. If a person had a little invisible paint you could slop some on this extra upright in the middle of the window area and make it go away.

Lyle Stone brought his new Freedom from an Aeroworks kit. Lyle mentioned that he didn't care much for the kit though. It was designed by Mr. Somenzini for 3D practice. The control surfaces are large and have a lot of throw so it should be up to the task. A Webra 120 provides the power. The wing is foam and balsa sheeted. Lyle used epoxy when sheeting the wings. It even has a Goebel Dash.

That's all for this month.

Leroy 

WWII Combat Europe - Researched By Mike Pirkl

Ploesti, Rumania, 1 August 1943

While Allied and Axis forces were battling in Sicily, the AAF staged one of the war's most daring heavy bomber raids. The target was the Ploesti oil fields in Rumania, estimated to be supplying 60% of Germany's crude oil requirements.

Shortly after dawn on August 1, 1943, AAF B-24s took off from bases in Libya and headed toward the heavily defended target, deep inside enemy territory a thousand miles away. Over Bulgaria, clouds broke up the B-24 formations and the bombing elements became widely separated. Tracked by German radar, which alerted Rumanian defenses, the B-24s arrived over the target at treetop height without the planned element of surprise. Despite intense defensive fire from the ground and from the Axis planes, the AAF pressed the attack. In the confusion of battle, some B-24s made bombing runs through heavy smoke over targets that had already been attacked and were caught in the bursts of delayed action bombs dropped several minutes previously.

Although overall damage to the target was heavy, the cost was high. Of 177 planes and 1,726 men who took off on the mission, 54 planes and 532 men failed to return; 30% losses. The Ploesti mission resulted with highest number of Medal of Honor winners with 5; 3 of those being awarded posthumously. The following is the citation awarded to one of the two survivors who received the award for that mission

Colonel Leon W. Johnson, Air Corps, United States Army.

For conspicuous gallantry in action and intrepidity at the risk of his life above and beyond the call of duty on 1 August 1943. Colonel Johnson, as commanding officer of a heavy bombardment group, led the formation of the aircraft of his organization constituting the fourth element of the mass low level bombing attack of the Ninth United States Air Force against the vitally important enemy target of the Ploesti oil refineries.

While proceeding to the target on this 2,400-mile flight his element became separated from the leading elements of the mass formation in maintaining the formation of the unit while avoiding dangerous cumulous cloud conditions encountered over mountainous territory. Though temporarily lost he reestablished contact with the third element and continued on the mission with this reduced force to the prearranged point of attack, where it was discovered that the target assigned to Colonel Johnson's group had been attacked and damaged by a preceding element.

Though having lost the element of surprise upon which the safety and success of such a daring form of mission in heavy bombardment aircraft so strongly depended, Colonel Johnson elected to carry out his planned low level attack despite the thoroughly alerted defenses, the destructive antiaircraft fire, enemy fighter airplanes, the imminent danger of exploding delayed action bombs from the previous element, of oil fires and explosions, and of intense smoke obscuring the target. By his gallant courage, brilliant leadership, and superior flying skill, Colonel Johnson so led his formation as to destroy totally the important refining plants and installations, which was the object

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EAGLES BY HAROLD BLOSSOM



Ploesti – Continued from Page 2

of his mission. Colonel Johnson's personal contribution to the success of this historic raid, and the conspicuous gallantry in action, and intrepidity at the risk of his life above and beyond the call of duty demonstrated by him on this occasion constitute such deeds of valor and distinguished service as have during our nation's history formed the finest traditions of our armed forces.



Trez/Ed Sez

Well Eagles, the new millennium has officially begun, it's staying lighter longer each day, and it's stopped snowing. Not really the most brilliant of observations but it sounded good. Good because if we made it to 2001 we are survivors, longer days mean it's getting closer to spring, and we're finished blowing snow at least for a while. I don't know what it has to do with aviation other than maybe I take a hiatus from cutting paths to the weathervane airplanes so I can knock the 2 feet of snow off of them. They too were survivors.

We finally got a United States president elect and a brand new Screamin Eagles president. Both were elected under rather unscrupulous methods. However my bet goes to Rob. It's nice to see new blood stepping forward to lead this fine group of aviators. Let's help him as much as we can. We're a small group so we all have to pull together and help each other out. Also thanks to Bob Miracle for filling the VP spot and thanks to Leroy for volunteering to continue as the meeting scribe. By Jove I think we've got it!

Speaking of helping out, did I get the surprise of the year! Mike Pirkl has been providing me with articles he researches on the Internet during his lunch hours. He calls it "filler material". I call it articles from heaven. Mike is really into researching aviation and truly deserves to fill the shoes of my dad as Research Editor. You will note he is now listed in the header of the newsletter along with our officers. His first article about the Ploesti raid echoes the enthusiasm dad put into his articles. Mike told me he was the MARCS editor and knows what I am going through. Thanks Mike.

It's great to know that I am now on the same "plane" as Jerry Buss, the MARCS editor, in that I will actually have articles to choose from. This does not let others off the hook though because your contributions are also more than welcome. For a small group of guys you all have a lot to offer and there's tons of interesting stuff in your minds that the rest of us would be very interested in. 2000 was a fun year of doing the newsletter. Sometimes frustrating but overall quite satisfying. Next year should

Continued in right column

Trez/Ed Sez – Continued from left column

even be more fun now that articles are beginning to flow in. I even got a little blurb from John Thompson this month describing what he's been doing in the big bird arena.

By the time you read this I will have mailed the AMA and IMAA sanctions for the 2001 Giant Scale Fly In. Also I received an acknowledgement letter from EAA on the donation the club made in memory of Milt Alswager. A copy of the letter appears elsewhere in the newsletter.

We'll see you at the "Gallery" and be sure to bring your appetites.

Le Roy



AVIATION FOUNDATION

December 19, 2000

Screamin' Eagles Model Airplane Club
Le Roy Studzynski, Treasurer
4417 Maryland Dr
Madison, WI 53704

Dear Friends:

On behalf of the EAA Endowment Corporation, please accept our sincere appreciation for your \$200.00 contribution to the Air Academy in memory of Mr. Milton A. Alswager.

Your support will assist the EAA Aviation Foundation in their efforts to secure the long-range future of sport aviation.

The passing of a friend or loved one reminds us how fragile life can be and why we must cherish the present and remember the past for all it holds dear.

Sincerely,

EAA Endowment Corporation

Prudence S. Precourt
Vice President of Development

kp

Next Month – "Lady Be Good"

By Mike Pirkl – Research Editor

Consolidated B-24D "Lady Be Good"
USAF Museum Photo Archives



Prez Sez - By Rob Goebel



Welcome to the "real" new millennium everyone! I was finally able to try out my G-Shark on skis at the MARCS New Years Day fun fly and they worked great. Now the snow can go away. I'm sick of shoveling this stuff. Yes I still shovel the old fashioned way. All my money is tied up in airplane stuff you know. Can't afford a snow blower.

Based on the success of the New Years Day fun fly, it should be a great 2001. I'm looking forward to getting all kinds of help from each of you in my first stint as prez. Hope to see all of you each month and have a happy and prosperous year.



Rob

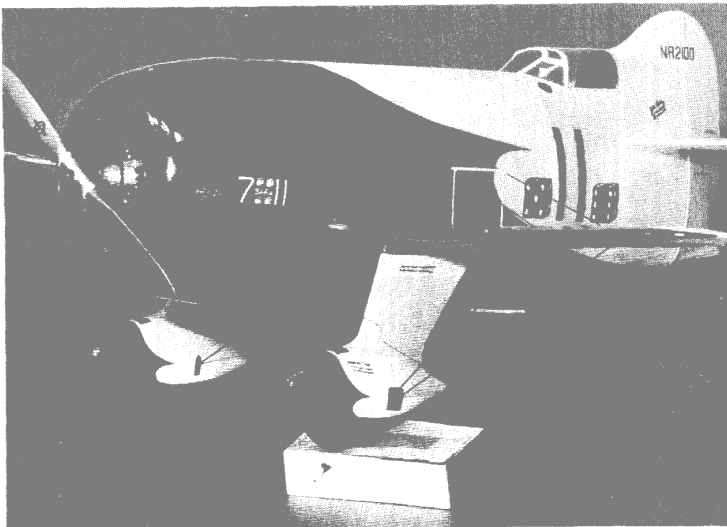
What's John Been Doing? - By John Thompson

Hello fellow big birders! I've not been able to attend the big bird meetings nor the MARCS meetings for some time now. First it used to be full time work and school taking my time, and now it's a new job working nights, plus a young family that keeps me busy...I'm sure a lot of you know how THAT goes!

Anyway, last winter I sold my only IMAA legal plane, the Ultrasport1000. I was having difficulty getting this thing to slow down, probably because the engine wasn't fully broken in and I couldn't get a satisfactory idle. While I had a few tricks I could have tried, I just decided to get rid of the thing, which left me with no big bird for the big bird event.

About a week after the rally I decided to start looking around for a new plane, actually an ARF that I might get going in time for the MARCS Scale Rally. Thinking of the Hangar 9 Cub or some such (even though I swore to myself there were two planes I'd never own in this hobby.....a Cub and a P-51....came close to breaking both promises!). What I walked out with was the H9 Cap 232 and a Saito 150. A week of part time work would get anyone a flying plane, but it took me nearly 3 because of the aforementioned time restrictions. There were a few minor problems as one might expect, but non-major

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1932

100-mile race

prize purse, \$10,000

GEE BEE SUPER SPORTSTER, MODEL R-1, red and white, powered by a Pratt & Whitney Warp engine. Jimmy Doolittle completely dominated, finishing with an average speed of 252.68 m.p.h.

Wedell-Williams, James Wedell

Wedell-Williams, Roscoe Turner

Airplane photographs courtesy Cleveland Chapter, American Aviation Historical Society; Model photographs courtesy Cleveland Model & Supply Company

Picture and Race statistics for the Gee Bee R-1 Giant Scale Project John Thompson is working on.

What's John Been Doing – Continued from page 4

except for the pre-cut hinge slots in one elevator was off center, which I didn't notice until after gluing in the hinges....this resulted in the outboard of one elevator being a little higher than the stab,,,,it is something I can fix this winter. Using Omega 15% and a Fox plug, I got the engine broken in to what seemed satisfactory settings, and after curing a vibration problem with the high end needle spinning around at high throttle (!), everything seemed ready to fly. So the day before the scale rally, I brought it out to the MARCS field and made a couple of flights. I had a nice smoke trail, and plenty of climb. I had only 2 flights because I needed to unwind from the first flight jitters! There was a tendency to nose over on landing or fast taxiing, but more on that later.

During the Scale Rally, I was having some problems with the engine....it wouldn't idle until it was really warmed up. When I got that fixed, I accidentally bumped a wheel pant with my foot while towing it back to the pits, and split it along the seam. So I spent some time taking them off and discovered the putty or tow or whatever it was they used to join the halves of the pant was not covering both sides of the joint. Another item to fix.

Anyway I made 2 flights that day, but the performance of the previous day wasn't there, and my caller, Chris Spierings, said the engine was surging during flight. Flight characteristics certainly indicated it could be! On the landing of the 2nd flight, I dorked the landing gear enough to bend the gear back....or rather the mounting parts of the gear. That put me out of the running for the day.

After telling my woes the aircraft newsgroup, many people suggested changing to an all synth fuel and O.S. #8 plugs. Then I proceeded to repair the landing gear. I will tell you right now that I think the landing gear is probably the worst design aspect of this plane. What you have is an L shaped aluminum channel bolted to a former that is between the firewall and the forward wing saddle bulkhead. This former is the back end of a "chin" that tapers sharply upwards to the firewall. The other half of the channel is simply epoxied to the 1/8" thick landing gear plate, holes that go through the plate and channel for the gear mounting bolts to get through (getting the nuts on the bolts is a tricky business). There is no reinforcement for this mounting plate except the fuse doublers. I did the repairs to restore it by bending the channel back to shape, and putting a couple of tri stock reinforcements in place.

I had the whole thing ready to go the day before the Lodi Fly In, with Cool Power fuel and an O.S. # 8 plug (\$). Both my flights were great! The only down aspect of the day was I had to take off and land almost at the pits because of the wind. After I was down from the second flight, I was taxiing rapidly back toward the pits, then when I was close, I bumped the throttle and the plane started to lift off, so I had to dump the plane,,,,it was a hard landing, and the gear ripped out again!! THIS time I threw away the aluminum channel, and put in a piece of 3/8" ply with triangle reinforcement all around it, and dowel pins through the fuse sides. T-nuts to hold the gear bolts, and I'm sure it'll be a VERY hard landing before this one comes off! Unfortunately, circumstances kept me from test flying the repairs since then. With 6 test flights and some major "debugging" so far, I've yet to tap the potential of this plane.

My current building project is the 1/4 scale Gee Bee R-1 by Harry Haffke in the pages of Model Aviation in 1982. This plan looks good on paper, but in actual construction, it's not so good. Lots of parts don't fit correctly, and I have to make a few changes or additions to make up for the shortcomings. The recommended was no more than 15 pounds, with a Webra 91 for power (in 1982). With the Saito 150 I plan to use, and the modifications I need to do, I think it'll come in more like 17 or 18 lbs. Planned finish is 21st Century fabric, with glass cowl and wheel pants. Making these out of wood would be VERY labor intensive! I should have some pictures of the Gee Bee on my website posted soon at: www.userpages.itis.com/rcav8r/index.html

John

