



Eagle Screams



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December 2004

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.

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Merry Christmas

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December Meeting and Annual Raffle will be held at Rex's Innkeeper

The December 9 Eagles meeting will be held at Rex's Innkeeper in Waunakee. The meeting will include our annual raffle. I tried to hold it last month but everyone set me straight. Rob and Roy always do a great job picking out raffle prizes. All current and new members are eligible to play. We will also collect 2005 dues. I talked to Rex and we can meet in the dining room like last year. So don't bring any large Show & Tell projects this month. Come early for some great food and drink. Bring lots of money for the raffle and dues. I've been lucky on football pools this year so beware!

See you at Waunakee. Le Roy



Breaking News from the Eagle Railroad

The most spectacular thing in the history of the Screamin' Eagles happened at the November meeting. We approved Roy Seals to fill **all** positions for 2005! Before voting on his nomination to serve in this generous capacity, we contacted his wife Vonda to make sure he would be willing to serve in all positions. She said she's sure he'd be honored because it would make him better than Mike Sherman who is only Green Bay Packer Coach and General Manager. Le Roy fought hard to keep the Editor and Treasurer position though. We have changed club contacts above to reflect the election results. Congrats Roy. Ah... the price you pay for missing a meeting.

November Minutes - By Mark Johnson

The meeting was called to order. Treasurer's report indicated no income or expenses. The Secretary's report was approved as printed and it should be noted the annual raffle will be held at the December meeting.

Le Roy got an envelope to send our donation to the Empty Stocking Fund. We will send in memory of Bob Miracle.

Continued on next page

Elections will be held next month. Roy you aren't going to want to miss that meeting so the membership can thank you for your wife's generous offer for you to serve in all positions for 2005. Also next month will be the raffle. Le Roy took his lashings with a grin.

Show and Tell:

Harold Blossom showed a new painting he had done (The old farts). He is also working on drawing plans for a 50% Pietenpol.

Harley Nelson did a slide show of the assembly of his new scratch built Air Tractor 802, Fire Fighter. The manufacturer sent him a 3-view projector sheet of the airplane which Harley projected on blank newspaper sheet taped to the wall. Everything is drawn off the projector image. Once he has all the dimensions measured he starts his construction by cutting the spar notches in all 20 rib blanks at once on a radial arm saw. He then uses a router to cut the shape of the ribs. The fuselage has a dump bay with a servo driven hatch to release the powder. The full-scale airplane has a 59foot wing and 5000 lb payload. The model has a 90-inch wing span and weighs 11 ½ lbs with a G23. Another Harley engineering feat at its best.

Charlie Schultz. brought in the main landing gear for a 1/3 scale Balsa USA Aircoupe, kit. The gear pivots at a 45 degree angle.

Mark



Trez/Ed Sez - By Le Roy Stuczynski

Hi Eagles! We're about to wrap up another year. It seems like yesterday that the big concern was Y2K. Well everything worked out well with that transition. Why did I bring up Y2K? I guess because I am going through a computer transition to a new computer and my preparation of the Eagles newsletter back up files, unlike Y2K, ended in disaster!


I was going to have the contents of my current computer hard drive simply loaded on the new computer hard drive. Oh but I believe in Murphy's Law so I thought I'd burn a copy of the critical files just in case something went wrong. I was using Nero Burning Rom and I moved the files I didn't want to lose to the copy section. I decided I wanted to start over and wanted to clear the list. I proceeded to highlight the files from the list and proceeded to hit delete. Unfortunately I erroneously was in the File Manager portion and my deletion removed some of the files from my system. Luckily I recognized what was happening and cancelled before I lost everything. Deletions done through Nero don't go into the Recycle bin so recovery was not possible.

I lost all my copies of past newsletters in my Eagles Newsletter Archives, all my End Article Characters I accumulated over the last 5 years, Address labels, and a bunch of articles I was planning to include in future issues. My loss also included a couple of pages of the December 2004 newsletter I had already worked up! I always work from the previous issue as my base for the next month's newsletter. I was ready to send an email to you that I am resigning as your Editor.

Fortunately I found a recovered copy of the July 2004 newsletter in the Recycle Bin and was able to use it as a base to do this month's newsletter. Yes, I have recovered from the disaster and thanks to not clearing my Recycle Bin, I survived. I don't have all your mailing labels but I was able to recreate the address labels for the small number we mail. I may be asking for your addresses in the future though.

I've been living on the edge of disaster for many years by not backing up my critical files. That won't happen again! I will be periodically making archive CD's of critical data files and I will be careful about what I'm doing with the backup program. Let's all learn from my stupidity. Sometimes we feel we are so proficient that we fly right through computer strokes without thinking. Boy have I been thinking since my disaster! Nuff said about this nightmare.

I mailed the Empty Stocking donation so it should be appearing in the newspaper in the next week or so. I also stopped over at the Olbrich Botanical Gardens and searched out the brick that the Miracle family placed in recognition of our memorial contribution. I have included a fall picture of the walkway in which the brick is placed as well as a picture of the actual brick. Bob must have been really respected by his family because there were several other bricks with his name on them. Stop out some time and check them out. The volunteers at the desk will help you locate the brick you want to view. I would have been looking for ours for a week had I not inquired about its location.

Tonight we finished up the plastic model inventory/pricing at the Gallery of Aviation so I can finish keying the data into the data base. Luckily this is a file that was not lost or I would still be crying. See you at the Innkeeper. 

Olbrich Botanical Garden tribute to fellow Eagle Bob Miracle



Path at Olbrich Botanical Gardens in which Bob's bricks are placed.



Picture of the Eagle memory brick in the path.



Bricks placed in the path by Bob's Nephew and Brother.

“City of Madison” B-29 – *Those of you who have visited the Gallery of Aviation no doubt remember seeing a beautifully done “City of Madison” B-29 model built in 1988 by Hal Otterback of the Madison Plastic Modelers Club. This is one of the models I intend to display at the VFW 8483 as a memorial to my dad along with the following story of how it got its name:*

Shortly before the end of World War II, Madison Mayor F. Halsey Kraege was notified by the commander of a B-29 that it had been named “City of Madison” even though no member of the crew was from Madison. First Lt. James J. Brown, the plane’s commander, told Kraege how the name was selected.

“Rather than choose the hometown of one individual,” he wrote, “we decided it would be better to find one city we had all visited at one time or another, the one which the majority liked best. The consensus of opinion, and we might add, it was almost unanimous, was Madison.”

Brown, in his July 28, 1945, letter to Mayor Kraege, said the plane had flown 26 missions “over Tokyo, Nagoya, Osaka and Kobe several times. Our roughest was a Tokyo night fire raid, where we lost an engine 25 minutes away from the target, but we went on and dropped our bombs.”

Brown said, “Because of our slower speed, we were caught in the searchlights and sustained several flak hits, but luckily were not damaged seriously. We then managed to return to our base on three engines, though you can bet we were worried about our fuel.”

Brown promised to send a photo of the plane and crew, adding, “We hope we can continue meriting and reflecting credit on the ‘City of Madison.’ ”

Mayor Kraege wrote back that Madison citizens were “distinctly proud” that the plane had been named for the city. “We are particularly glad to notice that this recognition comes not because any member was a resident of our city but because all members of the crew visited Madison and enjoyed the beauty and hospitality of our city.” Kraege said he also hoped some or all of the crew members could visit the city.

First Lt. Lewis S. Hartzog sent the above photo to Mayor Kraege in a letter dated November 3, 1945, saying a previous letter about the photo had been misplaced when the crew was moved from Guam to the U.S. Brown had been in a non-flying accident at the time and was unable to answer the letter, Hartzog added.



Photo of “City of Madison” B-29 airplane and crew.

Steve Stuczynski stumbled across the letters and photo of the B-29 while working in the Madison Motor Equipment Division, where city archive material was sent for storage. Plastic Modeler Club member Hal Otterback built this model of the “City of Madison” B-29 for Steve’s Gallery of Aviation and I am proud to display the beautiful model and this story as a tribute to Steve.

By SteveStuczynski's son Le Roy



Anonymous writes:

A fiberglass port-a-potty at Oshkosh with the message "I could have been a Glassair!" written on it.



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