



THE RAMS HORN

The Official Newsletter of the Rainbow Aero Modelers Society
Metro Milwaukee Area Franklin, WI Founded Nov. 6, 1980

AMA—Academy of Model Aeronautics Club #1264, Operating for Public Benefit, Milwaukee County RC Flying Field, S.70 & W. Oakwood Rd.

*Next Meeting: Wednesday, February 3, 2010— 7PM
WaterStone Bank, 6560 S. 27th Street
(formerly Wauwatosa Savings Bank)*

Volume 31 – Number 2, February, 2010

PRESIDENT'S REPORT by *Tom Ryan*

New People? We have three new people in old positions! We have a new Safety Officer, new Field Manager and new Vice President. They are new to their positions but not new to the field. Each will head up an area of responsibility with full access to that area. Example: all safety will fall under the watchful eye of the safety officer. All field maintenance will be the responsibility of the field manager. The vice president will be responsible for all the events at the field including our July **Fun Fly-In** and September **Picnic**. By all that is to mean 100% control of those areas of responsibility. Those working on projects or work details will report to these pilots. Should you have a question or concern in one of these areas, these are the people to go to resolve these issues or get answers for your concerns.

Lots of History! The Rams has a long and interesting history. Many members don't know that history and it would be nice to go back and visit how we came about and who made it all happen. To that end I have asked Russell Knetzger to start writing about how we started and how we got to where we are now. Sort of a history lesson on and about *The RAMS*. So look for a column on that each month in our Newsletter, I'm sure you'll find it interesting and fun reading. Hopefully Russell will have some of Art Schmidt's old photos to show as well.

Commentary. The AMA has been accused of always being slow to react to the needs of the little clubs, seeming to have their main interest in their "pet projects" and "their sense of what needs doing." As good as their intentions are, they move very slow and very deliberate. They remind me of the old Ma and Pa Kettle movies when the roof was falling in on old Pa, he would say "gotta fix that someday!" and went on rocking in his rocking chair.

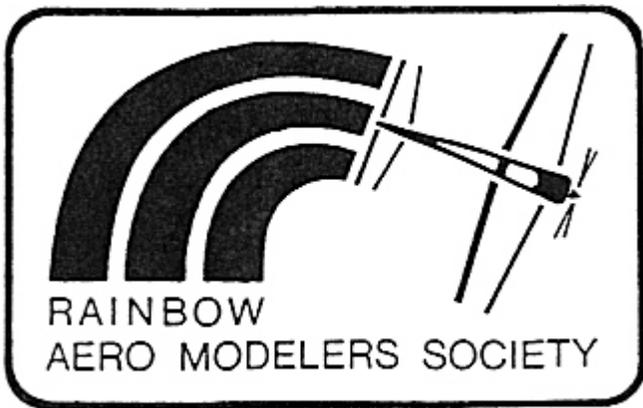
That sums up my thought process on how things get (or don't) get done at AMA headquarters. With membership down to 148,000 and still falling, they talk a lot, but do little on how to solve that problem! Lucky for us they don't run our clubs by their example! Controlling our own destiny ensures we'll get things done before the roof falls in.

Don't get me wrong, we need the AMA and they do offer support for our hobby! I just wish they'd get with the real needs of the membership as a whole and get behind a membership building program, and not send off solid action plans to a study committee, where that will end a good program in delays and political red tape! When I asked "why do you people at the AMA do that?" I was told (not to repeat it) "that's how the AMA political machine works."

WORKS? Like I said, "we need them, but I'm glad they don't run our club". Ok, that's my commentary for the month. See you at the next meeting where the menu is "hot dogs, baked beans & chips".

Tom Ryan, The Prez

Pilot Profile This Issue: Bob Sadowski
(Read past 58 profiles at www.rcslot.com/rams)



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MEETINGS-7PM

First Wednesdays
*WaterStone Sav.Bk
6560 S. 27 Street

(*formerly Wauwatosa Sav.Bk.)

January 31.

Membership Dues
\$20 Jan.1-Dec. 31

Field Pilot License
\$50 Jan.1-Dec.31

**All Flight
Instruction is
Without a Fee to Club Members**

Contact:

FIXED WING – Reciprocating Engine

Marv Anderson, 414-535-0764 Duane Gagnon 414-544-5111
Jeff Borowski, 414-483-4377 Russell Knetzger, 414-962-0637
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GIANT SCALE CHECK-OUTS: Marv Anderson, 414-535-0764

ELECTRIC POWER

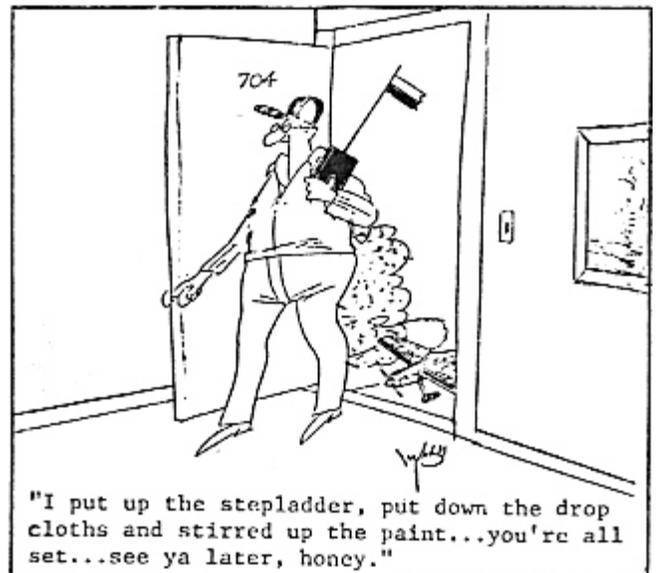
Phil Schumacher, resource person, 414-425-2963

ALL TURBINE POWERED

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HELICOPTER – Reciprocating Engine or Electric

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Courtesy "The Corsair" Marlin Kinning, editor, Jt. Military RC Flyers, Camp Pendleton Marine Base, Oceanside, California.

2010 DUES NOW PAYABLE

(Expiration was Dec. 31, 2009)

Bring \$20 to the February Meeting or mail to:
Craig Manka, RAMS Treas. (see address opposite column)

Keith Kittoe
President

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Happenings at the Meeting

RAMS Club, January 6, 2010

by Craig R. Manka, Secty.-Treas.

Photos and some notes by Russell Knetzger, Editor

The spirit of the holidays pervaded the January meeting, with quick disposal of business, to enjoy substantial food on hand, and a long intermission for conviviality. The short business included reelection of Tom Ryan as club President, and election of John (Jack) Spindler as Vice President. Some 33 members were in attendance.



***Above:** (l.-rt.) Del Fisher, Alan Borowski, Rich Kegel, and Floyd Katz claiming the service awards they missed-out on at the December meeting. Still missing: winner Carol Schmidt, daughter of Art Schmidt. **Foreground:** spiffy-wheels Great Stick of Bob Sadowski, Jr. (See more about this model in his Profile this issue).*

Appointments announced for the 2010 year were Chuck Bucci moving to Safety Officer from associate status, Chuck Beauchamp as Field Manager, Marv Anderson as Delegate #2 to the Milwaukee R/C Association behind Bill Flannery as #1, and Marv Anderson taking over from Don Finney as Check-Out contact for Giant Scale Aircraft. Don is retiring from Carmex to his lake home west of Fond du Lac. Jeff Borowski started a discussion on the propriety of only three officers making such appointments, instead of five officers.

Club Memberships and Field Pilot Licenses

So far for the 2010 year, Craig Manka has renewed 36 memberships of the 105 that closed out 2009. Jim Hatzenbeller has issued 50 field pilot licenses of the 137 given out in 2009.

A most unusual witnessing at the January meeting was Chuck Bucci paying off a \$50 bet to Darrell Hossala. The bet was that “Hoss” would not fly at the field in the cold, with snow on the ground, near or on New Year’s day, in a swimming suit, ala the “Polar Bear Club” members who run into Lake Michigan on New Year’s Day. The proof that Hoss did all is the field photo below.



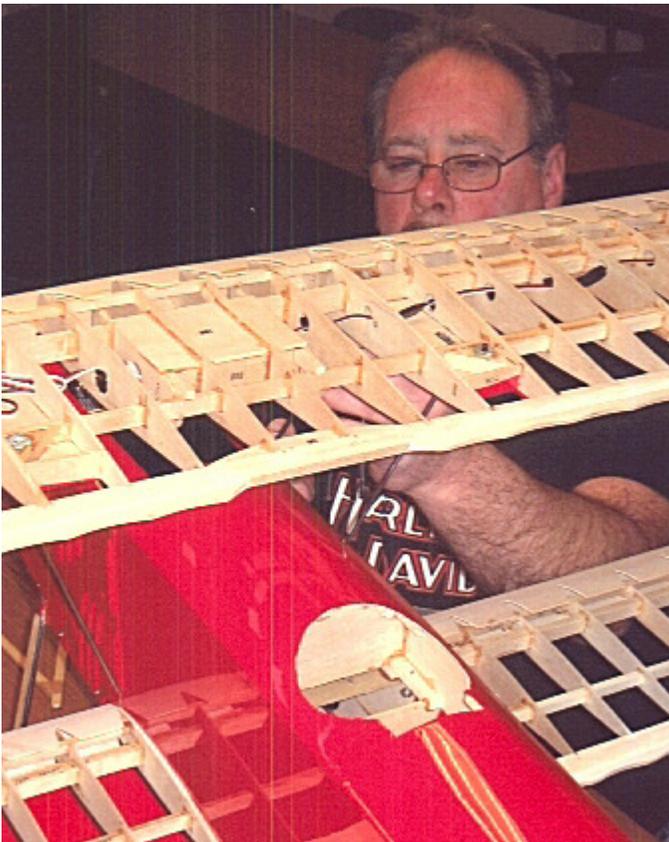
***Above:** Photo of a photo (hence the red range finder bounce back in the lens)of Darrell Hossalla at the field, in his swimming suit, on snow, with his helicopter , on a cold New Year’s Day, 2010 to win a \$50 bet from Chuck Bucci that Hoss would not do such a thing.*

Raffle Winners at the January meeting were large in number due to a significant prize quantity donated by Russ Retzack, leaving the hobby after a longtime in it. Other donations:Tom Ryan 4-DVDs of Victory at Sea TV series; Russell Knetzger of US Navy Carrier DVD. **Winners:** Christine Ryan, - battery charger; Bill Geipel - glow engine electric starter; Earl Evans - multi-meter; Frank Burton - 4 Victory/Sea DVDs; Duane Gagnon - hinge slotter; Jeff Borowski - Dremel Tool Accessory set; Kent Struve - tachometer; Bob Ehlers - LEDiode light; Chuck Bucci - Glowplug rechargeable igniter; Bob Scrip - landing gear Snow Skis; - Christine Ryan; Frank Burton & Duane Gagnon passed on 72 mHz radio system that Brian Siejkowski took; - Darrell Hossalla Navy Carrier DVD.

Using the Club Website:
Call Keith Kittoe at (414) 421-3305 for
help to log in at “www.rcslot.com/rams”

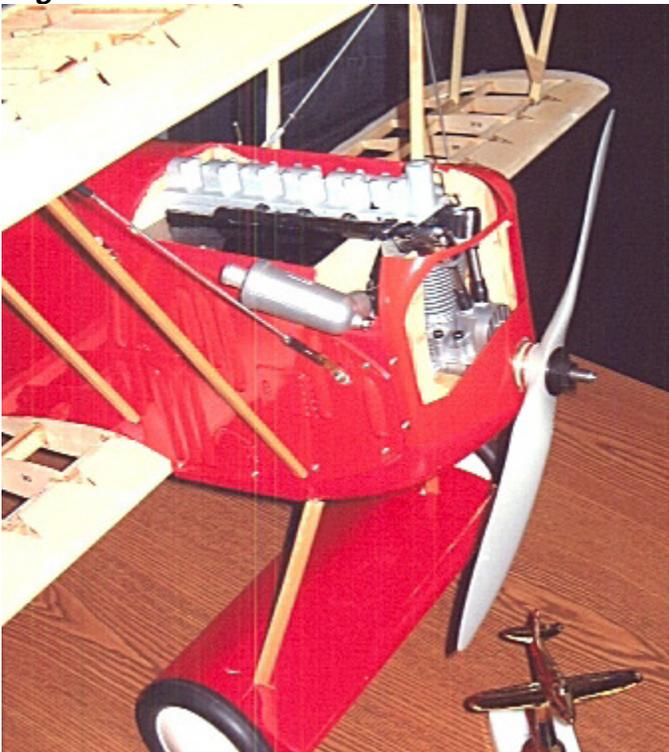
Models at the Meeting

January 6, 2010



Above: Rich Kegel assembling his Fokker DVII built from a 30 year old Sterling kit. Many small parts, 30 just in tail. Plastic gone brittle.

Below: Cowling view; Saito .62 4cycle, dummy engine above Saito.



Above: Dell Fisher with his new Hangar 9 Ultra Stick ARF. As always for Dell, electric motor, power this one 52 amps, 2000 watts. Watching from behind - Joe Milanowski.

Below: Just how big is this model? 72 inch wing span, Joe holding, Brian Seijkowski in the foreground.



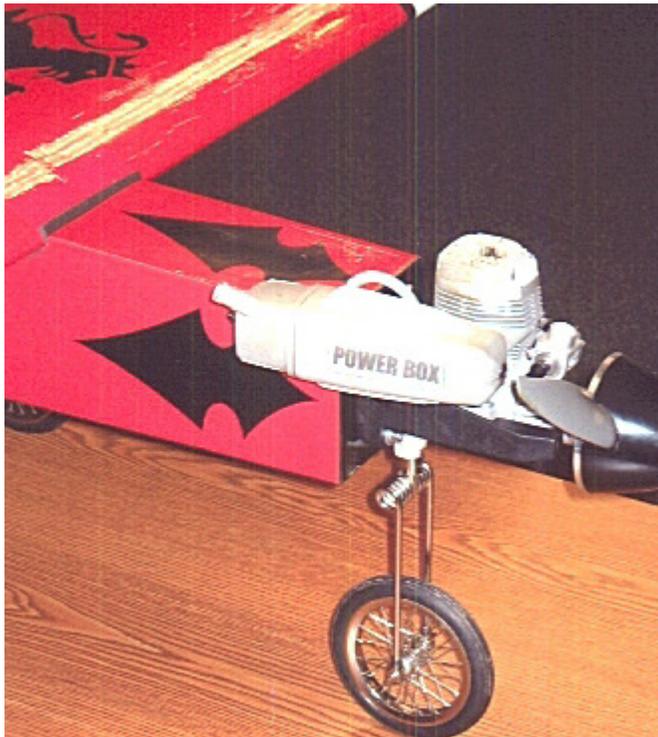
Have you paid your 2010 Club Dues and bought your Field License? Both expired December 31st. Send your \$20 dues to Craig Manka in Racine, and your \$50 Pilot License Fee to Jim Hatzenbeller, in St. Francis. See P.2

Pilot Profile: Bob Sadowski

by Russell Knetzger

Bob was born and raised in the Milwaukee area and attended Boys' Tech High School on Milwaukee's south side, where his field of study was plumbing. After graduating in 1970, he decided to explore alternatives to his tech training. Bob then enrolled in both fulltime day classes and part-time night classes at MATC, completing courses in the field of refrigeration. In 1972, he enlisted in the US Air Force. After attending basic training at Lackland AFB in Texas, he was assigned directly to Mountain Home AFB, Idaho as a refrigeration specialist. MHAFB supported the F-111 swing-wing fighter-bomber. While at Mountain Home, Bob was a member of the base civil engineering squadron.

In 1974, Bob received orders for Utapao Airbase, Thailand. Utapao supported the B-52 bomber and KC-135 refuelers. Bob Hope once commented that the base runway was so long that it had a Howard Johnson's in the middle. Bob was stationed at this airbase when Saigon fell and witnessed the receiving of refugee flights from Vietnam. While stationed in Thailand, Bob met and married his first wife, Sompit. She passed away 23 years later from an asthma attack back in the USA. They had a daughter in 1977 (Kim Marie), now of Cedar Grove, WI, and mother of grandsons Aidan, 6, and Logan, 5. Kim Marie was born while Bob was assigned to another B-52 base in Blytheville, Arkansas. Other bases were Guam, Osan-Korea, and finally Tyndall AFB in Panama City, Florida.



Above: Close view of Bob Sadowski's 66.5 inch wingspan Great Planes Big Stick with OS .75 cu.in. engine, made classy with wire wheels all around.



Above: Bob Sadowski and his Big Stick, on which he is hoping to eventually refine his rusty piloting skills from 30 years ago in Florida, at Tyndall AFB. His Coaches are: Duane Gagnon, Rich Kegel, and Mark Meyrose.

At Tyndall AFB, Bob was involuntarily moved into management of an air to air missile crew; a field of which he knew little ... well, actually nothing about. Knowing nothing about anything in the missile field qualified Bob to be a "CREW CHIEF". He survived by following the principle of "Take care of your people and they will take care of you". That principle worked through the remainder of his 8 year Air Force service. Bob left active military service in 1980 and served one year with the 440th Wing of the Air Force Reserve at Gen. Mitchell Field. Bob then transferred to Mitchell's Wisconsin Air National Guard 128th Air Refueling Wing, serving 11 years before retiring in 1994.

Returning to Oak Creek, Wisconsin in May, 1980, GM hired Bob to work in the Delco plant servicing test chambers for car computers. The test chambers were heated to 120 degrees and then rapidly cooled to minus 40 degrees. That extreme temperature differential wore out many refrigerant compressors which Bob had to repair or replace. A layoff in the recession of 1982 led Bob to opening his own refrigeration service. Bob supplemented that business by instructing at MATC. While taking his class on a field trip through the Miller Brewery's anhydrous ammonia cooling facilities, the tour supervisor offered Bob a job at the plant. He accepted in 1983, and is still there but has long since closed the business. Bob still resides in Oak Creek with his wife Kim.

	MATC	128th Air	
US AIR	Milw. Area	Refueling	Miller
FORCE	Tech.College	Wis. ANG	Brewing

RAMS HORN, February, 2010, Russell Knetzger, Editor
Rainbow Aero Modelers Society, Franklin, Wisconsin

Models at the Meeting (cont.)

January 6, 2010



Above: Earl Evans showing his tiny electric powered R/C indoor flyer "EMBER 2" successfully flown at Currie Park Golf Dome in Wauwatosa on Saturday nights, 10PM -1AM. Flying cost is \$10 per night. Cost to observe: no cost. Steve Ward has been his mentor. Earl has taken it off, landed it, and flown it slowly around the dome, building valuable skills over winter that will improve his summer flying outdoors.



Instructors Winter Meeting

by Russell Knetzger

At the suggestion of Pres. Tom Ryan at a small huddle after the January meeting, all ten club flight instructors gathered at Greenfield News & Hobby Saturday morning, January 16th, 10AM-noon. No exact purpose was anticipated. The meeting was free flowing with ideas and dis-

cussion led often by Mark Meyrose. Tentative decisions included dropping the Student Flight record system. Any student who wants to continue it for himself could, but it would no longer be a mandatory feature of each field session. Its object was to inform instructor **B** what instructor **A** had been working on, but so few students switch instructors, it is felt unnecessary.

It was also noted that the Instructors Handbook published last February by Tom Ryan & Marty Gscheidmeier, might make useful reading for students. They would see the overall plan the instructor is following to lead to soloing. Copies will be printed and available at the February meeting. It will be a less bulky version (printed both sides of a page), numbered and indexed, thus less intimidating to read.

Safety officer Chuck Bucci asked instructors to remind everyone to put their license up on the Freq. Board, not just to claim frequencies, but to get to know each other, preventing pilots without licenses from using the field. "Diplomatic Intervention" was another safety theme. Talking politely does wonders for getting good results without hurting sensibilities.

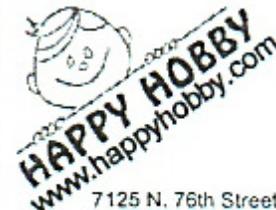
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