



# 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, March 3, 2010 - 7PM  
WaterStone Bank, 6560 S. 27<sup>th</sup> Street  
(formerly Wauwatosa Savings Bank)*

## **PRESIDENT'S REPORT** by Tom Ryan

**Meeting of Club Presidents?** To help halt what could be a down year in our area, I will be asking the Presidents of local area clubs to meet and discuss as a group some ideas I have to boost all of our events. I recently spoke with Steve Tarney, new President of the Astro Wings club in Grafton. He, like me, thought it would be a good idea for all of the club Presidents and their newsletter editors to meet and discuss ways of making our events more appealing, while supporting each other's clubs. I will be putting this idea out to all the club Presidents of our region, and their editors, in hopes of meeting in mid-March at a site central to the SE region, probably the Wauwatosa Library. Hopefully we'll all benefit from this and all of our clubs will see an increase in activity, while encouraging community support, too!

**Mentor, not Lecture!** The RAMS as a club have come a long way in a short time. Our members have enjoyed a new direction and are seeing how well working together gets things done. As I look at those who are coming up within our club, it's time to start mentoring these new officers, and allow them more hands on time as they learn how to run a club, our club. I will, as I promised, be less hands on and more instructional of these new officers and those who will follow them. In 2010 I will step back and

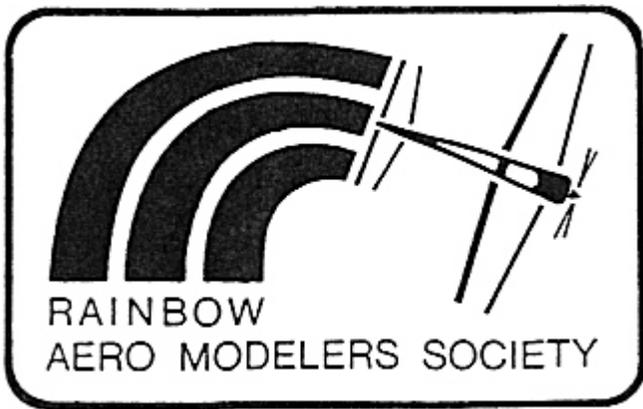
**Volume 31 – Number 3, March, 2010**

advise, teach, and monitor these new officers while they take a more active roll in the day to day operations. The goal is to have in place future club leaders who'll have some experience in running a club, and the guidance to transition-in as leaders without inter-ruption of services for our members during that lear-ning curve.

**Commentary.** The economy is bad...like that's news! But our hobby isn't. Sport/Model Aviation is Up. Those who fly are flying more, not less. Those coming into our hobby are looking for an alternative to high price recreational activities such as expensive vacation travel or high priced sporting events where tickets can be a hundred plus per person, and over-night hotels at \$380 a night for that one event! Our July Fun Fly-In and our September Picnic are great family events. Our field is a great place to go to be with friends and enjoy model aviation without our "breaking the bank." Being 40 plus isn't a handicap in our hobby, but rather an advantage. So, tell a friend or better yet, bring a friend with you next time you fly. Introduce your friends to our hobby, and who knows, maybe they'll thank you for it? Let's make this season of flying the best it can be. Thanks,

The Prez, Tom Ryan

***Pilot Profile This Issue: Robert Scrip***  
*(Read past 59 profiles at [www.rcslot.com/rams](http://www.rcslot.com/rams))*



Founded Nov 6, 1980 Club #1264 Academy of Model Aeronautics

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**MEETINGS-7PM**

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

(\*formerly Wauwatosa Sav.Bk.)

Terms of Office are  
Feb.1-January 31

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

**All Flight  
Instruction is  
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**Contact:**

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Jeff Borowski, 414-483-4377 Russell Knetzger, 414-962-0637  
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Jeff Borowski, 414-483-4377 Tom Ryan, 414-881-0070

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Above: Club Logo Hat now Available in Black. \$15 White or Black  
Club logo T-Shirts cost \$18 each, Polo Style are \$20 each..

**2010 DUES NOW PAYABLE**

*(Expiration was Dec. 31, 2009)*

Bring \$20 to the March Meeting or mail to:  
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President

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# Happenings at the Meeting

**RAMS Club, February 3, 2010**

by Craig R. Manka, Secty.-Treas.

Photos and some notes by Russell Knetzger, Editor

The February meeting sustained the spirit of the holidays evident at the January meeting. Turnout was 35, which is “comfortably full” when two tables are used for food and beverage service, as they were. Tom Ryan organizes the foodstuffs. Four potential new members introduced themselves: Charles Christofferson, Lawrence Lang, Shawn Thomas and Jack Wischmeyer (new to Wisconsin, to take work at Ruud Lighting in Racine, with Bob Ehlers.)

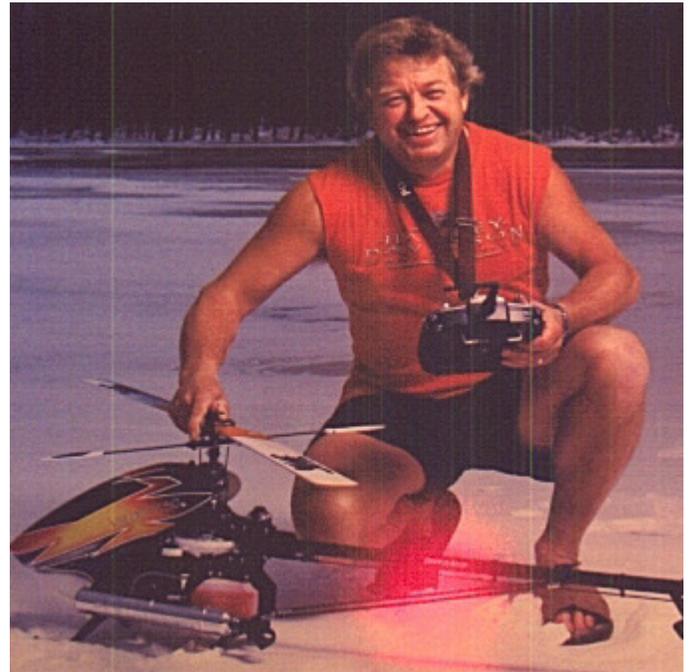
Jim Hatzenbeller reported 70 field licenses for 2010 have been sold so far of 137 sold last year. Club renewals are coming in at the same pace, 65 of 105 last yr. Club hats are now available in Black for those who feel White will too easily show soiling (see photo page 2.) Club decals may become available. Tom Ryan believes he has the proper equipment, including fuel proofing.

Tom Ryan gave the results of his member survey taken last meeting. All the names on the quiz turned out to be AMA officers. The low rate of recognition from the 100 respondents in 4 area clubs shows how unfamiliar AMA officials are to average modelers. New Field Manager, Chuck Beauchamp, reported the entrance gate lock hasp is bent and will be harder to lock until it is straightened.



*Above: should starting of engines be prohibited under the sheltered west flight line? A rule to do so will be voted on at the March meeting. (see text above, right)*

**Field Rule Proposed:** This is official publication that a vote will be taken at the March, 2010 RAMS Club meeting to modify Rule #16 as shown: “16. No starting of fixed wing aircraft engines under [the metal] any shelter.”[brackets=delete],( underline =add). Dick Cook started the discussion by noting how chaotic the west flight line has become with two tiers of starting tables. Safety Officer Chuck Bucci then moved the above rule. Chuck also wants to install speed bumps in the drive to get better compliance with the 5 mph speed limit.



**Correction:** *The captioning under this photo in the February issue incorrectly states Darrell Hossalla flew in his swim trunks on/near New Year’s Day on a bet. Actually, it was more of a dare by Chuck Bucci: “I’ll give \$50 each to the RAMS & SWARM Clubs if you’ll fly off snow in your swim suit.” Each club is now \$50 richer.*

**Raffle Winners** at the February meeting were Bob Ehlers of a glow plug starter and charger; Alex Barda of an all-plastic Master Caddy flight line kit; Mark Matelski of an on-board charging switch; Tom Young of an on-board Volt Watch diode array; Chuck Christofferson of a transmitter neck strap; Frank (the wine maker) Burton of a coffee table aviation book donated by Editor Emeritus Bill Stilley; Chuck Beauchamp of the 2<sup>nd</sup> such book donated by Stilley; Christine Ryan of a Foamy plane kit.

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

# Models at the Meeting

February 3, 2010



Above: Chuck Beauchamp's extraordinary model of Burt Rutan's "Velocity XL" by Experimental Aircraft Models (\$475, 15 years ago). 80" span, 14-15 lbs., 8 servos used, removable canopy for access, balsa wing ribs/spars and planking; fiberglass fuselage; 14x7" 3 blade Air Master pusher prop w/reverse cut aluminum spinner; Webra 1.20 cu.in. 4cy engine, built in pump, fully functional air ducts to cool rear engine.

Below, Velocity closeup: of rear engine area, custom Bison brand muffler.



Rear: foam board model by Robert Scrip (see Pilot



Above: Marv Anderson's impressive Lockheed P-38 Lightning of WW II fame; "VQ kit," two .46 cu.in. Evolution engines, Graupner 10"x8" 3 blade props, 84" wing span, 16 lbs., SpringAir retractable landing gear Bought used in hobby shop, original \$899 list, \$350 sale because no other interested buyers.

- Don't Forget to Pay Your 2010 Club Dues -

Below: Robert Scrip's 77" wing span Red Rascal, \$113 original price, set up for electric motor; note beautifully finished 14"x10" prop installed; visible blue part of "brushless motor" rotates with the prop.



Profile, opposite page.)

# Pilot Profile: Robert Scrip

by Russell Knetzger

Robert Scrip has followed his father, Edmund, two ways. He was an electrical engineer for the U.S. Post Office, and was a licensed Extra Class Amateur Radio operator. Robert by age 16 held both Advanced Class Amateur and FCC Commercial Class radio licenses. By his 1978 graduation from Hamilton High School, Robert had taken 3 years of electronics, wood, automotive and small engines. Now age 49, Robert has 30 years with the West Allis Amateur Radio Club, being a life member.

Employment for Robert has also been technical. At age 17 he started work at Astronautics Corporation of America on High Resolution Video to be used by GE Medical (CAT Scanners, then MRI), as well as testing of flight control systems in controlled screen rooms. After work his second job was with Radio Shack, from age 15 to 22. At age 31 he left Astronautics to found his own computer business, and he still operates it. He also does commercial photography (weddings, corporate and family portraits.)

Marriage to wife Stacy a few days after "9-11-01" lent a serious tone to an otherwise joyous time. Her father's later buying of a 69" span nitro trainer got Robert's R/C interest up, as did a guy flying almost daily an electric 3D aerobatics in the church lot behind the Scrip house. By then children Emma, now 6 and Michael 4 were born, and they watched with Robert. Emma and Michael almost always accompany Robert to the County Field for flying.



**Above: Robert Scrip holding his 63" span CAP-232, electric powered. In debating glow fuel engine vs. electric motor, watching glow fuel pilots struggling to start, while electric devotee Dell Fisher was in the air in moments, Robert went with electric.**

Besides the pictured models, Robert's outdoor airplanes include a 77" span Red Rascal, and a 63" span Ultra Stick. They all weigh 7.5-8.5 lbs. The indoor models include a Park Zone-Vapor, Cub J-3, and Sukhoi SU-26m. All are ultra micro size.

The careful reader will see the Harley Davidson motor cycle logo on Robert's shirt. Besides owning a Harley, he has a 1972 Chevy Nova with a V-8 engine, capable of 10,000 rpm on the Tachometer going down a 1/4 mile strip.

Family with Robert is the most important. He almost lost wife Stacy to Stage 3 Breast Cancer the last few years while Emma was 4 and Michael age 2. After the harsh Chemo and Radiation treatments she is doing much better, starting a new job downtown in a trust department last month.



**Above: Robert Scrip with his Mad Bat electric foamy at the Feb, 2010 meeting, Bob Sadowski looking on. A barrel of fun, but not in any wind. Next test will be indoors at Currie Park Dome.**

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

## Winter Indoor Electric Flying

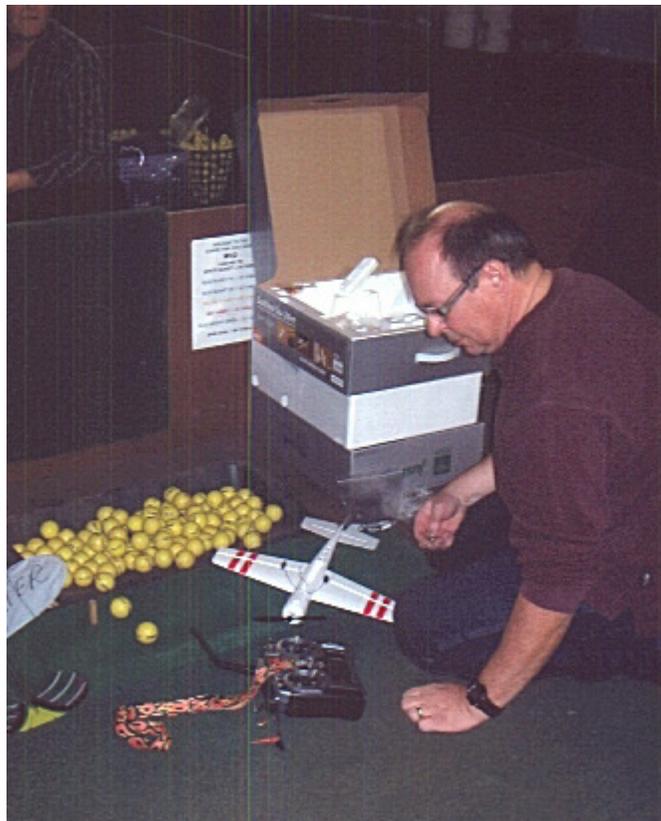
At the Currie Park Golf Dome, Wauwatosa, Wis.

by Russell Knetzger, Saturday Evening, Feb. 20, 2010

Three RAMS members flew the above night They were Earl Evans (pictured in the January issue with the micro scale "Ember 2" he was flying, weighing only a few ounces, with a 12"-14" wing span); and Robert Scrip, profiled on the previous page and pictured below, & Steve Ward, also here pictured.

Currie Park is attracting enough pilots that it is now flown every Saturday night, (not every other weekend as earlier this winter.) Its hours are 10:00PM – 1:00AM. Cost is \$10 per pilot; guests and onlookers are free. The Currie Park entrance is off Mayfair Road, midway between Burleigh St. and Capitol Dr.

The entrance has an easy to see internally lighted sign. It is a city block-long walk from the golfer's parking lot to the Dome entrance. The Dome is about a football field wide. Flying is unrestricted, but a counter-clockwise path is informally encouraged. Frequency control is provided for 72 mHz,



**Above:** Robert Scrip kneeling on the golf driver's mat (see all the yellow golf balls and the tan colored "tee" just off the other wing tip?) as he checks his 3-channels with his 2.4 GHz transmitter. Notice his foam P-47 Thunderbolt is only three hands wide. It is taken off from the ground. **Background:** Tom Kunath of Pebble Creek, whose 10 year old son is running cars elsewhere in the Dome.



**Above:** Steve Ward flying seated to rest his legs. His 72 mHz control pin is visible on his antenna. He also flies micro light fixed wing and helicopter, but here he is holding about the largest the indoor models get, though still slow, 5-7 mph. A great way to learn to fly. The entire plane is foam. Can you see his wingtip lights shining?



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