



# 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, Sept. 1, 2010 - 7PM**  
**WaterStone Savings Bank, 6560 S. 27<sup>th</sup> Street**  
*(formerly Wauwatosa Savings Bank)*

## **PRESIDENT'S REPORT** by Tom Ryan **Rain, Heat and More Rain!**

Same title because it's the same thing! There are those besides us who've felt it too, some clubs have canceled their fly in and others have received damage to their event because of the rain and the high winds. Simply put, it's been a bad year for RC flying at the Rams field.

**Fly In.** Looks like it'll be pushed into October now and more a Picnic than Fly In. We're slowly reclaiming our field from Mother Nature's grip and we are now ready to do battle with her as we now have our sand bags in hand and have identified where the water is coming in. An all-out blitz will be done to slow if not stop the water from flowing in. We'll need help; lots of bodies filling sand bags and putting them in place, so please help if you can. Chuck will be asking for volunteers, please lend a hand to this effort, it's your club, your field, please do your part to get it back in shape. Thanks.

**Commentary.** The age of our average member is creeping up; the numbers of new starts and new members is creeping down. This isn't just here; it's all over the country. Another club who always had 100 plus members and a boat load of cash has seen their membership drop to 80 and their bank account fall off sharply; reason being, their membership participation is off, way off!

**Volume 31, Number 9, September, 2010**

Those who once were on the work details all the time are asking for others to step up so that they can take a well deserved rest. That isn't happening! Seems almost all clubs are seeing that now? There are exceptions, but not many.

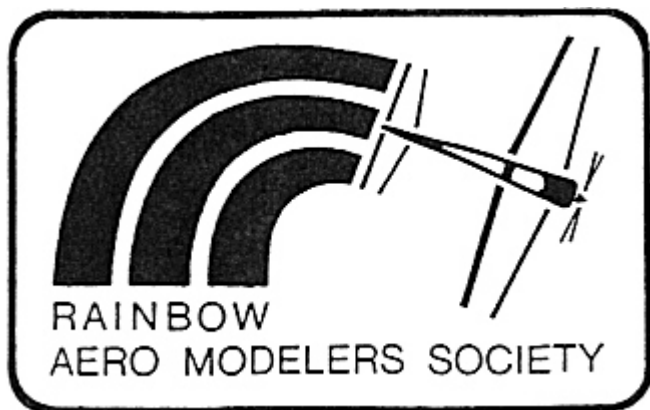
For us, I'm still holding out hope for a good fall and a fast return to our flying as we did before the floods. I believe that we are resilient and able to get back what Nature took. One good day of grass cutting, rolling and seeding and of course, sand bagging the creek and we can be on our way back to where we were before the rains, maybe even better?

So let's not let this weather issue stop us from having fun and flying as we did. We'll work it out and get back up to speed very quick I'm sure, if this was a test of our resolve, then we weathered the storm and are ready to "Get R' Done!"

Remember this; no matter how bad we've had it, someone has had it worse! Nashville went under water this year (Grand Old Opera). Out west had its water issues too. The Deep South has had its share of problems, and the list goes on. Those living in the third world, well nature hasn't spared them either! Okay enough said about weather. Let's do something about it. As Custer said, "Charge!" My wife says that all the time too! Looks like me and Custer are both getting scalped! Come on, Smile. Make someone think you're up to something!

*The Prez, Tom Ryan*

**Pilot Profile This Issue: Allen Chabot**  
**Read past 65 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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St. Francis, WI 53235 [jimhatzy@aol.com](mailto:jimhatzy@aol.com) Field Pilot License  
\$50 Jan.1-Dec.31

**MEETINGS-7PM**

First Wednesdays  
\*WaterStone Sav.Bk  
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(\*formerly Wauwatosa Sav.Bk.)

Terms of Office are  
Feb.1-January 31

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

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

**Contact:**

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Phil Schumacher, resource person, 414-425-2963

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**HELICOPTER – Reciprocating Engine or Electric**

Chuck Bucci, 414-425-2930 Mark Meyrose, 262-895-7036



**Don't fly over the spectators, or the pits . . . or the cars, and stay north of the apartments, don't fly near the playground, or the hospital, or the school . . . stay this side of the road, half throttle by the golf course, and make your approach from the north end only! Stand in your frequency circle, fly only counter clockwise, stay under 200 feet . . . and your five minutes are up, there are 3 guys waiting!**

Cartoon courtesy "The Modulator" edited by Tom Patten  
Pioneers R/C club, Inc., San Jose, California  
Founded about 1950, 500 members

**2010 DUES PAYABLE**

*(Expiration was Dec. 31, 2009)*

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# Happenings at the Meeting

**RAMS Club, August 4, 2010**

Craig R. Manka, Secty.-Treas.

Photos and notes by Russell Knetzger, Editor

Member registration is perking up a bit. The Roster at the end of this newsletter now shows 80 pilots. Meeting attendance is still dragging a bit at 25, not counting Sec. Craig Manka's three daughters present in August. Our usual range is 30-33 at a meeting. Will the soggy field conditions stop us from reaching last year end's 105 club membership? Field Licenses rose one to 102, said Jim Hatzenbeller, compared to 137 end of last year.

President Tom Ryan lifted spirits with his opening joke about a parrot cawing out to an intruder "I can see you, and so can Jesus!" The intruder rebuked the parrot by observing he was only a bird locked in a cage. "Yes," replied the parrot, "but Jesus is a Doberman!"

## CLUB DONATION FROM MUDRICK FAMILY

Tom Ryan announced that the adult children of our recent member, Andy Mudrick, who died July 6, 2010, were donating the cash memorials given at the funeral to our club. The memorials amounted to \$540. The children are son Roy, a retired American Airlines pilot (Dallas - Tokyo), and daughters Robin and Jill. Andy's wife had preceded him in death the year before he joined our club as a student pilot. Russell Knetzger was his instructor. Both Tom and Russell sent thank-you notes to Roy.

## FIELD & POLICE REPORT

Field Wetness has gotten worse, even though August is a classic month for the field to dry out, as is July, which is when farmer Holtermann or his sons usually mow the hay around us. Not this year. Field Manager Chuck Beauchamp is still ready with his sand bags project if conditions (and mosquitos) permit. Chuck also reported a new Franklin police insistence that we not go around road barricades to reach our field when Oak-wood Road is closed due to flooding. To emphasize the point officers escorted off our field two visitors and a modeler just checking out the field, but not flying.

## JULY 10 & SEPT. 18 EVENTS BOTH DROPPED

Members agreed to take the July 10<sup>th</sup> event, postponed to Sept. 4<sup>th</sup>, and combine our Sept. 18 Picnic to the 4<sup>th</sup>. [But in late August that decision was rescinded because of continued wetness. Watch for an October club picnic.]

## HELICOPTER FLY-IN DATE ALSO SHIFTED

SWARM Club officers present at the August meeting announced they also are shifting their Fly-In date, historically in late July. It will now be Saturday, Sept. 25<sup>th</sup>, rain date Sunday the 26th. It will be a Club Picnic rather than a regional fly-in. RAMS members or other pilots holding a Pilot's License for our field are also welcome.

## MEETING RAFFLE WINNERS

Chuck Beauchamp, of a "hold-em rack;" Shawn Thomas of a Temperature Guage; Marv Anderson of a 14 in 1 screw driver set; Craig Manka of an epoxy glue set; Mark Matelski of a Time-Life aviation series book about "Giant Airships;" (likely donated by Earl Evans, who won an Xacto knife set; Craig Manka and Alex Barda, each of a bottle of home made concord grape wine, made and donated by member Frank Burton.



*Above: Photo of club member Frank Burton of Bay View, Milwaukee, showing a finished bottle of his home made wine and some of his wine making books and supplies. (See story above about his time to time wine donations to club raffles.)*

Using the Club Website:

Call Keith Kittoe at (414) 421-3305 for help to log in at "www.rcslot.com/rams"

There you will find back copies of the club Newsletters and all previous Pilot Profiles

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## Models, Aug. 4, 2010 Meeting



**Above:** Rich Kegel and his CanadaAir CL 415 land & sea water bomber for fighting forest fires. The prototype contains a bottom water intake scoop to refill its tanks by skimming a lake or river, allowing it to quickly return to the fire area. It is a turbo prop (2300 hsp each side of the original). The model: .72 Saito 4cycle inverted engines, on-board glow igniters.



**Above:** Sideview of Rich Kegel's CanadaAir CL415.



**Above:** Mark Matelski describing his Cessna 182 Skylane electric ARF from Great Planes. Plane \$130; batteries \$45.



**Above:** Another view of Kegel's fire bomber showing air stream deflectors on main wing and tail stabilizer. **Foreground:** Mark Matelski's Cessna 182 Skylane, his first electric powered, from Great Planes.



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# Pilot Profile: Allen Chabot

By Russell Knetzger

Allen is one of three new members who came to their first club meeting in July, 2010, though Allen had been active in aero modeling from high school. Like many other newer club members in recent years, Allen, age 66, is using his retirement years to revisit earlier interests, such as radio control flight. In the mid 1980's, through his motorcycle racing contact with the late Matt Wengryzn, Allen had started R/C aviation. But in 1985 he also pursued a full scale pilot's license at Timmerman Field on Milwaukee's northwest side, while attempting to keep active with the Bong Eagles free flight club.

With job changes every 5 or 6 years, R/C receded from Allen's list of activities. Again single, Allen has returned to his parent's home where he was raised in southeastern Oak Creek, near Elm Road and Chicago Road. He lives with father Alfred, age 101, plus mother Lucile age 88, and is their live-in-care giver.. Allen is one of the rare club members who attended a rural "one room" K-8 school, "Oakwood Graded," near his home.



***Above: Allen Chabot with his Eflite "Alpha" sport 450 electric powered trainer, being used in his R/C flight refresher training course in Franklin on Oakwood Road, (Milwaukee County R/C Flying Field).***

Graduating from Oak Creek High School in 1962, Allen took advantage of military training by joining the U.S. Air Force. He became an engine mechanic for radial engines, most notably the Wright 9 cylinder R1820 (C-47 transports), and the monster Pratt & Whitney R4360 (C-124s) 36 cylinders in 7 rows, generating 3,000 hsp. per engine. He spent time at Andrews Air Force Base in Washington, D. C., and an overseas base at Tachikowa, Japan.

## **U.S. AIR FORCE 1962-1966**

Following his military service, Allen worked in various Milwaukee machine shops and prominent manufacturing plants. These included 6 years at Briggs & Stratton, a similar stint in the Research & Development department at OMC-Outboard Marine Corporation, and finally retiring after 5-1/2 years at Super Steel, makers of railroad passenger cars, such as Chicago "Metra" commuter line cars.

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



***Above: Allen Chabot ("sha-bow") taking a flight refresher course from club electric flight instructor Phil Schumacher. Note buddy box system working between 72 mHz and 2.4 gHz transmitters.***

# A Rams Club History - Part 3

Franklin, Wisconsin, founded Nov. 6, 1980, AMA #1264  
by Russell Knetzger, Editor, September, 2010

**Introduction:** The above sub-caption shows the RAMS will be 30 years old this November. In commemoration, Pres. Tom Ryan asked me to write a brief club history. I was a lead founding member. Part 1, July, 2010, covered the 1979 opening of the Oakwood Rd. field by the Milw. R/C Assn., turning it over to the RAMS in 1988. Part 2, Aug., 2010 details the work of building the field, 1978-1987.

**Q. What did the 1987 N-S runway Cost? Ans.** About \$2700 was paid to Edgerton Contractors for earth moving. Plant Associates, Inc. of New Berlin helped with the fine grading, as they did in 1979, but this time RAMS members did finish grading and seed dispersal. Chain link fencing was dragged behind our Ford 8N tractor, driven by the late F. Carl Springer weighted down with several modelers, notably the late Casey Kieliszowski, to pulverize the surface. Seeding was done at 4 times the usual rate, to prevent initial grass clumps, as in 1979.

**Q. What role did the Army Reserve Play? Ans.** Initially the R/C Association, still controlling the field, worked with the US Army Reserves earth moving unit in Racine, to build the N-S Runway at no cost. The Reserves need the practice. But over a several year period, the Reserves could not do it. They only work on Drill Weekends, when soil conditions might not be right. When they did come, their huge, oversize equipment bogged down.



**Above: Assn. secty. Russell Knetzger watches Army Reservist do field surveying.** (Art Schmidt photo ±1983)

**Q. What did the Association charge the RAMS for the Field? Ans.** Nothing. The Association had accumulated about \$10,000 in expenses to build the field and buy the Ford 8N tractor with its tow-behind PTO mower, but made the transfer at no RAMS cost. The tractor and mower had belonged to the Gaese family, where S. 60<sup>th</sup> dead-ends into the Racine County Line, 1.7 miles from the field. Father Arlen (since deceased), wife Mary, and sons Tad and Wade were supportive of the field. Arlen would cut our field, driving the tractor to and from his home, because we had no sheds at the time. We were reluctant to ask the County to build sheds because of a "take it all with you" clause in our permit, should we ever have to leave. The two metal sheds we erected (±2001 and 2006) can be unscrewed and moved.

**Q. Where is the Ford N Tractor Now? Ans.** We sold it around 2001 at our original ±\$1800 price from the Geases, after we bought our present Allis Chalmers diesel for \$12,000 from member Marv Wolff. The Ford did not have separate power to the PTO (power take-off) compared to tractor speed, so when the tractor bogged down, so did the mower blade speed. The Allis PTO keeps blade speed at full rpm. In thick conditions, by slowing tractor speed, the blade will retain cutting power. We kept our old tow behind mower, because we are able to repair it ourselves.

**Q. How was the \$12,000 financed? Ans.** By a special member assessment. The choices were: \$450 lump sum for Lifetime Pilot Field License; (Knetzger, Strelitzer & Stilley chose this) smaller lump sums but no lifetime license; or \$65 annual license price for several years, which most chose.

**END OF PART 3.**

## Events Around the Region

Compiled by the Milwaukee Association of Radio Control Clubs, February, 2010

Sep. 11, Saturday, EAA, Giant Scale Fly-In & Swap  
Oshkosh, WI USH 41-STH 144

Sep. 18, Saturday, Flying Electrons Club Swap Meet  
Men. Falls, Kohler Lane, N. of water tower & RR

~~Sep. 18, Saturday, RAMS Club Picnic & Fun Fly-In  
Milw. County field, S.70<sup>th</sup> & Oakwood, Franklin  
[Cancelled due to persistent wet field conditions]~~

Sep. 25, Saturday SWARM Helicopter Picnic, Field License Holders only, bring dish-to-pass or \$5  
Milw. County field, S.70<sup>th</sup> & Oakwood, Franklin  
(Sep. 26, Sunday, Rain date)