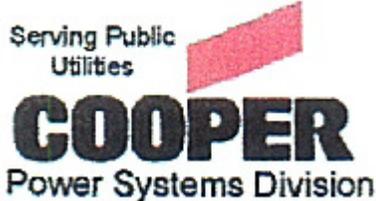


Pilot Profile: Josh Alwine

by Russell Knetzger

Josh is one of the newest members of our club, transferred in 2006 to the Milwaukee area by his employer, **Cooper Industries**. In his teen years back in hometown Goshen, Indiana, he learned to solo off vacant rural land typical of that area. In 2008 Josh dusted off those teen pilot skills, flying off park land in Caledonia not far from his Oak Creek apartment.



Now age 27, Alwine learned how to build and fly alongside his father, Steven, starting when Josh was age 13. Together they finished a Carl Goldberg trainer kit, the Eagle II, partially built earlier by his dad. It eventually crashed. At 15 Josh soloed on a Sig Kadet with instructor Eric Scott. Josh stopped flying during college years.

In 2001 Josh enrolled at **Purdue University**, noted for its strong engineering program. He picked aeronautical engineering, but the “9-11-01 World Trade Towers/Pentagon” attack so

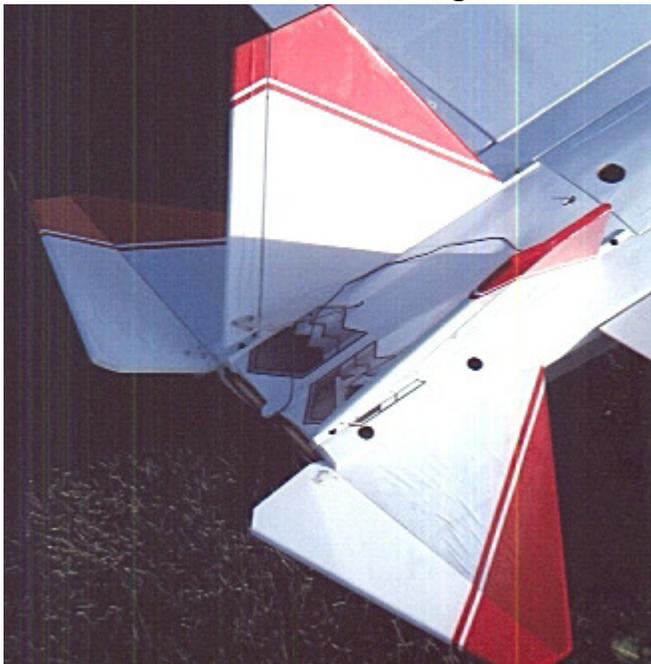


Above: Joshua K. Alwine at the field with his F-22 Raptor by Hanger 9, powered with a .46 Evolution engine. Flaps are necessary to lift the 8 lbs. during takeoff. Under-cambered outer wing panel “droops” and tip winglets help avoid liftoff and landing stalls.

decimated the airliner industry, that for his second year he switched to an Industrial Engineer major. In 2005 that landed him a job with giant 30,000-employee electrical parts manufacturer, Cooper Industries, in its St. Louis “B-Line” Division. There he learned “process engineering,” which led to transfers to two of the five Cooper plants here in Milwaukee. He was first in South Milw., and now the old RTE plant in Waukesha. They make high KVA capacity substations. Via company training, he has become adept at the **Lean 6 Sigma** process, a Japanese-pioneered system that continually works errors out of production, while keeping inventory low.

This spring Josh and his apartment roommate, (also a Josh) Josh Marley, joined the RAMS field. Newly soloed, Marley is polishing his pilot ability under more experienced Alwine. Both Joshes prefer after-work evening flying.

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Above: The twin rudder view of the swept wing/tail surfaces Hanger 9 “F-22 Raptor” currently being flown by Josh Alwine. By having both rudder servo connectors to the inside, a single servo suffices.