

Pilot Profile: Brad DeLellis

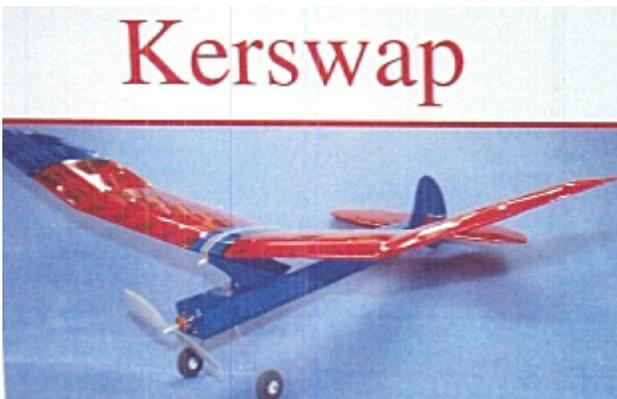
by Russell Knetzger

Brad DeLellis, in one respect, is like his fellow recent retirees to join our club. They all are trying electric motor power for their initial entry, or as in Brad's case, re-entry, into RC Aviation. But where Brad departs is he is going back to pre-World War II models as his choice, and building them virtually from scratch, whereas the whole hobby has switched to fully manufactured models of modern aircraft, built in China.

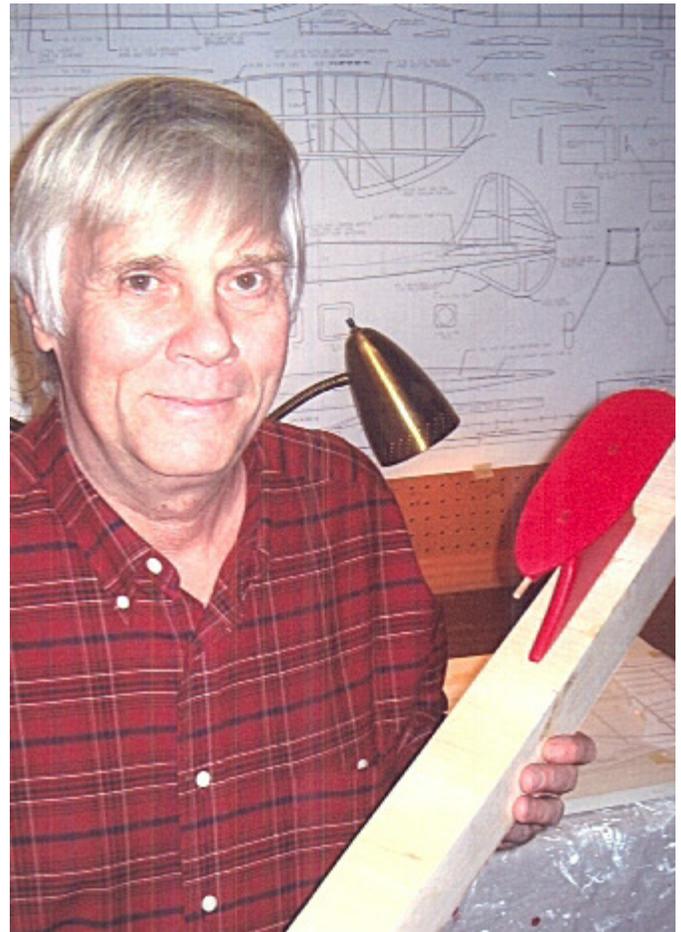
In addition to hand building a model designed and first flown in 1940, Brad is restoring 3 or 4 models donated to him by octogenarian + 12, Art Schmidt, all of the pre-1960's era. Brad began visiting the Milwaukee County RC Flying Field about 20 years ago, and thereby became acquainted with Art.

Now living near S. 95th & W. Oklahoma Avenue with his wife Judy, Brad grew up in Waukesha, graduating from Waukesha South High School in 1968. After a year of college, he served two years in the US Navy as an electrician's mate, then another two years in the US Army. Both stints involved teaching in electrical subjects. That was in the heat of Vietnam, but fortunately Brad served stateside.

US NAVY	US ARMY	ALLEN-BRADLEY
1969-71	1973-75	Rockwell Automation
		1977-87 2008-09



Above: The Kerswap model Brad DeLellis is currently building from a 1940's design by Gilbert Morris when Morris was age 18. It will have 400 sq. in. of wing area, a 52 inch span, and weigh up to 4 lbs. with the electric motor and its battery. Morris came up with the "Kerswap" name from the sound of a model landing hard. Morris is still alive, at age 88.



Above: Brad De Lellis holding the fuselage under construction of the 1940 model by designer Gilbert Morris. Behind Brad are the 2008 plans as drawn by Tom Hunt for the kit's re-issue. The electric motor for propulsion will be an Eflite-20 amps., about the same as a .35 c.i. internal combustion model engine.

Following military service Brad studied at both Marquette University and UW-M in electrical drafting and design. When joining the Allen-Bradley company he was first located in their Cedarburg, WI plant designing motor control units. Some of that work ended up on the Challenger space shuttle.

While Brad does not belong to the Academy of Model Aeronautics' "SAM - Society of Antique Modelers", he does consult with the Milwaukee area's free flight club, the Bong Eagles. The Kerswap originally was a free flight model, although Tom Hunt's plans show installation of radio control servos and an electric motor. Brad also owns antique model engines, such as a Forrester, and a Thimble Drome.

RAMS HORN, Dec., 2010, Russell Knetzger, Editor
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