



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, August 5, 2009 – 7PM
WaterStone Savings Bank, 6560 S. 27th Street
(formerly Wauwautosa Savings Bank)

Volume 30 – Number 8, August, 2009

PRESIDENTS REPORT by Tom Ryan

How Are We Doing? In a word, great! Our membership numbers are still going up, and the field is getting better each day. Members are flying and having fun and that's what we're all about, flying and having fun!

How'd the Fun Fly-In Come Out? We made money! Mother Nature was kind to us this year and it showed. Spectators were treated to a well planned and fun filled day. There was plenty of flying, food and raffle prizes. We had a really nice showing. Something for everyone.

Instructors Are Flying More! Instructors are flying with more new students and helping out those who have some rust on their flying skills. Everyday new faces are showing up looking for instruction, and we're providing it. The Rams and SWARM are making a difference and it shows.

Please Help. If you'd like to help as a volunteer and give some of your free time to the field effort, then please let Bob Kabella know and get on his volunteer list. Any help would be appreciated and your efforts will be a big plus for the club as we work to make the field better. You can reach Bob at (414) 282-1145. Thanks.

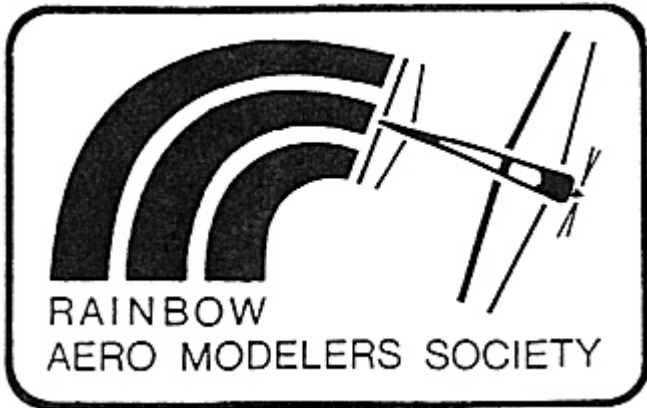
Team Meeting Held. On July 20th a closed door team meeting was held at the Franklin Library. Those in attendance were the brain trust of our latest Fun Fly-In, and

planners of our Club Picnic set for Saturday, September 19th. The results of that meeting will be discussed at our August Club Meeting.

What's Left? We've had an odd start to this summer. June wasn't normal weather wise, and July hasn't been much better. But summer in Wisconsin can be that way. There is still plenty of good flying weather left, so this should be a really good year for us and our hobby, even in this down economy. Remember, we still have our September Club Picnic and our December Awards Night to look forward to.

What happened? Why'd the jet never get into the air on its second flight of the day? Those who were at the Fun-Fly saw my jet on its second take-off roll never get off the ground, ending up nose down in the creek. I now know the reason. The four-cell battery had what's known as a brown out, the voltage dropped below 3.5 volts, so the receiver went into "fail-safe". This was confirmed by the battery and engine manufacturers. Both have the parts in their shop and tested them. No more four cells for me. Five cells are better than four, a lesson learned by me the hard way. The good news is, it wasn't dumb thumbs and no one was in any danger. The bad news is, one jet damaged. Costly but repairable. Hey, these things happen!

Pilot Profile This Issue: Casey Kieliszkowski
(Read 52 past profiles at 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. 27 Street

Terms of Office are
 February 1 through
 January 31.

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

**All Flight
 Instruction
 is**

Without a Fee to Club Members

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HELICOPTER – Reciprocating Engine or Electric

Russ Schneider, SWARM instructor coordinator, 262-642-2790

Vice President Lutzenberger Resigns

After organizing a terrifically successful Fun Fly-In July 11th, and in fact citing the energy that took, plus illness among two close family members, Mike Lutzenberger asked to step down as vice president for the remainder of the year. His request was reluctantly accepted. Many thanks to Mike for his extraordinary service.



Above: Artist's rendering of the new club flag now flying beneath the night-lighted American flag on our new flag pole. The club flag made its debut at the hugely successful 2009 RAMS Club Fun Fly-In, held Saturday, July 11th. Eder Flag Company of Oak Creek made the design for field manager Bob Kabella, working from our logo, upper left this page.

- Visitors at Meetings or the Field Always Welcome -

Happenings at the Meeting

RAMS Club, July 1, 2009

by Craig R. Manka, Secty.-Treas.

Photos and some notes by Russell Knetzger, Editor

Membership continues to increase, rising from 94 just before the July meeting to 99 by meeting time, reported Craig Manka. Field licenses climbed from 117 at the June meeting to 123, only 2 short of the 125 for all of last year, members learned hearing a written report by license issuer, Jim Hatzenbeller.

The club heard that getting farmer Holtermann or his nephew to cut hay next to our field for free may be at an end. County parks will no longer allow bailed hay to be taken off ours or adjacent county lands. That constitutes a "business" operation, and likely requires a share of proceeds to the county.

Field Rules Change Vote at the August 5th Meeting

Shall Field Rule #17 be reworded as follows:

"17. The field is separated into a north and south flying area divided by a line proceeding east from the north fence."

(Moving the frequency board causes the above change)

The City of Franklin inspected all of our fire extinguishers, and those needing attention were corrected. The City also reclassified us as a "non-profit," making our Fly-In food permit \$125 cheaper.

Field Manager Bob Kabella announced both cloth covered sun shelters will soon be in-line along the north fence. A major picnic bench repair party is needed. A display plane will be mounted near our front entrance (see photo this issue). The club flag pictured on the opposite page will be flown soon. It is 3x5 ft. and cost \$270 embroidered.

Remember to Take Home
All Trash You Create at the Field
Take Home Spectator Trash As Well

Marty Gscheidmeier is taking a leave of absence from instructing for awhile. Notice that Bob Kabella (omitted from the list by error), now shows in Marty's place.

Raffle Winners at the July meeting were: Steve Navone of a gallon fuel; Nick Johnson of a packaged set of 8x4" combat propellers; John Schmidt of fuel tubing; and Phil Schumacher of an electric meter.

Fun Fly-In Sponsors Announced Pres. Tom Ryan showed a leaflet for our July 11th event giving the names of all financial sponsors. V. Pres. Mike Lutzenberger, event coordinator, indicated he exceeded his goal of raising \$1700 from the sponsor list. Club members may say "thank you" to these sponsors by patronizing them.

July 11, 2009 RAMS Fun Fly-In Sponsors

Adron Tool Corporation - Bartzs Floor Coverings
Bread Smith - Chuck's Electric LLC
Doggie Dorms - Gift of Wings
Greenfield News & Hobby
Hales Corners Heating & Air Conditioning
Hale Park Automotive - Hossalla & Sons, Inc.
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Morici Brothers Concrete - Paul's Jewelers
RCSlot, LLC - Saraphino's Pizza
Swick Technologies - SWARM Club
Targus Barsamian Associates D.D.S.
TaxAir Freight - Tires on the Move - Tom Ryan

Using the Club Website: Contact Mike Lutzenberger, at (h)414-483-8038, (c)414-418-3985, or email mjplutz@ameritech.net. Once logged in, you enter a code of your own choosing. This approach minimizes activity on the site from non-members, and from "spam." The website address re-mains "www.rcslot.com/rams" and is provided courtesy of Keith Kittoe, owner of RCSlot, LLC.

Models at the Meeting

July 1, 2009

Above: Darrell Hossalla showing his rebuilt Boom-



erang turbine jet, salvaged from Roger Olsen. "A really good flyer," the turbine provides 28 lbs. of thrust to lift 20 lbs. of overall weight. The divided fuel tank (yellow, held by black straps), is 50% smoke-making fluid on one side, and 50% jet fuel on the other.

2009 RAMS Fun Fly-In

July 11, 2009



Above: New entrance area mounted jet model, from the estate of Kenneth K. Ehlers (Electrons, MARKS) as repainted by Marv Anderson, and mounted by RAMS field manager Bob Kabella. Foreground: Son Nick and wife Michelle of member Dale Champagne directing guest cars to open parking spots along drive. Members parked at Rainbow Airport and were shuttled over.

Above: Cars parked closely south of the helicopter shelter, with motor cycles parking east on the grass.

Above: Fun Fly-In director Mike Lutzenberger, seated, with (L.-R.) Earl Evans, Frank Burton and Floyd Katz (holding raffle ticket pail) adjacent to the raffle prizes alongside the helicopter shelter.



Above: Larry Johnson (facing) and Jack Spindler (facing away) manning the raffle prize area. Red tool case in view, gas grille just off camera.x



2009 RAMS Fun Fly-In
July 11, 2009

(cont.)



Above: Pr. Tom Ryan squiring "Miss Happy the Clown" in a golf cart, talking to Marv Anderson, Craig Manka



Above: New club flag fluttering in the breeze under our American flag. Flag made by Eder Flag Co. in Oak Creek, adding color to our black & white club logo. Note solar powered night light on pole below our flag.



Above: View of relocated cloth sun shades along west flight line (blue are private sun shades). Field manager Bob Kabella is talking with Mike Lutzenberger.



Above: Fun Fly-In event director Mike Lutzenberger schmoozing with the public in attendance.

2009 RAMS Fun Fly-In
July 11, 2009

(cont.)



Above: Tom Young and wife Pam cooking and serving Lunch. The club gas grille works really well. Notice plywood "floor," canopy roof, to comply with city food permit.



Above: Foreground: Del Fisher's electric Eflite ARF, 76" span 9 cell E110 motor, in "between the wars" color scheme; mid-picture one of Bob Kabella's wing restraint type pit tables; background, Jim Strelitzer's DA 50 powered (with smoke system), 86 inch span.



Above: Biggest plane at the event, Rick Szabo's actual 1/4 scaler, twin cylinder, gasoline powered.



Above: Various sport and one scale biplane displayed along the east fence line.

Pilot Profile: Casey Kieliszowski

by Russell Knetzger

“Casey” is short for Casimir, but it might as well be short for “Constancy,” as in faithful and dependable. Casey, 77 this August, still lives in the same apartment-over-store at S.12th & Lincoln where he was born. He still belongs to St. Cyril & Methodius parish a few blocks away, which was his grade school. His High School, Don Bosco on Wind Lake Av., was one block away. Casey also cares for ailing fellow bachelor brother Joe, just as when the family asked, he helped care for his late brother Frank.

Casey’s constancy comes from his mother Helen (nee Polski) who lived to age 94 cooking for the two brothers all their lives until her death just 8 years ago on Easter Sunday. She attended mass each morning. From his father, Casimer, an auto mechanic who died early at age 59, Casey was open to the engine mechanic’s work he was assigned in the US Air Force, 1952-1956 (Korean Conflict).

US AIR FORCE

The Air Force trained Casey on the monster “R4360” 28 cylinder radial engines used in B50 and B36 bombers. Air Force service was his only time away from home, but it was notable.



Mustang ARF, recovered over the original aluminum for better visibility. Casey favors low wing aircraft.

After basic training at Lackland AFB in Texas, and engine mechanics school at Chanute AFB (Champaign, Illinois), Casey flew as asst. B50 crew chief to US bases in England, Guam, and Japan.

Following military service, Casey went into gas pipe line work for private contractors as a laborer, doing that until retirement. By May, 1962 he earned his FAA pilot’s license, taking lessons at Rainbow Airport in Franklin. Until Nov., 1969 he kept current by flying rentals: (Cessna 170, Aeronca, and Piper PA-12) He even mastered flying with snow skis. His outdoor work, and avoiding smoking and drink, probably account for his always good health. Only his hearing has declined (noisy Air Force engines?), so he doesn’t attend club meetings.

Aeromodeling began with 25 cent stick & tissue kits from the two “dime stores” across from home. He started “escapement” radio in Cedarburg in the late ‘50s with guys who went on to form the Electronics club in 1960. They all patronized “Al’s Hobby shop” on 28th & North Ave. When asked, Casey has participated in all County Field work parties.

RAMS HORN, August, 2009 Russell Knetzger, Editor
Rainbow Aero Modelers Society, Franklin, Wisconsin

Peak Charging of Batteries

by Dennis Vollrath, Editor, “The Flightline” – July, 2009
Racine R/C Club, Inc., Racine Wisconsin – Reprinted in the



Above: Casey Kieliszowski (far left about 1982 in one of over 2000 candid photos by Art Schmidt at the County field), allowing Russell Knetzger, his original flight instructor at the Electronics field in the 1970s, to test fly a new model, probably the great flying VK Cherokee. Kneeling is Milan Zdrubeky near his twin tailed delta. Cropped out are Floyd Katz, and then active Scott Wilke who now owns the store in Cudahy where Greenfield News was located.

Above: Casey Kieliszowski photo during the July, 2009 RAMS Fun Fly-In, holding his .25 engine semi-

RAMS HORN, Russell Knetzger, Editor, Franklin, WI

I've been made aware of an electric model in our club that had a battery explosion while in the air. Apparently, this was a NiHyd (nickel hydride) battery pack that had one cell completely disintegrate. This is difficult to understand, since these cells normally have a one-shot over-pressure relief-vent that prevents this sort of thing. Maybe the cell that failed had problems; we will never know.

At any rate, NiCads (nickel cadmium), and NiHyd cells do develop pretty high internal pressures while being charged or discharged. This internal pressure can easily reach 150 PSI during normal operation. Now you know why these cells have a steel jacket!

But, these cells do have specific charging requirements. These charging procedures include both the long used 12 hour charge cycle, as well as the new "Peak Charging." This has been mentioned before in this newsletter. NiCad and NiHyd cells are available in both the standard variety and in the "fast charge" versions.

Both types of cells can be charged by the 12 hour charge cycle. The rate that these batteries should be charged in the 12 hour cycle is based on the cells' Milliampere Hour capacity. Simply take the cells MaHr capacity, divide it by 12 (hours) to get the factory recommended charging rate. For example a 1500MaHr battery should be charged at 1500/12 or 125 Milliampere. (That's 0.125 Amps.)

Do note that if you are charging these cells at a much lower rate, such as 50 Milliampere on this same 1500 MaHr battery, the 1500 MaHr divided by 50 Milliampere or 30 hours does NOT apply. The problem is, charging these cells at a much lower rate than the 12 hour charge cycle results in a lower charging efficiency. What this means is, charging a battery at 50 Milliampere for 30 hours does put 1500 Milliampere Hours INTO the battery, BUT, the battery may only have a 50% charging efficiency at this rate, resulting in the battery only absorbing 750 Milliampere Hours. Bottom line, these standard cells should be charged at the 12 hour rate, as described above.

Now, for the so called "Fast Charge" cycle. NOT ALL NICADS or HYHD CELLS ARE DESIGNED FOR FAST CHARGING!


You can assume that if the battery pack does not indicate it is rated for fast charging, it probably is not to be used for fast charging.

Fast charging of these "Standard" cells could result in causing the battery cells internal pressure to puncture the cell's one time explosion-proof vent, resulting in

failure of the cell once all its internal Sodium Hydroxide leaks out through the punctured explosion-proof vent.

If this happens, you will see obvious signs of "crap" around the positive connection of the cell that failed. If you see this, the whole battery pack should be removed from service. Just replacing the bad cell is not a good idea, since it is very likely what ever stressed the failed cell, has also affected the remaining cells.

Or you might just have had a "Dud" cell. But, with a model airplane that cost 50 or 100 times that of the battery pack, its just not worth it to take a chance on such a reconstituted battery pack..

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