



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. 2, 2009 – 7PM
WaterStone Savings Bank, 6560 S. 27th Street
(formerly Wauwautosa Savings Bank)

Volume 30 – Number 9, September, 2009

PRESIDENT'S REPORT by Tom Ryan

How Are We Doing? Well, our membership numbers are still going up (editor: 103 at press time, see Roster this issue) and the field is really nice. Pilots are flying and having a good time, so I'd say we're doing okay. Our equipment is in good shape; we're running in the black. We're ahead of the game so far. We're where we need to be for now.

Fond du Lac Air Show. Mother Nature was kind this year Aug.14-16), but Fond du Lac had to deal with high winds. Spectators were there in high numbers and over 112 pilots were registered. A few of our guys showed up but didn't fly. There were plenty of Warbirds & Classic planes. The main comments from pilots and spectators: "Too much of a good thing. Too busy!"

Club Picnic: Please Help. If you'd like to help as a volunteer for our upcoming club picnic, Saturday September 19th, please let ***Jack Spindler*** know ASAP, at ***414-425-0857*** Any help would be appreciated by Jack and our membership. Thanks.

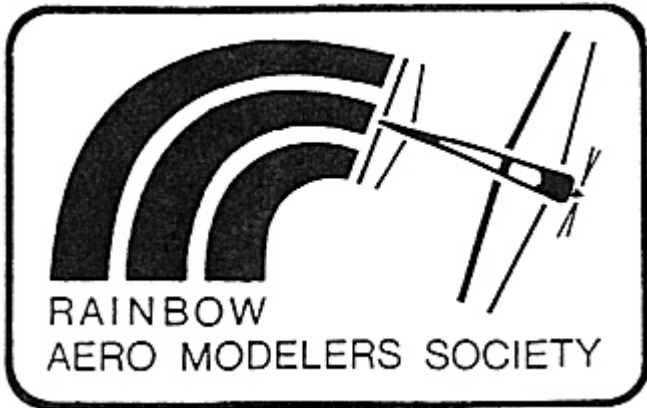
Team Work is Working: Rosholt, Wisconsin. In the September issue of ***Model Aviation*** magazine you saw on pages 49-51 how a year ago on Sept.6, 2008 we helped the Riddell Field program, home of the Alban R/C Flyers, Town of Alban near Rosholt, 17 miles northeast of Stevens Point, WI. We are going

back again this year. As a team we went to Alban and helped put that small 21-pilot club on the map. Clubs working together make things happen. The RAMS proved at Riddell that ***Team Work Works.*** Good job guys.

What's Left? Our bumper start to this summer and overnight jump into heat and humidity isn't much fun, June wasn't normal and July sucked. Now it's hot and humid with wind! There is still plenty of good flying weather left, so let's see what we can salvage. Fall can really be great flying in Wisconsin (dare to dream) and we may yet be surprised?

What's Next? Besides our Sep. 19 club picnic there is our 2nd Annual Awards December 2nd. That same night we nominate officers for 2010 (January vote.) Planning for our 2010 events gets organized and a list of who's doing what and why will be made up for the general membership to review. We'll look at what worked in '09 and what needs to be improved upon. The business of running the club will begin. A winter workshop will be introduced to assist new members, and a host of new ideas presented to the membership for their input -- hopefully making this winter a little easier to handle?

Pilot Profile This Issue: Josh Alwine
(Read 53 past profiles at www.rcslot.com/rams)



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

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(*formerly Wauwatosa Sav.Bk.)
Vacancy (See story next column over)

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January 31.

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\$50 Jan.1-Dec.31

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Clubs Don't Fly on Autopilot

by Mike Lutzenberger, Vice Pres. (Retired)

There is the misconception that R.C. clubs just about run themselves, with very little work for the officers. After serving as Vice President for several months, I learned that to be successful you have to really work at it, and make no mistake, its work!

As just a regular member I had no idea how much went into event planning and detailed procedures, plus the day to day problems that pop up unexpectedly. I thought you just came out to the field and flew, shot the breeze with the boys, and decided on a whim that “hey let’s do this or that, and toss it al together in a few hours”...man, was I wrong! After I was elected V.P. I learned the RAMS Club “didn’t run on auto pilot!” and the officers worked. At least under Tom Ryan they did.

From my point of view as V.P., I saw how things worked behind the scenes and how much goes into keeping the club on track. I also saw some people want to always find imperfections in everything. It seemed no matter what we’d do, they’d have a better way. When we asked “Ok, what way is that?” No response. At least nothing that made real sense.

Tom told us all from day one that he had an agenda and a two year plan. He completed that plan and much more. Now his two years are coming to a close. From what I read in his President’s Columns, it hints that he may be looking to move aside for new leadership. He always says “change is what’s needed to stay fresh” and all the changes we’ve had I’d say he knew what he was talking about! The question is, “does this now signal his departure as our President for 2010?” What a loss that would be to our club and our growth! What he did was not easy. I know that first hand! (cont. page 3)

- Visitors at Meetings or the Field Always Welcome -

Happenings at the Meeting

RAMS Club, August 6, 2009

by Craig R. Manka, Secty.-Treas.

Photos and some notes by Russell Knetzger, Editor

Our Membership Roster (prepared for this issue by Craig Manka) and our Field License Roster (by Jim Hatzenbeller), continue to show a trend. We are growing. At the beginning of the year the club was 66, by July we were 94, and now 103. Field licenses climbed from 117 at the June meeting to 123, only 2 short of the 125 for all of last year. Now they are 127. Past highs were 130-135. Club attendance hovers between 30-35 each meeting.

Proceeds from our 1st Annual Fun Fly-In, held July 11th, were \$2254. Tom Ryan gained consensus to donate \$50 each to six charities. He nominated them, and the USO was substituted for adequately funded Children's Hospital. The other 5 were Salvation Army, Battered Women's Shelter, Second Harvest, Workshop for the Blind, and Creative Workshop. Tom observed that our Fly-In was successful with only 27 pilots signed-in, but virtually none were from area clubs. August 29th we will return to Rosholt, WI. (see Sep. AMA magazine, p.49-51.)

Field Rules Change Approved at August 5th Meeting:

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

The club owns its Portable Toilet, and buys cleaning service from Port A John. Shall we buy the Hand Washing Station as well? "Can we provide some shade cover for spectator bleacher seats?" asked Duane Gagnon. Bob Kabella asked pilots to park per the posted parking diagram (**Happenings cont. top next column**)

Clubs Don't Fly on Autopilot (p.2 cont.)

by Mike Lutzenberger, Vice Pres. (Retired)

If Tom does choose to not run again, his accomplishments will speak for themselves. A few will seek to put their name to his successes (some already have) and take credit for them. So be it. I don't hear Tom complaining, as a matter of fact, his comments to me were "as long as it gets done, I don't care who takes the credit."

So as I look around at our club and our field now, I can see that we've come a long way in the last two years. I hope we continue to grow and stay (as Tom put it) in the 21st Century.

Sadly, should Tom decide not to run for a third term (and I hope he does run) he deserves our thanks, because "Clubs Don't Fly On Autopilot. They Fly with Someone at the Controls." **(concluded)**

Nine planes are lying lost in the hayfields around our field. With his 4-wheel all-terrain vehicle, Bob Kabella retrieved Earl Evans' Nexstar an hour before the meeting, sighted by the Cessna 172 fly-over of Bill Stilley, with Steve Ward as photographer (prints may reveal others lost.) During the meeting a friend of Milan Zdrubeky landed a helicopter NE of our windsock, and located Hernan Cortez's Raptor style aircraft, buried nose-first. Mark Meyrose will dig it out next day. Tom Ryan urged pilots to add a "sounding alarm" to their aircraft, which emits a blare when no controls are moved for a certain time. This helps find downed aircraft.

Tom Ryan promised to talk with County Parks about getting the surrounding hay, which obscures lost aircraft, mowed and bailed away, even though Parks told Farmer Holterman no more bailing. [Tom succeeded. As of Aug. 18th hay west of our field to the far tree line was gone, cleaned to the ground. Apparently a Racine Co. farmer was willing to pay Parks per bale harvested.]

A Roger Olsen update by Tom Ryan noted Franklin city police issued Roger a \$366 trespassing citation for being at the field. That triggered interest by the County of Milwaukee Sheriff's Dept., because they have prime jurisdiction on county lands, but coordinate with local police. A sheriff's deputy visit to Roger at his Oak Creek home reportedly did not go well (for Roger). The poor language that has him banned from our field resulted in the deputy promising Roger the next trespassing would be elevated to a jail booking, even if Roger is the guest of another pilot.

Remember to Take Home

All Trash You Create at the Field

Take Home Spectator Trash As Well

Raffle Winners at the August meeting were: a gallon of fuel to Bob Kabella; Duane Gagnon, an on-board battery charge indicator; Dale Champagne of a meter; Frank Burton passed on his win; Alex Barda of a bottle of Burton's Concord Grape wine; same for Duane Gagnon, Earl Evans, and Marv Bishop; a servo throw meter was won by Bill Belonger.

New members attending the meeting were:

Charles Beachchamp, Muskego, WI 414-803-8189

Bob Sadowski, Oak Creek, WI 414-764-3788

Using the Club Website: Contact Mike Lutzenberger, at (h)414-483-8038, (c)414-418-3985, or email mjlutz@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 remains "www.rcslot.com/rams" and is provided courtesy of Keith Kittoe, owner of RCSlot, LLC.

Models at the Meeting

August 6, 2009



Left: Steve Ward's .40 Taylorcraft by Great Planes now at a partially covered stage, compared to when it was shown a few months back

Below; Rich Kegel and his ARF of a Cessna 310 twin, by Nitro Models, with OS 4-cycle 2.55 cubic in. engines on each side.

Tom Ryan has piloted the full Scale 310, and gave a harrowing account of when in icing conditions, the importance of properly using the rubber de-icing boots on all the leading edges of the 310 (black strips). Activate them too soon, and ice forms on the boot in an expanded boot shape, and then can't be dislodged later as the ice buildup thickens.



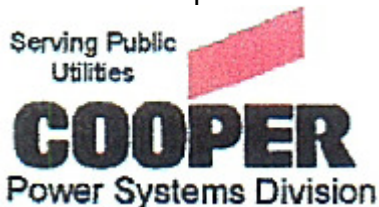
Below: Nice August meeting weather draws motor cycles; Pre-meeting chit chat - Mark Meyrose, Bryan Siejkowski, Mike Lutzenberger and Darrell Hossalla.



Pilot Profile: Josh Alwine

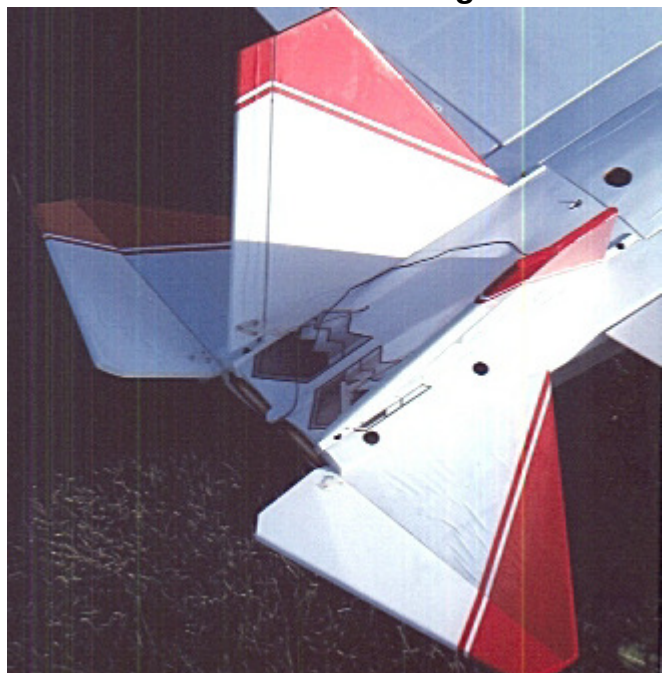
by Russell Knetzger

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: 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.



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.

RAMS Horn, Sep., 2009, Russell Knetzger, Editor
Rainbow Aero Modelers Society, Franklin, Wisconsin

Fond du Lac Scale Fly-in

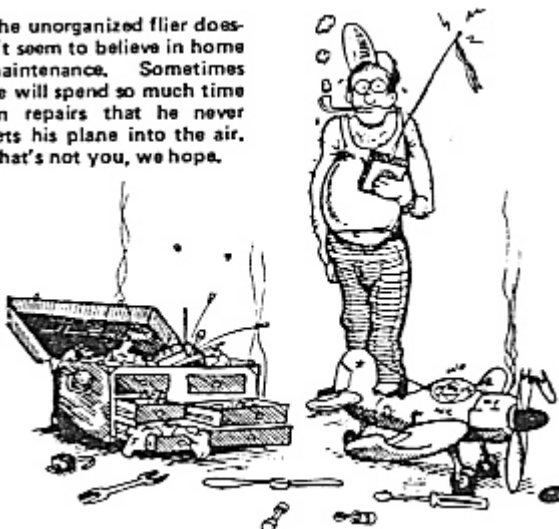
Fri.-Sat.-Sun., August, 14-15-16, 2009

by Russell Knetzger

On the following pages are photos I took of this year's highly successful "Warbirds & Classics" scale fly-in, of all sizes but featuring the really big ones. The pilot registration was 112, according to Tom Ryan, (see his column, page 1.) At its peak the Astro Wings/Grafton event (1st Sat., Aug.) was ± 70 pilots, mostly Wisconsin. Fond du Lac Aeromodelers Association, Inc. attracted greater distances, such as Canada.

Found on this page are the logos of the four hobby shops that circle our field, plus the flower shop we use. There are 12 shops in SE Wisconsin who regularly support the 18 clubs that make up the Milwaukee R/C Association. The Assoc. in turn makes cash grants to those clubs that improve their field, make charity donations, or help youth. The RAMS typically get \$500/year because of our constant field improvements. Support these shops as much as you can. They try to be competitive with the large national mail order firms. Giv'm a chance.

The unorganized flier doesn't seem to believe in home maintenance. Sometimes he will spend so much time on repairs that he never gets his plane into the air. That's not you, we hope.



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2009 Fond du Lac Scale Fly-In Photos

Taken Sat. of Fri.-Sun., Aug. 14-15-16, 2009

Photos and Text by Russell Knetzger, RAMS Editor



Above: Official banner above raffle prize display



Above: High density of planes, South Pit line



Above: Typical trailer to haul models to site



Above: Dealer tent; Foreground – very large jet



Above: Toddler helps gauge size of Tri-Plane



Above: Carl Bachuber's B-36 & NWA Stratoliner

2009 Fond du Lac Scale Fly-In Photos (cont.)



Above: Comparative size of Bachuber B-36



Above: Marv Ingerson "jr" being interviewed



Above: Marv Ingerson's MD F4 Phantom Jet



Above: B36 & B24 Taxi out for Take offs



Above: Mike Lutzenberger taking photos



Above: A great place to buy or sell aircraft (T6 Texan? and a British Spitfire, south pit line)