



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 4, 2010 - 7PM
WaterStone Savings Bank, 6560 S. 27th Street
(formerly Wauwatosa Savings Bank)*

Volume 31, Number 8, August, 2010

PRESIDENT'S REPORT by Tom Ryan

Rain, Heat and More Rain!

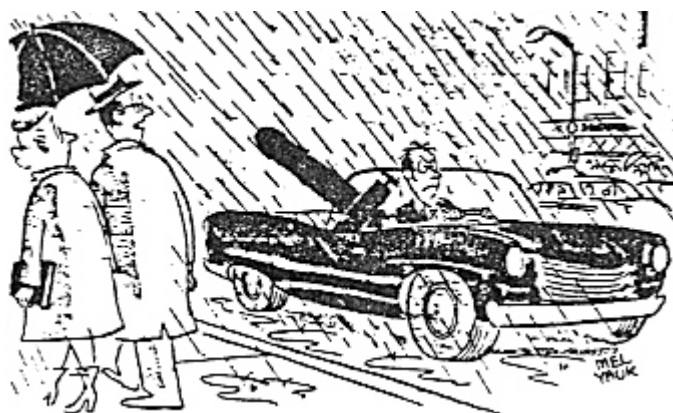
The field is wet! It's been hot and humid (no kidding.). Now the biting bugs and more rain in the forecast. 2010 will no doubt go down as one miserable year for model aviation. [Editor's note: this column was written just before the torrential rain storm of 5-7PM on Thursday, July 23, 2010. The north half of Milwaukee County received 7 to 8 inches of rain in 2 hours.) Six inches in 24 hours is a 100 year recurrence interval storm. That much in 2 hours is off the charts. Northern Racine County received no rain until a second storm a few hours later. As of this editing, the field and parking lot are under water, with the water's edge right up to the shed apron. That usually means nearby upstream rain was about 3 inches. The SWARM helicopter club had to cancel its Sat. July 24, 2010 annual fly-in. Watch for a rescheduling announcement.]

Fly In. Details on our "NOW" September Fly In will be discussed at our next club meeting.

Commentary. When weather dictates our field use, it's all but impossible to insure that we'll all get in our fair share of flying. When we don't get to fly the frustration starts to show and we vent.

Of course that doesn't do any good and it adds to the already negative mood we're in due to all this bad weather! So hang in there and try to stay positive, as those of us who have had little stick time or worse yet, no stick time, are put off by all this unusual weather, however, in Wisconsin the weather can change in a positive way too! So all isn't lost to Mother Nature this flying season (as some have said) and her unpredictable weather can change for the better! We still have a lot of season left! So as we say good bye to July, let's hope that the rest of the year gets back on track?

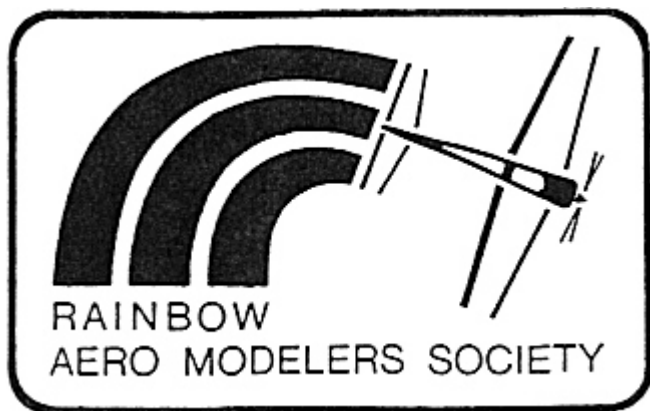
The Prez, Tom Ryan



"Say, isn't that Channel 2's weatherman?"

From the **Glow Plug**, Phil McDowell, Editor
Middle Tennessee R/C Society

Pilot Profile This Issue: Pete Cicero
Read past 64 profiles at www.rcslot.com/rams



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

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\$50 Jan.1-Dec.31

MEETINGS-7PM

First Wednesdays
*WaterStone Sav.Bk
6560 S. 27th Street

(*formerly Wauwatosa Sav.Bk.)

Terms of Office are
Feb.1-January 31

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

Note new street address card for RC Slot to the right:

- Visitors at Meetings or the Field Always Welcome -

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

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Cartoon courtesy "The Corsair" edited by Marlin Kinning
Joint Military R/C Flyers Club
Camp Pendelton Marine Corps Base, Oceanside, California

2010 DUES NOW PAYABLE

(Expiration was Dec. 31, 2009)

Bring \$20 to the August, 2010 Meeting or mail to:Craig Manka

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Happenings at the Meeting

RAMS Club, July 7, 2010

Craig R. Manka, Secty.-Treas.

Photos and notes by Russell Knetzger, Editor

Lowered meeting attendance continued in July, with 25 present, compared to our usual 30-33 range. Secretary-Treasurer Craig Manka was on vacation. His written report showed 76 of last year's 105 membership has-re-joined. Three prospective members were in attendance: Allen Chabot ("Sha-bow"), Brad DeLellis, Pete Cicero. Pete was active in the Electrons in the 70s-80s. (See his profile this issue.) Field Licenses are at 101, said Jim Hatzenbeller, compared to 137 end of last year. Only one plane was brought for Show & Tell. (see p. 4).

President Ryan spoke in favor of replacing the fabric covered north pit line sun shelter with a metal one akin to the helicopter shelter along the east pit line. Jim Hatzenbeller withdrew his motion of support to allow more time to see if a metal roof would have only three vertical support posts, as does the present fabric unit. More posts would hinder carrying planes with engines running, to the flight line.

OFFICIAL NOTICE: FIELD RULES AMENDED

At the July 7, 2010 club meeting the amendment below, which deletes present language, was adopted:

"37. A spotter is encouraged always."

CHAIN OR NO PLASTIC CHAIN?

A written rule was not adopted in July regarding when to hook the yellow plastic chains across the chain link fence openings. No one expressed disagreement with Pres. Tom Ryan's declaration that the chain can be lowered during times of unloading and reloading of cars. Once that procedure is done, the chain goes back up.

FIELD REPORT

Field Wetness has impeded full mowing of the periphery of our field. Sand-bags filled and ready for placement will be brought to the field, said field manager Chuck Beauchamp. They will be parallel, dyke-style, to the north creek, to minimize its overflow onto our field.

JULY 10 FUN FLY-IN COMBINED WITH SEPT. 18

Members agreed to take the July 10th event, postponed to Sept. 4th, and combine it with our Sept. 18 Picnic date.

ENTRANCE SIGN REPAINTING APPROVED

Russell Knetzger's request was approved to substitute for his own efforts the County's contracted professional sign painter to repaint our entrance sign on Oakwood Rd. The \$450 cost will be net \$225 to the field fund after a donation of \$100 by Knetzger, and receipt of a 25% grant from the Milw. R/C Association this October.



Above: Oakwood Rd. entrance sign before repainting; bullet holes lower left. **Below:** Finished east face; holes plugged, peeling yellow removed, double primed and doubled painted, brown re-stained.



MEETING RAFFLE WINNERS

Mark Matelski of a prop balancer; Chuck Bucci of an Xacto knife set; Tom Young of an EZ Wire Bender; LeRoy Manka of a universal charging jack set; Jack Spindler of a high-current switch; Bob Scrip of an Air Alert lost plane beeper; Pete Cicero of 2 Time Life series aviation books (Carrier War, First Aviators). Tickets cost 1 for \$2 = 3 for \$5, and 7 for \$10.

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Pilot Profile: Pete Cicero

by Russell Knetzger

Not many people have migrated from Brooklyn, NY to Milwaukee, Wisconsin, but Pete Cicero is one of them. And it is the US Navy that facilitated it. After being raised in Brooklyn and graduating from high school in 1965, Pete joined the US Navy. They sent him to the Great Lakes Naval Training Center, still operating near Waukegan, Illinois, just 48 miles south of downtown Milwaukee. He found Chicago too big and too dirty a place to visit on a weekend pass. However, Milwaukee suited him just fine, though in driving up USH 41 he was disappointed to not see dairy cows. When he finished Basic and ET-Electronic Tech training at Great Lakes in 1967, he had visited Milwaukee enough to have met and married his first wife.

Following Great Lakes, Pete and his bride were stationed in Virginia. From that base Pete served in Iceland, and in touring the Caribbean Sea aboard an Attack Transport, a ship-type not known to most civilians. It is quite large, capable of carrying 6 heli-

**U.S. NAVY Hoffn,Iceland
1965-1969 Caribbean Sea**



Above: Pete Cicero with his 1980's era "Smoothie," powered by a SuperTiger G21 .46 cu.in. engine.



Above Another 1980's era favorite of Pete Cicero, his Cessna Ag Wagon crop duster with an OS FS .40 Surpass engine, photo in his basement workshop.

icopters, a contingent of US Marines, and LST type landing craft to put the Marines ashore. Practice landings were made in Cuba at Guantanamo Bay, and cruises at sea could last 6 months. Upon leaving the Navy in July, 1969, Pete adopted Milwaukee and parlayed his ET training into a job with Cutler Hammer "in the valley" next to what is now the I-94 freeway south of downtown. Pete's only child, Jason, was born of that marriage.

Pete then changed his life in two ways. He left Cutler Hammer to try auto sales, and to try model aviation. Both clicked for Pete. Both were reinforced by fellow car salesmen Rudy Fortuna and Bill Sterka of the Electrons. Rudy was Pete's flight instructor. Bill was Electrons' President in the early 1980's as the club made their historic move from Aero Park to their present site in the Menomonee Falls Nature Preserve. Pete sold for Slocum Pontiac, Soerens Ford, and others. Now age 63, Pete is able to semi-retire, selling cars only part time. He left model aviation when he and his wife of 20 years divorced. Now he's returning to aero modeling. Pete and Judy live comfortably in a New Berlin condo.

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

A Rams Club History - Part 2

Franklin, Wisconsin, founded Nov. 6, 1980, AMA #1264

by Russell Knetzger, Editor, August, 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 founding of the Oakwood Rd. field by the Milw. R/C Assn., the field's opening in Sept., 1979, turning it over to the RAMS in 1988. But by 1980 an on-site club was needed.

Q. What is meant by "hand work" in the original building of the field? Ans. Mainly clearing of the brush and trees east of the present N-S chain link fence. Until that was cleared, no southerly runway was possible. The "brush" was mainly young willow saplings the diameter of a thumb, and spaced a foot or so apart. You could not walk between them.

Q. What method of clearing was used? Ans. We found they could only be removed during wintertime when the ground froze. Then a few axe swings cut them off at ground level. With our four-man teams, one person swung the axe, another bent the sapling back to expose its base, once cut another man took the sapling out of the way, and still another made large piles of them. The County hauled away 18 truckloads for us one year, but that stopped because there was no budget assigned to our field. We then resorted to burning the piles, especially after we threw any tree stumps into the piles. If lit in early afternoon, by sunset the piles were gone. This work took several winters.

Q. Why was there no County Parks budget for the field? Ans. The original deal with the County was they would charge us no rent, but we would cost them nothing in maintenance. We even built our own imitation County Park sign on Oakwood Rd., (County replaced in 1989). The deal was in the form of an Annual Land Use Permit, for which we applied by filing an Annual Report of activities.

Q. Is that still the County's arrangement? Ans. Yes, with two changes after 2007. They offered to switch us to a three-year permit, but we have to pay a \$100 filing fee each year with our Annual Report. Their rationale was that other similar operations, such as private restaurants in the lake parks, needed longer permits to justify their capital improvements. They wanted us to have the same privilege.

Q Just how much land is under our care? Ans. It has not changed since 1977, but the 2007 permit clarifies on an aerial photo that it is 18 acres.

Q. What are the boundaries? Ans. Our permit extends 1,000 feet from Oakwood Rd. to Ryan Creek on our north edge, and from the 68th Street marker in Oakwood Rd., (west edge of woodlands) 800 ft. west to the west wooded edge behind our sheds.

Q. Who owns the land around us? Ans. We are in the middle of almost 1,000 acres of floodplain, from Ryan Road a mile north, to the Racine County line a mile south, and from 76th Street east to 60th Street. Up near the County House of Correction, and south of Oakwood Road east to Oakwood Golf Course near 35th Street, another 600 acres of flood plain guarantees us freedom from encroachment by development. The County owns the lands, much of it purchased by Federal, possibly also State, open space grants. Resale by the County would require reimbursement of those others, (very unlikely). We are under County Sheriff protection, with City of Franklin police and fire also involved (911 calls).

Q. What rules come with being on floodplain land? Ans. As a condition of subsidizing flood insurance for properties in flood lands, the Federal government requires local communities to enforce floodplain zoning. FEMA, (the Federal Emergency Management Agency, regional office in Chicago), must approve the original zoning, and any later changes to it, text or map. Franklin adopted such zoning in 1985. Edges of floodplains can be shifted if fill in one place is offset by an adjacent cut, but FEMA will not look at the map and calculations unless first approved and forwarded by Franklin. Virtually no fill can be brought into a floodplain.

Q. How was the 1987 N-S Runway Built? Ans. Given the 1985 floodplain zoning against bringing in fill, the runway was built entirely by moving soil already on site. Edgerton Contractors, employing a lighter weight paddle wheel earth mover, in two days moved 800 cubic yds. from along the creek.

Events Around the Region

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

- Aug. 7, Saturday, Flying Electrons Charity Fly-In
Men. Falls, Kohler Lane, N. of water tower & RR
- Aug. 13-14-15, Fond du Lac Aeromodelers Scale Fly-In
Fri.-Sat.-Sun, 41 to 151, left to-Hickory, So. 1/2 mile
- Aug. 21, Saturday, Astro Wings All Electric Fly-In
Grafton, I-43 to STH 32, NE to first drive, right
- Aug. 21-22, Sat. & Sun., MARKS Club Float Fly-In
DNR Bong Kenosha Co, I-94 to 142, west 9 miles
- Aug. 29, Sunday, Racine RC Club Fly-In
Mt. Pleasant, I-94 to STH 20, E. to Red School, N.

Night Over Water: Book Review

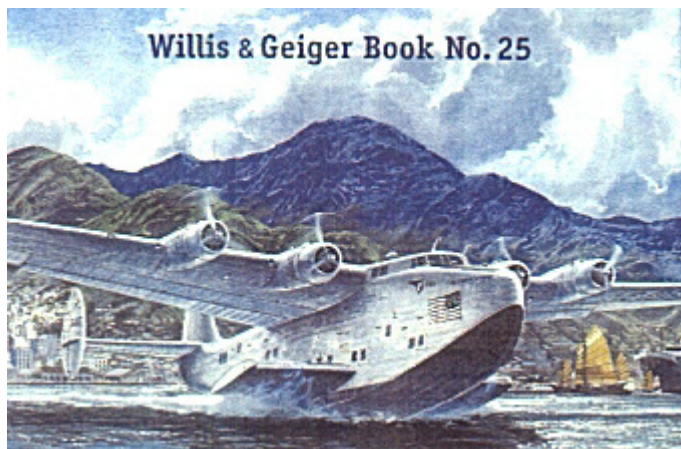
Author: Ken Follett, Pub: Morrow, New York, 1991

by Russell Knetzger, Editor, RAMS Horn, Newsletter of the Rainbow Aero Modelers Society, Franklin, WI, Aug., 2010

This book translates Agatha Christie's most famous mystery story, "*Murder on the Orient Express*," an overnight luxury train, to an overnight transoceanic luxury seaplane, the Boeing 314. Both are outfitted for only several dozen passengers. Christie's story is set in 1934 during the 1200 mile ride between Paris and Istanbul. Follett's distance is three times greater, 3600 miles, but takes the same 24 hours as the train, and is set in 1939. The flight is from a bay near Southampton England, to Port Washington, NY, a sheltered bay near New York City. A refueling stop in Newfoundland takes place.

On the train, wealthy people are ignoring the suffering of the economic Great Depression. On the Pan American "Clipper", passengers are a mixture of the wealthy, business people, and uncertain others, riding the last likely civilian flight, as war with Hitler has been declared that very day. Indeed, once the war ends, so many airfields have been built on so many continents, flight off water dwindles greatly. This flight, inaugurated only a few weeks before, is the last before the plane is gov't. appropriated.

Following Christie's example, Follett introduces us to virtually everybody on the flight, even showing their berths on a floor plan of the plane. A sub-hero is the Flight Engineer, whose duty includes creeping inside the thick wings during flight to inspect each of the four 1500 hsp. Wright Cyclone engines. Navigation and fuel consumption factors are another sub-text of the flight story.



Above: Artist's rendering of the more famous port for the Boeing 314, the "China Clipper." The picture is from the 1999 last catalogue of the Willis & Geiger "outfitters company," Reedsburg, Wis., independent since 1902, in 1998 sold to Land's End, Dodgeville, Wis.



Above: A radio control model of the Boeing 314 by Tom Wolf tomdebwolf@cox.net of Santa Barbara, California as published on pages 78 May, 2008 and 155, July, 2008, the AMA's Model Aviation Magazine. (Tom Wolf, 566 Windsor Ave., Goleta CA 93177)

The Boeing 314 Clipper is a challenging subject to model because of the need for waterproof construction, a reliable quiet water surface nearby from which to fly, plus its use of four engines.

The above model, scratch built from a 3-view, with a 114 inch wing span, employs four OS .52 four-stroke engines. It easily lifts off at 2/3rds throttle, cruises at 1/2 throttle. Wing and tail construction is sheeted balsa. The 94" fuselage and sponsons are foam. Wing area: 2,066 sq.in. Weight: 29 lbs.

Given its 1991 publication, the Follett book is likely in public libraries. Members can check it out of the RAMS Club library. It is a terrific story of mystery and adventure, yet it utilizes the technical aspects of the flying boat to develop the story plot.



Above: Aerial view of Pan American Airways Boeing 314 Honolulu Clipper (20 hours between San Francisco and Hawaii, 1939-1941.) Photo June/July 2008 Smithsonian Air & Space magazine, quoting "Pan Am, An Airline & Its Aircraft" by NASM's Tom Davies.