



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, October 6, 2010 - 7PM
WaterStone Savings Bank, 6560 S. 27th Street
(formerly Wauwatosa Savings Bank)

PRESIDENT'S REPORT by Tom Ryan

How We Doing? In a word, **BETTER**. Our members are again flying and the field is really nice. Pilots are having a good time and we soloed another new pilot! The sand bag project is paying off by keeping water off the field. I expect our fall flying season to be great.

Fall Flying. Mother Nature wasn't kind to us this year (no kidding) - not a nice summer for our field. But fall flying can be fun and some say "*they like fall the best because of all the color, warm days and cool nights*". Best of all, you'll only need a light sweater most of the time around here. Personally fall is my favorite flying time, so come on out and enjoy what should be the best flying this year!

Clean Up Help. If you'd like to help as a volunteer for our fall field clean up please let Chuck Beauchamp know. Not a lot of work to do, just general clean up and prepping for winter. Any help you can give would be appreciated. Thanks.

Team Work Works! Several guys have worked as a team this year and it shows. After Mother Nature hit us with record rains and unbelievable heat and humidity, some asked "*what can I do to help?*" Those who did what they could sure made a difference, and it was appreciated by not only me, but by Chuck as well. Our equipment was

Volume 31, Number 10, October, 2010 pushed to its limits and our guys tested as to their ability to bounce back from such a hard summer. The field is at 100% and we won the contest!

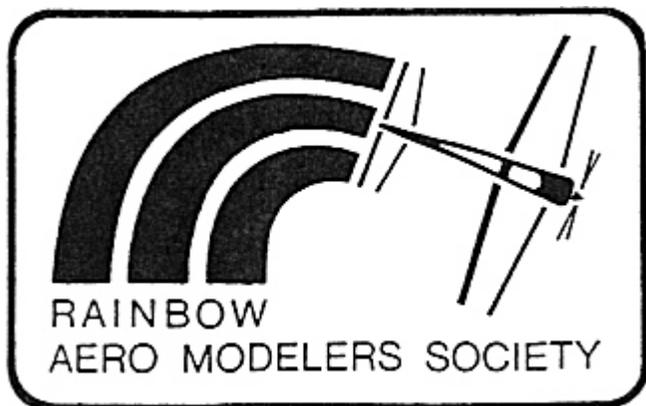
What's Next? Our December awards night. We'll have good food and of course very nice door prizes, too. Elections for our officers and some light hearted fun as well as we revisit (and make fun of ourselves) and the rainy summer that turned our field into a boat landing! It will be a fun filled night.

2011: a Big Year Ahead. We have a lot to do as we plan for our upcoming 2011 season over the winter months (by the club officers **new officers, maybe?**), and those involved in new projects. Hopefully, the membership will step up and do what they can in helping us stay on track and keep growing, not just with membership numbers but with events and programs. Our goals for 2011 include staying safe, keeping the field as dry as we can, and fun and fellowship. Remember gentlemen, we're a little club of model aviation flyers who enjoy the hobby and the friendship it brings. Model Aviation allows all of us to share that interest and friendship with others. So as 2010 goes into the history books as being the rainiest summer on record, we'll look at it as being the summer that tested our resolve and ability to bounce back. We did, and we're back flying and... having fun!

The Prez, Tom Ryan

Pilot Profile This Issue: Don Strahl

Read past 66 profiles at www.rcslot.com/rams



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

PRESIDENT

Tom Ryan cell.414-881-0070
PO Box 1111 tomcat@execpc.com
Milwaukee, WI 53201-1111

MEETINGS-7PM

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

VICE PRESIDENT

(*formerly Wauwatosa Sav.Bk.)

John Spindler 414-425-0857
7448 Carter Circle N kathyspin@wi.rr.com
Franklin, WI 53132

Terms of Office are
Feb.1-January 31

SECRETARY-TREASURER

Craig R. Manka 262-681-9169
7025 Lamberton Road
Racine, WI 53402 craigrmanka@att.net

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

SAFETY COORDINATOR

Chuck Bucci 414-425-2930
5720 S. 124th Street
Hales Corners, WI 53130 cbandab@hotmail.com

ASSOCIATE SAFETY COORDINATORS

Marv Anderson, 414-535-0764
Dell Fisher, 414-322-2752 Tom Young
Mark Meyrose, 262-895-7036 414-327-4705

NEWSLETTER EDITOR

Russell Knetzger 414-962-0637
2625 E. Shorewood Blvd.
Shorewood, WI 53211-2457 rknetzger@execpc.com

LIBRARIAN

Russell Knetzger 414-962-0637
2625 E. Shorewood Blvd.
Shorewood, WI 53211-2457 rknetzger@execpc.com

RC ASSOCIATION DELEGATE #1

William Flannery 414-423-0914
6008 W. Glen Court bflannery@wi.rr.com
Franklin, WI 53132

RC ASSOCIATION DELEGATE #2

Marv Anderson 414-535-0764
7511 W. Congress St. manderson1952
Milwaukee, WI 53218 @wir.com

The Milw. County
RC Flying Site
Operated for the
Public Benefit by
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on Oakwood Rd.
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in Franklin, WI

FIELD MANAGER

Chuck Beauchamp 414-803-8189
S63 W15030 Garden Terrace
Muskego, WI 53150 c7thsign@aol.com

FIELD LICENSE ISSUER

James Hatzenbeller, 414-483-1246
4388 S. Pennsylvania Avenue
St. Francis, WI 53235 jimhatzy@aol.com

Field Pilot License
\$50 Jan.1-Dec.31

Note new street address & phone on 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**

Contact:

FIXED WING – Reciprocating Engine

Marv Anderson, 414-535-0764 Duane Gagnon 414-544-5111
Jeff Borowski, 414-483-4377 Russell Knetzger, 414-962-0637
Chuck Bucci, 414-425-2930 Mark Meyrose, 262-895-7036
Bob Ehlers, 414-482-3759 Tom Ryan, 414-881-0070
Bill Flannery, 414-423-0914

GIANT SCALE CHECK-OUTS: Marv Anderson, 414-535-0764

ELECTRIC POWER

Phil Schumacher, resource person, 414-425-2963

ALL TURBINE POWERED

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"INVERTED SERVOS AGAIN – HUH, RALPH?"

Cartoon courtesy "The Modulator" edited by Scott Near
Pioneers R/C club, Inc., San Jose, California
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Happenings at the Meeting

RAMS Club, September 1, 2010

Craig R. Manka, Secty.-Treas., with

Photos and notes by Russell Knetzger, Editor

Craig Manka submitted his report in writing so he could attend a funeral. Membership is at 80, but tonight two more prospective members attended: John Sellmann of Greenfield, and Bob James of St. Francis. Bob is a friend of faithful member Steve Ward. Tom Ryan reported for Craig that the Andy Mudrick children have forwarded another \$50 in memory of Andy's death July 6th. That brings total memorials to \$590 given to the club.

The trend of depressed club meeting attendance continued, with only 21 on hand compared to 30+ in winter. If our membership grows to 82 with the above new guys, that will compare with 105 last year, or 22% less. Field licences reported by Jim Hatzenbeller are now 105 compared to 137 end of last year, a similar decline, of 23%.

Tom Ryan noted that the declines observed at our field are a bit less than what he is seeing at other clubs. Others are trending toward losses of 1/4 to 1/3rd. He asked if the club wanted to seek greater public exposure by sponsoring a Box Car Derby team. From the floor it was noted Derby races are declining greatly, so we would not get the publicity we seek. Updating the club video was also discussed, but not resolved. It could be made available to area hobby shops and libraries.

FIELD REPORT ("Take Home Your Trash")

The wet field, such as from rains July 15th & 22nd, is drying. Field Manager Chuck Beauchamp took advantage of that and placed 100 sand bags transported across the field to the south bank Ryan Creek. The creek is our north boundary. That bank is low in one area, and has become the source of spillage of the creek over the northeast part of our field. Loss of grass can be seen where the flow is traveling southeast to our east line.

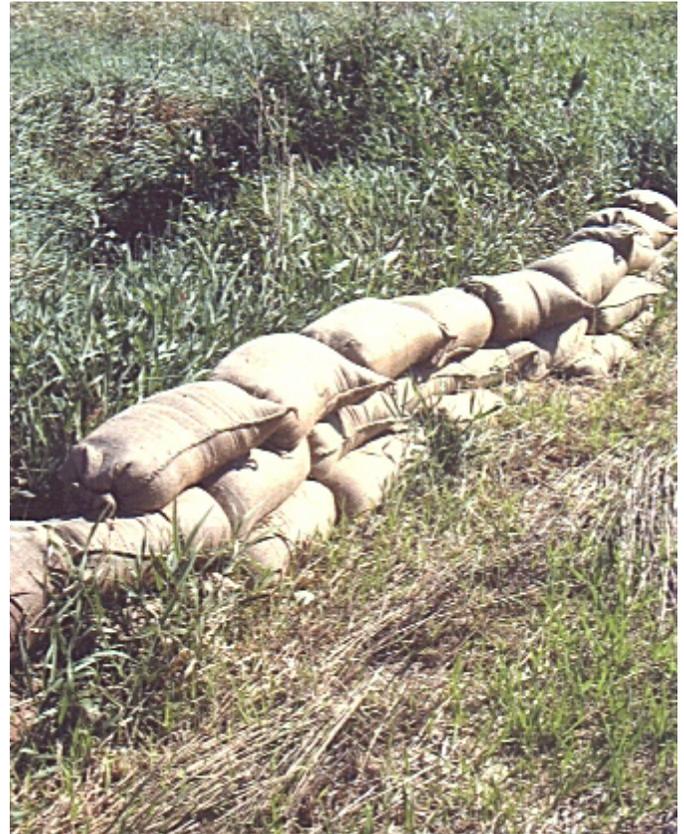
The sand bags seem to be working, and possibly 200 more on order will be placed when they come in. Floor discussion asked about dredging-out the creek with a back hoe. President Ryan responded he had talked with the County and they cautioned the Creek is a "navigable stream." Guest John Sellman said that means it can't be dredged without a DNR permit. (Since we are in a floodplain, the City of Franklin and the FEMA--Federal Emergency Management Agency--in Chicago might also need to be consulted.)

Chuch Beauchamp pleads:

***"Too Much Trash is being left at the Field - -
Take Home What You Bring With You"***

Picnic Cancelled, Prizes to Christmas Party

By a vote of 13-4, the Annual Picnic, scheduled for Sep. 18th, is cancelled. Prizes will be given out at Christmas.



Above: View northeast of sand bags placed on south bank of Ryan Creek. Creek appears as dark area.

MEETING RAFFLE WINNERS

Two bottles of Frank Burton's home made wine won by Mark Matelski and Earl Evans; an electronic flow gauge by Chuck Beauchamp, a trainer plane by Shawn Thomas Bob Ehlers of a prop balancer; a "hold-em stand;" by Bob Scrip, a monokote sealing iron by Bob Ehlers, an electric engine starter by Frank Burton; Mark Matelski of an EX Wire Bender; 2 CA glue bottles (thick & thin) by Shawn Thomas.

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(*new phone as of Sep.2010)

for help to log-in at "www.rcslot.com/rams"

There you will find back copies of the club
Newsletters and
all previous Pilot Profiles

Models at the Meeting

September 1, 2010



Above: German Simprop brand (discontinued 10 yrs. ago) of an aerobatic scale Cap 231, done in Breitling Chronographs (wrist watch) colors. Partly the age, partly the "egg carton" type foam, (wings hollow), the model is easy to crush or dent while handling.



Above: Another view of Steve Ward's all-foam Cap 231 with insertable electric motor lying on the table with the instructions sheet.

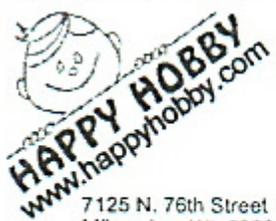
All-foam models dominated the September meeting (and this month's Pilot Profile as well). They are inexpensive, and more tolerant of abuse, though not Steve Ward's hollow core foam scale Cap 231 to the left.



Above: Tom Ryan with his all foam scale F-86 Sabre jet of Korean Conflict fame. Internal electric ducted fan, 1600 mil.Amp battery, servos included. \$115 Drop tanks act as landing skids.

Beware "Black Wire Disease"

by Dennis Vollrath, Editor Racine RC Club, Inc.
In the Sept. 2010 issue of his newsletter, Vollrath, a retired electrical engineer, cautions that the copper in the black wire connected to NiCad & NiHyd batteries is subject to corrosion from the microscopic leakage of electrolyte (potassium hydroxide) inside the battery. The corrosion appears as a black coating on the wire, making it less conductive, and often brittle (prone to breakage.) Fast charging in less than one hour is a main cause. So is age. Replace battery packs every 2 to 3 years.



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Pilot Profile: Don Strahl

by Russell Knetzger

Don Strahl, in his 71 years, has managed to be active in his chosen profession, (pharmacist), in his love of flying, (both as a U.S. Air Force fighter pilot and now in radio control model aviation), and not least, in his family, consisting of wife Leah, their four children, and seven grand children. The children are Kevin, an electrical engineer, Brian a businessman, Darren also now in electrical engineering, and daughter Karla, a graduate music and theatre major, who has worked for 10 years in New York City. All have children; 4 boys and 3 girls.

Raised in Fairbault, (SE Minnesota), Don graduated in 1962 in Pharmacy from South Dakota State University in Brookings, SD. A military draft was on, so Don enlisted in the Air Force in hopes of becoming a pilot. He was successful, receiving two years of training (1963 and 1964) to become a pilot of the Convair F-102A "Delta Dagger." The 102 was an all-weather interceptor to defend North American cities from Soviet bombers carrying nuclear weapons. Don flew 102s for 8 years, totaling 1500 flight hours.



**U.S. AIR
FORCE
1963-1973**



Above: F-106 variant of F-102 (in an afterburner-on takeoff)



Above: Don Strahl at the Milwaukee County R/C Flying Field on Oakwood Road in Franklin, WI showing his electric powered all-foam Corsair. Don's instructors were Mark Mayrose and Phil Schumacher.

Flying an interceptor means having a squadron on 15 minutes notice, 24 hours a day, 7 days a week. That meant having the hangers on the end of a runway, in a fire-house style operation, with on-call pilots eating and sleeping in the hangars. The 102-As were capable of climbing on full afterburner to 40,000 feet of altitude in one minute. Pilots also trained flying "on the deck" at 150 feet of altitude, and doing "snap-ups" to 65,000 feet from a starting altitude of 45,000 feet. The most common injury to pilots was compression of their spines from the "high G-forces" of maneuvers. Don was a victim, and required surgery to be back in flight-ready condition. He was with the Air Defense Command at Sioux Falls, S.D. As their children scattered across the country, Leah & Don found New Berlin, WI to be more central to their family. Don manages an Aurora Pharmacy at S. 69th & W. Edgerton Avenue.

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

A Rams Club History - Part 4 of 5

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

by Russell Knetzger, Editor, October, 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 1979 opening of the Oakwood Rd. field by the Milw. R/C Assn., turning it over to the RAMS in 1988. Parts 2 & 3, Aug. & Sep. 2010 detail the building of the field, 1978-1987.

Q. How was the Club name chosen? **Ans.** The 25 charter members who gathered that Nov.6, 1980, wanted to pay some homage to adjacent Rainbow Airport for assuring County Parks we were compatible with each other. So the "Rainbow Aero Modelers" part of the name came easily. Whether to call it a Club or a Society was the issue. "Club" means fun; while "Society" means serious, technical. Our first President, Dan Fromm was a mechanical engineer with GM's AC Spark Plug / Delco Electronics Divisions. He along with near charter member F. Carl Springer, had helped develop the "Carousel" inertial guidance system for the Apollo space missions, and for the Boeing 747. Dan was serious and technical; "Society" it became.

Q. Who designed the RAMS Club Logo? **Ans.** His name cannot be found in the club archives, nor by speaking with old time Marks Club members, for he was their member. His occupation was anatomical artist for Deaconess Lutheran Hospital on the southeast corner of N.16th & W. Wisconsin Avenue. The Deaconess building was razed not too many years later. Another MARKS club member helped out: He was Tom Schwarzenbacher, who provided the first Oakwood Road sign. He worked for the Milwaukee City sign shop, and using 2x12 inch lumber did a credible job of imitating a true County Parks sign.

In 1988 Milwaukee County Executive-elect David F. Schulz offered a proper County-made sign if we would first clean up our "shanty town" appearance. That came from our use of many different types of sheds, including a rusting steel shipping container as a tractor garage. It took until 2007 to fully fulfill our part of that bargain when our north shed, matching the 2001 south one, was erected, and, the container was sold for scrap.

Q. Which 1980 Charter Members still belong? **Ans.** Only two remain, Russell Knetzger, author of this series, and Michael Jankowski, now fire chief of Hales Corners, and profiled herein Sept., 2008. In

1980 Mike was the 16 year old son of charter member John Jankowski. If Casey Kieliszowski had not died last winter, and if Bill O'Dell had not failed to renew his membership this year, the count would be four. Current members who are on early club rosters, therefore practically charter members, are Milan Zdrubeky (1981, profiled July, 2006) and Floyd Katz (1983, profiled Jan.2006).

Q. Who were the succeeding club Presidents?

Ans. After Dan Fromm [3] ('80-'82); other Presidents were Jim Meriwether [1] ('83); F. Carl Springer [2] ('84-'85); David Simonson [1] ('86); Meek G. Stalling [5] ('87-'91); Arnold Latus [2] ('92-'93); Wayne Stevenson [1] ('94); Bill Stillely [4] ('95-'98); Doug Imes [3] ('99-'01); Russell Knetzger [6] ('02-'07); Tom Ryan [3] ('08-'10) incumbent.



Above: Meek G. Stalling, RAMS charter member and club President for 4 terms – (1987-1991), the only African-American to join the club. Born and reared in Duluth, MN, he learned to fly in WWII as a "Tusgee Airman". He left secure work as an auto mechanic in Milwaukee to go into lab work, first at Allis-Chalmers, then the space program at AC Spark Plug. He died in 1997. Notice the rough conditions of the field edge in this 1980s photo by Art Schmidt.

Q. Where did the club meet? **Ans.** Initially for two years at Security S&L, at S. 76th & Layton. Then in 1983 for 20 years at Great Midwest S&L on S.76 at Southridge; for 2003-04 at Franklin Schools offices on 82nd & Forest Hill; the Franklin Library at S.92nd & Loomis (2005); and our present home, Wauwatosa / WaterStone S/B since Feb.'06.

END OF PART 4 of 5 PART SERIES