



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, November 3, 2010 - 7PM
WaterStone Savings Bank, 6560 S. 27th Street
(formerly Wauwatosa Savings Bank)*

PRESIDENT'S REPORT by Tom Ryan

A Time For Change? Well, maybe? You see I've been your President for three years now and during that period we've made many new changes for the better. What didn't work was dropped and what did work was encouraged. Our goals were met and in some cases exceeded. We recovered nicely this year from a history breaking stretch of bad weather and are 100% back and up and flying.

On that note, as the regular season comes to a close the question for me is "*is it now time for me to step aside and have a newer younger leadership core take over the direction of the club?*" You see it's hard for new people to seek office when they have to run against an established incumbent. They feel that they have little to no chance of winning so they simply don't run. That keeps our younger and newer members from being part of the leadership experience. I see that and need to respond to it.

My intent was to run again because experience pays dividends; however that also begs the question "*does that block other members from getting involved as new leaders?*" If I retire and step down from the Presidency, that'd open up my position and those who would seek my position can, and without fear that someone else has an advantage over them. So with nominations in December, elections in January, and after three years as your President, perhaps it's time that I retire and not seek a fourth term?

Volume 31, Number 11, November, 2010

With that being said, unless someone can give me a convincing argument as to why I should run again, I'll not accept a nomination for a 4th term. By doing so, my position opens up for a new Rams President.

By making this announcement now, it will give the membership time to consider who they'd like to see as their next President. After I hear from you (our members) at our November meeting and we discuss this, I'll then make a final decision to either run again or step aside. You the membership will decide the best course for the club for 2011.

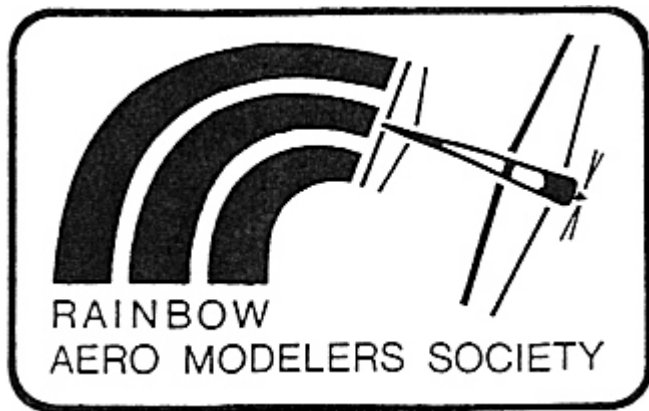
I know it's true, there is no substitute for experience but, with change can come new ideas and a new energy! So let's talk and decide what's best for the club at our November meeting. Let's keep The Rams fresh and new and always looking ahead for a better way! It's your club; get involved!

Fall Flying. As I said: "*Mother Nature wasn't kind to us this year,*" but, for a stretch there in October we had beautiful weather. Everyday perfect, and I took advantage of that as did several other club members who were there every day. It was great, no bugs, warm days, and low winds. The field was smooth and everyone was happy while flying and telling jokes plus poking some light hearted fun at each other. It was fun! Like I said many times before "*fall flying in Wisconsin can be the best flying we have all year,*" and this year was no exception. It was great! If you missed it, you missed some super flying. Okay, see you at the meeting - come hungry!

The Prez, Tom Ryan

Pilot Profile This Issue: John Sellman

Read past 67 profiles at www.rcslot.com/rams



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

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 Milwaukee, WI 53201-1111

MEETINGS-7PM

First Wednesdays
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 6560 S. 27th Street

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(*formerly Wauwatosa Sav.Bk.)

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 Feb.1-January 31

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 \$20 Jan.1-Dec. 31

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The Milw. County
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 Public Benefit by
 the RAMS Club, is
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 at S. 70th Street,
 in Franklin, WI

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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

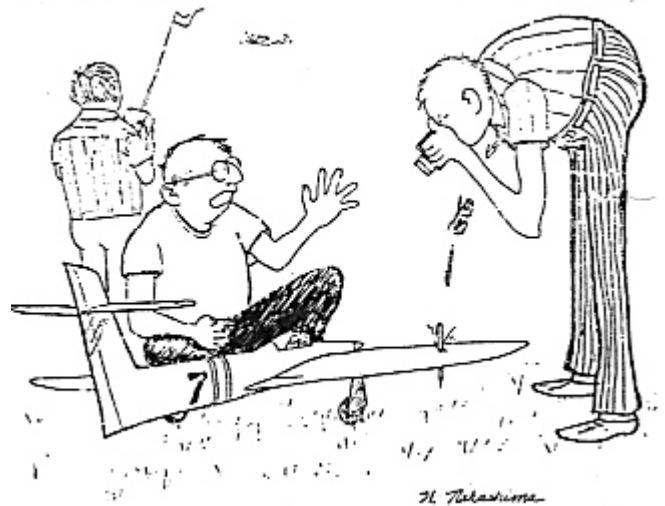
Phil Schumacher, resource person, 414-425-2963

ALL TURBINE POWERED

Jeff Borowski, 414-483-4377 Tom Ryan, 414-881-0070

HELICOPTER – Reciprocating Engine or Electric

Chuck Bucci, 414-425-2930 Mark Meyrose, 262-895-7036



Cartoon by N. Nakashima, Courtesy the Sky-Nauts club, Saddleback, California
 "Naut News" newsletter edited by Ken Rice

(Note new street address and phone below for RC Slot)

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Happenings at the Meeting

RAMS Club, October 6, 2010

Craig R. Manka, Secty.-Treas., with
Photos and notes by Russell Knetzger, Editor

Secretary-Treasurer Craig Manka reported that membership will be at 82 after processing our newest two, John Sellman (editor: see profile this issue) and Brad DeLillis, (ed.: who will be the profile next month.) We closed last year with 102 members.

Field Licenses sold this year are 107 so far, reported Jim Hatzenbeller, field license issuer. At year end 2009 we issued 137.

The trend of depressed club meeting attendance continued (excluding Craig Manka's three daughters doing home-work in the back). Only 20 attended in October compared to 30-40 in winter.

Change in Chief Safety Officer

Tom Ryan noted that Chuck Bucci has stepped down as overall Safety Officer, and that Chuck Beauchamp has agreed to take his place since he is already at the field so much with his site manager duties.

Speed Bumps Gone

After a season-long trial, the entrance drive anti-speed bumps have been removed. They did their job, but also jostled models and equipment being transported to the flight lines. They could return, however, if modelers do not obey the anti-dust posted 5 mph speed limit.

Safety Tip: Get a "Downed Plane" Beeper

Tom Ryan spoke in favor of equipping our planes with a "Finder's Beeper," a device that emits a loud beeping sound if the TX control sticks are not moved for awhile. Instead of thrashing about in the tall grass unable to find your plane that landed short or long, you'll be able to walk right to it. The safety aspect? Frustration avoided.

Officer Nominations December Meeting

In preparation for Elections in January, club members may be nominated at the December meeting. Three of our present officers want to step down:

President, Tom Ryan (see column page 1)

Vice President, John Spindler

Field License issuer, James Hatzenbeller

The license issuer is appointed not elected, and gets free AMA membership and a free field license. Apply soon, requests Jim Hatzenbeller, so he can make the bank transfer yet in December.

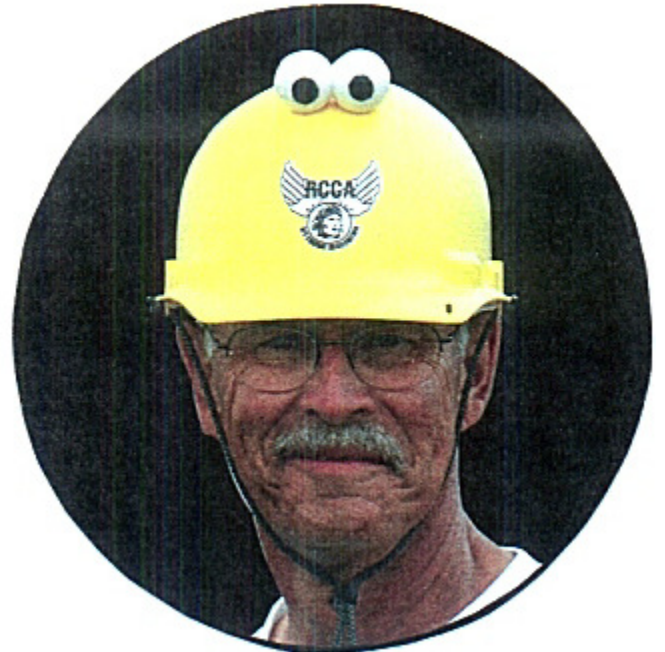
Fixed Wing Flight Line Open All Winter

Emulating the north-south helicopter flight line, which stays open all winter, Tom Ryan announced the east-west line will also be kept open all winter, for snow ski

flying. Come March, when the field is thawing out, use may have to be restricted to avoid denting the ground. Golf courses remain closed in March for that reason.

More Informal Winter Rules

In conjunction with the lesser use that is likely to occur in the winter, Tom Ryan said Field Rules will be less formal. The circumstances of each day will have to dictate which rules are eased, and which are not.



Above: RAMS member Bill Geipel as pictured in the Nov., 2010 issue of AMA "Model Aviation" magazine, about the July AMA National Combat Competitions held at the AMA Aeromodeling Center in Muncie, IN. Hard hats are required in Combat. The extra eyes on Bill's helmet help keep competitors in view.

OCTOBER MEETING RAFFLE WINNERS

Jeff Borowski won a Servo Tester, and later a 3-bottle set of CA glues; Bob Sellman won a small screw driver set; Phil Flasch selected a hinge slotter set; and an oil pen was chosen by Chuck Beauchamp. Ashley Manka, middle of Criag Manka's three visiting daughters, won a small X-Acto knife set.

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Models at the Meeting

October 6, 2010



Above: Faithful displayer at club meetings, Steve Ward and his Super Decathlon, 66" span, weight 7lbs.; engine .46 2-cyle or .70 4-cycle. List \$90; Tower Hobbies shipped for \$46.70 to clear inventory.



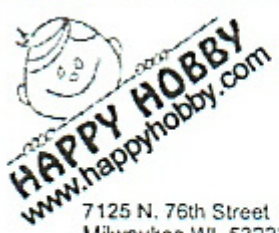
Above: Side view-Tom Ryan's d.fan Haba BNF Viper.



Above: Tom Ryan describing his 3rd Show & Tell of the evening, a slick Escapade ARF, with new .52 cu. inch. displacement Magnum engine and muffler.



Above: Tom Ryan's pair of foam electric internal ducted fan propulsion. The F-86 was shown last month unassembled. It tears off its wing fuel tanks intended for belly landing. Tom will try a sturdier mount for them. In flight it is very fast. The HABA BNF Viper gears actually work, rare for a foamy.



Club Members receive a discount

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Sunday Nov. 14, 2010 Swap Meet & Auction

The old "Brillion, WI" traditional winter season kick-off event has moved to 2 mi. south of DePere on STH 57 at Van Veghels Auction Service/Paluka's Pub & Grill. \$5 admission, tables free, swap opens 8:30a.m., Auction 10.30 a.m. Call Mick Warning (920) 540-2660 to reserve a table or use email: mwarning@vcawi.com

Pilot Profile: John Sellman

by Russell Knetzger

John is one of our newest members, attending his first meeting in September, 2010. Retired since 2003, he lives near S. 84th and Layton Avenue, which takes him past Greenfield News & Hobby. On a visit there he was surprised to see the great variety of model aircraft available. He had tried control line as a teenager, but without instruction, that ended in a crash. In visiting our field, while willing to start out with a liquid fuel glow plug engine, he noticed how effortlessly the electric motor pilots begin each flight. As with many other recent entrants into radio control model aviation, John has chosen electric propulsion as his starting point.

Now 64, John began life in Manistique, Michigan, on the northern shore of Lake Michigan. It is 30 miles NE of the Green Bay as it enters the lake off the tip of Door County. John's father was a commercial fisherman. Summers John went with his father as far south as Kenosha, WI to find fish.

Graduating from Manistique High School in 1965, after trying some college at Northern Michigan University at Marquette, he volunteered for the US Army draft in 1967 (Viet Nam era). After Ft. Campbell, KY and Ft. Dix, NJ, John served to 1969 in Korea. His unit guarded missile sites and ammunition depots.

**U.S. Army
Infantry
1967-1969**



7th Division
Pin



32nd Infantry
Regimental Crest



Above: John's Cessna-like trainer, all foam electric motor from "hobbyzone", with Spektrum radio.



Above: John Sellman holding his planned trainer for flight instruction at the Milwaukee County R/C Flying field on Oakwood Road in Franklin. It is entirely electric powered. His cap insignia is from his Army unit.

John's life after the Army took many turns. While mustering out of the Army from Ft. Carson, CO, his mother died at only age 42. John went into construction as a laborer in south Michigan (Lansing), advancing to road building machinery operator. He helped build I-75 north through central Michigan.

John earned "Able Bodied Seaman" status working a freighter in 1974 on all the Great Lakes and the St. Lawrence Seaway. He then finished his degree in History at Eastern University in Ypsilanti. After work at a plant that concentrates iron ore to 75% purity, John was accepted at Thomas Cooley Law School in Lansing. Earning 45 credits, he decided against the law field. Then began a career with the **Bechtel Corp.** in its nuclear power plant division that lasted him the rest of his working life to age 57. Bechtel has a world-wide scope. They build much of Saudi Arabia's largest infrastructure projects.

John willingly retired to Milwaukee, hometown of his wife Shirley, and her daughter Shannon, because. as a 12 year old, John traveled down to his aunt on Vliet Street to attend the winning '57-'58 Braves baseball team during any extended home stand at County Stadium.

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

A Rams Club History - Part 5 of 5

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

by Russell Knetzger, Editor, November, 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. detail field construction 1978-87. Parts 4 & 5 review the people involved.

Q. Has the club always had a newsletter? Ans. Yes. When the issue following this one is published (Dec., 2010) that will be the 361st edition since the first in Dec.1980. Russell Knetzger maintains a complete set. Is there anyone else also doing so?

Q. Who have been the newsletter editors? Ans. Jim Meriwether [1] ('80-'81) was the first editor and his first edition in Dec.1980 describes the events at the organizational meeting of Nov. 30, 1980. He carefully lists the 25 charter members who gathered that Nov. 30th. [= years served] (= which years)

The next editor was Scott Wilke [3] ('81-'83), followed by Harold L. Walter [3] ('84-86); then Val Jaroszewski [7] ('87-93); Dave Mulhorn and Charles Kalupa shared a year [1] ('94'); then stability returned when Jim Hatzenbeller [9] ('95-'03) served Presidents Stilley, Imes and Knetzger, a record not likely to be exceeded. Bill Stilley [4] ('04-'07) introduced color photos; Russell Knetzger [3] ('08-'10) incumbent, continued that feature, as well as email delivery for some 55 members plus 20 fellow editors.

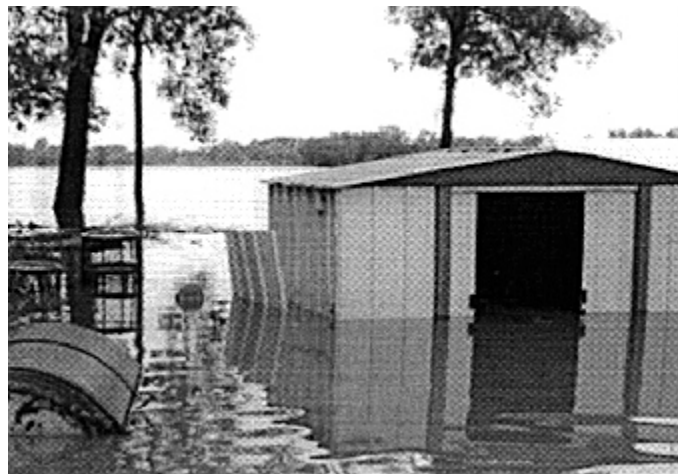
Q. Did the RAMS pioneer Club "Fly-Ins"? **Ans.** Yes and No. As the RAMS were forming in 1980, model aviation was rebelling against "Competition." Giant scale was coming into vogue, and their national organization (IMAA--Intl. Miniature Aircraft Assoc.) fostered "Fly-Ins," where you brought your model, maybe you flew it, maybe you didn't. "See and Be Seen" was adequate. At the same time the RAMS wanted to maintain good relations with Rainbow Airport, and we did that by putting on static exhibitions at their annual Fly-In, sometimes called a "Pancake Breakfast." Then as now, similar small airports (East Troy, Palmyra, etc.) put on an annual modest cost Sunday breakfast to provide a destination for week-end pilots to accrue flight hours. From that experience, the RAMS then started their own Fly-In, but oriented to our own members, except for invited guest demonstration pilots. Now most clubs have Fly-Ins, and most are open to all.



Above: Mid-'80s-mid-90s photo by Art Schmidt of a static exhibition on the south lawn of the Rainbow airport office (with residence above) by RAMS modelers during that airport's annual Pancake Breakfast Fly-In. Modelers were always respectfully received.



Above: A RAMS Club Fly-In of the same late 1980s early 1990s era as the above Rainbow Airport Fly-in. Photo by Art Schmidt.



Above: Worst memory in the first 30 years of the Milwaukee County Field: June, 6-8, 2008 "100 yr." flood. (Photo by Dale Champagne.)

END OF 5 PART SERIES