



# 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, May 7, 2008**  
**Wauwatosa Savings Bank, 6560 S. 27<sup>th</sup> St.-7:00PM**

## **The Presidents Report**

**By: Tom Ryan**

Well it looks like spring is now here and we can finally get flying! **Bob Kabella** has been working at the field getting things in shape and the officers and board have already had a meeting to discuss the field and plans for the up coming flying season.

Some things like driveway and parking lot improvements look like they're going to be put on hold because of the city and county flood rules for our field. We'll talk more about those issues at the next club meeting.

Trash removal, flight instruction, and our Fly-In (**July 12th**) will also be topics. We're in the process of asking the 70% of our members who have email to accept their newsletter that way, so that'll be reviewed, too. I favor our club meetings for June, July and August at the field instead of at the bank, so 2nd and 3d shift members can attend some meetings, too, instead of always being left out. Who knows, that may be fun! It'll allow Show & Tell along with a Show & Fly; more fun! Plus you can bring a friend or family member to sit in with us. Makes it very nice!

I'm writing this report on April 20th so by the time you read this; I'll have one of my new students up and flying...plus I'm looking to get a few more up and going who have been on the simulator all winter, just itching to start flying their trainers, or mine.

## **VOLUME 29 - NUMBER 5 - MAY, 2008**

**Keith Kittoe** of the new hobby shop "RC Slot" at 51st & Ryan Rd. is donating a simulator to our club.

Come spring of course, we're all eager to start flying and sometimes over look the obvious. So before you fire up the engine, check everything over well. Batteries have a way of getting weak and some of us develop a bit of rust on the thumbs, so double check everything now, before the crash! (*You see, I know that from personal experience... yikes!*) Check the control horns and make sure everything is locked in place!

I'd like to see our field bulletin board updated to be inviting to look at, stressing important news. Once its done, let me know what you think.

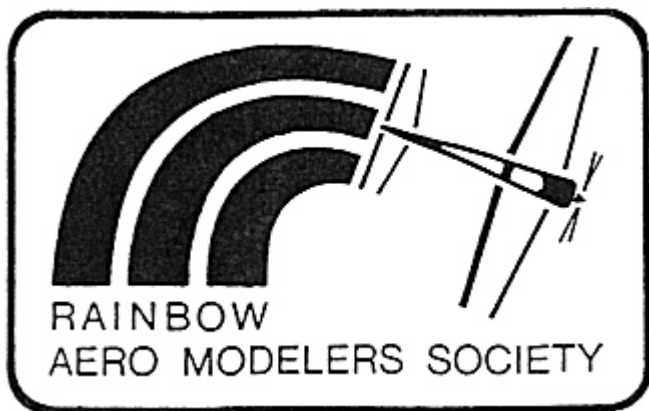
I'm donating a solar powered donut ring night light for our US flag, so it is not disrespected by hanging dark in the night. Speaking for the Vets at our field, **Bob Kabella** raised this point.

We have new club shirts and hats (\$20, \$15 & \$12), new officers and board members, new field maintenance and safety personnel, new ideas and... a new outlook on the future for our club and our field! Hopefully that'll mean more fun, more friendships, more flying, and more members.

**The Rams** are moving forward. **Don Finney** has some new ideas for events and it looks like 2008 is going to be a great flying year, so remember:

***A SMILE IS CONTAGIOUS. LET'S START AN EPIDEMIC OF THEM!***

**Pilot Profile This Issue:** Phil Schumacher



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

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#### MEETINGS-7PM

First Wednesdays  
Wauwatosa Sav.Bk  
6560 S. 27 Street

Membership Dues  
are \$15 per year;  
except \$7.50 /year  
for ages under 18,  
or disabled.

Dues paid after  
April 1. add \$1.00  
Dues paid after  
May 1, add \$2.00  
Membership ends  
June 1 if not paid

Terms of Office  
and Dues Year  
Mar. 1 - Feb. 28

## All Flight Instruction is without a Fee

### Contact:

#### FIXED WING – Reciprocating Engine

Floyd Katz\* 414-541-7477 Russell Knetzger, 414-962-0637  
William O'Dell\* 414-543-6518 Art Schmidt\* 414-543-7100  
Dave Simonson, 414-427-1783 Bill Stilley, 414-541-4702  
Tom Ryan, 414-881-0070 Milan Zdrubecy, 414-282-3997  
\*Retiring March, 2008–Will **You** take their place?

#### ELECTRIC POWER

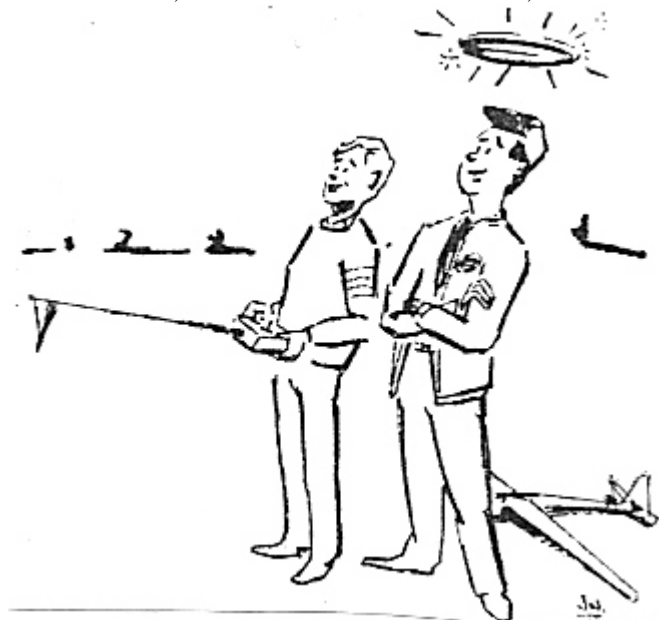
Phil Schumacher, resource person, 414-425-2963

#### ALL TURBINE POWERED

Jeff Borowski, 414-483-4377 Darrell Hossalla, 414-651-0968  
Roger Olsen, 414-764-3257 Tom Ryan, 414-881-0070

#### HELICOPTER – Reciprocating Engine or Electric

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



*“Instructing is a satisfying and rewarding experience. It always makes me feel good.”*  
Courtesy Model Airplane News, March, 1979



Above: Example of possible Raffle Prizes at Club Meetings or Fly-Ins, or childrens' gifts at Fly-Ins or Picnics, due to low \$1.00 cost, and sturdy all plywood die-cut parts, glue provided. (Made in China) Models available: above Fokker Triplane, Albatross DV, Bristol Bulldog, Nieuport 17, Spad SX 111, or Curtiss Goshawk.

**- Visitors at Meetings or the Field Always Welcome -**

# Happenings at the Meeting

**RAMS Club, April 2, 2008**

by Russell Knetzger, Librarian & Editor

Activity at the April meeting followed the pattern of the March meeting – unexpected, and therefore interesting. Again attendance was around 30 pilots, which comfortably fills the room.

**Field Licenses:** Jim Hatzenbeller’s report showed 70 of last year’s 113 field licenses have been renewed for 2008, or about 62% so far. **RAMS Club Membership** as reported by Craig Manka are coming in faster, 55 of 58 are in, or 95%. There is no deadline for renewing a pilot’s field license, but club renewals bear a \$1.00 penalty after April 1<sup>st</sup>, and a \$2.00 penalty after May 1<sup>st</sup>. No June newsletter is sent without a renewal.

Under prior editor Bill Stilley, all ***newsletter printing costs*** were absorbed by him, with 41 cents postage per pilot the only charge to the club treasury. Now the newsletter has jumped to 58 cents postage due to the weight of the 12 cents mailing envelope (because the post office was shredding prior unprotected newsletters), and printing is \$1.70 per copy. That totals \$2.40 per member per month, or \$29 a year, far above the \$15 dues. To bring those costs back under dues, it is proposed that members who are willing, **accept their newsletter by email.** About 70% of our members have e-mail. That would drop costs of the postal newsletters for the remaining 30% back within dues. The last issue was almost 100% electronic. Efforts will be made to reach 100% with this issue. Unless you order a postal mail copy, all those with email will receive their copy emailed. We will try to send it “PDF” because that avoids a super-long download time.

The field has remained flooded up to press time in mid-April. Patience is urged. New field manager **Bob Kabella** proposes a canvas-topped shelter be tested over a few north-pit tables. **Marv Anderson** proposed a slag topping of our drive to reduce summer dust. The powdered slag would come from Charter Steel in Saukville. **Keith Kittoe** of RC SLOT hobby shop at 51<sup>st</sup> & Ryan Rd. will be our **club webmaster** (www.rcslot/rams). As of press time all previous “Pilot Profiles” that have appeared in our newsletters are being posted by Keith. Newsletters will also be archived there so members can check back issues. *(cont. next page)*



**Above:** Pres. Tom Ryan with April innovation, 15 min. mini-auction. Silver head? - Alfons DeRidder  
**Below:** auction items from a modeler’s estate, being examined prior to auction.



**Below:** another April innovation, the inclusion of a family-style prize in the Club Raffle. Donated by Bryan Lorentzen from his ***Parkway Floral*** in South Milwaukee; won by Darrell “Hoss” Hossalla.



## Happenings at the April 2, 2008 Meeting (cont., p.3)

Raffle Winners for April were Earl Evans of a P-40 profile kit from Four PI of Norridge, IL; Leroy Manka (father of Craig) of a tube of thread lock; Earl Evans of a thick-viscous CA glue tube; Darrell Hossala of a dozen red roses (see picture previous page); Shawn Rehm and Bob Mackiejewski, of 15x6" fibre-filled propellers donated by Keith Kittoe of RCSLOT hobby shop.

Marvin Anderson accepted the Safety Officer position being vacated by Floyd Katz. (See the draft Rules change this page adding the job to the Board of Directors of the club, and relates Marv to the SWARM safety officer.)

Birth Announcement: Andy Runte, DVM missed April's meeting to be with wife Laurie giving birth the next day to 7 lb., 10oz. daughter Joanna, their first child.

## Rules Changes Proposed

by Russell Knetzger, Librarian/Editor

Members who attend the May 7, 2008 meeting will be able to vote upon the rules concepts nominated by the membership at the April, 2008 meeting. As the original drafter of the by-laws in 1980, I have interpreted the nominations, and offer exact language below. Members may modify the wording as part of the adoption process. [NOTE: language underlined and italicized is proposed new wording]

### **1. THREE MONTHS WAIT TO VOTE FOR OFFICERS**

#### **ARTICLE 3: MEETING 3.4 Methods of Voting**

All voting shall be by show of hands, except that, upon the motion of a member which is seconded, the vote shall be by secret written ballot. All elections to office shall be by secret written ballot whenever there is more than one candidate for an office. There shall be no proxy voting. Members voting at the February meeting shall have been members prior to the preceding November 1<sup>st</sup>. All may vote after March 1<sup>st</sup>. (5-07-08 added)

### **2. SAFETY OFFICER TO BECOME CLUB OFFICER**

#### **ARTICLE 4 OFFICERS AND BOARD OF DIRECTORS**

##### **4.1 Composition of Board of Directors.**

The Board of Directors shall consist of the 5 officers President, Vice President, Secretary, and (1-5-84) Treasurer, and Field Administrator (5-2-91 added), plus a Safety Officer and (5-07-08) two members elected as Directors.

EXPLANATION: AMA now requires its member clubs to have a club safety officer. That, plus the proposal of #4 below giving said officer citation power to ground a pilot for up to 24 hours, suggests he be a club officer.

### **3. FLIGHT INSTRUCTORS**

#### **ARTICLE 7: CLUB RULES 7.4 Field Classification of Pilots**

Level 1. A person who has not yet soloed.

Level 2: A person who has demonstrated the ability to fly solo to a club instructor.

Flight Instructor: To qualify as a flight Instructor, a person must demonstrate competence in flying R/C model aircraft and be familiar with engine operation and airplane setup. A flight instructor candidate must be recommended by a current Instructor (7-6-96) and be added to the newsletter roster of instructors (6-7-06). The club may require Rostered instructors to be listed by their qualified classification of aircraft type or power source, and to attend seminars that update that classification, or that offer new methods of instructing. Non-Instructor Resource persons may also be so listed. (5-7-08 added)

#### EXPLANATION OF PROPOSED AMENDMENT

R/C aviation is becoming so diversified, that persons seeking help may want to be guided to Instructors or others termed "Resource Persons" knowledgeable with their chosen aircraft or power source. Aircraft types could be soaring, fixed wing, or rotary wing (helicopters), or "giant" sizes thereof. Power source could be electric, glow fuel, or gasoline fuel internal combustion, or jet fuel turbine. Flight Instruction methods may include degree of difficulty, such as beginners, intermediate, or advanced.

### **4. 24 HOUR GROUNDING PERIOD FOR PILOTS**

#### **ARTICLE 7: CLUB RULES**

##### **7.1 Field Rules.**

At any fields for which it is responsible, the club may establish rules of conduct in such items as safety, frequency control, courtesy, etc. These rules shall be adopted as an addendum to these by-laws, and as such be entitled to the same considerations as the by-laws in matters of notice, adoption, amendment and grounds for expulsion or non-observance. In safety matters any Safety Officer created under section 4.1 hereof may exercise conferred powers less than expulsion, such as grounding for up to 24 hours. Where safety officers are assigned to aircraft type, they shall consult on a grounding if both are present, and the aircraft is not their type (5-07-08)

#### EXPLANATION

This being a rule intended to apply to all pilots who use the County Field, whether or not they belong to the clubs using the field, so long as the RAMS are responsible to the County for field operation, it should appear in the section 7.1 Field Rules. Given the drastically different nature between helicopters and fixed wing aircraft, and the existence of a helicopter safety officer (separate AMA clubs must each have such an officer), any amendment should resolve how the two officers should interact if both air spaces or types of aircraft are involved, and both are present, which the above rule attempts to do

# Models at the Meeting

April, 2008 RAMS Club



Roger Olsen (L) explains his new Boomerang jet to Dale Champagne (C) and Darrell Hossalla (R). Its turbine gives 21 lbs. thrust and the aircraft weighs 21 lbs w/out 7 lbs. of fuel.

**Below:** Bob Ehlers' Hanger 9 ARF F22 Raptor "jet", twin rudders, front .3 blade prop on 46 cu.in. engine 47" span, 675 sq." area, 7+lbs.own "Wild Bill" decals.



Darrell Hossalla with a twin-rudder F-15 jet and actual turbine power of 29 lbs. thrust and 22 lbs. of aircraft weight (estimated).

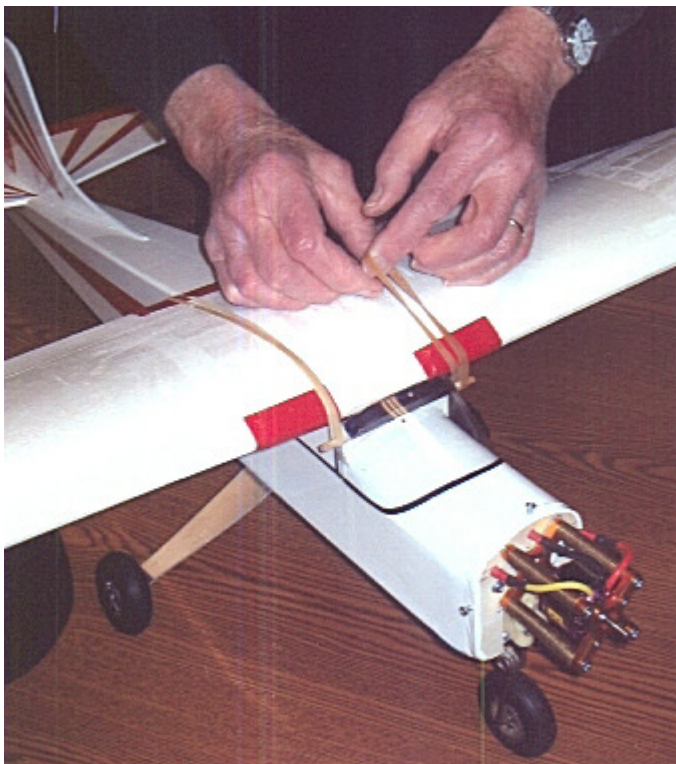


**Above:** Marv Anderson's home-taken photo of his Pitts Special ARF (from R/C Guys), having 1,600 sq.in. of wing area, spans of 68.375" top and 65.75" bottom, 15 lbs. of weight, powered by a 50 cc Tarton Twin with horizontally opposed cylinders and controlled by a DX 7 radio on 2.4 with Sullivan smoker pump.  
*(cont. next page)*

**Models at the April, 2008 Meeting (cont.)**

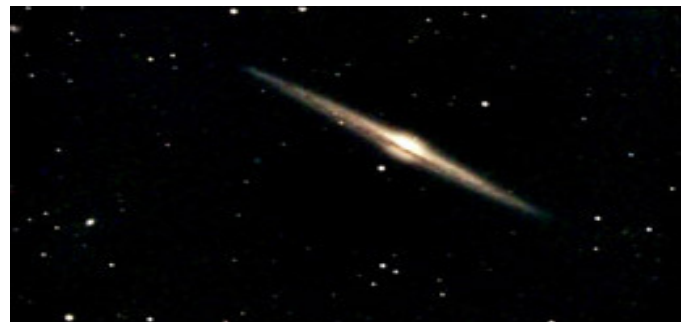


**Above:** Shawn Rehm explains his Edge 540 ARF (from Seagull kits) to Bill Geipel. OS.61 engine, 59" span, 645 sq.in. wing area, 6-7 lbs. Weight.



**Below left:** Earl Evans straps on 45" span foam wing (exposed closed cell) 144 sq. in. area to a Sig Klipper .15 glow kit, started in the 1970s but now converted to an electric motor (cowl off shows "25" Lightning Skyshark). Weight 3 lbs., uses 3-cell lipo 1500 amp hr. batteries. Monokoted fuselage, red stripes: a similar, cheaper material from American Scientific, S. 69<sup>th</sup> and W. Oklahoma Avenue.

**Below:** Astronomy Photos by Phil Schumacher (see Pilot Profile opposite page) taken from his western Greenfield back yard by digital telescope. Digital telescopes bring in far more light than optical telescopes, and therefore can see farther away.



**Top picture:** Whirlpool Galaxy 15 million light years away. **Middle:** side view of Needle Galaxy 20 million light years away. **Bottom:** Orion Nebula, a massive star forming region 1,500 light years away. A light year is distance light travels (186,000 miles per second) in one earth year (5.86 trillion miles).

## Pilot Profile: Phil Schumacher

by Russell Knetzger

Joining the RAMS only a year and a half ago, Phil Schumacher represents a new trend in model aviation – electric powered flight. In his case, using battery-powered electric motors to propel his planes instead of the common alcohol-fueled internal combustion glow plug engines, has resulted in a smaller initial investment, and a quicker learning time to solo. Phil showed up for his first flying lessons the Fall of 2006, with all-foam models of small size and light weight. They needed calm winds, and were not easy to control, but they survived poor landings. A half dozen lessons from Floyd Katz and Russell Knetzger, and he was on his own. Extensive time on a flight simulator between lessons was also helpful.

Calm winds commonly occur in Wisconsin before dusk, and in early morning hours. Phil was able to be at the Oakwood Rd. field during those times by stopping on the way to or from work. He and his wife, Pauline Beck, live in western Greenfield at 121<sup>st</sup> and Carpenter, and our field is halfway to his work in Franksville, on the Caledonia-Mt. Pleasant border in Racine County. Phil has since graduated to “.30” sized electric motors, so winds are less a concern. So is weather. The photo below shows Phil flying in deep snow this February. Electrics are immune to cold starting problems typical of engines.



*Phil Schumacher flying his electric Typhoon 40" foamy ARF this February, near the Freq. Board, view Southeast.*

Electric power is a natural for Phil because his 1971 degree from UWM was electrical engineering, and the work he has done since then has been mainly electrical switch gear research and design. All of that, for 35 years, has been with the same company, even though it has changed names three times. First it was Line Materials, then McGraw-Edison and now **Cooper Industries**.



*Phil Schumacher holding his 48" balsa ARF Yak-54 3D Hobby Shop, 1/2 hsp. brushless outrunner electric motor*

The Franksville location keeps research activities safely away from South Milwaukee production work. In 1977 Phil helped start the use of computers to control electrical circuits. Now software development dominates his work, especially in monitoring and distribution of currents in the 38kv/10-20,000 amp range, such as serve several subdivisions.

Serving Public Utilities  
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Power Systems Division

Wis. Army National Guard  
324 INFANTRY DIVISION

Fortunately Phil was able to blend military service with college and work by joining the **Wisconsin Army National Guard** for a 6 year hitch, being out of state only for 3 months basic at Fort Ord, California.

Before and during high school at Oak Creek, WI (class of '67) Phil did some serious control line model aviation, but college and work ended that. He then occupied himself in astronomy and photography, including astronomy photos he displays at [www.cloudtrap.com](http://www.cloudtrap.com). His Wehr Nature Center astronomy group now uses Froemming Park, 1-1/2 miles due north of our field, though some members remember using our field at night.

**RAMS Horn**, May, 2008, Russell Knetzger, Editor  
Rainbow Aero Modelers Society, Franklin, Wisconsin

# Electric Flight News - V

By Dennis Vollrath, Editor, 'The Flightline'-Nov.2007 cont.  
Racine R/C Club, Inc., Racine, Wisconsin – Reprinted in the  
RAMS HORN, Bill Stilley, Editor, Franklin, WI

## Propeller Impact on Motor RPM & HSP Output

One of our club members had a small model that overheated the motor on a 12/6 prop. Changing over to an 11x5 prop resulted in failure to taxi in the grass. What happened?

Changing a prop on a .40 glow engine from 12x6 to an 11x5 would probably not make a really big difference in performance. The motor will just wind up faster.

This is absolutely not true with electrics. Take the Hacker A40 series motor on my E3D model that many have seen fly. After running the numbers to swing the 12x6 prop at the motor's rated power output, the motor will spin the 12x6 at 9850 RPM, pulling 42 Amps out of the battery. This translates to about **3/4** horsepower. Change the prop to an 11x5, and the motor will spin the 11x5 at 10,100 RPM, pulling 27 Amps out of the battery. This translates to **0.4** horsepower. We almost cut the motor power output in half. Note the motor only sped up 250 RPM! This is typical of the very high efficiency motors such as the Hackers. (I've dialed out the battery voltage variation on this.)

For fun, let's put a 16x10 prop on the Hacker A40. The motor will turn this prop at 6500 RPM with no immediate sign of problems.

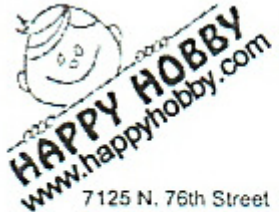
Where do these numbers come from? From a commercial PC spreadsheet that does all the calculations for you and will provide far more information than you need. One of the best is MotoCalc, which was used for the examples used in this newsletter.

For those that wish to fly electrics, I strongly recommend that a copy of MotoCalc be picked up off the Internet for a 30 day free trial. Purchase is \$39. It will be the best money you've ever spent. Based on what you enter for the model wingspan, wing area, type of model, weight, motor, batteries and so on, it will tell you how well and how fast your model will fly. MotoCalc will let you know

how many feet per second the model can climb at full (or a percentage of full) power. MotoCalc provides the parameters of just about every motor, every battery, every Electronic Speed Control to use for its calculations. You just plug in motor model number, battery model number and so on. It provides all sorts of graphs. I prefer to use the page long print-outs it can generate.

By the way, MotoCalc also will let you know that putting a 16x10 prop on an A40 motor with 4 Lipo's will run the motor at 440 degrees F. That will melt its windings in a minute or two.

Until next time



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## About Our Radio Systems-IX

By Dennis Vollrath, Editor, "The Flightline- Nov.2007"  
Racine R/C Club, Inc., Racine, Wisconsin - Reprinted in  
The RAMS HORN, Bill Stilley, Editor, Franklin, WI

### The radio System Receiver

As we have previously discussed, our transmitters send out a 72 Mhz radio frequency to everything within range. Problem is, we also have the television bands, AM and FM bands, CB bands, Industrial bands, Amateur Radio Bands, Paging bands, the list goes on and on. Some of us may know that our RC channels are placed in between the commercial paging frequencies. These commercial paging systems are allowed far higher transmitting power levels than allowed in the RC channels.

So, just how does the RC receiver select only the proper frequency and no others (hopefully!)? The answer is resonance, something that was mentioned in the beginning of this series of articles.

As previously noted in this series, many of the mathematical formulas and principles of operation are identical between the electrical and mechanical worlds. Resonance is one of them.

Take hearing as an example. If you are talking with another person, you can recognize their response and understand what they are saying, even when several other people are all talking at the same time. It's the human brain. that separates much of the clutter from the other people, making it possible to understand what the person you are talking to is saying.

However, it's a much different situation where you are trying to talk to someone in a crowded meeting room of 100 or so people. It just becomes noise.

Many of us have been in our home, watching TV when a truck with a loud muffler rumbles by, causing the picture window to rattle. Note that if the truck speeds up, or slows down, the window won't rattle.

The window will still rattle from the truck even if those 100 people are in your living room all at the

same time (assuming your floor collapsing doesn't cause rattling of its own).

It turns out that the truck is transmitting a specific frequency proportional to how fast the engine is turning over. The window also has a resonant frequency, that if it is the same as the truck engine, it will begin to vibrate.

Almost any mechanical object that has rigidity will have a resonant frequency, from the wind chimes we have outside, to the bridge that we've all seen on TV that collapsed some 80 years ago when wind caused it to oscillate at its resonant frequency.

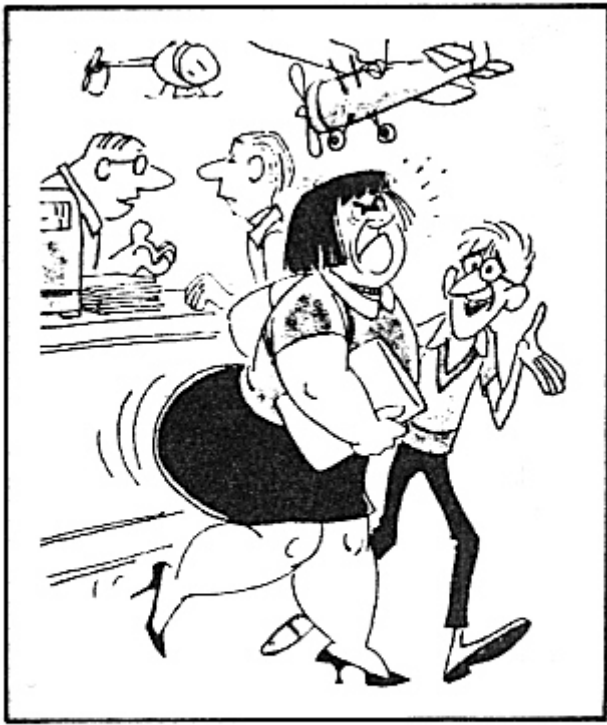
Remember the electronic resonant circuit first shown in the beginning of this series, consisting of a pair of aluminum plates and a coil? Same thing applies, exactly.

More next time.



<b>Keith Kittoe</b> President	<b>RCSLOT</b>
RCSLOT 5012 W. Ashland Way, Rear Franklin, WI 53132	
Phone: (414) 421-3305    Fax: (866) 354-9968	
<b>RCSLOT.com</b> keith@rcslot.com	
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Original Source: the late RC Modeler Magazine



***“It came down along the  
Root River, east of the  
field, but look:  
NOT A SCRATCH !”***

Original source: Le Journal  
D'Escadrille  
Grapevine, Texas

***“But, Bertha, they weren't talking  
about YOU when they mentioned ‘an  
old TAILDRAGGER’ ...”***



## Upcoming Events

**Wednesday, May 7, 2008 RAMS Club Meeting 7PM**

Wauwatosa Savings Bank, 6560 S. 27<sup>th</sup> Street

**MEETING PROGRAM**

**Club Raffle – 15 Min. Auction - Show & Tell**

**And More!**

**(ALSO POSSIBLE IF SLIDE SHOW PRODUCTION IS READY)**

**Power Point Slides: 25<sup>th</sup> Anniversary Joe Nall Giant Scale Fly-In**

**May 16-19, 2007 -Triple Tree Aerodrome, Woodruff, South Carolina**  
**Largest Event of its Kind, 550 Entries**  
**Narration by the RAMS' attendee Bill Geipel, Computer projection by Tom Nettesheim**

**9<sup>TH</sup> ANNUAL TAILGATE SWAP (9AM) & FUN FLY (11AM) Sunday May 18, 2008**  
**Lodi Area RC Club, Lodi, WI – (608) 429-4822 (Mark Johnson)**  
**Take I-94 to Madison, I-90/94 to STH 60, W. on 60 to Lindsey Rd., N. on Lindsey (CTH J) to Quarry Field**

**LOOKING AHEAD TO EARLY JUNE**  
**Annual Tamarack/Bud Weber PatternContest for aerobatics fans**  
**Sat. May 31 & Sun. June 1, 2008**  
**Flying Electrons, Inc. Kohler Lane, Menomonee Falls, WI**  
**Take Silver Spring Dr. to Pilgrim Rd., north 1/4 mile To Kohler Ln., west to water tower, North over railroad**