



# 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 1, 2008**  
**WaterStone Savings Bank, 6560 S. 27\* Street, 7PM**  
(formerly Wauwatosa Savings Bank)

## **President's Report, by Tom Ryan**

**WHAT A PICNIC!** The field was really nice, people were enjoying themselves, and we had great weather!

In July Mother Nature rained on our Fly-In, but she redeemed herself with a day that was just super for a fall picnic, and it was great!

I could name names of many people who pulled off what was one of the best events I've been at this year, or any year for that matter. But this was our club picnic, and that means that everyone who came out and enjoyed the day, well everyone of them made it possible and successful. So many thanks to everyone of them. They made it what it was, a huge success!

**FACE LIFT.** In the past few weeks several changes have occurred at, the field, a face lift as it were. You'll note that we now have more parking area, a better (safer) flight line, and the East-West runway is well underway for being improved and useable for all airplanes. It's still a bit rough and not as smooth as we'd like, but by next season, it will be 100% useable.

The portable toilet has been moved and soon the parking lot will be filled in and ready for use. The clean-up and some reorganization is well under way

## **Volume 29 – Number 9 - September, 2008**

at the field and ideas for a new fence are being considered along the North side, but more on that at the club meeting. The work and effort that went into the field this year is paying dividends now. We have a truly nice field to fly from, and it just keeps getting better.

**ROSHOLT.** As a club, we made an impression when our delegation attended the Rosholt, WI picnic. Not only did we bring in numbers of our flyers, we brought friendships from a distance, and a unique friendship between our Michael Lutzenberger and his new friend Mike at Rosholt.

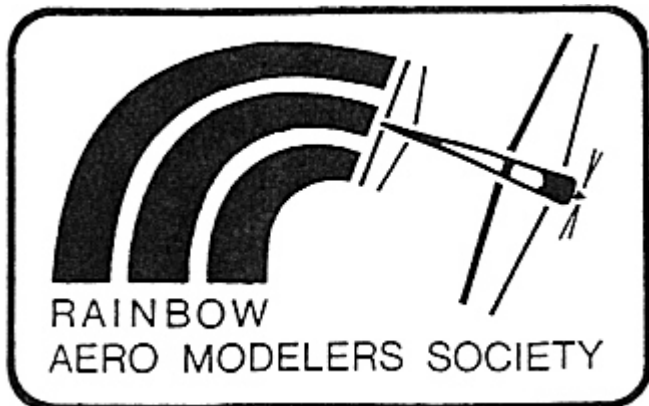
The AMA Vice President from our District VIII, Bill Oberdieck was there, and he was impressed with our effort to help the Rosholt club. For that effort we'll be seeing ourselves in an up-coming issue of AMA\* magazine, as there will be a featured story on Rosholt, and of course we'll be mentioned, too.

So the RAMS were well represented, and the Rosholt club really appreciated our coming there and making their day a success.

Hope to see all of you at the next club meeting. Cleared to land! Tom Ryan, President

\*Are you donating your AMA magazine each month to your local library if they are not budgeted to subscribe?

*Pilot Profiles This Issue: Kent Struwe & Andy Mudrick*



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

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**MEETINGS-7PM**

First Wednesdays  
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**"I think your plane has a vibration problem"**

Courtesy SHARKS Tales

Dan Rath, Editor, Sheboygan, Wisconsin

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# Happenings at the Meeting

**RAMS Club, September 3, 2008**

by Russell Knetzger, Librarian & Editor

Thirty four members were present. Plans for the upcoming Club Picnic September 20<sup>th</sup> were first discussed. Event chairman is John Spindler. Most of the rest of the meeting was taken up with the subject of a few problem helicopter pilots. The problems include flying too far north into the fixed wing airspace, flying too close to themselves for their own safety, and an attitudinal aspect, always hard to define, but noticeably present. SWARM safety officer Chuck Bucci was present for the entire discussion. As a safety officer, since May he has had power to suspend for 24 hours any pilot endangering himself or others. The situation seems to require a broader solution, he stated. RAMS Pres. Tom Ryan spoke about shutting the whole SWARM operation down for awhile, but Darrell Hossala and Alan Borowski felt that was penalizing everybody for the conduct of a few. Finally a motion by Bryan Lorentzen and seconded by RAMS Safety Officer Marv Anderson, seemed to offer an approach and it was passed without dissent. It said, "SWARM by its Safety Officer and/or club officers must deal with certain problem pilots (3 or 4) immediately, including up to suspension, or the RAMS officers will do so." In effect the RAMS officers, alone under our County permit able to deal with license suspensions, were "loaning" that power temporarily in this one instance to the SWARM club, and the incentive for them to use that power is that failure to do so would revert back to the RAMS officers.

Wearing dual head phones was brought up as a possible safety concern when in the pits or out on the flight line, because they block out inter-pilot communication, such as "taking off," "out on the field" "emergency landing,"etc. No rule was passed, but pilots should caution each other about head phone usage.

Take Your Trash Home is the theme this year, since getting trash baskets emptied was becoming a hassle. Cigarette butt containers hanging on the fences are only for butts. If an unaware spectator puts in a soda can, and they have already left, take it home with you.

Raffle Winners for September were Phil Flasch of a 4 piece cordless set including drill, jig saw, flash-

light, and oscillating sander; Mark Finrock of a CA glues selection; Marv Anderson of a gallon of fuel; and Shawn Rehm of an exacto knife set. Donations of items for the Raffle always welcome. The meeting adjourned at 9:15PM



*Above: Club toilet and utility sheds grouped together for neatness and convenience.*

*Below: City of Franklin upgrade of Oakwood Road with guard rails installed on south road shoulder, and new asphalt and shoulders from 60<sup>th</sup> to 76<sup>th</sup> Streets.*



## The Combat Corner

by Andy Runte, DVM (Dr. of Veterinary Medicine)  
(aka "Dr. Kamakaze" RCCA #876, AMA 273119)

Labor Day Weekend marked the last combat meet of the season in the great North Woods of Wisconsin, in Dovre. That is a community about a 5 hour drive north of Milwaukee, a bit past Chippewa Falls and the Leinenkugel's brewery. The weather was perfect for a combat meet, with very light winds, full sun, and temps in the 80's. It's not too often we are graced with such perfect weather for our combat contests.

*(continued next page)*

### (The Combat Corner, continued from p.3)

There were 13 entrants in SSC (slow survivable combat). One entrant came to compete in his first RC combat contest with one airplane, a *GNAT* (as featured in this newsletter this past winter). While not as competitive and maneuverable as our 64 inch wingspan competition planes, the gentleman with the Gnat was able to survive about 7 of the 10 rounds until he was in a midair collision with another con-testant, damaging his receiver and some servos...Not too bad. It was fun to see him score his first cut of the day and interesting to see his Gnat take off with landing gears! Us combat guys don't have much use for wheels on airplanes, but his was neat to see.

Seeing the new guy on the block come to compete with but one airplane reminded me of myself all of about 2 years ago, although one of my two airplanes were loaned to me by Bill "3 PEAT" Geipel! Seeing everyone help the newbie and offer anything he needed to keep in the contest (including loaning him airplanes), reminded me of a big reason why I love RC combat so much. I always knew that it had to be more than to fly our airplanes to motivate people to drive to this contest from as far as Indiana, Ohio, Minnesota, and Iowa. The reason we all make this journey has a lot to do with the people in the hobby. Sitting around swapping stories, telling jokes, sharing shop secrets, enjoying great food and drink together, and an occasional (Geipel) magic trick makes for a great weekend.

RC combat has about the only group of guys that I know who can spend hours getting a plane to fly just right and then also take great satisfaction in seeing how it can stand up to the abuse we put it through. Yes, there are mid-air, but it's sometimes amazing to see how two pilots can take great pride and joke around about demolishing each other's airplane, and yet there are never any hard feelings.

So how did we do? Bill "3 PEAT" Geipel got the clean sweep up north this year **winning all 3 times. Attaboy Bill!** I managed to edge out the infamous Mike "Dr. Evil" Fredricks by 24 points to finish in 2" place...I guess it's better to be lucky than good! I'm really proud of how Bill and I did this year at all of our contests as we competed with the wings that we worked on together in my basement workshop, which I fondly refer to as "Skunkworks".

Until next time ... it's nice to see the new faces flying combat with their Gnats at our field!

Andy "Dr. Kamakaze" Runte, 414-543-1369



Above: 1<sup>st</sup> Place winner Bill "3 Peat" Geipel, 2<sup>nd</sup> Place, Andy "Dr. Kamakaze" Runte, 3<sup>rd</sup> Place, Mike "Dr. Evil" Fredericks, Combat Contest Labor Day weekend, at Dovre, Wisconsin north of Chippewa Falls, Wisconsin.

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## Pilot Profile: Kent Struwe

by Russell Knetzger

Most farm boys migrate to the city, but Kent Struwe, who grew up in Franklin when it was just past the edge of the city, migrated southwest with dad Earl and mom Marsha, into farm land for the rest of his childhood. Kent now lives and works in that same rural area. He works crushing cars at *Al's Auto* in the Town of Raymond near the Franklin border where the landfills are located. Kent's backyard in the Town of Norway abuts sod farms. Kent and his father did a little part-time sod farming themselves, renting a nearby plot of land to tend and harvest evenings and weekends. That was before Earl died at age 56 in 1976. Kent is now 64.

Kent is following his father in more than just becoming a rural person. After a 1962 graduation from Union Grove High School farther south in Racine County, Kent by 1964 was working at the giant Allis-Chalmers factories in West Allis as an overhead crane operator. His father worked not far away at Unit Crane & Shovel on Burnham Street in West Milwaukee. The father made cranes; the son operated cranes. For Kent's US Army service in 2 years of the Vietnam war, Kent was trained into a combat engineers job. In England he operated big rubber tired forklifts and loaders, not unlike what he uses now to crush autos. His duty involved storing munitions in the mines of the English Midlands.

From Allis-Chalmers in 1970 Kent moved to Nordberg Mfg. on Chase & Oklahoma Avenues, operating still larger cranes, some with 100 ton lifting capacity. Until 1982 Nordberg made huge marine and stationary engines, some with 29 inch diameter pistons, V16s-V20s, running as slow as 260 rpms. After Nordberg's demise, Kent since 1982 has been with Al's, crushing 75,000 cars for scrap steel.



*Above: Kent, wife Audrey, and daughters JoAnn (left) and Cindy, with 2/3rds of Kent's collection of restored farm and garden tractors. Kent & Audrey also share a love of guns, target shooting together at ranges.*



*Above: Kent Struwe with his "Somethin' EXTRA" ARF by venerable Sig Mfg. of Montezuma, Iowa, with a 51 inch fully symmetrical wing span, 670 sq.in. of area, and weighing just under 6 lbs., including its OS.50SX engine.*

Kent's interest in farm and garden tractor's grew out of being able, as a rural 16 year old with access to his father's tools and knowledge, to putter around on a 1950 Oldsmobile coupe. That formed the later basis for restoring farm tractors. Kent's current collection is almost 20. He buys carefully, avoiding any requiring complete engine or transmission rebuilding. Among the John Deere lawn and garden tractors are two where Kent has fashioned a 2nd mower tandem to the first, so one pass cuts a double width.

All this collecting and restoring is possible because Kent's property contains several out buildings: a 42'x63' pole barn, two 12'x20' work shops (one just for his 12 aircraft models). In these spaces he also has 3 Harley Davidson motor cycles, and his latest, a British Triumph, that Audrey favors.

Aero modeling began with the usual u-control during his youth, but R/C control was spread over many years, finally soloing 5 years ago at our field. Kent is known to bring over his personal weed wacker and trims the grass around our entrance rocks.

*RAMS HORN*, October, 2008, Russell Knetzger, Editor  
Rainbow Aero Modelers Society, Franklin, Wisconsin

# Pilot Profile: Andy Mudrick

by Russell Knetzger

As with so many of our World War II veterans, Andy Mudrick has melded together a solid high school education, with superior technical military service training, and parlayed that into a long career of 30 years with a premier Milwaukee area industrial firm, Ladish Company, in Cudahy.

After 24 years of retirement from Ladish at age 60, Andy is now pioneering yet another chapter in his life by learning to fly radio control model aircraft at our field, filling the void left upon the death of his wife, Shirley, a year ago. He and Shirley met in high school, and were married for 61 years. Andy is undertaking the model aircraft challenge along with his good friend of decades, Earl Evans. They met working together in amateur theatre, evenings and weekends. Both are attempting to solo over the age of 80, Andy being 82 and Earl 85.

Andy was born in Neenah, Wisconsin. At age 7 his mother and step-father moved to the Milwaukee area, after some time in Waubesa. At age 2, Andy's natural father had died. Andy attended Milwaukee's original "Boy's Technical High School," with a heavy emphasis on chemistry. In 1945 Andy joined the United States Navy, and received intense training in all manner of electronics, even to the point that Basic Training at Great Lakes near Waukegan, Illinois, was shortened to 4-1/2 weeks, to speed entry into tech school. There, in 10-hour days of classes, Andy learned the maintenance and servicing of all US Navy communications gear, plus radar and sonar. His service lasted through 1946.



Utilizing that electronics training, Andy worked first for RCA Service, then in 1948 was able to be part of WTMJ TV coming on the air for the first time. Shirley had their first child, son Roy, in 1947, followed by daughters Robin in 1954 and Jill in 1956, and finally Timothy in 1958. Tim died of colon cancer while in his late 40's. Roy, like his father, also retired early (age 58 for Roy), 3 years ago from American Airlines. He was an airline captain of Boeing 777s, on the Dallas to Tokyo route. He has since answered a Call into the religious ministry. From these 4 children, Andy has 7 grandchildren.

As Andy and wife Shirley grew their family, Andy was open to employment in the good pay of heavy



**Above: Andy Mudrick at the field with his trainer, a Nexstar, powered by an OS.46 engine, and controlled by Futaba radios, one for himself, and one for his instructor. The oxygen line is a full time companion, the result of long time cigarette smoking, combined with the dusty air in the Forge Shop of Ladish Company, in Cudahy.**



industry. A friend at Ladish invited Andy to apply there, but cautioned "stay out of the Forge Shop." Andy got hired into the metallurgy shop, but that involved doing combustion control work and thermocouple monitoring of forge shop equipment - not quite in the thick of the heat and soot, but close.

Later, substituting for an ill forge shop supervisor, Andy got hooked on the sheer giantism and diversity of work in the forge shop, and never left it until retirement. He learned to work with various grades and alloys of steel, then other alloys such as Monel metal (copper + nickel). Exotic metals such as titanium also became involved; heating, hammering, machining or seamless ring rolling some of these metals into small and large critical parts for jet airplane engines, space rockets, submarines, and nuclear propulsion plants. The largest as hot ingots exceeded 20,000 tons.

**RAMS HORN**, October, 2008, Russell Knetzger, Editor  
Rainbow Aero Modelers Society, Franklin, Wisconsin

# Electric Flight News - X

By Dennis Vollrath, Editor, "The Flightline" – June, 2008  
Racine R/C Club, Inc., Racine, Wisconsin – Reprinted in the  
RAMS HORN, Russell Knetzger, Editor, Franklin, WI

## **HIGH POWER ELECTRIC vs GLOW ENGINE**

The-May issue covered updates on many current high power models,- the 150% Electrostreak and the Hanger 9 Showtime 50 models. The Electrostreak is powered by a Hacker A-50 12s motor, with a 14x10 inch APC prop, and 6S-2P A123 cells. The Showtime 50 is powered by a Hacker A50-16S motor, with a 16x12"APC-E prop, and 6S-2P A123 cells.

So, just what kind of power are these-motes putting out?? Only way to give a fair representation of this, is to compare them to an appropriately sized 4 stroke glow engine.

For those members who read the *R/C Report* magazine, take a look at the April 2007 and October 2007 issues of this magazine. The April 2007 issue has an engine test report on the' Magnum XL 7ORFS engine made in- China. The October 2007 issue has an engine test report on the, OS FS70 Surpass II engine, apparently made in Japan Put these two magazines side by side, and compare photos. **It's the SAME ENGINE!** Same-bore, same stroke, same number of cylinder fins, same RPM's on the same props.

I sent an email to Gordon Banks of RCR magazine. He responded on the order of "yeah". Gee, I wonder who copied who?

For what it's worth, the company I worked for shipped 200 high powered circuit breakers to South Korea in 1980. These units weighed in at 800 pounds each. Some 10 years later, we got one back on a complaint that it had a mechanical failure of a critical item. It was an exact copy of the 200 units we manufactured, right down to the mfg identification in the aluminum castings. Happens all the time.

The MotoCalc screen dump in this article shows the- data entry screen for the MotoCalc program. I've set it up for a glow engine by entering in phony electric motor parameters.

First, the battery. Click on the "New" button on the battery. Enter in 2 ounces for the cell weight, and 8 series cells. This totals 16 ounces, or about what a glow engine fuel tank filled with fuel would weigh.

Click on "Drive System" and enter the "Propeller Diameter" and "Propeller Pitch". You can also click on the "Constant" button and enter in the propeller brand name.

Click on the "Airframe" and enter in the name of the model, wing span, wing area and weight without motor or motor battery. Include the receiver and servos. Note- that. You can also click on "Coeff" to describe the type of plane being flown, such as biplane, flat wing, acrobatic, and so on.

Next, click-"New" on the name of the engine you will be using. Then enter the "Motor Constant", "No Load Current", "Resistance," and "Weight" of the engine. This part becomes a "Play with the numbers game where you need to enter the motor constant, try again, click on "Compute Report", determine engine RPM, change the Motor Constant, try again, and again, until the engine RPM calculated matches the published performance of the engine.

And use actual test data for the Engine, not the published data by the engine manufacturer. Some of these folks exaggerate a little. So, what's with the no load current and resistance? These numbers will affect how much the engine RPM increases as the model gains speed during a flight. The numbers selected for this article results in an RPM of 8200 on the ground, increasing up to 9100 RPM while flying at about 50 miles per hour.

Now, lets take a look at the predicted results of this engine combination below. The top four lines show the data that we entered on the first page. The Fifth line shows the Airframe model type, wing square inches, flying weight, ounces per sq. foot, and so on.

The bottom line shows the important stuff, namely the 77 W/Lb. or 77 watts per pound of weight. It also shows the approximate stalling speed, optimum flying speed, maximum climbing rate (1425 Feet per minute) and sink rate with power off.

The chart shows motor information that is meaningless when applied to a glow engine. But it does show the MGB Output power at different flying speeds, and shows how much the engine RPM will increase with flying speed, based on the parameters you selected on page #1 of the MotoCalc program.

So how does this compare with High Power-Electrics? Well this program-show that the OS 70 Four Stroke glow engine puts out about 548 wafts on the propeller at 8200 RPM. That works out to 548/746 or about 3/4 horsepower. Yeah, that's less than the published horsepower of this engine, but that's the real world. However, do note that the output horsepower of the glow engine will increase with flying speed, if the proper propeller is used that allows the engine to increase in RPM to its peak horsepower at flying speed. And, some of those who fly glow engines with pipes are well familiar with this issue.

Now, my Hacker A50 12S motor turns a 14x10 inch prop at 8100 RPM. It works out to 922 watts divided by 746 watts per horsepower, or 1.22 Hsp.

And some of the real high power electrics are running 200 watts per pound versus 77 watts per pound for the OS.70 FS engine

The next issue will cover the electric version of this setup. The issue after that will discuss just what electric stuff with this type of performance costs, compared to glow engines.

Down the road, we will cover just how long these electrics can fly on a charge, versus the glow engine, and just filling its fuel tank and going flying again.

'Til Next Time.

## MotoCalc Compute Report Next Page

## MotoCalc Data Entry Screen



Motor: Phony OS 70 FS Engine; 340rpm/V; 2A no-load; 0.15 Ohms.  
 Battery: Phoney Battery; 8 cells; 3300mAh @ 3.7V; 0.001 Ohms/cell.  
 Speed Control: Castle Creations Phoenix 45; 0.0026 Ohms; High rate.  
 Drive System: Hanger 9 Props OS 70 FS; 13x8 (Pconst=1.11; Tconst=1) direct drive.  
 Airframe: Showtime ARF; 722sq in; 113.5oz RTF; 22.6oz/ sq in; Cd=0.68; Cl=0.46; Clap=0.65; Clmax=1.24.  
 Stats: 102 W/lb in; 77 W/lb out; 22mph stall; 30mph opt @ 58%; (48-15, 94°F); 36mph level @ 66%; (39.39, 99°F); 1425R/min @ 32.4"; -301R/min @ -6.5".

(Text Opposite Page) **MotoCalc**  
**Compute Report**

AirSpd (mph)	Drag (oz)	Lift (oz)	Batt Amps	Motor Amps	Motor Volts	Input (W)	Loss (W)	MGOut (W)	Motor Ef (%)	Shaft Ef (%)	Prop RPM	Thrust (oz)	PSpd (mph)	Prop Ef (%)	Total Ef (%)	Time (m:s)
0.0	0.0	0.0	24.6	24.6	29.3	722.1	173.7	548.4	75.9	75.3	8246	96.7	61.5	2.2	1.6	8:03
1.0	0.0	0.1	24.6	24.6	29.3	722.1	173.7	548.4	75.9	75.3	8246	96.7	61.5	2.2	1.6	8:03
2.0	0.0	0.4	24.6	24.6	29.3	722.1	173.7	548.4	75.9	75.3	8246	95.9	60.5	4.3	3.3	8:03
3.0	0.1	0.8	24.6	24.6	29.3	722.1	173.7	548.4	75.9	75.3	8246	95.2	59.5	6.5	4.9	8:03
4.0	0.2	1.4	24.6	24.6	29.3	722.4	173.8	548.6	75.9	75.3	8245	94.4	58.5	8.5	6.4	8:02
5.0	0.3	2.2	24.6	24.6	29.3	722.7	174.0	548.8	75.9	75.3	8243	93.7	57.5	10.6	8.0	8:02
6.0	0.4	3.2	24.6	24.6	29.3	723.1	174.1	549.0	75.9	75.3	8242	93.0	56.4	12.6	9.5	8:02
7.0	0.5	4.3	24.7	24.7	29.3	723.5	174.3	549.2	75.9	75.2	8241	92.2	55.4	14.6	11.0	8:02
8.0	0.7	5.6	24.7	24.7	29.3	723.9	174.5	549.5	75.9	75.2	8239	91.5	54.4	16.5	12.4	8:01
9.0	0.9	7.1	24.7	24.7	29.3	724.3	174.7	549.7	75.9	75.2	8237	90.8	53.4	18.4	13.9	8:01
10.0	1.1	8.8	24.7	24.7	29.3	724.8	174.9	550.0	75.9	75.2	8235	90.1	52.4	20.3	15.3	8:01
11.0	1.3	10.7	24.7	24.7	29.3	725.3	175.1	550.2	75.9	75.2	8233	89.3	51.4	22.1	16.7	8:01
12.0	1.6	12.7	24.7	24.7	29.3	725.7	175.2	550.4	75.9	75.2	8232	88.6	50.4	24.0	18.0	8:00

(Printout between 13 and 39 mph omitted to save space)

10.0	17.6	141.1	24.8	24.8	29.4	600.0	108.0	492.0	77.0	77.0	8185	87.7	25.0	59.7	46.0	9:17
11.0	18.5	148.2	20.9	20.9	29.4	435.5	154.5	480.5	78.1	77.5	8127	86.1	24.9	59.3	46.0	9:27
12.0	19.4	155.5	20.8	20.8	29.4	600.1	101.0	499.1	79.2	79.2	8139	81.0	20.6	29.9	46.0	9:00
13.0	20.3	163.0	20.1	20.1	29.4	593.8	127.5	466.0	78.4	79.8	8144	82.6	22.9	60.5	47.1	9:51
14.0	21.3	170.7	19.6	19.6	29.4	377.0	129.8	457.2	79.5	79.0	8140	80.0	22.2	61.1	47.7	10:05
15.0	22.2	179.5	19.2	19.2	29.4	684.2	119.7	444.5	78.9	78.2	8190	69.1	21.6	61.6	48.2	10:19
16.0	23.2	188.5	18.7	18.7	29.4	548.8	115.9	432.9	78.9	78.4	8132	47.2	20.9	62.1	48.7	10:36
17.0	24.0	194.7	18.1	18.1	29.4	302.0	112.0	490.0	79.0	79.5	8177	45.2	20.0	62.6	49.1	10:50
18.0	25.3	202.1	17.5	17.5	29.4	485.5	108.1	407.4	79.0	79.5	8125	44.2	19.6	63.1	49.6	11:19
19.0	26.4	211.7	16.9	16.9	29.4	457.7	104.3	353.5	79.1	79.6	8167	41.1	19.2	63.5	49.7	11:40
20.0	27.5	220.5	16.3	16.3	29.4	479.1	100.1	379.7	79.1	79.6	8111	39.0	19.3	63.9	50.2	12:10
21.0	28.4	229.7	15.6	15.6	29.4	459.7	96.8	369.1	79.0	79.5	8066	36.9	17.7	64.3	50.5	12:41
22.0	29.7	238.4	14.9	14.9	29.4	439.0	92.3	346.7	79.3	79.4	8116	34.8	17.1	64.7	50.7	13:16
23.0	30.9	247.6	14.2	14.2	29.4	419.2	89.2	329.4	79.7	79.9	8167	32.6	16.4	65.0	50.9	13:50

## UPS Pilots vs Mechanics

Submitted by Bob Kabella, member

Rainbow Aero Modelers Society, Franklin, WI  
 After every flight, pilots of UPS-United Parcel Service, fill out a form, called a "gripe sheet." It tells mechanics about problems with the aircraft. the mechanics then correct the problems and document repairs on the same gripe sheet. Then the pilots review the repairs before the next flight.

Never let it be said ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by UPS pilots (P) and the (S) Solutions recorded on the sheets by mechanics.

- (P) Left inside main tire almost needs replacement.
- (S) Almost replaced left inside tire.

- (P) Test flight OK, except auto-land very rough.
- (S) Auto-land not installed on this aircraft.

- (P) Something loose in cockpit.
- (S) Something tightened in cockpit.

- (P) Dead bugs on windshield.
- (S) Live bugs on back-order.

- (P) Evidence of leak on right main landing gear.
- (S) Evidence removed.

- (P) Auto pilot in altitude-hold mode produced a

200 feet per minute descent !

- (S) Cannot reproduce problem on ground.

- (P) DME volume unbelievably loud.
- (S) DME volume set to more believable level.

- (P) Friction locks cause throttle lever to stick.
- (S) That's what friction locks are for.

- (P) IFF inoperative in OFF mode.
- (S) IFF always inoperative in off mode.

- (P) Suspect crack in windshield.
- (S) Suspect you're right.

- (P) Number 3 engine missing.
- (S) Engine found on right wing after brief search.

- (P) Aircraft handles funny.
- (S) Aircraft warned to straighten up, fly right, and be serious.

- (P) Target radar hums.
- (S) Reprogrammed target radar with lyrics.

- (P) Mouse in cockpit.
- (S) Cat installed.

- (P) Noise coming from under instrument panel. It sounds like a midget pounding on something with a hammer.
- (S) Took hammer away from midget.

## RAMS PICNIC, Sat. Sep. 20, 2008

Photos by Russell Knetzger, Librarian & Editor

*Below: Children make it a picnic. View south into helicopter shelter, parking in background almost out to Oakwood Rd.*



*Below: Picnics mean food. Here plating up at the dish-to-pass table is Pauline Beck, Phil Schumacher's wife, Rich Kegel's on the serving side, Bob Kabella behind him, Dick Eddy studying the offerings, and Tim Schumacher (no relation to Phil) waiting in line.*



*Left: Bill Geipel enjoying his lunch amidst tables full of planes  
Above: Look at that beautiful sky. See the yellow biplane using smoke?*

## Upcoming Events – October

### **Wednesday, October 1, 2008 RAMS Club Meeting-7PM**

*(WaterStone Savings Bank – Formerly Wauwatosa Savings Bank, - 6560 S. 27<sup>th</sup> Street, Oak Creek)*

### **Tuesday, October 7, 2008 MARKS INVITATIONAL To RAMS, 7PM**

**“R/C Batteries from Nicads to “a-123” lithiums” by Tom Kunath, Pebble Creek Flyers, Inc.”** (82<sup>nd</sup> & W. Forest Hill Ave.)

(A beginners level joint program for both clubs to bolster MARKS attendance during their 50<sup>th</sup> Anniversary Year)

(The November 4th program will be a more technical follow on by Dennis Vollrath, Racine RC Club, Inc, columnist herein)

### **Friday-Sunday, October 17,18-19, Chicago Hobby Expo Show**

**Donald E. Stevens Convention Center, Rosemont, Illinois, 5555 N. River Road**

(Take I-94/294 south to O’Hare Field I-90 Exit, Loop back east at Mannheim Rd., Exit from I-90 to River Road)

### **Saturday, October 25, 2008 Milwaukee R/C Association Delegates Fall Meeting**

**9AM-11:30AM, Wauwatosa Library, N.76<sup>th</sup> & W. North Avenue**