

out to test their winter flying skills. The heli guys have



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 5, 2008
WaterStone Savings Bank, 6560 S. 27th Street, 7PM
(formerly Wauwatosa Savings Bank)

no problem

PRESIDENTS REPORT by Tom Ryan

Award Night. This December at our Club Meeting, I will be introducing awards to a few members who have no idea that they will be on the receiving end of an award; some will be unusual and fun, while others inspiring and meaningful. This will be to my knowledge the first ever "Presidents Award" given out, and I hope it'll become a tradition. There will be finger food, soft drinks, mixed snacks, and a touch of humor to round out the meeting. We'll review the '08 season and poke some fun at those who made it interesting. So I hope you'll join us for that.

Note* There will no doubt be some adult jokes and fun made of those who attend, so if you bruise easy, don't have a sense of humor, or are offended by roast like language and materials, don't attend, as that type of humor will be in play some of the night. Some people are offended by jokes at their expense and unless you can take a joke, have a thick skin, and understand that its all in fun, then its best that you not stay after the business end of the meeting concludes. A bit of magic will be tossed in the mix too, so it should be a fun meeting!

It's getting Cold! The weather is changing and the building mode will soon replace the flying mode as the cold winter winds blow. The field of course will remain open as those with ski and float planes venture

Volume 29 – Number 11, November, 2008

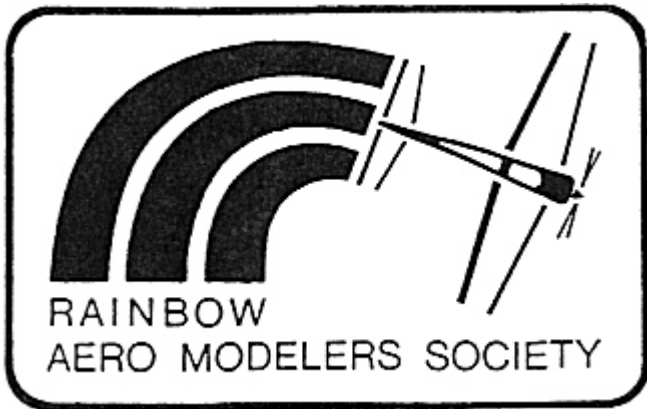
(Note Volume 29 - Number 10 - October, 2008 was mis-labeled #9 Sept.)

with the snow or cold, and many of them seem to like winter flying. Brrrrrrrrrr. Guys like me, will no-doubt look on from a warm car or heated club house, as the cold and I don't mix. But like many of you, I do seem to get a lot of building done when it's cold.

Rosholt, WI. The-story for the AMA Magazine is underway, and we'll of course be featured in the article. Our club has proven that our hobby has no boundaries and the goal is a common one, finding friendship and fellowship through the shared interest of model aviation. We as a club did fine and were well represented... nice showing guys!

Instructor Training November 3rd & November 6th will be conducted at the Franklin Public Library, S. 92nd & Loomis Road, from 6 to 8 P.M. It is for those seeking club flight instructor privileges. This isn't a "how to fly program" but rather a "how to teach" program and is open to all club members to attend. (You need not want to be an instructor to attend but rather want to come for the learning value of the program.)

The program in the **Del Sievert Conference Room** will be repeated on the 6th for those who can't make the 3rd. You need only attend one, as both programs are the same.



Pilot Profiles this issue: Dell Fisher and Dennis Bartz

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

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 PO Box 1111 tomcat@execpc.com
 Milwaukee, WI 53201-1111

MEETINGS-7PM

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

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(*formerly Wauwatosa Sav.Bk.)

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Membership Dues
 are \$20 per year;
 except \$10 per year
 for ages under 18,
 disabled, or after.
 September 1 ea. yr.

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

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Milw. County
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 Operated by the
 RAMS Club is
 Oakwood Rd. at
 S. 70th Street
 in Franklin, WI

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 4725 S. 35th Street

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FIELD LICENSE ISSUER

James Hatzenbeller, 414-483-1246 \$50.Mar.1-Feb.28
 4388 S. Pennsylvania Avenue \$20 under 18 Jul. 1
 St. Francis, WI 53235 jimhatzy@aol.com half after Sept. 1

Field Pilot License

- Visitors at Meetings or the Field Always Welcome -

**All Flight
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Contact:

WATCH THIS SPACE next issue for possible expansion of the lists of flight instructors, following the November 3, and 6, 2008 Flight Instructors Training session organized by RAMS President Tom Ryan. (See the President's column this issue for details.)

RUN FOR OFFICE?

by Tom Ryan

With Elections not too far off, now is the time for some of you to consider running for a position as a club officer, or maybe an instructor, director, or delegate? I've heard commentary from some members over the last year that they would run the club differently if they were in office, and that's fine. That's what makes us a democratic club. The thing that I take issue with when I hear those comments is this: those who complain do so with no intention of bringing a positive change to the club, but rather voice their personal opinions and complaints at the field and not at meetings where they'd have an organized platform to speak from, and a voice where it counts.



If change is to come, that's where it has to be introduced, discussed and then voted on. Debating one's issues at the field isn't going to do anything but create a negative atmosphere and invite controversy. Do you really want that?

I can tell you that after working closely with the officers, field workers and club instructors over the last

year, that they gave much of their personal time, labor and many times their own personal resources to help the club. For that effort is it fair for any of us to criticize how they handled their difficult tasks, especially if we're not helping them?

When election time rolls around, that'll be your

(continued on page 3.)

RUN FOR OFFICE? *(continued from page 2.)*

chance to get involved and if you can, bring positive change and continued growth to the club, and who knows, maybe you can do better? But to do that, you first need to **Run for Office.**

Personally I would like to see new people more involved in the club business and hope that they will run for a position. The more people who get involved with a new energy and new ideas, the better the club should get?

At our November meeting I will ask those who hold office if they are going to seek another term, and to explain their responsibilities in their respected positions. This should help educate the membership and help those who may decide if they want to toss their hat into the ring and run for a club position.

In reviewing 2008, many people have helped the club, and it shows. The attitudes have improved and many people did what they could when they could make things better. We'll need more of that positive attitude in 2009. We're not 100% there as a club, but we're on the right track and going in the right direction.

So if you believe that you can add to the growth and development of the club by being an officer, then you'll soon have your chance. But whatever you do, if you're not willing to get involved, introduce positive change or be pro-active in the club, then please...don't criticize those who are trying, because they're working for all of us to make things better. Let's not lose sight of that fact and let's all support them in any way we can.

Thanks, Tom Ryan, President

Happenings at the Meeting

RAMS Club, October 1, 2008

by Russell Knetzger, Librarian & Editor

(From notes by Jim Hatzenbeller, field licenses)

The meeting room was again nearly full with about 30 members present. Club rosters were available showing 80 pilots belong, our highest in perhaps two decades.

The Sept. 20th picnic was judged a success, with 27 members attending, and family raising that to over 50. The \$5 food fee worked, with plenty of food on hand. A new first aid kit, replacing the one flooded in June, is now under the frequency board, said Marv Anderson, club safety officer.

Chuck Bucci, SWARM Club safety officer, said 3 of their members were suspended for 30 days. The Racine club has little helicopter flying activity, and is very likely to ban all helis at their field. Jeff Borowski, SWARM President, reported it is unlikely another heli



field would occur on other southern County lands, but north side sites are being scouted. The County regards our Oakwood Rd. operations as one of their best tenants. ***Above:photo taken during the Sept. 20 picnic showing the City of Franklin DPW finished results of Oakwood Rd. improvements,including filling our ditch to ease mowing.***

Field Report: Some large trees near the flight line were professionally taken down after wind storm damage, reported field manager Bob Kabella. Their large size ruled out removal by club volunteers because of the safety hazard. Bob is testing out a "Pilot Station Safety Barrier" for pilot re-action. Under consideration is extending the spectator cyclone fence westerly. Tom Ryan asked that the in-ground pit for large aircraft be moved west as well. A few equipment maintenance jobs ran into several hundred dollars, such as changing the large volume of oil in the Allis-Chalmers combined engine and transmission case, Bob Kabella announced.

Bob Ehlers presented a sketch defining a helicopter flight space that would reduce fixed-wing conflicts. It was felt the two clubs already honor that concept.

A motion by Dale Champagne was passed to remove instructors names until a new list is produced as a result of more Instructor Training. (See president's column about 2008 session, November 3rd or 6th.)

Roger Olsen's suggestion the club Incorporate was not well supported, though retired attorney John Spindler is in favor. It would mean filing tax returns, and keeping our officer names current with the Secretary of State.

For 2009 it was voted to price Field Licenses at \$50 and Club Dues at \$20. (Editor: - see new list on page 2.)

Raffle winners were Mark Finrock of an electric fuel pump; Earl Evans of five volumes of Time-Life

aviation history; Dale Champagne of a gallon of fuel; a propeller balancer by Frank Burton; a twin ejector of epoxy glue by Bill Belonger, and Phil Flasch of some cut sheets. Dale Champagne won a bottle of Frank Burton's wine.

Reminders:

NO TRASH BASKETS: Take home all your own trash, and also what any spectator leaves behind.

5 MPH DRIVE SPEED LIMIT: To keep down dust, please honor the speed limit posted near our entrance.

Pilot Profile: Dell Fisher

by Russell Knetzger

Midway through his work life, Dell Fisher left the security of a machinist's position with Falk Corporation, to this day still operating "in the valley" east of the Miller Park baseball stadium, to found with a fellow Falk machinist, John Yarmark, their own company, **Marker Machine, Inc.** Now age 74 and retired from Marker for 12 years, Dell the past 3 years has ventured into radio controlled model aircraft.

Dell's company proved to be successful, and is still open, with Dell owning half, and eight employees owning the rest. It is located on N. 124th Street near Butler, where Dell now lives, having grown up on N. 36th Street in Milwaukee. Dell's path to becoming a machinist starts with the US Navy, in which he served during the Korean Conflict. Before ever graduating from Washington High School, Dell in 1952 enlisted in the Navy, and was stationed in the waters off Korea on board the carrier USS Wasp. He was the carrier deck "hook man," disconnecting from the deck wire, planes that had just landed. Initially Corsairs from WWII were involved, shifting to Panther & Banshee jets.



FALK CORP.
Marker Machine, Inc.

After 3 years in the Navy, Dell took advantage of the G.I. Bill of Rights, and became a machinist apprentice at Falk, where he stayed for 13 years to 1969. Even though his two children with wife Patricia had already been born (daughter Julie and son Tom), Dell took the risk of starting a business. Their product line for many years was hydraulic fittings such as cylinders and pistons supplied to nearby Enerpac. That work migrated to China. Now Marker Machine makes after-market handle bar

weights, used under the rider grips of motorcycles. Such weights dampen the vibration to the rider's hands. By incorporating a twist friction feature, the dampers also provide a cruise control. That shift in product line was possible because he and wife Patricia, up to her death 25 years ago from cancer, were avid motor cycle riders. Dell still belongs to the area BMW Club.

It was Scott Jones of Happy Hobby store on N. 76th and W. Good Hope Road who taught Dell to fly



Above: Dell Fisher, with one of his many electric motor powered R/C models. This one is an E-flite Ultra Stick, equivalent to a .40 size engine

using the fields of Vincent High School, not far away at Calumet and Granville Roads.

About the time Dell was soloing, he renewed his acquaintance with Marv Anderson, now Safety officer of this club. He and Marv years earlier used to be active in field dragster racing at Great Lakes Dragaway. With Marv becoming very active at the Milwaukee County R/C Field on Oakwood Rd. in Franklin, Dell gave it a try and liked it. Now he is one of our most faithful field users, like Marv, often spending whole days at the field.

Dell (his real first name is Nardell, his mother's French-origin maiden name,) is the only pilot at the field who flies a twin electric motor aircraft. It is similar in appearance to the above Ultra Stick, having two engine nacelles, one protruding from each wing.

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

Pilot Profile: Dennis Bartz

by Russell Knetzger

Our subject pilot for this article is known for doing things big. He flies large models, several 30% of the full size aircraft, and he totes them around in a large tow-behind enclosed trailer, beautifully decorated with a skyline scene by its original owner, Marv Wolff.

Dennis Bartz has other big achievements. After one flying lesson at our field from Floyd Katz, he taught himself to solo at the sod farms in Wind Lake where the MARKS Club members fly, and only a few miles from his home on Lake Denoon in southwestern Muskego. He flew often while he was learning, sometimes every day of the week. It took several model re-building efforts to make it all the way to solo flight, but solo he did.

His other big achievement is succeeding in a family owned business with his brother, Kevin Bartz. Known as **Bartzs Floor Covering** on 113th and Forest Home Avenue on the Franklin side of the border with Hales Corners, Dennis has been with the business since he was 20 years old, or 43 years ago. That was

only a few years after graduating from Pulaski High School on Oklahoma Avenue in Milwaukee. The Bartz store handles a very wide range of product, from carpet, to ceramic and vinyl tiles, as well as pre-finished wood.

Above and lower left: Dennis Bartz assembling his ARF "Edge" of some 92 inches wing span, 22 lbs



weight, powered by a Lanier .75cc 3W engine.

Dennis has only been in radio controlled model aviation for 6 or 7 years. It was living on Lake Denoon that triggered his interest in aero modeling. Dennis and his wife Jill have lived on the lake for 20 years, bringing their 5 children to adulthood there. Between their three daughters, Kelly, Wendy and Jenny, and two sons, Billy and Chris, Dennis and Jill now enjoy 15 grandchildren.

One winter day Dennis heard a low flying plane over the lake, but ignored it until he heard it again, rather soon if it were a full scale circling about. Walking around to the lake side of the home, he saw a model Corsair flying off the ice. That was enough for Dennis to see, and soon he had a model for himself.



After soloing at the Wind Lake sod farms, Dennis has added to his stable of planes models that can fly from the lake water, both with pontoons, and off lifting boat hull design. He still belongs to the MARKS, and also to the Racine Club in Mt. Pleasant.

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

Electric Flight News - XI

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

MORE ON HIGH POWERED ELECTRICS

I've received several questions on just how much these electric motor wind up during a flight.

The glow/gas engines will wind up considerably when unloaded during a flight. For those that have observed a glow engine keep running after throwing both prop blades, the extreme RPM reached can easily cause permanent damage to the engine. These engines are usually propped such that the engine is running under its peak horsepower rating on the ground, winding up to maximum horsepower while flying. In fact, those modelers that use tuned exhaust piped engines depend on this for maximum speed of the model.

This is one area where these electric motor powered models are very different than the reciprocating engines. Electric motors provide their maximum horsepower while on the ground. As the model gains speed, the power input drops off. How much the horsepower drops off depends on the efficiency of the motor, the streamlining of the model airplane, and so on.

For example, my 150% Electrostreak pulls 51 Amps at 18 Volts DC (1.23 Horsepower) at full power while on the ground. My best guess is that this drops off to about 40 Amps at full speed. Something is going on here, as compared to the gas/glow engines. Many modelers fly the gas/ glow models at full throttle, and only back off while landing.

While the electrics can also do this, it is a REAL waste of battery power. For any thing pushing itself through the air, increasing airspeed results in a real penalty in horsepower required. As an example, going from 50 MPH to 100 MPH results in four times the air drag on the model, AND because the model is traveling twice as fast, twice more in horse power. So, going from 50 to 100 MPH requires eight times more horsepower! (That's 100 divided by 50 raised to the third power.) So, just backing off to about 50% power during portions of your flight not requiring speed can easily double your flying time on a battery charge.

As for the electric motors "winding up" during a flight, note the "How Fast" speed recorded on my 150% Electrostreak: - 81 MPH level flight, and 96 MPH in a very steep dive. (See photo of speed meter, opposite)

What's happening? The Hacker motor is turning at about 8000 RPM on the ground, turning a 14"x10" APC-E propeller. In a steep dive, the motor will max out at about 8800 RPM at flight speed. If the model flies too fast in a steep dive, this

same propeller starts to look like a 14 inch diameter pie plate, and really prevents the model from going much faster. Note the previous speeds of 81 MPH level flight, and 96 MPH (18% faster) in a steep dive. A glow/gas engine would simply wind up much faster, resulting in a far faster achieved speed during the same dive. Nothing wrong with that, it's just how electrics work.

(Just a note here. You would NEVER EVER attempt to prop an electric motor to put out its maximum horsepower! Why? Because electric motors are dumb! They will attempt to keep running, even if grossly over propped. That Hacker A50-12S motor could be propped to put out over five horsepower. But, it would be pulling about 300 Amps. You would melt the motor windings, ESC, and battery pack in pretty short order.)

So, as mentioned previously, for good performance, first buy good electric equipment. Most folks know that I prefer the Hacker motors for high powered electrics, since they have notably higher efficiency than most other motors out there.

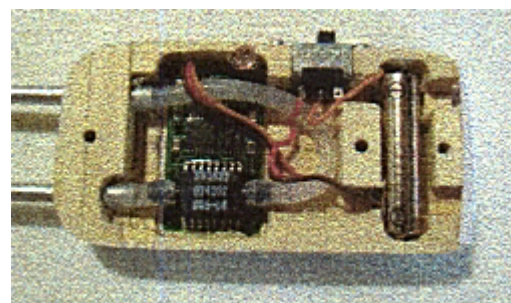
Next issue, we'll talk about just how much money is involved with these high powered electrics.

A123 CELLS! The internet is starting to show a little more on the use of the 2300 MaHr A123 cells for the receiver and servos for the larger model airplanes. The good thing about these cells, they are one third the weight of the equivalent 5 cell 2400 MaHr NiCad battery. One thing to watch for, is two series A123 cells will have an output voltage of 7.6 Volts DC, as compared to 6.75 VDC for the Nicad/NiHyd cells. It would be a very good idea to check with the manufacturer of your radio system before putting 7.6 VDC on your radio.

However, if you are going to go to dual batteries for your larger models, one solution is to place a 6 Amp diode on the red lead wire between the switch and the receiver connector of each of the dual A123 batteries,

These diodes provide two benefits. First, they provide total isolation between the two batteries. So if one should "short out", it would not affect the other battery. Second, these diodes provide a constant 3/4 volt DC drop on the battery, dropping it's output voltage down to about 6.8 VDC, right in the range of the five cell Nicad/NiHyd battery pack. If interested please let me know so I can provide more details in the newsletter. Note that these A123 batteries also require balancing similar to the Lipo batteries. Personal experience with these A123 batteries, is they are more stable in this regard than the Lipos.

(I still like the 2400 MaHr NiCads for the receivers of the larger models. This old technology is simple, and they work.)



Above: a "Winged Shadow" How Fast Pitot Tube Speedometer, recently tested by columnist Vollrath. Recorded 81 mph level on 150%Electrostreak (96 in dive); 73 mph on Showtime-50 level, and 57 mph on Limbo Dancer, in level flight.

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Every 30 minutes in 15 minute segments, from 12 noon until all items are auctioned.

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All tables are \$20.00 ea. plus \$5.00 admission per person. 2 admissions for the first table and 1 admission for each additional table. No exceptions. Please call Laurie Jones to reserve your tables - 414-461-6013.

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AFFILIATE CLUBS: Bong Eagles; Circlemasters Flying Club, IPMS: Billy Mitchell Chapter; IPMS: Richard I. Bong Chapter.



FOOD - BEVERAGES - AMPLE FREE PARKING
RAFFLE at 1:00 p.m.
(or immediately after auction)

November

Wednesday, November 5, 2008 RAMS **Club Meeting-7PM**

(WaterStone Savings Bank – Formerly Wauwatosa Savings Bank, - 6560 S. 27th Street, Oak Creek)

Monday, November 3, 2008 or Thursday, **November 6, 2008, 6-8PM**

Franklin Public Library, Loomis Road at S. 92nd Street with Drexel Avenue, Dell Sievert Conference Room

Flight Instructors Training Program by Pres. Tom Ryan

For Old & New Instructors, & Interested Members, Attend Either Identical Session

Tuesday, November 4, 2008 MARKS **INVITATIONAL to RAMS, 7PM**

“R/C Electric from Radios & Batteries to Electric Motors”
by Dennis Vollrath. Editor & Columnist, Racine R/C Flyers

(82nd & W. Forest Hill Ave., Franklin Public Schools District Offices & Community Center)

Sunday, November 16, 2008 Calumet **Flyers Swap Meet-Auction, DePere,** **Wisconsin**

**Van Veghels' Paluka Pub & Grill Hall -
(Formerly the “Brillion, WI” event)**

**Opens 8:30AM, \$5.00 Admission, No table fees –
100 Available: Mick Warning, 920-788-0162**

(Take I-43 north to STH 57 at Saukville, STH 57 past Greenleaf-STH 96 to DePere, corner of 57 & Profit Place)

Wednesday, November 12, 2008 Mitchell **Gallery of Flight Museum Meeting**

**SkyWest Airlines Maintenance Hangar Tour,
555 Air Cargo Way (6th & Grange)**

RAMS Members Welcome, 7PM Meeting & Parking Free

Looking Ahead: Sunday, January 4, 2009 **31st Annual Swap Meet & Auction**

Sponsored by the Milwaukee R/C Association

**9AM-3PM, Waukesha County Exposition Center, SW
corner, Waukesha County Airport**
(Take I-94 to CTH J – Pewaukee Road Exit, south one mile to Northview Rd., Turn west on mile)