

Flypaper 2020

**Official Newsletter of
The Flying Electrons of Menomonee Falls**



Celebrating 60 Years of Service to the Community & Counting!



President's Preflight



Much has happened unassociated with club activity since our March meeting. As the pandemic has escalated, we've temporarily cancelled future club meetings for the time being.

Just recently, I was also forced to cancel our Builder's Workshop and I'm in communication with the Menomonee Falls Rec Center on when and how we might be able to stay in contact with those that had registered for next year.

The board's annual budget meeting has been postponed until April 26th pending news regarding the pandemic, but we're looking into using Web conferencing to enable us to continue business at least in part.

As we are bombarded with news about the virus situation, I urge everyone to seek valid information from the CDC's website rather than rely on social media or Facebook as your main source of how to stay safe.

This world-wide event is certainly going to affect this year's plans for our club, its events, and member interactions. I'll continue to pro-

duce newsletters each month and try to include interesting articles and news that I can dig up from day-to-day.



If you are an older club member, I encourage you to remain cautious and not expose yourself to risky situations. It's important that you don't drop your guard and allow this virus to get to you.

If you need anything that you can't get, yourself, let me know via email and I'll find a way to get it to you.

My wife June is a doctor on the front lines with Aurora Health Care and she uses every precaution possible to protect herself from infection day in and day out, and she encourages me to do the same.

As days go by, I'm occupying myself getting aircraft ready for the field. I

plan to be out there flying this summer if I can, while keeping my distance and I'm looking forward to some company out there.

Stay tuned to the newsletter for further information on our club's scheduled activities and events for the season. Hopefully this thing will plateau soon and restraints will be loosened so we can get out and enjoy some of this summer weather.

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Club Meetings:
Second Sunday of Month
7:00pm
De Marini's Restaurant
N88 W15229 Main Street
Menomonee Falls, WI 53051

Flying Site:
N61 W17000 Kohler Lane
Menomonee Falls, WI
www.flyingelectrons.com



Last year we implemented our Incident Reporting System.

As you continue to fly throughout the spring months as weather permits, be sure to indicate any signal interference you may experience so that we can begin tracking events for the 2020 flying season.

To reach the Incident Reporting System, simply click this link, [Incident Reporting System](#)

You can also register an event by going to the www.FlyingElectrons.com. Select "Contacts" from the left side bar and then "Incident Report" from the dropdown.

Flypaper Contact Information

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The Flypaper welcomes for consideration articles of interest, recommended video links, letters and questions you may have about the club, meetings, newsletter, and events. Please direct those communications via email to tjacobs421@att.net. We will respond to all inquiries.

Next Club Meeting
TBD

De Marini's Restaurant
N88 W15229 Main Street
Menomonee Falls, WI 53051

Bring a Friend and/or a Plane to Show & Tell

Restoring a High Performance Airframe - Part II



Last month we jumped in removing film and repairing the underlying sheeting and structure of the wing. In this edition, I'll share with you what I did to save the pattern and then what I did to reconstruct it later in the article.

Saving the Design Pattern

First, I took pictures of the wing (top & bottom) for reference but I wanted something I could use to ensure that I had the proportions correct when I recreated the design.



To handle this, I connected sheets of tracing paper that I purchased at my local art store. This is not the same paper that is used when wrapping gifts; it's a more durable type of parchment paper used by artists.

To create the tracing I built up two large sheets (one for the top



and one for the bottom wing surface) by taping individual

smaller sheets together.

Because the design is the same for both wings, I only needed to trace one top and one bottom wing section. Because the tracing paper is see-through, I can just flip it over to create the opposite pattern for the other wing half.

I use a permanent sharpie marker to trace out the design by hand being as true as I can to the pattern beneath. Once the patterns were drawn, I rolled them up and set them aside until needed.

Covering Methods

There are really two approaches that can be taken for applying covering using Monokote and other film products.

1. You can cover the aircraft with a basic color and then add trim to create the design pattern by layering the film. I'll call this the "layer method."
2. You can also create the pattern as a single layer by piecing together sectional shapes. I'll call this the "sectional method."

How do you choose which method to use?

Generally, if the trim pattern is simple and there **are not** a lot of large areas of film-on-film, you can use the first method with great success. This method is good when the majority of trim is handled like "pin-striping" for example. Or, maybe you want to apply a sunburst pattern to a

wing and tail section using individual strips. This method works well under those circumstances.

I use the "sectional method" when the pattern is more complicated with large areas of film to create the design. Trying to use the layer method under these circumstances would result in three problems; (1) the added layering would add extra, unnecessary weight, (2) you would experience bubbling under the large area layers, and lastly, (3) some colors shrink at different rates, so you need to be extra careful with the heat gun with two layers atop of each other.

The top wing design pattern on the Yak is rather complicated with large areas of film. This would be a nightmare to layer with large color areas and a checkerboard design.

The top and bottom surfaces also throw us another curve ... "literally."

There are two curved shapes on the top of the wing and one on



the bottom. This pattern is perfect for the "sectional method."

To begin, I created sectional templates for each design element with the exception of the check-

erboard pattern. That portion of the design will be layered and applied last on each overall top sheet.

Step 1 - Tracing the Pattern



I started with the top wing surface pattern first because it's the more complicated pattern. The bottom wing will be handled using the same process.

When I "hand-traced" the **curved pattern** initially, I did it freehand which left the line a little shaky looking; too shaky to provide a line to follow for cutting. Using a French curve, I penciled out a new tracing over the hand drawn one to create a smoother pattern before cutting.

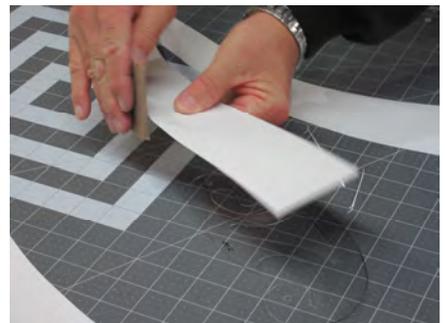
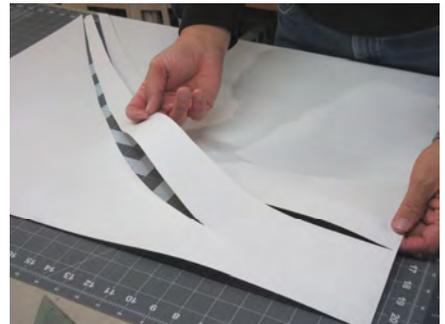
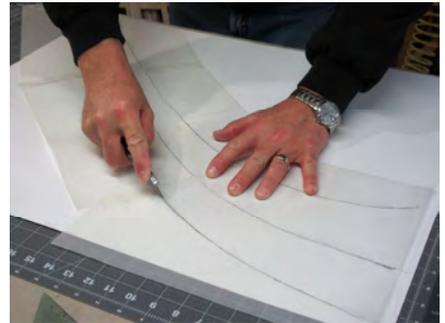
Step 2 - Creating the Templates

Next, I purchased a couple of sheets of poster board from the Dollar Store (it's always good to have poster board around for creating templates.)

I laid out a sheet of poster board and taped the curve pattern tracing on top to hold it in place.

Next with a sharp mat knife, I cut through the tracing paper and poster board at the same time to create the curve pattern. I found

that as long as you position the material to be cut so that you can make the full cut in one pass, the resulting pattern will be smoother.



The most important tip in cutting these patterns is to set up your workspace so you can make the cut in one complete motion. If you happen to find a rough spot on your pattern, you can smooth it out with a fresh piece of 150 grit sand paper.

By cutting the curved sections first,

I've essentially separated the design into an upper and lower area. Using the leftover sections of the poster board, I created the templates above the curves by piecing together left over remnants and taping them together. I did the same for the lower section of the design. Using a straight edge, I cut out and piece together the wedge template shapes at the wing root.

Believe it or not, I was able to get this entire wing pattern out of a single sheet of 20" X 30", \$1.00 poster board. I'll be using these cardboard patterns to accurately cut out my film pieces.

Step 3 - Allowing for Overlap

When using the "sectional method" one needs to be able to attach one piece of film to another using a small 1/4" overlap. So, I have to plan which piece overlaps the other to construct the pattern.

In making the decision on which pieces should overlap others, I needed to consider color and transparency.

That means that I'll have to plan around how my film is cut from the templates to add some overlap where one piece connects to another. What you choose to

overlap depends on how well one color covers another. I made a mistake assuming that the orange film would naturally cover the white. I found out later that the white was actually more opaque, so you should look over your color combinations before making a final decision.

I overlapped the film 1/4" to seam each piece together. This

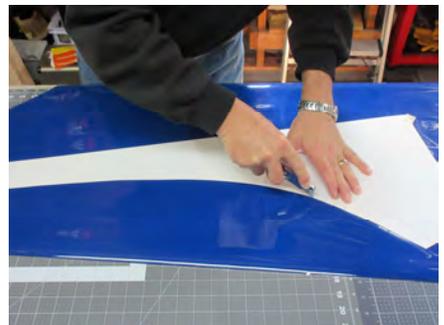


means that the underlying section must have a 1/4" lip added to the edge to make that possible. Because of how the colors are laid down for this pattern, the orange curved section must be covered by the dark blue upper section and also by the lower red curved section. As a result, the orange curved piece of film must have a 1/4" lip added to both the top and bottom of the of the pattern.

To cut this orange piece, I laid

out a piece of film the full length and width of the template, and by hand, carefully cut approximately 1/4" above and below the top and bottom edge of the shape creating the additional lip. Just as before, I arranged my workspace so that I could make these cuts in one complete pass without stopping.

This cut does not have to be totally accurate to the pattern. A little waviness is OK because it will be covered by the darker, more accurately cut pieces to follow.



Next, I cut the top blue section. I'm making sure that I have enough extra material to wrap the leading edge, wing tip and root before cutting the film. For this section I'll tape both the template and film down so it doesn't squirm while I'm cutting it. With the pattern secure and workspace arranged for a single-pass cut, I carefully follow the pattern along the edge of the template to create a smooth clean cut.

Step 4 - Arranging the Film

Here is where my full size pattern tracing comes in handy. After clearing off my work area, I arrange the pieces of film so that



they properly overlap (darker color over light color, etc.) by about 1/4". I place the tracing paper design pattern on top and arranged film underneath so it is a dead match to the tracing paper pattern. This will ensure that each film piece is in the proper position.



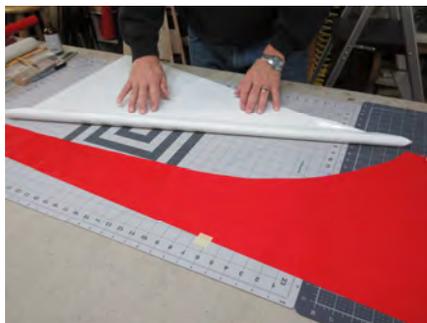
Next, I tape the film down so that it is flat and secure. I ensure that the overlaying piece covers the 1/4" lip and hinge-tape that piece down so that you can still it lift away and roll it back into the same position.

To attach the two pieces I use a product called "trim solvent." Trim solvent is a liquid that can be applied to the top surface of film and when the adhesive side of another piece of film comes into contact with the solvent, it bonds.

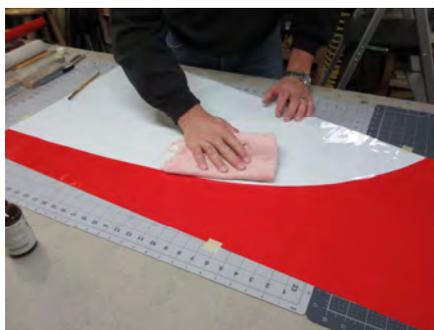
Trim solvent is very effective in connecting sectional pieces of film. It takes very little, so don't apply too much or it will ooze out under your film surface and penetrate other areas on your material (see sidebar on this page.).

I would suggest testing it on several pieces of scrap film until you get the idea of how much to apply. I repeat, it takes very little

and a small bottle goes a long way.



With a thin layer of solvent applied, I roll the upper layer back into position over the lip and with a soft cloth, gently wipe the connected areas. There should be very little to no solvent oozing out under the layer if I've applied it just right. If there is, then I'm using too much solvent.



In some of these photos you'll note that I'm also using small weights to hold film down flat as I position the overlaying film. This proved to be helpful to make sure everything falls back into place.

The film tends to curl from memory. Weights keep the film flat and helps avoid the curling so that the pieces can come together properly.

Sidebar Tips:



Using Solvent

The solvent will adhere almost immediately that's why you must have your films positioned to drop right into place. There's really no repositioning time for adjustment.

Although it adheres quickly, this doesn't mean that the solvent has totally cured. Once you have wiped out the joints, move the piece you created slightly from the work surface to ensure that the adhesive hasn't seeped beneath and adhered the film to the table surface. Sometimes too much solvent will ooze out below and adhere the underlying film to your work surface. If this is happening, then you're applying too much solvent.

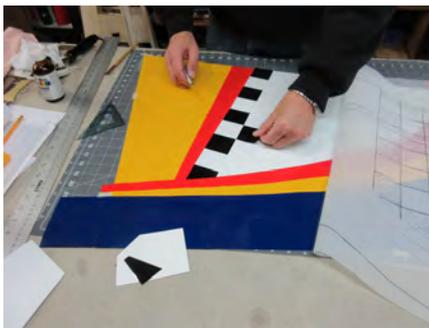
A very light coat is all that's required. Allow the solvent to cure for at least 10 minutes if you plan to roll it up for temporary storage. I rolled the sheet up too soon and it started sticking together because the solvent wasn't completely cured.

Creating Curves

Overall, I wasn't very happy with my hand-cut accuracy when creating the curved pieces of film. Another tool one can use to create large curves is something called a "flexible curve." This is a long strip of bendable material that can be shaped along a line to create a nice clean edge to follow. I'm going to invest in one of those for the future. They run about \$19.00 at Dick Blick at about 32" in length. I highly recommend this tool for large curve areas as it will provide a nice cutting guide.

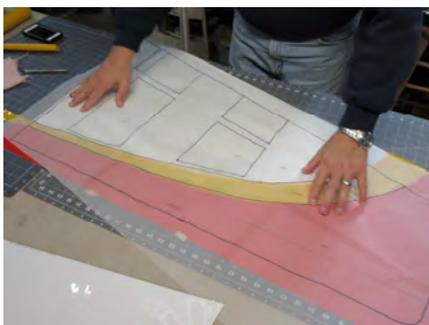
Step 5 - Completing the Film Sheet

Using trim solvent I attached each section together one at a time using the full size tracing pattern to locate each piece of film over the other exactly before



taping it down and applying solvent.

I applied the checkerboard pattern by cutting out 2" squares and used the tracing pattern to locate the position of the first square, and then used that square to position all the others. Trim solvent worked well to attach each square.



The wing bottom is handled in exactly the same manner; trace the design, create a pattern, determine the lip areas, glue together and done.

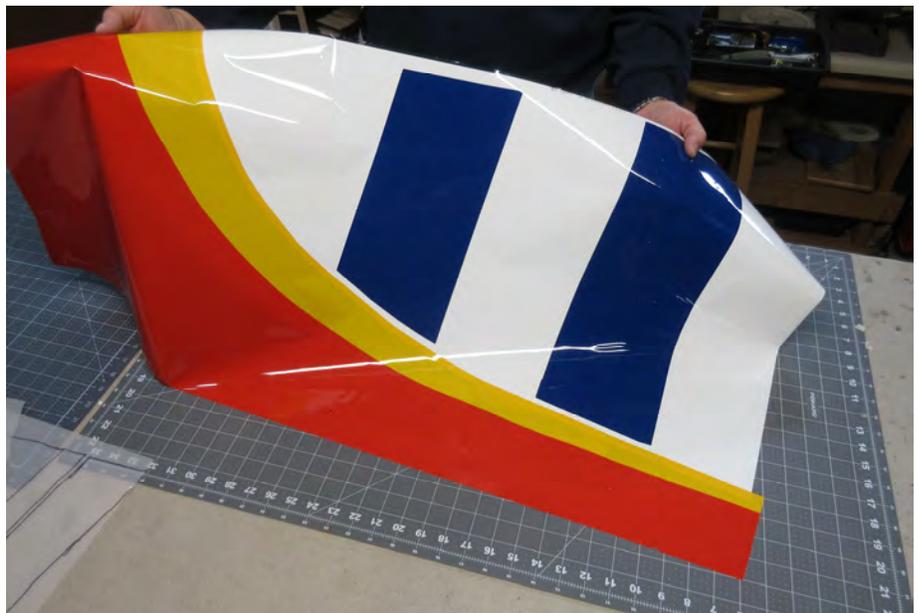
This process may sound like a lot of work but the end result is a single, light weight piece of patterned film that is ready to apply to my wing frame.

Next Month

Coming up we'll get into apply-

ing the covering to the wing with these sectional sheets; what tools you'll need, and what steps you should take to get the best job.

I'll also share all my mistakes.



Bottom wing sheet



Top wing sheet



This month we have several YouTube contributions from our YouTube source ... Ed Malec.

Some of these are really great to watch. Just click on the link to gain access.



Manned Drone Racing

We go to Europe to see DCL's new, and the world's first, manned aerobatic racing drone. This 12-motor, 24-battery giant drone carries a person and is a prototype for their future manned multi-rotor racing.

The Flite Test crew gets involved in promoting this experience.

[Manned Drone Racing](#)

PVC Wall Racks

Build wall racks for your aircraft to save space.



Here's how to do it inexpensively.

[PVC Wall Racks](#)



Bandits at 3 o'clock!

Lost the battle on this day. Reckon painting feathers on my Alula might not have worked in my favor. Another 5 knots may have turn the story ... or not.

This Grassy Knoll is one of the three sites this guy flies down at Hallett Cove, South Australia. Works on a light WNW to SW. It is a public space so it suits the gentler flyers on quieter days.

[Bandits at 3 O'clock](#)

Awesome 3D Aircraft Modifications



A fixed wing aircraft with tail rotor. Look out helicopter guys, we're coming for you!

[Radical 3D Modifications](#)

Thanks for the links Ed!

Getting Started in RC



Part II: What Kind of Aircraft Should I Start With?

We've talked about the ways you can start getting into RC but not about the actual type of aircraft you should consider.

Every year we hold our "Model Aviation in Education Event" at Tamarac Airfield. There students learn about the different types of aircraft and how they perform. Even in the full scale world where pilots train to fly "real aircraft" they have what are called trainer aircraft. It's no different in model aviation.

Trainer aircraft are more forgiving with mistakes, they allow student pilots more time to make decisions and tend to provide a more comfortable learning experience. They include all the important functions required to learn and adapt to flight, but they do it in a more controlled manner.

Even in the full scale world pilots learn to fly using trainers. A common mistake with newcomers is to start with an aircraft that is really cool to look at but very difficult to fly. There are a lot of things to get used to when learning to fly and many of these things must become somewhat automatic in your responsiveness for you to be successful. This only comes with practice taking it one step at a time.

Whether you want to be a scratch builder, kit builder, ARF or RTF pilot; you have to go through a learning curve for each aircraft type that you encounter. Therefore, it makes sense to select aircraft that provide a graduated learning curve so that you'll develop solid skills as a pilot with minimum chance of crashing your aircraft.

What to look for in your first RC Aircraft.

High Winger vs. Low Winger

There are both high wing and low wing trainers out there. So, what do I mean by these terms? A "high winger" is an aircraft that has its wing positioned at the top of the fuselage (or body of the plane) and a "low winger" has the wing positioned at the bottom of the fuselage.

As a trainer, the high winger is more forgiving because the center of gravity is lower. This just means that the weight of the aircraft hangs from the wing much like a man hanging from a parachute. With a parachute, the weight is extended downward and the plane swings like a pendulum; more stabilized by gravity.

A "low winger" can still be a good trainer but its center of gravity is above the wing mean-



ing that the wing must balance the weight of the fuselage. This is generally referred to as a higher center of gravity. So, generally speaking, a high winger is more stable than a low winger. That's

(Continued next page)

why most trainers are high wing aircraft.

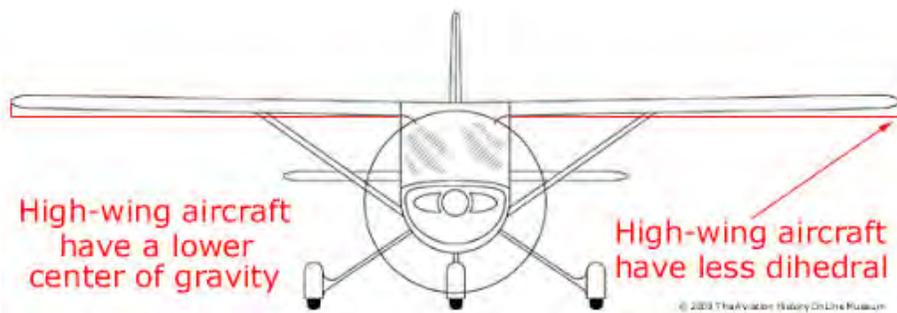
Dihedral

Regardless, your first plane should have "dihedral." **What's that you ask?**

It's an engineering consideration applied to the wing of the aircraft that helps provide stability.

mid wing aircraft, this would be where the wing joins at the fuselage.

Most high wing aircraft can fly very well without much dihedral. Dihedral clearly adds stability to the flight characteristics of the aircraft by providing the aircraft with a tendency to right itself when it's turned or rolled to one



The more dihedral, the greater the stability (up to a point that is.)

Dihedral allows an aircraft to cradle itself within gravity's "comfort zone" making it more stable in the air. Dihedral is the "V" shape incorporated at the wing root (there's another important term.) The wing root is where the two wing halves join together. On a high winger and a low winger, this would be where the two wing halves join together. For a

side. The rule of thumb here is; when seeking out your first aircraft, choose a trainer with dihedral.

Powered Gliders

When considering a trainer, pilots often overlook the category of powered gliders. These aircraft are great trainers and provide exceptional training characteristics. They are, however limited in their scope with regard to

special maneuvers but make a great first introduction to pilot controls.

The Flying Electrons have a range of trainers that new pilots may wish to try before making a purchase decision. Simply [click here](#) and drop us an email on what you'd like to try and we'll try to arrange it.

Here are links to some good RC trainers in both the RTF & ARF categories.

RTF's Electrics

[The AeroScout](#)

[E-Flite Apprentice](#)

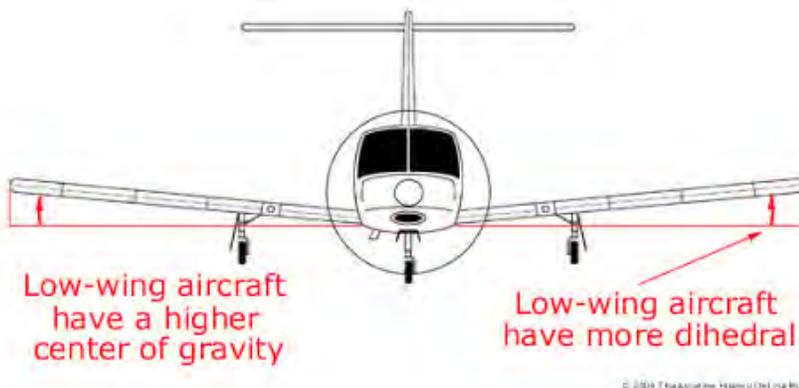
[The Carbon Cub](#)

ARF Glow or Electrics

[Great Planes Avistar](#)

[Calmato Alpha](#)

[Hobico SuperStar .40](#)



MEETING MINUTES

Call to order at 7:04 pm

Attendee Count is 26

Mini-Swap Items Available: Lots of items this month.

New Members in Attendance (last 30 days): None

Guests Mary Zahorik , Alex Petak

Promotions : None

November Minutes Approval: Minute approved by voice vote.

Tim Steinke from Troop 110 was presented with a check for \$1,200.00 from last year's Charity event. Tim gave a brief history of the Troop 110, what they will do with the funds, BSA in general and how BSA filing for Bankruptcies will not affect Troop 110 and the local councils.

Treasurer's Report

Tom Beyer presented the Expenses and Income from February and the total funds the club has on hand.

Secretary's Report on Memberships

Chris Milbauer reported 10 members have yet to renew, multiple email have been sent. Membership is at 118.

Clothing Sales

Tom Beyer reported that items were available to-night for sale.

FAA Update:

Comment period has passed; AMA is working with the FAA to integrate RC into the nation air space with the least disruption to RC flyers as possible. This is ongoing and fluid. New rules and regulations could take up to 3 years to implement

RC Association Meeting - S. Huelsbeck

Steve reported, that Swap meet sold more tables (136) this, but had

about the same attendance as 2019 (409). There was talk about removing the

Swap meet coordinator to save money, instead it was decided to cut down on printing costs and use more digital means to get the rental and advertising out. There is a lack of volunteers from Clubs. Jim Zahorik provided some insight to the RC swap wrap up.

Steve presented our calendar to the Association.

Field Maintenance

Bob Scrip will call Bills Power Center for pickup of Lawn mower. Mower will be given a complete going over.

Past and Upcoming Events

Holiday Party Recap

Due to the rise in cost, and the quality of last year's food, we have decided to look for a new venue for the 2020 Christmas party. We hope to be able to get it back on a weekend date. With luck it will be on Sunday Dec 13. Stay tuned.

The raffle was excellent and we came very close to breaking even on it.

Chili Dump—Due to the weather, there was an excellent turn out!

Still firming up the 2020 Club Calendar

Field Clean up (May 2nd or May 9th) depending on the spring weather.

Replacement charging tables are in the shed, to replace weather damaged ones.

Shed door needs to be replaced with a new steel door and frame. We will continue to assess.

Builders Workshop (April 4th thru May 23rd)

Depending on participation more club volunteers maybe needed.

Model Aviation in Education Event (July 18th)

60th Anniversary & Club Fun Fly (June 13th)

Online registration. Free event for all members and

their families.

Scale Event (July 12th)

Charity Event (August 29th)

New Business

Ed Malec showed Lead weights vs. Steel balancing weights. He encourages the use of steel because it is safer for the environment than lead.

Club Table at the January swap:

Tom Kowalewski suggested that we try to have a club table at the 2021 Swap.

A suggestion was made about filling in the area between the fences with bricks to minimize the spring mud condition.

Chris Milbauer gave a brief history of our field which is a land fill. The DNR prohibits covering any part of the cap (grass). It was suggested by Bob Scrip to lay some sod in the area between the fences so to build it up so water won't pool there.

Open Forum Issues? Tom Johnson talked about Spektrum telemetry and receiver made by Admiral is compatible with Spektrum from Motion RC.

Raffle Items Won

Chris Milbauer, Pliers

Jim Zahorik, Picture

Jeff Surges Anemometer

Tom Beyer, Giant Scale Aircraft Restraint

Barry Tempas, Laser level

Closing: Meeting adjourned at 9:06pm

Next Meeting - TBD

Submitted by:

Christopher Milbauer

Secretary

3/22/2020

Show & Tell



Jim Zakorik: Clik 21, kit from Twisted hobbies. 33" WS runs on 2S 450mah battery. \$200.00



Eflite Commander, 3S battery 2200-3000 mah, AS3X tech Cost \$219.00, For Sale 125.00



Steve Huelsbeck: Precision Aerobatics ARF, from the Jan Swap meet. Turnagy motor, Castle ESC. Hitec MG Servos \$150.00



Ryan Ocampo; Eflite P-39 Aerocobra. BNF from Horizon Hobby. 9-Gram servos on a DX6 radio



Bixel W.I.G. (ground effects plane) Ryan designed from foam board. 220 quad motor, 9-gram servos on a DX6 radio



Ed Malec: "Pun" Jet Flite test scratch built foam board. Quad copter motors 2 5 gram servos, FrSky radio cost 200.00



APPLICATION FOR MEMBERSHIP

You must include a photocopy of your AMA card to receive your membership card!

Check this box if you have updated your address, email, phone...etc.

AMA NUMBER: _____ FAA NUMBER: _____

(Please include copies of both cards)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____

PRIMARY PHONE: _____ DOB: ____/____/____ (month and year only)

RADIO CHANNELS CURRENTLY USING: _____, _____, _____, 2.4 GHz: _____

SPONSOR (Required for new membership): _____

By signing this application I agree to abide by the Field Rules.

Signature: _____ Date: ____/____/____

Make checks payable to The Flying Electrons, Inc.

Mail to: The Flying Electrons

Chris Milbauer

4952 N 106th Street, Milwaukee, WI 53225

414-750-2740

chrismilb@att.net

Academy of Model Aeronautics, 1-800-I FLY AMA, www.modelaircraft.org

The Flying Electrons Inc., www.flyingelectrons.com

MEMBERSHIP FEES AND TERMS

Select the Membership Category (Enter Cost at Right)	Unit Cost	Extension
New Member Initiation Fee	\$50.00	\$
Regular Family Membership	\$75.00	\$
Menomonee Falls Resident	\$55.00	\$
Junior (18 Years or Younger by July 1st)	\$55.00	\$
Senior (65 or Older by July 1st)	\$55.00	\$
Additional Costs		
Add if renewing after January Club Meeting	\$5.00	\$
Add if renewing after February Club Meeting	\$10.00	\$
Deduct if this is your first membership renewal	-\$20.00	-
Calculate Total Membership Cost Here	\$	\$

Incomplete forms will be returned to the applicant. Failure to provide proof of AMA membership will result in suspended flying privileges until proof such as a photocopy of AMA card or faxed confirmation from the AMA is provided to the club secretary. Applications for AMA membership are available from the club secretary or from most area hobby stores. Acceptance into membership of the Flying Electrons Inc. is contingent upon Club sponsorship, Board approval, and completion of all requirements of The Flying Electrons Inc. bylaws and based on the information provided herein.

All fees are payable in advance.

2020 Flying Electrons Events Calendar

Below is a tentative calendar of events for the upcoming 2020 flying season. The Caronavirus epidemic has placed all meetings and events temporarily on hold.

Date	Time	Event	Club/Location
Wednesday, January 1st	8AM to 11AM	News Year Day Chili Dump	Flying Electrons Airfield
Sunday, January 12th	7:00PM	Member Meeting	Cancelled. Go Packers!
Sunday, February 9th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, March 7th	9:00AM to 12 Noon	RC Association Meeting	Wauwatosa Library
Sunday, March 8th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, April 4th	10:00AM	Builder's Workshop Starts	Menomonee Falls Rec Center
Sunday, April 5th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, May 2nd or 9th	8:00AM	Field Clean up	Flying Electrons Airfield (Weather permitting)
Sunday, May 3rd	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, June 13th	10:00AM to 2:00PM	60th Anniversary Celebration & Club Fun Fly	Flying Electrons Airfield
Sunday, June 14th	7:00PM	Member Meeting	De Marini's Restaurant
Sunday, June 28th	10:00AM to 2:00PM	Electric Only Event	Flying Electrons Airfield
Sunday, July 12th	10:00AM to 2:00PM	Scale Event	Flying Electrons Airfield
Sunday, July 12th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday July 18th	9:00AM to 2:00PM	Education Event	Flying Electrons Airfield
Sunday, July 19th	9:00 to 2:00PM	Education Event (Rain Date)	Flying Electrons Airfield
Sunday, August 9th	7:00PM	Member Meeting	De Marini's Restaurant
Thursday, August 13th-16th	8:00AM to 4:00PM	Warbirds & Classics Over America	Wellnitz Field In Fond Du Lac
Thursday, August 27th	10:00AM to 2:00PM	Dead Chicken Event	Flying Electrons Airfield
Saturday, August 29th	10:00AM to 2:00PM	Airfest 2020 (Rain Date 8/30)	Flying Electrons Airfield
Saturday, August 30th	10:00AM to 2:00PM	Airfest 2020 Rain Date	Flying Electrons Airfield
Sunday, September 12th	8:00AM to 2:00PM	Swap Meet	Flying Electrons Airfield
Sunday, September 13th	8:00AM to 2:00PM	Swap Meet (Rain Date)	Flying Electrons Airfield
Sunday, September 13th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, September 19th - 20th	8:00AM to 4:00PM	Pattern Contest	Flying Electrons Airfield
Sunday, September 27th	10:00AM to 2:00PM	FrankenPlane/Builder's Challenge	Flying Electrons Airfield
Sunday, October 11th	7:00PM	Member Meeting	De Marini's Restaurant
Sunday, November 8th	7:00PM	Member Meeting (Elections)	De Marini's Restaurant
Sunday, December 13th	5:00PM to 12:00PM	Christmas Party & Dinner	TBD
Friday, January 1st	8:00AM to 11:00AM	New Years Day Chili Dump	Flying Electrons Airfield