

# Flypaper 2020

Official Newsletter of  
The Flying Electrons of Menomonee Falls



Celebrating 60 Years of Service to the Community & Counting!



## President's Preflight



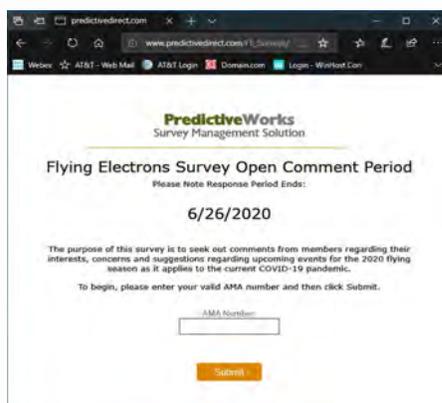
### News Regarding This Year's Upcoming Events

If you read nothing else in this month's newsletter, you should at least read this cover article concerning our club events for year 2020. In the end, we'll be asking you to respond to an online survey.

At the writing of this newsletter, businesses are attempting to re-open slowly under new rules and guidelines to protect their employees and customers, while street protests and demonstrations threaten to set back the country's ability to get beyond this pandemic.

And, as the weather continues to get nicer, there will be more and more opportunities to get out and fly safely along with other members at the field.

As you know, we have established and posted health and safety guidelines at the field for members to observe and follow. At the outset, I observed most pilots wearing masks as they interact at reasonable distances. Lately though, I'm seeing fewer and fewer masks when I visit the field. I find it hard myself



[Click this link to take our 2020 Event survey! Comment Period ends 6/26/2020](#)

to dawn a mask when we're all outside in the open air.

Most pilots at the field are exercising social distancing without masks and I hope that's enough to protect each of us. But I have noticed several members getting too close without masks and that concerns me. If you have to break the distance barrier, then please wear a mask to provide some level of protection.

### 2020 Events

I indicated last month that we'll be looking at this year's events sepa-

rately to determine whether it's viable, practical and safe to host them and we're looking for input from our membership to assist us in our decision making.

We don't know what is going to come of this reopening of the economy over the next 30 to 90 days but there will be news that will help further shape our direction for the rest of the year.

(See **Events** on page 8)

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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](http://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](http://www.FlyingElectrons.com). Select "Contacts" from the left side bar and then "Incident Report" from the dropdown.

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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**



## The Flying Electrons Reach 60-Years of Service and Counting!

### Introduction

The Flying Electrons have been around for over 60-years supporting the local community and model aviation enthusiasts. I was interested to know more about how the club got started and some of the key evolutionary stages the club went through over the years and thought an article on the club's history might be of interest to other members.

This first installment covers the period from 1958 to 1970.

### 1958-1960

We owe the initial start of the club to five individuals; Vic Weisbrodt, George Chapman, Warren Oelke, Bob Kehoss and John Faestel. These five modelers flew together regularly at "Marcy Airport" which was actually a farmer's field owned by Mrs. E. Mierow located on Lisbon Road about 1-3/4 miles from Aero Park.

The land was converted to a grass air strip located at the intersection of Marcy and Lisbon Roads. This area is a well devel-



oped and older subdivision now with Nelson Brother's Power Center, a service station and home owners now enjoying the real estate area.

Mrs. Mierow had to sell off the property to a land developer in 1958 forcing the RC group to seek a flying location elsewhere. In 1959, John Faestel approached Aero Park about flying RC models off their land. For sev-

### Regarding the Facts Presented in this History

The dates and events listed in this and future articles are drawn from documents and a handwritten histories that were compiled by several past officers.

Several years ago a published historical document was created and covered events that occurred from years 1968 through 1979. There was very little information prior to that time period until I uncovered some hand-written pages in an old file box that shed light on the club's earlier days.

From these documents I tried to construct a connected history which takes the club back to 1958.

Some of the names may be misspelled due to handwriting legibility. These documents were created well before the days of computers and spell check. There are conflicts in some cases regarding accounts but I tried to adopt those most credible for this history.

Later accounts were extracted from club newsletters, event brochures and other documents that were uncovered in the files.

This history is broken down in several parts but will be eventually compiled into a single document and placed on our website once completed.

I hope you find it fun and interesting.

TJ

**HISTORY** Continued next page

HISTORY *Continued*



eral years, modelers had been flying free flight aircraft from that location. After a few discussions, Aero Park agreed and permission to fly RC was granted.

Aero Park had three sod runways, the longest being 1,880 feet in length running in a NW to

SW direction. The park ran an active glider operation with tow plane, plus flying and sky diving lessons. Sky divers were taken up in a Cessna 182 until one day, the pilot "over-primed" the aircraft and it caught fire and burnt to the ground.

John Faestel and his group began flying aircraft just west of the North/South runway's north end. Flying continued at Aero Park but the RC flight area was soon relocated to a section west of the North/South runway.

## 1960-1961

With the Aero Park flying field established, the "group of five" began to discuss starting a club to seek out other possible members, so they contacted Al Secklin, owner/operator of Al's Hobby Shop.

Al's Hobby Shop, located at 28th & North Avenue, was considered

the only "RC" hobby shop in the local Milwaukee area at this time. Anyone and everyone that needed RC kits, parts, components, radio equipment, etc., got them from Al's Hobby Shop.

Al Secklin agreed to send out postcards to his customer mailing list in an attempt to recruit members to the new club. It's not known how many postcards Al sent out but response to his mailing lead to the first club recruiting meeting being held at Fischer's Restaurant, just across the street from Al's Hobby Shop.

This meeting resulted in 12 individuals signing up for membership in the club and the designation of officers; a president; Vic Weisbrodt, vice president; George Chapman and John Faestel as secretary/treasurer. There are other hand-written notes that suggest that Al Secklin was the first president of the club but no confirmation could be found on this.

One of the early member documents show Marv Ingerson Sr., as a club member that befriended countless pilots at the Flying Electrons Airfield over the years.

Marv was a great personality at the field; always willing to talk to you, to help you and make you feel comfortable learning to fly.

Also during that first important club meeting, "**The Milwaukee Flying Electrons**" was proposed and adopted as the name for the club.

HISTORY *Continued next page*

**HISTORY** *Continued*

# 1961-1963

These new officers moved forward to obtain official AMA "charter status" in 1961. With the club now chartered under the



AMA, competition events were scheduled with a focus on Pattern and Scale flight. These events started to attract many contestants from outside the state which encouraged continued event activity.

According to the hand-written records, the club ran their first event in 1961 without sanction by the AMA. It was indicated that they intended to sanction their first event but were unfamiliar with the procedures and bureaucracy in doing so. Later, the group got their ducks in a row and events all fell into place with AMA sanctioned support.

Because the membership roster was still quite small (only 12 members) meetings continued to be held at local area homes, the YMCA, member basements, and small meeting rooms that could be secured free of charge.

Later in 1961, Aero Park constructed their "club house" outbuilding and a consistent meeting environment became possible. Meetings grew to be frequent and held once a month in a cafeteria style setting at this location.

This is where and when I initially became a member back in 1978. I never actually had a chance to fly at the Aero Park location but I've been a member ever since, except for a 5-year relocation to Southern California with the company I worked for at the time.

# 1964-1970



In 1964 the club had grown to 54 members which included the 12 original founders. Pattern and scale were still the only contests held by the club.

Above, probably the only surviv-

**HISTORY** *Continued next page*

## Radio Systems of the Past

Along with our club's history is a brief related history of some of the technologies flyers used in the past.

I remember using many of these systems myself when I started out in RC.

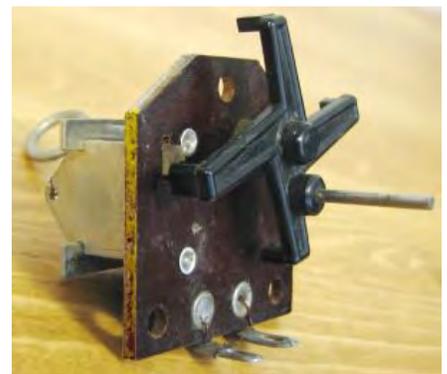


*(Photos and chronology courtesy in part from Model Aviation's History of Radio Control)*

The FCC allocated the first frequency for use in RC in 1949. It was 46.5MHz and was limited to 5 watts.

In 1952 the FCC granted use of the 27MHz band width as the first license-free frequency for RC modelers.

At this time, most affordable introductions to the hobby were single channel and utilized what were called "escapements" which provided rudder only control.



Above: A basic Escapement mechanism

(See **RADIOS** next page )

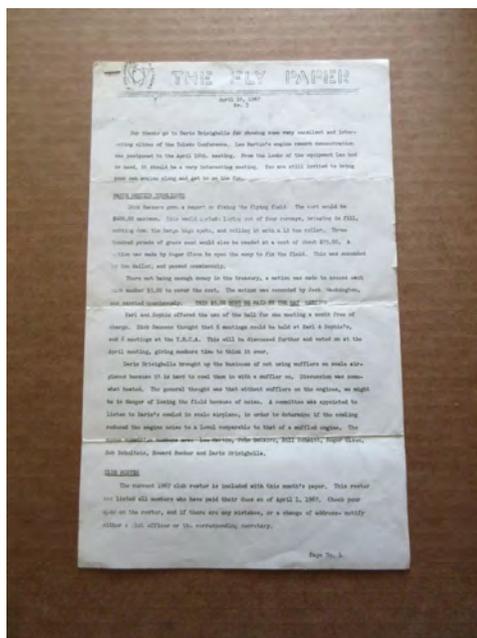
**HISTORY** *Continued*

ing copy of the club's first "brochure," dated 1964. Inside was a list of all current member addresses and AMA numbers, plus a hand drawn map of the runway patterns at Aero Park airfield.

During 1964 there was a lot of angst and discussion regarding the use of mufflers. The scale model members felt that mufflers ruined the look of their aircraft and forced them to cannibalize cowlings. Others felt that the airfield could be in jeopardy because of engine noise risking the loss of their field.

A committee was established to review the situation and in 1965 the club adopted rules governing noise at the field by requiring mufflers for certain engines. Members at this time were also required to become AMA members and avoid flying over the Aero Park tavern, parked aircraft or the soy bean field east of the airport.

The first major contest event was held in 1965. It was a pattern and scale event. At that time, pattern flying was extremely popular and well received in the



RC community. No details exist on these events.

1965 also dealt with formal charges against a member officer for violation of field rules (fowl language at the field.)

A trial was held and the 1965 case was lost for lack of a second motion to convict. The by-laws at that time were a little sketchy regarding language usage at the field, so the club tightened up those guidelines.

In 1966 discussion began regarding incorporation of the club and in 1967, the club's first newsletter was published ... The FLYPAPER!

Published on legal-size paper the publication served to provide

a recap of recent meetings as it does today.

In 1967 ARF's made an introduction at the field also known by members as "Ready-Builts." The 3rd newsletter gave an account on the growing popularity and provided a few tips on how to "beef up" the structure. In all, these "Ready-Builts" were becoming more and more popular at the airfield.

**HISTORY** *Continued next page*

**RADIOS** *Continued*

This clever contraption was powered by a rubber band, which was wound before each flight. The rubber band provided the turning motion to the mechanism,



which through the control of a magnet rotated the rudder's left/right action as a toggle.

The important thing to note with this primitive system as a pilot was that the aircraft had to be in perfect trim before first flight. The engine, oftentimes an .049 to .16 size nitro, would run at full speed until it ran out of gas.

The pilot's mission was to keep the plane in the air and within eyesight using only rudder control, then successfully glide the aircraft, dead stick, back to the landing strip. (Imagine that being the norm today.)

The "escapement," powered by the rubber band would rotate 1/4 turn which would move the rudder first left, then right, then left again, in a toggle fashion.

The pilot's transmitter had a single button on it and the pilot would be forced to keep track of which direction the rudder moved last, so he would know which direction it will go the next time the button is pushed.

(See **RADIOS** next page )

**HISTORY** *Continued*

The big news for 1967 was the release of 72MHz by the FCC for RC. This on its own paved the way for new technologies at the field and an expanded line of radio equipment and manufacturers.

On April 14th, 1968 the club became incorporated in the state of Wisconsin. One of the attorneys and member of the club helping to incorporate resigned



in the month of July 1968 after his model aircraft hit a full size aircraft when both were taking off. (Details not provided)

This accident caused the old Rule #5 to come into existence; "no flying west of the model airfield."

In November of that year the club voted to seek out another airfield.

In 1968 the same senior member that was charge earlier for field rule violation in 1966 faced new charges because of an incident judged dangerous to another flyer or spectator. This charge was tried and the member re-

ceived a 30-day suspension ordered by a majority vote.

May of this year also saw the club incorporate with the name "The Milwaukee Flying Electrons" as a non-profit corporation with a Wisconsin charter.

Notes uncovered indicate that a second field was rented from farmer Leonard Dopke's 200 acres of land. It's not clear how this field was used or why a second field was called for but it was said to be located just west of Hwy 16 between I-94 and Capitol Drive.

It was written that a lot of effort went into developing this field, seeding and rolling but after a few years the field was abandoned because this farmer also sold out.

Whether this part of the story is true or not, I can't tell. The information comes from a surprising entry in the club's history document prepared by Russell Knetzger, president, back in 1975.

Next month we'll trace several more years of transition and progress for the club beginning with 1970's.

If anyone reading these account has information that updates or clarifies the history thus far, please let me know at email address tjacobs421@att.net. I would like to end up with a clean and accurate account of the club's years service for the record.

*More next month!*

**RADIOS** *Continued*

This system, as I recall, was a challenge, keeping the mechanics and the aircraft in good working order was difficult.

If you'd like to see how an escapement actually worked, you can click [Escapement Video](#) here.

In the early 1940's development



was underway on a tone reed system. The first reed units were made by Kraft, Orbit, Controaire and others but were very bulky but could provide 6 to 8-channel control surfaces.

When solid state electronics were later introduced the reed system became more popular because of its multi-channel capability.

Under this system, the pilot would need to keep track of up to 6 toggle switches, representing the various control surfaces. Pushing the toggle switch in one direction would force the control surface fully in one direction, and pushing

(See **RADIOS** next page)

**RADIOS** Continued)

the toggle the other way would force the control surface in the opposite direction.

In both cases, the control surface would be pushed to its full extent, so over control was always a problem.

The other interesting thing about



this system is that every servo had to be tuned to the toggle frequency. When a control was applied, one could hear the tone coming from the aircraft.



Companies like Phelps and Citizens Band came up with a clever system to provide proportional control called the "Galloping Ghost"

This system was not incredibly popular but I did own one of these as well. These units sent a

pulse signal to the battery operated mechanism which opened up or retarded movement of a cycling mechanism.

The mechanics are very hard to describe but the video here, [Galloping Ghost](#), demonstrates the device in action.

This ingenious system provided rudder, elevator and motor control. When the mechanism is turned on, all control surfaces begin to flutter back and forth. Because the flutter is equal in both directions the plane remains stable in the air, however, because of the flutter, the aircraft bounces around as it flies.



An interesting sight to see and witness but it worked. Check out the video link above.

The FCC introduced 72MHz with 80KHz spacing paving the way for real proportional control systems.

Harold Bonner's Digimite system was introduced in 1963 as a fully proportional control system and so followed others.

These systems were pricing out at \$500 or more until a company called "Proportional Control System" introduced a radio, receiver, servos and battery pack for under \$300, and the rest is history as they say.

**EVENTS** Continued from page 1

We also know that if we do hold any events this year, they will be substantially different in how they are run and managed.

Several factors play a role in whether we hold any events this season. Some of those are; can we enforce safe distancing, can we establish a safe food service and money transaction procedures, can we manage public attendance and limit over capacity, will members be inclined to attend, or too concerned about their risk of exposure.

These are all important opinions we need to gather from our membership as we move forward.

Because we can't currently have monthly meetings, we've created a survey that addresses many of these questions and we ask that you go online and give us your opinions and suggestions so that we can make an informed decision.

All you need to do to complete the survey is click on this link, [2020 Event Season Survey](#) and enter your AMA number and email address as a your ID.

Please give us your input and comments regarding this unprecedented year so we can reflect the majority view for the future.

The survey results will be published in our next newsletter edition so that you can see how other members feel about these important issues.

*Thank you for helping us out!*

TJ



This month we have several YouTube contributions from flying Electron Members. To view them, simply click on the link. From Ed Malec and Henry Reed.

**The 40% Clipped Wing Cub**



Compliments of Henry Reed. A very well done video of this majestic aircraft doing its thing in the evening sunset. Enjoy!

<https://www.youtube.com/watch?v=ClippedWing>

**How Rwanda Built A Drone Delivery Service**



An amazing use of drone technology to pass medical supplies in real time. A well thought out strategy that utilizes some impressive technology.

<https://www.youtube.com/watch?v=jEbRVNxL44c>



**The Fastest Turbine Model Jet in Action**

Achieves Guinness world record at 451mph. WOW!

<https://www.youtube.com/watch?v=FastJet>



**Wal-Mart Glider Conversion**

The guys at Flite Test are always up to something. Pick up a glider at Wal-Mart and see how you can convert it to RC.

<https://www.youtube.com/watch?v=Walmart>



**First prototype of Boeing's Loyal Wingman drone**

Boeing Australia has delivered the first of three prototype advanced combat drones to the Royal Australian Air Force. The unmanned aircraft, nicknamed Loyal Wingman, can fly alongside piloted fighters or on solo missions.

<https://www.youtube.com/watch?LoyalWingman>

# NEW MEMBER SPOTLIGHT



Please welcome new members, Larry Lutzow and his grandson, Grayson to the club.

Larry is 65 years old, married with three adult children (one daughter and two sons) and was blessed with five grandchildren with another on the way! He lives close to the field in Menomonee Falls. "My family is the most important thing in my life. I also enjoy my second home in Door County and boating on the Green Bay and the Great Lakes," says Larry.

Larry started his career in aviation working as a manager and pilot for a Beechcraft sales firm. He then left aviation to work over 38 years in the HVAC industry as a business owner, project manager, project engineer and sales. Larry retired from Johnson Controls two years ago and remains retired today.

Larry says, "I have always loved airplanes! I started in Model aviation when I was in middle school building free flight, and RC gliders with my father. I have been on and off RC active for the last 30 years. I have a fleet of 8 or so airplanes, primarily nitro. I have also built a couple Flite Test simple cubs with my grandson in mind."

Larry has offered to step up and volunteer for the club when he's not enjoying his second home up in Door County.

"My 10 yr old grandson (my only grandson) Grayson has a very keen interest in aircraft. He is a very good young man with aspirations of becoming a pilot some day. I built a Flite Test Simple Cub for him in hopes of teaching him to fly this summer. He can't wait! He is excited to have membership in the club!"

Larry & Grayson ... Welcome to the Flying Electrons!

## Club Welcomes STEM Student Membership Academy Applicant



Augustine Dax, has applied for the club's STEM Student Membership Academy. Augustine flies a E-flite Apprentice and has been practicing in a local area park this spring.

Ed Malec will be training and seeking to certify Augustine as a solo pilot over the next 60-days, which will qualify him for our new student program launched the first of this year.

Augustine is a 12-year old student and is home schooled. His older brother acquired the Apprentice and left it to Augustine when he went off to school. Since then, Augustine has been learning to fly on his own.

During his first training exercise, Augustine landed the aircraft successfully on his own.

If you see Augustine at the field, introduce yourself and say "hello!"

## Club Member Reports Exciting Project Underway

**Ryan Ocampo** has been working on a special project that I'm sure all members will enjoy hearing about. He's building a 9 foot plus size "J7W1 Shinden," a World War II Japanese propeller-driven aircraft prototype, with wings at the rear of the fuselage, a nose-mounted canard, and pusher engine.

The Shinden was expected to be



a highly maneuverable war interceptor, but only two prototypes were ever finished before the end of war. A jet engine-powered version was considered, but never even reached the drawing board.

Ryan came up with the idea to construct this monster after a summer visit to Flite Test, an established and popular supporter/supplier of foam core built models of the same type we use in our Builder's Workshops.

Watch for more news on Ryan's progress with this build as its development continues.

### **Here's Ryan's account of the project to date...**

"When I was at Flite Fest last summer, I wanted to build a



monster airplane for the next year.

*I decided to build a J7W Shinden with a 3 meter wingspan.*

*First I got the motor and ESC (an Emax GT5325/11 260kv brushless motor and a Turnigy 100 amp ESC) then I started building the canards which are just doubled up monster foam. I installed two metal gear standard size servos for canard control. I also cut out the vertical stabs, which will function as landing gear. I built the fuselage around 3 stacked 4.25" x 4.25" x 30" boxes made out of monster*

foam as well.

*The front-most box was trimmed, and that is where the canards attach. I made formers out of tripled up Flite Test foam, or dollar tree foam board (depending on where it was) and skinned it using Flite Test foam with the paper on one side peeled off.*

### **Next Steps.**

*Next, I'm going to make the attachment mechanism for the three fuselage sections, and glue in the canard. After that I have to build the 3-*

*segment wing, and glue in and reinforce the vertical stabs. After the wing is done, I will make the motor mount and side intakes and canopy.*

*I made a mini chuck glider model to find the CG, but I will also use E-Calc to find it as well. To achieve balance, I will move around the paralleled 6S-4000 milliamp LiPos to keep it light.*

*I think I will have to maiden it at Fond du Lac because the Electron's runway may not be large enough for it."*

# Getting Started in RC



## Part IV: Selecting a Radio System

If you're just getting started in RC you'll want to choose a radio system that will grow with your needs.

Your first radio system is probably the biggest initial investment you'll make in the hobby, that's why it's important to consider a few things before you make your purchase.

### Two important considerations;

1. Model Memory
2. Number of channels

### About Model Memory

Model Memory is the system's ability to handle more than one model aircraft.

If you continue to progress in your flying skills, you want to acquire more challenging aircraft,

so you'll want to be able to either move the receiver you have to another aircraft, or purchase another receiver so you can fly more than one aircraft daily at the field.

Most current radios of today have a "model memory" feature. This is the ability for the transmitter to remember the settings for a particular aircraft.

The first time you fly an aircraft, the plane will need trimming. This means that adjustments need to be made on the transmitter which enable the plane to fly straight and true. This is called "trimming the aircraft."

All transmitters have a trim feature which the pilot uses to adjust the control surface for perfect flight but not all transmitters can

remember them. This is where "model memory" comes in.

Model Memory allows the pilot to save these settings so they are recalled and applied properly every time he or she selects that model.

Some transmitters have a limited number of models they can remember and more sophisticated systems save that data to a USB device. Most model memory transmitters can save 15 to 30 different model settings, which is plenty.

### About the Number of Channels

The minimum number of channels needed to fly RC aircraft is three (3). Each channel relates to a control surface or action that the receiver needs to control. Those channels are dedicated to controlling servos which manipulate control surfaces or functions of the aircraft.

Typically, a new pilot wants to have at least four (4) channels which will control motor speed, rudder, elevator and ailerons. These are the basic control surfaces for more standard aircraft.

A 4-channel system can keep you busy for years as you learn various maneuvers, and it's a great first radio choice, however, the cost of moving from a 4-channel to a 6-channel is so small that you should consider it at the outset.

*(Continued next page)*

## What Can You Do With 6-Channels?

Because the number of channels control the number of functions you can activate, having 6-channels versus 4-channels means that you can control two more things on your aircraft. This provides expandability.

For example; if you wanted to employ retractable landing gear for your aircraft, you could dedicate a channel to landing gear.

If you wanted to operate “wing flaps” on your aircraft, you could dedicate a channel to that task as well.

You could also turn on and off lights, present smoke trails, drop bombs and other possible channel functions.

The bottom line is; the best purchase for a first radio is one that offers model memory” and includes 6-channels.

## About Radio Brands

There are many RC radio brands in the market place. Most all are made in China but there are a few that have stood the test of time for quality, technological advancement and reliability. I'll describe two brands here. You should know that there are many more, but our club only has training transmitters for these branded systems.

### Futaba Radios

RC product development began in 1962 and many systems were produced in Japan for years be-



fore reaching the US. Early on, the equipment was suspect, but later proved to be quite reliable as it does today.

Futaba has a long line of transmitter and receiver setups that will last for years and provide plenty of satisfying days of flying at the airfield.

One of the things I like about the new Futaba system is its easy method for binding the receiver to the transmitter. The method doesn't require any special plugs or beeps to listen for and can be accomplished in less than 20-seconds.

The radio shown above is the Futaba T6J and it sells for about \$180.00 complete with receiver. Some of its features include the following:

### Futaba T6J Features

- 15-model memory
- 4-character model naming
- Simple 1-lever/3-button programming
- Data reset
- Airplane & heli software
- FHSS/S-FHSS modes

- Mode 1-4 selectable
- 127-segment, 40 x 40 LCD
- Digital trims/trim memory
- Endpoint adjustment (EPA), sub-trims & servo reversing
- Dual rates & exponential (ail/ele/rud)
- Fail-safe (all channels; in S-FHSS mode only)
- Throttle cut
- Trainer system (cord required)
- Throttle position, mix & low battery warnings
- Up/down & model timer
- Range check mode
- R2006GS S-FHSS Receiver

Additional receivers cost about \$40.00/each.



## Spektrum Radios

Spektrum radios are very popular at the airfield and also come in a variety of channel configurations.

This system is a little more expensive and very good quality. The binding method is a little more complicated but once you get it down it's easy enough to handle.

Some of the features provided with this unit include:

*(Continued next page)*

### Spktrum DXe Features

- DSM2DSMX Wireless trainer link
- Airplane, helicopter, sailplane and multi-rotor programming
- Multi-rotor flight mode setup
- 7 airplane wing types and 6 tail types
- 2 swash plate types
- 4 sailplane wing types and 3 tail types
- 7-point throttle curves for airplanes and helicopters
- 7-point pitch and tail curves for helicopters
- 250 mode memory
- EN328 compatible
- AR620 Receiver

Either brand of 6-channel system would be a great first choice in

getting started in RC and either brand can provide years of great service.

Keep in mind that there are a number of other radio systems out there that can be used. Some other brands are FlySky, Taranis and FrSky. You can Google any of these for reviews regarding quality and functionality. I concentrated on Futaba and Spektrum in this article because we can train students using our "buddy-box" system using either of these two brands.

**Next month**, we'll look at an essential component of RC ... batteries.

We'll cover the types and how to charge and care for them.

## Larry Kies Donates A Maule M7 Aircraft as Club Trainer.



Larry Kies donated an E-flite Maule to the club as a trainer plane.

The aircraft appears to be an AT (advanced trainer) model and is currently being stored in the shed.

The story goes that the aircraft had been discarded but Larry picked it up and totally refurbished for active duty.

The Maule is a semi-scale craft of molded foam and calls for a 3S or 4S battery pack.

The Maule will take to the air in about five feet and go straight up making it a great plane to begin practicing more complicated maneuvers and provide an 8 to 12 minute flight time.

Ed Malec, or club Student Training Coordinator has agreed to take it up for a test flight and trim session.

Thanks Larry, for taking the time to get this plane in flying condition.

We can certainly use it!



### FAA Clarifies Mission of Remote ID Cohort

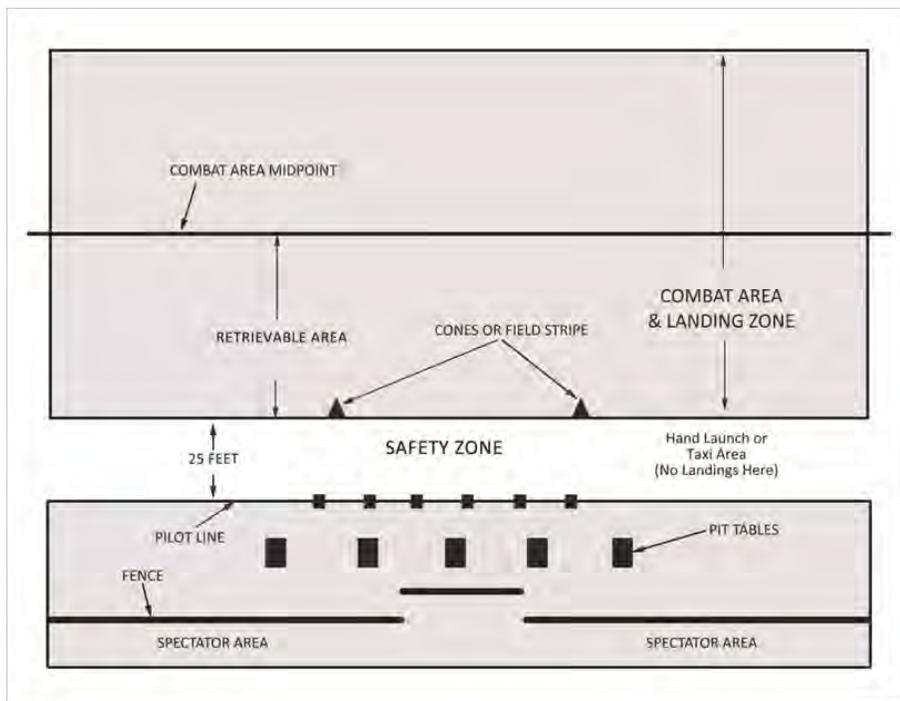
The FAA recently sent an email to clarify its press release regarding the development of a Remote ID Cohort.

The FAA clarified that the Cohort is not part of the decision-making process for the proposed Remote ID final rule. Its mission will be to help the FAA develop tech-

nology requirements for other companies to develop applications needed for Remote ID.

The FAA is still in the process of reviewing the more than 53,000 comments submitted regarding the proposed rule. In the meantime, AMA will continue advocating for our hobby through its work with Congress, the FAA, companies involved in this Cohort, and other industry partners to find common-sense solutions for Remote ID requirements that work for our community.

# COMBAT REFRESHER



As the weather becomes nicer, the Combat/Roller Derby group will be out to challenge each other. I just want to remind everyone of the rules governing this activity so there is no confusion.

1. Combat/Formation Flying Area - The combat area is limited to the length of the field and a depth that is designated as the northern boundary of the "Safety Zone."

It is recommended that 2 cones be placed at the 25 foot mark north of the Pilot line when necessary to designate the northern boundary of the "Safety Zone." All combat engagement should take place north of this 25 foot "Safety Zone" line. Use of cones when necessary can help provide a visual reference for

newer pilots not yet confident of judging this required distance. Combat flight should never take place within the "Safety Zone."

2. Safety Zone - All aircraft must be launched north of the flight line, 6-steps into the "Safety Zone," to be fully visible by all pilots currently at the Pilot Line.

3. Pilot Line - Pilots must stand at the Pilot line, not in front of or behind the Pilot line. Pilots, after launch, should back up and take a position at the Pilot line.

4. Landing - Landings should be made north of the "Safety Zone." No portion of the aircraft can be on or over the Safety Line. For this purpose the string and streamer(s) are not consid-

ered part of the aircraft.

5. Downed Aircraft - If an aircraft goes down in the "Combat Area," and it's location is south or closer to the centerline of the field, a downed pilot may elect to retrieve his aircraft. If a recovering pilot sees that components are missing from the craft and not readily locatable, he should leave the aircraft on the field and return to the Pilot line.

6. Yellow Flag - To retrieve an aircraft, a "yellow flag" must be called by the downed pilot. Under a yellow flag, all other pilots must immediately cease combat engagement and gain a safe altitude. Prior to leaving the Pilot line, the downed pilot must call "on the field," quickly move to collect his aircraft and return with it to the Pilot line. The Pilot must then call "clear" upon return and only then can combat engagement resume.

**NO DOWNED AIRCRAFT MAY BE RETRIEVED FURTHER OUT THAN THE MIDPOINT OF THE COMBAT AREA (see diagram)**

Aircraft that are downed passed the Combat Area midpoint must be left there until the current combat exercise is over.

7. Re-launch - A Pilot that chooses to re-launch his aircraft, must do so from the Safety Zone using the same procedures as listed earlier and never from the Combat Area.

Three (3) new flight rules were

(See **COMBAT** next page )

**COMBAT** *Continued*

added at the end of 2019.

**These were as follows:**

1. Cones must be used to designate the 25 foot center line of the field.
2. No multi-session flying when sport pilots are at the field. Once an exercise has ended, stay down and let someone else fly.
3. All attempted hits should be made on the north side of the field. No hitting near the 25 foot line.

**SPECIAL NOTE:** These flight rules continue to evolve and were cre-

ated and agreed to by the combat pilot majority. They are safety standards to protect pilots and ground based aircraft from damage.

If your plane goes down on the field early in combat, don't walk out after it unless it is clearly to the south side of the field center line. If you're in doubt, wait until the current combat session is over.

Walking out on the field, although you may announce it, causes other pilots to split their attention between you and their airborne Assassin. We all know

what happens when you take your attention away from one of these aircraft for just an instant.

Access to downed aircraft south of the center line is thought to be a safe and non-distracting point for retrieval.

One other thing; if your plane go down because of a hit or flight error on your part, you deserve to stay down.

Where's the honor in running out to rejoin the battle if you've already been sorted out by another pilot or your own absent-mindedness.

## Lessons I Continue to Learn



Giant scale aircraft need extra special continued attention. Gas and Nitro engine vibration can have a significant effect on fasteners that

hold your plane together. It's important that you check the important fasteners that maintain the safety and function of your aircraft periodically.

It's especially important that you check all fasteners after your first maiden flight. This is something that I didn't do with my YAK. After the engine run-in and throttle adjustments in my back yard, I never really checked to see that all fasteners were still secure and tight.

So, what was the result?

When taking the YAK up on its maiden flight the muffler loosen and created a gap against the cylinder



head. This caused the engine to idle high on approach to landing, making it impossible to stop it after touchdown.

I recalled having this same problem with a G62 model last summer but it just didn't dawn on me. Eventually I set the plane down and it rolled across the field into the weeds at the east end of the runway. The only damage was the prop fortunately.

Had I been thinking, I would have shut down the engine once it touched down and it probably would have stopped before the end of the runway

but I've never had an electronic kill switch on a plane before and I wanted the ability to go back up if I needed to.

The lesson? Always double check your fasteners after a flight. Once I tightened up the muffler, the engine ran like a dream and I had no problems.

I've had the plane out twice already and it's turned out to be a great flying plane.

I still can't believe I purchased the airframe for \$75.00. It was a little work to bring it back to "like new" condition, but it was worth it ... every penny.

# 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 Electronics, Inc.

Mail to: The Flying Electronics

Chris Milbauer

4952 N 106<sup>th</sup> Street, Milwaukee, WI 53225

414-750-2740

chrismilb@att.net

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

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## 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	\$
<b>Additional Costs</b>		
Add if renewing after January Club Meeting	\$5.00	\$
Add if renewing after February Club Meeting	\$10.00	\$
<b>Deduct</b> if this is your first membership renewal	<b>-\$20.00</b>	-
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 Electronics Inc. is contingent upon Club sponsorship, Board approval, and completion of all requirements of The Flying Electronics 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