

# Flypaper 2019

## Official Newsletter of The Flying Electrons of Menomonee Falls

**Our Mission:** To advance the RC flying hobby by providing a safe and enjoyable environment for RC pilots of all skill levels.



## President's Preflight



Last month I explained the Instructor Pilot (IP) Program. This is a program that we've adopted through the AMA to encourage membership from the public and field spectators. We adopted this AMA program primarily to allow extended non-member training and encouragement in the hobby, and at the same time continue to meet our airfield lease agreement for insurance coverage.

Tom Kunath contacted me after our February meeting and informed me of another program the AMA supports called the "one-flight" rule, so I checked into it.

Tom was right; there is a "one-flight" rule and it was created to provide "one-time" insurance coverage to the Instructor Pilot when a student wants to try flying once to determine if they want to pursue the hobby further."

To be clear, the "one-flight" rule allows any FE club "Instructor member" to take a non-AMA member up for an introductory flight as a student to determine if the individual would like to continue further in

See **ONE FLIGHT RULE** on Page 4.



### Ostrich Inspects Aircraft

Oh wait! That's not an ostrich, it's Cliff Evans inspecting his RV-10.

Over the last several months Cliff and a small group of partners have been restoring and making ready this RV-10 from Van's Aircraft. Originally constructed as a "kit-plane," Cliff acquired this RV-10 a year or more ago and, along with his partners, has carefully restored it.

The aircraft is a true "four-seater" with roominess and comfort for four full sized adults and 13 cubic feet of storage space. Fuel tanks hold sixty US gallons and it cruises at a speed of over 200 mph.

Cliff and his group recently replaced the Lycoming engine and they are finishing its "run-in" period making many short trips around the country. See page 2 for more pictures.

### Issue Highlights

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### Next Meeting

Holger Petersen will help you better understand when your Lipo pack is about to fail.

**See page 3 for details**

**President:** Tom Jacobs  
tjacobs421@att.net  
262-527-2481

**VP, Safety Coordinator &  
Student Coordinator:**  
Ed Malec  
mechanical.eddie@gmail.com  
414-763-7707

**Secretary:** Chris Milbauer  
chrismilb@att.net  
414-750-2740

**Treasurer:** Tom Beyer  
tomb@ptproductsinc.com  
414-840-5243

**Director:** Steve Huelsbeck  
shuelsbeck@wi.rr.com  
414-358-1078

**Director:** Dave Schroeder  
drs1640@yahoo.com  
414-702-5150

**Director:** Kevin Malec  
Kevin.010@gmail.com  
414-763-7707

**Director:** Cliff Evans  
cevens@wi.rr.com  
414-378-5568

**Milwaukee RC Association  
Rep. Dave Schroeder**  
drs1640@yahoo.com

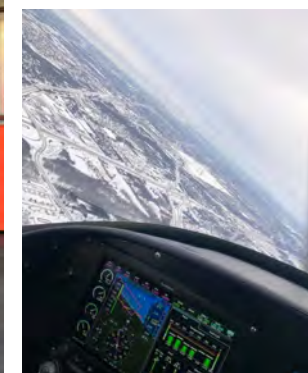
**Field Manager:** Bob Scrip  
bob@flying3drc.com  
414-327-5830

**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.flyingelectronics.com](http://www.flyingelectronics.com)



## The RV-10



Cliff will be making a trip in the RV-10 to this year's EAA Airventure in Oshkosh. We understand that the aircraft will be entered in one or more of the events to be judged during the show. Be sure to look him up when you're there!

**Flypaper  
Contact Information**  
Temporary Editor: Tom Jacobs  
tjacobs421@att.net  
262-527-2481

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**  
Sunday, April 14th  
7:00PM

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

**Bring a Friend or a Plane  
to Show & Tell**

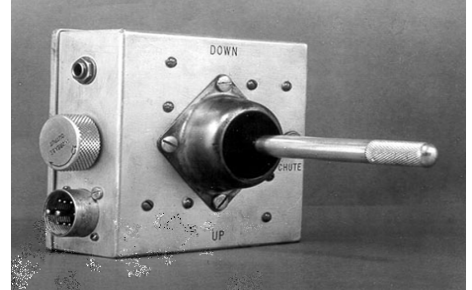


## Target Drones Presentation Recap

If you missed the last club meeting, Dave Schroeder took us on a history adventure covering some of the target drones of World War II. These drones were some of the first efforts to utilize RC model aircraft as targets in strengthening the gunnery skills of our military.

Dave covered probably one third of the material he had collected to date on this subject, complete with videos, and then presented four target drone engines he has personally restored over the years.

Dave will be back in the future to take us through the next stage in target drone history. We'll keep you posted as his schedule develops.



Everyone has heard horror stories about Lipo battery fires, explosions and aircraft going up in flames. There are things you can do to avoid a disaster before it's too late!

## Next Meeting: "Gauging Lipo Battery Life Expectancy"

**Not sure about how much life your Lipo battery really has?**

**Want to learn how to figure that out?**

Join us at the April club meeting to learn about how you can tell when your Lipo pack is about to go. Holger Petersen will talk about the critical aspects of Lipo battery maintenance, the critical conditions that should be monitored, and how to test them.

Bring some of those lipo batteries you're concerned about and Holger will test them on the spot and even better, show you how to do it yourself in the future.

**Electric flyers won't want to miss this next meeting.**

**April  
Meeting  
Presentation.  
Bring a Battery.**

## One-Flight Rule

*Continued from page 1.*

enjoying the hobby.

The spirit of the rule focuses on giving a new person an opportunity to try aero modeling before they commit to going further as a possible club and AMA member. That's why it was established and allowed.

The Flying Electronics is supporting the "one-flight" rule under the spirit for which the rule was intended. Here are the guidelines as a club member and instructor:

1. You must first be a club Instructor to host a non-member for flight
2. You must use your own equipment/aircraft (non-member may not provide equipment)
3. One flight is, "one flight", don't encourage more flights without registering the non-member for the IP program, or connecting the person with an IP instructor.

Like many of us, if it was up to me, I would allow anyone to try flying and do so as many times as they wanted over the day. But it's not up to me, so we have to be cautious to protect the club and our field. I know that all our Instructors will use their best judgment when employing the one flight rule.



## More on the IP Instructor Program

Our club is the largest and best club in Southeastern Wisconsin if not possibly the entire state. What makes our club great is the membership. Whether you fly on a regular basis or not, your connected to a great group of individuals that have a common interest in one way or another.

### Being an Introductory Pilot

We recently exposed opportunities for members to become "Introductory (IP) Pilots." Signups are currently being processed and here is the current list of IP Instructors.

- Henry Reed
- Cliff Evans
- Ed Malec
- Kevin Malec
- Chris Milbauer
- Tom Jacobs

- Jim Zahorik
- Steve Tarney
- Tom Kunath
- Bob Goldstein
- Steve Huelsbeck

If you would like to be added as an IP instructor please let me know and I can add you.

The main focus of the IP Instructor is to introduce the hobby of model aviation over a 60-day period to individuals with the hope they will become members of both the AMA and the Flying Electronics.

In the next couple of weeks IP Instructors will receive a package from the AMA which further details the program, its goals, and how it all works. As an IP Instructor, if you encounter an interested spectator at the field that would like to consider the hobby and you have an equivalent trainer





and buddy box at the field with you, offer to take them up for a Discovery Flight under the "one-time" rule (see page 1.) If they would like to pursue learning to fly further, sign them up for the IP program.

If you're not an IP Instructor and the student wishes to continue training, contact Ed Malec, our Student Coordinator, and he will arrange to connect the new student with an IP Instructor.

Signing up a student involves no more effort than filling out their name and address on the student IP form and inserting it into the field drop box located under the shelter. Student signup forms will be available at the drop box

and also in the club's mail box as needed.

Club officers will collect and process the new student forms on a regular basis through the AMA. There is nothing further you need to do but train with your student. There's are no more forms to fill out, no reporting to be done.

If you sign up three (3) students and they become AMA members over a season, the

AMA provides you with a FREE membership for the next qualifying year. Club officers will make sure that IP Instructors receive credit for students that become members of the AMA and the club.

If you have questions about the program feel free to email me at [jtacobs421@att.net](mailto:jtacobs421@att.net).

Sample Student Form



## How NOT to launch your Assassin

*From Ed Malec, your friendly Safety Director*

This video is rated "M" for mature audiences. Learn what can happen if you're not careful when launching your Assassin.

<https://www.youtube.com/watch?v=XO59jtam52Y>

## The Top 10 Strangest Aircraft ever built.

Designing unique aircraft is an aerodynamic challenge. Here these designers have created a unique set of flying machines never before thought possible.

<https://www.youtube.com/watch?v=U-63lycljys>

## Dynamic Soaring

Sail planes that reach speeds over 500 mph? Ridiculous but true. Some sail planes may someday break the sound barrier. This video can be somewhat technical but explains how some professional RC soaring pilots are reaching these astronomical speeds. Check it out.

<https://www.youtube.com/watch?v=nv7-YM4wno8>



## Flight Simulator Library

Announced at the January meeting, Ed Malec has a small number of digital flight simulators available to students that would like to check them out for a short period of time. We would like to

limit the lending to two weeks maximum if possible so that others can use them as well.

Contact Ed via email if you would like to know the computer requirements and get on the lending list for a simulator at [mechanical.eddie@gmail.com](mailto:mechanical.eddie@gmail.com).

*Submit your links and we'll re-view and share them with members.*

# NEW MEMBER INFORMATION

## When to Lock up the Airfield Gate

As a member you are issued a field gate key. As a rule, if no flyers are present at the field, the gate should be locked after 3 PM on weekdays and always over the weekend. This simply means that if you are the last one flying at the field, as you leave you should lock the gate if it is after 3PM on weekdays and anytime you are leaving as the last pilot on weekends.

This rule applies to Electron flying members present at the field. The village has passed keys along to others outside of our club. Some have been granted access to walk dogs or do DNR research, etc. Airfield spectators should be encouraged to leave with you and the gate should be locked on exit.

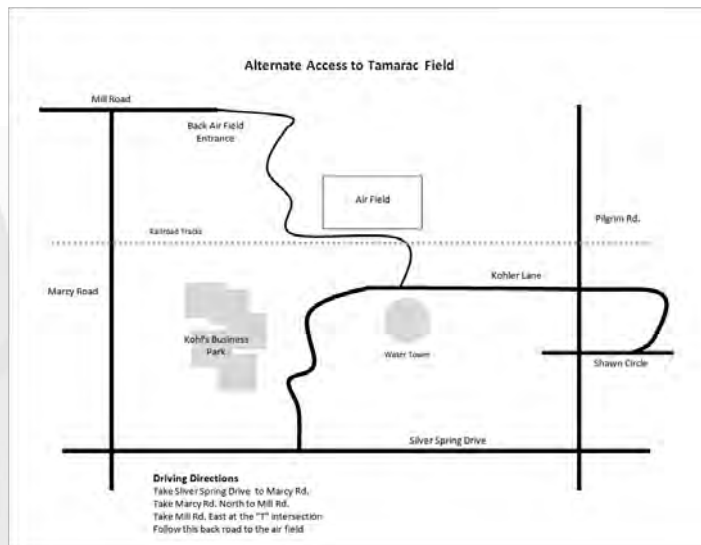
If you arrive at the field on weekdays after 3PM or weekends and the gate is unlocked with no one there, the rules apply on your exit. Just because the gate is unlocked when you arrive it doesn't mean it shouldn't be locked when you leave.

## How to Gain Field Access When a Train Blocks Entry

The train tracks that cross the entrance to the airfield can sometimes be a problem, especially when a train is parked there. So what do you do when a train is blocking the entrance?

The airfield has a back entrance which new members may not be aware of. The map below details the access to that back entrance.

I realize that it is problematic that one doesn't know a train is there



until they nearly make it all the way down to the field but there is nothing we can do about that at the moment. You'll still have to discover the train and turn

around. Perhaps in the future we can remedy this with a field video web presence members can check before setting out for the airfield.

## What to Do if an Airfield Problem Occurs

There have been occasions where members have discovered damage or difficulty in locking up the field. If this occurs members should immediately contact one of the board members so we can deal with it.

All board member contact information is found on page 2 of this newsletter along with how to reach the newsletter editor.

## Where Can You Get Your FAA Registration Number?

A question arose at the last club meeting; "where can we get our FAA registration number?" Here's what you need to do.

**STEP 1:** Log on to <https://faadronezone.faa.gov> to reach the FAA Drone Zone website.

**STEP 2:** Create an account using a valid email address and follow directions provided in your confirmation email.

**STEP 4:** Complete the form and pay your fee. You'll have access to your certificate with FAA Registration number.

**STEP 5:** Place your registration number somewhere on the exterior of your aircraft.

## Before You Attend the 2019 Club Fun Fly!

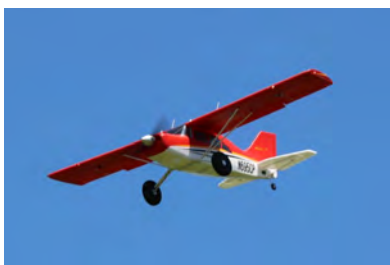
Last month we reported that our Club Fun Fly will include a trim clinic. The clinic will be hosted by Mike Dorna and Joe Burzinski and all members are encouraged to bring an aircraft that they would like to have reviewed for flight performance issues. Before you pack that plane into your car, first read Mike's article below. This article explains some basic preparation that you need to do before Mike and Joe can help you and your aircraft perform to its maximum.

### Basic Trimming Practices

This article assumes you actually want to have an airplane that flies with the least amount of effort from the pilot. This is an ideal situation since you don't want to have to "fight" the plane just to fly it around and if you are at all interested in doing anything other than just burning holes in the sky, you definitely want to pay attention here.

Volumes could and have been written about trimming. An airplane that is crooked or warped with incorrect incidence and sloppy controls is not going to be a good candidate for this. On the occasion where someone asks me to fly their airplane one of the first things I do after making a few circuits with it and at a good altitude is to let go of the sticks. The plane should fly hands off without any deviation from its current flight path. Certain planes do have limitations by design, but any airplane can be made to fly better with a little trimming work.

Any plane needs to be straight, warp free and the weight of the aircraft needs to be within the design limits of the wing area. If the wing cannot support the airplane, I don't care how big of an engine you bolt on the front of it, or whatever else you do to it, it's still going to fly heavy and be a handful on landings.



Control throws need to be reasonable for the type of flying you are going to be doing. There cannot be any slop in control throws – at all. How much control surface throw is enough? Leave the 3D throws for 3D flying; most models require what the manufacturer recommends with

adjustments for personal preference. If you are not sure, in the vicinity of 15 degrees of up and down on elevator and aileron is a fairly good place to start. Twenty degrees on rudder is also a good starting point.

The number one trimming issue with most airplanes is center of gravity, more commonly

referred to as CG. Many trimming problems can be solved with a slight adjustment of CG. Two common methods for tweaking CG are inverted flight and a near vertical bank turn. In the turn, if the nose drops; add tail weight. Inverted, if you need a bunch of

down elevator (here again, assuming your control throws are correct), you will need to add tail weight. Of course the opposite results would require the opposite solutions. If you cannot or do not want add weight (I don't!), move internal equipment around to adjust the CG. With all the

electrics out these days, moving the battery pack(s) makes the most sense.

Another common trimming problem is non-axial roll-

(Continued next page)

ing. This means that when you roll the airplane it sort of flops around instead of rolling axial as if a rod was going through the center of the plane from the spinner to the tail post. In this case it would be best if you had separate aileron servos, a common

occurrence in a modern model airplane. A computer radio is a huge help here also. You want more up aileron than down. Most modern computer radios have an aileron differential menu. Depending on the severity of the non-axial rolling, 10% difference between up and down should get you going in the right direction.

This is very basic information for trimming and you need to keep in mind the limitations of the design and the fact that you must experiment to find the solution that you are satisfied with. Be critical and don't ever blow off a chance to change your aircraft's flight characteristics; if you fly the airplane enough to recognize the change, you will appreciate the effort all that much more. The other advantage of a well set up and trimmed airplane is that it will make realizing issues all that much easier. You will know immediately if some minor change happens, and it may save you your beloved aircraft.

Please join us at the Fun Fly on June 1st where Joe Burzinski and I will help you get your plane flying the best it can. Hopefully the weather will cooperate and we'll have light winds. Something I failed to mention here – serious trimming techniques are best practiced on relatively calm days. Remember *any* plane can be made to fly a better with a little work.

Next month's article will basically be to pump up some more interest in the Trimming Clinic and to share some stories about planes I've flown and how I've addressed certain issues.

Cleared for takeoff,

- Mike Dorna



## Be Prepared for Emergencies!

Emergencies at the field can require a quick response. Be informed so you can give authorities the information they need to respond.

**Tamarack Field**  
**N61 W17000 Kohler Lane**

## FIRST AID BOX

(Located on the North Side of the Building)

**Contact Police or Fire**  
**by Dialing 911**

## Community Memorial Hospital

W180 N8085 Town Hall Road  
 Menomonee Falls  
 262.251.1000



## Feel Free to Learn from My Mistake.

Here in Wisconsin the weather can swing from frigid to sweltering and along with this can



come heavy changes in humidity. For those members that store aircraft in garages due to lack of space be careful.

Although I don't store aircraft in my garage my dad used to do it all the time. He passed away five years ago and left me his entire collection of aircraft. He lived in Ohio and because he and mom had a small condo he stored his aircraft in his garage suspended from wires and hooks.

These aircraft had probably been stored this way for at least ten years taking on the seasons

and what that brings. When I brought the aircraft back to Wisconsin nearly all of his glow engines were ceased up. They all had to be taken apart and lubricated.



One of the aircraft was a beautiful Sig Cadet Senior. I think it was the only ARF he ever purchased. I cleaned up the aircraft, restored the 4-stroke engine and ran it on a test stand. After reassembling and testing everything I took it to the field for its second flight ever.

One thing I neglected to consider was the switch. Thinking back now, it should have been top of mind as it now is. I've read many cautionary tales about the use of cheap switches and how switches need to be changed out periodically.

After a successful take-off and

pass around the field, all looked good until all my sticks went dead with the elevator in a slight downward position. While over the trees the aircraft nosed down and at half throttle plummeted to



the ground. It could have easily got hung up in a tree but it came down right in between just east of one of the swamps. The aircraft was mostly stick framed and light weight Monokote so there was really nothing to save.

On recovery of the parts we found that the switch had failed to pass current to the receiver. Looking back, that made a whole lot of sense.

The moral of the story is; if you store your aircraft in your garage (especially fuselages) change out your switches every year or two to be safe.

## Upcoming Events

This month's calendar includes an expanded list of local area events. You'll find the Circlemaster's Flying Club which focuses on control line flying added to the list. Chris Sterner, President of the Circlemaster's, joined us at the last club meeting and extended a personal invitation to join them during any of their scheduled events. If any of you RC flyers have an old control line aircraft lying around and want to see if it can be resurrected, the Circlemaster's are willing to assist you. Just stop by an event and let them know.

We've also added new entries like the Badger RC Boat Club. Members interested in getting involved in RC boating might want to check out some of this club's events in May and July.

The Model Engine Collector's Association (MECA) has a swap meet in early April. This group collects, sells and trades a wide range of engines associated with the model aviation, boating and model car markets.





# MEETING MINUTES

## The Flying Electronics Membership Meeting Minutes (March 2019)

Date: 3/10/2019

**Call to order / Head Count:** 7:03 pm /26

**Mini-Swap Items?:** Many Items in the Mini swap tonight!

**Guests:** Chris Stermer President of the Circle Masters

**New Members in Attendance (last 30 days):** None

**Promotions:** None

**Approval of Feb minutes as published in March Flypaper:** Minutes were accepted.

### Treasurer's Report:

Tom Beyer Reported: The Feb Expenses, the biggest expense was donation of \$1200.00 to Troop 110 for the 2018 Charity event. Income is mostly dues.

General audit of the on the Club's Treasurers books will be conducted:

Auditors (Mark Polzin, Doug Colton) to Rep the Board, Tom Jacobs

### Secretary's Report on memberships

Chris Milbauer reported: 122 members have renewed. 14 non-renewals have been contacted 8x by Chris, Tom Jacobs also set an email.

Phone calls will be made to non-renewals by members of the Board

### RC Association Update:

Dave Schroeder reported: That the Swap attendance, table sales were down from 2018, most likely due to the below zero weather.

Swap Meet starting time will remain at 9 am.

A different Food Vendor will be sourced.

The Association approved grants to several clubs.

### Clothing Sales Update

Tom Beyer has clothing available.

### FAA Updates

It was decided that all members will comply with the FAA

UAV labeling rules. (It was decided via board email that the field rules would be changed to reflex the requirement of all members to be compliance to the FAA labeling rules and to require all members to register with the FAA.)

The club application will be updated to include the pilots FAA registration number.

## Past and Upcoming Events

### Rec Center Spring Builders Workshop Update

#### Builder's Workshop

Tom Jacobs, Ed Malec and Dave Schroeder have been to 2 schools, including 6 meetings.

Reception has been poor by the older students.

Tom Jacobs will make a presentation to the Pilgrim Parkway PTO

Current Enrollments (2) the workshop can be cancelled if at least 3 participants have not signed up. The Sign up has been extended until March 18

### Field Clean up - May 4<sup>th</sup>

Installation of additional battery storage system/drop box  
Pilot sign in board

### Education Event - May 18<sup>th</sup>

Tom Jacobs is working on getting an Apprentice from Horizon for the Education event

### Club Fun Fly - June 1st

Event Leader - Mike Batson

A Trim Clinic workshop will be put on by Joe Burzinski and Mike Dorna

## Old Business

### Frequency Interference Website (demo)

Tom Jacobs presented a Club Website based reporting systems so pilots can report radio issues. It's almost ready to go live. Tom received excellent suggestions on the system from the membership. The membership thanked Tom Jacobs for the work involved.

## New Business

### Suggestion Box to be added to field

### **Introductory Pilot (IP) Program**

With is program, a prospective pilot/member can fly up to 60 days with an Introductory Pilot before having to join the AMA and Club.

Tom Jacobs and Ed Malec will administer the paperwork of the program.

Volunteer Club Instructor pilots are being signed up by Tom Jacobs.

All IP instructors will receive a packet from the AMA.

Forms for IP pilot to complete after each flight will be kept in the mail box, deposited in the suggestion box on completion.

### **The AMA One-Flight rule:**

The AMA has a one flight rule. A non-AMA member may fly one time with a buddy box with any AMA member, ONLY 1 TIME.

Electric trainer available from Doug Colton

### **Build & Fly Challenge**

Tips and rules will be published in the Monthly Flypaper.

### **Open Forum**

#### **Questions about the train blocking the gate.**

Members can use the back gate off Marcy rd.

Make sure you relock the **THIS GATE EACH TIME YOU GO THRU IT**

The Union Pacific will be notified about events so the gate will not be blocked,

this is not a given. The Union Pacific has the "right of way".

The Union Pacific has been helpful in the past.

#### **Questions about locking the gate.**

Gate must be locked if you are the last member to leave the field after 3pm weekdays and anytime on the weekends. Back gate must be relocked each time you use it.

We have no control over others that have keys of if they use the property near but not on the flying field, like dog walkers or bikers. Call the Falls Police if you believe there is a problem.

#### **Carl Verbanac let the Club know that Frank Zagar had taken a fall.**

Frank seems to be OK and in on the mend.

#### **Holger Petersen invited all members to the Combined RC Banquet on March 30th**

**Chris Sterner President of the Circlemasters invited all members to check out their website. <http://www.circlemasters.com>**

### **Raffle Winners**

Mike Batson- Soldering jig

Kelvin Malec- Tool Kit

Jim Hoffman- Glue Gun

Kevin Malec- Parallel board

Cliff Evans -Servo extensions

Jim Hoffman- Parallel board

**Next Meeting** - April Meeting - 4/14, 7:00PM

**Motion to Adjourn at 8:30pm**

### **After the meeting:**

Dave Schroeder put on an excellent presentation of the history of Military drones including engines and ordinance.

### **Submitted by:**

Christopher Milbauer

Club Secretary

3/17/19



# Club Meeting Show & Tell



## Tom Johnson:

E-Flite Extra 300, 3s 2000 lipo, 5 servos, Spektrum radio, investment \$279.00  
Tom reported issues with cutting the throttle cut to work with his radio.



## Bill Black:

E-Flite Maule M7  
Stock motor and servos, Futaba radio, \$250.00 investment



## Ed Malec:

Flitetest Mini Arrow (Pizza Delivery drone)  
Made from plans, 60 watt motor, 2- 5gram servos, FrSky radio, cost \$8.00



## Ed Malec:

Flitetest Fokker DR1  
45 watt motor 2- 5gram servos, 3 channel, Frsky radio, cost \$90.00



## Tom Jacobs:

Flite Test electric Simple Scout  
All foam board construction, micro servos, Futaba radio, cost \$100.00

(stock photo)

## Builder's Workshop Update



Over the last month we've made six presentations to school students at North Middle School and the local area Menomonee Falls High School regarding the program. We've reached or minimum threshold of three enrolled students to proceed with the program but it's far less than we had hoped.

Although we had many kids express interest, at \$179 per student we believe that an 11 year old student found it difficult to make a case for a parent to shell out that kind of cash. Despite the rather small registration, we're still stand to learn a lot about how to plan and execute the workshop.

We'll also turn our attention to marketing this program directly to parents rather than in school. We believe that we can present an effective case to parents about the benefits of the program. Although it's too late to boost enrollments this Spring, we have made arrangements to present to local area Parent Teacher Organizations (PTO's) to gauge interest in the Builder's Workshop and our Education Event.

One last note; both North Middle Schools and Menomonee Falls High School administrators were incredibly enthusiastic about our program. We have created some significant allies there and they will do what they can to further our cause internally which is a great thing for us and the community.

The Builder's Workshop is on schedule to begin April 6th. Materials have been ordered and the workshop room has been reserved. We'll keep you posted on its progress over the weeks and what we learn about how to take this forward in the future.

## 2019 Flying Electrons & Local Area Events Calendar

Date	Time	Event	Club
Tuesday, January 1st	8AM to 11AM	Chili Dump	Flying Electron's Airfield
Sunday, January 13th	7PM	Club Meeting	De Marini's
Sunday, January 27th	9AM to 2PM	RC Association Swap Meet	Washington County Fairgrounds <a href="http://www.facebook.com/milwaukeekeercassociation">www.facebook.com/milwaukeekeercassociation</a>
Sunday, February 10th	7PM	Club Meeting	De Marini's
Sunday, March 10th	7PM	Club Meeting	De Marini's
Saturday, April 6th		Model Engine Collector's. Swap Meet	Model Engine Collector's Assoc. <a href="http://www.modelenginecollectors.org/">http://www.modelenginecollectors.org/</a>
Saturdays, April 6th to May	10AM to 11:30AM	Builders Workshops	Menomonee Falls Recreation Center
Sunday, April 14th	7PM	Club Meeting	De Marini's
Saturday, May 4th	8AM to Noon	Field Clean up	Flying Electron's Airfield
Sunday, May 5th	7PM	Club Meeting	De Marini's
Saturday, May 18th	9AM to 2PM	Education STEM Event	Flying Electron's Airfield
Sunday, May 19th		Badger Season Open Racer	Badger RC Boat Club <a href="http://www.badgerboaters.com/">http://www.badgerboaters.com/</a>
Sunday, May 19th	9AM to 2PM	STEM Event (Rain Date)	Flying Electron's Airfield
Saturday, June 1st	9AM to 2PM	Club Fun Fly	Flying Electron's Airfield
Sunday, June 2nd	TBD	Annual Control Line Contest	Circle Master's Flying Club <a href="http://www.cirdemasters.com/">http://www.cirdemasters.com/</a>
Sunday, June 9th	7PM	Club Meeting	De Marini's
Saturday, June 15th	TBD	Open Fun Fly	Fond du Lac Aeromodeler's Assoc., Wellnitz Field <a href="http://www.fdlaa.com/">http://www.fdlaa.com/</a>
Monday, July 22 thru 28th	TBD	EAA Airventure	Wittman Airport, Oshkosh <a href="https://commemorativeairforce.org/">https://commemorativeairforce.org/</a>
Saturday, June 22nd	TBD	Fun Fly	Sky Ranch Flyers
Sunday, July 7th	8AM to 2PM	Scale Event	Flying Electron's Airfield
Saturday, July 13th	TBD	Scale Fly-in	Astrowings of Wisconsin
Saturday, July 13th	TBD	Fun Fly	Pebble Creek Flyers
Sunday, July 14th	7PM	Club Meeting	De Marini's
Sunday, July 27th	TBD	Fly-in	Lakeland RC Club
Saturday, July 27th	TBD	Annual Badger Regatta	Badger RC Boat Club <a href="http://www.badgerboaters.com/">http://www.badgerboaters.com/</a>
Saturday, August 10th	TBD	Float Fly DNR Bong	Milwaukee Area Radio Kontrol Society
Saturday, August 10th	TBD	Fun Fly	Rubican Area Flyers
Saturday, August 10th	TBD	Friend Fly	SWARM, Southeastern Wisconsin Area Rotary
Sunday, August 11th	7PM	Club Meeting	De Marini's
Thursday - Saturday August 15th-17th	8AM Daily	Warbirds and Classics	Fond du Lac Aeromodeler's Assoc., Wellnitz Field <a href="http://www.fdlaa.com/">http://www.fdlaa.com/</a>
Sunday, August 18th	8AM	Fond du Lac Fun Fly	Fond du Lac Aeromodeler's Assoc., Wellnitz Field <a href="http://www.fdlaa.com/">http://www.fdlaa.com/</a>
Thursday, August 22nd	9AM	Jim Wahner Dead Chicken	Flying Electron's Airfield
Saturday August 24th to 25th	TBD	Demo Flying	Circle Master's Flying Club <a href="http://www.cirdemasters.com/">http://www.cirdemasters.com/</a>



## 2019 Flying Electrons & Local Area Events Calendar (Continued)

Date	Time	Event	Club
Saturday, August 24th	8AM to 2PM	Airfest 2019	Flying Electron's Airfield
Sunday, August 25th	8AM to 2PM	Airfest 2019 (rain date)	Flying Electron's Airfield
Saturday, September 7th	8AM	Swap Meet	Flying Electron's Airfield
Sunday, September 8th	7PM	Club Meeting	De Marini's
Saturday & Sunday	8AM	Pattern Contest	Flying Electron's Airfield
Saturday, September 28th	9AM to 2PM	Franken-Plane and Build & Fly Event	Flying Electron's Airfield
Saturday, 28th to 29th	8AM	Maker's Faire	Wisconsin County Fair Grounds
Sunday, October 13th	7PM	Club Meeting	De Marini's
Saturday, October 12th	TBD	Colletco & Hobby Swap Meet	Model Engine Collector's Assoc. <a href="http://www.modelenginecollectors.org/">http://www.modelenginecollectors.org/</a>
Sunday, October 13th	TBD	Badger Annual Turkey Shoot Race	Badger RC Boat Club <a href="http://www.badgerboaters.com/">http://www.badgerboaters.com/</a>
Sunday, November 10th	7PM	Club Meeting	De Marini's
Wednesday, December 4th	5PM	Club Holiday Dinner	Davian's