

Flypaper 2023

Official Newsletter of
The Flying Electrons of Menomonee Falls



Celebrating 60-plus Years of Service to the Community & Counting!



President's Preflight

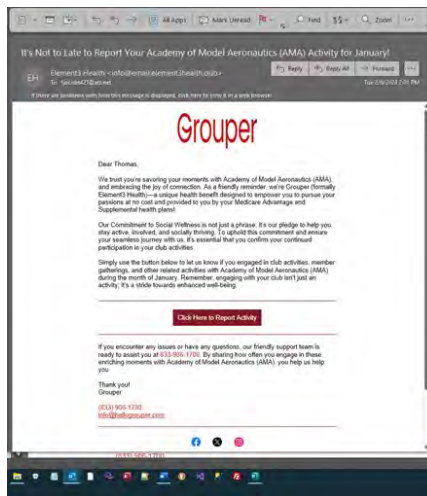


The Pavilion of Castaway Dreams

Steve Huelsbeck dragooned me and several other volunteers to help with the swap meet in West Bend last month. Amazingly, to me anyway, there were scores of volunteers for the 6:30 AM "door guard" slot. These volunteers were really there to scope out the tables for treasures yet untold before the sales were allowed to start. The best deals disappear quickly. Once explained to me, I understood why someone would wake up so early on a Sunday morning, and was somewhat tempted to take an early slot myself, that is until Diana and I had a short but informative conversation as to how I might be spending my idle hours this winter.

"So will it be poetry readings, pavement artistry classes, an esoteric men's book club perhaps?" she asked.

See **PREFLIGHT** on Page 3.



Step 2: Enrollment Approved!

Last month I wrote about a new AMA benefit that was recently made available to club members through a company called Element3.

The program claimed to provide a membership reimbursement benefit to active members of clubs chartered by the AMA. At that time I had enrolled and was awaiting approval of my mem-

bership as step 2 of the three part plan.

So far ... so good.

I recently received an email from the organization announcing that the company's name had been changed from Ele-

(See **GROUPER** on page 5.)

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Next Club Meeting!

Sunday, March 10th
DeMarini's Restaurant

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www.flyingelectronics.com

It's Time to Renew!

Everyone needs to renew their membership each year. This applies to general members, STEM Students, and individual Family Membership individuals within a household.



The year is about over and it's time to renew your membership for 2024.

To renew or join the Flying Electrons you need to complete the application at the end of this newsletter.

Please make sure all information is complete.

Your AMA Membership must be valid and show an expiration date of at least **12/31/2024** or later.

Remember to include a copy of your new AMA card and FAA registration with your membership application. If you are a current member and have already submitted your TrustID in the past, you do not need to send another copy of that document for renewal.

Renewals received after February 2024 are subject to a \$10.00 late fee. Please get your renewals in early so Mark can process them on a timely basis.

For convenience, you can click this link [Member Renewal](#) and fill out the renewal template then **pay by Zelle**. Instructions how to pay by Zelle are also found later in this newsletter.

Thanks, TJ

Flypaper Contact Information

Editor: Tom Jacobs
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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, March 10th

7:00PM

De Marini's Restaurant

De Marini's Restaurant
N88 W15229 Main Street

(PREFLIGHT *continued*

I demurred.

"No, I'm thinking of building that SNJ I won at the club auction last summer. It's a big plane so I'm sure that will occupy my attention. Besides, the needlepoint class isn't being offered at the community center this winter."

"How big of a plane is it?" She inquired.

"Oh, it's about an 82" span, but it came with the motor."

That's a bit of misdirection, I admit. The motor was not really relevant to the conversation. I think I believed the comment about the motor would somehow soften the blow. She had not even scratched the surface of the catalogue of tools and accessories I still needed to actually complete the project, thus my keen interest in attending the swap meet.

"That sounds nice honey."

And then after a brief pause, she followed, innocently enough with, *"Where's that going to live?"*

Ouch! I had to admit that was a good question. To be fair, she would never say another word if I had decided to proceed.

My shop is small by most standards. I'm relegated to a couple benches in the laundry room. My basement is small and mostly finished and all the areas are in use. It is, in fact, the most versatile and frequently occupied space in the house. So when I picked up a 2-meter pattern plane in 2022 and the seller threw in two more (it seems he

had an inventory problem himself), I very quickly created a problem and the swap meet is the only answer.

It doesn't seem to matter how much space we have. We fill it.

The swap meet brings out all of the dreams and whims that seemed like such a good idea at the time, only to be neglected for further and greater whims and end up just taking up too much space.

It is the flotsam and jetsam of our dreams, and the tables, by about 11:00 on swap meet day, look like a huge storm flooded everyone's basement and this is what floated to the top.

Bare Piper Cub skeletons, the bones of a half-completed P-51, unskinned gull-winged gems, and abandoned nitro bric-a-brac abounds. Behind a nearly sold-out table, a vendor thinks he has a "live one" and that 30-year old Webra 120 engine with the polished aluminum spinner is presented to me as a real screamer capable testing the very envelope of the sonic barrier. If he could only have said that with the understated Chuck Yeager drawl I might have bit. And I have absolutely no use for it. But by God, I'd have found one. I broke into a cold sweat. No! I've been nitro free for almost 90 days now and I had the chip in my pocket to prove it. That was a close one.

Thank you to our volunteers who helped guard the doors at 6:30 AM, namely James and Ryan Beckley, Doug Colton, Ken Press-

man, Greg Brunsch, Scott Bernard (also auction duty), Jeff Sarges (auction) and special thanks to Steve Huelsbeck who kept the auction running the whole time.

We all have to agree that was a perfect job for Steve and he did not disappoint.

I took the 10:30 -11:30 shift and sold raffle rickets. I was too late to see the real action. By all accounts, it was pretty good as most of our members that bought tables moved their merch.

Others found some screaming deals. I saw young Ryan Beckley who scoped out a great deal on an EDF jet at 6:30 and quickly consummated the deal at the opening bell. He had spirited the plane away in the car well before I ever arrived but he had pictures and full list of specifications for me. Ryan was bubbling with enthusiasm. I think we all know or remember that feeling. Some of these dreams come to fruition, some crash and burn, still others fade, find a corner to hide in the basement for a decade or two and eventually make their way to the tables. The circle of life... how gratifying.

Reminder for the March Member Meeting

We will be discussing the possibility of purchasing an Automated External Defibrillator ("AED") for the field. Although still in the discussion stage, we felt it would be helpful to have CPR training whether we purchase and AED or not. So immediately after the

Flying at High Lake

From Ken Korducki



As the winter delivers the worst cold and snow of the season my thoughts go back to an experience my son Jack and I had last summer.

Our family was taking a vacation in Northern WI, we would be staying on High Lake in Vilas County. Besides our usual activities, fishing, water skiing, biking etcetera, Jack wished to bring his Turbo Timber Evolution for some float flying. He had wanted to float fly for a couple years and now had a plane suited for it.

The big question was how to



transport the plane safely among the barrage of suitcases and fishing gear. Fortunately, we had kept the original packaging for the plane, and Jack carefully disassembled the Timber and

packed it for the trip. Upon arriving at our rental cabin Jack dashed down to the basement and quickly assembled the Timber along with its floats.

As our vacation week proceeded, I could tell Jack was feeling reluctant to attempt this new pilot experience. Each day he cited a reason to put off taking that first water takeoff. The thought of flying a nice plane over a 750-acre lake now seemed a little risky. Finally, towards the end of the week I convinced him to give it a try.

We carried the plane transmitter, batteries and related hardware down to the pier. It was a beautiful

day with blue skies and moderate winds. We initially thought of flying from the pier, but Jack noted the wind direction would make takeoffs and landings difficult. The wind was in line with



the pier and blowing from shore toward the lake. Therefore, we loaded everything into the boat and headed out to the bay in front of the cabin. We found a spot and anchored. Jack got the plane in the water and carefully taxied into position for takeoff. He then gave it some throttle and lifted off parallel to the lake. The plane lofted into the sky, and this is when the true joy of float flying became apparent.

The joy of complete freedom to fly in any direction over a huge unobstructed area among great natural beauty! After multiple flights that morning, Jack expressed that take offs and landings actually seemed easier than flying from land.

One thing I know is sure, the next time we vacation in Northern Wisconsin, I expect to see an RC plane with floats among the luggage!



(PREFLIGHT continued

formal meeting, we are offering a course in CPR. The CPR course will be video driven with hands-on skills practice. It will run approximately 90 minutes. The course will be taught by Diana McGuan, a Registered Nurse and CPR instructor. She will provide manikins for individual practice of breaths and compressions. An AED training device be used to simulate how to work an AED on a special battery-operated manikin. The manikin gauges both compression depth and frequency. Everyone will get a chance to use this to assess their proficiency.

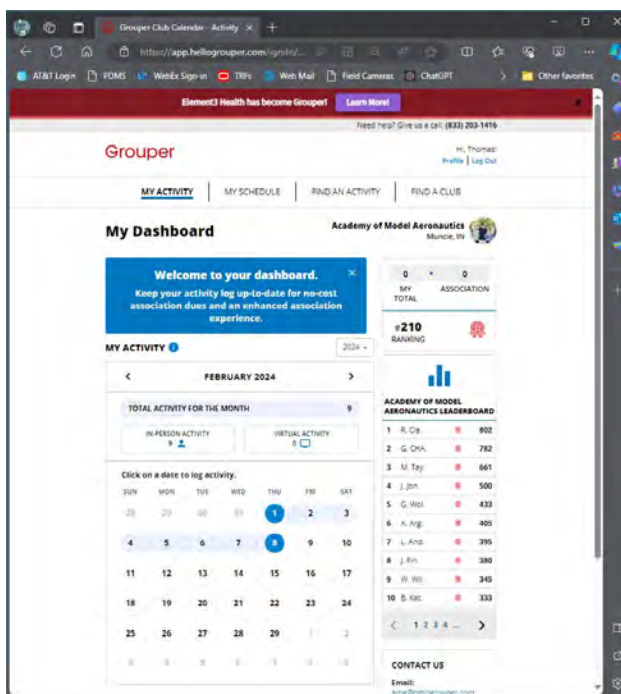
The course has the option for the American Heart Association Heart Saver Certification. This involves getting a certification card, which is \$5.00.

The physical practice is on your knees. If that is impractical for you, you can practice at the table, or use a cushion (that you provide).

We still have space available for the course but the number of participants will be limited to 10. Please contact me if you would like to sign up at ... paul@mcguan.com.

PM

(GROUPER continued



Shown above: Grouper web page where one can record his or her activity with aeromodelling.

ment3 to "Grouper" without any explanation as to why.

Another corporate buyout I imagine. Later I received an email under the "Grouper" name stating that I was approved for membership and I only needed to click the link in the email to complete enrollment in the plan. Unfortunately, there was no link in the email to click, so I called the company.

The nice lady apologized for the inconvenience and said they were having trouble with the email system and could take my information over the phone. This just consisted of a confirmation of my name contact information and mailing address for the AMA reimbursement check.

I asked the representative who's actually providing the reimbursement and she said that my health insurance company is paying for it.

This is a growing trend with health insurance companies. My health insurance carrier also offers me free health club membership in selected health clubs as well.

Right now, I'm waiting for the AMA reimbursement check which should be about \$65.00 (senior membership

dues.) This will take about 30 to 45 days the rep told me. If and when I receive it, I'll let club members know.

Periodically, I receive an email which asks that I record how many days during the last month I spent time participating in model aviation. Since I've been working on getting my P51-D Mustang ready for this year, I recorded involvement nearly every day last month.

So far ... so good!

TJ

Getting Started in RC



be NiCad or Nickel Metal Hydride battery packs. Transmitters of different brands and types can require different voltages to power the system. Generally rechargeable transmitters will run on 9.6 volts, however some new systems are running on 4.8 volt rechargeable packs.

The good news is that the manufacturer will provide the right power pack and a charger that will handle the charging requirements necessary.

Additionally, there will be a means to know how much charge your transmitter has left during a day's flying, whether it's a dial meter, or a digital voltage reading on an output screen. If you have a meter, then you'll want to stop flying when the needle moves into the red zone. With the digital output voltage readout, you must follow the manufacturer's guidelines to stop flying when the voltage output reaches a certain level.

Some newer transmitter systems now rely on 1.5 volt dry cells (AA batteries) for power. I really like these systems because one doesn't have to remember to charge the transmitter every night to keep it at full charge. I just carry four extra AA batteries in my flight box, and when the voltage gets low, I simply change them out. I find that flying weekly,

(Continued next page)

Batteries and How to Care For Them

This article will cover the basics for aero modelers new to the hobby. We will not cover, the more sophisticated electronic systems which support receiver redundancy and distribution of power using "power boxes" with this article. These requirements are generally needed for the large, extreme sized aircraft that can cost a considerable amount of money.

In this article we'll talk about battery types, use, charging and safety for those types of batteries that those new to the hobby may need to use and handle.

Whether you fly electrics or nitro aircraft, you still need battery

power to handle the electronics. In either case, you'll use a transmitter that needs battery power,



so let's look at that first.

Transmitters

If your transmitter is a rechargeable unit, the manufacturer will provide a battery pack with your unit. These packs will generally

I only go through a couple of sets of batteries each season.

One caution I want to communicate is that dry cells can leach, so you'll want to remove them from your transmitter when you plan not to use it for an extended period of time.

Charging Your Transmitter Battery Pack

If you're using rechargeable packs then you need to know how long you should charge the pack to get a full charge. Most individuals put their transmitter on charge the night before flying and that 8 to 12 hours is plenty to fully charge their system. But for those that have high milliamp



battery packs in their transmitters, it can take longer. So here's how to figure out what you need to do based on the battery pack you have.

First, check out your charger supplied by the manufacturer. The charger will be a block that plugs into the wall outlet and one wire will attach to your trans-

mitter and the other should attach to your receiver battery pack. We'll cover receiver packs later.

The block will have specifications listed on it. The important information are the "outputs." The output for your transmitter (TX) will probably be anything from 40 to 70mAh, which is secret code for milliamp hours. You need to know this number so you can figure out how long to charge your battery pack.

The "mAh" tells you how many milliamps of energy will be pushed into your battery pack each hour, when it's under charge. So, the question is, "how many hours do I need to charge my transmitter battery pack to know that it is fully charged?" The answer to this math problem needs one more piece of information; we need to know how many milliamps your transmitter pack requires?

To understand this, you need to open your transmitter and read what milliamp rating your transmitter pack supports. Transmitter packs can support anything from 600mAh to 2200mAh, or even more. So what does this mean? It means that the larger the mAh pack you have, the longer it will take to fill it with power.

For example, if you have a 50mAh charger, and you have a 1000mAh battery pack, it will take 20 hours to totally fill that battery pack with power if the pack starts out empty. To do the

math all you need to understand is that if a charger puts out 50mAh per hour, and you need to fill 1000mAh then $(1000\text{mAh} / 50\text{mAh} = 20 \text{ hours})$. The math is relatively simple. This math works for other battery packs as well. When charging a battery you have an amount of power that you're trying to pour into a battery. How long the charge will take depends on how much you pour into the battery each hour to charge it.

Aircraft Batteries

If you a beginner and your flying a nitro aircraft, you'll need to charge your receiver battery as well. Not many new entries to the hobby are



starting out with nitro but we need to go over it anyway because it has its own issues.

Nitro Flyers & Battery Packs

As a nitro flyer, you'll have a receiver and servos that need to be powered. This is handled by the receiver pack. Receiver packs follow the same rules as do Transmitter batteries. Your charging block will also have a receiver battery pack charging wire. Its output milliamp rating will likely be the

(Continued next page)

same as the transmitter and, the math in charging the receiver pack will be the same as well.

For example; you have a 2000mA rated aircraft battery and a 50mA charger, it will require 40 hours of charge time to bring an "empty pack" up to full charge. An empty pack is considered to be a pack that has fallen below its voltage rating. If a pack is rated at 4.8 volts, and the current voltage rating is 4.6 volts, then the pack needs to be fully charged. If the pack's voltage is above the specified range, then less charge time is required to top off the pack.

When charging, battery packs will absorb a charge that is higher than the specified rating. A



fresh 4.8 volt pack might reach 6 volts, while a 6 volt pack might reach 7.2 volts. It's this overage that supports reliable flight times with your aircraft. Once voltages drop below the specified rating, your aircraft is at risk.

Electric Aircraft Flyers

Information for this portion of this article was in part provided by the following website.

<https://rogershobbycenter.com/lipoguide>

The site primarily focuses on RC car and truck hobbyists however, the principles apply to model aircraft as well. We want to recognize their knowledge and expertise and recommend that you visit their site for more detailed information.

All Electric Aircraft

Electric flyers have it made; all power comes from once source ... their LiPo battery pack. Although pilots will still maintain their transmitters by changing out batteries or following the standard charging procedures using their charging block, the focus with electronic aircraft is the LiPo battery pack.

The reason we now have electronic aircraft is because of LiPo battery power and the innovations that have been made in electric motors over the years.

In the beginning, electric flyers only had what were called cobalt motors. These ran on a large number of NiCad batteries and provided a great deal of power for a short time. Today we have Lithium Polymer batteries that are light weight and hold a great deal of energy

which can be dangerous if not handled properly.



Transmitter charging was covered in this earlier article, so we'll focus here on the power needs for your aircraft, which means your battery selection that will power your aircraft.

Why are LiPo packs so popular.?

Several reasons. They are much lighter in weight, have much higher capacities and have much higher discharge rates; meaning they pack more energy punch. LiPos do have a downside though; they have limited life cycle (100 to 150 charge cycles), they can be susceptible to fires and require special care for charging, discharging and disposal.

Electric aircraft require enough power to handle the receiver signals, reliably activate all ser-



vos, and also power the aircraft motor through the air. All this is the responsibility of your LiPo battery pack.

LiPo packs come in all shapes and sizes. Here are some of the specifications.

The picture page 12 identifies the key specs for a LiPo battery. The "2S" refers to the fact that this pack is a 2-cell pack wired in series. Each cell is 3.7 volts, therefore, a 2S pack wired in series becomes 7.4-volts. A 3-cell pack would produce at 11.1



volts and so forth.

The voltage refers to the "nominal" voltage rating, which is the voltage when the battery is at rest. "At rest" can be referred to as the proper voltage for storage over long periods of time. When a battery is charged, its actual voltage will peak at around 4.2 volts per cell when fresh. When flying, it's important to time your flights short enough as to not drop a battery pack's cell voltage below the 3.7 volt level. This will ensure that you get maximum life out of your LiPo pack.

Let's look at some of the math in determining how voltage affects performance. The voltage is going to determine how fast your aircraft is going to travel because voltage is directly related to RPM

of the propeller that moves the aircraft forward.

Brushless motors are the popular motor of today and they are rated by kV, which means "RPM per volt." So, if you have a motor that is rated at 1000kV, the propeller will spin at 7,400rpm if your battery pack carries a 7.4 volt rating. If you were to use an 11.1 volt pack the RPM of the prop would rise to 11,100. A prop that spins at 11,100rpm will travel forward



ly so that you can control air-speed and control surfaces.

The ESC plugs into the motor and, with a separate connection into the throttle receiver connection. All other control surface connections are wired up as usual. The ESC's job is to read the signal from the receiver and translate the signal into power from the battery pack to the motor.

The amperage rating on the ESC should be one rated high enough to handle the flow of current from the battery pack to the motor without overheating. This why ESC's are rated by amperage level. A motor that will draw 40 amps from a battery pack under a burst of power must have an ESC that can handle 40 amps. You can oversize an ESC for your motor and power supply but the ESC will be heavier than necessary, therefore modelers try to do the best job of matching their ESC to their motor and power system.

So there you have it. All you need is a motor, battery pack and ESC to power an electronic aircraft.

Next month we'll cover how to choose the right motor, ESC and pack based on the size and type of aircraft you may have or be interested in purchasing.



faster than one the turns at 7,400 RPM. It just makes sense.

Keep in mind that the motor must be rated to handle the heat of the increased rpm otherwise, it will burn up.

The Electronic Speed Controller

So how does a single battery pack provide power to both the motor, receiver and servos which control the aircraft? Through the Electronic Speed Controller or ESC. The device is the switching device that channels the appropriate amount of power to both the motor and receiver separate-



The Flying Electrons of Menomonee Falls Present

AMA Sanction No. 16199

The 2024 Cliff Evans Memorial

RC Scale Festival

Sunday July 14th, 2022

All SCALE Radio Controlled Model Aircraft are Welcome.

FLY OR DISPLAY!



**Spectators
Welcome!**

Registration starts at 8:30AM

Flying from 9:00AM to 2:00PM

**AMA Membership required to
FLY or SHOW.**

All flying aircraft must be test flown prior to
this event, no test flights please

\$7.00 Landing Fee.

**Maximum 3 Aircraft allowed to
compete for Cash.**

Great Food On Site with FREE Parking!

*(Scale Documentation would be nice but not a
requirement to enter)*

Event Information

- All Scale Aircraft are Welcome
- Cash Prizes Awarded, over 9 FUN SCALE Categories
- Best Flying Scale - \$20 for each WWI, WWII, SPORT, and Jet
- Best Scale Built from Kit, all types - \$20.00
- Best Flying ARF (Almost Ready to Fly) "ARFmanship" - \$20.00
- Best Flying Scale Performance by an Electric - \$20.00
- Best Flying Scale "SCRATCH" built - \$20.00
- Best Static Scale "Hanger Queen" - \$20.00

(All prizes will be awarded at 2:00PM)

For more information contact: Chris Milbauer, Phone: 414.750.2740, Email: chrismilb@att.net
Check the Flying Electrons website for more details at www.flyingelectrons.com

LOCATION: N61WI7000Kohler Lane, Menomonee Falls, WI 53051

From Hwy 41, take Siler Spring Drive Exit and go West. At Pilgrim Road, turn North. Take Shawn Circle East, then left onto Kohler Lane to the Water Tower. Look for signs directing you to the airfield.

Our Biggest Event of the Year!
The Flying Electrons of Menomonee Falls Present



AirFest 2024

What You Need to Know!

- Enjoy food & refreshments available at our concession
- Huge public and RC raffle with an array of great prizes!
- Try flying an RC aircraft at the side of a certified instructor
- Full size Ultra-Light aircraft take-off & landing (weather permitting), get your picture sitting in the cockpit!
- Pilot registration starts at 8:30 AM
- \$6.00 Landing Fee for all pilots

**Saturday, August 10th
9:00AM to 2:00PM**

(Rain Date: Sunday, August 11th)

All public proceeds go to benefit
local area boys and girls scouting!

OPEN TO THE PUBLIC

Spectators Welcome!

BIG NOON RC AIR SHOW!

\$6.00 per car load

Location: Tamarack Airfield at N61W17000 Kohler Lane, Menomonee Falls, WI

For more information, Logon to
www.FlyingElectrons.com

Event Director: Tom Jacobs Phone: (262) 527-2481 Email: tjacobs421@att.net
(This is an Academy of Model Aeronautics Sanctioned Event # 16132)



The Flying Electrons Now Accept Electronic Payment For Renewals Using Zelle

After many requests, we've setup an account using Zelle for the electronic payment of new memberships and renewals. The process is easy but still requires that you complete the club membership application and confirm your AMA membership and FAA Registrations by submitting a copy of each either electronically or via mail to our Secretary/Treasurer for verification.

The steps to pay electronically through Zelle are simple.

Most all banking institutions now offer Zelle as an electronic or mobile payment option. To get started using Zelle for membership renewals, do the following:

STEP 1 - Email Files You Will Need

1. Complete your renewal or new membership application using the PDF template located on the club website under the "JOIN" button
2. Save your application on your PC
3. Scan your FAA Registration and save it to your PC
4. New Members - scan your TrustID and save it to your PC
5. Scan your AMA card and

save to your PC

STEP 2 - Setting Up Zelle For Payment

1. Go online to your banking institution and look for the Zelle payment option
2. Click to create a Zelle payment account and follow the instructions to set up payments to the Flying Electrons



3. The account to use for payments to the Flying Electrons is Mpolzin1234@gmail.com
4. Once account set up is completed, refer to your membership application and note the

total due for renewal or new membership

5. Indicate that amount to be paid in Zelle (you can also choose what day the payment is to be sent)
6. Click send payment

STEP 3 - Send Your Application & Documents as Email Attachments

1. Send an email to Mark Polzin, club secretary/treasurer, indicating that you wish to renew or join using Zelle.
2. Attach your membership application, FAA registration, AMA membership card, and TrustID (if this is a new membership, TrustID only needs to be submitted once)
3. Click SEND Email
4. You will receive an email from your banking institution verifying your electronic payment

Your renewal or new membership is now complete.

This is our initial venture into electronic payment for new memberships and renewals. I know that it looks like a lot of steps but most of these are one-time steps that need to be taken.

But, if you're not ready to take

STEM Student Membership Academy

Education in Aviation through Aero Modeling.

Sponsored by

The Flying Electrons of Menomonee Falls

Here's What The STEM Student Membership Academy Offers!

1. A state-of-the-art airfield for training and personal flying
2. Ongoing access to top notch flight instructors, builders, technical advisors
3. Access to get great RC deals and discount savings
4. Earn your solo pilot's license while learning at your own pace
5. Mini-workshops covering all types of aircraft and power sources
6. Immediate access to advice and tips on how to get the most out of your aircraft
7. Learn airfield protocols and proper safety precautions
8. Meet top pilots and learn aerobatic techniques
9. Participate in all club events and activities
10. Monthly club newsletter
11. Full access to Tamarack Airfield for personal flying
12. Attend monthly club meetings to learn about various model aviation issues

Graduating students are eligible to renew their membership each year FREE of charge up until they reach the age of 18. (\$15.00 Annual AMA membership is also required for insurance purposes.)

For more information feel free to contact Tom Jacobs at tjacobs421@att.net.

The Flying Electrons "**STEM Student Membership Academy**" is a member scholarship program that provides interested young people the opportunity to learn how science, technology, engineering, and math support the various principals of flight through model aviation.

Available to young people ages 8 to 18, students qualify and apply for the Membership Academy by registering through the Flying Electron's **Introductory Pilot (IP) Program**. This program, supported by the Academy of Model Aeronautics (AMA), is designed to introduce individuals to model aviation by providing a FREE structured 60-day flight training program.

During training, students learn the principles that support flight, how control systems operate aircraft, power sources and how to properly set up aircraft for successful flight.

Each student trains at their own pace and under a schedule that is mutually convenient. Instructors are also available to assist the student in acquiring his or her own RC aircraft and equipment to be used during student solo pilot certification. Several options are available.

Students that graduate from the IP Program to "pilot status" are immediately invited to apply for a full and FREE club membership with all benefits.

Train with a Knowledgeable Instructor and Learn to Fly on Your Own ... Absolutely FREE!

[Click Here to Use Our Online Form](#)



Our knowledgeable IP Instructors are here to assist you with flexible scheduling.

Our IP flight instructor training program is designed to get you into the air on the very first day. When you sign up you be able to train at a time and day that's convenient for you using our safe and reliable "Buddy Box" system. There's nothing you need to provide. We have trainer aircraft and radio systems available for use for your training.

Our goal with this 60-day program is to teach you the fundamentals of model aviation, flight control, and flight safety. You'll learn the guidelines for use of the air field, how to set up and aircraft, how to use radio control systems, take-off and landings, procedure turns, loops, rolls, and more.

Once you submit your information below, we'll connect you with an instructor that can accommodate your schedule to set up a convenient training schedule. All training is conducted at our well appointed Tamarac Airfield located at N61 W17000 Kohler Lane.

There's no cost or obligation to find out if RC Modeling is right for you. Simply complete the form at right and then click Submit to get started.

Training Request Form

Name:

Address:

City: State: Zip:

Phone:

Email:

What is your age?

Your is your status? Student Employed Retired

What days of the week are you available for training?

Mon Tues Wed Thurs Fri Weekends

From the days above, indicate the time of day you can train?

Mornings Afternoons Evenings

Comments or Questions?

Submit



The Flying Electrons of Menomonee Falls, N61 W17000 Kohler Road
Website: www.FlyingElectrons.com Email: FlyingElectronsWI@gmail.com

Renewal & New Member Application

A copy of your valid AMA Membership card must accompany this application.
 FAA Registration & TrustID Certificates must be on file to renew or join.

(If not using the electronic template, please print legibly)

- Check this box if you have updated your address, email, phone...etc.
- Check this box if this is a "STEM Student Membership Academy" Application

AMA No.: _____ FAA No.: _____ TrustID No. _____

(Copy of AMA card required for renewals, FAA & TrustID card copies initial membership only)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____

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

SPONSOR (Required for new membership): _____

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

Signature: _____ Date: _____

Mail your check payable to Flying Electrons, Inc. Include this completed application, valid AMA card, and if not submitted earlier, copies of your FAA Registration and TrustID Certificates. Mail to:

The Flying Electrons, Inc.
ATTN: Mark Polzin
Treasurer
5738 N Shore Drive, Whitefish Bay, WI 53217
 Phone: 414-687-7550 Email: Mpolzin1234@gmail.com
 Member Academy of Model Aeronautics, 1-800-1 FLY AMA, www.modelaircraft.org
 The Flying Electrons Inc., Website: www.flyingelectrons.com

MEMBERSHIP TERMS & FEES

Select the Membership Category (Enter Cost at Right)	Unit Cost	Extension
New Member Initiation Fee	\$50.00	\$
Non-Resident - Individual or Family Membership	\$75.00	\$
Menomonee Falls Resident - Individual or Family Membership	\$55.00	\$
Junior (18 Years or Younger by July 1st)	\$55.00	\$
Single 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 you paid initiation fee previous year	-\$20.00	
STEM Student Membership (Must be Solo Pilot certified)	N/C	
Calculate Total Membership Cost Here	\$	0.00

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.
 Updated 11/01/2021 - T

2024 Tentative Flying Electrons Events Calendar

Below is a tentative calendar of events for the upcoming 2024 flying season. Following the RC Association Meeting in February, we will add other local area club events to the calendar.

Date	Time	Event	Location/Club
Sunday, Mar 10th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Apr 14th	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, May 4th	9:00AM to 12:00PM	Field Clean up Day	To be confirmed
Sunday, May 19th	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, Jun 8th	9:00AM to 2:00PM	Annual Club "Fun Fly"	Electrons' Airfield
Sunday, Jun 9th	9:00AM to 2:00PM	Annual Club "Fun Fly" (Rain Date)	Electrons' Airfield
Sunday, Jun 9th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Jul 14th	9:00AM to 2:00PM	Scale Event	Electrons' Airfield
Sunday, Jul 14th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Jul 21st	9:00AM to 2:00PM	Electric Event	Electrons' Airfield
Saturday, Aug 10th	9:00AM to 2:00PM	AirFest 2023	Electrons' Airfield
Sunday, Aug 11th	9:00AM to 2:00PM	AirFest 2023 (Rain Date)	Electrons' Airfield
Sunday, Aug 11th	7:00PM	Club Meeting	DeMarini's Restaurant
Thursday, Aug 15th to 17th	All Day	Warbirds & Classics Over Wisconsin	Fond du Lac Aeromodeler's Assoc.
Friday, Aug 24th	7:00PM to 10:00PM	Night Flight	Electron's Airfield
Saturday, Sep 7th	8:00AM to 2:00PM	Club Swap Meet	Electrons' Airfield
Sunday, Sep 8th	8:00AM to 2:00PM	Club Swap Meet (Rain Date)	Electrons' Airfield
Sunday, Sep 8th	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, Sep 14th	All Day	Pattern Event (Field Closed)	Electrons' Airfield
Saturday, Sep 15th	Most of the Day	Pattern Event (Field Closed)	Electrons' Airfield
Sunday, Sep 22nd	10:00AM to 2:00PM	FrankenPlane/Builder's Challenge	Electrons' Airfield
Sunday, Oct 13th	7:00PM	Club Meeting - Officer Nominations	DeMarini's Restaurant
Sunday, Nov 10th	7:00PM	Club Meeting - Elections	DeMarini's Restaurant
Sunday, Dec 8th	6:00PM	Holiday Party	DeMarini's Restaurant