

# 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 flying season has come to a close like a slammed door. One day it's tolerable, and the next it was frigid.

We'll be Winterizing the field in the next few days, however a couple of pit table will remain on the field for any of you with the courage to face the cold.

If we can reach a quorum during our next meeting, we'll be holding officer elections for 2024. All board positions are open for nomination. During the last meeting Tom Johnson expressed interest in running for a Director's position and was subsequently nominated.

If any member is interested in serving on the board, please let me know what position you would like to run for and I'll see that you are included in the nomination list.

Nominations will be left open through Saturday, November 11th.

(See **PREFLIGHT** on page 3)



## FAA Registration Renewals

Several members have contacted me regarding a problem renewing their FAA drone authorization..

Seems that the system won't allow them to complete the process once started. I found the same problem when I originally registered and the problem was related to adding a device to my inventory.

The FAA site is changing often but the AMA has put out a detailed step-by-step website to help mem-

bers signup and renew when necessary.

I don't know how up-to-date it may be but it looks relatively accurate.

Here's the link, and I hope it helps.

[Link: FAA Registration Steps](#)

### Issue Highlights

President's Preflight	1
FAA Renewals	1
Membership Renewals	2
Getting Started in RC	3
2023 Tamarack Challenge	12
Meeting Minutes	14
YouTube Corner	15
Show & Tell	16
Pay With Zelle	17
Club Calendar	21

**Next Club Meeting:  
Sunday, November 12th!**

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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)

# 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.



It's time to start thinking about renewing your membership.

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 12/31/2023.

Remember to include a copy of your new AMA card 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.

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

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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

**Sunday,  
 November 12th**

**De Marini's Restaurant**

**7:00PM**

N88W15229 Main St.  
 Menomonee Falls, WI 53051

**Bring something for  
 Show & Tell!**

**(PREFLIGHT continued)**

This will give me enough time to prepare proper ballots should we reach a quorum during the November 12th meeting.

We'll need to reach an attendance of 28 members at the next meeting to reach a quorum, so please try to attend.

### Solar Station Upgrade

Mark Polzin and Bruce McBee presented recommendations that will greatly improve our solar charging station capability.

Although the plan is still in draft form, it will require an overhaul of the current system. Currently the plan is to increase the solar panel count to 12 units, nearly doubling the number we currently have.

Battery count will also be doubled and the number of charging station outlets will increase. The system will be powered as a 24-volt system with a step-down transformer setup to 12-volts for those members that use 12-volt input chargers. The 24-Volt design provides greater efficiencies in the long run and nearly eliminates the possibility of out of service voltage drops which we've seen lately with our current system.

If you currently have 12-Volt DC chargers, don't worry. They will still work under this newer system.

During the last monthly club meeting, members voted unani-

mously to move forward with next steps and associated costs.

On route to making this happen we'll be shutting down the charging station system this Winter, so you'll want to bring fully charged batteries if you plan to fly at any time during the next several months.

More details and final designs of the new system will be shared as they continue to evolve.

If you plan to purchase a new charger in the future, here are some 24-volt models that should work well for you.

- ICharger X6, ICharger DX6, ICharger DX8, ICharger X8, ICharger X12, ICharger DX12, ICharger 306B, iSDT K2, iSDT Q6 Nano

### Field Management Plan

Our Field Management Plan shifted slightly during our last club meeting. Before I go into the details, I want to thank those that came forward to volunteer as field cutting team. These members include:

- Bruce McBee
- Barry Tempas
- Mike Dorna
- Paul Dimbauer
- Steve Tarney
- Mike Batson
- Greg Brunsch

- Jerry Schneeweis

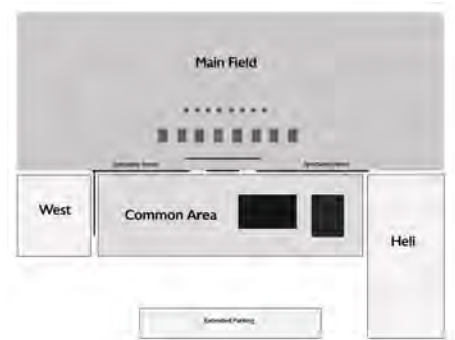
Doug Colton indicated that he wanted to continue on as working Field Manager if we could arrive at a support team that could back him up in a reliable manner.

Rather than seeking out a team of 6 to 8 people, which could end up becoming a coordination nightmare, he suggested we select 3 members as a field crew that Doug can call upon to fill in throughout the season.

To this end, Doug selected Bruce McBee, Steve Tarney, and Barry Tempas as his backup team. All of which have confirmed their willingness to participate.

Thanks guys!

This plan tends to simplify the overall coordination of field cutting.



We plan to take a sectional approach to field management. The diagram on this page shows how the overall field will be sectioned for cutting. Being responsible for an assigned section keeps the mowing time down to a very reasonable level.

# NEW STUDENT SPOTLIGHT



Grason is one of our four late arrivals to our training program. He attends MFSD and is in the 5th grade.

He enjoys playing outside, riding his bike, swimming, and video games. He comes from a "split" family consisting of 3 dogs, 2cats, 3 brothers, and 3 sisters. Wow!

Grason owns one of those mini Mustangs and has tried to fly in the past on his own without much success. He is progressing nicely and will probably be certified with just a few more lessons next year.



Drew Maus was the first of these four students to get on board

with flight training. He took to it right away and has had about four lessons to date.

Although he's had only four lessons, he almost ready to begin take-offs and landings.

He'll be back this Spring and ready to go, and I expect he will solo very early in the Spring.



Say hello to Devan Frey. He's wildly excited to be learning to fly. His parents and grand parents support him 100% which is so important.

Just after a few lessons he's been doing low fly-bys. He has even landed the plane once. That was a fly-by that came in a little too low.

Devan has already arranged to get his first plane and equipment for the certification test which I'm sure we will be seeing in early Spring.



Christian moved here this summer from the Denver Colorado area. He took up flying with a club out there, the Arvada Associated Modelers, where he was very close to signing off as pilot. He has started a Flite Test Storch build.

His major athletic endeavor is downhill skiing, with an interest in skiing park and pipe (jumps with tricks, and riding atop obstacles), and big mountain skiing (trees, steep chutes, jumps off boulders).

His other interests revolve around building/engineering as he is getting into 3d printing, wood working, and metal working. He also enjoys video games, history, and is slowly being introduced to fishing here in WI. He is currently a freshman at Arrowhead HS.

Christian was the last to join the training team and only got an evaluation flight in before the bad weather hit. He's clearly about ready to solo.

Christian and his dad plan on joining under our family membership plan.

# Getting Started in RC



I accepted several new students late in 2024, so it's not surprising that we couldn't quite finish before the cold weather and winds hit.

Most all of them had already purchased an aircraft and some had tried to fly them under the manufacturer's promise that flying is easy. Well, after a few crashes, they have shown up at our field to see if we could help, and it's never too late to get help.

Most new comers into the hobby can't resist jets, military aircraft and other unstable aircraft as their first purchase. Often times, these are the third or fourth type of aircraft they should be considering while learning to fly.

I remember my first aircraft as I began flying control line planes.

It was a P-51 Mustang. It was really cool and made totally of plastic. On take-off, it rose up and over and went straight into the ground. Being plastic, the most important part of the aircraft broke ... the motor mount. It never flew again.

There were much easier planes to fly on the market at the time but I didn't know about them.

Now a days, an RC club is a great place to get advice on where to start in getting into the hobby.

As my students this year got closer to becoming competent in flying, we started to discuss which planes are best for students just starting out.

A few years ago, we ran a se-

ries of articles in our newsletter that showed students ways to get involved successfully in the hobby of RC flying. Nothing has essentially changed since those articles were written, other than to say that some additional new products have entered the market.

We plan to run several of these articles again over the Winter months in preparation for the next season, so you'll want to pay attention to them if you're new to RC.

## About Flight Training



Our FREE flight training program generally runs 6 months from May through September. Getting into the program early will ensure that you'll certify as a solo pilot before the season ends. Becoming a certified solo pilot requires that one takes a flight test which requires successfully completing several flight maneuvers during a single flight. In addition, the student must demonstrate full knowledge of the club's

safety rules while flying at the field. Becoming a certified pilot is a requirement to join our club under our FREE STEM Student Membership Program. If you're a student under the age of 18 you can train and join for free under this plan.

During the solo flight certification test, the student must use his or her own aircraft and equipment. This ensures that the student is familiar and competent with his own aircraft and capable of flying safely while at the airfield.

This article describes four areas of interest for the RC hobbyist and then goes on to compile a list of recommended components that will work well as a student transitions to pilot for the first time.

There are several areas of the hobby that can influence the choice of aircraft and equipment selection. The following describes four levels of interest that can be pursued with the hobby.

### The Scratch Builder



A "scratch builder" is interested in building aircraft from scratch whether it be from a set of plans or one's own design. This is the ultimate RC hobbyist in that they are fully invested in the hobby from start to finish. These hobbyists require a workspace, special

tools and knowledge of building techniques. Scratch building requires creativity, resourcefulness, and dedication.

Materials used can consist of balsa, hardwoods, foam core, carbon fiber, fiber glass, or other materials for the main structure. Coverings can include colored heat shrink plastics, resin coated nylon fabrics and paint.

### The Kit Builder



If you aspire to become a scratch builder, kit building is an excellent way to start. Balsa aircraft kits are available on the market which provide most all materials, and instructional steps regarding construction of the aircraft. This level still requires a dedicated workspace, a recommended list of tools, glues and covering materials.

Kit building can be a great learning experience to the newcomer, and it's wise to ask someone that builds for advice when choosing this path, and the satisfaction derived from completing your first kit build can be just as rewarding as de-

signing and building your own. Once you complete a kit aircraft, you've learned a great deal about scratch building as well.

Professional kits are generally balsa and hardwood construction. There is an incredible growing trend toward alternate materials such as foam core and other materials. The leader in this movement is Flite Test, a company that has created foam core kits that are every bit as flight worthy as the more professional versions.

### The Flying Electronics Builder's Workshops



The Flying Electronics hold Builder's Workshops using Flite Test building techniques for young students. During these workshops students explore building techniques, tools required, components required, and more. Each student builds an aircraft during the workshop which they can fly, with the newly acquired skills to repair it if ever damaged.

### Almost-Ready-to-Fly (ARF)

ARF's are one of the most popular entries to the RC hobby. The ARF is a partially constructed aircraft, which requires completion on delivery. Today there are



thousands of ARF's on the market today. The ARF includes the aircraft's basic framework, knocked down into a shippable package. ARF kits include all the basic airframe components and many of the optional ones as well. The more expensive and better made ARF's will include more of the options. A glance over the included list will tell you what you get with the kit and what you will still need to finish it.

The great thing about an ARF, is that it gives you options to choose what you want to include. ARF's don't usually include a power source, so you can decide whether you want to power your plane with an electric or a gas engine. Generally, instructions for both are included with the kit.

ARF's are the most popular choice for RC hobbyist's that want a great aircraft but don't want to build it from a kit. These aircraft are constructed mostly in Chinese factories that do nothing but build aircraft all day. Most are

well constructed but a close examination is required for each to make sure that joints are well seated, and all parts align properly.

You'll need to decide on electric or gas power and set the aircraft up for motor/engine mounting. Then you need to purchase proper servos for the aircraft so that the control surfaces can operate properly under flight conditions. Larger aircraft, or those that are high speed or high maneuverability require servos that provide greater torque. A Flying Electronics member can guide you on which servos will work best for your ARF.

You'll also most likely need to shrink up the covering that has

been applied to the aircraft. This is commonly required, and after a couple of passes with a heat shrink gun, your aircraft will look perfect.

### Plug 'n Play Aircraft (PNP)

For those that simply want to enjoy flying, there are PNP aircraft. These aircraft are nearly turnkey in every aspect, meaning that nearly everything is provided to get you flying.

PNP aircraft totally eliminate the need for complicated building skills. Each aircraft is knocked down and ready for assembly with instructions covering each step. Spektrum RC has the most extensive line up of PNP aircraft all using Spektrum equipment.

At the Flying Electronics field, most



pilots use Spektrum equipment. The second most popular brand of electronics is Futaba, followed by FrySky. New equipment coming onto the scene include "Radio Master" which is an "open source" radio system designed to provide more programming flexibility.

If you choose a PNP model, you'll

likely receive everything you need in an aircraft. You'll need to assemble the main components, connect to control surfaces, and that's about it. What could be easier?

If the aircraft includes a receiver, then you'll likely be restricted in the type of transmitter you can use. Some PNP aircraft provide a complete package to include a transmitter, such as the one we recommend later in this article. In any event, if you choose a PNP aircraft with transmitter, you should consider how it can or cannot be used later with other aircraft you may want to fly.

## Summary

None of the options listed above are totally complete no matter what you choose. If you decide to go with electric power, you'll still need batteries and a suitable charger. If you decide on gas powered aircraft, you'll need gas, ignitor, and a possible torque starter.

The Flying Electrons are here to help. If you'd like to learn more then reach out to us. Contact me at [tjacobs421@att.net](mailto:tjacobs421@att.net) with any questions you may have.

## Beginner Aircraft Recommendation

If your son or daughter is just getting into flying RC aircraft, then it's wise to consider an aircraft and components that are both useful, yet expandible if the student's interest continues. You'll also want to have equipment that can take your student to the next level

without breaking the bank.

The RC hobby can get quite expensive and there is an initial investment in getting started the right way, but you'll be glad you did it the right way in the long run.



## The Aero Scout

The Aero Scout is a popular Plug 'n Play (PNP) aircraft for beginners.

It's capable of flying in high winds, durable, and has larger wheels for taking off and landing on turf. It also has a pusher prop which eliminates damage if the plane noses in. This is the 2.1m version and not the smaller one.

It includes a very basic Spektrum brand transmitter and receiver, which can be transferred to another aircraft in the future if desired. The package is attractively priced at \$200.00, which saves the hobbyist \$50 to \$100 over purchasing these items

separately.

The electronics include a "SAFE" technology feature that helps level off the plane if overcontrolling takes place. We don't allow using "SAFE" during training but pilots at the field are allowed to use it once they are

certified as pilots. SAFE technology makes the aircraft a little easier to fly and adds stabilization to flight performance.

The receiver is embedded in the aircraft and must be cut out to be transferred but it's easy enough to do using an Xacto knife. Additional receivers can be purchased for this transmitter for about \$35.00/each. As a 7-channel receiver it provides four required channels for basic control surfaces and adds control for an additional function like retractable landing gear or flaps, etc.

Cost: \$199.00

Where to purchase:

Please first consider local Hobby Shops like Hobby Town or Hia-



watha Hobbies. Local hobby shops have suffered competing with the likes of Amazon over the years, mostly because of consumer convenience trends. These hobby shops still offer a competitive price and purchasing from them will help keep them alive and thriving.

If you choose to purchase online, Amazon offers this system at the following link

[Link: Aero Scout](#)

### Battery Packs

The Aero Scout requires a 2200 mAh Lipo battery pack for power and proper weight distribution. Here is a good option for battery packs to support this aircraft. You could also check with your local hobby shop to see if they have a pack with a competitive price.



One should probably plan to have at least four batteries so they can continue flying while other packs are charging.

Here's my choice:

GOLDBAT 3s Lipo Battery 35C 2200mAh 11.1V Lipo Battery with XT60 Connector.

[Link: Goldbat Battery Packs Here](#)

Cost: \$29.99/per two pack

### Battery Chargers

Your student's battery charger should be an AC/DC charger so he/she can use it at both the airfield and at home. There are so many battery chargers out there that are useful, but I'll try to select a couple of here to recommend.

Chargers can be expensive. The more expensive ones have enough power to charge many batteries at one time, while the cheaper ones are more limited. If the pilot has at least two batteries he can fly while other battery is being charged using a single battery system.

There are a couple of options listed below that one can employ to satisfy charging requirements at the field, the most critical of which is the need for AC/DC capability.

Here are some charger recommendations ...

#### Lipo Battery Charger, Single 1-6S Balance Charger



This unit is a basic charger that's designed to charge one battery at a time. It is AC/DC capable which means that the hobbyist can use it at home as well as at the airfield with our solar charging

stations. The unit is economically priced and includes cables for most types of LiPo batteries. The only modification that's required is to replace the 12-volt input cable with a compatible plug connector to access the solar charging system. The Flying Electrons are happy to assist with this modification.

[Link: 1-63 Balance Charger](#)

Cost: \$56.99



#### Lipo Battery Charger, Dual Lipo Charger 1S-6S

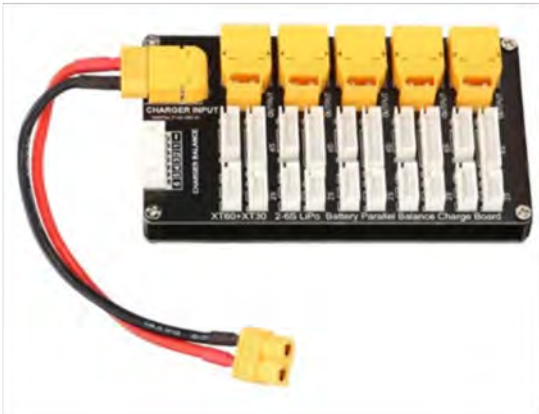
This charger is the same as the one list earlier, however, it has the capability of charging 2-batteries at the same time and at a dual battery charge rate.

[Link: Dual Balance Charger](#)

Cost: \$87.99

#### Battery Parallel Charging Board Option

The Single 1-6S charger listed earlier will only charge one battery at a time as is, however, there is an optional accessory that would allow one to expand this charging capacity to as



many as 6- batteries at one time. The only requirement is that all batteries be of the same cell count and the same amperage rating.

Although the accessory allows one to charge more than one battery at a time, it will not save the time it takes to charge multiple battery packs. In other words, charging 6-batteries at one time will take six times longer than charging one. Whereas, purchasing a charger that will charge two batteries at a time will charge both simultaneously.

[Link: Balance Board](#)

Cost: \$20.80



### Voltage Tester

A “Voltage Tester” is important in managing battery life. When you

spend a lot of money on LiPo batteries, you should have a battery checker to ensure that you are getting the most out of your battery set without damaging it.

Batteries have separate cells. Each cell has a full charge level and a storage voltage level. The full charge is about 4.17 volts per cell, storage charge is about 3.7 volts per cell. At the end of a flight, the voltage for each cell in your battery pack should be about 3.7 volts per cell. If it is a great deal less, then the pack is being stressed and your battery pack will not last long. If you keep the pack cell voltage at about 3.6 to 3.7 volts on average, you’ll get 150 or more flights out of your battery packs.

Here’s a link to a decent battery tester.

[Link: Digital Battery Tester](#)

Cost: \$9.99/each

Many new students are also entering the hobby using Flite Test kits, building techniques and materials. We use some of these building techniques during our Builder’s Workshops.

This is an excellent way to learn how to build model aircraft at a very low cost. The only tools required are a matte knife, hot glue gun, sanding block, and razor blade.

### Summary

No matter what attracts you to RC, keep in mind that there’s a learning curve before you can become competent.

Use of a Flight Simulator is a must nowadays in learning how to fly. These programs replace the hours and hours spent at the air-field developing the required motor skills needed to be good at flying RC Aircraft.

A good Simulator can run about \$200.00 but it will be useful



throughout your flying experience helping you learn new maneuvers before you visit the field.

The Electronics have a few Simulators available to registered students through our 60-day library checkout program.

Just contact Tom Jacobs at [tjacobs421@att.net](mailto:tjacobs421@att.net) to learn more.

**(PREFLIGHT** *continued*)

The sections described in the cutting plan are the main field, west of the fence, spectator area, heli field, and back parking area.

The only flight restriction at the field is when the “main field” is being cut. During that time, flying on the main field will be closed. The heli field will remain open to helicopters and micro aircraft, however neither may cross the “spectator line” which borders the heli and “main field.”

Doug would remain as the primary field cutter and only call upon the secondary team to fill in under a 3 to 5 day notice to cut when necessary.

The “main field” will receive top priority with the rest of the areas left on an as needed basis or to be cut right before an event.

We are working on a method to contact club members when the main field will be mowed via text notification. **Members will be asked to sign up for these alerts.**

**Monthly Meeting Raffles**

During the last meeting it became apparent that meeting raffles are not generating an ROI. In fact, unless the items within the raffle are all donated, the club takes a loss.

It was proposed that we eliminate raffles at future club meetings for the time being. If dona-

tions to the club are received that would allow the club to hold a meeting raffle, we’ll reconsider it based on the items received.



**Night Flight Event**

We recently had our first Night Flight Event in many years and it was a huge success.

I’ve not really learned how to take good photos at night for an event such as this, so I’m going to work on it for next year. It was quite the sight and attend-



ed by more than 25 pilots with guests and illuminated aircraft.

We will certainly have another event like this next season so watch for the announcements.

TJ



# Tamarack Challenge

The Flying Electrons hosted the 26th annual Tamarack Challenge pattern contest on September 16th and 17th. Even though four of our regular attendees were absent due to prior commitments, we still had twelve registered pilots from six states, including two new attendees and the father/son duo of Rusty Dose and his son Thomas, who was just a toddler the last time Rusty flew at our contest more than a decade ago. It was an honor to watch Thomas fly as he had just come off an impressive win as the Intermediate class champ at the Nats in July. It will be fun to watch as he progresses through the classes.



A mid-September event is always questionable when it comes to the weather and this year's contest was no exception. Saturday was fairly tame with four rounds completed by each class. When Sunday rolled around we were looking at 22 mph crosswinds from the NNE all day. Several of the pilots chose to stand down and watch the more experienced flyers cope with the adverse conditions. The pattern sequences change every two years and next year is the beginning of a new cycle. Since our contest is so late in the year, we like to give the top pilots in the FAI class the option of flying the new sequence. Wow, wow, WOW! To see these guys



(Continued on next page)

step up and fly one of the most challenging sequences, in any conditions, was a testament to their skill.

Prizes in the form of \$25 gift certificates were donated by our sponsor "F3A Unlimited" and monster subs were provided for lunch from the deli at Festival Foods, thanks in part to the employee discount from my wife. All in all, we netted a little over \$250 for the club.



This contest would not have been possible without the help and cooperation of the Flying Electronics Board, its membership, Dave Wandrey, who got a crash course in how to layout the lines on the field, and Doug Colton, who always keeps our field in top shape. On top of that, Steve Huelsbeck took some awesome shots of the action.

Thanks everyone – I couldn't have done it without your help.

Joe Burzinski



# MEETING MINUTES

Sunday, October 15th, 2023

Meeting called to order at: 7:01PM

Number of attendees: 18

New Member – None

Promotions - None

Guests - None

## OLD BUSINESS

### Club Financials

- > Sept closing numbers are good
- > We've shut down one of the Porta Johns

### Current Membership Numbers

- > Only 7 renewals to date

### Remote ID Extension

- > Extended to March 16th, 2024

## NEW BUSINESS

### Solar Panel Update

- > Mark Polzin presented a couple of options for the new charging station layout.
- > The update will double the system's capacity.
- > The membership approved the perimeter design and budget.
- > The system will be shut down over the Winter and batteries will be stored.
- > Mark & Bruce will keep us posted as the system evolves.

### 2024 Mowing Plan

- > Doug will remain the primary cutter at the field.
- > He'll select 3 members as backup
- > We'll try to develop a text alert messaging system that members may subscribe to

### Officers for 2024

We are now accepting nominations for all board positions.

You may nominate yourself or someone up

through Saturday, November 11th.

> Interested candidates should email Tom Jacobs at tjacobs421@att.net to enter their nomination.

> If a quorum is not reached on election night, electronic elections will be held.

Steve Tarney nominated Tom Johnson for Director.

### New Chairs for the Field

> We will purchase some additional chairs for the field like the recliner style models recently acquired.

> Steve Tarney will investigate the best opportunity for a deal before purchasing and let the board know.

### Student Training

> 5 New Students remaining at the close of the season.

- Grayson Adams - STEM
- Drew Maus - STEM
- Andrew & Christian Swenson
- Devan Frey – STEM
- Yves Behrens - STEM

### Pattern Event Recap

- > 12 Pilots from 6 states participated.
- > \$25 Prize awards were donated by F3A Unlimited.
- > Program took in \$360.00, resulting in \$252.03 profit to the club.
- > Some members questioned the event as not benefiting enough of the membership to take up one of the last weekends of the season for flying.
- > Suggestions were to do as follows:
  - No longer hold the event.
  - See if Astrowings would be willing to hold the event at their field.
  - Ask Astrowings if Electron members could fly at their field while our field is closed.
- > Only a few members were concerned about

giving up the 1-1/2 days of flying.

> Because of this, the membership decided to end the discussion and take no action.

#### Night Flight Recap

> Event was a real success.

> 24 to 28 members in attendance.

> The club should arrange to have more of these events during the year.

> Congratulations went to Doug Colton for putting it together.

#### Club Meeting Raffles

> Raffles have not been an incentive for some time at club meetings

> A motion was made to eliminate raffles at club meetings as they are not showing any kind of ROI.

> The membership voted unanimously to eliminate raffles at monthly meetings

#### Christmas Party

> Email going out this week.

> Received updated menu and price list on catering.

> We'll need approximately 40 attendees to hold the party.

> Party will be held at DeMarini's restaurant.

> Trying to hold the member cost to \$20.00 per person.

> There will be a nice raffle during the party.

Next Meeting – November 12th, 7:00PM, DeMarini's  
The meeting came to a close at 8:45PM.

Respectfully submitted,  
Tom Jacobs, President



### 10 Strangest Types Of RC Planes

This video shows a collection of some of the most strange and incredible aircraft you may have ever seen. There's everything from indoor to outdoor aircraft activity that may inspire you.

[Link: Ten Strangest Types of RC Planes](#)



### The 8 Stages of Becoming an RC Pilot

Watch this humorous episode about venturing into RC with tongue 'n cheek video from "Tail Heavy Productions."

[Link: The 8 Stages of Becoming an RC Pilot](#)

# Club Meeting Show & Tell



**Steve Huelsbeck** presented his Builder's Challenge, Giant Stryker. Features a 4-foot wingspan, weighs 2lbs. 10 oz.. Steve was the only entry for that event, so of

course ... he won! The craft flew pretty well but would have trouble launching without SAFE.



**James Beckley** presented his FMS P-51D Mustang Red Tail. 1400 mm wingspan with 4S 4000 mAh battery pack, James pick up the plane from Jim Zahorik for about \$250.



**Tom Jacobs** presented his new SBACH 342 Thunderbolt, a German design by Phoenix models. The aircraft features a 65.5" wingspan and 64.5" length. Powered by a

RCGF Stinger 26cc engine and 6-servos.

The plane is very light weight but probably won't maiden until next season.



**Ed Malec** told the story behind this 3D Hobby Shop, Slick 580 Frankenplane.

This plane was nearly destroyed in a mid-air collision, then later fished from the swamp with the aid of Steve Huelsbeck, and Jerry Schneeweis. Jerry guided us from atop the bank as we stumbled blindly through the 8-foot cattails! We shook the cattails to show our location, and Jerry told us which way to go to get to the plane, which only he could see! Great teamwork!

It was repaired using Extreme Flight MX2 wings that Steve Tamey gave me. Two LEFT wings at that! Oddly enough, those wings exactly matched the fuselage taper, and even used the same size spar! They were neatly fitted to the fuselage by Tom Kowalewski. He also repaired the cowl, which was absolutely shredded, along with the tail wheel. Steve Tamey also gave me a canopy which I took apart, cut, and bent to make it fit, then glued it back together.

It failed to fly initially during the Frankenplane event, when its elevator servo died. But it flew the very next day after Mark Polzin gave me a working servo.

Somehow it flies great, it hovers very well, does beautiful inverted flat spins, though it does pull to the right when it's inverted.

The landing gear was damaged in the crash, separating the laminated carbon fibers into layers. Even that was no problem as the separated layers now work a lot like leaf springs, better than the original ... Amazing!

Thanks to all the guys that helped me get this 8-year-old plane, nearly DESTROYED, back into the air.

It could be the best flying and best looking Frankenplane EVER.





# 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 you 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 pay-



ments to the Flying Electrons is [Mpolzin1234@gmail.com](mailto:Mpolzin1234@gmail.com)

4. Once account set up is completed, refer to your membership application and note the total due for renewal or new mem-

bership

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 the leap, we always have the US Postal Service as a backup plan.

# 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](mailto: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!



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](http://www.FlyingElectrons.com) Email: [FlyingElectronsWI@gmail.com](mailto: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 Electronics, 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 Electronics, 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-I FLY AMA, www.modelaircraft.org

The Flying Electronics Inc., Website: www.flyingelectronics.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	\$
<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 you paid initiation fee previous year	<b>-\$20.00</b>	
STEM Student Membership (Must be Solo Pilot certified)	N/C	
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.

Updated 11/01/2021 - TJ

## Club Calendar & Local Area Events

Date	Time	Event	Location/Club
Sunday, Feb 5th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Mar 12th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Apr 16th	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, May 6th	9:00AM to 12:00PM	Field Clean up Day	To be confirmed
Sunday, May 21st	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, Jun 3rd	10:00AM to 2:00PM	Control Line Open Fun Fly	Circle Masters Field, Sussex
Saturday, Jun 10th	10:00AM to 2:00PM	Open Fun Fly	Fond du Lac Aeromodeler's Assoc.
Saturday, Jun 10th	9:00AM to 2:00PM	Annual Club "Fun Fly"	Electrons' Airfield
Sunday, Jun 11th	9:00AM to 2:00PM	Annual Club "Fun Fly" (Rain Date)	Electrons' Airfield
Sunday, Jun 11th	7:00PM	Club Meeting	DeMarini's Restaurant
Saturday, Jun 17th	TBD	Rec Center Flight Training Begins	Electrons' Airfield
Saturday, Jun 24th	10:00AM to 2:00PM	Fun Fly	Sky Ranch Flyers
Saturday, Jul 8th	9:00AM to 12:00PM	Rec Center Builder's Workshop Begins	Men Falls Rec Center
Sunday, Jul 9th	10:00AM to 2:00PM	Old Timer Contest	Bong Eagles Club
Sunday, Jul 9th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Jul 9th	9:00AM to 2:00PM	Scale Event	Electrons' Airfield
Saturday, Jul 15th	10:00AM to 2:00PM	Charity Fun Fly (Rain Date: Sunday, Jul 16th)	Astrowings Airfield
Saturday, Jul 22nd	10:00AM to 2:00PM	Fly-in	Lakeland RC Club
Saturday, Jul 22nd	10:00AM to 2:00PM	Friend Fly	SWARM
Sunday, Jul 23rd	9:00AM to 2:00PM	Electric Event	Electrons' Airfield
Monday, Jul 24th to 29th	10:00AM to 2:00PM	Circle Masters EAA Kid Venture - Oshkosh	Oshkosh
Saturday, Aug 5th	10:00AM to 2:00PM	MARKS Float Fly (Rain Date: Aug 6th)	DNR Bong
Saturday, Aug 5th	10:00AM to 2:00PM	Fun Fly	Rubicon Area Flyers
Saturday, Aug 5th	10:00AM to 2:00PM	All Free Flight Contest	Bong Eagles Club
Sunday, Aug 6th	10:00AM to 2:00PM	Annual Control Line Contest	Circle Masters Field, Sussex
Saturday, Aug 12th	9:00AM to 2:00PM	AirFest 2023	Electrons' Airfield
Sunday, Aug 12th	9:00AM to 2:00PM	AirFest 2023 (Rain Date)	Electrons' Airfield
Sunday, Aug 13th	7:00PM	Club Meeting	DeMarini's Restaurant
Thursday, Aug 17th to 19th	All Day	Warbirds & Classics Over Wisconsin	Fond du Lac Aeromodeler's Assoc.
Sunday, Aug 20th	10:00AM to 2:00PM	Open Fun Fly	Fond du Lac Aeromodeler's Assoc.
Sunday, Aug 20th	10:00AM to 2:00PM	Open House	Racine RC Club
Thursday, Aug 24th	10:00AM to 2:00PM	Dead Chicken Lunch Event	Electrons' Airfield
Sunday, Aug 27th	10:00AM to 2:00PM	Circle Masters Demo Flying	Sussex Antique Farm Implement Show
Saturday, Sep 9th	8:00AM to 2:00PM	Club Swap Meet	Electrons' Airfield
Sunday, Sep 10th	8:00AM to 2:00PM	Club Swap Meet (Rain Date)	Electrons' Airfield
Sunday, Sep 10th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Sep 10th	Morning	Open House - Pancake Breakfast	Watertown Aeromodelers
Saturday, Sep 16th	All Day	Pattern Event (Field Closed)	Electrons' Airfield
Saturday, Sep 17th	Most of the Day	Pattern Event (Field Closed)	Electrons' Airfield
Sunday, Sep 24th	10:00AM to 2:00PM	FrankenPlane/Builder's Challenge	Electrons' Airfield
Saturday, Oct 7th	10:00AM to 4:00PM	Collecto & Hobby Swap Meet	MECCA
Sunday, Oct 15th	7:00PM	Club Meeting	DeMarini's Restaurant
Friday, Oct 20th to 22nd	All Day	Maker's Faire	Discovery World
Sunday, Nov 12th	7:00PM	Club Meeting	DeMarini's Restaurant
Sunday, Dec 10th	6:00PM	Holiday Party	DeMarini's Restaurant