

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

Charging Station Update

I'm a builder, and a gas and glow flyer by nature but I have adopted a couple of electrics and have come to appreciate how valuable our charging stations are to pilots.

This year we are upgrading our charging stations to increase electric power to pilots when and where they need it.

Understanding that our current solar panels were capable of providing more power than our batteries are able to store, we planned to double the storage capacity to take advantage of what they provide. Lately however, we also noticed that access points are also coming under greater demand and we haven't even officially started the flying season yet.

Seeing this, we are planning an expansion to the charging stations which will provide increased access points and more efficient charging for the high-end power users that charge those huge 5000 mAh packs or higher at the field in 2019.

See **CHARGING STATIONS** on Page 4.



3D Printing Journey

3D Printing has been around for a while now. Most high school technology departments have already invested in 3D printing machines over recent years and the trend is growing fast.

Most of you know Bob Goldstein from the club. Bob has been working with 3D printing for some time now and has encouraged me to get on board. Bob uses his machine to produce some incredible scale work like the photo shown above. The image shows the detail of the Faux Motor and exhaust stacks for his new BUSA Fokker D7 under construction.



Others have started to tackle 3D Printing as well. Ryan Ocampo, our youngest member has been generating aircraft airfoils, and Bryan Davis generated an entire aircraft from 3D parts and

See **3D Printing** on page 10

Issue Highlights

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Next Meeting

Ed Malec—Assassin Tips, tricks and Field Rules

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
cevans@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.flyingelectrons.com

Joint Club Banquet



Last month we attended the annual joint banquet held by Lakeland, Pebble Creek and Rubicon clubs. We had I think six members and wives attend from the Flying Electrons and that was good to see. There were more than 36 aircraft on display competing for recognition. We also had a chance to network with other club members and enjoy a fabulous meal.

I was asked to make a short presentation on what we are doing in the local community to engage young people in the hobby. Everyone seemed interested in what we are doing to increase interest in the hobby.

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, May 5th
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

Interesting Presentation on LiPo Battery Management



A special thanks goes out to Holger Petersen for his presentation on LiPo battery management during our last club meeting.

Holger gave us a brief lesson on how to measure the internal resistance of our LiPo packs and the new tools available on the market so we can stay on top of their condition and likely usefulness.



Split right down the middle. Steve Tarney displays his Assassin after it took a hard hit to the ground. The crash actually snapped the nylon perimeter cord designed to hold the wing halves together. We're told that he was back in the air with it that same day! These things are indestructible!

Club Meeting Show & Tell



Jim Zahorik:

ME 109 ARF from China air. Transplanted motor from a Carbon Cub. Using a 6S 5000 mAh LiPo with a Spektrum radio.

Bill Black:

Crash Test Hobbies Assassin kit. Metal gear servos, Futaba radio, cost about \$120.00.

Jim Zahorik:

A high-powered head lamp from Harbor Freight. Also a "hair-raising" story about his and Mary's last experience renting an aircraft.

Next Meeting: "Assassin Tips & Flight Rules"

Not sure about what the rules are when flying Combat/Formations?

Want to know how to get better performance out of your Assassin?

With the growing popularity of Combat/Formations Flying it has become necessary to lay out some flight rules that we can all safely live by

Ed Malec will go through the safety rules adopted for Combat/Formations Flying and also cover some tips and tricks he's picked up over the last season to keep your plane in the air longer.

Assassin Flyers will want to attend.

**May
Meeting.
"Assassin Tips
& Flight Rules."**

Charging Stations

Continued from page 1.

At our last club meeting, Bob Goldstein said he had access to a table saw, so by default he became lead in the effort to provide platform expansion for access points. Bob was given permission to purchase parts and started going to work generating platform designs that increase charging space, yet provide access to traffic in and out of the shelter.

What the general membership may not know, is that Mark Polzin has offered to fund components to expand the current charging system to boost efficiencies for high-end users. This is a great offer, and an offer that clubs don't get very often. Our biggest charging issue at the field was the drain that these larger packs made on the existing system. Mark's idea to add a 24 volt system to manage this need solves our problem and his financial contribution makes it possible to add this expansion this year.

Thanks Mark.

Mark Polzin, Tom Beyer and I met the week of April 22nd to talk about the additional upgrade plans. Mark confirmed his donation of components to the club that would provide a more efficient charging capacity to high-end users making our charging system probably one of the best in the nation. Tom Beyer will purchase batteries to handle the entire upgrade process to ensure that we have consistent battery

systems.

In addition, Bob Goldstein developed replacement platforms that provide more space for chargers. They are more roomy yet still allow for movement in and out of the shelter. The production team will coat the platforms to make them ready and add improved supports when attached to the shelter post.

Before I go any further; I want to also recognize Brian Husted as a contributor. Brian attended our last club meeting and put me in touch with the technology instructor at his daughter's middle school to support our Education program. I've been talking with the school and we might be able to present our Education program there.

Brian Husted, also a seasoned carpenter, after hearing what the club needed during the last club meeting, cut new charging platforms of his own design. Although Brian submitted and good design, the assigned group had already started production and moved forward on

a slightly different strategy with a different layout.

Thank you Brian Husted for your effort and initiative. Our club needs more like you. Next time, we'll see that you get put on the task force so you can put your skills to good use.

In the end, we will have four charging stations; three of which will provide 12 volt access points for general charging, and a forth that will provide efficient 24 volt access points for high-end users for those bigger packs and chargers.

Parts are on order and preparations are being made to make the installation. Our original target date for installation was the Field Clean-up Day on May 4th, but it may conclude when parts are ready and the team is ready for the final installation.

We'll keep you posted.

A special thanks to all those involved for coming forward to get this important issue resolved.



FAA UPDATE

As most of you know, Todd Davis is closely following the FAA's actions with regard to regulatory changes with the FAA. A recent bit of good news has come to his attention.

First, as you may know, under the former rules anyone who operated an RC aircraft within 5 miles of an airport was required to notify the airport operator prior to the operation. The Electrons board had handled this notification requirement for our field with Timmerman and Capitol Drive airports in the past. I say former rules as they were repealed during the FAA reauthorization act in the fall of 2018. Instead, anyone who wants to operate in controlled airspace (controlled airspace is class A,B,C,D and E) will need to have authorization prior to making a flight, similar to how 107 operators are currently operating. Those rules have not

been enacted yet but should be in place in late 2019 when a process is defined to obtain the pre-flight authorization. The 107 pilots are currently doing this.

Now for the good news.

As part of the program to continue modernizing the National Airspace System, on April 26, 2019 Timmerman disabled their VOR. (VOR's are 1940's technology navigation aids). That change at the airport also changed the definition of the class D airspace around Timmerman. With this change the Electrons field will fall outside of Timmerman's class D airspace by a small margin and lie within Class G airspace thereafter. So there will be no authorization required to fly at our field.



VIPERJET MK2 RC airplane build video by Ramy RC

Builder's will find this set of video links very interesting. This builder demonstrates an interesting approach to aircraft construction where multi-faceted surfaces are required.

The video build portion is broken down into two parts but you won't get bored with the content.

Just give it a try.

Part 1:

<https://www.youtube.com/watch?v=gV1mMDa37BY>

Part 2:

<https://www.youtube.com/watch?v=NOj0HrXEDbA>

Maiden Flight:

<https://www.youtube.com/watch?v=vH-73QXbxS>

Chase plane View:

<https://www.youtube.com/watch?v=wz9ETSvikRk>

Single Blade Props

Ever heard of flying a plane with half of a prop. It's doable. See how with this link:

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

Submit your links and we'll review and share them with members.

Club Fun Fly -June 1st, 2019



Mark your calendars for June 1st, 2019.

This is the date of our Club Fun Fly where you have the chance to show off those aircraft you've been working on and building over the winter season.

This year, we're offering a trim clinic. For more details see page 7.

COMBAT/FORMATION FLYING RULES

The following rules have been adopted for Combat/Formation Flying to ensure safety. Please take a moment to become familiar with what you should and shouldn't do while flying combat/formation.

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

It is recommended that 2 cones be placed at the 25 foot mark north of the Pilot line when necessary to designate the northern boundary of the "Safety Zone." All combat engagement should take place north of this 25 foot "Safety Zone" line. Use of cones when necessary can help provide a visual reference for newer pilots not yet confident of judging this required distance. Combat flight should never take place within the "Safety Zone."

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

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

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

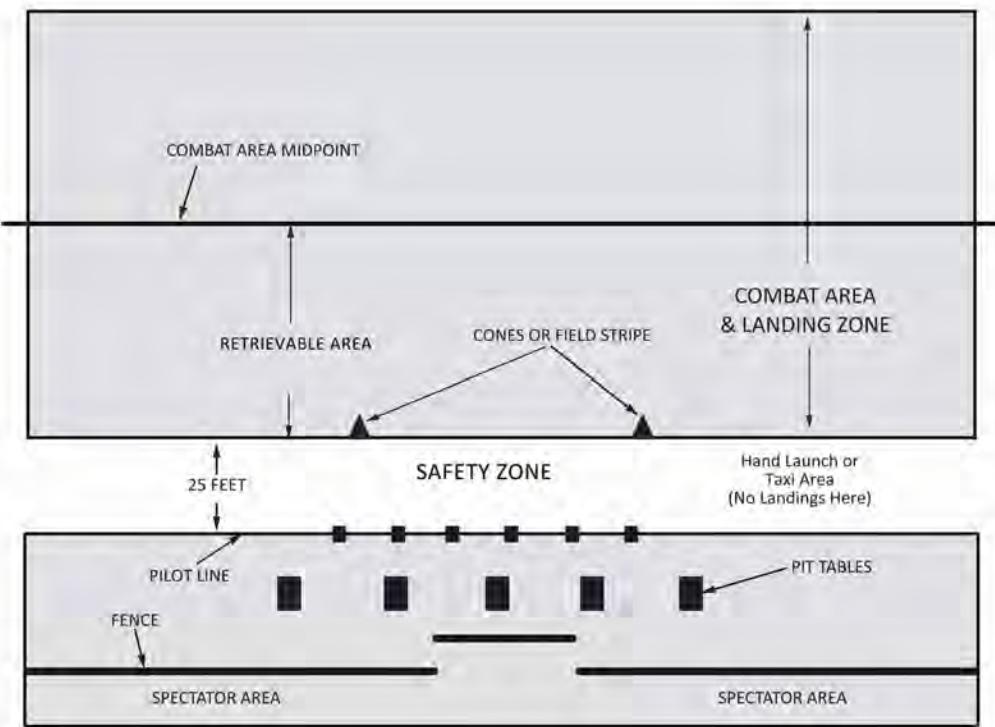
5. Downed Aircraft - If an aircraft goes down in the "Combat Area," and its location is at the midpoint or closer, a downed pilot may elect to retrieve his aircraft. If the pilot sees that components are missing from the craft and not readily locatable, he should leave the aircraft on the field and return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

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

NO DOWND AIRCRAFT MAY BE RETRIEVED FUTHER OUT THAN THE MIDPOINT OF THE COMBAT AREA (see diagram)

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

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



2019 Model Aviation in Education

Our Education Event last year was a true success. With the learning curve behind us, we have a good idea of what we need to do to put a great student event together.

This year's Education Event will be held on **Saturday, May 18th** (Sunday, May 19th rain date.) This is just two weeks after our field clean up on May 4th. We currently have 8 registrations but we expect enrollments to start really ramping up over the next two weeks.

We've met with middle schools and high schools, PTO organizations, Rec Centers, and delivered over 350 flyers to households known to have children. We've placed online ads in the Falls Pride and Community websites.

The event mechanics are all defined and laid out, from student check-ins to Discovery Flight scheduling. What we need are member volunteers to help out and fill some roles, so I'm reaching out now to all of you asking for help.

Below is a list of areas where we need coverage.

Event Setup

General setup assistance, table arrangements, posted signage, etc.

Registration Check-in

Check registrants off list, hand out welcome packages and food tickets

Kids Activity Coordinator

Work with the younger children (under age 11) to assemble provided gliders, kites, etc.

Ground School Trainers

Instructors present flight school concepts to students from supplied workbook.



Flight Simulator Manager

Manage a bank of 4 flight simulators and student access in shifts

Pre-flight Check Instructor

Instruct students prior to Discovery Flight on how control surfaces affect flight using RC radio transmitters

Concessions

Serve food to students, guests and pilots from 11:00 AM to 12:30PM

Sound System Manager

Set up sound system for public addresses

Discovery Flight Instructors (Group Leaders)

Usher student from one station to the next when instructed

Provide trainer aircraft and flight training to students using buddy box system

Air Show MC

Describe pilot flight demonstrations while students and guest have lunch and watch on

Air Show Participants

Open flight demonstrations between the hours of 11:00AM and 12:30PM. All club member pilots are welcome.

Photographer

Capture event action and imagery to be used in future communications

We'll also have two Builder's Workshop students attending this year's event. This is the day these kids will fly the aircraft they built for the very first time. This will be very exciting for the student and a great opportunity for the other kids to see what can be done in the field of model aviation.

Please offer your support!

Getting Ready for the 2019 Club Fun Fly!

Here we have Part II of our two part series on getting ready for the Trim Clinic. This article explains some additional preparation that you'll need to address before Mike and Joe can help you and your aircraft perform to its maximum. You have time before this upcoming event to get more than one plane ready for the clinic.

Start planning now. You'll be glad you did!

Basic Trimming Practices Part II

This article got a little long and for those of you who would like to get right to the work of trimming a model, a more complete approach can be found on YouTube. (Surprise!) Thanks to fellow Electron member and aerobatics junkie Anupam Das for the find. (Click link below) There are many more as well – just search for "Model Trimming CG" or something to that effect.

[https://
www.youtube.com/
watch?v=VL81-
DXsMIO&t=1976s](https://www.youtube.com/watch?v=VL81-DXsMIO&t=1976s)

Last month I wrote about your plane needing to be



straight and true in order to have success with trimming. I also touched on control linkages and throws. This month I'm going to assume that any indiscretions when it comes to those topics have been addressed and you're starting with a straight, slop-free aircraft. I also promised some examples of practices I employed to bring out an airplane's full potential.

I did receive a little feedback as someone emailed me and asked what I meant by a "near vertical bank turn" to check Center of Gravity (CG). This would im-

ply starting in straight and level flight at a safe altitude and banking so that the wings are near knife-edge or just about vertical. At this point pull through a gentle turn and note what the nose does. If during the turn the nose raises, you are probably a little tail heavy. If the nose drops, you are most likely nose heavy. This is one of the more basic and popular methods of checking CG and is a great place to start.

For those of you who do not know, I'm a biased pattern junkie. I love to fly pattern for a number of reasons and one of the main reasons is the aircraft are very precise in flying characteristics. Up until the plane I'm flying now I build most of my planes from kits which consisted of a fiberglass or similar

fuselage and foam core wings and horizontal stabilizers. A few planes I've had were either built for me or slightly used. In building from kits I had a lot of control over the accuracy of the build and final product. In today's heavily Almost Ready to Fly (ARF) world of modeling, some of that control is taken away. In fact, most of it is. You can now spend thousands of dollars for a beautifully finished ARF "kit" and end up with a slight warp here or miss aligned con-

(Continued next page)

trol surface there. Those issues need to be addressed at home on the bench to the best of your ability before attempting to trim your bird for flight. I have built in the neighborhood of a dozen pattern models. I've built a few of the same model more than once either because I liked them so much or I built one for someone else. Every single model, even of the same design, flew differently.

Once I built two at the same time of a popular model called the Hydeout. One was for a fellow club member and the other was a second one for me since I already had one I loved. All three flew different with

the one for the club member being the best, even slightly better than my first one. The second one just never felt the same as the others and I ended up selling that one quickly. Why were they different? I didn't put a lot of effort into figuring that out, so I really do not know. I put a good amount of effort into fixing the one I didn't like, but nothing I did ever made me happy, so down the road it went.

The point is; there is only so much you can do and then as an old friend once told me, "Sometimes you just gotta fly the pig". My current plane is/was in that category. Don't get me wrong; it flies extremely well and can be competitive. But there is plenty of room for improvement and I've spent some time over the winter tweaking incidence settings and CG and trying (in vain) to take some weight out of it. I'm making the best of what I have to work with and getting the most out of it. My problems surface when a well-meaning friend at a pattern contest offers to let me fly their latest whizz-bang machine and it literally feels like they are cheating because their plane flies so much better than mine. Right now I'm content with what I have because I do not want to spend a lot of money on something and end up being disappointed because I picked the wrong model or end up with a "pig".



Over the years I've flown dozens of people's aircraft for them, either to check them out, or for the fun of it. The very first thing I do when I fly someone else's plane (at a safe altitude!!!) is get it going into the wind straight and level and let go of the sticks. A

properly trimmed aircraft should keep flying in that attitude until you can't see it anymore. You would be surprised at how often I've had to quickly make corrections to keep the plane from diving or rolling into the ground! I do not understand why anyone would want to fly any plane in that configuration. So for starters, trim for level flight.

If you have stayed with me this far – thank you. I know this was supposed to be about trimming and ultimately it was. Start with a straight, slop-free aircraft set up at or close to manufacturer's recommendations for control throws and CG. Go fly. Use the trim tabs on your transmitter to achieve straight and level flight. Tweak control throws and CG to your liking. What next? Come on out June 1st and Joe Burzinski (and maybe others?? *Hint-hint, wink-wink) and I will do our best to get the most out of your flying machine.

See you then –

Mike



3D Printing

Continued from page 1

displayed it at our last Education Event.



Bryan Davis' 3D printed aircraft

Although it's now easier than ever to get into 3D Printing, the more affordable machines still leave something to be desired when looking for a 3D turn-key solution.

These machines can still create outstanding components as you can see but they need some modifications to get them up and running accurately and efficiently.

Over the next several newsletter issues, with Bob Goldstein's guidance, I'm going to take the plunge and journal my experience in purchasing, setup, modifications and use of the Creality 3D Ender-5 Printer.

I'll take it step-by-step from box to finished product and provide links to sources for components and software, recommended modifications, test results and a simple finished project.

When the series is complete anyone should be able to successfully navigate this new world of 3D Printing for themselves.

So buckle up!

Hobby / Recreational Flying

What Can I Do With My Model Aircraft?

Having fun means flying safely! Hobby or recreational flying doesn't require FAA approval but you must follow safety guidelines. Any other use requires FAA authorization.

AVOID DOING ANYTHING HAZARDOUS TO OTHER AIRPLANES OR PEOPLE AND PROPERTY ON THE GROUND

- | | |
|--|--|
| <ul style="list-style-type: none"> ✓ DO fly a model aircraft/UAS at the local model aircraft club ✓ DO take lessons and learn to fly safely ✓ DO contact the airport or control tower when flying within 5 miles of the airport ✓ DO fly a model aircraft for personal enjoyment | <ul style="list-style-type: none"> ✗ DON'T fly near manned aircraft ✗ DON'T fly beyond line of sight of the operator ✗ DON'T fly an aircraft weighing more than 55 lbs unless it's certified by an aeromodelling community-based organization ✗ DON'T fly contrary to your aeromodelling community-based safety guidelines ✗ DON'T fly model aircraft for payment or commercial purposes |
|--|--|



For more information about safety training and guidelines, visit www.knowbeforeyoufly.org

For more information, visit
www.faa.gov/uas



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



Field Readiness & Clean Up - May 4th

We're looking for a few able-bodied men. Who's qualified to handle this mission?

If you can handle a rake, can spot a stone on a runway, can drive a screw, and can eat a donut, you are qualified!

Grab your tool belt, charge up your drill drivers and bring them along. Here's a list of what we'll need to accomplish during the morning.

Dave Schroeder will be on hand to assign responsibilities.

1. Check airstrip for stones and problems
2. Concession sweep out
3. Rake stones out of grassed areas
4. Stock Port 'a Johns (Tom J. to handle)
5. Clean up and reorganize bulletin boards
6. Anchor Pilot Sign-in Board at main flight fence entrance (I should have this ready for installation)
7. Pilot Stations (general repair and maintenance)
8. Assess trafficked areas for seeding
9. Remedial repair for the standing signage area where Frequency board once existed (need to decide what to do with this area but not a priority for May 4th)
10. Charging station upgrades (if materials are in)

FREE Coffee & Donuts

Last year the concession charged a small amount for coffee and donuts. This year I'm springing for the continental breakfast buffet. Get there early to get started and enjoy a free coffee and donuts while supplies last.

If you've been out to the field to fly over the last several weeks, you've noticed a lot of animal waste on the field. Some

of us have come into direct contact during take-offs and landings. Yuk!

Over the last few days, Mark Polzin has made it his mission to get as



much of those "field bombs" removed on his own and the field is almost pristine once again. Thanks Mark, for putting in the effort to get field clean-up started.

Once we are done raking, installing, refurbishing, etc., ... get out and fly an aircraft.

METING MINUTES

The Flying Electrons Membership Meeting Minutes (April 2019)

Call to order: 7:00 pm

Head Count: 27

Mini-Swap Items: No Swap items tonight

Guests: Jesse Gayhart, Helicopter pilot

New Members in Attendance (last 30 days): None

Promotions: AJ Henry to Instructor, Andy Malachowski to Pilot

Approve minutes as published in Newsletter

Minutes were approved

Treasurer's Report

- Tom Beyer Reported March 2019 Expenses and Income
- Tom Jacobs thanked Doug Colton and Mark Polzin for their work on the audit.
- All the books are in order. Mark Polzin made some recommendations that the Treasurer will implement.

Secretary's Report on memberships

Chris Milbauer reported the membership for 2019:

Number of Family Members	10
Number of Junior Members	1
Number of Life Members	5
Number of Menomonee Falls Members	20
Number of Regular Members	54
Number of Senior Members	35
Total	125

Clothing Sales Update

Tom Beyer has Hats for sale.

FAA Updates

Open comment deadline in support of self-governance

Deadline: Monday, April 15, 11:35PM

<https://www.regulations.gov/document>

Search: FAA-2018-1086

Addition to Field Rules :

5. All club members must be currently registered under the FAA Small UAS Certification Program. Members are required to display their FAA UAS Certificate number on an exterior of their aircraft before flying.

An Email will go out to the membership.

Past and Upcoming Events

Multi-club Banquet

- 41 members from varies clubs attended
- Tom Jacobs reported that the Banquet was very good; they had a lot of planes on display, many belonging to Jim Zahorik.
- Tom gave a report on the Clubs efforts with the Education event and the Builders workshop.
- Tom Jacobs gave a presentation on the builder workshop
- Rec Center Spring Builders Workshop Update
- Tom Jacobs reported that they have 3 builders and have had 2 building sessions. That extra time was needed to teach building skills to the builders

Field Clean up - May 4th

- Tom Beyer will purchase the items to increase the battery capacity for each charging station.
- Tom Jacobs won't be able to be there for the entire clean up day, it is hoped that Dave Schroeder, knowing what needs to be done will lead the event
- Tom Jacobs and Ed Malec have worked on the Pilot sign in board. It may be
- ready for installation on that day.

Reason for Pilot sign in board:

- For member's to be able to identify who flying at the field
- So there would a record of who may be looking for aircraft
- Pilots will be encouraged to write the cell no. on the back of their membership card.
- To identify Student Pilots vs. Pilots and Instructors

Education Event

- This event is set for May 18th.
- There are only 6 youngsters signed up
- Advertising is being put into place to get more participants

Club Fun Fly - June 1st

- Mike Batson is the organizer for this event
- More info at the May 5th meeting
- A trim your plane clinic will be put on by Mike Dorna and Joe Burzinski

Charity Event

The possibility of a full size Helicopter to be at the charity event.

Old Business

- Flight safety issue has arisen with had launching any at or behind the flight line.
- Hand launching any aircraft must be done north of the 25" taxi line, this will give a greater margin for safety.
- New Business

Suggestion Box to be added to field

- Forms for suggestion box and IP instruction are combined on the same sheet
- Introductory Pilot (IP) Program
- 11 pilots signed up

Open Forum

- A suggestion was made to create a large lock box to store items left at the field
- The consensus was to use the mail and the shed to store items until the owner could collect them.
- A question arose about solo flying (maiden flight, trim flight etc.)
- If a pilot needs a solo flight, he must communicate this to the other pilots on the flight line. It may also be advisable to have a spotter to help talk to other pilot while the solo flight is going on.
- Another question; if a pilot is not following the AMA safety and/or the Club field rules and causes an accident, what recourse does a grieved pilot have to address the issue.
- If a pilot causes an accident while not complying with the rules, the incident should be referred to the Safety Officer or any Board member for possible action.
- If pilots follow all safety rules and a mishap occurs, the issue is between the pilots involved, this is not a Board issue.
- There was a bad connection in one of the charging stations, it was discovered that some of the connections were corroded. The suggestion was made that a periodic check made off all the connections and an application of Dielectric grease be applied to the connections.
- Problems with Spektrum Bind and Fly throttle and trim with some Spektrum ready planes. It was suggested that pilots follow all instructions when binding.
- Bob Goldstein volunteered to create another tier of shelves under the existing shelf to accommodate more chargers.
- There is an issue with the pivot points on the western

side of the main gate, sometimes it is difficult to get the chains close enough to attach the lock.

- Pushing the gate far enough to move the pivot should put the chains in a lockable position if not contact of the Board members.
- Tom Jacobs will try to contact Menomonee. Falls about this issue

Raffle Winners

Chris Milbauer, servo wires
 Jeff Surges, Parallel board
 Tom Beyer, Engine handbook
 Tom Beyer, lost plane alarm
 Ed Malec, Hot glue gun
 Steve Tarney, soldering jig

Next Meeting

Next Meeting - Sunday, May 5th, 7:00PM

Motion to Adjourn: 8:12PM

Holger Petersen Presentation:

Talk on Battery resistance;
 New equipment and batteries from Horizon

Submitted by:

Christopher Milbauer

Club Secretary

4/14/19

Builder's Workshop Update

We conducted three successful classes over the last few weeks under our Builder's Workshop. The kids are getting a lot out of each session.

Our first session dealt mainly with developing building techniques, preparing materials and use of glue guns.



The second session dealt with the construction of the wing which everyone completed successfully.

Our third session begins the fuselage construction which will be more complicated and probably cover two sessions before fully finished.

We've joked among ourselves that, "the bad news is, we only have three students," but "the good news is, we only have three students."

This being our first Builder's Workshop is a learning curve for both the students and Instructors alike. As we move through each session, we are documenting the steps and issues that come up so our next workshop will be even better.



A special thanks goes out to Ed and Kevin Malec serving as Student Instructors during this first effort. We've discovered that one Instructor for every two students is a prudent and practical level of coverage. The kids ex-

hibit various levels of skill and talent and Instructors quickly determine where they need to place their attention to keep the kids moving forward at an even pace.

More to come.

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 www.facebook.com/milwaukeercassociation
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. http://www.modelenginecollectors.org/
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 http://www.badgerboaters.com/
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 http://www.circlemasters.com/
Sunday, June 9th	7PM	Club Meeting	De Marini's
Saturday, June 15th	TBD	Open Fun Fly	Fond du Lac Aeromodeler's Assoc., Wellnitz Field http://www.fdlaa.com/
Monday, July 22 thru 28th	TBD	EAA Airventure	Wittman Airport, Oshkosh https://commemorativeairforce.org/
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 http://www.badgerboaters.com/
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 http://www.fdlaa.com/
Sunday, August 18th	8AM	Fond du Lac Fun Fly	Fond du Lac Aeromodeler's Assoc., Wellnitz Field http://www.fdlaa.com/
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 http://www.circlemasters.com/

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. http://www.modelenginecollectors.org/
Sunday, October 13th	TBD	Badger Annual Turkey Shoot Race	Badger RC Boat Club http://www.badgerboaters.com/
Sunday, November 10th	7PM	Club Meeting	De Marini's
Wednesday, December 4th	5PM	Club Holiday Dinner	Davian's