Issue 715 February 2021 Club Charter 667

Flypaper 2021

Official Newsletter of
The Flying Electrons of Menomonee Falls

Celebrating 60 Years of Service to the Community & Counting!

President's Preflight

Club business continues to move forward despite our inability to meet face-to-face.

This month, the board will meet virtually to go over a number of issues related to the 2021 season. It appears that we will continue the TBD status on events until after first quarter.

Last year Steve Huelsbeck hosted his Electric Event, which was rather well attended under the circumstances and well structured to provide a safe environment for everyone in attendance.

We also hosted our Pattern Contest, Frankenplane and Builder's Challenge last year. Joe Burzinski had a reasonable turnout of competitors and other events saw the usual suspects in attendance.

Like last year, Ed Malec and I expect to see another large number of new young students trying their hand at RC. Every month, I send our newsletter out to many interested parents with an invitation to

(See **PREFLIGHT** on page 15

Club Budget Review

from Mark Polzin

As newly elected Treasurer, I wanted to let you know what I have in mind for the coming year.

A couple of years ago, as a requirement of our clubs bylaws, I volunteered to do an audit of the club's annual financials. Looking through the numbers everything balanced for the most part.

Recently, I went through all of the spreadsheets for the last 12 years to make sure our data is current and up to date. Only a few entries needed to be adjusted or updated. After an in person visit to our bank I was added to the accounts and now have online access to manage funds electronically. As new to this post, It's not my intention to rock the boat, "at least not too hard." My goal is to keep things simple and provide the board and membership

(See **FINANCIALS** on page 5)

Issue Highlights

President's Preflight	1
Club Budget Review	1
Incident Report System	2
YouTube Corner	3
Winter Restoration	4
Getting Into RC	6
Remembering Hans Stute	13
Membership Application	15

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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

Incident Reporting System

Last year we implemented our Incident Reporting System.

As you continue to fly throughout the spring months as weather permits, be sure to indicate any signal interference you may experience so that we can begin tracking events for the 2020 flying season.

To reach the Incident Reporting System, simply click this link, **Incident Reporting System**

You can also register an incident by going to our website at **www.FlyingElectrons.com.** Select "Contacts" from the left side bar and then "Incident Report" from the dropdown.

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

TBD

De Marini's Restaurant

N88 W15229 Main Street
Menomonee Falls, WI 53051

Bring a Friend and/or a Plane to Show & Tell

The RC Factory Slick flown by Steve Schafer

Check out this really nice video of aerobatic and formation flying. Hopefully this year at the airfield we can start a formation flying team using our squad of E-flite Ultimates..

Formation Aerobatic Flying

Build a "Super-Sized" Stuka Dive-bomber

Check out Flite Test's large scale Stuka dive bomber make of foam core.

Stuka Dive Bomber

Start to Finish Plug 'n Play Aero Modeling

In this video, the host takes you from start to finish getting into RC using what is called an "RTF" (Ready-to-Fly) or, "Plug 'n Play" aircraft. This is one of the most comprehensive videos we've seen on the subject and highly recommended for those wishing to enter the hobby using RTF's.

Aeromodeling Start to Finish

Slope Soaring Combat

With our new Windrider Bee 2 wings, we have been having lots of combat fun. My new wing is so much more agile than my previous Wicked Wing. In the right conditions, rolls, loops and steep climbs are all possible. On this day conditions were ideal - so good that the paragliders were also out. Combat pilots: Tim, Dom and myself - also includes Geoff with his chuck glider conversion and his Zulu. Soundtrack: Drop and Roll by Silent Partner - this is just made for combat!

Slope Soaring Combat

Winter Restoration!




Rehabilitation Winter

One of our newest **STEM Student Membership Academy Members**, Jack Korducki, trained with me over the 2020 season under our Introductory Pilot (IP) Program.

After flying mostly nitro aircraft throughout the season, Jack and his dad visited our 2020 Swap Meet and picked up a used Timber from Doug Colton.

The plane had a few miles on it but was still quite "air worthy." Shortly thereafter, Jack brought the aircraft out for a test flight and we made some adjustments. We agreed that some additional weight was needed in the front for better CG balance and the elevator linkage would need to be adjusted to provide more trim flexibility.

A couple of weeks later Jack returned to the field where 20 mph winds were keeping many pilots grounded and asked to take his solo pilot certification test..

We all looked at each other and said, "are you sure?" Jack felt he was ready and from all previous efforts to date, it appeared he was ready.

I gave the plane another quick test flight and it performed well. I asked Jack if he was sure he wanted to take the test today!. Both he and his dad nodded, so we were off to the races.

Jack took his Timber up and paced through each of the required maneuvers.

It's important to note, that to certify as "Pilot" one must successfully complete several maneuvers within a single flight, so timing is important.

After completing all maneuvers, AND … under 20 mph winds, he brought the plane in for a successful landing, when rolling into the pit area, the wind caught it and flipped it on its back. No damage however.

Flash forward this last Winter; Jack and his dad worked on restoring the Timber, making it ready for the upcoming 2021 flying season. Together they researched what to use to repaint it and located a source for new decals to decorate it.

Restoring aircraft is a great way to learn how to work with paints, glues and other repair materials. The aircraft looks like new as these photos attest.

Nice job, Jack, on the restoration.

It's now time to start learning some aerobatics.

See you this season!

(**FINANCIALS** *Continued from page 1)*

with actionable information about our fiscal situation.

Despite the all-out trauma during 2020, COVID-19 has had a positive impact on our club's financial situation. In 2019, the club was hit with three areas of expense not experienced in 2020 totaling $3,400.

First, there was the Charity Event, then later our annual Christmas party, followed by our usual raffle expenditures throughout the year. Of course, we generally have some incoming revenue to offset some of these expenses and the Charity Event usually demonstrates a small profit with the exception of 2019. Lastly, our raffle expense versus income has experienced planned losses from its very inception back in 2014.

I know that raffles are a fun way to add excitement and interest to meetings and events but I would like to help the club find ways of at least reaching a breakeven state for raffles in the future.

Membership Breakdown	FY 2020
Pilots	54
Instructors	33
Students	15
Associates	1
STEM Students	3
Park Pilots	0
Total	**106**

To accomplish this, I've already started working on how we track and value inventory items. I'm trying to find a ways to break these revenues and expenses out by event and venue because measured activities tend to get the attention they deserve.

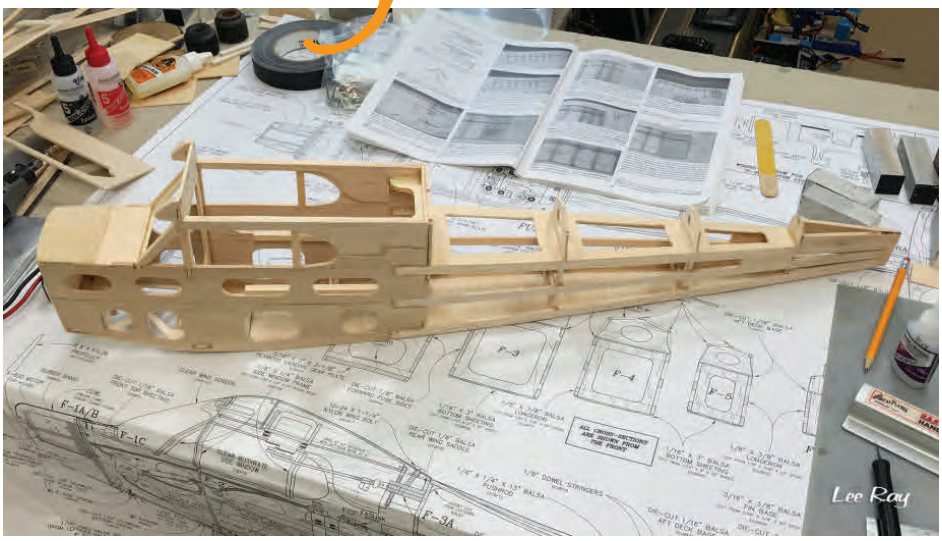
We received renewal dues for the 2021 flying season, with a total of 106 member to date, of which 90 pay dues. Others included in the membership consist of family members and our recently introduced STEM Student Membership Academy. This breakdown of the Club members is displayed on this page and will be reported on a monthly basis. Several members have made donations to the club in excess of the required dues for 2021 and the club is very thankful to those who contributed.

One of the things I would like to start this year is publishing a narrative financial summary in the newsletter each month. This would allow all of our members to be better informed on how the club is doing financially and where the funds are going. Every member should take a minute to see how we are doing. If there are questions or you would like more detail on the summary please feel free to contact me for further information.

This is your club and your input on where the money is spent is welcomed by me and the Board of Directors. You can contact any of them with your thoughts and suggestions. There is also a suggestion box at the field if you would prefer to remain anonymous.

- MP

Getting Started in RC



Balsa Kit Building

Balsa building used to be the only way one could get into the RC hobby. With the proliferation of ARF's and RTF's in the marketplace, there aren't quite as many builder's as there once were.

The great thing about building from kits is that you have great deal of control over the airplane's outcome without starting from ground zero. You can decide what kind of power source you want to use, the type of covering, the decorative design, and even make changes to the overall aircraft's structure.

I am a builder. I like the fact that I can decorate the aircraft the way I would like rather than accept a pattern that everyone else is flying for that model. Yes, there are some ARF's that feature a few different designs but most fall a little short for me.

The other thing about building your own aircraft is that you can improve on the structure and make it more durable in areas that may take a pounding, such as firewall and landing gear areas. What tops the list for me is that I still like the fact that I built it

myself and it flies! You really can't beat that!

In this series I'm going to walk you through building an "Ugly Stick." The Stick has been around for many years; I actually owned one when I was a kid flying RC, so you can say that it has endured the test of time. It's also a great flying aircraft; it's stable and capable of all kinds of aerobatic maneuvers. Once this model is completed, I'll be using it as a trainer this season, so those that

read this article can come out and see it for yourself.

There are all sizes of Ugly Sticks out there. They also have an ARF that is popular. You'll find them running in size from 46 to over 100 inches in wingspan, flying 30cc size gas engines. The version I will build here is one called "Das Little Stick." It's a 46" wingspan aircraft that was originally designed for small nitro power but I will be converting it to electric.

The original design is a tri-gear format with steerable nose gear wheel. As a tri-gear aircraft, the control linkage that reaches to the front to control the nose gear could cause interference when

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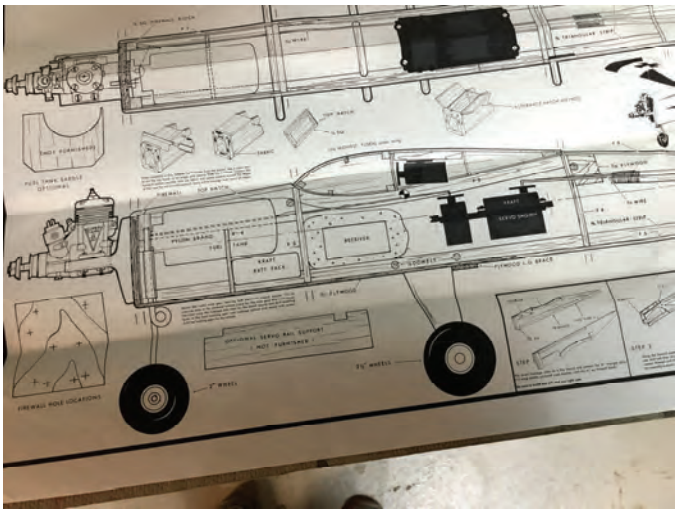
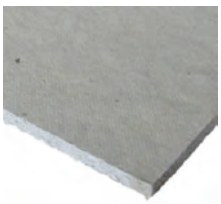


removing and replacing the battery pack, so I plan to convert it to a tail-dragger to free up that area for easy access.

Lastly, both the wing and landing gear were designed to be held in place with rubber bands. I'm going to go with the more modern approach of using nylon bolts to handle the job. As you can see, I'm already making changes to the structure of the aircraft which is part of the fun.

Your Building Workspace & Tools

I like a dedicated workspace that measures about 3' x 8'. My table top is a cheap hollow core door covered with a 3' x 8' sheet of "Homasote" board. Homasote is highly pressed cardboard material generally used for sound proofing rooms during construction. It measures about 5/8" thick and comes in 4' x 8' sheets. What's great about Homasote is that you can push pins into it without a hammer making it a great building surface, and if take care of it and avoid major spills, it will last forever.



You may have to shop around for it. I found mine at a local area lumber supply company. Big box stores

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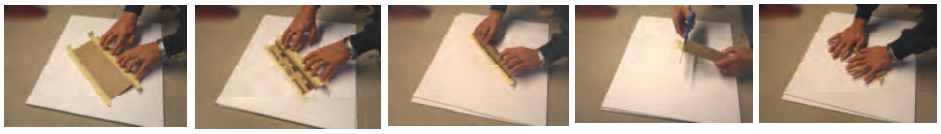

Creating Sanding Bars

A "sanding bar" is very handy in building. It's a tool that you'll use over and over. It's nothing more than a flat piece of wood wrapped with sandpaper. The length of wood you'll use for this must be flat and smooth. The bar I use was made from a 9" length of furring strip wood that is about 2-1/2" wide and 3/4" thick.

Any piece of wood that meets similar dimensions will work just fine. You can find this wood at any big box home improvement store.

I usually make several up with different grits before starting a project. I will also wrap two or even three layers of sandpaper, taping each one up separately. This way, when the sand paper becomes exhausted, I can just remove the top most layer and keep sanding.

Here's all you need to do.

1. Cut a sheet of sandpaper to fit your block. So this it will wrap front to back
2. Place masking tape on the two long edges of the sandpaper, grit side up
3. Secure one edge of the sandpaper lengthwise to the block
4. Tightly roll the block around the paper
5. When the paper meets the back side of the block, press firmly
6. Secure the tape in place.
7. Trim off the excess.
8. Done

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like Home Depot and Menards don't stock it on the floor even though they list it on their website. My current work surfaces have been in use for almost 20-years and they are holding up nicely. If I ever want a fresh new surface, all I have to do is pull the few screws holding it in place and flip it over. It will be just like new again.

Some of the basic tools you'll want to have on hand for basic balsa kit building are shown in the picture above. They include:

- Basic Xacto knife
- Xacto saw and miter box
- T-pins
- Sandpaper
- 5-Minute Epoxy Glue
- Thin and Medium CA glue
- Elmer's Carpentry Glue
- Sanding Blocks (various grits)
- Masking or painter's tape
- Assorted nuts and bolts from hardware store
- Wooden clothes pins

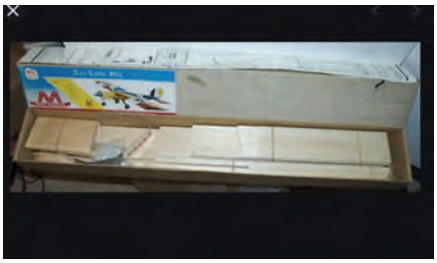
Other Tools used for Modifications

- Hand Drill
- Small Phillips and Slot head screw drivers
- Plastic ruler
- Soft lead marking pencil
- Plastic triangle

Pick yourself up a variety of sandpaper grades, extra Xacto blades and a small sharpening stone. I've been getting 3 to 4 times the life out of my Xacto blades just by keeping them honed on a sharpening stone. Anything else you need should be easily found around the household.

About The Kit

As with most starter kits, just about all materials are included to handle the basic construction. You'll need to decide on your power source, so those components and wheels are generally left out of the kit. However, you should have most all of the



"hardware" and linkage components you'll need to finish your project within the kit. If you do choose to modify your aircraft, you may need to purchase materials for items you are adding.

Depending on the complexity of the kit, the build instructions may be highly detailed or rather minimal as they are with this kit. Everything you need to know to build this aircraft is listed on the flat drawing that will be laid out on the building surface. If the aircraft you choose to construct has a separated wing, you can generally choose to construct either the wing or fuselage first. I'll be starting with the wing for this build.

About Glues

There are three major types of glue that I use generally when building. Each has a purpose and a reason for choosing one over another.

CA Glues

Also known as cyanoacrylate or super glue, CA is the preferred

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glue for general building. Years ago builders used glue called "Ambroid" glue. This was made specifically for wood model building and aside from Elmer's glue, was the only trusted glue for general modeling. Ambroid took hours to dry but it was sandable and blended nicely where the wood joints were brought together.

The setting time for CA glue now used is nearly instantaneous allowing builders to get a lot done in a much shorter amount of time. Because of drying times, it used to be that a builder had to plan out his build session based on what could be assembled before he had to stop and wait for the glue to dry. Nowadays, that's no longer the case.

There are drawbacks to using CA glue and one is the fumes that it generates, which can't be tolerated by some. A well ventilated area with a working fan often mitigates the problem but not for all. The other drawback is that CA sets up very hard making it very difficult to blend in with your wood surface when sanding. If you have a situation where a glue joint or balsa surface needs to sand to a pristine surface, you're still better off using something, like Elmer's glue to handle that task.

CA glues are available in three thicknesses; thin, medium and thick, or "gap-filling." With this comes three drying speeds; fast, medium and slow cure. Thin CA cures almost immediately, so you'll want to use this where the parts can be preassembled and then the glue can be applied to the joint. Medium CA is what I

use most often because it gives you a few extra seconds to work with the parts to make sure the fit is right before the glue sets. Thick CA can be used where the joint may not be quite as tight. The thicker nature of the glue helps to fill the area where looseness may be apparent.

Although it's not necessary, it's sometimes useful to have a small bottle of CA accelerant on hand. This is usually sold in small spray bottles and once you've glued components together with either medium or thick CA, a quick spay of accelerant will rapidly cure the joint. When choosing glue for a specific joint you should also be aware of how secure the joint needs to be for a good structure. Both medium and thick CA take longer to soak into the wood fibers, therefore when a solid joint is needed it's always better to allow the CA to cure at its own pace to be sure that the joint is well penetrated.

Acetone Solvent

You're going to get CA glue on your fingers and possibly your tools and you'll want to remove it. The best solvent for accomplishing this is Acetone which can be found at most local hardware stores. If you're planning to clean up tools that you have, be sure to test the Acetone on plastic handles and surfaces before you use it widely; it can attack some plastic surfaces.

Elmer's Carpenter's Glue

Elmer's Carpenter's Glue is a product that I still use often in building. It's available just about everywhere and its set-up time for moving on to the next stage is about 1 to 2 hours. Total curing time is about 4 to 8 hours but you can continue construction if

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you're careful after 2 hours. I use Elmer's glue when I have areas of construction that can be tedious and require several minutes to position parts for require perfect alignment. Elmer's glue gives you that time to get it right where CA can set up permanently before you're ready. Elmer's is also sandable making it great for sheeting a wing or joining the fuselage bottom to its side panel.

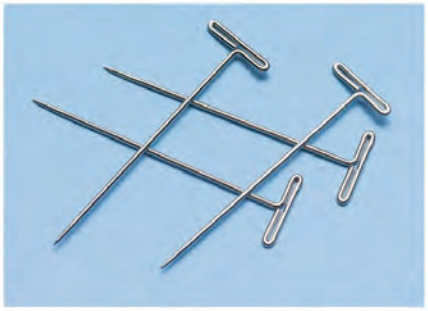
Because Elmer's glue is a water-based acrylic compound, it will clean up with water before setting, so you should keep a damp rag handy while working with Elmer's. You can use the damp rag to wipe away unwanted glue from wood parts as well as long as the glue has not yet set.

Epoxy Glue

Epoxy glues are available in quick setting (5 minutes) and longer. They're not used for the general building process, however the longer setting varieties are good for attaching hardwoods securely and are thus generally used to secure firewalls, landing gear supports or when joining two wing halves. I use epoxy where I want solid holding power or where the plane is likely to experience vibration or take the biggest beating.

T-pins

T-pins are a "must-have" in model building. They are available in two sizes and you should invest in both. T-pins allow you to easily grasp and twist the pin for removal after a joint is glued. And,



because CA glue sticks to just about everything, the ability to twist the pin is virtually the only way to remove it without damaging the joint.

Test Fitting

One of the cardinal rules for good kit building is to always "test fit" every piece you plan to glue in place. I don't know how many times I went ahead and glued a piece in place without test fitting only to find that I glued it in upside down, chose the wrong variation of part or some other misstep. As a rule, when test fitting a component, also test fit the component that it's dependant on before applying glue. This will ensure that assembly sequence won't be interrupted by a mistake that you'll have to undo.

Let's Start Building

I've separated the plans for the wing component section from the fuselage plans so I can concentrate on the wing only. I've stretched it out tight and taped it down at the corners with masking tape and then covered the pattern with wax paper to keep my balsa structure from sticking to the plan surface if some glue where to accidently drip onto to it.

Wing Construction

A good kit will have all your parts either die cut or laser cut with identifying part numbers or reference to a schematic. Most parts should easily pop out of their place, however sometimes a die doesn't quite make it all the way through the material or (as in laser cut parts) a small tick of wood is purposely left intact to hold the part in place. Use caution and a sharp Xacto knife to free up any parts that don't easily separate from the balsa panel.

Try to separate only the parts you'll need for the current phase of construction. Sometimes identifying descriptions are not printed directly on the part but rather next to it, so if it's removed prematurely, you might get confused as to which part you have and exactly where it's supposed to go.

In constructing the wing, I usually collect all the parts required and lay them out on the plans. This is especially important if your wing ribs are of a different size and shape to create a taper for the wing. In this case, although all ribs have the same airfoil contour, some have special shape to construct the center section where the aileron servo will be placed..

What to Do With Those Scraps?

You're going to have a lot of scrap balsa remnants once your parts are punched out. I usually

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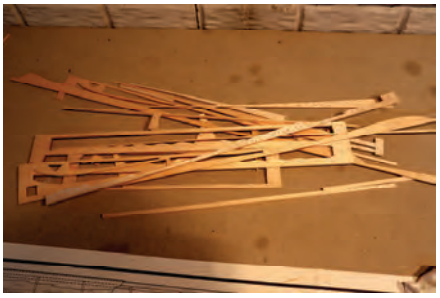
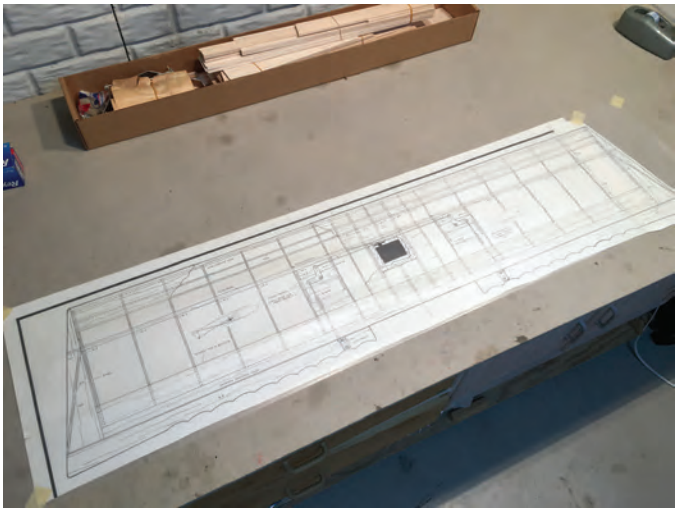


save all scraps that can be converted to glue stick applicators. I cut them up as I go along and use them often to force glue into hard to reach areas, smooth glue out over an area or clean up unwanted drippings. Put your sticks in a cup and keep them handy. You'll end up reaching

for them frequently when nothing else will do.



Alignment Triangle

If you don't have a 45 degree triangle around the house, you should make one. You can use some cardboard or you can find cut a small piece of scrap balsa to create a small 2" 45 degree triangle. I'll use this to make sure that the ribs are perfectly vertical when I glue them in place.

Following the kit directions and the plan schematic, I securely pin the main left and right lower spar and trailing edge sheeting directly over the plan being sure to leave room for the rib positions. I join the centers using medium CA and wipe away any excess.

Under close examination, it's important to note that the airfoil Is not completely symmetrical and the formed trailing edge and ribs are cut to a slight angle creating a true "top" and "bottom" fit position. Viewing the side view of the wing, it's clear that the bottom of the wing includes a frontal 1/8" spar that rests forward, while the top of the wing has a 1/8" spar that rest further back. This means that there is a definite top and bottom for the ribs and they must all be placed correctly. Remember, test-fitting is important.

Once I've determined the top and bottom of each rib and the corresponding angle of the formed trailing edge, I glue the

formed trailing edge piece atop the right trailing edge sheeting, carefully aligning it to the back edge. I then do the same for the left side, join them at the center using medium CA and wipe any excess.

With the main spar securely pinned to the schematic, I'll fit and line up a rib on to the spar and use my small triangle to ensure that the rib is positioned at 90 degrees to the spar and then, using thin CA, I'll tack each rib in place at the spar and trailing edge.

After all ribs are placed in position and alignment looks good, I'll retrace each rib spar and trailing edge joint with medium CA on both sides of each rib, giving it five minutes to cure.

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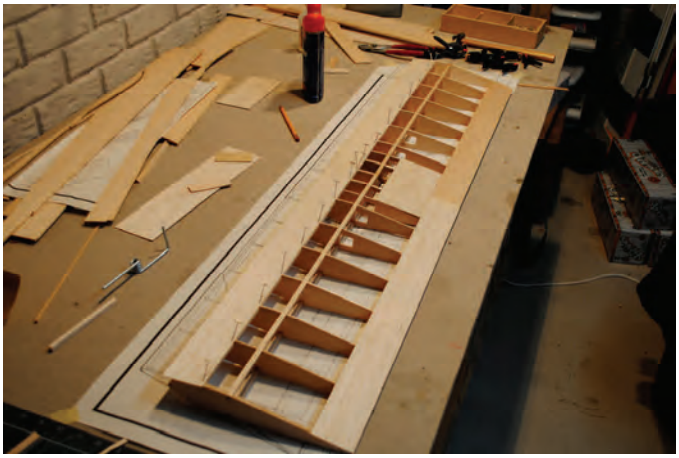
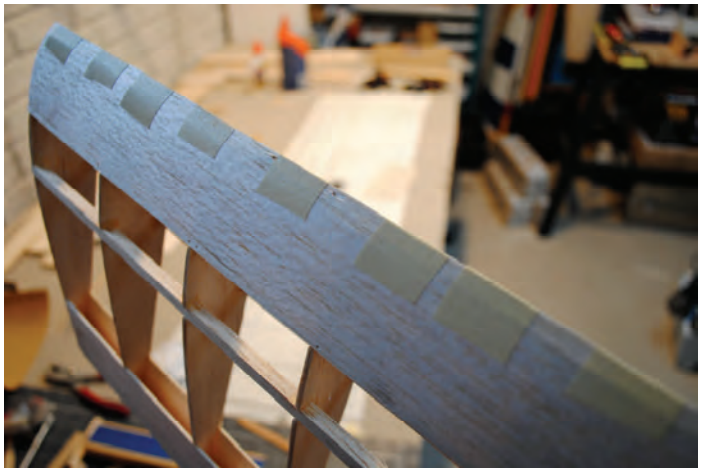
Next, I install the leading edge which is a piece of 1/4" square balsa stripping. This wing is straight forward; therefore I can glue the two leading edges together before test fitting them. I then tack the leading edge in place using thin CA. Once I find that everything is aligned, I further secure each rib front to the leading edge using medium CA and give it five minutes to cure.

Now I can apply the forward top 1/8" spar by putting it in position and wicking thin CA into the joints.

I then attach the top trailing edge sheeting to the wing. To do this I'll need to apply glue to the top of each rib and the formed trailing edge for both sides of the wing. This means that I'll need more time to glue and align parts until the glue cures. For this I'll use the slow cure CA. With slow cure CA I should have plenty of time to apply glue, align the top sheeting and pin it into place so it holds proper contact while curing.



Now that we've done all we can do to the top of the wing, we can twist away the T-pins and flip the wing structure over and apply the 1/8" frontal wing spar to complete the basic structure.



With the top and bottom ribs and stringers secure, I can start sheeting the other areas of the wing. I'm going to sheet only partially sheet of the top and bottom wing for now to add strength while I decide how I will modify the wing to eliminate using rubber bands to hold it to the fuselage.

Working with the top of the wing, I cut balsa sheeting for the center section and partially affix it to the lower section of the wing. I span the back upper spar with sheeting and clue it in place at the mid section of the wing using medium CA and pin it in place to ensure that it is snug to the spar.

Because I have to wrap the sheeting over curved area of the ribs, ensure that the sheeting is securely clued to each rib and also firmly attached to the leading edge, I'm going to need considerable glue time. This is where Elmer's glue comes in handy. If I used CA here to attach the sheeting, I won't likely have enough time to make sure that the sheeting is making contact with all ribs or the leading edge before it sets.

I apply Elmer's glue to the leading edge and each individual rib and smooth it out with scrap balsa sticking I've saved from the remnants. Then, section by section, I roll the sheeting forwarded and secure the front edge of the sheeting to the leading edge using masking tape. This allows me to equally distribute the stress over the entire sheet and it gives me enough time to inspect the contact between the sheeting, ribs and leading edge as I go along. Once I've completed both sides of the wing, I can flip the wing over and decide how I want to attach the wing to the fuse without using rubber bands.

I continue with some of the sheeting as shown above but stop here temporarily to tackle the fuselage.

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I planned to modify how the wing attaches to the fuselage and I'll do this by adding two wooden pins to the front of the wing which will mate with two interlocking holes on the fuselage front wing bulkhead. I can then position two nylon bolts at the rear of the wing to secure the wing to the fuse.

If I were to complete the wing sheeting at this point, I would not be able to access the inside of the wing any longer to proper secure the pins. And, because these pins need to mate perfectly with the fuselage, I'll need both the wing and fuse constructed to take those measurements.

This is where we'll resume construction next month. If you have questions regarding what you have read thus far, feel free to email me at **tjacobs421@att.net** and I will be happy to answer them.

Hans Stute Passes at the Age of 79.

In early January, while spending the Winter in Florida, we lost one of our more highly regarded members, Hans Stute (Hans is picture center in the above photo.) Hans passed away peacefully on January 15, 2021 at the age of 79. News of this event was a significant shock to all of us.

You always knew when Hans had arrived. You could pick him out of the crowd by his distinctive voice and he had a way of turning a phrase that would make you laugh. Hans was so "easy-going" and unflappable. He had a great sense of humor and could get you going over the simplest of things. I really think that he enjoyed life and made the most of it.

Here are a few comments from his friends and fellow club members.

"I'm shocked, we were in touch recently. He always made a point to say hi and we were trading notes on the Odyssey Jet. He loved flying so much, always a bright personality. Another great guy gone. Going to miss you Hans, condolences to the family. Big loss for all of us here in Wisconsin."

- Anupam Das

"Very sad. He always had a smile and a great sense of humor. He was beside me when I did the maiden on my Stinger 64. He had a way to keep me settled and enjoy the flight. I'm saddened to know that we won't be seeing him pull into the parking lot, see his smile and catch up on all his happenings. He will be truly missed."

- Doug Colton

"Both him and his wife were both great to be around, very friendly people."

- Steve Tarney

"He made it fun to fly. Always upbeat with a smile on his face."

- Pete Smith

"He will be missed, super nice people, I always enjoyed talking to him or his wife. RIP Hans."

- Tom Kowalewski

Our deepest condolences go out to his wife and family.

So long, Hans. We'll miss you.

(**PREFLIGHT** *Continued from page 1)*

contact me for training opportunities at the airfield. We had a lot of great students last year and I expect some of those that got a late start to return for our 2021 flying season.

Thank You Bob Scrip!

Despite the pandemic last year, the grass at the airfield continued to grow, and Bob Scrip was on top of it, all season long.

I just want to say thanks to Bob Scrip for being there despite the personal issues he's dealing with. We had a lot large number of pilots at the field last year. It's a great place to be during this pandemic, it's quite safe because all members respect social distancing.

If you didn't make it out to the field last year to fly, you should consider coming this year.

Bob, and his family members have made sure that our airfield remains the nicest in Southeastern Wisconsin.

Upcoming 2021 Board Meeting

We are planning a virtual board meeting in the next week or two.

During this board meeting we're going to try to establish some event dates for the current year. You may be asked to answer a survey in the next month or two regarding your current attitudes toward events and what the club should or should not offer. I hope you will take the time to respond.

In any event, I'll publish our anticipated event date schedule in the next newsletter, so watch for the update.

On February 20th, the local RC Association will conduct a virtual meeting. We'll submit our prospective event dates and learn what other clubs are doing. Look to the March newsletter to learn more about what other clubs are doing.

Our New Treasurer

Mark Polzin was elected club Treasurer for 2021. He's not just filling a role for the club, he's making the role valuable.

Mark has several ideas on how the club can better manage itself as a business (Yes, I know ... Our club is not really a business, it's a hobby, BUT) it still needs to function as a business, and the decisions we make in spending our member's dues are important and transparency will be the philosophy for the future.

Mark has laid out what he hopes to achieve and implement this year on page (???) Make sure you read it.

Work in Progress

I laid out several goals for 2020 last year that got cut off at the knees due to COVID-19. Two of those goals were (1) to create a club recruiting video, and (2) set up a web-based membership roster. Although I've had some setbacks, I'm making some progress.

Recruiting Video

Last year, I acquired video editing software in anticipation of creating a recruiting video for the club. I anticipated that I could collect a lot of footage from events that could be used to move the club forward in recruiting new members

Those events never happened, so there's no footage. I'm hoping that this year I can start filling the pipeline with video on what we do and why it's so great!

I may ask members at the field to talk about the club and its benefits hoping to get this project up an running again.

If you are at the field, I hope you'll volunteer.

Web-based Membership Roster

It seems that everything is on the Web nowadays.

In the past we've captured and maintained data regarding membership using an Excel spreadsheet which is fine, as long as there is to receive the change and is able and willing to make all the updates and changes in a timely manner.

In the world of data management, it's extremely important to use a single source for all core information associated with a population. Our population is our membership. If we institute a web-based database of member information, members will have control of personal contact information.

TJ

NEW MEMBER APPLICATION

You must include a photocopy of your AMA card to receive your membership card!

☐ Check this box if you have updated your address, email, phone…etc.

☐ Check this box if this is a **"STEM Student Membership Academy"** Application

AMA NUMBER: _____ FAA NUMBER: _____

(Please include copies of both cards)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

EMAIL: _____

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

RADIO CHANNELS CURRENTLY USING:: _____ , _____ , _____ , 2.4 GHz: _____

SPONSOR (Required for new membership): _____

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

Signature: _____ Date: _____/_____/_____

Make checks payable to The Flying Electrons, Inc.
Mail to: The Flying Electrons
Chris Milbauer
4952 N 106th Street, Milwaukee, WI 53225
414-750-2740
chrismilb@att.net
Academy of Model Aeronautics, 1-800-I FLY AMA, www.modelaircraft.org

The Flying Electrons Inc., www.flyingelectrons.com

MEMBERSHIP FEES AND TERMS

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 Academy (IP Qualified)	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 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.

Member Application Form 6/29/2020 TJ