

# Flypaper 2020

Official Newsletter of  
The Flying Electrons of Menomonee Falls



Celebrating 60 Years of Service to the Community & Counting!



## President's Preflight



By the time this newsletter comes out, we will have had our first club meeting of the 2020 model year.

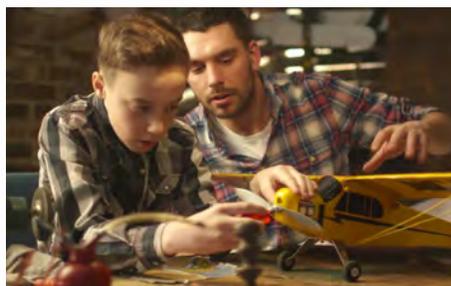
With cancellations for January and February due to the Pack play-offs and the bad weather we had in February, it's been difficult to dig up any news for this newsletter.

We did have some brave men taking flight on March 1st. I'm including some photos taken and a brief article covering our first official Spring day outing.

Our Educational programs are also under full swing. I've been meeting with PTO groups in February and March to talk about our STEM programs to include our [Builder's Workshop](#), our [Model Aviation in Education Event](#) and our newest program, the STEM Student Membership Academy. We're excited to see how parents are responding to our programs and I expect that we will meet our anticipated goal this year, and possibly exceed it.

Also new in this edition is the first in a series of articles called "How to Get Started in RC."

This series is aimed at those that have an interest in getting into RC but really don't know where to start.



The first article discusses what decisions you need to make in choosing an entry point into the hobby. It focuses on fixed-wing aircraft to start but later will also cover heli's and rotary drone devices as well.

I welcome assistance with these articles especially when we get into topics regarding helicopters and drones.

These articles also try to guide those new to the hobby in making low-cost aircraft and equipment choices that grow with their skill levels as they continue to explore the hobby.

Since the beginning of the year we've received a couple of donations to help support our student training efforts which has been really great.

Lastly, special plans are underway supporting the club's 60th anniversary. More details on that are available later in this newsletter as well and I hope all of you and your families will plan on attending.

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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)



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 event by going to the [www.FlyingElectrons.com](http://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**

**Sunday, April 5th**

**7:00PM**

**De Marini's Restaurant**

N88 W15229 Main Street  
 Menomonee Falls, WI 53051

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

# Restoring a High Performance Airframe



At the last club swap meet, I acquired an Aeroworks Yak-54 from a seller that I just couldn't pass up. It sports an 80" wingspan and requires a 50cc to 60cc engine. I have a DLE 55 on the shelf so I have what I need to put it in the air, once I get it back into shape.

On inspection at the swap meet I noticed some soft spots on the wing sheeting and looking through the wing chord I could see a couple of cracked ribs that would need to be repaired. In other words, it had been bumped around a bit but the \$75.00 price tag made the offer still something I couldn't refuse.

I knew that I would have to do some work on it but after getting it home and under closer inspec-

tion I found several other areas that needed attention as well but nothing that couldn't be restored to original condition.

I've been a builder of aircraft from day one. Over the years there have been a lot of new innovations brought to building (CA glue is the big one) and I'm not totally knowledgeable about all of them but I do know the basics and I've always learned from trial and error and by talking to others.

This set of articles can certainly benefit from the expertise of our membership, so I encourage you to comment and make suggestions. I'll publish your suggestions in the next edition and we'll all learn from this collaboration.

This article in the next few issues

is going to journal my efforts to bring the model back to original condition. I've talked to a couple of members that are facing similar wholesale challenges with aircraft that they've either had for years and still love, or want to change out the design and color scheme. Maybe you can learn something from my experiences here in how I have chosen to go about restoring this YAK-54.

I haven't decided at the writing of this article what attention the fuselage requires but I've decided to strip and restore the wings at this point which means removing all covering, replacing some sheeting and rib work, adding some reinforcement where necessary, and then recovering the wing using the original paint scheme ... a design I really liked.



## Assessing the Damage and Repairs Needed

Often the repair you need is not too significant and localized to a section of a wing or fuselage. However in my case, the damage was hidden for the most part and difficult to assess without

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exposing the wood beneath.

Just feeling around, I could soft spots in the sheeting and a visual inspection down the inside center revealed some cracked ribs. The rattling noise was also a dead give-away that there was some underlying structural damage. So, I decided to remove the covering from both wings.



Using tissue paper, I made a tracing of the wing design pattern before I began because I would be stripping everything from both wings and I wanted to be sure I had a full size reference when I recover it. I'll show how I did that in the next edition.

### Removing the Old Covering

I did a little online research and found that reheating the covering will allow it to be removed more easily, which makes sense ... it takes heat to put it on, so heat should take it off. Well, yes and no.



Some of the Monokote was layered (film on film) while other areas were adhered directly to the wood. I kept track of how the film was layered so I could recover it in the same manner.

The "film on film" areas are no problem; the heat helps remove the material easily. There are some areas where the wood and adhesive color separate leaving the colored material embedded into the wood.



I learned that in these cases where the film colorant adhesive is not to embedded into the wood surface you can use a piece of clear packing tape to remove the residue. Just apply the tape to the affected area, rub it down good, and peel away the residue. This process worked in several areas but where the film residue was embedded with high heat it didn't

work. In this case I used acetone on a soft cloth the remove the coloring and it came out nicely without damaging the wood.

In fact, I found that after removing all covering from the wing that the wood still had a sticky residue. I tried sanding the wood surface but the residue balled up on the wood surface. Apparently some of the adhesive remains when removed using heat. This sticky stuff had to go and the



acetone was just the remedy.

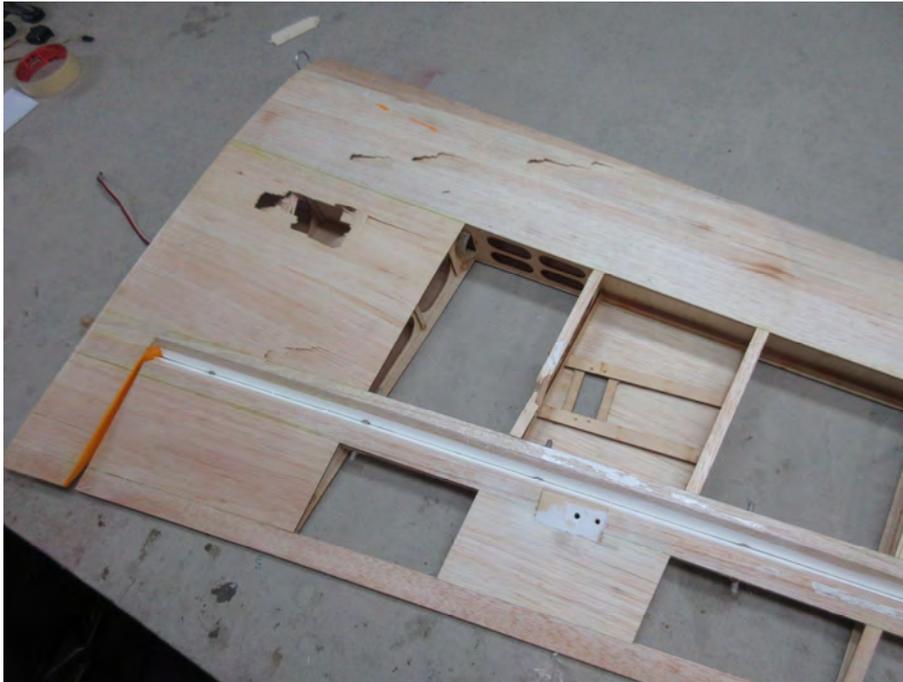
With a soft cloth and acetone I went over the wood areas and wiped them down. This left the wood feeling soft and sandable once again.

I plan to remove all the covering with the exception of the hinge areas where the ailerons are attached. This area is in perfect shape and I can easily straight edge cut the material along the ailerons leaving those areas penetrated by the pin hinges alone.

### Wood Repairs

In examining the wing sheeting there are several areas that have been punctured or weakened. I

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would rather replace the wood in those areas rather than glue them back together. This will make those areas much stronger.

The photo above shows some of the damage. It appears that these were caused by rough handling rather than any kind of damage due to a crash.

I lightly pencil out the areas for removal using a flexible ruler and make sure that I'm considering what may be under the sheeting. I want to create nice clean consistent cut-outs because these will be easier to replace with new



wood and then sand smoothly. To fix sheeted areas, I cut a

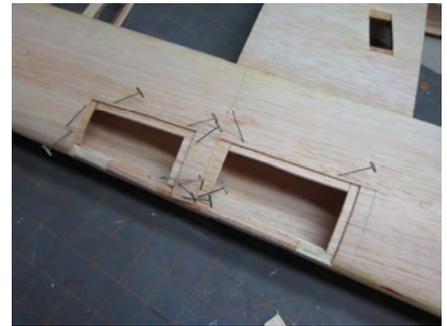


slightly larger sheet of 1/16th inch balsa to act as a ledge.

This piece will be inserted inside the wing and under the existing sheeting to create a underlying ledge and provide a solid support for the new piece of sheeting.

I'm gluing the underlying supports with medium CA, inserting them inside the wing with my fingers

and holding it in place until it adheres to the old sheeting, or in some cases, I use T-pins or small clamps to hold the support pieces in place. This basically creates a platform where I can



lay down my replacement sheet of balsa of the same thickness.

Once the underlying supports are dry, I cut a poster board tem-

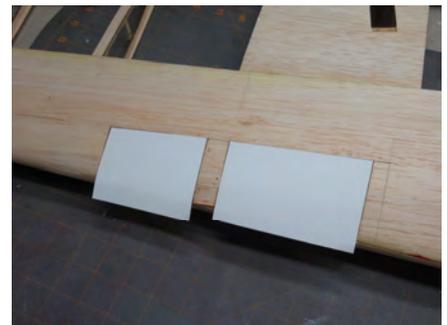
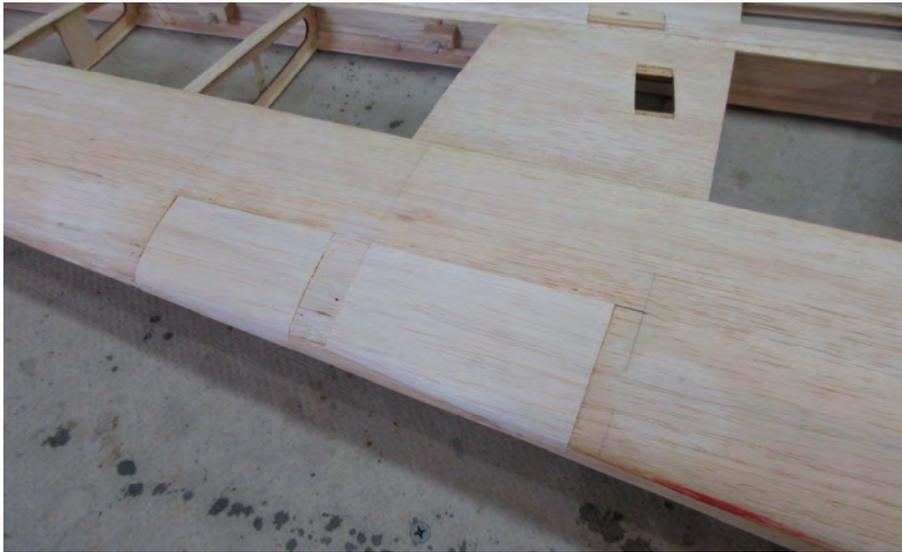


plate and fit it to the open location.

Using poster board one can create a template for the sheeting that will cover the hole perfectly.



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If you make a mistake, just toss the template and start over.

Once the template fits perfectly, I use it as a pattern to cut the piece of balsa that will fit into place.

I cut the top layer of replacement balsa and test fit it in to the area. Once I have the size exactly correct I glue it into place. I'm using a carpenter's glue for this step because I want the area to be

totally sandable. I've found that CA hardens to a point where you simply can't blend it into the wood and repairs always seem to ghost through the Monokote no matter how much you sand it.

Next I place the piece in position and make sure that the entire area is in complete contact. Some of the glue may ooze out from the edges so I use a damp rag to wipe it off. Next I apply

masking tape to hold the sheet in place. A couple pieces strategically placed should do the trick (see photo on the previous page.)

Make sure that the sheet of balsa is being properly held in place and set the wing aside to dry, or, if you're careful, you can start working on another section of the wing.

Give the glue a good twelve hours to harden before removing the tape. The result should be a rock solid repair ready to be sanded to near invisibility. Repeat this process for all other areas where the sheeting has been punctured or damaged.

Next sand smooth using a sanding bar to keep the surfaces even. I recommend going over all seams with balsa filler before fine sanding just to fill in any gaps that may still exist.

Next issue, we'll tackle final repairs and recovering the wing using the trim pattern I saved earlier.



## 60th Anniversary Looms Large

Plans are in the works for a celebration commemorating 60-years of aeromodelling and service to the community.

The event will be combined this year with our Club Fun Fly on June 13th at Tamarac Airfield (rain date June 14th) and includes FREE food, FREE flying, with fun games and activities for the kids. Discovery flights will be available for anyone wishing to try flying.

To plan accordingly, we'll ask **members to register online to receive food tickets**. Members will receive a special email with a link to register at a later date.

Please plan to bring an aircraft to fly. We'll have our usual fair of Hamburgers, jumbo hot dogs, brats, sodas and sides.

Members, their families or guests, Builder's Workshop Students and their families are all welcome to attend.

# Student Training Donations

The club is always on the lookout for donations from club members and retirees. Over the last three months we've received three donations in support of our Student Training Programs and we would like to acknowledge those individuals for helping to support our training efforts.



A thank you goes out to **Robert Reiter** for donating this .40 size trainer and flight box. The airplane is in excellent shape and included engine, tank, servos and 72 MHz radio.

A past member, **John Vitrano** last month donated an Apprentice aircraft and a Multiplex Parkmaster 3D aircraft, still in the box. The apprentice needs a little



work but the Multiplex 3D will make a great raffle item in support of the club.

Just this weekend, **Mike Cormia**, a transplant from Southern California, reached out to us and donated his Great Planes 59" Electric Cub, and a few other trainers and semi completed aircraft.



He also included powered gliders; an excellent way to learn to fly. They are slow and forgiving.

Mike hasn't flown for 30 years but he also had a couple of 72 MHz systems that he donated for our Builder's Workshop student program.

Thanks Mike.

## Local Area Scout Troop 110 Receives \$1,200 Electrons Donation.



Tim Steinke, Scout Leader for Troop 110, was on hand to ac-

cept the club's annual donation of \$1,200.

The scout organization has been going through some tough times lately and is doing everything to ensure that the scouting organization going forward is free of the bad apples that have placed a stain on that organization.

It's our intention to continue supporting Troop 110 for as long as the organization remains viable, and a positive and productive community resource.

The Airfest 2020, our scout charity event is scheduled for August 29th this year.

We plan to make it the best one ever!

# Getting Started in RC

We should all be amazed at how a jumbo jet airliner can fly and carry 600 passengers over 2000 miles to a destination. I know how it works, but I continue to be amazed. All that flight requires is a little science, technology, engineering and math.

Today, one can learn about aviation on a smaller scale through model aviation. Model aviation uses the same dynamic principles of flight found in full scale aircraft, only on a smaller scale. If you're interested in aviation, there are many you can explore, both educationally and career-related.

Not quite sure where to start? These articles will explain how to successfully get into the hobby and grow with it as you learn. So, let's get started!



Model aviation embraces all the STEM of science, technology, engineering and math. Students not exposed to aviation as a possible career lose an opportunity to build upon a hidden passion they may not realize they have.

Ask yourself; Are you interested in designing and engineering air-

craft? Would you like to learn to fly one? What type of aircraft are you interested in; fixed wing, warbirds, 3D aircraft, helicopters or drones? All of these are aircraft and have a distinct place in aviation.

This series is about the best way to get into model aviation as a hobby. Model aviation is a rewarding hobby. If you are inter-

ested in design, model aviation provides the challenges which combines art and science. If you are interested in engineering, model aviation requires construction techniques that are light weight, yet strong. If you want to pilot aircraft, there are model aircraft that outperform the top aerobatic aircraft seen at air shows and will challenge your flying and coordination skills at all levels.

Beyond all of this, model aviation unlocks the history of aviation. As an aero modeler, one can recreate and fly the Kitty Hawk; the first flying aircraft designed and engineered by the Wright Brothers. With today's technology, one can also build and fly a turbine jet aircraft which uses real turbine jet engines which encompass all the technological challenges that these aircraft face.

## So where do you start?

The most logical place to start is with fixed wing aircraft. These aircraft come in all shapes and

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sizes and offer the easiest entry point for all those areas mentioned above.

Before we get started you should know that these articles concentrate on "Radio Control" or "RC" as it's referred to in modeling, where the aircraft is intended to fly under the control of a pilot using a radio transmitter. There are other model aviation sectors that don't use RC for control such as Control Line and Free Flight. These are also great areas to explore, but not the subject of these articles.

So, what makes the model aviation experience a success?

Flying RC aircraft is an acquired skill. Acquired skills are learned through practice.

In the old days, learning to fly RC would be "hit or miss." New flyers would take their aircraft to a farm

field with tall grass, start the motor and then launch it. The pilot at the controls would try to control it to the extent he could, getting better and better with each flight. Most often the flight would end with a crash and the plane would need to be repaired. These repair delays made the pilot a better builder but it often required an entire summer learn to fly an aircraft successfully.

This is exactly how I learned to fly when I was a middle school student. And, I experienced many, many crashes that had to be repaired before I could go fly again. In this day and age, many might give up and that's too bad but there is a solution.

### Pilot Training

In 2019, the Flying Electrons initiated their "Introductory Pilot (IP) Program." This program offers anyone that would like to learn



how to fly, FREE flight lessons for a period of 60-days. This program is backed by the Academy of Model Aeronautics (AMA) with an insurance program that covers accidents that might occur while training.

The Flying Electrons have several IP Certified Instructors ready and available to work with students of all ages become certified pilots. If you are interested, click on the [Introductory Pilot Program](#) link here to learn more.

There are a lot of low-cost radio systems that are great foundations for getting into RC and expandable. These options, combined with low cost aircraft, these are a great low cost and expandable way to enter the hobby.

### Choosing your first aircraft

If you're brand new to the hobby, then you probably don't know where to start in selecting your first aircraft. Let's first look at some of the packaged options you have when purchasing an aircraft.

### RTF's (Ready-to-Fly)

You can invest in what are called Ready-to-Fly (RTF) aircraft that require absolutely no building skills

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or experience. You simply purchase the plane, and with minimal assembly, you're ready to fly.

These aircraft are sold with and without radio systems, therefore if you choose to purchase a complete aircraft system with radio transmitter and receiver, then the system you choose should be expandable (one that can be used with other aircraft.)

You can find a lot of low-cost RC model aircraft at companies like Amazon.com but the radios may not be expandable. They are systems that only work with the aircraft that was purchased.

These aircraft are often constructed of "expanded bead polystyrene" or Styrofoam as it's more commonly known. A lot of aircraft are going in this direction to reduce costs of manufacturing yet provide a stylish and attractive product.

If you decide that an RTF type of aircraft with complete radio system is the way you want to go, then you should consider one

that includes a radio system that can be used in other aircraft as you grow with the hobby.

The radio and receiver system is probably your most expensive investment in the hobby. It would be wise to choose something that has expandability so that you can continue to build on it.

Name brand radio systems such as Futaba, Spektrum, JR provide such expandability. They also provide compatibility with "buddy-box" systems. This means you can train with an Instructor safely and minimize crashing as you learn how to fly.

### **ARF's (Almost Ready-to-Fly)**

Almost Ready to Fly (ARF) are aircraft that need a little more effort than assembly alone. This is where the "Almost" comes from.

These aircraft arrive generally without a radio, servos, or power source. They require that the builder tighten up the overall covering on the model (we'll talk about what this means later), as-

### **Notes:**

The aircraft shown at left is the E-flite Apprentice. It is a reliable trainer aircraft that uses an expandable Spektrum radio system.

This is a good first choice aircraft for a students that are only interested in learning to fly at the outset. The transmitter and receiver can be used with other aircraft as the student learns to expand. Includes everything a student needs to fly.

**Price: About \$300**

semble the aircrafts major components, install control hardware, choose and supply and appropriate power source, then install the appropriate servos to handle



control surfaces.

This type of aircraft offers options and are a step up from the basic RTF platform. The "YAK" aircraft shown on page 3 of this newsletter is an ARF and most aircraft purchased today in the hobby

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are ARF models.

So why do most people choose an ARF? Because of the options you have in finishing the model. With RTF aircraft you are pretty much stuck with what you get.

With an ARF one can choose to power the craft with electric or nitro, choose the size of the power source to enhance performance. The assembler can choose higher torque servos add redundant radio receivers for additional safety and a variety of other options depending upon the size of the aircraft.

But the biggest feature is that the hobbyist doesn't have to actually build and cover the airplane. That is all done for you.

### Kit Building

Kit building is where I started with my dad back in 1964. With kit building, you experience something special ... a sense of ac-



complishment in building something that will fly. Once you successfully build a kit, you acquire many of the skills required to build from scratch.

"Kit builders" will need tools. With kits, all the scratch-building think-



ing as been done for you. You have all the basic materials you need to build a flying RC aircraft. Not only that, you have step-by-step instructions on how to do it.

What you need is a work table surface that you can leave undisturbed, a work surface that will accept push pins (AKA T-Pins), some basic tools, adhesives and some other basic household items.

Your table surface depends on the size of your model. For example; if you're building an aircraft with a 48" wingspan then I recommend that your table should be at least 48" long. 24" to 36" depth should be fine for this build. I've used cafeteria tables in the past for such assembly and they are available at lots of places. I've also purchased inexpensive fiber board door from the likes of Home Depot and used them as building platforms.

The surface of your table you choose should be absolutely flat ... no exceptions. You'll use a lot of pins to hold parts in place while gluing so you'll need to layer a surface that is friendly to pins. I would recommend a product called "Homasote."

When you build from a kit you can make the aircraft all your own. You choose the design paint scheme you want to use so that your aircraft will be like no other. You can also modify the design.

You can paint your model or use the more popular film coverings like Monokote for example.

These films come in a wide range of colors and attach themselves



to the framework using heat. Heat does two things; it adheres the film to the wood surface and it also shrinks the film tight. You can look online for videos that explain how to apply heat shrink films and they usually give you a good starting point.

### Scratch Building

Scratch building falls into two categories; building from plans, or, designing a new aircraft.

Surely every type of aircraft has already been designed ... right? Go to "EAA AirVenture" and see that new aircraft are being invented all the time.

Scratch building is a lot like kit building except none of the deci-

*(Continued next page)*

sions have been made and none of the parts have been cut for you.

"Scratch Building" is both an art and a science. Unlike kit building, with "Scratch Building" you must design or acquire plans, decide what materials are needed for the build, gather those materials on your own, then engineer how the aircraft will be built. No small challenge.

If you have built a "kit plane" in the past and still have the plans, you can use those plans to "scratch build" a new aircraft just like the kit ... Or redesign it to create something new.

In 1967 I was in high school and I always like the control line aircraft called the "Nobler." It had a wide wing and the elevator was wired directly to wing flaps which made that plane do incredible things. I had read where a builder had take that design and modified it for RC. This meant widening the fuselage and making a few more modifications to accommodate RC equipment.

By the time I noticed the article, servos had become smaller and more powerful. Therefore I wouldn't need to widen the fuselage to get the servos into it.

I decided to purchase one of the control line kits, which was much less expensive. I built an RC nobler without modification and installed RC components. I flew that aircraft for over ten years and it did everything a stunt model could do at the time without control line wires.

I hope to design an aircraft one day, like the Nobler, that has the same flight characteristics, only on a much larger scale. This is what scratch building is all about.

Plans can be purchased for all kinds of aircraft from the Academy of Model Aeronautics (AMA).

Scratch building is the ultimate reward. You're essentially creating something from nothing and being as resourceful as you can to keep it light but still structurally sound.



### Builder's Workshops

If you're interested in building, the Flying Electrons sponsor a workshop in cooperation with the Menomonee Falls Community Education & Recreation Department.

During this 6 to 7 session workshop, students build their own RC model aircraft from scratch and

then learn to fly it.

The program runs Saturdays 10:00AM to 12:00Noon from April 4th to May 23rd. Extra classes are planned to allow students to make up for vacations or other conflicting activities.

If you would like to learn more just click on this [Builder's Workshop](#) link to get more details.

Classes are limited, so you'll want to check soon to guarantee a seat.

### Next Month

Our next article in the series will talk about what type of aircraft should be your first when learning how to fly.

In the meantime, if you have questions about these articles please feel free to email us at this link [Flying Electrons Questions](#).

Let us know how we can help you get started in RC!

# Spring is Here!

The spring season associated with the vernal equinox, called astronomical spring, happens on or around March 20th in the Northern Hemisphere, but meteorologists recognize March 1st as the first day of meteorological spring, which is based on annual temperature cycles and the Gregorian calendar.



around we saw a hawk in the near vicinity trying to establish his territory.

We all gave him plenty of space and continued with our flying.

The winds gave everyone a run for their money often times forcing us to trek

out to the northern boundary to



Photo courtesy of Chris Ocampo

It was a spring day at Tamarac airfield. Nine members gathered for a few hours of flying while high winds battered our aircraft.

This was weather designed for air piecing aircraft like the "Assassins" or Steve Tarney's "Striker" which handled the winds easily.



The group was met with a challenge during one of the flights. As aircraft circled the field, a screech could be heard loud and bright. As we all looked



retrieve a plane.

Ryan Ocampo brought his new Builder's Workshop design out for a test flight.



The aircraft had a tough time with the high winds.



Above is a close-up of Ed Malec coming in for a landing. Notice the secure battery pack installation as it makes its way in.

Ed says it flies better with the pack hanging out like that. Oh well.

# APPLICATION FOR MEMBERSHIP

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

## MEMBERSHIP FEES AND TERMS

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

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: \_\_\_\_/\_\_\_\_/\_\_\_\_

Select the Membership Category (Enter Cost at Right)	Unit Cost	Extension
New Member Initiation Fee	\$50.00	\$
Regular Family Membership	\$75.00	\$
Menomonee Falls Resident	\$55.00	\$
Junior (18 Years or Younger by July 1st)	\$55.00	\$
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 this is your first membership renewal	<b>-\$20.00</b>	-
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.

Make checks payable to The Flying Electrons, Inc.  
 Mail to: The Flying Electrons  
 Chris Milbauer  
 4952 N 106<sup>th</sup> 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

## 2020 Tentative Flying Electrons Events Calendar

Below is a tentative calendar of events for the upcoming 2020 flying season. Following receipt the RC Association Meeting notes, we will add other local area club events to the calendar.

Date	Time	Event	Club/Location
Wednesday, January 1st	8AM to 11AM	News Year Day Chili Dump	Flying Electrons Airfield
Sunday, January 12th	7:00PM	Member Meeting	Cancelled. Go Packers!
Sunday, February 9th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, March 7th	9:00AM to 12 Noon	RC Association Meeting	Wauwatosa Library
Sunday, March 8th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, April 4th	10:00AM	Builder's Workshop Starts	Menomonee Falls Rec Center
Sunday, April 5th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, May 2nd or 9th	8:00AM	Field Clean up	Flying Electrons Airfield (Weather permitting)
Sunday, May 3rd	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, June 13th	10:00AM to 2:00PM	60th Anniversary Celebration & Club Fun Fly	Flying Electrons Airfield
Sunday, June 14th	7:00PM	Member Meeting	De Marini's Restaurant
Sunday, June 28th	10:00AM to 2:00PM	Electric Only Event	Flying Electrons Airfield
Sunday, July 12th	10:00AM to 2:00PM	Scale Event	Flying Electrons Airfield
Sunday, July 12th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday July 18th	9:00AM to 2:00PM	Education Event	Flying Electrons Airfield
Sunday, July 19th	9:00 to 2:00PM	Education Event (Rain Date)	Flying Electrons Airfield
Sunday, August 9th	7:00PM	Member Meeting	De Marini's Restaurant
Thursday, August 13th-16th	8:00AM to 4:00PM	Warbirds & Classics Over America	Wellnitz Field In Fond Du Lac
Thursday, August 27th	10:00AM to 2:00PM	Dead Chicken Event	Flying Electrons Airfield
Saturday, August 29th	10:00AM to 2:00PM	Airfest 2020 (Rain Date 8/30)	Flying Electrons Airfield
Saturday, August 30th	10:00AM to 2:00PM	Airfest 2020 Rain Date	Flying Electrons Airfield
Sunday, September 12th	8:00AM to 2:00PM	Swap Meet	Flying Electrons Airfield
Sunday, September 13th	8:00AM to 2:00PM	Swap Meet (Rain Date)	Flying Electrons Airfield
Sunday, September 13th	7:00PM	Member Meeting	De Marini's Restaurant
Saturday, September 19th - 20th	8:00AM to 4:00PM	Pattern Contest	Flying Electrons Airfield
Sunday, September 27th	10:00AM to 2:00PM	FrankenPlane/Builder's Challenge	Flying Electrons Airfield
Sunday, October 11th	7:00PM	Member Meeting	De Marini's Restaurant
Sunday, November 8th	7:00PM	Member Meeting (Elections)	De Marini's Restaurant
Sunday, December 13th	5:00PM to 12:00PM	Christmas Party & Dinner	TBD
Friday, January 1st	8:00AM to 11:00AM	New Years Day Chili Dump	Flying Electrons Airfield