



Flypaper

Flying Electrons Mission:

"To advance the RC flying hobby by providing a safe and enjoyable environment for RC pilots of all skill levels."

Issue 662 September 2016 Club Charter 667



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Club Meetings

Second Sunday of month 7:00 pm

De Marini's Restaurant

N88 W15229 Main Street

Menomonee Falls, WI 53051

Flying Site:

N61 W17000 Kohler Lane

Menomonee Falls, WI

www.flyingelectrons.com

President's PreFlight

"One thing that makes it possible to be an optimist is if you have a contingency plan for when all hell breaks loose." Randy Pausch, The Last Lecture

Rain, Rain, Go Away

It seems like some big RC event is feeling the brunt of the weather man every weekend here in Wisconsin, and our Charity Event was no exception. As each day's weather forecast got more refined, it was clear that good old Mother Nature was taking direct aim at our event.

Under the wise guidance of several board members, we decided to put the club on notice the night before, and make a "go", "no-go" decision at 8:00 AM the morning of the event. After a night of pounding rain and a morning of drizzle, coupled with a damp parking area and a low ceiling, we decided to postpone the event to the following day, which looked much better.

Well, come Sunday morning, it was clear that Mother Nature wasn't done toying with us. A dense fog shrouded the flying field and didn't start lifting until well after our 9:00 AM start time. Only a few brave souls flew in those first hours, but conditions slowly improved, with partly cloudy and bluebird skies by 10:30 AM.

Even with the weather issues and the one-day postponement, the event was a complete success by all measures. Preliminary results show we were within \$100 of last year's event total, which is almost unheard of for a rain date. I think a lot of that can be attributed to getting the word out about the event.

This was the first time we had a person dedicated solely to advertising and publicity. Dave Schroeder did a great job making some serious inroads into the various community advertising venues, from newspapers and web sites, to scrolling bank signs. Well done Dave!

Another exciting part of the event was the return of our Discovery Flights. Dan Franklin and Ron Jans spent several hours readying a couple of the club trainers. Mike Dorna, Dan, Cliff Evans, and a host of others took turns prepping the kids and manning the controls as each had their first venture into the world of RC aviation. It was Yeoman's work, and these guys deserve a huge round of applause.

Continued on next page

In recap, we had a total of 43 registered pilots, with representatives from several local area clubs. The Boy Scouts parked 59 cars and put together a superb list of raffle items. That coupled with a huge pilot's raffle meant there were a lot of smiles on faces at the end of the day.

Overall, I was very pleased to see how the club membership stepped up to make this event a success, considering just two months ago we weren't even sure it was going to happen. I will undoubtedly miss someone, but I'd like to take a quick moment and thank a few of the folks involved:

- Pilot Registration**.....Todd Davis, Steve Huelsbeck
- Promotion/Advertising**.....Dave Schroeder
- Signage**.....Steve Huelsbeck
- Emcee Duties**.....Chris Milbauer, Mike Fleming
- Sound System & Music**.....Mike Fleming
- Raffle**.....Ken Pressman, Barry Tenpas, Troop 110
- Ticket Sales**.....Barry Tenpas, John Kreitzer, Tim Roliff, Todd Davis
- Kitchen & Event Logistics**.....Pete Milewski
- Food Prep/Sales/Cleanup**.....Troop 110
- Simulator**.....Kevin Malec
- Flight Line Administration**.....Tim Roliff, John Kreitzer
- Field Prep**.....Bob Scrip
- Discovery Flights**.....Mike Dorna, Dan Franklin
- Air Show**.....Todd Davis, Steve Huelsbeck, Tim Kunath, Mike Dorna, Tom Kunath,
Chris Milbauer, Roger Olson, John Kreitzer, Kurt Warner, and all our Foamy Air Force pilots.

Upcoming Events

It's time to clean of the work benches and get ready for your upcoming winter projects. Our swap meet is just around the corner on Saturday, September 10th. You can swap and fly all day for only \$5. Gates open at 8:30 AM.

Also, our 19th annual Tamarack Challenge pattern contest is scheduled for September 17th and 18th. "Pattern" is the common name for precision aerobatics, where a set of maneuvers is flown and judged based on the geometry, smoothness, grace, and positioning of the maneuver.

As we did last year, we are offering a "Club Class" event, open to any AMA member. The purpose of "Club Class" is to give people who are interested in giving pattern a try, a set of simplified maneuvers to fly. The maneuvers in Club Class are no more difficult than those used during your pilot check-flight and are scored the same way every other pattern maneuver is scored.

Don't worry, this is a low-keyed event, and to have some of the best precision aerobatic pilots giving you positive feedback is priceless. The important thing is to have fun and let yourself be judged. You will find a complete list of the Club Class maneuver descriptions later in this newsletter. If you're interested in giving it a try and would like some help, just give me a call. I'm happy to stop out to the field.

Remember to have fun and fly safely.

Joe Burzinski



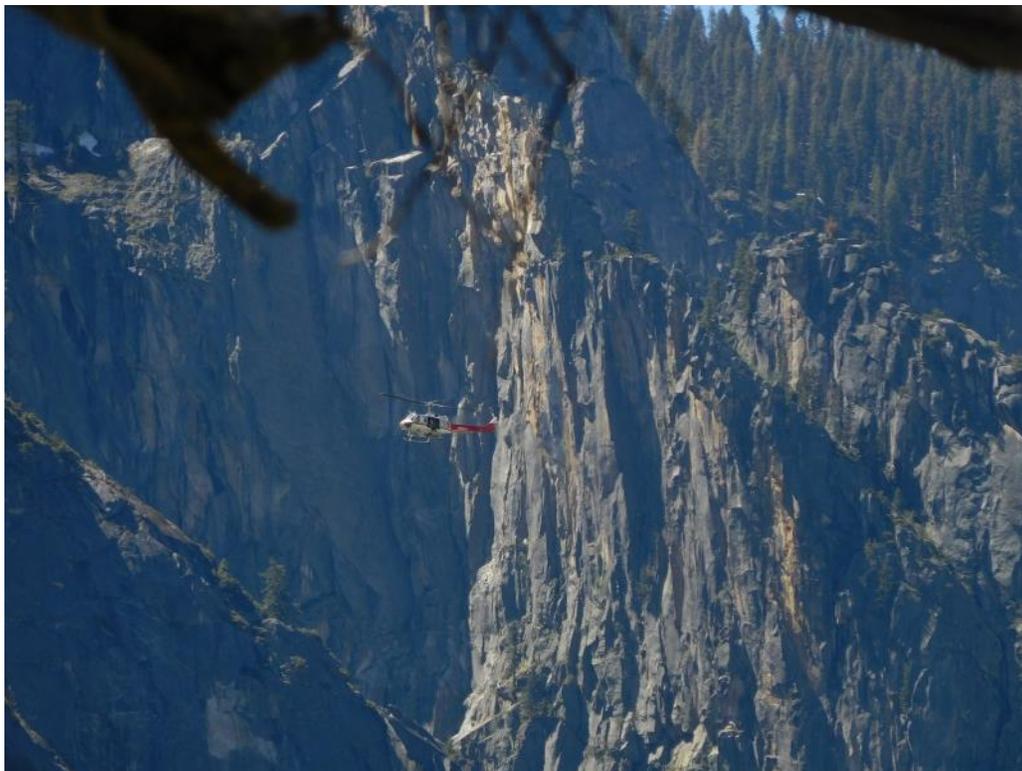
August Show and Tell — Pete Milewski



This month's aircraft was a Gee Bee held by Tom Jacobs.

The plane is from a kit, has a 57 inch wing span, and is powered by an OS 61 engine.

Tom fiber glassed and painted it.



View from Upper
Yosemite Falls—
Sara Smith



Our Mission:

*“To advance the RC flying hobby by providing a safe and enjoyable environment
for RC pilots of all skill levels”*

Minutes from the Flying Electrons Membership Meeting at DeMarini’s, August 14, 2016

The meeting was called to order at 7:07 pm by President Joe Burzinski

It was noted that 24 members and 6 guests were present

Attendance raffle tickets were handed out

- A raffle ticket will be given to a member each time he attends a meeting
 - ◊ Member will write name on ticket and turn in
- At the December Christmas party one ticket will be drawn and the winner will receive free dues for 2017
- The member need not attend the Christmas party to win
- If the member has already renewed for 2017 their dues will be reimbursed

New members

- Jack Mitchell introduced himself and said he is currently training for his pilot’s license

Guests

- Beau Freeman and members of his family were in attendance
 - ◊ Beau will give a talk later regarding his work as a UAV tech in the US Army

Promotions

- No promotions were reported

There were no issues regarding the July, 2016 meeting minutes and they were accepted as written

Treasurer’s Report

- Pete Milewski presented the Treasurer’s Report for July, 2016
- It was noted that membership was at 140 members
- Details from the treasurer’s report are available from Pete upon request

Continued on next page

Beau Freeman talked about his work as a UAV Technician in the US Army

- Beau was introduced by his uncle, Chris Milbauer
- The following is a poor attempt to do justice to an extremely interesting presentation by Beau
 - ◇ Beau spent 5 months training for his position as a tech in Arizona
 - ◇ He then was assigned to Fort Riley Kansas for a year
 - ◇ After that Beau shipped out to Iraq
 - ◇ He worked on the Shadow recon UAV of which there are many versions
 - ◇ The UAVs are launched with a catapult which is charged with compressed nitrogen
 - ◇ Beau's job covered both maintenance and launch shifts
 - ◇ On the Launch shifts his job entailed defueling leftover fuel and then refueling as well as checking all screws
 - ◇ The maintenance was done on the UAVs according to how many hours they had flown
 - ◆ Basically different tiers, the first being just checking all components, the second was a complete tear down and rebuild replacing worn parts, and the third had the engine pulled and sent back to the factory for rebuilding
 - * The engine used is an AR1101 or 1102 rotary engine
 - ◇ Beau didn't do regular flying, but was familiar with the procedure
 - ◆ One guy flies the plane and another operates the camera
 - ◆ The normal altitude for these UAVs in Iraq is 4500 feet
 - ◇ In his time in Iraq they only lost one UAV and that was due to a technical failure
 - ◇ The landing system is automatic as a computer guides the UAV in all the way down
 - ◇ The UAVs are equipped with parachutes for emergency situations
 - ◇ The UAVs have a wood composite structure
 - ◇ They do not fly in rain or winds over 25 mph
 - ◇ The pilots are enlisted army, not officers
 - ◇ They take safety tests with their training, but are not necessarily full scale pilots
 - ◇ The skills Beau acquired will also relate to real world jobs when he gets out
 - ◇ In addition, the training carries 53 college credits
 - ◇ Members present thanked Beau for his service and gave him a loud and prolonged round of applause

August 27th Charity Event details

- Dave Schroeder has been handling promotion with local news media, businesses, etc.
 - ◇ Dave handed out flyers to members to be taken to businesses and other organizations
- The general raffle is being handled primarily by the Boy Scouts who are putting together theme based baskets
 - ◇ John Kreitzer also contributed a \$250 Allen Edmonds certificate from his son
- The pilots' raffle will be for registered pilots only
 - ◇ Registered pilots do not need to fly
 - ◇ One raffle ticket to each registered pilot
 - ◇ Pilots who do fly will receive an additional ticket for each flight
 - ◇ Only registered pilots may purchase extra tickets for the pilots' raffle
- Ken pressman is in charge of procuring the pilots' raffle prizes – some of the prizes are
 - ◇ DLE 20 motor
 - ◇ DX6 radio
 - ◇ Electric starter

Continued on next page

- ◊ Fuel pump
- ◊ Large Horizon T-28 with retracts
- Joe Burzinski said the Noon air show is coming along nicely
- Todd Davis will be in charge of pilot registration
- Steve Huelsbeck will be in charge of placing out signs
 - ◊ Steve was notified that we also have public welcome signs now
- Joh Kreitzer and Tim Roliff will be air bosses in charge of the flight line
- Discovery flights will be handled as needed by Mike Dorna, Dan Franklin, Ron Jans, and Henry Reed

Monday night training

- We were short instructors last week, but Mike Dorna stepped in
- We may also be short this week
 - ◊ Chris Milbauer said he may be able to help

Club clothing

- Dave Schroeder still has close out pricing on remaining shirts and hats
 - ◊ \$3 patches, \$5 hats, \$7 large shirts
- You can see Dave at meetings and events if you're interested in making a purchase

Old business

- No old business

New business

- Chris Milbauer started a discussion about in effect having a two tier system for signing off pilots if we sign off members using airplanes without ailerons and the ability to roll. What happens if later the member comes out with a bigger plane with ailerons?
- The Board is discussing this issue, but sees no need for a two tier system
 - ◊ It is up to instructors to advise students about not flying outside their comfort zone
 - ◊ Joe Burzinski asked Pete to contact Bob Scrip about painting a taxi line 25 feet out from the pilot blocks before the Charity event
- Cliff Evans suggested it would be good to have a basic information sheet for new students
 - ◊ Todd Davis asked Cliff to put something together and send it to Pete

Show and Tell

- Tom Jacobs brought a beautiful, 57-inch wing span Gee Bee that he built from a kit. Tom fiber glassed and painted it. It's powered by an OS 61 engine

The raffle was held

Next meeting is at 7:00 pm on Sunday, September 11, 2016 at DeMarini's.

The meeting was closed at 8:10 pm

Recorded by Pete Milewski

Secretary/Treasurer, Flying Electrons

petkatmil@att.net

414-313-8869



Name That Plane: September by Tim Roliff



The August aircraft: The Tallmantz Phoenix P-1 was an FAA-certified one-off aircraft built for the 1965 film production "The Flight of the Phoenix" and used in the picture's initial aerial sequences.

Its pilot, Paul Mantz, died in an accident during a touch-and-go made to simulate a takeoff, after which it was replaced by a crudely modified North American O-47A.

Correct answers were submitted by Ed Malec, Henry Reed and Mike Dorna.

The airplane was submitted by Cliff Evans.

Name That Plane Contest Details:

- Check each issue of Flypaper for the current "mystery aircraft" photo
- Send your answer via email to: namethatplane@sbcglobal.net. (Please note-answers will only be accepted by email and only at this address)
- Any Flying Electrons member that responds correctly and attends that months meeting will be entitled to a free raffle ticket
- Tickets must be claimed in person at the current month's meeting only
- There will be no Name the Plane contest in December
- Winners will be listed in the following month's newsletter and announced at our meeting
- Open to current Flying Electrons members only
- Suggestions for future mystery planes are welcome
- Send your comments or suggestions to namethatplane@sbcglobal.net

NEW FOR 2016: If you submit a picture that gets used in the Name That Plane contest, you will receive a raffle ticket at that month's meeting !!!!!



Club Class – Maneuver Descriptions — *By Joe Burzinski*

Our annual pattern contest is scheduled for September 17th and 18th this year. As we did last year, we are offering a “Club Class” event, open to any AMA member. The maneuvers in Club Class are no more difficult than those used during your pilot check-flight and are scored the same way every other pattern maneuver is scored. Don’t worry, the judges know this is the first time many of you will be flying in a contest, so they won’t be holding your feet to the fire with the judging criteria. The important thing is to have fun and let yourself be judged. Everyone starts pattern right where you are, and to have some of the best precision aerobatic pilots giving you positive feedback is priceless.

Essentially, all maneuver scores start as a 10, with deductions applied in half-point increments. The main criteria used to judge the degree of perfection are (in order of importance):

1. Precision of the maneuver.
2. Smoothness and gracefulness of the maneuver.
3. Positioning or display of the maneuver.

Size or dimensions of the maneuver relative to the maneuvering area, distance from the judges, and other maneuvers in the flight.

All of these must be met for a maneuver to be rated perfect. Don’t worry, this isn’t the National Championships. Just do your best.

Takeoff

Takeoff is scored as a ten or a zero. This isn’t how the official rulebook describes it, but it’s how we do it at our contests. Basically, if your plane gets in the air successfully, congratulate yourself. You just got your first “10”.

FREE Turn Around

Trim Pass

FREE Turn Around

Following takeoff you get a free turn-around, a trim pass, and another free turn-around before you start being scored. The idea of the turn-around is to get yourself back on the same line you were flying just before the turn-around. You can do any kind of maneuver for this. Following your first free turn-around is your trim pass. If you’ve done your trimming homework you shouldn’t require any adjustments, but this is when you’d make any last minute changes if needed. Lastly is another free turn-around. The most important thing about this turn-around is that it sets the stage for your first scored maneuver. This might be a good time to get some free practice in on the Half-Reverse Cuban Eight for later in the sequence. Above all, you should use this time to catch your breath and settle any nerves that may have popped up. Remember, you just got your first 10 moments ago, so you should be feeling pretty good about now.

Straight Flight Out

Your plane must be flown parallel to the flight line and flown in an absolutely straight and level path. Watch out for changes in heading (correct with rudder) and elevation changes. These will result in deductions.

Half-Reverse Cuban Eight

The Half-Reverse Cuban Eight, one of my favorites, is a scored turn-around maneuver. After completing the previous Inside Loop and re-establishing a nice level path, pull back on the elevator until the plane reaches a 45 degree climb, which is much steeper than you think. Hold that path for a moment and roll to inverted. Hold the inverted path for another moment and then pull back on the elevator to complete a 5/8 inside loop back to level flight in the opposite direction. The length of your 45 degree climb before and after the roll should be exactly the same length. You’ll likely need to feed in some down elevator while inverted to hold a straight line.

Continued on next page

Straight Flight Back

Straight Flight Back is essentially the same as Straight Flight Out. The important thing about it is that it be along the same line as the outgoing pass. Again, watch for changes in heading or elevation.

FREE Turn Around

Congratulate yourself. You've just completed your first sequence segment and have some time to catch your breath, just don't stop thinking. Use this opportunity to prepare yourself for what's next. Remember the wind is hardly ever straight down the runway, so use whatever kind of turnaround is needed to get your plane back on centerline.

Cobra

The Cobra is so-named because it's shaped like the hood of a cobra. It is a centered maneuver, meaning the middle of the maneuver is right in front of you and the judges. Following your free turn-around, establish straight and level flight and pull the elevator back to a 45 degree climb. Hold that line until the model is almost in front of you. Then ease off the elevator and throttle, and start pushing in some down elevator. Let the model ease over the top and continue to a 45 degree dive. Hold that line until the model is back to the same altitude that you started the maneuver and ease out of the dive.

Half Cuban Eight

The Half Cuban Eight is a scored turn-around maneuver. After completing the previous Inside Loop and re-establishing a nice level path, fly to the end of the box and pull back on the elevator to complete a 5/8 inside loop. Your plane should now be inverted on a 45 degree downline. Hold the inverted path for a moment and roll to upright flight (still on the 45 degree downline). Hold for another moment and pull back on the elevator to return to level flight. The length of your 45 degree downline before and after the roll should be exactly the same length. You'll likely need to feed in some down elevator while inverted to hold a straight line.

One Horizontal Roll

As with the Inside Loop, the Horizontal Roll is one of the first things you learn during your pilot training. It is also a center-maneuver. The center of the roll (when your plane is inverted) should be right in front of you and the judges. Maintaining heading and elevation is key to scoring maximum points. Having a well trimmed plane will reduce the number of adjustments needed throughout the maneuver.

FREE Turn Around

Ok, you just completed the second segment of your sequence. Take a deep breath and do any turnaround maneuver that'll get you back on centerline. Just one more maneuver to go before landing.

One Inside Loop

The Inside Loop is also a center-maneuver, meaning it's performed right in front of you and the judges. So, what could be easier than one of the first things you learned in your flight training? Pull back on the elevator and watch the plane go over the top, right? That will get you through the maneuver, but it'll cost you some precious points. The fact of the matter is that most loops you see are not round – they're shaped more like an egg or a figure "9". The key to getting maximum points on a loop is to keep the same radius throughout the entire loop. You'll need to ease off the elevator as you arc through the top of the loop. This will flatten it out and get you well on your way to higher scores. The loop shouldn't be too tight either, but be mindful of your plane's power. Don't make the loop so big that you run out of power as you near the top.

Continued on next page

FREE Turn Around

One more maneuver to go and you're done. Turn your plane around and get set up for your landing sequence.

Landing Sequence

As with the Takeoff sequence, the landing is scored as either a ten or a zero. Get your plane safely on the ground and you'll have another "10". Your caller will let you know if you're clear to land. There's no penalty if you have to go around again to avoid another plane that might be getting ready to takeoff or land. Be sure to call out your landing, just like you always do at the field.

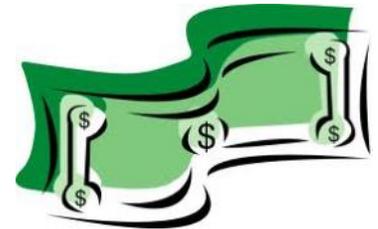
What just took several paragraphs to describe actually happens relatively quickly. Therefore, we fly the Club Class sequence twice in succession. Instead of Landing, you simply start over with another Trim Pass and continue from there.

So, if you need anymore convincing, try on these Top-10 reasons for giving Pattern a try:

10. Learn to control the airplane, instead of the other way around.
9. Be able to put the plane in any attitude, at any point in the sky.
8. Learn the right way to trim your airplane.
7. Finally learn what that control surface called a "rudder" is used for.
6. Have a framework against which you can measure your progress.
5. Learn how to "let" yourself be judged, while picking up tips from some of the best RC pilots in the world.
4. Hang out with a great bunch of guys.
3. Enjoy the friendly competition of a pattern contest.
2. Learn how to fly in all kinds of conditions.
1. Have fun becoming the best that you can be, while gaining confidence in your piloting abilities.



WANTED



Pete Smith's Lost Radian Glider

\$ 50 Cash Reward for it's return!!!!

You Tube Video courtesy of Ron Johnson — shows in detail where it is :}

<https://www.youtube.com/watch?v=IOpIHJD8emi&feature=youtu.be>



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Jim Zahorik at jzahorik1@wi.rr.com 262-490-1412



SPECIFICATIONS

Wing Span..... 1848mm(72.5")
 Weight..... 5200g~5300g
 Length..... 1626mm(64")
 Wing Area..... 54 dm²
 Wing Loading..... 96~98g/ dm²
 Airfoil..... Naca-0014
 Engines..... 2c~108~160 4c~120~140
 Radio..... 4 channel 6 servos



THE FLYING ELECTRONS 13TH ANNUAL FALL RC SWAP AND FUN FLY

Saturday, September 10th

Rain date Sunday the 11th.



AMA #: 08-1573

**SWAP and Fly
all day for \$5**



Gates open at 8:30 a.m.

The Flying Electrons Flying Site N61 W17000 Kohler Lane
Menomonee Falls, WI

- \$5 landing/swap fee for flyers or sellers
- Open to anyone, general public WELCOME!
- Swap and open flying all day (AMA membership required to fly)
- Come visit our club, swap and fly all day
- Swap from your vehicle, tailgate, table or blanket
- Ample parking available
- Food and Refreshments available on site
- Informal Auction at 12:00
- Vendors Welcome



Directions to the field

From Hwy. 41/45

Take the Silver Spring Exit West to Pilgrim Rd.
Pilgrim Rd. North to the first overpass. Turn right on Shawn Drive at the light before the overpass then left on Kohler Lane, follow Kohler Lane up the hill.
Watch for Flying Field signs.
At the big water tower turn right to the field access road. (behind Tom's Trailers)

From Pilgrim Road

Southbound, go over the Kohler Lane Bridge, turn left and follow the directions above.
GPS Coordinates: N 43 deg 07.799 ' ; W 88 deg 07.408'



**Todd Davis: Contest Director, tdavisrcav8r@gmail.com, 262-364-6186
www.FlyingElectrons.com**

NOTE: CD has the right to refuse event entry for any reason

Woodland Aero Modelers SWAP MEET

SATURDAY OCTOBER 1st, 2016

TIME 8:00 A.M. TO NOON

(Door Prize Draw 11 a.m.)



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ADVANCE TABLE RESERVATIONS only \$12 each, does not include \$5 admission

Please no pre-paid admissions

Make checks Payable to, **Woodland Aero Modelers** Prior to Sept. 9

Send this form w/check to, **Bill Brzostowski**, 2012 Oxnard Dr, Downers Grove, IL 60516

Website www.woodlandaeromodelers.org Sponsor: WOODLAND AERO MODELERS

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

- ✓ **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
- ✗ **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



**Federal Aviation
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- PHANTOM 3 4K
- INSPIRE 1 SERIES
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Track moving subjects automatically using ActiveTrack.
TapFly lets you fly with a tap of the finger.
Smart Return Home allows the Phantom to avoid obstacles as it returns home.
28 minute maximum flight time, maximum control range of 3.1mi (5km).
Maximum speed of 44mph (72kmh).
Integrated gimbal for greater camera stability and smoother footage.



Next Meeting:

September 11th Sunday 7:00pm
DeMarini's N88 W15229 Main St

Bring Yourself, a Friend, and an Aircraft!



2016 Flying Electrons Meetings & Local Flying Events

Day	Date	Event	URL
Saturday	September 10th	Electron Swap Meet	www.flyingelectrons.com
Sunday	September 11th	Monthly Meeting	www.flyingelectrons.com
Sat—Sun	Sept. 17th & 18th	Pattern Contest	www.flyingelectrons.com
Saturday	October 1st	Woodland Swap Meet	www.woodlandaeromodelers.org
Sunday	October 2nd	Winnebago Swap Meet	www.wrcf.rchomepage.com
Saturday	October 8th	Fright Fest	www.flyingelectrons.com
Sunday	October 9th	Monthly Meeting	www.flyingelectrons.com
Sunday	November 13th	Monthly Meeting	www.flyingelectrons.com
Sunday	December 11th	Christmas Party—Davians	www.flyingelectrons.com



IN AN EMERGENCY

N61 W17000 Kohler Lane

Menomonee Falls County Yard



FIRST AID BOX on NORTH SIDE OF BUILDING

POLICE OR FIRE: Call 911

COMMUNITY MEMORIAL HOSPITAL

W180 N8085 Town Hall Rd Menomonee Falls 262-251-1000