Issue 710 September 2020 Club Charter 667

Flypaper 2020

Official Newsletter of
The Flying Electrons of Menomonee Falls

Celebrating 60 Years of Service to the Community & Counting!

President's Preflight

November Elections And Member Renewal Fee Reductions For 2020

Due to COVID -19 we've not been able to hold monthly club meetings this year and this is likely to continue throughout the rest of the year.

Each year we hold nominations for offices in October and then hold our election for board member positions during our November meeting. This year we will need to fill the position of treasurer because Tom Beyer will be stepping down from that role. Tom has done an excellent job as treasurer over the last couple of years and we thank him for his service and oversight of the clubs accounts.

If anyone would like to step forward for the position of treasurer I would love to hear from you. The position basically requires a fundamental understanding of Excel and basic logic that follows the simple rule that states, " you can't spend more than you have in the bank."

(See **ELECTIONS** *on page 15)*

Safe Searching.

Most of us, at one time or another have lost planes in the swamp, or surrounding areas of the field. I personally have two planes out there now (actually 3 since last Sunday) that will never be located, nor would I want them back after all this time.

I've also been out in the swamp and the cattails that grow ten feet tall during the summer months and I know how easy it is to get disoriented when you can only see five feet ahead of yourself.

In recent weeks we've had a couple of close calls where club members have gone out to search for planes that resulted in personal injuries; one required a call to paramedics. It's all too easy for this to happen if we are not careful when treading in these uneven areas. One can easily lose their footing, twist an ankle, or worse.

(See **SAFE SEARCHING** *on page 16)*

Issue Highlights

President: Tom Jacobs
tjacobs421@att.net
262-527-2481

VP, Safety Coordinator & Student Coordinator:
Ed Malec
mechanical.eddie@gmail.com
414-763-7707

Secretary: Chris Milbauer
chrismilb@att.net
414-750-2740

Treasurer: Tom Beyer
tomb@ptproductsinc.com
414-840-5243

Director: Steve Huelsbeck
shuelsbeck@wi.rr.com
414-358-1078

Director: Mike Batson
mebatson@gmail.com
414-350-3803

Director: Kevin Malec
Kevin.010@gmail.com
414-763-7707

Director: Cliff Evans
cevans@wi.rr.com
414-378-5568

Milwaukee RC Association Rep. shuelsbeck@wi.rr.com
414-358-1078

Field Manager: Bob Scrip
bob@flying3drc.com
414-327-5830

Club Meetings:
Second Sunday of Month
7:00pm
De Marini's Restaurant
N88 W15229 Main Street
Menomonee Falls, WI 53051

Flying Site:
N61 W17000 Kohler Lane
Menomonee Falls, WI
www.flyingelectrons.com

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 event by going to the **www.FlyingElectrons.com.** Select "Contacts" from the left side bar and then "Incident Report" from the dropdown.

Flypaper Contact Information

Editor: Tom Jacobs

tjacobs421@att.net

262-527-2481

The Flypaper welcomes for consideration articles of interest, recommended video links, letters and questions you may have about the club, meetings, newsletter, and events. Please direct those communications via email to tjacobs421@att.net. We will respond to all inquiries.

Next Club Meeting

TBD

De Marini's Restaurant

N88 W15229 Main Street
Menomonee Falls, WI 53051

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

The Flying Electrons of Menomonee Falls
Celebrating Over 60 Years of Model Aviation & Service to the Community!

The Flying Electrons Reach 60 Years of Service and Counting!

1981 to 1989

In 1981the RC Association continues to hold its RC display program at Southgate Mall, however interest begins to stall with both the Association and club participants. Volunteers begin to get hard to find and outreach phone campaigns are started to encourage members to bring planes and man tables.

1981 also saw the RAMS turn one year old, the Astro Wings begin looking for a new airfield and once again the vote to locate a new airfield for the Electrons.

The Electrons were on a year-to-year lease with Aero Park. After 21 years with Aero Park, the owners put the park up for sale, which left the Electrons with an unknown future. A special assessment motion was placed on the March agenda to collect $10.00 from each member over six months for the purpose of seeking out and establishing a new airfield that the Electrons might own.

The club thought of this assessment as "shares" in the ownership of the club and if a member quit and moved on, the $10.00 would be returned. During that March meeting the assessment was rejected by the membership. In a turnaround, the owners of Aero Park stated that they were taking the airfield off the market and the Electrons could stay for the next five years if they wished. Meanwhile, the Aero Park RC airfield was in need of repair and runways needed re-leveling.

HISTORY *Continued next page)*

Regarding the Facts Presented in this History

The dates and events listed in this and future articles are drawn from documents and a handwritten histories that were compiled by several past officers.

Several years ago a published historical document was created and covered events that occurred from years 1968 through 1979. There was very little information prior to that time period until I uncovered some hand--written pages in an old file box that shed light on the club's earlier days.

From these documents I tried to construct a connected history which takes the club back to 1958.

Some of the names may be misspelled due to handwriting legibility. These documents were created well before the days of computers and spell check. There are conflicts in some cases regarding accounts but I tried to adopt those most credible for this history.

Later accounts were extracted from club newsletters, event brochures and other documents that were uncovered in the files.

This history is broken down in several parts but will be eventually compiled into a single document and placed on our website once completed.

I hope you find it fun and interesting.

TJ

HISTORY *Continued*

Compounding these events, the club was seeing a decline in membership renewals. From 1979 to 1981, the club had a shakeout of memberships from 120 members in 1979 to less than 87 in 1981. A review of the member loss revealed that most were either inactive in the club, or were young people going back to school. The other sited reason for member loss during this period was given to new clubs popping up around the local area.

Interestingly, an article reprint entered into the May Electrons newsletter described how clubs can successfully engage women with the RC hobby. It includes tips on introducing wives to the hobby, how to interact in a hobby shop with them, and what not to do to spoil the effort. (Good Luck!)

Motorized hang gliders (Micro-Lights) were becoming more popular at Aero Park. These manned aircraft also fly at under 400 feet and due to Aero Parks proximity to Capital Airport, their take-off and landing patterns offered conflicts. Therefore, Electron members would be forced to fly only every other day to accommodate the Micro-Light schedule for airspace. This made it more urgent for the Electrons to find an alternate flying site.

In June of 1981, the situation became clear, so club officers continued to scout for sites, most of which remained near the Aero Park location. In June, the announcement was made that the Electrons would be leaving Aero Park. A committee would be formed to find a location with the intention to sell shares in the purchase of a flying site similar to the Pebble Creek model. Funding ideas were floated while the board sought out locations. While this continued, members

had to adhere to the Aero Park flight schedule to accommodate Micro-Lights for the balance of the year.

In August, club officers had made contact with the Village of Menomonee Falls requesting use of the former Miller Brewing site located on Kohler Lane in Menomonee

Falls as an airfield. The officers met with the Village Planner and together, could not envision a reason why the area could not be used for RC sport flying.

The Village however, remained skeptical about allowing use of the area ... but after Sophie Schaarsschmidt (owner of Aero Park) made an appearance and testified on our club's behalf, the Village voted unanimously to conditionally move forward with our request. It was stated that her testimony made all the difference in the Village's decision with a 6 to 1 margin vote. Prior to this, the vote was 3 to 3 causing a stalemate.

After this meeting, the Electrons reached a preliminary deal with the Village of Menomonee Falls to construct a new Electrons home which would be later named "Tamarac Airfield." A contract was drafted for review by the village and verbally agreed to. Although the final contract would not be officially signed until 1986, this initial draft allowed the club to begin work at the site.

The village granted a waiver on the first 14 months rent, under the agreement that the club would expense improvements at the site which would grade, seed, and otherwise improve the subject real estate. To facilitate this effort, the club needed to raise significant funds for that effort.

The new field construction came at a cost of over $3,000.00, whereby members were asked to sign a pledge to donate $50.00

HISTORY *Continued next page*

HISTORY *Continued*

each in support of the construction effort. This collection of fees was voluntary and the club needed at least 60 participating members to make it happen.

In 1981, the club was operating on a really thin margin; with only $120.00 left in the bank after expenses. As a result, the club proposed a dues increase from $15.00 to $25.00 and added the "Family Membership" category as FREE of charge. Membership solidified at 100 members for that year.

Late October of this year, several members began trimming a path for a proposed parking area. Sixteen members participated in getting our current field started. One of the father/son teams participating was Ony and Brian Kuklinski. Brian, is now once again, a member of the club and recounted the story to me personally in a phone call a year or more ago.

By Thanksgiving the new field was re-graded and ready for seeding, and in December of 1981 the club reached its member contribution goal of $3,000 with 50 members stepping up to a donation of $50.00 each. Tamarac Field was now a reality!

1982

1982 marks 20-years as a club. The "Polar Bear" tradition started by Jim Zahorik back in 1975 of flying on New Year's day, inaugurated the new airfield at Tamarack Field. Under 17 de-

gree temperatures, 17 pilots took to the air to celebrate the new field.

Because of heavy rains at the end of 1981, seeding could not take place to ready the field for Spring 1982. Therefore seeding was re-scheduled for that spring.

Karl Schaarschmidt, owner of Aero Park becomes seriously ill which started with heart issues then later is followed by a stroke. During the month of April it is announced that founding member John Faestel passed away. John was the longest running club officer to date and he was instrumental in bringing together the necessary team members which made Tamarac Field a possibility.

1983

Boats and cars are added to the RC Association primarily to keep others informed as to where

members are using radios to avoid interference. Over the years, the club was seeing another drop-off renewal rate of 20 to 30 members per year, which is very high by today's standards. Prior to '83 memberships were hovering between 80 and 90 members each year. 1983 would hope to bring the membership back to 120.

The RC Association had explored and received permission for members to fly at the US Army Reserve base located at 51st & Silver Spring. Unfortunately the Association had to scrap the plan due to the fact that non-member aero modelers were also flying on the DNR site next to the army based leading to significant radio interference problems.

In '83, the FCC removed the requirement for members to have an FCC license to fly, portable johns were placed at the field, and a significant drought during the year almost ruined the fields newly planted grass surface. Following an event in September, vandals attacked the field and damaged the shed and flag pole. The club newsletter refer-

HISTORY *Continued next page*

HISTORY *Continued*

enced this break-in as the second break-in of the year, although I couldn't find information regarding the first incident.

1984

An attempt was made to once again permit smoking at club meetings, which failed to pass by a wide margin. The club was also introduced to the first flight simulator using an IBM PC for demonstration. The program was one of the first to be created by Microsoft and designed to emulate first person view in Cessna 172.

1985

A winter storm with fierce winds stuck the local area cancelling the New Years Day fun fly, where only five days earlier, it was 60 degrees at the field.

The incident reported in an earlier edition of this history, where a fatality was caused by an RC airplane at Shea Stadium, was finally settled and caused the AMA insurance provider to pay out over $218,500 in damages.

Following this settlement, the AMA ruled that the AMA would no longer sanction events where the crowd cannot be placed on one side of the flight line. This ruling also defined the specific dimensions required which separate spectators from the pits and flight line.

Another aircraft related death is reported by the Associated Press out of Fairfax, VA in 1985. A model enthusiast was standing in a field talking when he was struck in the chest by an 8-pound aircraft with a 6-foot wingspan. Wife of the modeler accepted $165,000 to settle her $2.5 million lawsuit against the plane's pilot attorneys said. There was no reported involvement by the AMA, presumably because those involved were not AMA members.

Each year, the AMA chooses from several bids offered by insurance companies. This year, the AMA found it difficult to obtain much of a response. Working with six brokers, more than twenty-one companies declined to bid on a policy forcing the AMA to accept a higher than usual premium rate causing member renewal fees to rise significantly.

1986

In 1986 the club updated the field layout to accommodate the AMA's specifications for safety. The club mapped out the flight areas and centerline, established the pilot flight line, pits and spectator areas.

Club members at the May meeting gave permission to the "Wildlife ARC" (Animal Recovery Center) to occasionally use the airfield (one hour at a time) for the release of rehabilitated birds before release to the wild. Hawks and falcons would be tethered to a 100 foot cord until wing muscles were strengthened then released.

HISTORY *Continued*

flown by a guest at the club. The injured member credits Marv Ingerson, Jr. with ice packs and a quick call by Al Hagen on his CB radio for bringing the paramedics with good first aid. The aircraft appeared to be tail heavy on its first and second flight making it difficult to control. The pilot that caused the injury was barred from joining the club.

At the end of the year, the FCC withdraws use of several RC frequencies making them illegal for RC, forcing some modelers to seek out new radio systems or have their frequencies changed over the winter months.

1988

Although the club's airfield was moved to Kohler Lane, meetings continued to be held at Aero Park. Transmitters will soon be required to have gold or silver stickers to ensure that they are compliant with the transmission frequencies permitted by the FCC. Those club members using frequencies no longer permitted are forced to get them changed and certified through an authorized service center. As another drought plagues the flying season, smoking is outlawed at the airfield.

1987

AMA raises dues by 33% to self fund liability insurance coverage as efforts to seek out carriers failed. This represented a $10 per year annual increase to members, and was also established to eliminate the ups and downs of member dues year after year.

In 1987, the first of Internet Forums is created for aero modelers called "Modlenet." This was essentially a text based bulletin board system that could be accessed via CompuServe and provided a means to exchange information ideas on RC modeling. You needed a phone modem and a great deal of patience, but the experience was well worth it.

This year, a club member suffers a broken leg as a result of hitting a huge wooden spool used in the pit area as he was diving for cover to avoid being hit by a flying model into the pit area

ARCh CAMP POW WOW

August of this month recounts the efforts of the club to raise funds for a charitable organization. The first fund raising effort was directed toward the Waukesha County Association for Retarded Citizens (ARC) and was earmarked for their six week camp Pow Wow which takes place each summer. A $600 donation was targeted.

The event was a total success. With pilot landing fees, car parking fees, the club amassed over $1,000.00 in revenues. Food sales were hard to track in that the concession ran out of food three times before the event was over. President, Paul Hohensee at the time, indicated that the club actually generated a net profit of $350.00. This was the club's first fundraising event which would donate $750.00 to the cause versus the earlier $600.00 target amount.

1989

Use of wide band transmitters at the field starts to see a conflict. The increasing use of pagers and commercial voice channels forces a mandate by the FCC for modelers to move to narrow band frequencies. For the most part, modelers could get their transmitters converted and certified to narrow band but this

HISTORY *Continued on page 16*

NEW MEMBER SPOTLIGHT

Don Rancic, Newest Member

Don is a recent new member to the club and has been training with Ed Malec to became a certified pilot.

Don is a 63 years young and has been married to his wife Susan for 31 years. He and his wife have lived in the town of Lisbon for over 20 years and enjoy spending time together enjoying outdoor activities like biking, hiking and boating. Don states that his Christian faith is very important to him.

Don plans on retiring in the next couple of years but is currently employed as a Process Engineer for a company that offers vacuum deposited coatings on industrials cutting tools. Over the past 39 years in the workforce, Don has held the positions of Metallurgist and Coating Department Manager.

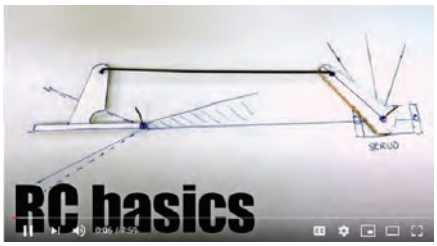
Last summer Don went to the Fond du Lac's Warbirds over Wisconsin and was very impressed with what he saw. Enough so that shortly thereafter he visited the Flying Electrons field where he entered a raffle and won a Sport Cub S. He took the plane to local area parks and discovered how much fun it was to fly.

Don later met up with Ed Malec and is now currently training. His goal is to become proficient enough gain certification and fly solo at the airfield. Don says that he has also had some experience with quad copters and fixed-pitch helicopters in the past.

Don has offered to assist at club events when we resume our events season schedule.

Welcome to the club, Don. If you see Don at the field, stop by and say hello.

YouTube



The Importance of Good Geometry

If your linkage geometry isn't right then your RC plane won't fly nearly as well as it should.

This video looks at the importance of linkage geometry as found on the elevator, rudder or ailerons and demonstrates how control surfaces behave when control horns and hinge point don't align.

Control Linkage Basics

B-17 "Flying Fortress (Aluminum Overcast)

This awesome aircraft features a 19 foot wingspan and weighs in at 187 lbs.

B-17 Flying Fortress

Getting Started in RC

The Importance of Flight Simulators

Each year our club hosts our Model Aviation in Education Event. Unfortunately this year was an exception due to the pandemic, so we're working hard to do the best we can introducing aero modeling to young people at the airfield this year instead.

We've had several young people begin training, two of which have completed their exercises and are now certified as solo pilots. We currently have several other youngsters learning ropes and hope to see them graduate as well.

Part of getting started in RC is learning how to fly. The Flying Electrons offer free RC flight training to anyone interested in taking up this fun, productive and exciting summer hobby.

Our Introductory Pilot (IP) Program is a 60-day program whereby students of all ages can experience RC flying at one of the finest model airfields in Southeastern Wisconsin. IP Instructors are available. Go to **www.FlyingElectrons.com** and click on "Join" and then "Pilot Training" to learn more and get started.

If you do choose to sign up for our IP program, you'll have the opportunity to train with either electric or nitro aircraft, using either Futaba or Spektrum radio systems. Sessions run about 60 to 90 minutes depending on the amount of concurrent flight activity at the field. Keep in mind that training once a week may not be quite enough by itself to get you certified quickly as a solo pilot; it may take a little homework.

That's right; I said "**homework**!"

Flying RC is a learned skill that takes practice. We've found that students progress more quickly when they have use of a flight simulator at home. If you're not familiar with "flight simulators," they are computer programs that allow students to practice simulated flying just like at the airfield. With a flight simulator a student can learn how to take off and land on his own, and then, when

at the field apply what the he or she has learned using a real aircraft.

A favorite flight simulator of ours is the **RealFlight RF9** simulator package.

The system is a little pricy at about $180.00 but it also includes a controller designed for use with the program and it will provide years of training service, and it has a vast array of aircraft

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models with realistic flight characteristics.

You can learn more about the RF9 Flight Simulator at the following link **Realflight RF9.**

However, if you're looking for a low cost flight simulator solution, you can't go wrong with "**PicaSim**."

PicaSim is a FREE downloadable flight simulator from Rowhouse, an open source development team that has created a rather nice product with many of the same features and options available in other high cost simulator packages.

You will still need a controller box and compatible cable to use the software but if you're planning to get into RC, a decent Futaba or Spektrum radio transmitter will work splendidly.

The system even works with older Futaba and Spektrum systems. You'll need to locate an interface cable and several are available from Amazon. All the cable requires is the proper plug configuration for the training socket on the back of your transmitter.

We generally recommend two good radio systems for beginners; one is the Futaba T6J and the other is the Spektrum DX6. Both are six channel systems which allow for expandability and will serve you well for years if you take good care of them.

To choose the right cable, you must match the socket on the back of your transmitter with the available adaptors that come with the cable set. The seller will often list the various transmitters that are compatible with their unit and some are compatible with a variety of transmitters.

Because PicaSim is FREE, there's very little documentation regarding how to set it up and adjust it for your transmitter. I'm taking the time in this article to give you step-by-step instructions on how to load and set up PicaSim so you can get in the air more quickly.

Let's begin!

PicaSim can be downloaded and installed from this link **PicaSim Download.** Just click on the picture where the word download is displayed. Because this program is FREE, it depends on the donations from users to continue its development. Feel free to donate a couple of dollars to their cause, if you can afford it.

Once the download completes, you can open the file and begin the installation. The program installs just like any other. Once it's installed open it up and make sure it starts up, then shut it down.

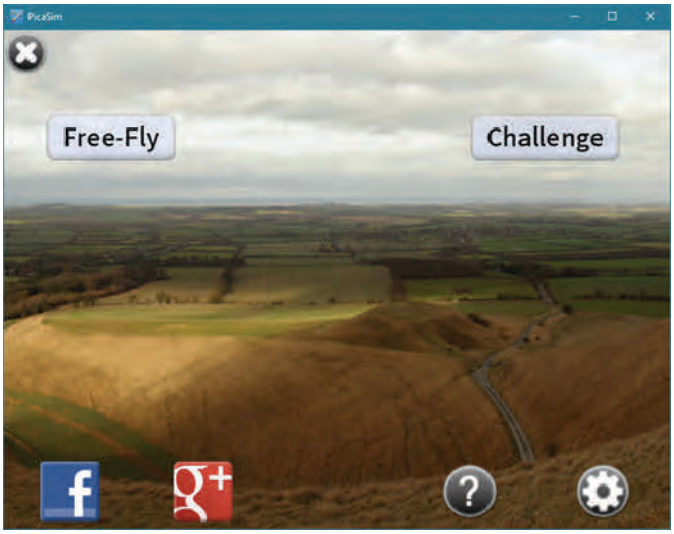
Connecting Your Transmitter

If you're using a transmitter as a controller, make sure that it is fully charged. The transmitter will not operate without out a charged battery pack. Attach the cable plug to the training socket on the back of your transmitter. Next, turn on the transmitter and plug the USB connector into an available USB slot on your computer.

The computer should recognize the attached transmitter with some kind notice displayed on the screen.

Next, launch the PicaSim program.

This is the first screen you'll see after opening PicaSim.



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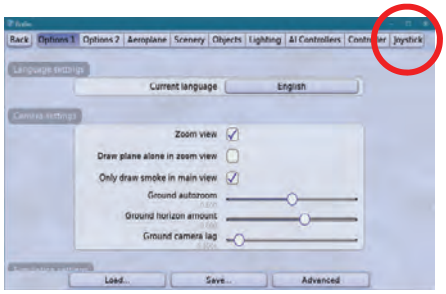
Calibrating Your Transmitter

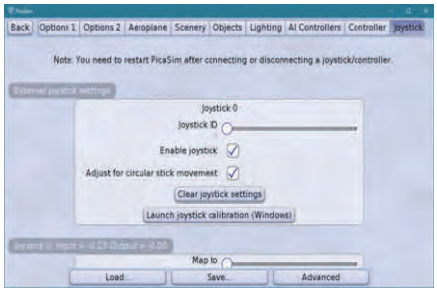
This is a critical step. Calibrating your transmitter ensures that the program properly recognizes your stick configuration and direction of movement.

Click on the Gear Icon in the lower right corner of PicaSim start up screen. This is the Settings icon. Locate the "Joystick" button on the far right side of the top button bar.

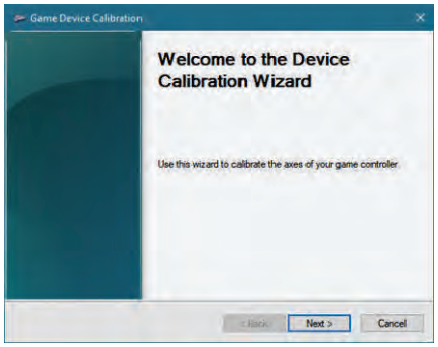
Click on the **Joystick** button to enter the joystick/controller section of settings. This is probably the only settings page you'll need to make the changes necessary to enable PicaSim for your controller.

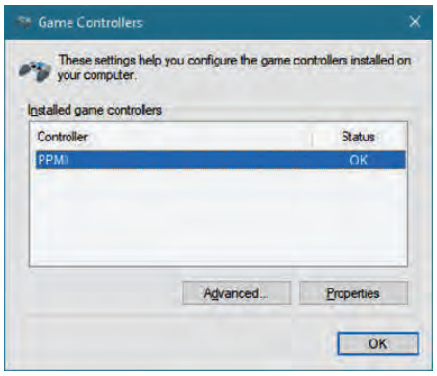


Make sure that both the "**Enable Joystick**" and "**Adjust for circular movement**" checkboxes are selected.



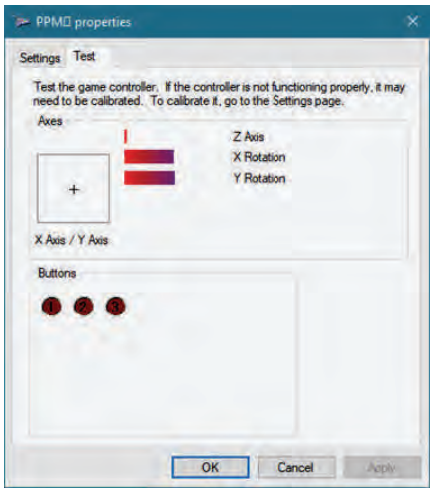
Click on **Launch joystick calibration (Windows)** button then click **Next**.



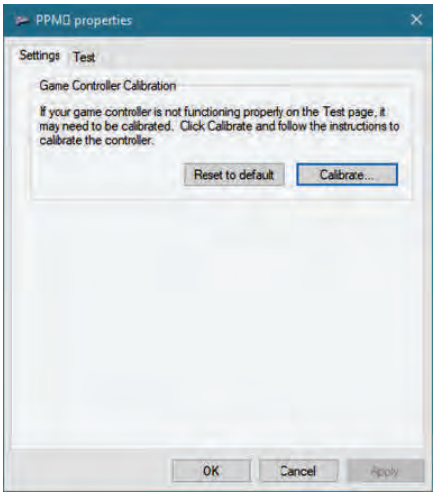


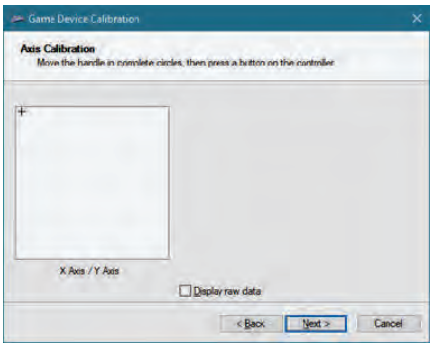
Click on the **Properties** button to bring up the Settings/Test tabs.

Click the **Settings** tab. Move the left stick on your transmitter to the central position to match the position of the right stick. Click **Settings**.

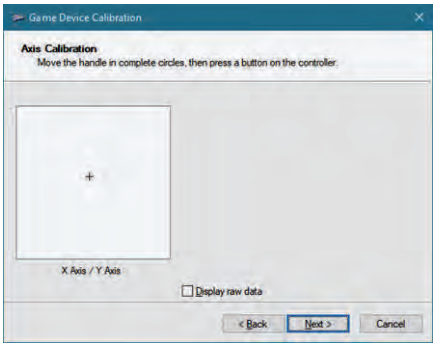


Next, click **Calibrate**.





You should see a small crosshair in a window as above, which can be moved using the right controller stick on your transmitter. Move the right stick in a circular motion around the outside perimeter of your controller. The "crosshair" should move around the outside of the square box.



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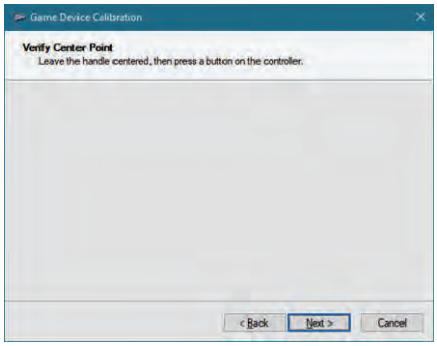
When the stick is neutral, the "crosshair" should end up close to the center of the box. If not, then repeat the process until it is centered .

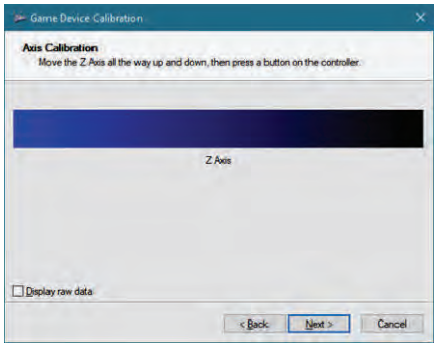
Click **Next**..

Although it may ask you to do so, it's not necessary to press any other buttons on the transmitter to move to the next step. Just click **Next**..

The "Z" axis is the throttle axis. Move the left stick up and down.

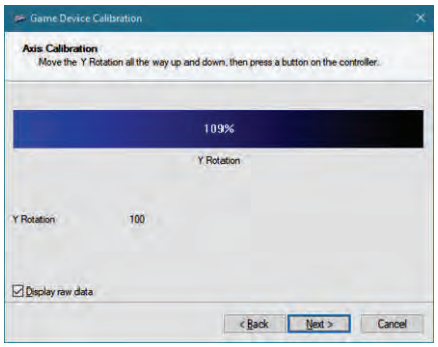


This will set the throttle (Z) axis as the stick is moved. There may be only partial movement displayed but as long as the stick is affecting movement on the Z access, it should work for you. Click **Next**.



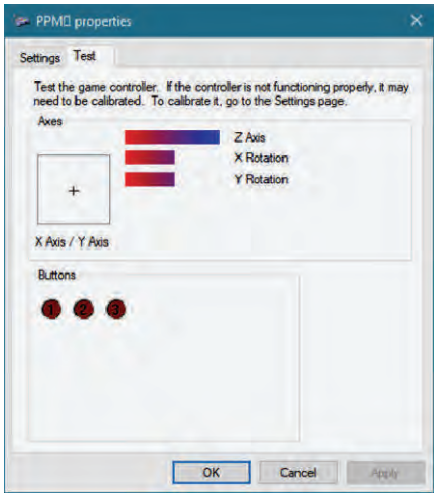
The "X" axis calibration does not apply to this simulator, so skip this calibration and click **Next**.

Move the left stick, left and right for the "Y" axis and verify that the slide bar is showing movement as a result of the stick.

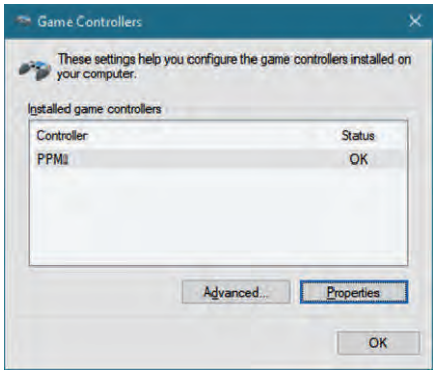


Click **Next** to review the calibration. Select the **Test** tab if not selected.

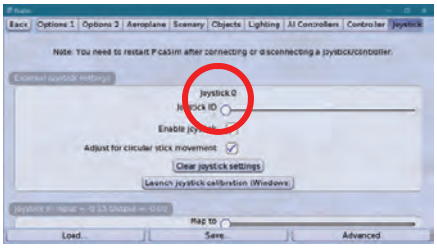
The right stick should move the crosshair left, right and up and down, and the left stick should move the top and bottom colored bars when moved according to the axis identified. If this is in order, click **Apply** then **OK**. If the controls are not displaying movement, then repeat the process again.



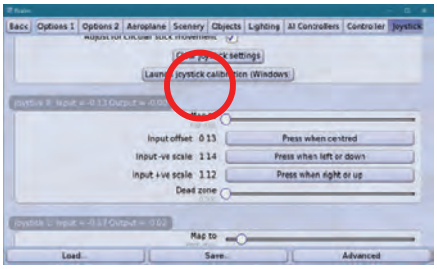
Click **OK** to close the Game Controllers dialog box.



Next, return to PicaSim and make sure that the Joystick ID is set to zero by dragging the slider left, unless you have more than one transmitter to attach to this flight simulator. Each time you add a new controller you must give it a new ID number if you want to use more than one with this software.



Scroll down to the first Transmitter control setting for the aileron setting. This will be called "**Roll stick**."



"**Roll Stick**" and other Transmitter controls are identified under the "**Map to**" control label. With the right joystick control centered, click the "**Press when centered**" button. Hold the right stick to the

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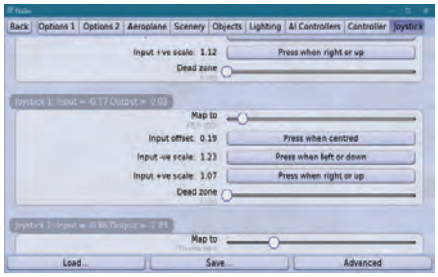
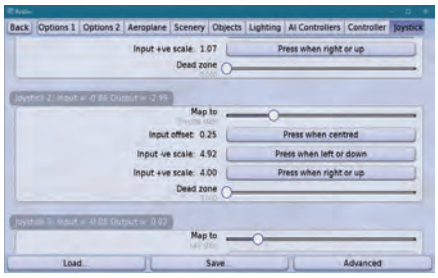
left and click the "**Press when left or down**" button. Move the stick to the right and hold it there while you click the "**Press when**



right or up" button.

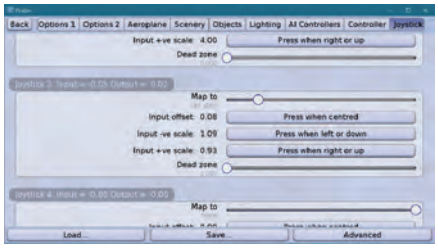
Scroll down to the next control and use the slide bar to "Map to" "**Pitch stick".** Make sure the right stick is centered and click the "**Press when centered**" button. Move the stick down and click the "**Press when left or down**" button. Move the stick up and hold it while pressing the "**Press while right or up**" button.

IMPORTANT: *It is critical that you follow the sequence of settings as shown here to assign controller sticks to aircraft functions. You must set controls in this order; Roll stick, Pitch stick, Throttle stick, then Yaw stick for the software to operate properly.*

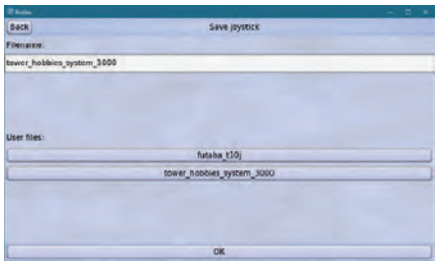


Scroll down to the next control for the left stick and set this one "Map to" "**Throttle stick".** Perform the same procedure moving the stick up and down.

Scroll to the last control and



Map to "**Yaw stick."** Move this control left and right as you did for the above control. Once you complete this setup, click "**Save**" at the bottom of the page to save your settings and give it a name.

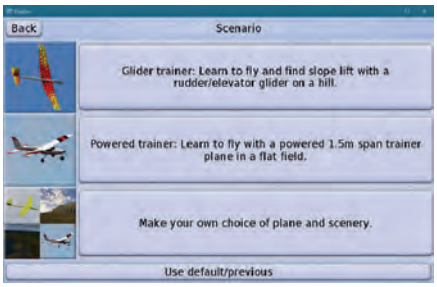


Click **OK** to complete and save your settings in setup then click "**Back**" to return to Flight Simulator.

IMPORTANT. *Before you use Flight Simulator you should shut down the application and restart it.*

After restarting PicaSim with the controller attached, the following screen should appear below.

Center both sticks on your transmitter for now. Click on "**Free Flight**" and select an aircraft. I recommend the trainer like the one we fly during training sessions.



With your controller sticks centered, your flight screen should look like the one in the figure below.

Move your sticks up, down, right and left. The small squares should follow your movements faithfully if you have calibrated your controller properly.

Next, move the left throttle stick to the bottom position. This stick controls the throttle of your engine on the simulator and sets it to idle speed when located at the bottom.

Note: If these small squares do not follow your stick movements, or appear jittery and uncontrollable, you've missed a step and

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you'll need to repeat the calibration process and/or the joystick assignments once again, and then restart the program and retest.

At this point the simulator should be ready for use. To make sure your controls are operating properly, pull the right stick back and observe the movement of the elevator. When you pull the stick back the elevator should go up, then down when you move the stick forward.

The aileron on the right wing should go up when you move the stick to the right while the left aileron goes down. Both control surfaces on the plane should reverse there positions when the right stick is moved to the left. When the left stick is moved left, the rudder should also move to the left and vice versa.

Finally, when you move the throttle forward, the engine on the aircraft should increase in speed. This may not be evident until you start the simulation however.

What to do if controls appear reversed.

This problem has two solutions; (1) You can refer to your transmitter owners manual and reverse the backward setting on the transmitter itself, or (2) you can go back to PicaSim settings and reset the Left/Right or Up/Down for the control that is in question.

It may become necessary to revisit settings periodically to realign the controls but generally they should remain in place for the most part.

To get started click the "play" (›) button in the far right, upper corner. Use the throttle stick to give the plane power and the rudder stick to steer while on the ground. Give it full throttle and a little up elevator to get airborne and the rest is up to you.

I hope that you have success with this FREE flight simulator. I've used it myself and it works great with a number of existing transmitters.

Happy flying!

Henry Reed Brings Another Reed Onboard As Pilot!

Henry Reed is proud to report that Mike Reed, his 15 year old grandson, has been certified as a solo pilot.

Mike will be a sophomore at Pius high school this year and has a sister Emma who is 16 and enjoys video gaming.

Mike was a RC car enthusiast to start before getting interested in flying, which had some influence on his ability to successfully transition to pilot.

There were several flying gismos from past Christmas' like Hovercraft and helicopters, that captured his imagination.

He has never been too busy to go to the flying field with granddad and was enthusiastic about learning to fly. Mom and dad support his time flying, which makes his granddad, Henry, very happy.

"Mike is a good helper at home, and a quick learner" Henry reports, which explains why he has made it to pilot in such a short time.

Mike's interests in school include engineering and science. His path to becoming an Eagle scout is not very long. Henry says, "there are four merit badges and an Eagle project to complete, before he accomplishes that as well."

Congratulations Mike! … And Henry!

(***ELECTIONS*** *Continued from page 1)*

The workload should be minimal over the next 6 to 12 months as this pandemic persists. It's not clear on when we will get back to normal operating procedures, so tasks will consist mainly of making deposits to our bank and writing checks to our service providers and suppliers.

We have a spreadsheet that gets populated with the deposits and withdrawals and I would be happy to go over it with anyone that is interested in learning more about the position.

If you are willing to consider the role, please contact me at **tjacosb421@att.net**, or by phone at **262.527.2481** and I'll be happy to sit down with you on the topic. There is no past officer experience require to apply and the club would appreciate anyone that is willing to step forward to take on the task.

Membership Renewal Fees Reduced For 2021 Season

The board met virtually a few weeks ago to review issues associated with the club. One of the topics was expenses versus revenues for the 2020 year.

Although we didn't host any events this year which would cause expenses, we still had expenses to maintain the club and field for the year. These are expenses such as field rent, field maintenance AMA charter fees, porta john's, meeting hall rent (non-refundable), taxes, insurance, and other smaller expenses. Last year's total operating expenses for the year were just over $14,000 with an offsetting income of about $13,600 for a $400.00 year end loss. This year, we are expecting our operating expenses to be about $5,500 and our only income from dues to be about $6,500, if all members renew. This would result in a profit of approximately $1,000 for year 2020 if all current members renew.

Due to the situation facing this year's activities, and the lack of great events we had hoped to hold this year, the board has set our target year end goal to breakeven and has elected to reduce membership renewal fees by $10.00 for the 2021 year. This we expect will leave us with a breakeven expense to income ratio for this year, and make it a little easier for you to manage to cost of renewing for the 2021 season.

I want to be clear that this $10.00 discount applies only to current members that are facing renewal for year 2021. This does not apply to new membership coming on board September 1, 2020 and later.

To receive this $10.00 discount, your membership renewal must be received and/or postmarked by January 15th, 2021 to qualify. There will be no exceptions.

So, please get your renewals in early to ensure that you receive the discount for 2021! You'll find a special Renewal Application Form in this newsletter. Use it!

Attention New Potential Members

Take advantage of extended membership when you join the Flying Electrons after September 1st, 2020. Those new individuals that join the club yet this year have their membership extended through the entire 2021 season. This is like getting three or four additional months of membership FREE! In addition, new members enjoy a $20.00 initiation fee rebate on their first annual renewal.

Think about joining now and take advantage of additional months of flying at the field today!

Federal Aviation Administration

It's Time to Renew Your FAA Registration

The Federal Aviation Administration (FAA) has important registration information for drone recreational flyers whose registration was automatically extended until December 12, 2020.

It's time to renew your FAA registration. The process is simple and easy by clicking the link below and accessing the FAA Drone Zone Dashboard.

FAA Registration Renewal

Be prepared to provide your credit card information to handle the required $5.00 renewal fee.

(**SAFE SEARCHING** *Continues)*

I would like remind members that you're not alone if you lose a plane in these areas. There are other pilots very willing to help you look for it and you should never attempt to look for the plane on your own. Many of you have seen how many times Ed Malec, our Safety Officer has gone out to the swamp to assist another pilot with a lost plane. He's been about there a lot, not only to assist but also chasing down his own aircraft. Here are some guidelines he has put together to help improve safety while you are out chasing down a plane of your own.

1. Take a friend along.

2. Bring a bottle of water to stay hydrated.

3. Wear a hat to protect from the sun.

4. Bring a compass and know how to use it. Most smart phones have a compass app you can install.

5. Make sure people who are remaining at the field know which direction your search is going, and when you are expected back.

6. Wear footwear that won't get sucked off in mud.

7. Wear long pants to protect your legs from insects and scratches.

8. Bring a walking stick; we have several at the shed.

9. Make sure you are physically fit enough to go into the swamp, it is a DANGEROUS place, you can get stuck, injured, and lost in there!

10. Bring a phone and have a number of someone at the field you can reach in an emergency

These ideas will not only make you safer, it will increase the likeli-

Alex Gaggl Joins Flying Electron's Introductory Pilot Program

Alex expressed and interest to his parents to learn more about RC flying, so they Googled the topic and began research.

They stumbled across our site and stopped by the airfield to learn about our Introductory Pilot program.

Alex signed up that very day and Ed Malec took him up for his first flight experience.

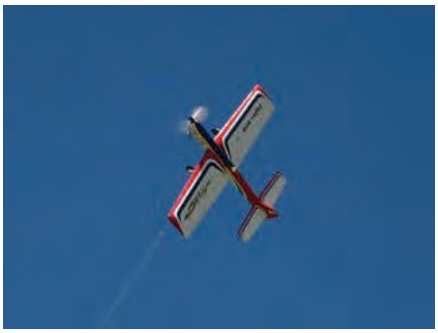
Since his first flight, his mom says he's remained very excited and now they are shopping around for a radio and flight simulator.

Alex plans to come back weekly for training.

HISTORY *Continued*

would still require the purchase of newer narrow band receivers.

This year the club also votes to select a new club logo as a re-



sult of several submissions displayed in the monthly newsletter.

Bob Gialdini, a former AMA control line champion, opened the 1989 EAA-IAC full scale aerobatics championship air show at the at Fond du Lac County Airport.

Bob presented a 1/4 scale version of one of the full size aircraft to compete that week complete with smoke to effectively highlight his maneuvers. The announcer was notably impressed under Bob's control and treated his performance with the same respect and enthusiasm as he would with full scale flight performance.

The second annual Charity event is held to support the Association of Retired Citizens. Because of its success, the club was able to donate $1,250.00 to the organization. This was augmented by the RC Association's $200.00 and $50.00 from Chapter 106 of the IMAA.

Our next newsletter will trace the events which occur between 1990 and 1999.

FRANKENPLANE

Do you have old airplane parts and components laying around?

Celebrate the Halloween season by creating something diabolical and horrifying ...

... A FRANKENPLANE!

Combine those old wings, fuselages, stabilizers and other parts to create life at the field and win a cash prize! Best and most outrageous creation wins as voted for by participating pilots!

Saturday, September 27th
(10AM to 2PM)
Entry Fee: $5.00 per pilot

FREE Refreshments & Snacks while supplies last.

ANYTHING GOES!

Gas, glow, electric, rubber band or even nuclear power is fine ... well, maybe not nuclear.

Any type or configuration is accepted. The crazier the better!

All monster planes must fly at least one lap around the field and successfully land to qualify for judging.

Observance of Social Distancing and proper use of Hand Sanitizers will be Required.

Please bring a mask.

Hand Sanitizers will be made available.

Note: The field will remain open to all fliers as this is NOT a formal event. Feel free to bring one of your favorite planes to fly ... it will be a good contrast to all the monster aircraft there!

Take the "Build & Fly" Challenge

When: September 27th, 2020
Where: Flying Electrons Airfield
(10AM to 2PM)

Held in conjunction with the FrankenPlane Event

General Description

Scheduled for September 27th, 2020, our 2nd "Build & Fly Challenge" competition will be hosted at the Flying Electrons Airfield. This event is a non-sanctioned event available to Flying Electron club members only at this time and the field will remain open to general member flying. This event was created to challenge our members to select a favorite or unique aircraft design and then engineer and build it from a list of approved materials. It will test member's cleverness, creativity, engineering skill and resourcefulness.

Aircraft Selection

Any aircraft design, plans, photos or drawings may be used as a reference for your build, however the design reference materials that are used to build the aircraft must be submitted with the finished aircraft at the event to be judged.

Accepted Building Materials

Any paper, foam or cardboard product substrate may be used for construction. These include foam core, corrugated, paper, poster board, cardboard tubing, etc. There are a few other materials permitted for use but they are limited to the following:

Metals - Nuts, bolts, screws and wire for pushrods and landing gear are acceptable.

Accepted Woods - Wood may be used for firewall, landing gear mounts and control horns only. Small diameter wood dowels (1/8" max) or bamboo skewers may also be used where desired.

Adhesives & Tapes - All types of adhesives and tapes are acceptable for use in construction.

Plastics - Plastic components must be acquired as recycled household items such as; plastic soda bottles, plastic cookie containers, etc. These components may be modified or heat formed for fit to your aircraft. Nylon bolts or screws may be used as well as purchased plastic spinners.

Other Allowed Purchased Components - All electronics, servos, motors, batteries, etc. Light weight wheels are also acceptable as a purchased item.

Building Guidelines

- All power sources must be electric.
- No limit on the number of motors.
- Safe procedures in the use and placement of lipo packs is required.
- No maximum or minimum aircraft size.
- Landing gear or wheels are not required.
- You may choose to finish your aircraft or not, however one of the judging criteria will be appearance. You can finish your aircraft with any kind of paint, decals, adhesive films, etc.

Event Qualifications

- Only one aircraft entry per pilot is allowed.
- Aircraft must make one successful complete flight pass around the airfield.
- Pilots are allowed 3 attempts.

COVID-19 Notice

Due to COVID-19 strict use of hand sanitizers and social distancing will be required. Also please make full use of disinfectants to keep charging stations sanitary.

Please bring your own food, drinks and snacks.

Prize Awards

Prize Awards are under current review and will be made known at the time of the event.

Please watch your email and newsletter for possible cancellations!

Closed Club RC Swap & Fun Fly

SWAP and Fly all day for FREE!

Saturday September 12th, 2020

(Rain date Sunday the 13th)

The Flying Electrons Flying Site

N61 W17000 Kohler Lane, Menomonee Falls, Wisconsin

Gates open at 8:00AM

Not advertised to the public

Open to all local area clubs & vendors

No Landing/Swap Fee Required

Swap from your vehicle, tailgate, table or blanket

Informal Auction TBD at 12:00 Noon.

Swap and open flying all day

(AMA membership required to fly)

Directions to the Airfield:

From Hwy. 41/45 take the Silver Spring Exit West to Pilgrim Rd. Take 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 Rd. southbound, go over the Kohler Lane Bridge, turn left at the light onto Shawn lane and follow the directions above.

GPS Coordinates: N 43 deg 07.799' W 88 deg 07.408'

Observance of Social Distancing and proper use of Hand Sanitizers will be Required.
Please bring a mask.
Hand Sanitizers will be made available.

RENEWAL 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

2020 **RENEWAL** 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 **Renewal**	$65.00	$
Menomonee Falls Resident - Individual or Family **Renewal**	$45.00	$
Junior (18 Years or Younger by July 1st) **Renewal Only**	$45.00	$
Single Senior (65 or Older by July 1st) **Renewal Only**	$45.00	$
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.

Renewal Application Form 9/1/2020 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

2020 Flying Electrons Events Calendar

Below is a tentative calendar of events for the upcoming 2020 flying season. The Caronavirus epidemic has placed all meetings and events temporarily on hold.

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
Saturday, 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