



# Flypaper

**Upcoming Dates:**

3/12/26	March Meeting
3/21/26	Winter-fly 10:00 AM at WRCS Hagerman Field
4/9/26	April Meeting
4/25/26	Field Set-up for 2026 Flying
5/14/26	May Meeting
6/11/26	June Meeting

**Current Board Members:**

Russ Putnam, President	Chris Mathis, Vice President	Nick Bowen, Secretary
John Svetlik, Treas.	Jeff Mork	Marie Maertens
Brad Moodie	Nate Jensen	Joe Rocha

Hello everyone.

Spring has sprung. At this time of year, most of us are getting anxious to start the flying season. Now it is a great time to look at your aircraft and make those repairs and adjustments that need to be completed before you head to the field.

We've also got a few items on the calendar to point out. April 1st sets the starting time for flying at 10:00 AM in the morning. For those of you who don't know, several years ago, there was a study about the waterfowl in Sunnyvale Park. The group doing the study requested that model aircraft flight be postponed until 10:00 AM through June 15th so as not to disrupt the activity of the waterfowl. Marathon County Parks Department has included this time and date restriction in their contract with WRCS.

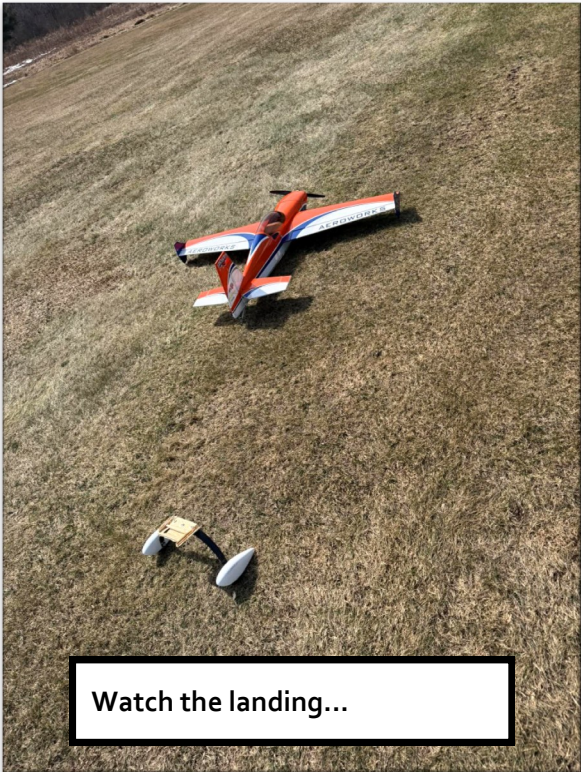
Field setup is scheduled for April 25th. The forecast for the great snowstorm of March forced the postponement of the Winter / Spring Fun Fly. Thus, it was decided to combine that event with the field opening.

Valley Arrow modelers are having their swap meet on April 25th in Kaukauna, WI.

My final shout-out is the April copy of Model Aviation Magazine product spotlight on DuBro Master Class videos. You can find these on YouTube, and they offer a wealth of information for all levels of experience. Even an old guy like me has learned a thing or two.

Take care. Safety first. Hope to see you at the field setup.

Russ Putnam  
President





# Wausau RC Sports Meeting Minutes: March, 12 2026 7PM at LBF

## Approval of February Minutes

A motion was made to approve the February minutes as published in the Fly Paper.

Approved by Jeff. Second by John. Motion carried.

## Financial Update

The Treasurer reported a beginning checking balance of \$13,436.63, two new memberships totaling \$100.00, no checking expenses for the month, and an ending checking balance of \$13,536.63.

Upcoming reimbursement/check activity discussed included \$96.00 for the sanction fee Class E, insurance certificate fee, and Wisconsin gaming license fee related to the raffle and swap meet.

Savings balance was \$16,217.71. CD balance was \$26,197.00. Total of all accounts was reported as \$55,944.41.

A motion was made to approve the financial update. Approved by Nick. Second by Jeff. Motion carried.

## Old Business

### Safety Officer

The club is still seeking a Safety Officer. For now, Russ will be listed in the official AMA column until someone else may be identified later in the flying season.

### Grievance Form

Russ reported that he researched the grievance form referenced in the bylaws and found an AMA grievance form. A version was added to the club website under documents.

Discussion noted that a grievance form should be available at the field, requires the member filing it plus a witness, and would go to the Board for review if submitted.

### Training Program

Jeff will not be leading the training program this year. Chris and Joe will continue discussions on planning.

The club discussed identifying instructors willing to help on Mondays and making sure instructor paperwork and AMA compliance items are current.

The group also discussed whether the club may want to supply starter aircraft or materials directly for trainees rather than only reimbursing later. This would likely require Board funding for items such as foamboard, servos, motors, and ESCs.

### Website and Training Page Updates

The website training language should be updated so Monday is identified as fixed-wing training and Tuesday is identified as multirotor / multi-copter / FPV activity.

The website buy/sell section is being used and was viewed positively. Members discussed showing more than three items at a time and noted that edits can be made through the admin side.

PayPal integration has been completed. No transactions had posted yet at the time of discussion, and the PayPal account was not yet linked to the club bank account.



### Club Merchandise / MS Graphics Store

Additional merchandise ideas were discussed, including the possibility of screen-printed items. Because Marie was not present, the item was left open for a future meeting.

*(Continued on page 3)*



# Wausau RC Sports Meeting Minutes: March, 12 2026 7PM at LBF

## New Business

### Lawn Mowing Volunteers

Members interested in helping with lawn mowing were asked to contact Russ. Russ reported that he had already reached out to prior volunteers and had received positive responses.

### Winter Fun Fly

The Winter Fun Fly was discussed along with possible food and beverages.

Because of likely snow and wet field conditions, the group agreed it made more sense to push the event back and align it with Field Setup Day on April 25.

## Good of the Club

### Intro Pilot / AMA Question

The club discussed whether younger members may serve in instructional roles and noted that AMA Intro Pilot registration appears to require open membership rather than junior membership.

This item needs follow-up directly with AMA to confirm age and membership requirements.

### Recognition

Phil was recognized for doing a phenomenal job helping with simulator work and instruction.

### Road Grading

The need to contact the Parks Department regarding grading of the road was raised.

## Reminders

The last person to leave must close and lock the upper and lower gates unless there is snow on the ground.

Flying at Sunnyvale requires current AMA and WRCS membership.

## Adjournment

A motion to adjourn was made. Approved by Nick. Second by John. Motion carried.

## To Do / Follow-Up Items

- Nick to print grievance forms for availability at the field.
- Update the website training language so Monday is fixed wing and Tuesday is multirotor / FPV.
- Chris and Joe to continue training program planning and instructor coordination.
- Verify AMA Intro Pilot age and membership requirements directly with AMA.
- Contact the Parks Department about grading the road.
- Revisit possible new merchandise items for the MS Graphics store at a future meeting.





## ACADEMY OF MODEL AERONAUTICS NATIONAL MODEL AIRCRAFT SAFETY CODE

Effective January 1, 2018 A model aircraft is a non-human-carrying device capable of sustained flight within visual line of sight (VLOS) of the pilot or spotter(s). It may not exceed limitations of this code and is intended exclusively for sport, recreation, personal, education, and/or competition. All model flights must be conducted in accordance with this safety code and related AMA guidelines, any additional rules specific to the flying site, as well as all applicable laws and regulations.

### **AS AN AMA AND WRCS MEMBER I AGREE:**

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper (s) located at the flight line, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

As published in <https://www.modelaircraft.org/sites/default/files/documents/100.pdf>

# These rules must be followed in addition to Wausau RC Sports Club Rules



**NOW AVAILABLE!!!**  
**Register and pay via PayPal at**  
**<https://wausaursports.com/a/r/szz/rc/join>**

## Wausau RC Sports

### MEMBERSHIP FORM

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: WI. Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

\_\_\_\_\_ Regular/Family: \$50.00

\_\_\_\_\_ Junior \$20 (Under 18 & parent not a member):

Please List each Pilot

Trust and FAA Complete?

1. \_\_\_\_\_ AMA# \_\_\_\_\_ YES/NO

2. \_\_\_\_\_ AMA# \_\_\_\_\_ YES/NO

3. \_\_\_\_\_ AMA# \_\_\_\_\_ YES/NO

I agree to follow the rules provided with this form in addition to those required by the AMA. Upon repeated disregard, actions may be taken including the loss of membership.

Pilot/member Signature:

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

Please Send Completed Form to

JOHN SVETLIK  
1505 Delonay St.  
Weston, WI 54476

TREASURER@WAUSAURCSports.COM

\*AMA AND CLUB MEMBERSHIP IS REQUIRED TO FLY AT SUNNYVALE RC PARK\*



# Current Rules

## WAUSAU R/C SPORTS CLUB RULES

The following rules are in addition to the AMA Safety Code

### Updated 1/1/2026

1. Flying hours are from 10 AM to dusk April 1 - June 15th and from 8 AM to dusk June 16th to March 31.
2. No spectators shall be allowed in the pit area or on the runway unless under the direct supervision of a current club member.
3. No smoking or open flame is permitted in the pit area or flight line
4. The frequency board will be used at all times for any frequency other than 2.4 MHz or Wi-Fi. Modelers, other than those on 2.4 MHz or Wi-Fi, will place their AMA card in the slot next to the frequency they are using. These transmitters will not be turned on until the frequency pin is obtained. The flying member must retain the pin until the transmitter is turned off.
5. If flying with the frequency pin method, twenty minutes shall be the maximum time for operation if other modelers request of the same frequency.
6. There will not be more than four models in the air South field at one time except during announced events.
7. Pilots must remain behind the safety fence at a numbered flight station while flying. For multi rotor models (MRM) pilots, these Rules, along with the posted MultiGP Event Rules will be enforced at all times.
8. Engine testing or lengthy run up should be done as far away from the pit area as possible.
9. A minimum altitude of 30 feet shall be maintained while over the runway unless on takeoff or landing. This does not apply to Multi-Rotor Models (MRM) or sub 250g model.
10. All gas spark ignition engines shall be equipped with an on/off ignition switch. Pilots must have a usable fire extinguisher at the site while testing or flying these aircraft.
- 11 No pilot shall in any way pursue birds or animals.
12. Any landing aircraft has field priority. Pilots should announce their landing or take off intentions to other pilots.
13. Any and all infractions of the safety code and club rules shall be reported to the member who is apparently engaged in any infraction. Contact the club safety officer or president of any continued infraction or unsatisfactory correction of the infraction.
14. There shall be no fixed wing or MRM craft, while operating on the South field, fly north of the north line of that runway, extended east and west, or over Sunnyvale Lake. Models, while operating in the MRM designated flight area, must remain within the established boundaries.
15. All engines shall not exceed noise levels of an average of 96db at 20 feet based on four quadrant tests performed at the same maximum RPM setting. Testing shall be the modeler's responsibility to comply with the Club standards.
16. The use of cell phones for conversation, texting, or videoing or the use of other electronic devices while piloting an aerial device, or when performing spotter duties in support of an active pilot is prohibited. However, electronics, such as smart cell phone, or similar devices, may be used if they are the primary transmitter or software control unit communicating with the aerial device. The use of cell phones is permitted during all other times and at all locations in the park area.
17. Motors (fuel or electric) are not to be started north of the spectator fence, except MRM craft may operate in the designated flight area north of the fence. Other than MRM, all aircraft must be restrained before motors are started. Electric models are not to have the battery connected to the motor north of the spectator fence unless the prop has been removed prior to battery connection if it is necessary to check motor direction or rotation or servo operation.
18. Any person involved in an accident or incident at Sunnyvale R/C Park must abide by the accident/incident reporting policy posted at the site



# Keep in mind

**Hazardous Attitudes** as it pertains to Aeronautical Decision Making from ALC-723: 10 Decision-Making Concepts for UAS Pilots, as well as the **PAVE** and **DECIDE** models for evaluating hazards and analyzing risk from FAA-H-8083-25B: Pilot Handbook of Aeronautical Knowledge.

## **Hazardous Attitudes**

Hazardous attitudes are attitudes that negatively affect the quality of your decisions. Recognizing them is the first step in neutralizing them. There are 5 attitudes:

**Anti-authority:** Those who do not like anyone telling them what to do.

**Impulsivity:** Those who feel the need to do something, anything, immediately.

**Invulnerability:** Those who believe that accidents happen to others.

**Macho:** Those who are trying to prove that they are better than anyone else. "Watch this!"

**Resignation:** Those who do not see themselves making a difference.

Here's a list of antidotes to the 5 hazardous attitudes.

Anti-authority: Follow the rules. They are usually right.

Impulsivity: Not so fast. Think first.

Invulnerability: It could happen to me.

Macho: Taking chances is foolish.

Resignation: "I'm not helpless. I can make a difference."

Use the **PAVE** model to identify hazards:

**P - Pilot-in-Command:** Am I healthy for flight and what are my personal limitations based upon my experience operating this sUAS? During this step, you can use the IMSAFE checklist in order to perform a more in-depth evaluation:

Illness – Am I suffering from any illness or symptom of an illness which might affect me in flight?

Medication – Am I currently taking any drugs (prescription or over-the-counter)?

Stress – Am I experiencing any psychological or emotional factors which might affect my performance?

Alcohol – Have I consumed alcohol within the last 8 to 24 hours?

Fatigue – Have I received sufficient sleep and rest in the recent past?

Emotion or Eating – Have I fully recovered from any recent upsetting events? Am I sufficiently nourished?



## Keep in mind continued...

**A - Aircraft:** Have I conducted a preflight check of my sUAS (aircraft, control station (CS), takeoff and landing equipment, etc.) and determined it to be in a condition for safe operation? Is the filming equipment properly secured to the aircraft prior to flight?

**V - Environment:** What is the weather like? Am I comfortable and experienced enough to fly in the forecast weather conditions? Have I considered all of my options and left myself an “out”? Have I determined alternative landing spots in case of an emergency?

**E - External Pressures:** Am I stressed or anxious? Is this a flight that will cause me to be stressed or anxious? Is there pressure to complete the flight operation quickly? Am I dealing with an unhealthy safety culture, meaning that there are not strong policies and procedures in place? Either the organization with which I am associated or I personally should develop Standard Operating Procedures (SOP) that relate to an acceptable level of safety. Am I being honest with myself and others about my personal operational abilities and limitations?

Use the **DECIDE** model to help you continually evaluate each operation for hazards and to analyze risk:

**Detect** – the fact that a change has occurred

**Estimate** – the need to react to or counter the change

**Choose** – a desirable outcome for the flight or situation

**Identify** – actions to control the change successfully

**Do** – take the necessary actions

**Evaluate** – the effects of the action to react to or counter the initial change