



January 2026

Flypaper

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 |

Upcoming Dates:

| | |
|---------|--|
| 2/12/26 | 7PM (Learn Build Fly Hangar) February Meeting |
| 3/12/26 | March Meeting |
| 3/21/26 | Winter-fly 10:00 AM at WRCS Hagerman Field |
| 4/9/26 | April Meeting |

From the President:

Hello everyone. With February here, hopefully, the bitterly cold weather of January is behind you. I can hear you now saying, "Ya, but you're in Florida!". Well, on Ground Hog Day February 2nd, we did have some frost on the grass. Does that count?

While it has been a pretty slow time at the field, Club BOD has been busy with several things. The first was the purchase of Dual Rates. Dual Rates is a website program to assist the club in managing its business operations. This includes club membership, AMA membership, calendar, and emails all in one package. It also has three distinct sections. The first section is open to everyone to see the calendar and general information about the club. The next section is for club members. This will give members access to club documents and other important club information.

Look at those rivets



The last section is the administrative side for emails, membership activity, and more. At the time of this writing, we are hoping the website will be up and running on the web as "WausauRCSports.com" for everyone to see. To make all these things happen, we are changing where the website is hosted. We are updating email contact information and adding a PayPal account. The PayPal account will allow users to pay their membership dues online through Dual Rates. Of course, we will still gladly accept your check or cash (please have the exact amount) to join or renew your membership.



The second item we are introducing is a new membership card. Instead of the construction paper cards that were traditionally issued, we are introducing a plastic card. The card includes your name and AMA number. If you are an "Intro Pilot Instructor," that will also be shown. The card also includes the WRCS logo and name. Additional logos include AMA, FRIA (FAA-Recognized Identification Areas), Trust (The Recreation-



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al UAS Safety Test), and Wausau and Marathon County Parks, Recreation & Forestry. The card has the year 2026 printed on it. But in 2027, rather than replacing the card, a sticker will be provided to cover the “26” with a “27” indicating the new year. For subsequent years, the old sticker can be peeled off and the new year sticker applied. We have printed cards for the paid 2026 members. Those will be available to pick up at the club meeting held at LBF. When you get the membership card, please take a moment to review the information. If there is an error, let one of the club officers know so we can correct the information. The club provides a protective card holder and lanyard to easily display your card when at the field. New cards will be printed once the membership payment is received.

Chris Mathis is going to conduct the February meeting. I plan on attending via video link. See you then.

Russ Putnam

President

Brad Moodie—Having fun with his 3D Printer





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Call to Order

Chris called the regular member meeting to order.

Roll Call / Introductions

1) Approval of Prior Minutes

The agenda referenced approving the August minutes (Nate / Bill).

During the meeting, it was stated there were no minutes from last month due to not having more than two regular members present, and a motion was made to approve the November meeting minutes. Motion discussion included a brief comment that the minutes should be read; the motion proceeded to a vote and passed.

2) Financial Report

Temporary treasurer reported:

\$250 received in annual payments in December

\$353.08 expense paid to Russ (reimbursement for maintenance items; lawnmower repair and other field items).

A few checks were pending deposit (not yet received for deposit).

Motion to approve the financial report: Marie Second: Nick

3) Old Business

Election results / officers: Board members re-elected: John, Brad, Nick. Officers: Russ (President), Chris (Vice President), Nick (Secretary), John (Treasurer).

4) New Business

A) 2026 Club Calendar Review

A proposed calendar was reviewed. Key discussion points:

Winter Fun Fly tentatively March 21 (mentioned as "possibly").

Reminder: Flying permitted starting 10 a.m. in April.

EAA AirVenture noted as July 20–26.

Family Picnic: discussion to move from July 18 to the prior weekend, landing on Sunday July 12 (adjusted to avoid AirVenture week / travel conflicts).

Annual Fun Fly: discussion to remove "60th annual" wording due to uncertainty; suggestion to use "60th anniversary" instead.



Flying during the winter is fun...



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Swap Meet: confirmed as Sunday Oct 26; a separate board discussion was suggested about moving the start time back to 8:00 a.m.

B) Membership Card Concept (plastic card + annual sticker)

Russ presented an example membership card approach (plastic card with a yearly vinyl sticker), intended to be visible (lanyard/radio strap/hat), improve name recognition, and optionally include details like AMA number. Ideas also included guest badges and instructor/training role badges. Russ offered to purchase test materials to prototype without charging the club, then take the final decision to the board.

C) dualrates.com club management platform

The group discussed using dualrates.com as a “one-stop” platform for membership management, calendar, website, newsletters, photos, elections, email distribution, etc. Cost noted as \$179/year, and Russ offered to cover the first year personally.

Motion: Marie Second: Brad

D) DJI / “Chinese drones” / availability impacts

Question raised about DJI bans / FCC issues / possible ripple effects on equipment availability and training. Discussion consensus: no impact on existing equipment currently in use; concerns primarily relate to new products and FCC licensing and broader tariff/import delays. It was suggested to consider whether any trainer purchases (e.g., Aeroscouts / batteries) should be made earlier in case procurement slows.

E) Import/shipping fee experiences (AliExpress)

Members briefly shared observations: some price increases but no surprise “extra fee” billed on delivery in their experiences; discussion noted variability by item/seller and more scrutiny at ports.

F) Safety Officer / Safety Coordinator position

Jeff stated he would not continue as safety officer this year and asked for volunteers. Discussion noted uncertainty about AMA requirements and whether the Safety Coordinator must be an officer; Russ agreed to contact AMA to clarify.

G) Training program leadership

Chris planned to continue involvement; Jeff indicated he is stepping down from running training. A broader training discussion was deferred to a future meeting.

H) Website housekeeping (current site)

A request was made to remove outdated Swap Meet info and correct website content (including a “History” paragraph with acreage/ownership wording). Nick was identified as the current admin and asked to handle updates; discussion noted dualrates may replace current hosting over time.

5) Good of the Club

General holiday check-in / Christmas gifts discussion.



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6) Reminders

Leave gates open for snow removal (at least the upper gate; discussion leaned toward leaving both open).

Flying at Sunnysvale requires current AMA and WRCS membership.

7) Adjournment

Motion to adjourn: Jeff

Second: Heath

Action Items / Follow-ups

Russ to contact AMA to confirm Safety Coordinator requirements (must they be an officer, and what is required on file).

Latest Update: AMA reported any AMA Member may be Safety Officer.

Russ / Board to prototype and evaluate the membership card + yearly sticker approach and decide on rollout details (visibility expectation, guest/instructor badges, fields to include).

Nick to clean up the current website (remove swap meet item; review/correct history/acreage wording), pending longer-term transition to dualrates.

Latest Update: Completed and in UAT by Russ.

Calendar edits to publish: Family Picnic July 12 (Sun); remove/adjust "60th annual" wording; confirm swap meet start time discussion for board.



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



Wausau RC Sports

MEMBERSHIP FORM

Name: _____

Address: _____

City: _____ State: WI. Zip: _____

Phone Number: _____ Email: _____

_____ Regular/Family: \$50.00

_____ Junior (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
BRAD MOODIE
200 MARTHA ST
ROTHSCHILD, WI 54474
WAUSAURCSPTS.WI@GMAIL.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 post-



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

ed at the site

