



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:

1/8/26	7PM (Learn Build Fly Hangar) January Meeting
2/12/26	February Meeting
3/12/26	March Meeting
3/21/26	Winter-fly 10:00 AM at WRCS Hagerman Field
4/9/26	April Meeting

Welcome from the President

Introducing Russell Putnam, New President of Wausau RC Sports

Hello, my name is Russell Putnam, but you can call me Russ. I am proud to serve as the new president of Wausau RC Sports. I look forward to working with all of you to continue our club's tradition and to sharing our enthusiasm for the airplane and multi-rotor RC hobby.

Building and flying your own model aircraft is one of the most rewarding parts of being in this club. From putting the aircraft together and troubleshooting technical issues, to that first successful flight, you get a real sense of accomplishment. Learning new skills and seeing your work payoff is satisfying, and flying with others makes it even better.

As president, I am committed to maintaining a friendly and open atmosphere for every member. Your feedback and ideas matter, and together, we can keep improving our club.

Thank you for your support. I look forward to meeting everyone and making Wausau RC Sports a club we are all proud of.

Everyone in Wisconsin be like "I want one!!"

Everyone in Florida be like "Why did I leave Wisconsin"



One final note. Some of you are aware I spend winters in Florida. Vice President Chris Mathis is going to conduct the meetings until I return the end of April. If you have any questions, please contact Chris, any of the Board of Directors or me.

Russell Putnam
President, Wausau RC Sports

Anyone see a problem? - Andrew Falkowski
Please double check your flight surfaces prior to liftoff...



Wausau RC Sports Meeting Minutes: December 12, 2025 7PM at LBF

Due to the low turn out there was no formal 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



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

