

July 2026



Flypaper

Current Board Members:

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

Upcoming Dates:

7/9/26	July Meeting
7/12/26	Family Picnic
7/20-26/26	EAA AirVenture
8/6/26	August Meeting(FunFly prep)
8/14/26	Setup for FunFly
8/15/26	FunFly

Fly Paper Greetings

It is July, and with our first real taste of heat and humidity behind us, summer flying and recreational activities are in full swing. This month also brings EAA AirVenture in Oshkosh, running July 20 through July 26, which makes it a fitting time to reflect on Wisconsin's aviation heritage and its connection to model aviation.

The EAA began in Wisconsin in 1953 with a small group of builders and restorers and has grown into one of the most visible celebrations of aviation in the world. That history is a reminder that large aviation traditions often start with hands-on curiosity, shared knowledge, and people willing to build, test, learn, and fly.

That connection led me to think about how Wisconsin aviation, AirVenture, and our own model aviation community all reinforce the same ideas: learning by doing, sharing experience, and encouraging the next generation to explore flight. I asked MS Copilot for a summary of ...



The Significance of Aviation in Wisconsin and Its Connection to Model Aviation

Wisconsin is important to aviation because it is a place where flight is studied, built, and celebrated. Oshkosh, Wisconsin, is home to the Experimental Aircraft Association and EAA AirVenture Oshkosh, one of the most well-known aviation events in the world. This event brings together pilots, builders, students, and aviation fans to share aircraft, ideas, and the future of flight.

(Continued on page 2)





From the President, continued June 2026

This connects to model aviation because model airplanes help people learn the same basic principles used in real flight, such as lift, drag, thrust, balance, and control. Building and flying models gives students a hands-on way to understand aviation before working with full-size aircraft.

Model aviation also reflects Wisconsin's aviation spirit of creativity, learning, and experimentation. It can inspire young people to become pilots, engineers, mechanics, or designers. In this way, model aviation continues Wisconsin's strong connection to aviation and encourages the next generation to explore flight.



The last two paragraphs are identical to a discussion I had with Dave at LBF a few weeks ago. Connections between WRCS, LBF, EAA Chapter 640 and AirVenture, all supporting our enthusiasm for aviation.

Here is a list of Famous and Noteworthy Pilots from Wisconsin by MS Copilot...

Richard "Dick" Bong — Born in Superior, Wisconsin, Bong became America's top flying ace in World War II and received the Medal of Honor.

Deke Slayton — Born in Sparta, Wisconsin, Slayton was a U.S. Air Force pilot, test pilot, and one of NASA's original Mercury Seven astronauts.

Jeffrey Skiles — From Oregon, Wisconsin, Skiles was the first officer on US Airways Flight 1549, remembered for the safe emergency landing on the Hudson River in 2009.



Paul Poberezny — A pilot and aviation leader from Wisconsin, Poberezny founded the Experimental Aircraft Association, which helped make Oshkosh a major center of aviation.

Steve Wittman — A Wisconsin pilot, aircraft designer, and air racer, Wittman helped shape homebuilt and experimental aviation.

If you get a chance to attend AirVenture, please share your experiences.

All for now and see you at the field.

Russ Putnam
WRCS President



Wausau RC Sports Meeting Minutes: June, 11 2026 7PM at LBF

Meeting	Regular Meeting
Organization	Wausau Radio Control Sports (WRCS)
Date / Time	June 2026

1. Call to Order and Introductions

The regular monthly meeting was called to order. Members and guests were introduced.

2. Approval of Prior Minutes

The prior meeting minutes, as published in the Fly Paper, were approved on a motion by Dan and a second by Chris.

3. Financial Update

The financial report was approved on a motion by Tiny and a second by Brad.

4. Safety Rules Review

AMA safety rules and WRCS club rules were reviewed. The group noted the prior end-of-2025 update to club rule 12 and restoration of omitted language in rule 18.

5. Old Business

- Field road and washout. The Park Department was notified, but no repair had been completed. Follow-up with the Park Department will continue.
- Cloverbelt Credit Union. Russell Putnam and John Smutlick completed bank authorization paperwork; copies of the signed documentation were obtained.
- Intro Pilot Training Program. One student had participated so far this season. A weather-related cancellation was noted. The club discussed recruitment, retention, and using training nights as a social and skills-building opportunity for both prospective and current members.
- Training promotion. Ideas included more public social-media activity, use of the public Facebook page, possible TikTok/Instagram content, expanded distribution of existing QR-code cards, a focused "Learn to Fly" flyer, and more visible event signage. A portable Monday-night "Learn to Fly" sign will be explored. Andrew was invited to develop social-media ideas for board review. The training schedule posted online should be checked and aligned with the current Monday-night program.
- Runway resealing. The club discussed obtaining multiple quotes. The runway dimensions need to be confirmed before requesting bids; a possible source mentioned was Jet Black. No contractor selection or expenditure was approved.
- Membership cards. Membership cards were distributed to attendees and remaining needs will be handled individually.

6. New Business

- Windsock. The club thanked Mike Ashbrenner for purchasing and installing a windsock near the safety fence. The placement received positive feedback.



Wausau RC Sports Meeting Minutes: June, 11 2026 7PM at LBF

- Breakfast at Hagerman Field. Breakfast is planned for Saturday, June 20. Field flying opens at 8:00 AM; food service is expected around 9:00 AM. Brad and Russ volunteered to assist, and Tiny volunteered to prepare scrambled eggs. Pancakes, eggs, coffee, and member-provided desserts were discussed.
- Club trash and dumpster access. The former convenient park dumpster access is no longer available. Members were asked to take home food waste, airplane parts, foam, and other bulky or dirty refuse rather than placing it in club receptacles. The club may clarify its dumpster access under the lease and compare solutions used by nearby park facilities.
- Vehicles beyond the safety fence. Members were asked not to drive across the center of the field. When vehicle access is necessary, use the outer perimeter to reduce ruts, mowing difficulty, and landing hazards.
- Airplane stands and field repairs. The airplane stands need boards replaced and repainting. Holes in and near the field were also noted. A work activity may be coordinated with the breakfast event.
- Mower shed. The mower shed lock will be changed. A door/latch alignment problem was also reported and will be inspected.
- Field-gate locks. The club discussed replacing aging gate locks and keys, including the possibility of changeable combination locks. A preliminary estimate for seven locks and 60 keys was approximately \$300. The board will consider options and timing.
- Lower-gate marker. A slow-moving-vehicle marker at the lower gate was updated after a safety concern with the prior sign.

7. Good of the Club

No additional matters were recorded.

8. Reminders

- Closing the field. The last person leaving must close and secure cabinets, pedestrian/safety-fence gates, and both upper and lower vehicle gates.
- Membership requirement. Flying at Sunnyvale / Hagerman Field requires current AMA and WRCS membership.

9. Adjournment

The regular meeting was adjourned on a motion by Tiny and a second by Reese.



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