

July 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:

8/6/26	August Meeting(FunFly prep)
8/14/26	Setup for FunFly
8/15/26	FunFly
8/23/26	Family Picnic
9/10/26	September Meeting
10/8/26	October Meeting

Fly Paper Greetings



Hopefully August will bring cooler temperatures, less smoke and some badly needed rain.

First thing I want to mention is a big shout of thanks to everyone that helped us with the field workday. We were able to fix the wiring problem in the shelter. The sod was trimmed around the runway and taxiway. The west end of the shelter attic was cleaned and organized. The airplane tables that had bad boards were replaced and loose boards were tightened up. We still have some painting to do. The field looks as nice as ever.

Two major events are scheduled for the month of August. The first is the annual Fun Fly on Saturday August 15th. Second is the Family Picnic on Sunday August 23rd.



Because of the August calendar layout, we are moving the **August monthly meeting** to the **first Thursday, August 6th** to give us more time to prepare. Nick Bowen is the CD for the Fun Fly event. Volunteers to help with setup for the Fun Fly on the Friday before would be appreciated. We are going to have a 50/50 raffle. Food and beverages will be available.

Regarding the picnic on Sunday August 23, traditionally we have provided the meat for the picnic and ask that the families bring a dish to pass and beverages of their choice. The big question is, how many people are attending and how many servings of meat do we purchase? If you know you are going to attend, please let us know at the Thursday club meeting and how many are going to be in your group. Otherwise, we will try to contact everyone by phone. It would be a great time to look at your profile information on the club website. After you login, click on the same heading again and you will see "Update my Profile". Verify your phone number or add it. If you made a change, don't forget to scroll down to the bottom of the page and click on "Save Changes".

Last month at the BOD meeting and Club meeting we discussed Membership Dues. Some of you may remember Pope's Hobbyland. I recall attending a BOD meeting in their basement likely more than 15 years ago. The Board was discuss-



(Continued on page 2)



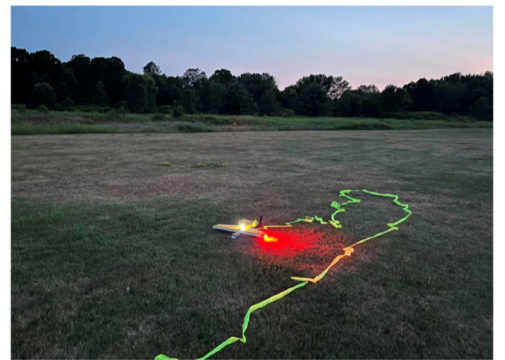
From the President, continued August 2026



ing dues increase from \$35.00 to \$50.00. As everyone knows, costs are rising everywhere. Our club is feeling these increases in the cost of gasoline for mowing, repairs and maintenance, lease of the field and so on. A membership dues increase is necessary to keep up with rising costs. You may wonder why this discussion is so early in the year? The club can accept Membership Dues for new members starting October 1 of the current year with membership continuing through the following year. The new dues schedule is printed in the July meeting minutes. There is a new category of Social Membership for those that want to stay in touch with the club, receive the Fly Paper, but no longer wish to fly.

Last item. I am giving credit for this to Mike Achbrenner. The lower gate chain at times appears too short to reach the eyebolt when locking the padlock. Mike pointed out that after opening and closing the chain, links get twisted shortening the length of the chain. When the chain between the center sign and the west post

get twisted it is not easily corrected because you must rotate the sign to remove the twist. My doing this lengthened the chain by about an inch. Looking at the picture you can see how chain links are aligned. Repeat the untwisting on the padlock side of the chain and locking the padlock will be much easier.



Remember, safety first, shout out those take-offs and landings and see you on Thursday August 6th at the club meeting.

Russ Putnam

WRCS President

Russ Putnam
WRCS President



People should remember to not leave their planes at the field.





Wausau RC Sports Meeting Minutes: July, 9 2026 6PM at Sunnyvale

1. Call to Order, Introductions, and Membership Report

The July 2026 regular membership meeting was called to order immediately following the Board of Directors meeting. Members present introduced themselves.

The club reported 48 paid members for 2026.

Two honorary members were recognized: Matthew Preby and Bob Weller.

Matthew Preby was granted honorary, non-flying status in recognition of his donation to the club. A membership card and thank-you letter were sent to him.

Bob Weller, a longtime member who is no longer actively flying, continues to assist the club with Wisconsin corporate filings and annual tax work.

2. Approval of Prior Meeting Minutes

The prior meeting minutes had been published in the Flypaper. Members were asked to identify any errors, omissions, or corrections. No corrections were raised.

3. Treasurer's Report and Financial Update

4. Old Business

4.1 Marathon County Road Work and Lower Gate Chain

Marathon County Parks completed work on the entrance road after a reminder was sent to Jamie/Polly at the Parks Department. Members commented that the road looked substantially improved.

The lower gate had been left unlocked after the County work. Members were asked to ensure the chain is moved or relocked appropriately when leaving.

The newly adjusted road and gate configuration provides an opportunity to reset the lower chain tension so it does not drag on the ground.

4.2 Breakfast Event Review

The club breakfast was described as successful, with pancakes, eggs, potatoes, sausage, and other food served.

Weather began cool but improved. Approximately 24 people were counted at one point during the event.

Andy Goman attended from Green Bay and brought a varied collection of aircraft.

The club purchased far more eggs than were used; surplus eggs were distributed afterward.

4.3 Runway Resealing Bids

Rick contacted Driveway Doctors, the company believed to have sealed the runway previously.

Driveway Doctors recommended one coat and provided a quote reported at approximately \$1,750. Later in the discussion the figure was repeated as \$1,733; the written quote should control.

Jet Black inspected or reviewed the condition and recommended against applying a new coating over the partially worn existing surface because of possible adhesion or appearance problems. Jet Black did not provide a quote.

Additional bids or opinions were being pursued from Zilch and Blackline. Zilch indicated a response could take up to two weeks; contact with Blackline was still being coordinated.

Members discussed whether using the same product as the prior application may improve bonding and noted that the existing Driveway Doctors coating has generally held up well.

A rough retail-material comparison suggested the contractor quote may be reasonable when compared with the cost of purchasing high-grade sealant directly.



The originally scheduled July picnic could not be organized on the remaining short notice.

The annual picnic was rescheduled to Saturday, August 22, 2026, at approximately 3:00 p.m.

The club will provide and cook the meat and will provide plates, utensils, and some beverages. Members will be asked to bring a dish to pass.

Decision / Status: The August 22 picnic date was accepted. Russ will cancel the original calendar entry, publish the new date, and notify members by email.

5.2 Official Club Calendar and Training-Night Cancellation Notices

The club website calendar at the WRCS website was designated as the authoritative source for event status and schedule changes.

Facebook remains an important social-media outlet, but members and trainees should confirm cancellations or changes through the official club calendar.

A recent training night was cancelled because of a heat advisory and wind gusts. One person expected the notice on Facebook and did not see the calendar update.

The club discussed updating the trainee handout to state that training will not be held during heat advisories, heavy rain, lightning, or other unsafe weather conditions.

When a Monday training cancellation is necessary, the goal is to make and publish the decision by approximately 2:00 or 3:00 p.m.

Decision / Status: The website calendar will be treated as the official schedule. The training information should be updated for next season with clearer weather-cancellation guidance.

5.3 Pilot-Fence Safety Signs and Runway Communication

New signs were installed on the pilot fence emphasizing required runway and flight-line communication.

Pilots are to announce all takeoffs and landings. Members were encouraged to make the call every time, even when they believe they are alone, so the behavior becomes automatic and because another person may arrive unnoticed.

A declared dead-stick landing has priority over all other operations. Other pilots must remain alert and give way.

Touch-and-go maneuvers and other relevant runway activity should be announced.

A person retrieving an aircraft must ask whether it is safe to enter the field; the call is a question requiring acknowledgement from active pilots, not merely a statement of intent.

Once permission is received, the aircraft should be recovered promptly. Repairs, engine starts, or other extended activity should not be performed on the runway while aircraft are flying.

Decision / Status: All pilots and instructors are expected to follow the posted communication rules and reinforce them with students and visitors.

5.4 Missing Club Plaque

A club plaque normally displayed near the pavilion was discovered missing.

No member present knew who had removed it or whether it had been taken for repair or updating.

Decision / Status: Members will check with absent members and attempt to locate and return the plaque.



5.5 August 15 Fun Fly Planning

The club reviewed initial assignments and event needs for the Saturday, August 15 Fun Fly.

Food will remain simple and economical, using hot dogs, buns, chips, condiments, and shredded cheese. This approach limits financial exposure if weather reduces attendance.

Nick and possibly Brad were identified to assist with beverages. Members discussed buying popular Pepsi or comparable products, water, and large-value packs where practical.

A registration or sign-in station will be placed near the entrance gate.

The club favored a simple 50/50 raffle for this year unless meaningful prizes are donated. Eugene was asked to assist with raffle ticket sales.

Members discussed larger aircraft or gift-card raffles as a future strategy, but agreed such a program would need early planning, manufacturer outreach, advance ticket sales, and strong advertising.

John agreed to locate the prior Fun Fly poster template, update it, and circulate draft versions to the Board for review.

The group discussed adding visible flight demonstrations, formation flybys, jets, 3D flying, a candy drop, or a more structured airshow element to improve public interest. No fixed demonstration schedule was adopted.

Decision / Status: Proceed with simple food, beverages, registration, a 50/50 raffle, and an updated promotional poster. Larger raffle and formal airshow concepts should be planned much earlier for a future event.

5.6 DualRates Digital Membership Card

DualRates added a digital membership card accessible from a member's profile.

The card displays membership type, paid/approved status, expiration, AMA number, and AMA expiration information.

Decision / Status: Members may use the digital card as a convenient way to confirm their current WRCS and AMA status.

5.7 Solar Power at the Field

Members discussed whether solar panels and a portable or installed battery system could provide practical power for battery chargers, ventilation fans, and other modest field loads.

Recent reductions in solar-panel and lithium iron phosphate battery prices were cited as making an off-grid system more feasible than in the past.

A member described a one-kilowatt-hour portable Anker power station and two 200-watt panels used on an RC trailer as an example of a simple system.

The club would need to estimate realistic average and peak loads before selecting equipment. Cooking and major Fun Fly loads would likely exceed a small off-grid system.

Fire risk, battery heat, storage, theft, installation, and compatibility with any future utility-power connection were identified as issues requiring evaluation.

Decision / Status: No solar purchase was authorized. The concept remains open for research, including load requirements, equipment cost, battery chemistry, installation, and safety.

5.8 Proposed 2027 Membership Dues and Membership Categories

The Board's earlier discussion of increased dues was presented to the regular membership. The current \$50 adult rate has remained unchanged for many years while lease, fuel, mower, repair, and general operating costs have increased.



Members supported reviewing annual income and expenses through a more formal budget rather than relying only on the club's total bank balance.

The club's certificate-of-deposit reserve was described as a long-term field-contingency fund in case the club loses access to Sunnyvale and must secure another flying site; it should not be viewed as ordinary operating cash.

A future volunteer-credit or dues-rebate concept was discussed, but no tracking method or policy was adopted.

A social/non-flying membership category was supported for members who remain involved but no longer fly.

Graduates of the club training program were noted as already eligible for the established free following-year membership incentive. The group did not create a separate discounted first-year category for other new members.

A motion was made and seconded during the discussion. The initial proposal was junior \$20, adult \$75, family \$100, and social membership at a lower rate. The discussion then identified that \$75 adult plus \$20 junior would be cheaper than the family rate.

5.9 Pavilion Electrical Outlets

Several pavilion outlets were not functioning. The issue was believed to involve the electrical box, prior GFCI replacement, or wiring at the posts.

Russ, Joe, and John planned to inspect the system during the following week and determine whether the outlets can be repaired.

Ant activity around the electrical post was also noted and will be addressed before or during the inspection.

Decision / Status: Russ, Joe, and John will inspect the pavilion electrical system. Work requiring a licensed electrician or permit will not be undertaken without appropriate assistance.

6. Good of the Club and Area Events

High Bayland Flyers were scheduled to hold a Fun Fly in Dorchester on the Saturday following the meeting. Directions were available through DualRates.

Winnebago Flyers were scheduled to hold a Fun Fly and Swap Meet in the Town of Rosedale on Sunday, July 19, immediately before AirVenture week. Directions were available online.

Rhinelanders would not hold its Fun Fly in 2026. The owner of its field had died, and the club may lose access to the property within several years as the heirs consider building on it.

7. Membership Cards and Closing Reminders

Members who had not received a permanent plastic membership card were asked to provide their name and AMA number so the remaining cards could be prepared.

Jamie/Polly was presented with an honorary non-flying membership card in recognition of support from the Parks Department.

The last person leaving the field must close the cabinets, fences, upper gate, and lower gate.

Current AMA membership and current WRCS membership are required to fly at Sunnyvale R/C Park.

8. Adjournment

A motion to adjourn was made and seconded. Motion carried. The meeting adjourned at approximately 7:26 p.m.



Decision / Status: Rick will continue seeking at least one additional bid or professional opinion before the club decides whether to reseal the runway. The written Driveway Doctors quote and prior club cost should be reviewed.

4.4 Club Trash and Marathon County Dumpster Access

The club received one key for the new locked Marathon County dumpster. The key was signed out to the club and must be returned in October.

The Parks Department did not authorize use of the conventional dumpsters near the ball fields.

Members discussed making limited copies while protecting the original key and ensuring it is returned.

Dumpster access is most important after club events and food service. Members should generally continue taking small amounts of routine personal trash home.

Decision / Status: The original dumpster key will be safeguarded. A controlled duplicate may be made for event cleanup use, with Brad discussed as a possible holder of the copy.

4.5 July 18 Field Cleanup Day

A club cleanup and maintenance day was scheduled for Saturday, July 18, beginning at 9:00 a.m. Flying will be suspended while volunteers are working, with cones placed on the runway and grass areas.

Remove and sort stored materials from the pavilion attic, including food containers and accumulated debris; keep usable items and discard the rest.

Repair flight stands by replacing deteriorated boards and adding screws where needed. Replacement boards had already been cut and stored at the field.

String-trim and clear brush along the access road and around the pavilion. Gas-powered or additional high-capacity trimmers were requested.

Trim low branches along the incoming road that could contact trailers or campers.

Inspect dead or hazardous trees near the field and determine what trimming or removal can be safely completed.

Clean, scrape, and repaint the first-aid cabinet and other metal cabinets as separate projects where practical.

Apply mosquito-control product around the pavilion if weather conditions permit.

Volunteers were asked to bring drills, drivers, chainsaws, weed trimmers, and other suitable tools.

Decision / Status: Russ will add the cleanup day to the club calendar and email the membership. Members were encouraged to attend so the field can be prepared before the Fun Fly.

4.6 Mower-Shed Lock

The mower-shed lock has been in service for approximately seven or eight years and numerous people may have had access over time.

Because the shed contains valuable equipment, changing the lock was considered a reasonable security measure.

Decision / Status: The lock change remains Old Business and will likely be completed after the mowing season.

5. New Business

5.1 Annual Club Picnic



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