

PROP PLANE WASH



VOL. 122

AUGUST 1985

OFFICERS OF THE STARS CLUB

- PRESIDENT - PHIL MORGAN
- VICE-PRESIDENT - BOB ROWE
- SECRETARY - CAROL ECKERT
- TREASURER - DAN WILLIAMS

STARS MEMBERS



**STARS MEETING
AUGUST 17, 1985**

IMPORTANT MEETING - THERE WILL BE A VOTE ON A MAJOR EXPENDITURE FOR THE CLUB. BE SURE AND ATTEND! YOU CAN'T COMPLAIN ABOUT THE OUTCOME IF YOU DON'T TAKE THE TIME TO VOTE

Place: Oneida River Tavern Time: 8pm (after flying at the field) See you all there!



JOHN SAGE II'S OS 90FS POWERED STEARMAN TOOK TO THE AIR FOR IT'S FIRST FCF (functional check flight) JULY 18, 1985...WHAT A BEAUTY!

Congratulations to the newly formed Central New York Helicopter Association - They now have their AMA charter and new officers: President - Charlie Coe, Vice-President - John Fisco, and Secretary/Treasurer - Russ Scherer. Their dues are \$5 per year and are looking for new members to join their present group of 13.

THE PLANE PROP WASH IS THE OFFICIAL NEWSLETTER OF THE STARS CLUB; & AS SUCH, ALL PROCEEDS FROM ADVERTISEMENTS, SUBSCRIPTIONS, ETC. GO TO FURTHER ENHANCE THE TREASURY OF THE STARS CLUB. THE PURPOSE OF THE PLANE PROP WASH IS TO KEEP THE MODELERS OF THE STARS CLUB & SUBSCRIBERS AWARE OF HAPPENINGS WHICH INFLUENCE OUR HOBBY. THERE IS NO INTENT TO SHOW FAVORITISM TOWARD ANY CLUB, HOBBY SHOP OR INDIVIDUAL. WE HOPE YOU ENJOY OUR NEWSLETTER.

Classifieds

WANTED: old spark plug ignition engines - will buy or trade. Contact Bob Russell at 474-1628

FOR SALE: Sig 1/4 scale Cub/ scale cub wheels - \$90 call Boyd Metz 964-2658

WANTED-GIANT SCALE PEOPLE! Anyone interested in joining IMAA Giant Scale Chapter please call Fred Edmunds at 471-3000 (wk 656-9857) or Tim Botsford at 656-2849



NOTICE

We so sorry about the recent passing of long time modeler in this area, Tony Cavalaro. Tony was well known and liked in the area, and will surely be missed by all.





The July meeting was called to order by President Phil Morgan at 8:12PM. Roll call showed 16 sr. & no jr. members present. Secretarys report was read and accepted. Treasurers report was read and accepted. Association report was given by Phil Morgan. The Association has allotted \$35 for flowers for members who belong when they die. Phil Morgan is trying to get the Hancock hangar for next years symposium. The Association has allotted money to purchase a new frequency monitor. Getting everything ready for the pancake breakfast on July 21, 1985. No news about the new jackets. The pylon racing is going very well with good turn outs. After a long discussion, Lon volunteered to fix the old tractor if the club fixed the field. He'll bring in estimates on getting the field leveled to the next meeting. An instructor patch was awarded to Gary Eckert by his pupil Chuck Letterman for teaching him to fly. Meeting was adjourned at 9pm.

Carol Eckert

If you think that you fly a lot in one day....WILL WATERS takes out his Gentle Lady (sailplane) and gets in 14 flights....That's flying!

While mowing the field our "remarkable shop teacher" Phil Morgan repaired the middle mower blade and put it back on upside down....that might be why the field looks like a punk rockers hair cut.

13TH Annual Valley RC Fun Fly -
13, 14 July 1985

The Blue Swan Airport, the Valley RC club, and 36 contestants from Penn, NY, Conn, Vermont, Virginia, and Canada combined to make the 13th Annual Valley RC Fun Fly a great success.

Showers on Friday evening were followed by good flying weather during the weekend. Morning fog caused slight delays in the start of flying each day. However, the judges scored seven flights for each of the contestants that flew the three Fun Fly Events and one scale flight for each of the Sport Scale entrants.

The fun Fly events flown both days consisted of the Valley RC (Rhinebeck) Mission, a timed hotdog event called the Polish Air Force Drill, and Poker Touch and Go.

There were also two special happenings at the contest - Donkey Pylon and the Saturday Evening Picnic Supper. Donkey Pylon is very simple. The pilot rides a Donkey from the starting line to a pylon and back to the starting line. Then the pilot goes to his plane and starts the engine on his plane and gets airborne as soon as possible. The shortest time from the starting line to when the aircraft leaves the ground wins the event!!

The Saturday Evening Supper consisted of a great Ham and Roast Beef Supper. It was followed by lots of fun flying before dark, then some night glider flying after dark and TV video movies of various flying activities featuring many different models.

Final standings in the Fun Fly Events were as follows:

EXPERT	NOVICE
1st Larry Abraham	Dave Racenet
2nd Kevin Siemousen	Jules Racenet
3rd Michael Graham	Howard Wolvington
4th John Florio	Evert Ecklund
5th Erle Jenkins	Bob Landry

Thanks to Dan Luchaco for a great time and for letting me borrow his write up in order to produce this one!!

Michael Graham

From: P. Morgan, S.T.A.R.S. Prez.

Re: August Prop Wash

To: S.T.A.R.S Members



FROM THE PREZ

1) The NATS was fantastic! I saw events and aircraft that I had never seen before. On Monday and Tuesday morning $\frac{1}{4}$ midget pylon racing was held and those little Cox .15 powered beauties were turning 1:20 for ten laps. It was fast and furious. In the afternoons pattern flying was conducted. Walt Throne was the event director and everything went like clockwork. Lon Sauter flew his UFO and did an outstanding job. Control-line flying was almost continuous. It was really amazing to watch a 70+ year old man running around a pole whipping his class A racer up to over 150 MPH. The control-line combat events were the craziest thing I have ever seen. They crashed more airplanes in one hour than a man could build in ten years. The indoor rubber powered models were interesting. They were flown in a huge hanger and several film covered stick models stayed in the air over 35 minutes. **Dan Williams** and I returned Saturday for the R/C scale events. Our own George Clapp (our first life member) placed 1st in static judging with his ole reliable Fairchild. The flying points however, went to the ducted fan models. Bob Fiorenze's F-4 Phantom (see MAN June 85, p. 48) stole the show everytime it flew. Overall, it was an outstanding event. A lot of Central N.Y. flyers were present spectating and flying. Everything seemed highly competitive yet was conducted in a manner that was low key. The only problem is that the NATS may not be held in the East for a number of years to come.

2) Did you ever notice that everytime you go to the field it is beautifully mowed and groomed? Well, for the last two weeks the people who normally take care of the field were on vacation. I volunteered to cover for them while they were gone and was I in for a surprise. It is hard work! It takes over five hours a week to cut all of that grass. I can't tell you how much I appreciate the outstanding contribution to the club these people have been making year after year. You would have to pay a professional thousands of dollars to do what they have been doing for free! All I can say is...Stan and Sophie - THANKYOU!!!

3) I overheard a story about some of our club members at the NATS. It seems that they were to compete in R/C Scale Friday, Saturday and Sunday with a beautifully prepared bi-plane. After Static judging on Friday it was found that the reciever was inoperative. So, they loaded-up the model and drove back to Phoenix, N.Y. to have Lon's R/C Service repair the radio. At 1 o'clock in the morning with the repair complete, they retraced their steps back to Westover AFB. arriving about 5 o'clock in the AM in time to make their 7 o'clock first round. All I can say is... the Heinley's are very dedicated modelers! Congradulations on a job well done!

4) We have two new members to vote in at the next meeting. They are:

William C. Bates AMA 166715
2246 Connell Terrace
Baldwinsville, N.Y. 13027
635-9303

and his son Christopher AMA 166716. Their primary are in building scale aircraft.

5) Volunteer's needed. The shed could use about 2 - 3 manhours of attention. Specifically, the doors could use a little scraping and paint (white). If you haven't put in some field maintenance time lately - here's your chance to do your part for the club. Call me if you can help us out.

See you at the field!!!



Did You Know?

STARS PYLON RACING STANDINGS

NAME	CLASS	FREQ	BEST TIME	HC	RACE	RACE	RACE
					1 PTS	2 PTS	3 PTS
D BELFORT	E	72.03	159.61	10	6	4	0
L SAUTER	E	72.40	203.00	16	0	6	0
W THRONE	E	72.83	218.04	2	5	0	0
K ENDERS	E	72.00	218.55	10	6	4	0
F KNOSP	E	72.83	227.41	4	5	4	0
G RIZZO	E	72.71	228.84	4	6	0	0
G BROWN	E	72.16	230.73	0	3	5	0
M GRAHAM	E	72.83	234.37	4	0	6	0
D WILLIAMS	E	72.91	242.23	0	0	0	0
D HEINLEY	E	72.96	244.42	0	0	0	0
J ABRAMS	E	72.71	253.00	0	4	3	0
G CLAPP	E	72.79	300.78	0	4	2	0
P MORGAN	E	72.40	303.36	0	2	0	0
B ROWE	E	72.24	305.84	0	3	0	0
L BEAUBIEN	N	75.64	313.84	0	6	3	0
F FABRIZIO	E	72.71	317.73	0	0	0	0
J ABRAMS	N	72.71	325.69	0	3	5	0
D HORST	N	72.91	344.44	0	3	0	0
K ENDERS	N	72.75	359.36	0	0	0	0
D KEITH	N	72.91	407.00	0	0	0	0

PCM, although the numbers of them are small, seem to be working very well. The catch is that if you are getting interference you don't know it unless it's of sufficient strength and duration to cause the system to go into its failsafe mode. In other words, a given interference signal will cause an AM or FM system to glitch, while the PCM will just ignore that short period and hold the servo positions from the previous good signal. The point is that sufficient interference to crash will do in a PCM just like an AM or FM. You just won't know about it as soon. PCM's don't seem to be bothered so much by intermodulation, unless the intermod signal is of sufficient strength and duration to cause failsafe engagement.

I'd like to say a few words about our responsibility as modelers in using our equipment. With the old frequencies, we never really had to worry about whether or not our radio would work properly if it was in good repair and properly tuned. Therefore, we've gotten into bad habits, such as no ground checks before takeoff, no range checks before we start our flying session, and not paying much attention to what other frequencies we are operating with. Those days are gone forever! Everyone should make it a practice to give their aircraft a thorough check out before each flying session, including a range check. George Myers has published many good articles in Model Aviation magazine on processes to use at the field to control intermodulation and record data on channels operating together. We should start using some of these processes to insure interference free operation and safe flying. Make sure that your equipment is in good condition; if you notice any unusual reactions or operation deficiencies, get it repaired by a competent technician.

I'm of the opinion that at this point in time the AMA should be considering having drawn up a performance criteria list for radio control systems, hiring an independant test facility to test equipment currently on the market, and then publish those results. This would enable the modeler to at least have some guideline by which to select the type and brand of radio he wants to purchase. As time goes on, and the AMA's phase in plan is implimented, the problems we are beginning to see now, due to our inexperience, will be more severe if we don't have some type of tool to make a responsible decision when purchasing new equipment. If you feel you would like this type of information available, drop a note to your AMA Vice-President so that the executive council will consider this action. Perhaps your club may want to write a letter, with every member signing it. I do not pretend to have all the answers concerning the new frequencies and the new types of radios available to us. I've attempted to share with you information I've gathered from my radio repair business and association with other people in the business. If you have any comments or input please call me or drop me a line.

CALENDAR OF UPCOMING ENVENTS

August 17 - STARS meeting

August 17 & 18 - 6th Annual Inter RC Hobob Meet at Massena, NY - Fun Fly

August 31 & September 1 - Utica Firebird Classic Pattern Contest at club field in Marcy, NY straight AMA Masters CD: Harvey Clemons

September 14 - STARS Sport Pylon Racing final all day session Starts 10am at STARS field

September 29 - Association Picnic to be held at the Midstate Modelers field in Cicero, NY



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mon,wed,thurs 12noon - 9pm
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mon,wed,thurs 6pm - 9pm
saturday 9am - 5pm

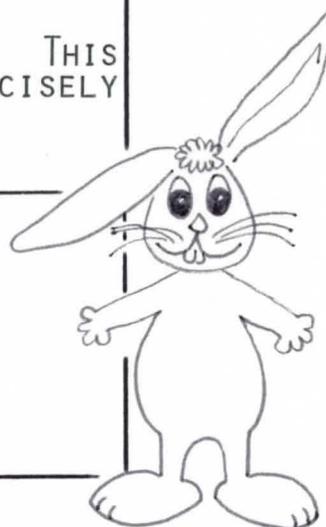
NOTE: We will be closed August 31, 1985

WE HAVE RECENTLY PURCHASED A SPECTRUM ANALYZER. THIS PIECE OF EQUIPMENT WILL ENABLE US TO VERY PRECISELY CHECK AND TUNE THE FREQUENCY OF YOUR EQUIPMENT.

AUGUST SPECIAL

World Engines
S21 Ball Bearing Servo
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\$15



LON'S R/C SERVICE IS THE SHOP THAT CAN SATISFY ALL YOUR MODELING NEEDS.

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NATS NEWS

The Heinley team, of Barney & Danny, did quite well in 1/4 scale with their newly repainted red and yellow Fleet BiPlane. Lon Sauter and his UFO didn't finish last. Ralph Jackson's Windecker Eagle was stolen from his car...what a way to lose a flight. George Clapp's fingers and his Fairchild weren't on the same flight path. Roger Schultz took a 5th with his Cap 21. Bill Fitzgerald had to leave early to take his wife

out to dinner. **Phil Morgan** chickened out and didn't bring his 15-500 to enter pattern. Chuck and Cathy Letterman only took 17 rolls of 24 exposure film at the NATS...Cathy's camera broke while they were there. We all had a great time!

CONGRATULATIONS TO GARY ECKERT AND PERRY VALERIANI ON BECOMING "INSTRUCTORS"...CHUCK LETTERMAN AND BOB CHIOVARO REALLY APPRECIATED YOUR TRAINING!

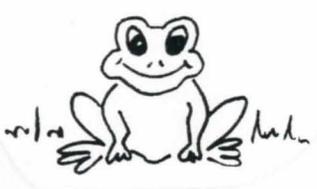
"The Big Event" LAST

STARS SPORT PYLON RACING - 1985

NOVICE & EXPERT CLASSES



September 14 - All Day Final Session
starts at 10am



Picture Plaques will be awarded for the September 14th all day session, for 1st place in Novice and Expert for the day only, and 1st thru 3rd places in Novice and Expert Classes for the season.

There will also be trophies for most improved and personal best times.

SEE RULES ATTACHED FOR FURTHER INFORMATION!

SEE YOU ALL THERE!



The purpose of this event is to promote fair competition, on a level that is readily attainable by the average sport flyer. This year we have made significant rule changes to help make the event more appealing. On April 23rd, 1985 we had an organizational meeting which was attended by 13 modelers from different area clubs. As a result of the meeting the following rules, dates, and event officials were determined. The racing committee will be Lon Sauter CD, Stan Staniszewski, and Dan Williams. If you feel you have been treated unfairly during the competition please bring it to the attention of the racing committee. All rule interpretations will be handled by the committee with the primary intention being to keep the competition simple, fair, and enjoyable.

If there are any questions regarding these rules, call Lon Sauter at 695-2448.

The basic rules shall be in accordance with the AMA rules outlined in the section entitled SPORT PYLON, except for changes listed below.

The racing dates for 1985 will be June 11, 25, July 9, August 10, and September 14. The first three sessions will begin at 6:30pm and the July 9th session will start at 9am til 12noon. The September will be all day starting at 10am, with refreshments available.

This year we will use a handicap system in the expert class to make the competition more interesting. If your best time in the first two racing sessions is 2:40 minutes or higher, you will take off when the flag is dropped. If your time is 2:35 - 2:40 minutes, you will take off 2 seconds after the flag is dropped. This 2 second delay per 5 seconds of time will continue down to 2 minutes with a 16 second delay in takeoff. I know that it sounds complicated, but we'll explain it at the racing sessions. The June 11 & 25 sessions will be used solely to determine each flyers handicap. We will also award framed certificates at these two events, in both novice and expert.

Novice Class:

1. Any high wing model (except high wing racers) with a time slower than 3 minutes may fly in this class.
2. Maximum engine size is .40 non schneurle. The wing area to engine displacement relationship is the same as Expert.
3. The intent of this class is to let the novice modeler enter the competition with his Kadet, or Eagle type aircraft.

Expert Class:

1. The engine shall be maximum .40 cu. inch of convention porting. No Schneurle or PDP.
2. Engines shall be out of box condition. No modifications. Disassembly for cleaning is allowed.
3. The only pressure taps allowed will be muffler pressure.
4. Engines must have a commercially available muffler without modification, and be capable of idle or cutoff, if size .15 or smaller.
5. All other engines .36 and smaller may be Schneurle ported.
6. All engines must use a standard 2 bladed wood propeller modified only for balancing purposes. Three bladed fiber filled propellers may be used, but no pylon type props on .40 engines.
7. Minimum airfoil thickness shall be 12%. Minimum wing area on 40 size airplanes shall be 500 sq. inches. See chart below for smaller engines. The engine shall be open mounted on 40 size racers.

8. Minimum wheel size in both diameter and width shall be equal to Kraft 2 1/4" slimline on 40 size aircraft.
9. 40 size airplanes shall have 4 channels controlling rudder, aileron, elevator and throttle.

ENGINE SIZE VERSUS WING AREA CHART

Engine	Minimum Wing Area
.40	500 sq. inches
.35-.36	450 sq. inches
.29-.30	425 sq. inches
.23-.25	400 sq. inches
.19-.20	375 sq. inches
.15	350 sq. inches

FIELD RULES

1. All STARS field rules apply. All AMA safety rules apply.
2. Lon Sauter will be Contest Director or '85 racing sessions. CD may, at his option, participate in the racing.
3. All personnel must wear a hardhat to be on the course. This includes starters, pilots, timers, callers, & pylon judges. No one will be allowed on the course without a hardhat.
4. Everyone will be kept back at the control line circle & parking lot, except the participants. Canopies will be provided at the control line circle for score keepers, etc.
5. The pilot & caller's duties require caller to stay with & assist pilot from determination of takeoff order, to such times as the pilot is finished racing & his aircraft & equipment are completely remove from the field.

GENERAL RULES

1. Entry fee will be \$3 for each session.
2. All day fly off scheduled for September 14 will be treated separately for those wishing to compete just for that day. An additional \$3 entry fee will be charged. If you have flown in any of the previous sessions you must pay the fee as collected at the past 2 sessions. However, if you have not flown before, you may enter just the Sat. contest costing \$3. Flyers must participate in 2 of the last 3 sessions for overall trophy (1-3 places). Final September 14 session must be 1 of the 2 sessions for overall trophy. Flyers not participating in the first 2 handicap sessions will have handicap established as they fly.
3. Flying will be in 2 classes - Novice & Expert. All flyers completing 2 races in less than 3 minutes must compete in expert class. All 40 powered 500sq inch aircraft with other than flat bottom airfoil must compete in expert.
4. Fuel will be provided, & will be 10% nitromethane. Each airplane will be emptied & refilled before flying.
5. Novice class planes may be 3 channels, must exhibit ground steering capability, & pass safety flight test, and ROG.
6. All aircraft must be of sound structure and are subject to inspection by the racing committee. Aircraft determined not to be safe for competition will be disqualified.