

PROP

PLANE

WASH



Vol. 199

January 1992

OFFICERS OF THE S.T.A.R.S. CLUB

PRESIDENT - DAN WILLIAMS
652-7740

VICE-PRESIDENT - DAVE SIKORSKI
699-4719

SECRETARY - JIM MIRRA
455-1796

TREASURER - LON SAUTER
695-2448



STARS MEMBERS

STARS MEETING
January 8, 1992

Time: 7pm Place: Town of Schroepfel
Offices



NOTE FROM THE TREASURER: DUES ARE DUE NOW! DUES NOT RECEIVED BY FEBRUARY 1, 1992, WILL INCURE A \$1 PER MONTH LATE FEE. IF YOU ARE A FULL MEMBER AND ARE NOT GOING TO RENEW YOUR MEMBERSHIP, I NEED A RESIGNATION LETTER (PER OUR CONSTITUTION) BEFORE WE CAN SELL YOUR SHARE TO A NEW MEMBER. DUES ARE \$40 FOR FULL MEMBERS, \$75 FOR ASSOCIATES, AND \$5 FOR JR. MEMBERS AND CAN BE PAID BY MAILING A CHECK TO LON SAUTER, 2062 RABBIT LANE, PHOENIX, NY 13135.



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.



CALENDAR OF UPCOMING EVENTS

January 8 - STARS meeting

January 25 - CNYMAA MODEL AIRCRAFT SYMPOSIUM NY State Fair Grounds

February 22-23 - WRAM Show

March 1 - STARS Annual Snow Fly
12noon at club field

April 3-5 - 38th Annual RC Exposition
at Toledo, Ohio

June 20-28 - AMA NATS at Chicopee,
Massachusetts

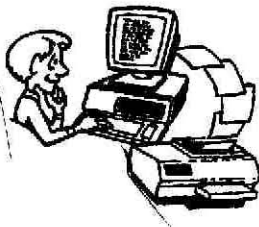
June 21 - STARS Pylon Racing

July 19 - STARS Pylon Racing

August 16 - STARS Pylon Racing

September 12 - STARS All Day Pylon
Racing

ANY MODEL AIRPLANE CLUB WISHING TO ADVERTISE A FORTHCOMING CONTEST OR EVENT CAN ACQUIRE A FULL PAGE AD FOR THE TRIFLING FEE OF \$2. A NOTICE IN THE CALENDAR OF EVENTS IS OF COURSE FREE.



MINUTES OF DEC 12, 1991 S.T.A.R.S. MEETING

THE MONTHLY S.T.A.R.S. MEETING WAS ATTENDED BY 14 REGULAR MEMBERS, 4 JUNIOR MEMBERS, AND 2 ASSOCIATE MEMBERS. THE MEETING WAS CALLED TO ORDER BY PRESIDENT DAN WILLIAMS AT 7:12 PM. MINUTES FOR THE NOV MEETING WERE APPROVED. TREASURER'S REPORT WAS GIVEN BY LON SAUTER AND APPROVED BY THE MEMBERSHIP.

MEMBERSHIP DUES IS DUE BY JANUARY 31ST BUT AFTER THAT DATE A DOLLAR LATE CHARGE WILL ADDED FOR EACH MONTH THAT DUES GOES UNPAID.

ASSOCIATION REPORT: WAS GIVEN BY DAN WILLIAMS AND LON SAUTER. NEITHER DAN OR LON ATTENDED LAST MONTHS MEETING SO THERE WAS NOTHING TO REPORT. LON STATED THAT SCHOLARSHIP APPLICATIONS MUST BE IN BY THE 3RD THURSDAY OF JANUARY 1992.

AMA REPORT: REPORT WAS GIVEN BY LON SAUTER ABOUT FCC FREQUENCY CHANGES, BUT NOTHING DEFINITE WAS DECIDED.

FIELD REPORT: FIELD WAS GIVEN BY DAVE SIKORSKI. PAVILION IS COMPLETE. NEW CONCRETE FLOOR, SIDEWALK TO FLIGHT LINE WAS ADDED. PAVILION WAS ALSO PAINTED ALL FOR ABOUT 75.00 DOLLARS.

SAFETY REPORT: NO REPORT

OLD BUSINESS: DAN REMINDED PEOPLE WHO HAD VOLUNTEERED THEIR SERVICES FOR MANNING THE S.T.A.R.S. BOOTH AT THE SYMPOSIUM IN JANUARY. HE ALSO WANTED PEOPLE TO COME UP WITH SOMETHING ORIGINAL THIS YEAR WITH THE HOPES OF POSSIBLY WINNING THE "BEST BOOTH AWARD". THE PEOPLE WHO WERE ASSIGNED TO SET UP BOOTH ARE SCOTT DEYO, JIM MIRRA AND SKIP DAVIS. THE CHRISTMAS PARTY WILL BE HELD ON DEC 14TH, SATURDAY AT RPH HIDE-A-WAY RT 57 IN PHOENIX.

LON MADE A MOTION TO PURCHASE TAPE FOR 13.00 DOLLARS TO BE USED DURING THE SYMPOSIUM TO ATTRACT PEOPLE. MOTION CARRIED. ALSO MEMBERS IN THE CLUB ARE ENCOURAGED TO BRING ANY AIRPLANES THEY HAVE FINISHED AND UNFINISHED FOR A DISPLAY AT THE S.T.A.R.S. BOOTH.

THE NEWLY ELECTED S.T.A.R.S. OFFICERS FOR 1992 ARE AS FOLLOWS: DAN WILLIAMS, PRESIDENT; DAVE SIKORSKI, VICE PRESIDENT; LON SAUTER TREASURER; AND JIM MIRRA, SECRETARY.

DAN WILLIAMS STATED THAT A BOARD OF DIRECTORS MEETING WILL BE SCHEDULED FOR THE EARLY PART OF 1992 AT DAN'S HOUSE. TIME AND DATE TO BE DETERMINED LATER, TO DISCUSS PURPOSE, RESPONSIBILITY, OPERATION ETC, TO THE NEWLY ELECTED BOARD OF DIRECTORS.

INFORMATION ON HOOK-UP FOR POWER TO THE PAVILION IS STILL INCOMPLETE. DAN HAD A CHANCE TO GET WITH NIA-MO TO DETERMINE WHAT WILL HAVE TO BE DONE. ROUGH ESTIMATE 600.00 DOLLARS.

NEW BUSINESS: PLYON-RACING DATES HAVE BEEN ESTABLISHED FOR NEXT YEAR AND THEY ARE AS FOLLOWS: JUNE 21, 1992; JULY 19, 1992; AUG 16, 1992; AND SEPT 12, 1992 WHICH WILL ALSO BE THE DATE FOR THE AWARDED OF THE TROPHIES. A NEW OPEN PLYON RACING CLASS IS BEING ESTABLISHED TO ALL THOSE FLYERS WHO WOULD LIKE TO PLYON RACE BUT DON'T HAVE A SCAT CAT OR OTHER HIGH PERFORMANCE AIRPLANE TO FLY. THE RULES FOR THE NEW OPEN CLASS PLYON RACING ARE AS FOLLOWS:

(SEMI OPEN CLASS PLYON RACING)

1. ALL FORMS OF SPORT OR TRAINER AIRCRAFT WILL BE ALLOWED TO COMPETE (EXCEPT FOR FORMULA 1 PLYON RACERS)
2. ALL AIRCRAFT MUST HAVE AT LEAST 500 SQUARE INCHES OF WING AREA.
3. MAX. SIZE OF ENGINE WILL HAVE A .40 CU. IN. DISPLACEMENT. THE ENGINE MUST HAVE A MUFFLER (NO TUNE PIPES WILL BE ALLOWED).
4. ALL AIRCRAFT MUST HAVE LANDING GEAR. ANY AIRCRAFT THAT HAS RETRACTABLE GEAR MUST HAVE THE GEAR EXTENDED THROUGH OUT THE RACE.
5. A ROUNDED SPINNER IS REQUIRED ON ALL AIRCRAFT.
6. PILOT MUST BE ABLE TO SHUT OFF ENGINE BY RADIO CONTROL.
7. ONLY FIXED-PITCH, TWO BLADED WOOD OR COMPRESSION MOLDED, CONTINUOUS-FIBER GLASS-STRAND PLASTIC PROPELLERS SHALL BE PERMITTED. INJECTED-MOLDED PROPS ARE NOT ALLOWED.
8. WORKMANSHIP MUST BE OF SATISFACTORY STANDARDS. THE CO OR HIS APPOINTED REPRESENTATIVES SHALL BE EMPOWERED TO REFUSE PERMISSION TO FLY OR DISQUALIFY ANY AIRCRAFT WHICH, IN THEIR OPINION, IS NOT UP TO REASONABLE SAFE STANDARDS IN EITHER MATERIALS, WORKMANSHIP, DESIGN DETAILS, RADIO INSTALLATION, OR CONDITION AS THE RESULT OF DAMAGE.
9. FUEL WILL BE PROVIDED AND IT WILL BE 10% NITRO MIX.
10. ALL RACERS MUST HAVE A UP TO DATE AMA CARD.
11. THE RACE WILL CONSIST OF 10 LAPS AROUND THE COURSE.

SPECIAL RULES

- A. ANY AIRCRAFT THAT FINISHES THE RACE WITH A ELAPSES TIME OF 2 MIN. 30 SEC. OR LESS WILL BE MOVED TO THE CLASS II OR CLASS III FORMATE.

MORE INFORMATION TO FOLLOW IN THE NEXT FEW MONTHS

DAN BROUGHT UP THE IDEA OF PROCURING A TAPE RECORDER FOR THE CLUB SECRETARY. LON SAID HE HAD SEVERAL AND WOULD DONATE ONE TO THE CLUB.

MIKE GRAHAM BROUGHT UP THE SUBJECT OF THE SFA (SPORTS FLYING ASSOCIATION) AND THAT THEY WERE CONSIDERING OFFERING INSURANCE TO MEMBERS (AMA) ETC AT A LOWER RATE. NOTHING DEFINITE HAS BEEN OFFERED, JUST SOMETHING TO POSSIBLY THINK ABOUT.

THE SUBJECT OF ROCKETS ON AIRPLANES WAS BROUGHT UP BY BOB ELKOVITCH AND COULD THEY BE USED TO LAUNCH THEM AND COULD THEY BE FLOWN AT THE S.T.A.R.S. FIELD. THEY CAN BUT ONLY IF THEY WERE PERMANENTLY ATTACHED TO THE AIRPLANE.

SEAN AND TELL: LON BROUGHT A RADIO IN THAT HE NOW HAS IN STOCK. 3 CHANNEL SELLS FOR ABOUT 100.00 DOLLARS. NICE FOR SAIL PLANES.

MEETING WAS ADJOURNED AT 8:20 PM.

19 S.T.A.R.S 92

Pylon Racing

look for the new class of racing this year

June 21, 1992

July 19, 1992

Aug. 16, 1992

**all day racing
Sept. 12th 9 AM
trophys will be
awarded**

PREZ SEZ

HAPPY NEW YEAR! I hope everyone had a nice couple of holidays. For those of you who missed the STARS Christmas Dinner, talk to those who went, and maybe you'll want to go next year.

Here I am, writing this column for another year. Either I am doing a good job or nobody else wants it. I'm not sure which it is, but as a result you'll have to listen to me for another year. I hope this year will turn out to be the best year yet for the STARS. That's my goal, anyway.

So, what did everybody get for Christmas? Did everyone get that new kit they wanted, modeling tool, or new R/C system? Well, speaking from my own experience, if you didn't, maybe it's because you didn't give your wife or girlfriend enough information. Maybe you didn't give them a list at all! That's pretty dumb. Next year guys, make a list. You might be surprised.

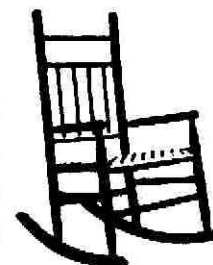
We've got the CNYMAA Annual Symposium coming up. People are promising it to be a good one. I hope it really is. Be prepared to bring your latest model to the Club booth. We need models! I'd like to see the STARS win the Club Booth Award this year. I guess we're going to have some model manufacturers represented that we haven't seen before. Hobby Dynamics will be there, and get this; Coverite is going to be there! Talk to all these guys. Pick their brains. Tell them what you'd like to see. If you do this, then they'll all figure that it was worth showing up and they'll come back next year. You help make the Symposium what it is. Come out and spend some time, talk to the dealers and reps, watch the presentations, and ask questions. This Symposium is supposed to be for the modeler first, at least that's what it used to be, and you're the modeler.

Speaking of Coverite, have you tried their 21st Century Fabric yet? It works absolutely fantastic! It's better than Monokote for doing wingtips, etc. When its done and shrunk, the result really looks like handrubbed fabric and dope. I'm almost done with my Goldberg Cub using this stuff, and I can't say enough good about it. I was really worried about making a mess out of my first fabric job, and with brand-new material. But now its fun. It goes on faster than Monokote, too.

One point that really needs to be stressed. It is a low temp material, and it will burn if it gets too hot. It will permanently discolor, and it won't stick right. Get a Coverite thermometer and use it. Stay around 225 degrees for everything, including shrink. It works very well at this temp. Every iron is different, and if you go above 250, then it won't work. Get a thermometer! This is the only important fact to be aware of. Otherwise, use it like any covering, and you'll add a very realistic finish to those scale projects.

Enough for now, see you all at the meeting!

Dan



PEARL HARBOR TO DESERT STORM FIFTY YEARS OF AMERICAN AVIATION EXCELLENCE



CENTRAL NEW YORK
MODEL AIRCRAFT ASSOCIATION

Presents

16th Annual Symposium & Model Show
Modelers & General Public are Cordially Invited

SATURDAY - JANUARY 25th - 1992, 9 a.m. to 5 p.m.

NEW YORK STATE FAIRGROUNDS

THE NEW HORTICULTURAL BUILDING

60,000 sq. ft. of Ongoing Live R/C Demonstrations

- CLUB BOOTHS
- DEALER BOOTHS
- A.M.A. BOOTH
- SWAP SHOP
- MODEL SEMINARS
- RCMAA/AMA
- TRANSMITTER CERT.
- MOVIES & VIDEO TAPES
- STATIC DISPLAY
- COMPETITION
- R/C AIRPLANES
- R/C BOATS
- R/C CARS
- R/C HELICOPTERS
- FREE FLIGHT
- ROCKETS

CONCESSION STAND

MODELING DEMONSTRATIONS

See: Flying Demo's (Weather Permitting)

DINNER SATURDAY NIGHT FOLLOWING SYMPOSIUM

A.M.A. DISTRICT II MEETING

Admission: Day of the Show

Adults: \$5.00 - Students & Senior Citizens: \$4.00 - Under 12 Free
ADVANCE TICKET SALES

Adults: \$4.00 - Students & Senior Citizens: \$3.00 - For Tickets, Contact:
Jim Abrams - P.O. Box 461 - Fulton, New York 13069

PROCEEDS TO BENEFIT THE CNVMAA SCHOLARSHIP FUND

The November 21, 1991 meeting was called to order by President Rick Snyder at 7:15 p.m. The Secretary read the minutes of the October 17th meeting and they were accepted. President Rick Snyder reported the following bank account balances;

Checking	1294.25
Savings	2774.33
Scholarship	1048.90
Total	5117.54

SYMPOSIUM COMMITTEE REPORTS

Jeff Stiles from AMA will be attending the Symposium this year and will have the big booth on display

JR Hobby Dynamics will have a booth this year with a live helicopter demonstration and a speaking engagement.

Walt Throne made a motion to add three more categories for trophies. It was seconded by Mike Daly and passed

Gus Pandajis made a motion to have the dinner at Rapheals. It was seconded by Jim Abrams and passed.

FACILITIES- A contract has been drawn up. Tables have been secured.

CLUB BOOTHS- Three more clubs have expressed interest in having a booth. Criteria for club booths judging will be decided.

DEALER BOOTHS- Letters have been sent out with applications.

STATIC DISPLAY- The center of the static display will be four large murals depicting scenes from World War 2.

DINNER- Rapheals will be the site for the annual dinner. The cost for the meal will be \$15.00.

SIGNS- The large banner is prominently displayed on the fence at the fairgrounds. 1/9/92 is the deadline for sign requests.

ADMISSIONS- Advance sale tickets are available. There will be an entrance for advance sale tickets as well as an entrance for day of show sales.

PROGRAM- All information to be included in the program must be in by 1/9/92.

PRIZES- The letters have been written and will be sent out in December. Over two hundred letters are being sent!

ADVERTISING- This committee has completed all tasks to date, the next duty will be in January.

SWAP SHOP- Tables will be available at a cost of \$5.00.

SCHOLARSHIP- Applications must be in before 1/9/92.

SPEAKERS- Two speakers are scheduled with a third tentative.

RAFFLE-Several prizes will be offered on an individually selective basis (chinese menu)

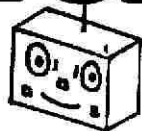
The meeting was adjourned at 8:45 p.m.

Respectfully Submitted

John J. Kinnan

John J Kinnan, Secretary
CNVMAA

LON'S RC SERVICE



2062 RABBIT LANE
PHOENIX, N.Y. 13135
(315) 695-2448

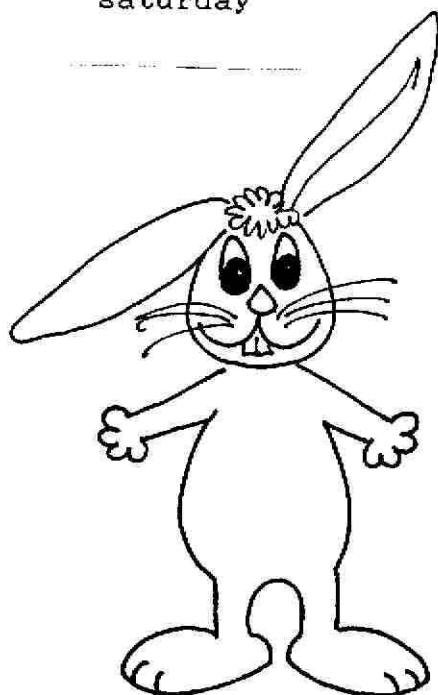
Your Professional Approach To Aero Modeling

MARGE'S HOURS

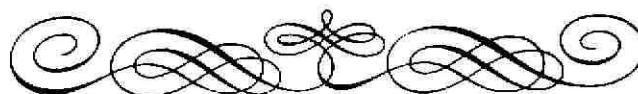
tues-fri 12noon - 8pm
saturday 9am - 5pm

LON'S HOURS

tues-fri 6:30pm - 8pm
saturday 9am - 5pm



BE SURE TO STOP AT OUR BOOTH AT THE
CNYMAA MODEL SHOW ON JANUARY 25, 1992
FOR SPECIAL PRICES ON MANY MODELING
ITEMS, INCLUDING RADIOS, ENGINES, AND
KITS.



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

WE HAVE OVER 1800 DIFFERENT ITEMS IN INVENTORY!
WE SHIP VIA UPS DAILY.

IF YOU ARE NOT A MEMBER OF THE STARS
& WOULD LIKE TO HAVE THE PLANE PROP
WASH MAILED TO YOU, YOU MAY PURCHASE
A SUBSCRIPTION FOR THE FEE OF \$5 PER
YEAR. PLEASE SEND REMITTANCE, ALONG
WITH YOUR NAME & ADDRESS, TO MARGE
SAUTER, 2062 RABBIT LANE, PHOENIX, NY
13135. YOUR SUBSCRIPTION WILL BEGIN
WITH THE 1ST ISSUE PUBLISHED AFTER
PAYMENT IS RECEIVED. CHECKS SHOULD
BE MADE OUT TO MARGARET L. SAUTER.

THROUGH RAIN, SNOW, SLEET OR HAIL,
THE MAILMAN GOES ON HIS APPOINTED
ROUNDS; BUT HE CAN'T DELIVER IF THE
ADDRESS IS WRONG. IF YOU MOVE,
PLEASE ADVISE US OF YOUR NEW ADDRESS.

THE FOLLOWING IS THE PROCEDURE TO TRIM A LOW WING AIRCRAFT

1. Trim for hands-off upright level flight while using full engine power. Normally, only elevator and aileron trim is required.

2. Trim for inverted straight flying, using only down elevator to maintain altitude.

If the model has a persistent turning tendency in a given direction, trim rudder in the same direction as the turn until no turning tendency is present while flying inverted.

If rudder trim was required, retrim ailerons for hands-off upright flight.

Repeat inverted straight flight trim, etc. until model flies straight, level and true both in upright and inverted flight.

Hands-off upright and only slight down elevator required when inverted.

If a lot of down elevator is required to maintain a level inverted flight, check center of gravity, delalegg, and thrust setting, correct if necessary and repeat step one and two.

3. TRIM FOR GLIDE CONDITION.

Fly by upright and level with full power. Cut power to full idle. Model should continue on a straight line, with no tendency to suddenly balloon or dive.

As speed decreases the nose should gradually drop, but only a slight amount of up elevator should be required to maintain a consistent speed and rate of decent in the glide.

If ballooning or diving occurs when power is abruptly cut to idle, then a vertical (up or down) thrust angle is required.

If a lot of up elevator is required to maintain the glide, then center of gravity or incidence setting should be checked and corrected. If changes are needed, retrim as outlined in steps one and two.

SECOND TRIMMING PROCESSES

The next processes set the amount of deflection angles for the elevator, ailerons and rudder.

REMEMBER most elevator deflection angle for most designs is approximately 15 degrees, but may be as little as 10 degrees.

The deflection angles should be set as low as possible, but with an equal amount to either sides of neutral

NOTE: Split type elevators must be in perfect alignment.

RUDDER: Deflection no more than thirty-five degrees.

AILERONS: To find the proper aileron deflection, do a split S from a long, straight-away climb out. If following a left 180 degree roll, the heading has veered to the left, there was too much deflection. If the veer was to the right, there was not enough.

LOOP TRACKING

Do above when no wind and the air is stable.

REMEMBER the model must be heading straight-away from the pilot.

FIRST: Do an inside loop and use no command other than elevator to complete one loop on any given pass. Note which direction the model turned, right or left, and if a turn did occur, which wing went towards the outer perimeter of the loop. Now do an outside loop, using only elevator command and note turn direction and wing deflection. If the same wing panel moved outwards in both inside and outside loops, then that panel is heavier, and weight must be added to the lighter panel tip. If the same heading changes occurs at the beginning of the insides and outsides, the rudder should be trimmed to correct this heading problem, if the rudder trim needs changing, so the aileron trim needs to be changed. If same heading changes occurs primarily as you approach the top to the insides and outsides loops, the problem is more likely engine thrust setting than rudder trim. In this case, right of left thrust must be added by shimming the engine mount.

NOTE: If after following the above steps, the model will track while doing insides loops, but will not track as well while doing outside loops, raise both ailerons two turns at the control clevis.

Depending on the degree of improvement, of aggravation, of the outside tracking tendency, either raise the ailerons more, or less, or change to lowered ailerons, as the results dictate. Continue this process until the model will track properly during only one inside loop and only one outside loop. If it will track through one loop, it will track through three, unless the flyer, the slipstream from the proceeding, or wind conditions causes the model to veer. For this reasons, it is only rarely that three perfect loops can be done using only elevator commands.

from the sketchbook of

● SCRATCH BILTRITE

Making "Z" Bends

