

PROP

PLANE

WASH



Vol. 206

August 1992

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

PRESIDENT - DAN WILLIAMS

652-7740

VICE-PRESIDENT - DAVE SIKORSKI

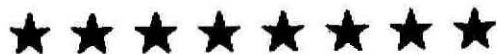
699-4719

SECRETARY - JIM MIRRA

455-1796

TREASURER - LON SAUTER

695-2448



STARS MEMBERS

WELCOME NEW ASSOCIATE MEMBERS

Ray Payne
Neil Robertson
Bob Roe



CAUTION - LOCK UP YOUR CARS AT THE FLYING FIELD? - We've had a theft during flying lessons. It hasn't been a problem before, but spectators are always stopping by, and we do leave valuables in our unlocked cars. If you notice anyone where you don't think that they should be, don't be afraid to check into it; it could be your property next time!



ALWAYS RESET THE COMBINATION LOCKS TO 0 AFTER OPENING (DON'T WAIT UNTIL YOU LOCK UP AND LEAVE)...RULE OF THUMB...NEVER LEAVE THE COMBINATION NUMBERS ON THE LOCK AT ANY TIME!



Classifieds

FOR SALE: New Futaba 4ch attack sys...\$80 DS40FP...\$40, Hobbico Hot Shot Glo Starter/charger...\$10 or make offer for all three items Contact Lisle Snow at 626-6198

FOR SALE: Scat Cat kit-new in box, unopened...\$32 Call Gary Brown at 652-7971

SPACE IS AVAILABLE FOR INDIVIDUALS WISHING TO SELL OR TRADE IN EACH ISSUE OF THE NEWSLETTER FOR A NOMINAL FEE OF 50 CENTS PER AD. CONTACT MARGE SAUTER AT 2062 RABBIT LN, PHOENIX, NY 13135.

PSST!

CONGRATULATIONS TO THE NEWLY ELECTED OFFICERS OF THE SAM CLUB: President - Glenn Cady, Vice-President - Roger Hanchett, Treasurer - Jim McMaster, & Secretary - Al Mortensen.

THE PLANE PROP WASH IS THE OFFICIAL NEWSLETTER OF THE STARS CLUB; & AS SUCH, ALL PROCEEDS FROM ADVERTISEMENTS, 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 & READERS 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.



MINUTES OF THE JULY 8, 1992 S.T.A.R.S. MEETING

THE MONTHLY S.T.A.R.S. MEETING WAS ATTENDED BY 15 REGULAR MEMBERS, 3 JUNIOR MEMBERS, AND 7 ASSOCIATE MEMBERS. THE MEETING WAS CALLED TO ORDER BY PRESIDENT DAN WILLIAMS A 7:12 PM. MINUTES FOR LAST MONTHS MEETING WERE ACCEPTED AS READ. TREASURER'S REPORT NOT AVAILIABLE.

NEW MEMBERS WERE ACCEPTED

ASSOCIATION REPORT: REPORT WAS GIVEN BY PHIL MORGAN. NO DATE HAS BEEN SET FOR ASSOCIATION PICNIC.

AMA REPORT: NO REPORT

FIELD COMMITTEE: POWER POLE IS IN, METER, BREAKERS ETC ARE INSTALLED. DAVE SIKORSKI FIGURES ON ANOTHER 3 HOURS WORK TO COMPLETE.

MOWING SCHEDULE WILL BE PUBLISHED IN THE PROP WASH. WILL APPEAR AT THE END OF THE MINUTES.

FLYON RACING: DAVE SIKORSKI TALKED A LITTLE ABOUT NATIONAL FLYON RACING ALL HE COULD SAY IS "AWESOME." AS FAR AS OUR OWN FLYON RACING GOES SOME OF THE MEMBERS MADE SOME COMMENTS AS TO HOW TO MAKE IT LESS INTIMIDATING TO THE NEWCOMER.

SAFETY REPORT: ART ROSE WANTED TO REMIND THE NEW FLYERS TO MAKE SURE YOU GO OUT TO THE CENTER OF THE FIELD BEFORE MAKING YOUR TURN TO GET READY TO TAKE OFF. ALSO MAKE SURE THAT YOUR RADIO IS OFF BEFORE YOU PUT IT IN THE IMPOUND AREA. AND WHEN BREAKING IN A NEW ENGINE OR JUST RUNNING ENGINES TO MAKE ADJUSTMENTS DO IT AWAY FROM THE PITS. ALSO PLEASE REMEMBER TO PUT YOUR FREQUENCY PIN BACK AFTER YOU ARE DONE FLYING.

FLIGHT SCHOOL: DOING GREAT STILL 10 TO 12 STUDENTS.

OLD BUSINESS: DELINQUENT MEMBERS. INFO NOT AVAILIABLE.

ASSOCIATION CNYMAA MORE COMMENTS WERE MADE AS TO STAY OR GET OUT. DISCUSSION STILL CONTINUED ON THE MATTER. DISCUSSION WAS AGAIN TABLED UNTIL AFTER THE S.T.A.R.S. AIR SHOW.

OVM PICNIC WAS SCHEDULED FOR THE 12TH OF JULY 1992. IT IS OUR TURN TO SUPPLY THE MEAT AND THE ROLLS OVM WILL SUPPLY THE SODA. ALSO BRING A DISH TO PASS.

S.T.A.R.S. AIRSHOW: ADVERTISING FOR THE AIRSHOW. GARY BROWN BROUGHT UP SOME IDEAS FOR ADVERTISING. ONE SUGGESTION WAS TO PUT ON A DEMO FOR CHANNEL 9. OTHER IDEAS INCLUDE RADIO, TV, POSTERS, FLYERS. SOME OF WHICH IS FREE.

OTHER IDEAS THAT WERE BROUGHT UP TO DO DURING THE AIRSHOW WERE CHARGE A DOLLAR PER PERSON AND LET THEM FLY FOR A COUPLE OF MINUTES. DOORS PRIZES, SCHEDULE OF EVENTS FOR THE DAY.

A COUPLE OF COMMENTS CAME UP ABOUT CHANGING THE NAME FROM THE S.T.A.R.S. AIRSHOW TO MODEL AVIATION DAY.

PHIL MORGAN OR SKIP DAVIS WILL ACQUIRE THE F-16 MODEL FROM THE SYRACUSE AIR NATIONAL GUARD "THE BOYS FROM SYRACUSE" FOR THE AIRSHOW.

THERE BEING NO FURTHER BUSINESS THE MEETING WAS ADJOURNED AT 9:00

JAMES MIRRA

MOWING SCHEDULE FOR AUGUST:

AUGUST 1	JIM HAHN	AUGUST 8	ED MERVINE	AUGUST 15	ART ROSE
AUGUST 2	TIM HAHN	AUGUST 9	JIM MIRRA	AUGUST 16	-----
AUGUST 22	DDN UTZ	AUGUST 29	-----		
AUGUST 23	SKIP DAVIS	AUGUST 30	-----		



CENTRAL NEW YORK MODEL AIRCRAFT ASSOC.

The June 18, 1992 meeting was called to order by President Gus Pandajis at 7:10 p.m. The minutes of the May 21st meeting were accepted as written. Treasurer Phil Morgan reported that the current bank account balances total has not changed from last month.

CHECKING-	579.19
SAVINGS-	5673.40
SCHOLARSHIP-	1044.37
TOTAL-	7296.96

OLD BUSINESS

Gus Pandajis reported that we still don't have a location for the CNYMAA picnic. If you wish to have it at your club,s field let us know as soon as possible. If no site is available we will have to cancel the event for 1992

NEW BUSINESS

Greg Uhlig submitted an offer from Tri County Trade Center to provide a location for the '93 symposium.

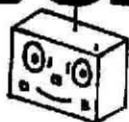
Walt Throne reported that he attended the opening of the Muncie facility and recommends if anyone is in the vacinity to take the time to visit.

The meeting was adjourned at 7:45 PM.

Respectfully Submitted

John J Kinnan, Secretary
CNYMAA

LON'S RC SERVICE

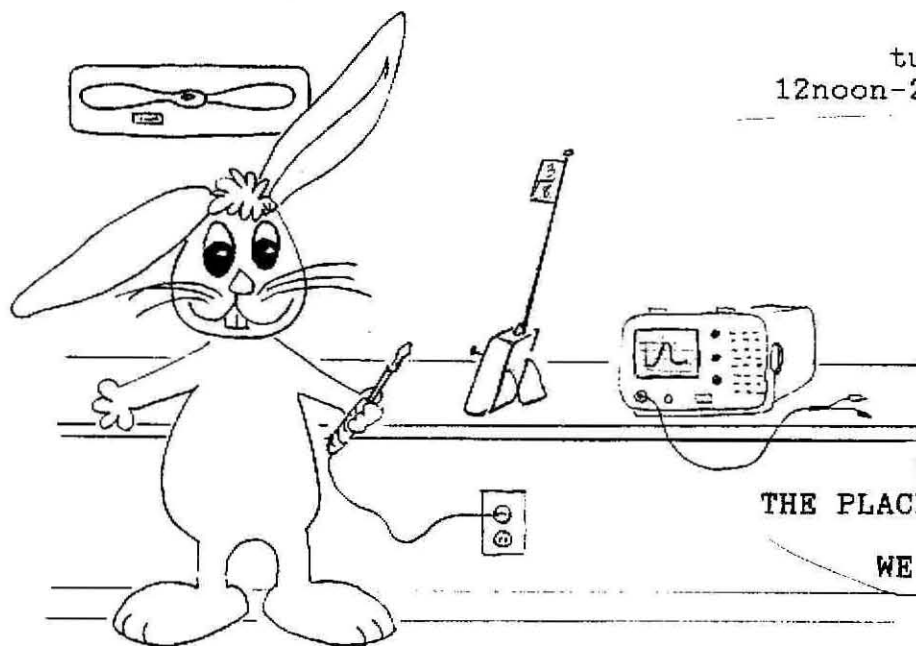


2062 RABBIT LANE
PHOENIX, N.Y. 13135
(315) 695-2448

Your Professional Approach To Aero Modeling

HOURS

tuesday & thursday
12noon-2pm and 6:30pm-8:30pm



LON'S R/C SERVICE
THE PLACE TO GO TO STAY IN CONTROL

WE SHIP VIA UPS DAILY.

1992 STARS PYLON RACING RESULTS

July 19, 1992

CLASS I

Name	Plane	Engine	Heat	Place	Time	Heat	Place	Time	Heat	Place	Time	Pts	Total
Johnson	Scat Cat	OS40FP	1	2	4:22.27	1	DNF		1	DNF		2	2
Wassel	Scat Cat	Enya40	1	1	2:31.60	1	2	2:30.94	1	2	2:27.05	7	11
Volcko	Scat Cat	K&B40	1	DNF		1	1	2:05.44	1	1	2:05.98	6	11

CLASS III

Worth	Scat Cat	Rossi40	1	2	2:12.78	1	1	1:50.88	1	1	1:52.66	8	17
Mozo	Scat Cat	Enya40ss	1	3	2:25.09	1	3	2:19.18	1	2	2:10.80	4	10
Volcko	Scat Cat	Fox40	1	1	2:08.97	1	2	1:51.44	1	DNF		5	9

SPORT

J.Hahn	Aero 40	K&B61	1	3	3:54.25	1	DNF		1	2	4:04.83	3	9
O'Connell	PT-40	Webra40	2	2	3:28.59	1	1	2:50.59	2	3	3:04.41	6	11
Wassel	Avstar40	Enya40	1	2	3:12.90	2	2	2:35.06	2	1	2:40.78	7	7
Sikorski	4Star40	ST40	2	DNF			DNF			DNF		0	9
Worth	Falcon56	OS40	2	1	2:40.30	2	1	2:34.24	1	1	2:40.02	9	18
Brown	BrownB-2	K&B20	1	1	2:49.53	2	3	2:39.21	2	2	2:42.78	6	6

PREZ SEZ

A few of us witnessed something a couple of weeks ago that, if it had happened to any of us, we would probably give up on R/C modelling. Art Rose, The Hahn Family and I were out supporting the Skyrovers Club with their annual Airshow. Bob Pickney was there with his Top Gun winning Beechcraft D-18 twin-Zenoah powered masterpiece. He started it up and did it sound sweet!! On the take-off roll it took a rather big bounce (a 43 pound bounce) and got airborne before it was ready to stay flying. It got all out of shape and went in on the left wing, destroying that wing and most of the front section of the fuselage. There were hundreds of people in absolute silence after that. It was a tough one to swallow. It must be tough for Bob to pick up and keep on building after that. I hope that he can maybe rebuild it someday. What a shame.

We have power!!!!!!!!!!!!!! After much trial and tribulation, we finally managed to get our power hooked up. Dave Sikorski outdid himself this time, along with a few other hard-working dedicated STARS members. If you see Dave, thank him. I sincerely appreciate, as well as all the Club does, the hard work Dave and his group put into this project. Now, I think its time to get out and just fly for the rest of the summer and enjoy the field. Anybody else thinks up any neat projects, tell them to head it up themselves, right Dave?

This is going to be the last month for getting plans together for the Airshow. Stay tuned, we will probably have a special meeting prior to the Airshow. See ya.



CALENDAR OF UPCOMING EVENTS

August 23 - Midstate Modelers sponsored Fun Fly 12noon-4pm at club field Rain Date: August 30th contact Mark Mozo at 454-4654

August 23 - 1000 Islands Fun Fly

September 2 - STARS meeting

September 6 - STARS Annual Air Show

September 12 - STARS All Day Pylon Racing

September 12-13 - Rhinebeck, NY WW I Jamboree

September 26-27 - Greenwood Park Float Fly

October 30-November 1 - Chicago Model Hobby Show at O'Hare Expo Center, Rosemont, IL

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.



NEW DEVELOPMENTS IN AIR FREIGHTERS

THE AIRCRAFT IN THE ABOVE PHOTO IS A RECENT DEVELOPMENT IN THE AIR CARGO FIELD. NOTE THAT ITS HEAVY CARGO IS TRANSPORTED OUT IN THE OPEN ON A FLAT FUSELAGE IN A SIMILAR FASHION TO A FLAT BED TRACTOR TRAILER COMBINATION. THIS SYSTEM HAS NUMEROUS ADVANTAGES, SOME ARE AS FOLLOWS.

ALMOST ANYTHING WITHIN ITS 950K WEIGHT LIMIT GOES ON. NO MORE DELAYS WHEN YOU GET TO THE AIRFREIGHT TERMINAL WITH YOUR EQUIPMENT ONLY TO FIND THAT IT IS 2" TOO LARGE TO FIT INTO A 747.

THE AIR FRAME IS CHEAPER AND QUICKER TO BUILD AS IT IS MERELY A SET OF TRUSSES AFT OF THE COCKPIT. LESS MANUFACTURING LABOR AND MATERIALS ARE INVOLVED.

NO CONFINING CABINS OR HOLDS, THE SKY IS THE LIMIT ON DIMENSIONS.

ALLOWS UNLIMITED PILOT VISIBILITY TO THE REAR.

V-TAILED CONFIGURATION REPLICATES THE GREAT HANDLING CHARACTERISTICS OF THE V-TAILED BEACH BONANZA. JUST THE TICKET FOR GETTING IN AND OUT OF THOSE SMALL BACKWOOD GRASS STRIPS. SIMPLIFIES CONTROL SYSTEMS, TOO!

THE TOPSIDE ENGINE CONFIGURATION IS WORKING SO WELL THAT IT IS STARTING A TREND. LANDING GEAR CAN BE SHORTER AND STURDIER, GREAT FOR UNIMPROVED STRIPS. BIRDS AND SMALL ANIMALS ON THE RUNWAY ARE LESS LIKELY TO BE SUCKED INTO THE INTAKES, CREATING THOSE UNDESIREABLE ENGINE OUT SITUATIONS ON TAKE OFF. SCORES POINTSWITH THE ENVIRONMENTALISTS, TOO! PILOTS ARE AFFORDED BETTER VISIBILITY OF THE ENGINES AND CAN THEREFORE BETTER MONITOR THEIR CONDITION THUS CUTTING OUT NEEDLESS, EXPENSIVE AND REDUNDANT INSTRUMENTATION. THIS ALSO BOOSTS PILOT MORALE ON LONG FLIGHTS AS THERE IS NOW MORE ROOM FOR IMPORTANT ELECTRONIC EQUIPMENT SUCH AS VCR'S AND CD PLAYERS, ETC.

LOOK FOR THIS ENGINE MOUNT SYSTEM TO BE RETROFITTED TO MANY OF THE PASSENGER AIRCRAFT ALREADY IN SERVICE. PASSENGERS WILL HAVE THAT ADDED FEELING OF CONFIDENCE TO KNOW THAT ALL FOUR ENGINES ARE STILL HANGING OUT THERE ON THE WING.

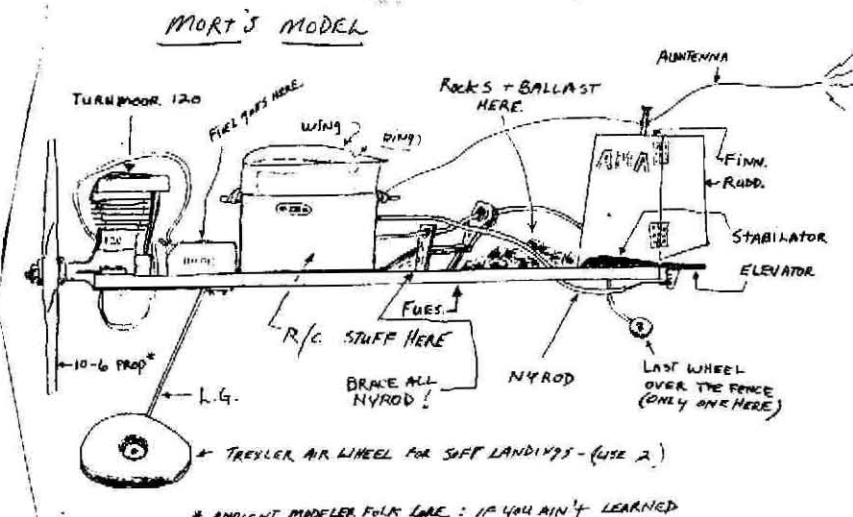
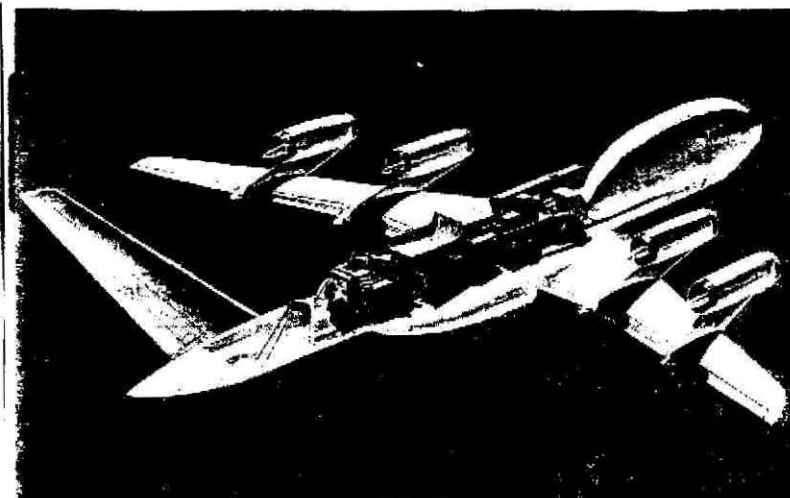
NO FEAR OF LOOSE CARGO. IN A CONVENTIONAL FREIGHT AIRCRAFT, IF CARGO TEARS LOOSE IN STORMY WEATHER, THE PILOTS AND CREW HAVE THEIR HANDS FULL DEALING WITH THIS DANGEROUS SITUATION. ON THIS NEW DESIGN, LOOSE CARGO QUICKLY BECOMES THE INSURANCE COMPANYS PROBLEM, NOT THE CREWS!

ONE OF THE MORE FASCINATING ASPECTS OF THIS AIRCRAFT IS THAT THE IDEA FOR IT STEMS FROM AN R/C MODEL. THE STOREY GOES THAT ONE DAY, MORTON J. DIHEDRAL OF THE JERSEY ELEVATOR AND RUDDER KONTROL SOCIETY, (J.E.R.K.S.), WAS F.C.F.ing HIS NEW MODEL. THIS AIRCRAFT WAS SORT OF A "STICK" TYPE MODEL OF EXTREMELY RUDIMENTARY DESIGN WITH THE REAR OF THE FUSELAGE AFT OF THE T.E. CONSISTING OF A FLAT CRUTCH PATTERN OF STICKS. THE 48" SPAN MODEL WAS CONSTRUCTED CHIEFLY OF 1" PLYWOOD WITH A CONCRETE CORE WING AND COVERED WITH VINYL SIDING, FOR LIGHTNESS AND DURABILITY, OF COURSE!

AT THE FIELD, MORT NOTICED THAT THE 4 CYCLE 120 HE HAD SELECTED TO POWER THE MODEL, MADE IT A BIT NOSE HEAVY. SO, NOT WANTING TO PACK IT IN AND GIVE UP ON SUCH A BEAUTIFUL DAY, MORT CAREFULLY SELECTED THE APPROPRIATE NUMBER OF ROCKS FROM THE PARKING LOT TO BALANCE THE MODEL AND RUBBER BANDED THEM WITH EPOXY TO THE REAR OF THE FUSELAGE JUST AHEAD OF THE FINN. (SEE DRAWING). THE END RESULT WAS THAT THE MODEL FLEW, NOT TOO HIGH AND NOT TOO FAST, BUT IT FLEW.

OBVIOUSLY PLEASED WITH HIS SUCCESS, AND NOTING THAT THE STONES CONSTITUTED A CARGO OF SORTS, MORT TOOK HIS IDEA TO WORK WITH HIM AND TO REUSE A TIRED PHRASE, NOW YOU KNOW THE REST OF THE STOREY!!!

BY BREWSTER BYLINE



* ANCIENT MODELER FOLK SAYS: IF YOU AIN'T LEARNED TO PICK YOUR STICKS, ALWAYS FLY WITH A 10-6 !!

by Dan Kening



Newcomers can learn the ropes and glean purchasing advice: Kalif with machine and proxy pilot

Radio Flyers

PERSONAL BUSINESS

CM's Personal Business Credo: It's our business to help you achieve your personal best. Wise consumer. Time watcher. Intricate researcher. Savvy politico. Grown-up kid. You've got the need, we've got the gear; it's all right here.

▼
Vicarious Aviation

▼
Model Uploads, p. 42

Taking off on flights of remote-controlled fancy, RC modelers are Sunday drivers on a small scale.

It's a beautiful afternoon for flying. Not a cloud in the sky. You hear the steady hum of an airplane motor long before you spot it as a speck on the horizon. As it gets closer, you see it's doing acrobatic moves—inside loops, Immelmans and horizontal rolls. "Wow," you say to yourself, "that's some pilot!"

But wait a minute. Who's that man across the park holding a box in his hands as he and his eight-year-old companion look into the sky? You get closer to investigate, only to find that he is the pilot doing the fancy aerial maneuvers.

Welcome to the exciting world of radio control modeling, where virtually anyone—with a bit of training—can become a pilot. "Radio control modeling is magic, plain and simple," says Doug Pratt, founder and sysop of the Model Aviation Forum (GO MODELNET). "There's a lot of pride in taking a bundle of sticks and turning it into a flying machine."

RC modeling—be it airplanes, cars or boats—boasts dedicated pilots and drivers representing all ages and walks of life worldwide. While no figures are available for the number of RC modelers, the

Academy of Model Aeronautics—the oldest RC association—claims 175,000 members. Just about any weekend they can be found flying, driving or sailing their balsa, foam rubber and fiberglass creations, either competitively or—more often—just for fun.

While ModelNet has sections for model rocketry and non-flying scale models, the bulk of the forum is devoted to the various categories of RC modeling—ranging from free-flying gliders to radio control power planes, sailplanes and "stunt" planes, race cars, "monster" trucks, ships and boats. (For a list of favorite forum files, see "RC Modeling Uploads," p. 42.)

One of the hobby's chief appeals is that it allows people to do on a small scale what they're often unable to do on a large scale. "Could you afford a full-size Mustang, F-16 or a Wright Flier?" asks Norwegian forum member Per Jensen. "With RC you can be the pilot of any kind of aircraft. The only limit is your imagination."

Lee Jolly, a part-time disc jockey in Houston, has had some "stick time" in single engine planes, but he prefers flying miniatures. "I've always felt that putting your body in the air required too serious an attitude owing to self-preservation," he explains. "I've flown RC for seven or eight years, and I get a kick out of doing maneuvers I wouldn't dream of trying full size. I've walked away

without injury the several times I've crashed due to 'pilot error'—a condition usually terminal in most full-scale crashes."

Some radio control planes and helicopters are built from scratch. Some are lovingly detailed replicas of P-51s or Piper J-3 Cubs from kits that take weeks to build. Others are pre-built ARFs—"almost ready for flight" models—you can have airborne within a couple of days. Just don't make the mistake of referring to RC models as "toys," unless you want to raise the ire of dedicated RCers.

"People who don't know much about the hobby may think that we fly 'toy' airplanes because we're not good enough to fly 'real' ones," says Pratt, author of eight books on radio control modeling. "I've run into lots of pilots who assume that because they can fly a Cessna 172 they can fly an RC model. They are usually proven wrong, and very rapidly, too."

Indeed, RC aircraft can be difficult to learn to fly for a beginner. When you add in all of the equipment needed—engines, parts, radio controls, tools—the hobby can require several hundred dollars just to get started. With that in mind, advice from the veteran modelers on the forum can save beginners from costly mistakes.

The forum's RC Helicopters section is a particularly lively place. "The 'choppers' are easily the most expensive portion of the RC hobby and the most difficult to learn to fly," says Tim Naah, the International Radio Control Helicopter Association's representative in ModelNet. "Plus, they require constant maintenance, and a beginner can easily become frustrated. This is where ModelNet helps tremendously."

A typical week in the ModelNet message sections found a note from a prospective Canadian RC helicopter pilot who sought advice on beginner's "choppers." A middle school teacher asked for information about building a solar-powered RC space shuttle model for a class project. A member in Paris asked for information about an RC helicopter computer simulator he read about in a ModelNet library, while an RC car racing enthusiast "talked" to a champion competitive racer.

Traditionally, novice RC pilots learn the ropes either from veterans on the flying field or by joining an RC club. But what if you don't live in an area where there are other RC pilots or don't know where to find them?

Last November, Dave Sinclair became reacquainted with a hobby he had put aside 15 years earlier. He and his nine-year-old son turned to ModelNet members for advice on kits, motors and radio systems. "But the

forum went beyond that," says Sinclair, a Detroit-area TV sports executive producer. "In the forum, I was introduced to Andy Low, who is from my area and has since become my flight instructor and friend."

Flying 'toy' airplanes is harder than it looks: Pratt



STEVE THOMAS

RC vendors also are present in the forum. "Hardly a week goes by without a newcomer asking for suggestions about which plane to buy," notes Steve Kalif, sales manager for Ace Radio Control, a manufacturer and distributor of model aviation products. "As a manufacturer, we jump at the chance to talk to a beginner. But no one ever tries to 'hard sell' anything, so the forum provides an honest exchange of information."

Albert Tejera, president of Tejera Microsystems Engineering Inc., used the forum to help develop a new product for the radio control market by posting a message asking for ideas. "What resulted was an online brainstorming session that helped to form the basis of our latest product." The Auto-Trickle Adapter, a plug-in device to fit battery chargers that keeps batteries charged, has subsequently been used in other rechargeable products, including cordless

PERSONAL BUSINESS

power tools and cellular phones.

Also online are representatives from the AMA and the Sport Flyers Association—the two major RC modeling associations. Among the benefits they offer is liability insurance—essential given the possibility that an out-of-control RC aircraft could cause property damage or even bodily harm.

Says Sysop Pratt of RC modeling's continuing appeal, "There's something about flipping that propeller on an RC aircraft, hitting the button on the launch system of a model rocket or even just winding up the rubber band on a free-flight model and getting ready to let it go. The thrill is there and it just never stops."

Dan Kening is a free-lance writer based in Chicago.

RC Modeling Uploads

The Model Aviation Forum (GO MODELNET) libraries offer files of interest for both the rank amateur and the experienced radio control operator. Here's a sampling:

Testing New Systems—Revised version of an article from *RC Modeler* magazine describing the step-by-step process for checking radio control systems for proper operation and to prevent accidents. Library 2, "RC Flying," ROOTST.TXT.

RC Frequencies—Official list from the Academy of Model Aeronautics membership manual of all RC frequencies. Library 2, RCFREQ.AMA.

Manufacturers and Suppliers Guide—Comprehensive list of RC manufacturers. Library 2, MFGLIST.DOC.

Hobby Store Indexes—Separate lists for each state. Library 4, HISTONE.

Indoor Flying Sites—List of indoor free-flight sites in the United States. Library 5, "Free Flight Flying," INDOORFF.

Sport Flyers Association—Article about the SFA. Library 6, "Newsletter Library," SFA.TXT.