

## Syracuse Thunderbirds Aero Radio Society



# Plane Propwash



September 2015

Charter 473

**The Next General Meeting will be October 14<sup>th</sup>, at 7:00 at Walt's Hobby Town.**

### 2015 Officers

Ken Kadish, President  
Dan Williams, Vice President  
Bob Rowe, Treasurer  
Jeff Wolsley, Secretary  
Peter Seiffert, Safety Officer

Directors:  
Chuck LeVine, 2011-2013  
Peter Seiffert, 2007-08  
Herb Moore, 2014

Volunteer Staff:  
Jeff Wolsley, Propwash Editor  
Michael Graham, SYG Administrator/Club Historian  
Paul Volcko, Webmaster  
David Jewell, Field Committee  
Ralph Goldstrom, Facebook Admin

**The next STARS meeting will be at the Walt's Hobby Town, October 14<sup>th</sup>, at 7:00.  
As a reminder, the meeting is always the second Wednesday of the month. The  
STARS monthly meetings will be at Walt's until spring.**

### Winding down

Fall is here, the temperatures and the leaves are falling, and the days are getting shorter. Quite the astute observations. Fixed Wing Flight School has ended and Helicopter and Multi-Rotor Night will be coming to an end on October 13. Both programs were well attended, and I would like to thank the instructors and volunteer chefs for making both of our flying programs a success in 2015.

There are still plenty of flying opportunities at the field, and a number of fun and upcoming activities on the horizon. Our Club membership stands at 86, and many of our members have taken advantage of the AMA window to renew memberships at current rates.

Finances are stable, and the Club is on firm financial ground. There are still a number of small field and club house improvements to be accomplished this year, and we have the funds to accomplish these tasks.

The Field Committee, through hard and dedicated work, continues to provide us with a first class flying site. Please be sure to thank the Field

Committee members for their great service to all our members.

Our Annual Christmas Party is scheduled for Friday, December 4 at RFH's Hideaway. Attached is the menu and registration form. Always a good time to get together with fellow members and their families.

The annual election for Club officers occurs in November. With that thought in mind, please give consideration to standing for an office to help run the Club. Please show your support of your club by volunteering for an elected position. If you have any questions as to the responsibilities of any particular position or wish to stand for an office, feel free to contact any of the current directors.

Please note that the next monthly meeting will be held on October 14 at Walt's. Bruce Throne has been kind enough to accommodate us on Wednesday evenings even though his original plans called for a 6:00 pm Wednesday closing time.

Fly often and fly safe!

*Ken*

Start thinking about the 2016 STARS dues. Dues can be paid at the November monthly meeting. Dues can also be sent to the Treasurer. After the January meeting, there is a \$10.00 per month late fee. If you're thinking about running for an office, you must be a full member.

## ***Secretary's Report: Jeff Wolsley***

The September 2015 STARS regular meeting was called to order at 7:00. There were 13 Open Members, 2 Associate, 0 guest, and 1 youth member in attendance.

### **Secretary's Report:**

The Secretary's Report from the August meeting was corrected- It was Chuck LeVine that headed the meeting rather than Bob Rowe. (In my defense, it was Bob that did the majority of the talking) The motion to accept with the noted correction was made by Peter Seiffert and seconded by Mike Graham. Carried.

### **Treasurer's Report: Bob Rowe**

Insurance is due by the end of the year. The Air Show returns were better than 2014. The treasury remains in good shape. Motion to accept by Skip Davis and second by Mike Graham. Carried.

### **Committee Reports:**

#### **Field Committee: Dave Jewell**

The field continues to be in excellent shape. Ken commented on the quality of the field and the outstanding job done by everyone for the Air Show.

#### **AMA: Peter Seiffert**

The AMA continues to firefight the FAA. The FAA wishes to change the rules to incorporate model aircraft into their sphere of control. The AMA is holding to the original agreement.

The AMA DII picnic was a great success.

Lock in your AMA renewal rate by September 14 to keep the old price. Open member- Now \$58.00 New- \$75.00. Now Sr. member- \$48.00- New Sr. rate will be \$65.00.

#### **Safety Report: Peter Seiffert**

The STARS members are currently behaving themselves. However a guest at the Air Show failed to see the "DO NOT FEED THE PROPS" signs and was promptly educated.

#### **Flight School: Bob Rowe**

Fixed Wing: Bob Rowe- Almost over for 2015. The instructors have graduated four pilots this year.

Heli: Chuck LeVine- Sparse attendance at the last few heli nights. The last night for Heli School is October 13.

#### **STARS Web Site: Paul Volcko**

The field cameras are working great. The website is up and running well. Back issues of the Propwash are now available on the website.

Please view the field cam at:

<http://www.amadistrictiistars.org/>

<http://www.amadistrictiistars.org/scam.html>

This is an infrared cam so you can see some activity at night.

### **Old Business:**

#### **Future Planning:**

The fence repairs are holding at this time.

Driveway run-a-crush- Bob Rowe is getting another load delivered to complete the job.

Next up is the club house drainage. The group is investigating the issue and will act accordingly.

New windows for the original part of the club house are still in the works.

CPR Course was a success.

AED Device? Purchase by end of 2015?

#### **Big Bird Giant Scale:**

The giant scale group will meet next on 07/15. It is held regularly the 1<sup>st</sup> and 3<sup>rd</sup> Wednesdays through September.

#### **Control Line:**

Mike O'Neil will coordinate events at the field.

Mike has a DVD of Joe Nall Week to loan out. Contact Mike if you are interested in borrowing it. [Mike O'Neil](#)

#### **Facebook:**

The STARS now have a Facebook page. There are 52 members at this time.

### **New Business:**

#### **Club Officer Elections:**

Club elections are coming up. There are just two (2) meetings left. Elections will be held at the November meeting. If you are interested in running for an office please contact Peter Seiffert or Chuck LeVine. Remember, you must be an open member to run for an officer position.

#### **STARS Christmas Party:**

YEP! It's just around the corner. There is a request to change the menu. The Christmas Party in 12/04. See the attached flyer. Please return the completed flyer along with your payment as soon as possible to Ken.

#### **Adjournment:**

The September regular monthly meeting of the STARS was adjourned at 7:25pm.

***Secretary, Jeff Wolsley***

## ***After the Meeting Show and Tell***

No after the meeting show and tell.

## ***Safety Officer Report: Peter Seiffert***

### **Flight Stations:**

I have noticed that members are sometimes not using the flight stations. The flight stations are for a purpose.

The **first** purpose is to protect the pilot if an aircraft decides to aim toward the flight line. They protect the pilots from getting hurt. I have visited fields that have a full height chain link station with a top to protect the pilot.

The **second** reason is to organize the flight line. If pilots are using the flight stations other members know immediately who is flying and how many are pilots are flying. Case in point, if a pilot is not flying from a station other pilots may not notice the pilot who is not at the station and start flying. The problem is there could be too many aircraft in the air and/or other activity that may interfere with the pilot not at the flight station. I have heard the reason that the pilot not in the flight station thought they would be out of the way of other pilots. The pilot out of the flight station is creating a safety issue because they are not easily noticed.

The hover station was created to learn to hover or test hover, not open flying. I am going to suggest the field eliminate the hover station.

The crosswind runway was created to use if there is a crosswind only. If pilots are piloting from the right end of the field to the right flight station they are in the crosswind runway. All flying, including helicopters, and should be at the flight stations only. **PLEASE USE THE FLIGHT STATIONS CORRECTLY!**

Please remember that safety is every member's responsibility, not just the safety officers.

Safety Officer;

Peter Seiffert

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**Calendar of Events for September (and beyond) Events:** *Editor's Note- Also watch your e-mail for sudden changes to events like cancellations or re-scheduling due to weather.*

**Sept. 6 STARS Airshow**

**Sept. 18-20 NEAT Fair**

**December 4<sup>th</sup>- STARS Christmas Party**

**Indoor activities will be winding up! Look for additional indoor events and updates to indoor flying schedules!**

**MoST Scheduled Events-** The MoST has cancelled the demonstrations due to a conflict with an exhibit they have. Hopefully they will consider rescheduling. Stay tuned...

**Camillus Indoor Aviators (CIA)** indoor flying at First Baptist Church located at 1960 State Route 5 in Elbridge Tuesday and Friday 6:00 to 9:00 and the first Saturday of each month 4:00 to 9:00 (2.4GHz only)

**Flight Schools-** Wellí Now it's too late to join one of the 2015 flight schools. But it's never too early to start thinking about 2016!

The flight schools for 2016 will be starting up in April. Look for the pre-flight work shop flyer.

**Big Bird-** The big bird flyers will meet the 1<sup>st</sup> and 3<sup>rd</sup> Wednesdays of each month through September

*Please visit the AMA DistrictII website or the Event Section in the back of Model Aviation for additional information on these and other event*

# IMAA Big Bird Safety Checklist

## Balance

Is the longitudinal center of gravity (for and aft) within the range shown on the plans?

Is the model balanced laterally (side to side)?

## Alignment

Are all the flying surfaces at the proper angle relative to each other?

Are there any twists in the wing?

Do the wings and removable tailplane seat properly on the fuselage everytime?

Is the engine set at the proper thrust angle as shown on the plans?

## Control Surfaces

Are all control surfaces securely attached? (i.e., hinges glued, pinned). Pull on each one to test.

Are the control horns secured to the model?

## Control Linkages

Have all the linkages been checked to be sure they are secure?

Are the clevises closed? (Keepers or fuel tubing should be fitted to ensure they stay closed)

## Engine / Motor Mount Security and Operation

Are all engine mount screws tight, including mount to bulkhead if applicable?

Are the propeller bolts and/or spinner tight? If a single nut, is there a safety nut as well?

Does the throttle work without binding?

Does the throttle trim tab shut down the engine?

Has the propeller been balanced and checked for damage?

Are the propeller tips painted a contrasting color? (while not essential it makes the propeller much easier to see)

Has the engine been thoroughly test run? (engine idle and throttle up properly)

Is the fuel tank installed correctly? (i.e., carburetor at the same height as fuel tank, fuel tank clunk in proper position and moving freely, fuel lines in good condition and connected to the engine correctly)

## Radio Equipment

Are the receiver and the battery securely mounted and padded with foam to protect from vibration and shock?

Are all the electrical connectors secure?

Is the receiver's antenna fully extended and in good condition?

Are the batteries charged and in good condition (check under load with a volt meter if unsure)?

Are all servos securely fastened to the rails or trays?

Are servo arms firmly attached with screw in place?

Are all push rods firmly secured in servo arms (again keepers or fuel tubing should be fitted)?

Are the control throws in the correct direction with proper amount of deflection (as per plan)?

Rudder & tailwheel: Left stick should move the rear of the rudder and tailwheel to the left.

Nosewheel: Left stick should move the front of the nosewheel to the left.

Aileron: left stick should move left aileron up and right down.

Elevator: Pulling back on the stick should move the back of the elevator up.

Canard: Pulling back on the stick (elevator) should make the front of the canard move up.

Throttle: With trim set fully forward, pushing the stick forward should open throttle fully. With trim set fully backward, pulling the stick back should fully close the throttle.

Has a full range check been performed? (see below)

## Undercarriage (where fitted)

Is the undercarriage firmly attached to airframe and the wheels securely retained?

Does aircraft taxi in a straight line?

## General

Is the covering tight with no visible signs of damage?

Are the retaining bolts in place and secure?

Are any hatches, cowls and canopies secure?

Are all components structurally sound?

Are your name and contact details marked on the model somewhere easily visible? (in case it's lost)

## Range Checking the radio

Verify frequency is available and mark it as yours if necessary.

Turn on transmitter check the correct model is selected (if applicable) and then turn on the receiver.

Important: make sure the transmitter aerial is down fully.

Ask someone to help and walk away from the model until signs of loss of control are apparent. If electric powered ensure that the range is not worse with the motor running.

## Before EVERY flight:

Check the receiver battery pack to ensure enough charge for the flight intended.

Check for damage and the control throw direction of all surfaces.

## Advertisements:



**Open 10-7 Tuesday thru Sunday.**

**315-532-6826**

[www.mexairrc.com](http://www.mexairrc.com)

[www.facebook.com/mexairrc](http://www.facebook.com/mexairrc)

**Winner of AMA 2015 Hobby Shop Award  
for signing up new AMA members.**

FOR SALE:

**Please visit the Southern Tier RC Swap Shop. Dan Luchaco has included me in his mailing list. This is the current edition-**



September 30th  
2015.pdf

**All contact information is included with the ads.**

*If you want to list modeling items for sale, R/C services offered, or a really neat R/C web site, this would be a good spot. Free for members. Send your advertisement by e-mail to [jwolsley@verizon.net](mailto:jwolsley@verizon.net). Please put STARS ADVERTISEMENT in the subject line.*

### Links-

New website to check out- <http://www.flyboyzblog.com/>

This site has articles pertaining to both full scale and model aircraft. Check it out.

Howard Blair found an interesting video from YouTube on micro flight

<http://www.youtube.com/watch?v=fuoFA2fKjEo&feature=fvst>

Tom Catalino pointed out this site recently. An excellent site for Lipo battery info-

<http://sites.google.com/site/tjinguotech/charging-how-tos/balance-connectors>

Peter Seiffert sent along the following web site- [www.servodatabase.com/servos/all](http://www.servodatabase.com/servos/all)

Mike Graham has a torque conversion chart-



Servo Torque  
Conversion Chart.pdf

### **Arming Switch Information-**

AMPØ- Arming The Big Boys, by Greg Covey November 2007

[http://www.rcuniverse.com/magazine/article\\_display.cfm?article\\_id=950](http://www.rcuniverse.com/magazine/article_display.cfm?article_id=950)

RunRyder- How To Make A Spark Arrestor for an ESC by Lucien Miller

<http://www.helifreak.com/archive/index.php/t-289393.html> look down to the post from gbidwell from 4-24-2011 0601am. That's the exact article that I have from RunRyder.

Note- Many of the newer ESCs have a built in spark arrestor. If you still see and hear the spark, this is a good idea to save the plugs.

**The Link for the AMA is:**

<http://www.modelaircraft.org/>

**The link for the AMA DII Calendar is:**

<http://www.amadistrictii.org>

**The link for the club yahoo users group is:**

[http://groups.yahoo.com/grjwoup/stars\\_club\\_members/](http://groups.yahoo.com/grjwoup/stars_club_members/) (Don't forget to sign in)

**The link for the STARS club home page at DII is**

<http://www.amadistrictiistars.org/>

**The link for the STARS club web cam is:**

<http://www.amadistrictiistars.org/scam.html>

The Propwash News Letter is also available at YAHOO GROUPS. The current news letter and previous years/months are viewable and printable from there.

Please contact Mike Graham [tanjmg82@aol.com](mailto:tanjmg82@aol.com) to join the STARS Yahoo group. Send Mike an email asking to join from your preferred email account. Mike will then reply with an invite to join the group. The invitation contains the links and instructions necessary to join.



**STARS Field Satellite photo**



Northeast Electric Aircraft Technology

**Sept. 18, 19, 20 2015**

*The nations largest gathering of electric model aircraft held in the Catskill mountains in lower NY state in mid September.*



Generous contributors and sponsors of the 2015 NEAT Fair!



<http://www.neatfair.org/>

*Syracuse Thunderbirds Aero Radio Society*

*Phoenix, NY*

Charter 473

***STARS 2015 Annual Christmas Party***

Date: Friday, December 4, 2015  
Where: RFH's Hideaway Restaurant  
Time: 6:00PM for Drinks and Socializing. Dinner at 7:00PM

**MENU CHOICES:**

- 1. Broiled or Fried: Seafood Dinner (Haddock, Scallops & Stuffed Shrimp, Without Lobster) .....\$25.00
- 1. Prime Rib Dinner, 12oz.cut.....\$22.50
- 2. Chicken Parmesan Dinner..... \$20.00

ALL Dinners include: Salad Bar, Buffet, Baked Potato, Rolls & Butter, Dessert and Coffee or Hot Tea.

The prices above include Sales Tax and Gratuity.

I would like to ask everyone planning to attend, to please mail or bring your dinner choices and your checks to Ken Kadish by the November 11 at the STARS meeting at Walt's, or no later than November 26th. If you wish to mail your choice(s) and checks, Ken's address is 6100 Bay Hill Circle, Jamesville, NY 13078

Please make your checks payable to STARS. Thank you.  
Please detach and return with your payment to Ken Kadish

.....  
I, \_\_\_\_\_ will attend the 2015 STARS Christmas party.

No. of guests: \_\_\_\_\_

My dinner choice is: (Please circle your choice) 1 2 3

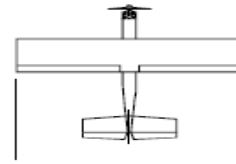
My guest's dinner choice is: 1 2 3

Total amount enclosed: \$ \_\_\_\_\_

Don't forget to bring a gift to exchange if you wish. The suggested value should not exceed \$10.00.  
Green bows for guys, red bows for girls.



# S.T.A.R.S. Field Rules



## 1. General:

- A. License: All pilots, students, and flying guests *must* have a current membership in a nationally recognized model aircraft association in order to fly. Those pilots participating in the Park Pilot Membership Program must fly models that weigh two pounds or less and be incapable of reaching speeds greater than 60 mph. They must be electric or rubber powered, or of any similar *quiet* means of propulsion.
- B. Spectators: Only those people essential to flight operations will be permitted in the pit area; all others will remain on the spectator side of the fence. Impound: All pilots, students, and flying guests must place their transmitter(s) in the impound area immediately upon arriving at the field.
- C. Vehicles: Vehicles will not be permitted on the flying field.
- D. Crash Debris: Pilots must retrieve all pieces of their aircraft after a crash. Particularly, attention must be made to obtaining all pieces of aircraft that land in the neighboring fields under cultivation.
- E. Trash: All members will take home their own trash.
- F. Alcoholic Beverages: Members will not consume alcoholic beverages prior to, nor during, participation in any *modeling* operations.
- G. Smoking: Smoking will not be permitted in the pit area or on the flight line.
- H. Mowing: Flying on the field will not be permitted if the field is being mowed or maintained.

## 2. Transmitters:

- A. Frequency Control (*For non 2.4 GHz transmitters only*): All members, students, and guests *must make use of the field frequency control system*. Each pilot will obtain the correct frequency flag (or pin) from the impound board and attach it to his/her transmitter before attempting to fly.
- B. Range Checks: Each pilot will conduct a successful radio equipment ground range check before flying a new or repaired aircraft and prior to each flying session.

## 3. Engines:

- A. All internal combustion engines run at the field will have a silencer (except for small displacements of .09 cubic inches or less).
- B. When running an engine in the pits, keep neighboring personnel behind the prop arc.

## 4. Flying:

- A. Boundaries: Flying over the pit area or the spectator side of the fence is prohibited, unless beyond the control of the pilot(s).
- B. Taxing: Taxing is prohibited in the pit area!
- C. Flying:
  - (1). Pilots will initiate their first turn after takeoff away from the pit and spectator areas.
  - (2). Engines will not be started before 9 AM Monday through Saturday and 11 AM on Sunday (**electrics may start at 10 AM**), unless approved by the Event Director.
  - (3). No more than three aircraft will be permitted in the air at one time.
  - (4). All flying will be conducted from the designated flight boxes.
  - (5). Hand launching of aircraft is prohibited from the pits.
  - (6). Flight operations will cease during electrical storms.

## 5. Guests:

- A. All guests must have a current membership in a nationally recognized model aircraft association in order to fly.

- B. Guests may fly at the field only with the approval of a member in good standing and only as long as a sponsoring member *remains at the field*. Guests will not fly unattended.
- C. A local guest will be allowed to fly at the field on three (3) separate occasions and then will be asked to join the Club.
- D. An out-of-town guest may make arrangements with the Club to fly at the field while visiting the area. The Club Officers and the Safety Officer will handle each out-of-town visitor on a case-by-case basis.
- E. *All guests are required to extend every courtesy to current members sharing the same flying frequency*. But when there is a conflict over who shall fly, the Club member will have the first option to fly. Both the guest and the members should use common sense while sharing the flight line or using the same radio frequencies.

## 6. RC Aircraft Utilizing "First Person View" Systems (AMA Document 550):

- A. GENERAL:
  - (1). FPV flying of radio control model aircraft by AMA members is allowed only for noncommercial purposes as a hobby/recreational and/or competition activity.
  - (2). All FPV flights must be conducted in accordance with AMA's current National Model Aircraft Safety Code and any additional rules specific to the flying site/location.
- B. OPERATIONS – REQUIREMENTS - LIMITATIONS:
  - (1). AMA FPV novice pilots must use a buddy-box system with an FPV spotter while learning to fly FPV.
  - (2). All FPV flights require an AMA FPV pilot to have an AMA FPV spotter next to him/ her maintaining VLOS with the FPV aircraft throughout its flight.
  - (3). The FPV pilot must brief the FPV spotter on the FPV spotter's duties, communications and hand-over control procedures before FPV flight.
  - (4). The AMA FPV spotter must communicate with the FPV pilot to ensure the FPV aircraft remains within VLOS, warning the FPV pilot of approaching aircraft, and when avoidance techniques are necessary.
  - (5). The FPV spotter may at any time during an FPV flight acquire the transmitter from the FPV pilot and assume VLOS control of the aircraft.
  - (6). If the FPV pilot experiences a problem due to a loss of video link, orientation, or is unable to safely fly, he/she must abandon FPV mode and fly VLOS or pass the RC transmitter to the FPV spotter to assume VLOS control of the aircraft.
  - (7). Before initial FPV flight - and after any flight system changes or repairs, FPV model aircraft must be test flown by conventional VLOS to determine that flight systems are working properly.
  - (8). FPV model aircraft must use frequencies approved by the FCC for both the RC system and the wireless video system. Pilots must meet applicable FCC licensing requirements if they choose to operate the RC flight control system or the wireless video system on Amateur Band frequencies.
- C. RANGE – ALTITUDE – WEIGHT – SPEED:
  - (1). One of the requirements in Federal Law (Public Law 112-95 Sec 336 (c) (2) February 14, 2012) for model aircraft to be excluded from FAA regulations is that model aircraft be flown within VLOS of the operator.
  - (2). Model aircraft flown using FPV must remain at or below 400 feet AGL when within 3 miles of an airport as specified in the AMA Safety Code.
  - (3). Model aircraft flown FPV are limited to a weight (including fuel, batteries, and onboard FPV equipment) of 15 lbs. and a speed of 70 mph.

# STARS

## Field Protocol

Dedicated to responsible  
RC fun with safety by  
choice, not chance.

5

### 1. General:

- A. Civil and courteous behavior is required at the field at all times.
- B. Safety is paramount and everyone's business. Use common sense in all matters.
- C. It is strongly recommended that you do not fly alone.
- D. Learn where the First Aid station is located and inform the Field Committee if material has been issued from it.
- E. When opening or closing combination locks, *always* set the wheels to 0000.
- F. Last member out must close and lock the refrigerators, pavilion, and main gate.
- G. Cell phones are not to be used on the flight line or in the pavilion near the transmitters.

### 2. Engine Courtesy:

- A. Long term tuning and initial break-in should be conducted away from the pits and spectators (usually at the engine break-in stand).
- B. Do not direct prop wash at other modelers, their aircraft, equipment, or bystanders behind the pit fence. Kindly inform those bystanders near the fence that you intend to start an engine before you do so.

### 2. Flying Courtesy:

- A. Any person wishing to enter an active flying field or runway to cross same or to retrieve an aircraft, must loudly announce their intention to all fliers on the flight line.
- B. A "landing" aircraft has the right of way over an aircraft "taking-off".
- C. A "dead stick" aircraft has the right of way over all others.
- D. All take-off and landing attempts must be announced to other pilots on the flight line. Take-offs are normally announced by saying "taking off", and landings are announced by saying "landing" or coming in". Dead stick landings are announced clearly to all pilots in the pits and on the flight line by saying "dead stick".
- E. A pilot having difficulty in controlling his/her aircraft must announce to all in the pits and on the flight line that he/she is experiencing radio or mechanical problems. Pilots on the ground preparing to fly will turn off their transmitters and wait for the problem to be resolved before continuing to fly. Fliers in the air will stay clear of the aircraft in distress and will land, if possible, as long as it does not contribute to the crisis. All personnel near the pit area must be alerted to the situation.
- F. If a crash occurs on the field or in the pits, all flying will stop until the accident has been investigated and the debris has been cleared from the field.
- G. Normal flight duration is 10 minutes. Obviously, flight time may be extended if there are no other pilots waiting to fly or waiting for a particular radio channel.
- H. When you have finished flying, please return your transmitter to the impound.

### 3. Good Earth Policy:

- A. Place recyclables in the appropriate container in the pavilion.
- B. Turn off all pavilion lights when departing the field for the night.
- C. The field does not have a trash removal service. If you carry anything to the field, carry it back out.
- D. If a pilot or guest brings a pet to the field, he/she will be responsible for supervising the animal's conduct while at the field. Please observe all appropriate Field Rules.
- E. If you smoke, please place all cigarette butts in the butt cans in the field.
- F. Do not throw cans or bottles or any other trash in the outhouse pits.
- G. DO NOT DRINK THE WELL WATER. Well water is to be used for washing only.

### 4. Replacement Courtesy:

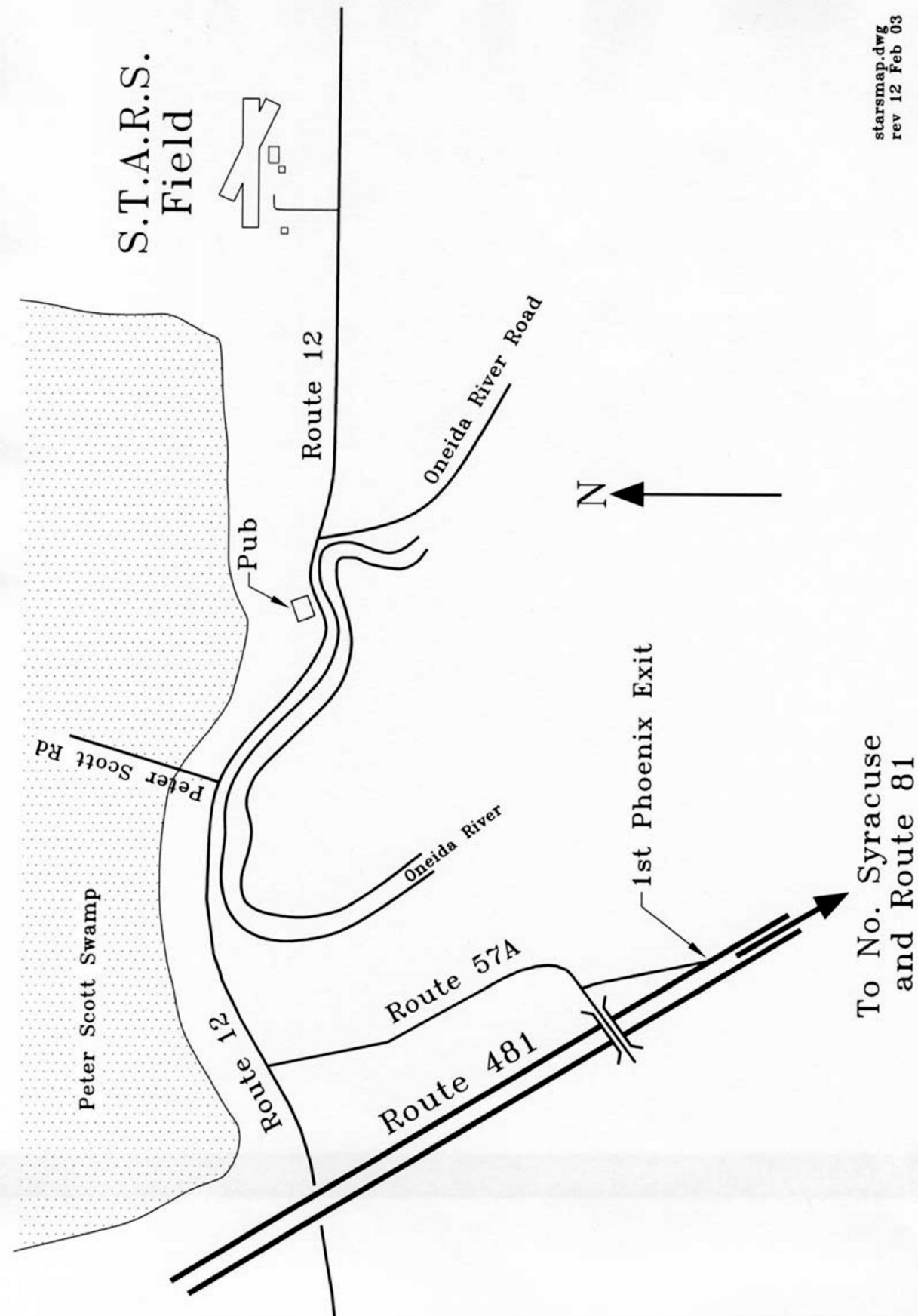
- A. Where an individual's plane or property is damaged by the actions of another individual, it will be the responsibility of the two parties to resolve the situation in an appropriate manner.

## **STARS POLICY REGARDING PHOTOGRAPHY**

- STARS is a membership organization organized under the laws of the State of New York.
- The STARS flying field, located in Phoenix, New York, is owned by STARS, and as such, is privately owned property.
- The purpose of this policy is to limit and restrict the reproduction of images, in any form, of the STARS property and the activities which occur thereon.
- While the STARS property is privately owned, members, guests, and the general public are welcome at the field during published field hours of operation. Members, guests and the public must adhere to all rules imposed by STARS regarding entry upon and/or the use of STARS property, including the STARS policy on photography.
- The reproduction of images of the STARS field or the activities thereon, in any form, is a privilege and not a right.
- Except as provided below, the reproduction of images of the STARS field or activities thereon in any form, including, but not limited to film and digital still photography, and video photography in either film or digital form, is strictly forbidden.
- Violation of this policy will result in immediate expulsion of the violator from the STARS premises, and may subject the violator to criminal and/or civil sanctions and penalties.
- Members in good standing of STARS shall be exempt from the above requirements so long as any images or video produced of the STARS premises or the activities thereon are for personal and non-commercial use.
- Guests and the general public may be permitted to photograph or video the STARS property and activities thereon, but only for personal and non-commercial use, and only with the prior written consent of the Club's executive board.

# Map to the STARS

starsmap.dwg  
rev 12 Feb 03



*Map to S.T.A.R.S. Flying Field in Phoenix, New York*



Est. 1965

# Syracuse Thunderbirds Aero Radio Society

Online at: <http://www.amadistrictiistars.org>



Charter 473

## Membership Application Form

Date: \_\_\_\_\_

Membership:	<input type="checkbox"/> Open (\$220.00 share+dues)	<input type="checkbox"/> Extra Family member (\$30.00)
	<input type="checkbox"/> Associate (\$75.00)	<input type="checkbox"/> Youth (< AMA age 19 - \$5.00)
	<input type="checkbox"/> Park Pilot - Associate (\$75.00)	<input type="checkbox"/> Park Pilot - Youth (< AMA age 19 - \$5.00)

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

AMA: \_\_\_\_\_ DOB: \_\_\_\_\_

RC Channels Used: \_\_\_\_\_

STARS Member(s) Contacted: \_\_\_\_\_

Primary Interests (Sport, Scale, Pattern, Fun Fly, etc.): \_\_\_\_\_  
\_\_\_\_\_

Other Club Affiliations: \_\_\_\_\_

Email Address (for newsletter and notices): \_\_\_\_\_

You must be a current member of the Academy of Model Aeronautics (AMA) in order to join the STARS. Please show your AMA card to the Officer given this application or include a photocopy of the application for the license.

*“I have read and agree to abide by the STARS Field Safety Rules.” (on back)*

\_\_\_\_\_

**Submit this form to a Club Officer**

Rev 04Dec13