

## Syracuse Thunderbirds Aero Radio Society



# Plane Propwash



November 2020

Charter 473

**The STARS December Meeting Will Be Held Wednesday December 9<sup>th</sup>, at 7:00- See Below**

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### 2021 Officers

[Paul Volcko, President](#)  
[Phil Knapp, Vice President](#)  
[Herb Moore, Treasurer](#)  
[Jeff Wolsley, Secretary](#)  
[Jeff LaPorte, Safety Officer](#)

Directors:  
Michael Graham  
Herb Moore, 2014  
Phil Morgan \*2011-2013

Volunteer Staff:  
[Jeff Wolsley, Propwash Editor](#)  
[Michael Graham, SYG Administrator/Club Historian](#)  
[Paul Volcko, Webmaster](#)  
Position Open, Field Committee  
[Mike O'Neill, Facebook Admin](#)

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**The STARS December 2020 meeting will be held online via ZOOM, or other format, on December 9<sup>th</sup>, at 7:00. A December meeting will be held instead of the usual STARS Christmas Party. STARS monthly meetings will be held via ZOOM until spring. A meeting notice and login credentials will be sent prior to the meeting.**

### 2020 Winding Down

Happy Thanksgiving!

As I write this it's only a few hours from turkey time, with an atypically small group of family for Thanksgiving Day dinner. COVID-19 has interrupted much during the past year, but I'm thankful, nonetheless. I'm thankful that so few in my immediate and extended circle of family and friends have suffered a loss due to COVID. And having suffered some other losses, my family has been able to get together to mourn during the lull in COVID cases. It wasn't as it should have been or would have been without COVID in the mix, but we were allowed the grace to be together to help each other through the losses.

I'm thankful that during this past summer the transmission of disease fell off somewhat and STARS was able operate mostly normally. I'm thankful for everyone doing their part to help protect the health and wellbeing of our fellow club members, while we have operated during a challenging health situation. I'm thankful that despite the lack of our major events throughout the season, we're doing well financially. I'm thankful for the generosity of others in donating to the club this year, setting us up for some more improvements at the club in 2021. And I'm thankful for the efforts of our volunteers in

helping to maintain and improve the property, keeping the pavilion clean, cooking for us during our weekly special interest evenings, and keeping the club running well.

Unfortunately, COVID-19 has surged back in the region over the past couple of months. This means Walt's will not be doing their annual Secret Santa Sale gathering for area clubs. We will not be able to conduct our annual auction, either. Hopefully we'll be able to reschedule it, or something like it, for some time in the spring of 2021. We will not be hosting a First Day of Winter Funfly this year. If members show up to fly, that's perfectly fine, but there will not be an advertised or listed event. Hopefully conditions in the area will support our holding the annual Snow Fly in March 2021. A decision on that will be made at the February meeting.

With the virus surging in both Onondaga and Oswego counties, we need to redouble our prevention efforts at the club. Most importantly, limit the number of people in the pavilion at the same time. Maintain distance. Given distancing requirements, the effective maximum occupancy for the pavilion is set at 7 until further notice. Clean common touch surfaces. Use hand sanitizer. If you go to the club, be prepared to spend the bulk of your time outside if there is a group of people there. *Continued next page-*

2021 STARS dues are due. After the January meeting, there is a \$10.00 per month late fee. Dues must be sent to the Treasurer at this time as an in-person meeting is not possible. (Herb Moore 645 Gilbert Mills Road Fulton, NY. 13069)

At the November meeting the current slate of officers was reelected. For myself and on behalf of the officers, thank you for your continued support.

Since we are not having our annual Christmas party this year, we will be having a December

meeting via Zoom! This will be less structured than our usual meetings. I hope it's an opportunity to talk, show off some projects, and share some holiday spirit with each other.

Paul Volcko

[president@amadistrictiistars.org](mailto:president@amadistrictiistars.org) / 315-708-2009

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

**The November STARS regular meeting was held via ZOOM. The meeting was called to order at 7:04 by President Paul Volcko. There were 8 Open members, 9 Associate members, 0 Youth members, and 0 Guest in attendance.**

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

The Secretary's Report was accepted as published in the October Propwash Motion to accept by Phil Morgan and 2<sup>nd</sup> by Herb Moore. Carried.

### **Treasurer's Report: Herb Moore**

STARS dues for 2021 have started coming in. The port-a-pottie is gone until spring. Looking into the service to see if there is a better rate that would allow us to keep the unit year-round. The treasury is in good shape. Motion to accept by Phil Morgan and 2<sup>nd</sup> by Steve Colbert. Carried.

### **Correspondence:**

National grid will start work on a gas pipeline project along County Rt.12 in 2022. Not sure how that will impact the club at this time.

I (Jeff Wolsley) received a classified ad email on 11/22 from a down-on-his-luck ðMike Myersð. Notice I put the name in quotes as the validity of this person is suspect. The ad was suspiciously formatted very similar to the previous bogus classified ad. It had some obvious spelling errors and a cashapp payment function. It did not hold up to scrutiny applied from our lesson learned from our experience with the previous bogus ad. I shared my concerns with Paul V. and he concurred. I suggested that maybe Eric Williams get informed, so he is made aware that we are getting hit with these RC fishing scams and spread the word.

### **Committee Reports:**

#### **Field Committee: Paul Volcko**

The field has ben wrapped up and winterized for the season. The field leveling project has wrapped for the season also and will resume in the spring. The hard work this year has paid off. Thanks to all the committee members and those that volunteered for field duty.

#### **Peter Seiffert-**

Paul sent out thank-yous to all who made donations to the club in Peter's name. Barb is pleased with how the club is handling the donations.

These options are still available as a way to memorialize Peter-

- 1- Awing on the clubhouse
- 2- Pergola over the entry
- 3- Open pavilion addition to the clubhouse
- 4- Cover over the flight line
- 5- 2nd flight school trainer aircraft (Vote at the December meeting)
- 6- Foster a STEM school project in a joint venture with the ARCS.

Mike Gosson has some experience with fostering a STEM project. Herb Ziegler contacted the Marcellus High Scholl STEM

coordinator. The project was cut short when the COVID restrictions were enacted. Paul V. will contact Mike and Herb for more detail.

### **Safety Report: Jeff LaPorte**

Paul V. And Jeff L. announced that they are working on some rule changes inspired by Bob Simms recent accident.

There were no new incidents to report as of the November meeting. Jeff reminded everyone that there is no taxiing in the pit area. There seems to be some confusion as where that is now that the barricades have been removed from the flight line pads. Please continue to stand on the pads while flying so it is obvious to others that you are flying.

Now that we're in the heating season, please make sure to turn off, unplug, and turn off the gas for the heater in the clubhouse before leaving. Even if you didn't turn it on, make sure it is completely off when you leave.

The complete AMA safety handbook is available here-

<http://www.modelaircraft.org/files/100.pdf>

### **AMA Report: Phil Morgan**

No new AMA correspondence received.

The AMA membership is due now. Don't forget to renew.

Renew your FAA license before 12/20. Phil says by 12/17. This mostly applies to the first round of applicants. Please look at your FAA registration to see if this applies to you. Log in to FAA here- <https://faadronezone.faa.gov/#/> and log into your account.

Your current FAA registration has been extended to 12/20/2020. Look for an email from the FAA asking you to renew. If you wait until after 12/20, you will need to renew from scratch and will get a new registration number.

Please visit <https://www.modelaircraft.org/gov-beta> for the latest information regarding the AMA and the FAA.

The AMA now has a service to help past members sell off estate collections. Web page address coming soon.

FAA- Phil reported that the FAA is posing an online pilots test of 12 to 18 questions. The test will be a pass-pass test for now.

The podcasts are online at <https://www.modelaircraft.org/podcast>. There are several different entries available.

### **AMA Remote ID Campaign:**

While the write in campaign is over, the AMA still needs us to be vigilant. They are asking us to continue to keep the pressure on our representatives. If you don't know who your representative is, or how to contact them-

<https://whoismyrepresentative.com/>

Put in your zip code and it will tell you who your representatives are and their contact information.

**If you are interested in viewing any of the comments-**

<https://www.regulations.gov/docketBrowser?rpp=25&so=DESC&sb=commentDueDate&po=0&dct=PS&D=FAA-2019-1100>

*Continued -*

## STARS Web Site: Paul Volcko

The address is <http://www.amadistrictiistars.org>

Please view the field cam at:

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

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

## Old Business:

### Flight School: Bob Rowe

Fixed wing- The trainer that Herb provided went over well. It was suggested to use some of the donations in Peter's memory go for a second trainer. The 2<sup>nd</sup> trainer will be the same as the first. There will be a vote at the December meeting to confirm this request.

Heli flight- Paul Volcko. Wrapped up for the season.

Flight schools will be back in 2021.

### Big Bird Giant Scale: Phil Knapp

The formal Big Bird season is closed. See you in the spring.

### Control Line: Mike O'Neill

No report from Mike.

Vintage and classic control line, glider, and rubber powered kits on Mike's website under the STORE tab-

<https://www.flyboyzblog.com>

### Facebook:

STARS have a Facebook page. There are 118 members currently. [Mike O'Neill](#) is the administrator.

The STARS website- <http://www.amadistrictiistars.org/>

The STARS Facebook page-

<https://www.facebook.com/groups/amastars/>

## New Business:

### STARS in The News:

The STARS recently appeared in a news story on Spectrum News. The story was produced by Justin Bachman and appeared a few weeks ago on October 8<sup>th</sup>.

[STARS on Spectrum News](#)

The link is also on the Facebook page and Mike O'Neill has it on his site as well.

### Field Improvements:

Work has been wrapped up for the season. It will resume in the spring and build on the good progress already made. Progression of the back waters has ceased, and several hundred square feet of field and perimeter land have been reclaimed from the marshy areas since the drainage has been corrected.

### New Members:

No new members at this time.

## Officer Nominations:

The Officer vote was unanimous and confirmed by a single vote from the STARS Secretary. The 2021 offers are as follows-

Paul Volcko- President

Phil Knapp- Vice President

Herb Moore- Treasurer

Jeff Wolsley- Secretary

Jeff LaPorte- Safety Officer

## Model Aircraft Forum:

No date has been set for this event due to COVID restrictions.

The event could be postponed until later in 2021. Herb Ziegler asked Paul V. to query the STARS membership to see how much interest there is for the event. Due to COVID restrictions, the usual location at the Syracuse Academy of Science School may not be available anyway. Paul will update Herb.

## STARS Winter Events:

The STARS Auction, 1<sup>st</sup> Day of Winter Fun Fly, SnoFly, and MAF are all in limbo at this time. The decision was to discuss these events at the December meeting to see if any dates can be established for them.

## Guest Columnist:

Gary Brown has contributed a Guest Column that appears immediately after the Secretary's Report. Gary's column is a continuation of a series that he has authored about Government affairs that are or will impact our hobby.

Anyone, club member or other, is welcome to submit an article for the Propwash. The article must be about the hobby or something that impacts the hobby.

The Propwash Editor and/or STARS BOD reserves the right to edit the article content or refuse to include the article.

## STARS Christmas Party:

Several members have concern regarding the annual STARS Christmas Party this year. As a social event, it is not advisable to have one this year. The Christmas party will return in 2021.

## Club Hat Order:

Bob Rowe mentioned that anyone interested in a new STARS Club Hat can pick one up at Papa's Sports (315-455-7272), 1926 Park Street (at Park and Hiawatha). Bob says they have the STARS club logo in their inventory. They have many different styles of hats. Just ask for the STARS logo on it.

## Adjournment:

The November 2020 regular monthly meeting of the STARS was adjourned at 8:11.

*Secretary, Jeff Wolsley*

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## **Guest Columnist Gary Brown-**

### **Perspective on Politics; The fight to save Aeromodelling**

Nov. 19, 2020

By Gary Brown

On 11/18/2020 Herb Ziegler, Mike Gosson, and myself held another teleconference with staff members from Congressman Katko's office. During this session they responded to a

question we had previously proposed that they ask of their FAA contacts.

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That question was as follows; **If line - of - sight (LOS) operated recreational R/C model aircraft are a "safety and security" risk as the FAA claims they are, specifically, how so?**

The reason for this question is that the justification for the Remote I.D. proposal is (very) loosely based on a need for %safety and security of the national air space+ (nas). Which, theoretically, includes the last 1/2 inch of air space over the grass in your back yard.

*(It would not surprise me to learn that there is an office buried somewhere in the mass of 46K FAA employees who's task it is to recalculate the volume of the nas every time a lawn is mowed on average in the summertime. Such wasteful activities are not farfetched in today's hugely, and shamefully bloated federal government.)*

The FAA's response was that %safety and security+ is based on an imagined, contrived, and made up scenario where someone could be operating a UAS (already illegally of course) over a police or fire scene, or some other sensitive area like a military installation or a prison. I explained to Katko's staff person that such a scenario involving any type UAS flown LOS is unlikely because the operator would be very easily tracked down due to his necessarily close proximity to the flying device.

This type of illegal UAS activity is much more likely in the realm of video equipped B.L.O.S. operation, and F.P.V.. Regardless, the FAA in their weak minded, bungling, corner cutting, bureaucratic way is intent on sweeping anything that flies by R/C, regardless of capability, under heavy regulation. This is once more evidenced by the recent arrest of Andrew Hernandez of Hollywood , Calif. by the F.B.I..

Hernandez is accused of operating his drone in the path of an L.A.P.D. helicopter last September, and thereby causing a collision resulting in some damage to the police helicopter. Hernandez was attempting to use his drone, after dark, to check out some police, or emergency activity in his neighborhood. More than likely, he was operating F.P.V.. Once again, an irresponsibly operated drone / quadcopter / multicopter creates the problem. Hopefully this idiot is not an AMA member.

It's unfortunate that the FAA was not viewed

early on as an adversary by the AMA, and not some benevolent government agency that could be %partnered with+ for the benefit of the membership. The FAA is not accountable to the AMA or its membership, because they have nothing to gain or lose by accountability. The AMA and its membership mean little more to the FAA than a bunch of Mongolian sheep herders sending e-mails complaining about depressed wool markets.

So,õ ..Who is the FAA accountable to??? How about for starters, 73 members of the ARC. Not Noah's Arc, but the Aviation Rulemaking Committee (ARC) of 2017. You might recall the AMA discussing this event in Model Aviation. It consisted of a variety of %stake holders+ with an interest in UAS operations of all types. They were tasked with providing recommendations to the FAA %regarding technologies available for remote identification and tracking of UAS.+

The AMA and one or two other AMA friendly organizations like the EAA were part of this group which was overwhelmingly stocked with business organizations poised to make profits with some sort of drone services, such as the Commercial Drone Association (CDA) and their allies. There was even a representative from the Ford Motor Co. who was particularly outspoken against the AMA's position siding with the CDA. So, if you're thinking about buying a Ford, don't, and tell the salesman why.

In the ARC final report recommendations, then CDA and its 72 allies all voted to mandate remote I.D. for all types of UAS. The finally voting tally amounted to 73 ARC members against the AMA and the EAA. The AMA had less chance of establishing a dominate anti-remote I.D. outcome than Custer had to win at the Little Big Horn. The ARC results were no different than polling 100 people, 99 being democrats and 1 republican, asking which party makes the best elected representative. Same chance you've got to out swim a hungry Great White 300 yards to the beach. You aren't going to make the beach, and neither did the AMA.

Anyway, it was clear that the FAA emerged with the ARC recommendations final report in September of 2017 not only as the %errand boy+ of the commercial drone interests, but

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with a document in hand giving them the green light to formulate heavy handed (and unnecessary) restrictions on any and all UAS R/C operations, which ultimately became the Remote I.D. proposal. After all, that's what the FAA (and many other government agency) does best, impose heavy handed and needless regulations on those that have minimal ways to resist or be heard. On the other hand, the FAA is there to serve every need of corporate and business interest with profits in mind over and above the interests of

ordinary citizens. This was clearly the case with the ARC results, and most shamefully obvious with the Boeing 737 Max fiasco.

In conclusion, we will have to wait until the FAA's scheduled December 2020 release of the final rule on Remote I.D. to see if the AMA's efforts in concert with 53K public comments has made any impression on the FAA. Likely it will be a rude Christmas present to the AMA, and its membership.

## Calendar of Events

***NOTICE EVENT DATES MAY CHANGE OR CANCELLED OUTRIGHT.***

### **Calendar of Events for October and beyond:**

*Editor's Note- All dates are subject to cancellation or postponement due to the COVID-19 response. Please check with the event sponsor for actual date and time. These dates are accurate at the time the Propwash was published.*

**Nov. 28-** Walt's Hobby Town Sale

**1st day of Winter fun fly-** Evaluating  
**STARS Auction** usually held in January is postponed at this time. Date *TBD*.

**Model Aircraft Forum-** *Postponed. Date TBD.*

**SnoFly-** Evaluating

**More discussion on these events at the December meeting.**

Click here → [AMA DII Additional events](#)

**STARS Flight Schools-** Flight Schools have closed for the 2020 season. Congratulations to the graduating pilots. Flight schools will re-open in spring 2021.

**Big Bird-** Big Bird has closed for 2020. We will see you again in 2021.

**The indoor schedule for the 2020-2021 season is limited at this time due to COVID restrictions. Due to the virus situation the schedules may be revised at any time or unfortunately cancelled outright. As I get updates, I will add them here. Otherwise please contact the group to confirm flying schedules. These are the schedules as the of the release of the November Propwash-**

**Camillus Indoor Aviators (CIA)** Indoor flying at First Baptist Church located at 1960 State Route 5 in Elbridge **NEED TO CONFIRM** dates and times. The calendar shows active dates for November and December. (2.4GHz only)

**CNY Indoor Flying Society** No group contact available.

**Walt's Hobbytown-** NO INDOOR FLYING THIS SEASON

**MexAir R/C** NO INDOOR FLYING THIS SEASON



*Pictures and comments courtesy of Mike Graham-*

**John McMakin and his awesome *Tiger Moth*:**















# S.T.A.R.S.

## Jacket Order Form



The STARS Club jacket is a blue, three season, satin finished, quilt lined jacket with the Club logo on the back and your name embroidered on the front over the left breast.

The prices: \$88.40 for S, M, L, XL; \$90.40 for 2XL; \$92.40 for 3XL

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

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

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

Name desired on jacket: \_\_\_\_\_

Send form to: Phil Morgan  
9172 Beach Road  
Brewerton, NY 13029

Checks payable to: Phil Morgan (Not the STARS)

# 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 every time?

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 antenna fully extended and in good condition?

Are the batteries charged and in good condition (check under load with a voltmeter 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 & tail wheel: Left stick should move the rear of the rudder and tail wheel to the left.

Nose wheel: Left stick should move the front of the nose wheel 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 all hatches, cowls and canopies secure?

Are all components structurally sound?

Is 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 is 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:



### Store Hours:

Monday/Friday: 9:00am-9:00pm -- Tuesday/Wednesday/Thursday: 9:00am-6:00pm -- Saturday: 10:00am-5:00pm -- Sunday: 11:00am-5:00pm

### Phone Number:

(315) 453-2291

[waltshobby.com](http://waltshobby.com)



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

**315-532-6826**

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

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

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

### FOR SALE:

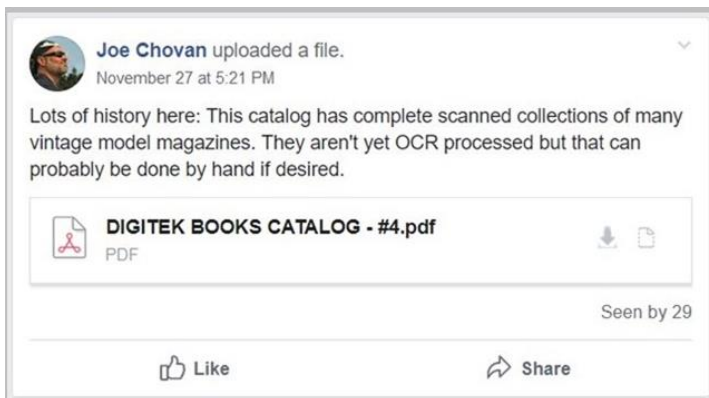
Please visit the Southern Tier RC Swap Shop. Dan Luchaco has included me in his mailing list. The current edition is sent along with the Propwash in the monthly email. All contact information is included with the ads.

### LAST CALL!

**Mark Oliver** is selling his father's collection of r/c aircraft and parts. The house has been sold so everything must go! Mark participated in the Swap shop at the Airshow. I have attached the flyer to the newsletter email. Mark can be reached at 315-727-6230 or <mailto:moliver15@twcnv.rr.com>

*Michael Graham Forwarded this- Digital Magazine Copies for Sale*

### DIGITEK BOOKS CATALOG - #4.pdf



So, I downloaded the pdf and it is attached.

Roland Friestad evidently owns the Digitek Book company and has a nifty way of doing business:

ORDERS ARE BURNED TO A FLASH MEMORY DRIVE THAT PLUGS INTO A USB PORT AND ACTS JUST LIKE ANOTHER DISK DRIVE - ALLOW UP TO 10 DAYS TO PROCESS YOUR ORDER.

ORDERS ARE SENT VIA FIRST CLASS MAIL - POSTAGE IS PAID FOR DELIVERY WORLD WIDE AT NO ADDITIONAL COST.

**IF THE TOTAL COST OF YOUR ITEMS IS LESS THAN THE MINIMUM ORDER OF \$25.00, AN ADDITIONAL CHARGE WILL BE ADDED TO YOUR ORDER TO MAKE THE MINIMUM ORDER AMOUNT OF \$25.00**

**NOTE --- FOR ORDERS TOTALING LESS THAN \$25 YOU MAY AS WELL ADD ADDITIONAL ITEMS SINCE YOU WILL BE PAYING THE \$25 MINIMUM EITHER WAY.**

*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-**

This Mike O'Neill's 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. 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-**

AMPD- 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 DII Calendar is:**

<http://www.amadistrictii.org>

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

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

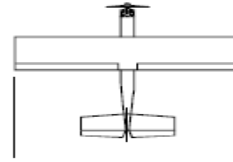
**The link for the STARS club web cam is:**

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



STARS Field Satellite photo

# STARS 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.
- C. Impound: All pilots, students, and flying guests must place their transmitter(s) in the impound area immediately upon arriving at the field.
- D. Vehicles: Vehicles will not be permitted *on* the flying field.
- E. 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.
- F. Trash: All members will take home their own trash.
- G. Alcoholic Beverages: Members will not consume alcoholic beverages prior to, nor during, participation in any *modeling* operations.
- H. Smoking: Smoking will not be permitted in the pit area or on the flight line.
- I. 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 undergoing training with an experienced AMA FPV pilot should use a buddy-box system if practicing at a low altitude (below 100 feet) or practice at a safer, higher, altitude when no buddy-box system is an option.*
- (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 **55 lbs.** and a speed of **100 mph**.



# STARS

## Field Protocol

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

### 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.

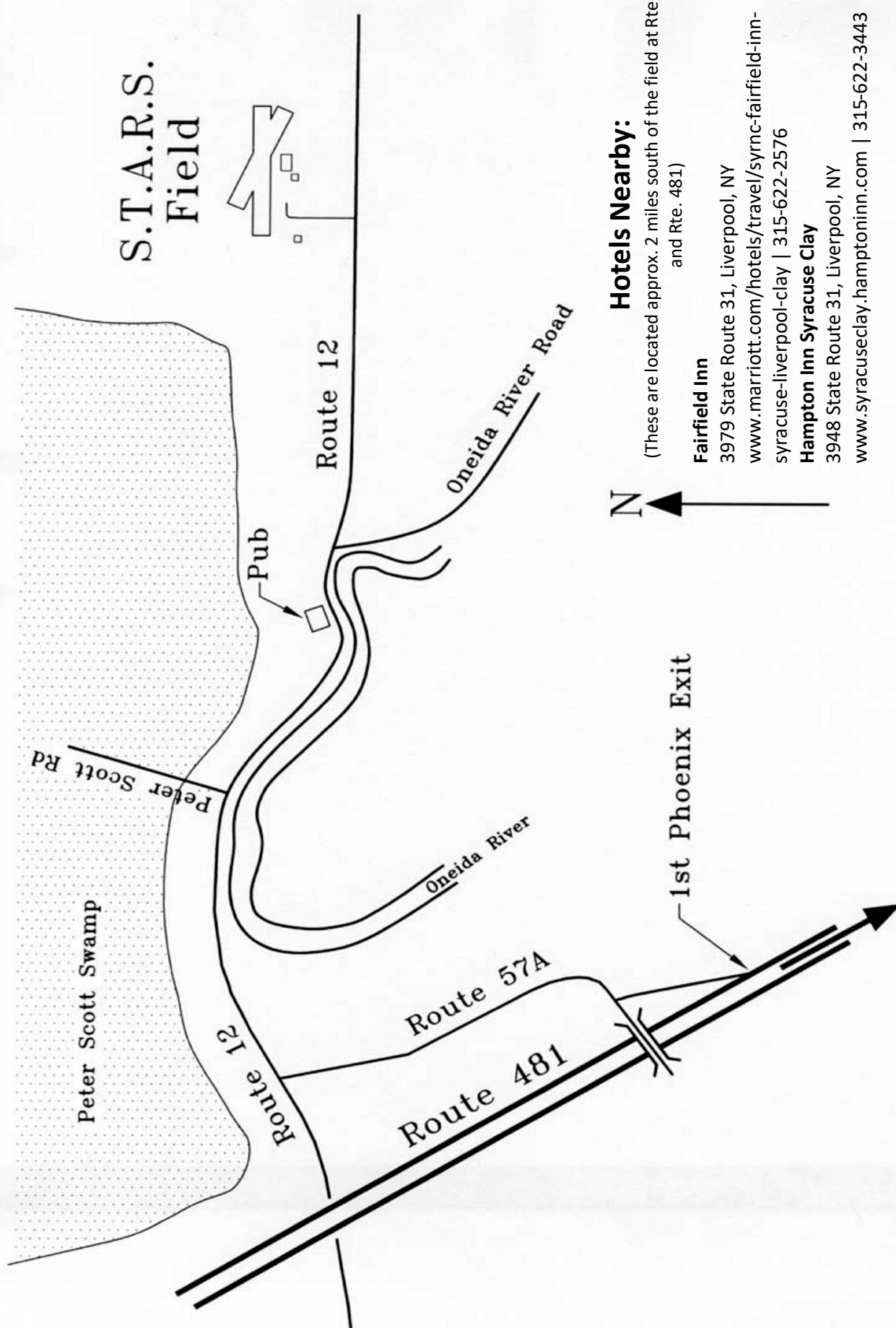
### 4. Replacement Courtesy:

- 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



S.T.A.R.S.  
Field

Route 12

Oneida River Road

Pub

Peter Scott Rd

Peter Scott Swamp

Route 12

Oneida River

Route 57A

Route 481

1st Phoenix Exit

N

## Hotels Nearby:

(These are located approx. 2 miles south of the field at Rte. 31 and Rte. 481)

### Fairfield Inn

3979 State Route 31, Liverpool, NY  
[www.marriott.com/hotels/travel/syrnc-fairfield-inn-syracuse-liverpool-clay](http://www.marriott.com/hotels/travel/syrnc-fairfield-inn-syracuse-liverpool-clay) | 315-622-2576

### Hampton Inn Syracuse Clay

3948 State Route 31, Liverpool, NY  
[www.syracuseclay.hamptoninn.com](http://www.syracuseclay.hamptoninn.com) | 315-622-3443

To No. Syracuse  
and Route 81

N43.23696, W76.24550

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:       Open (\$160 share+\$60 dues)       Extra Family member (\$30.00)  
                           Associate (\$75.00)       Youth (< AMA age 19 - \$0.00)  
                           Park Pilot - Associate (\$75.00)       Park Pilot - Youth (< AMA age 19 - \$0.00)

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

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

Phone (for roster): \_\_\_\_\_

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

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

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

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

Emergency Contact Name: \_\_\_\_\_ Phone: \_\_\_\_\_

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 16aug17