

## Syracuse Thunderbirds Aero Radio Society



# Plane Propwash



March 2021

Charter 473

**The STARS April meeting will be held Wednesday April 14<sup>th</sup>, at 7:00- See below**

### 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](#)

**The STARS April 2021 meeting will be held online via ZOOM, or other format, on April 14<sup>th</sup>, at 7:00. STARS monthly meetings will be held via ZOOM until spring. A meeting notice and login credentials will be sent prior to the meeting.**

### *Spring Is Here!*

At long last the deep freeze has broken and we're getting some warm, sunny days.

The guys on the morning crew have been busy and are getting some things up and running for the coming flying season. But there will still be plenty of cleanup work to be done for our planned spring cleanup day on April 17th. Official start time is 10AM. Coffee and donuts will be provided. There will be the normal rock raking to be done, but in addition to that we'll also be tackling some brush cleanup along the creek path to help maintain the flow improvements made last year. So boots, gloves, rock rakes, pruners, and light chainsaws will come in handy as well.

The FLAPS will be hosting a memorial gathering in Don DeSalvatore's honor on May 8th. As of this writing additional details are not known but keep an eye on the event listing on our cameras page or on Facebook. I'm hopeful additional info on times, how people can help, etc. will be available by our April meeting.

STARS has a pretty active event schedule this year, starting on June 12th with a season kickoff BBQ event. This will be closed to only members and their families. There will be flying, of course, but also games, food, a fire in the evening, etc. Spouses, kids (grandkids) are encouraged to attend. I'll be sending out a survey in late April to help gauge how many people will be attending in order to get the food order sized appropriately.

In other news, congratulations to Gary Brown on getting his P-38 some coverage in the April 2021 issue of Model Aviation! If you go to page 52 you'll find this month's Small-Field Flying feature. Included in it you'll see some column inches dedicated to Gary's converted Comet kit P-38, that you'll no doubt recognize from its many flights at our field. You'll find a copy of the column included later in this newsletter.

Wrapping up, our April 14th meeting is our last planned Zoom meeting. I'll have the call started early in case anyone wants to chat a bit before the meeting. And some of us usually hang on a bit after the meeting too. Hopefully some people will want to show off their winter projects to the group! May will begin our in-person meetings at the field.

The 2021 flying season is finally here. I hope to be seeing you at the field soon!

Paul Volcko

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



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

The March STARS meeting was held via ZOOM. The meeting was called to order at 7:04 by President Paul Volcko. There were 12 Open members, 4 Associate members, 0 Youth members, and 0 Guest in attendance.

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

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

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

He treasury is in excellent shape. The Snow Fly was a success. There are a few outstanding dues from open and associate members. Motion to accept by Mike Graham and 2<sup>nd</sup> by Phil Morgan. Carried.

### **Correspondence:**

There will be a memorial sometime in the first two weeks in May for FLAPS President Don DeSalvatore.

Paul V. has contacted Crops America and is working on getting them signed for another year.

The club charter has been received. Gold club status submitted.

A former flight school student is donating a Mustang aircraft to the club.

### **Committee Reports:**

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

Field cleanup date set for April 17. Starts at 10:00.

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

No Jeff for this meeting. The revised club rules have been posted in the club house.

The complete AMA safety handbook is available here- <http://www.modelaircraft.org/files/100.pdf>

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

Looking for FAA test administrators. Applications must be in by 3/30. Must be familiar with and have SCORM1.2 software.

UAS commercial pilots must still test.

The AMA will not require the FAA test.

Keep track of the AMA event schedule. Several events are still cancelled.

The AMA Fun Fly coincides with the EAA AirVenture Oshkosh picnic.

Custom AMA membership numbers are available for a fee.

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

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

#### **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: Paul Volcko**

Fixed wing- May 6 thru Sept. 9. Pre-flight workshop 04/22. Students can participate in the assembly of the new trainer

aircraft.

Heli flight- April 13 thru Oct. 5. A semi-permanent formal practice course will be set up south of the pavilion.

#### **Big Bird Giant Scale: Phil Knapp**

Big Bird night starts April 21 thru Oct. 15.

#### **Control Line: Mike O'Neill**

Mike noted there is a rising interest in control line flying and is exploring the idea of setting up a formal control line night. Maybe once a month to start?

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 appeared in the news 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:**

Paul V. got a plan to run the electric stations along the fence line from Greg Moore. This project was approved in the January meeting. Greg will take lead on the project. A parts list needs to be assembled and the project is a go in the spring.

Field smoothing will continue as soon as the weather breaks. More dirt will be brought in and a power roller will be rented to tamp down the dirt after it has been spread.

Paul is working on engraving the 1 x 3 labels for the memorial plaque.

#### **New Members:**

No new members presented for the March meeting.

#### **Guest Columnist:**

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.

#### **Club Hat Order:**

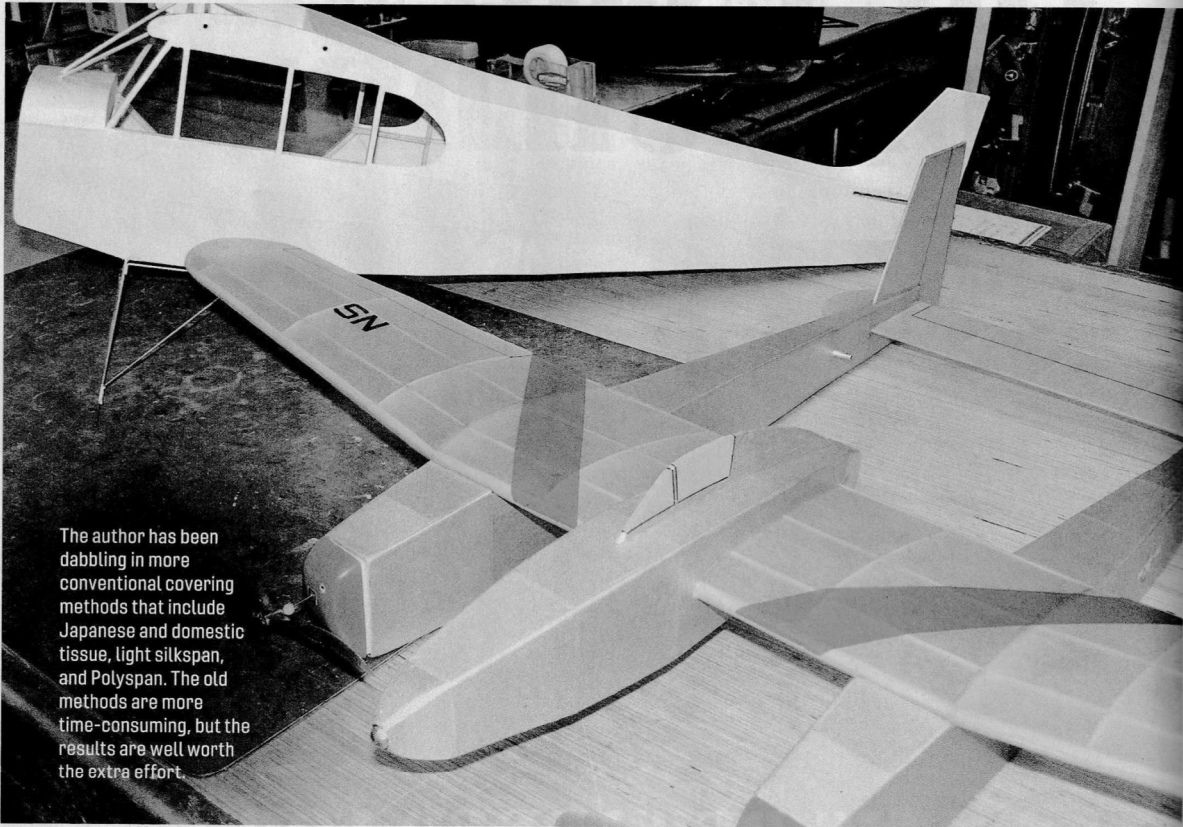
Bob Rowe mentioned that anyone interested in a new STARS Club Hat can pick one up at Papa's Sports (315-455-7272), 1926 Park Street (at Park and Hiawatha). Bob says they have the STARS club logo in their inventory. They have many different styles of hats. Just ask for the STARS logo on it.

#### **Adjournment:**

The March 2021 regular monthly meeting of the STARS was adjourned at 7:31.

***Secretary, Jeff Wolsley***

## SMALL-FIELD FLYING



The author has been dabbling in more conventional covering methods that include Japanese and domestic tissue, light silkspan, and Polyspan. The old methods are more time-consuming, but the results are well worth the extra effort.

## LIGHTWEIGHT COVERING MATERIAL

By Pat Tritle | [patcustommodels@gmail.com](mailto:patcustommodels@gmail.com)

**LIGHTWEIGHT COVERING MATERIALS** for smaller models have been a concern for awhile, and as a result, I've been dabbling in some of the more "old-school" covering methods. The results have been interesting.

"Back then," we never thought twice about applying dope to the structure and applying the tissue then sealing it all up with dope. Throughout the last couple of months, I've covered models of various sizes with lightweight silkspan, Japanese tissue, and domestic tissue. Esaki tissue has also been discontinued, although Easy Built Models still lists a few colors available on its website. However, when it's gone, it's gone.

Another good choice is Polyspan. I had a roll on hand and also ordered a roll of Polyspan Lite from FAI Model Supply, although Lite is no longer listed on the company's website. Meanwhile, the opportunity presented itself to cover a model with Polyspan.

Builders who use Polyspan like it and now I see why. It's easy to work with and, after you learn a couple of tricks, it goes on wonderfully. It took more dope to seal it for painting than expected, but the finish came out beautifully. Generally speaking, Polyspan handles much like dry silkspan, but it can be stretched and manipulated with heat to better conform to compound curves, and then it can be tightened with heat. Because no water sizing is required, application goes slightly faster.

Unfortunately, sub-3/4-ounce films are history, although there are still some that are fairly well-suited for larger park flyers. For smaller Free Flight conversions, it looks as though we're heading back toward the old

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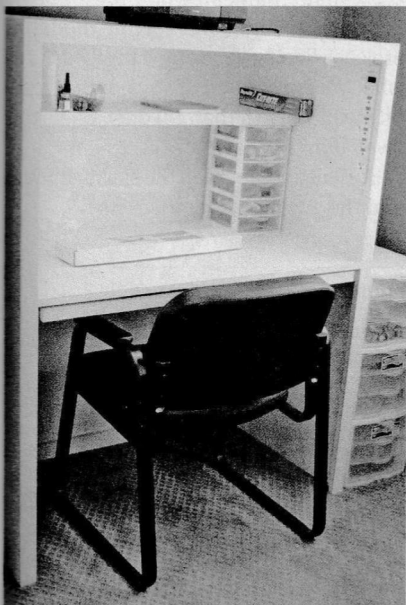
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methods that we old-time modelers cut our teeth on.

Here's the good news. After covering several models using Polyspan or tissue, I found that it's still more time-consuming than the iron-on types were, but the results are worth the extra effort. The truth is, it's been so long since I've done much in the way of traditional covering that I forgot just how nice it is working with silkspan, tissue, or Polyspan. I do miss the "quick-and-dirty" iron-on films, but getting back to the old ways has been a great experience.

### Workstation

While I'm on the subject of building, a dedicated place to build is a must, and the



Jim Holston built a self-contained workstation that doubles as a photo booth. The unit is small enough to handle the available space in Jim's home and large enough for the size of models that he enjoys building.

size of what you're building will determine the size and type of work area you'll need. Jim Holston has come up with a great little workstation that's perfect for the size and type of models that he builds.

The enclosure is 23 inches high, 24 inches deep, and 42 inches wide. The pullout building board measures 19 x 39 inches. The enclosure also doubles as a backdrop for photos of Jim's models.

It also includes internal LED lighting, a parts cabinet, and a power strip, with everything at arm's reach. One happy side effect of a "smallish" work area is that when things do get cluttered, the cleanup is quick, which in itself saves time that's otherwise wasted hunting for something that's probably hiding in plain sight.

Jim also sent a photo of his Aeronca Chief that was taken on the workstation.

The 28.5-inch wingspan model is a Bill Schmidt design built from the Dare/Brodak kit. A number of scale details were added, including a scale display propeller. If the Chief flies half as well as it looks, it's going to be a jewel.

### Gary Brown's P-38

In the world of RC conversions, Gary Brown checked in with his 34-inch wingspan P-38 Lightning that was built from the discontinued Comet kit. This airplane really intrigued me because I built one in high school and still have a fresh kit in my stash.

Gary's P-38 is powered by Suppo A1510 motors with 6 x 3 counter-rotating propellers and a 600 mAh 3S LiPo battery. Control is four-channel RC that required a number of modifications, including adding bass-

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*Review by Bernard G. 09/05/20*  
★★★★★  
RC transmitter tray, hand pads, harness  
Excellent relief of control problems from hand/wrist arthritis

*Review by Dennis S. 08/19/20*  
★★★★★  
Transmitter tray I have essential tremors pretty bad... resting my wrists on the hand pads really helps. Glad I found the product. Well designed and built.

*Review by Kenneth M. (MD) 08/09/20*  
★★★★★  
Transmitter tray outstanding item  
The transmitter tray is designed to meet the need exactly, exceptionally well made, and better than any other on the market in its functionality.

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ModelAviation.com

## SMALL-FIELD FLYING

wood wing and stabilizer spars.

The model is covered with lightweight film, and the all-up weight tips the scales

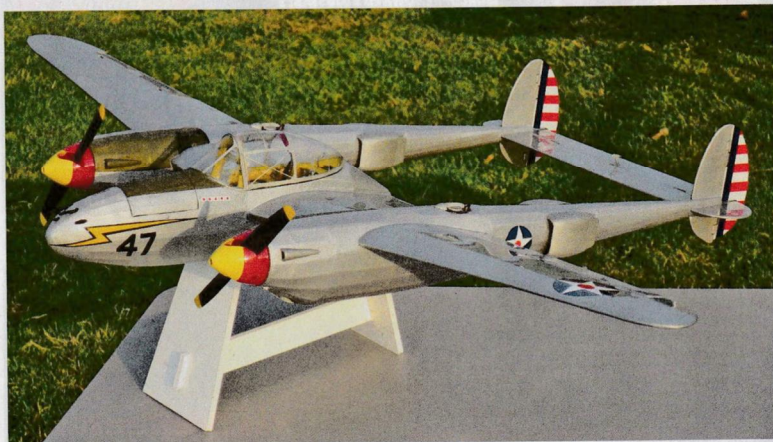
at 11.3 ounces without the battery. So far, the P-38 has logged more than 80 missions and is a smooth and steady flyer.



Jim built the Schmidt-designed Aeronca Chief in his building workstation then used it to photograph the finished model. That's what the author calls making good use of limited available space.



Joseph Lemieux built his Gee Bee Model D from a PCM short kit that is available from Manzano Laser Works. Joseph enjoys a spirited flyer.



Gary Brown converted his long-discontinued Comet P-38 to electric-powered four-channel RC, proving that the old can be made new using readily available, off-the-shelf components.


### Gee Bee Model D

Joseph Lemieux also checked in with his 32-inch wingspan Gee Bee Model D. The model was built from the PCM short kit that is available from Manzano Laser Works.

The Gee Bee is covered with cream-colored ParkLite with painted blue trim, hand-cut red striping, and graphics from Callie Graphics. Joseph's Gee Bee is powered by a Turnigy T-2730-1300 outrunner motor with a 12-amp ESC. Four-channel guidance is by way of Hextronics servos and an Orange receiver. The model will fly on either a 2S or 3S LiPo battery, but Joseph, at the tender age of 71, still prefers the more-spirited performance of the 3S setup.

**I'm running** out of space again, so I'll cut it off for now. I'm glad to have had the opportunity to try some alternative covering materials and share the results, as abbreviated as they might be. Sadly, the days of ultralight iron-on films have given way to obscurity, although modelers still have plenty of options. Personally, I'm having a great time moving back toward more traditional ways of modeling and will press on regardless of what comes or goes.

I want to thank all who came onboard this month with some terrific modeling projects. Seeing your innovative ways and what you've created always puts a smile on my face. With that, I'll offer a heartfelt "well done" to each of you.

Until next time, keep the sawdust flying and the good stuff coming. 

### SOURCES:

#### Brodak Manufacturing & Distributing Company, Inc.

(724) 966-2726  
www.brodak.com

#### Callie Graphics

info@callie-graphics.com  
www.callie-graphics.com

#### Easy Built Models

(334) 358-5184  
www.easybuiltmodels.com

#### Manzano Laser Works

tomj@manzanolaser.com  
www.manzanolaser.com

## Life Long Buddies

The two 90-year-old men, Rob and Bill, had been flying buddies nearly all of their lives. When it was clear that Rob was dying, Bill went to visit him every day.

During one of those visits, Bill said, “Rob, we both loved flying and building model airplanes all our lives, and we flew all through high school and college. Geez, we even flew in the winter just to get our snowmen badges. Please do me one favor: when you get to Heaven, somehow you must let me know if there's a flying field up there.”

Rob looked up at Bill from his deathbed and said, “Bill, you've been my best friend for many years and the greatest flying buddy. If it's at all possible, I'll do this favor for you.”

Shortly after that, Rob passed on.

A few weeks later, Bill was awakened from a sound sleep by a blinding flash of white light and a voice calling out to him, “Bill.... Bill.... wake up.”

“Who is it?” asked Bill, sitting up suddenly and squinting into the light. “Identify yourself!”

“Bill -- it's me, Rob.”

“You're not Rob. Rob just up and died two weeks ago.”

“I'm telling you, it's me your old flying buddy, Rob.” insisted the voice.

“Rob! Where are you?” asked Bill squinting against the blinding white light.

“In Heaven.” replied Rob. “I said I would get back to you. I have some really good news and a little bad news.”

“No s\*\*t! Tell me the good news first.” said the amazed and barely awake Bill.

“The good news,” Rob said, “is that there's a huge flying field in Heaven. You won't believe how smooth the grass is and it never needs to be mowed!! Better yet all of our old buddies who died before us are here, too. Better than that, we're all young again. Better still, it's always springtime, and it never rains or snows. And best of all, we can fly all day long, never crash, and we never get tired.”

“That's utterly fantastic, good buddy.” said Bill. “Really, it's beyond my wildest dreams! So what's the bad news?”

“You're giving a flying demo on Tuesday.”

# S.T.A.R.S.

## *Flight Training Program*



# 2021



### **When?**

Every Thursday evening from 5:30 PM to Sunset  
May 06, 2021 through September 09, 2021

### **Where?**

At the S.T.A.R.S. field in Phoenix, New York  
649 County Route 12, Pennellville, NY 13132  
N43.23696, W76.24550

### **Who?**

Anyone wanting to learn to fly powered R/C model airplanes!! You do **not** have to be a Club member and all lessons are free. Each student must furnish his/her own plane and radio equipment and also must hold a current membership in the Academy of Model Aeronautics aircraft association in order to fly. For those not yet finished building/assembling their trainer aircraft, the Club has a Club Trainer available that may be flown on a Buddy Box.

## **PreFlight Workshop**

Held at STARS Flying Field in Phoenix, NY  
Thursday April 22, 2021 at 7 PM

### **Interested?**

Contact:

SENIOR FLIGHT INSTRUCTOR: Bob Rowe (315/474-8428)

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## Calendar of Events

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

### **Calendar of Events for December 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.*

**STARS Field Clean Up-** April 17, 10:00 start

**STARS Heli Night-** Starts April 13<sup>th</sup>.

**STARS Flight School Pre-Flight Workshop-**

April 22 7:00 at the STARS field

**STARS Fixed Wing Flight School-**

Starts May 6<sup>th</sup>

**STARS Big Bird Night-** Starts April 21

**STARS Season Opener-** June 12<sup>th</sup>. BBQ and picnic. Rain date June 13.

**HeliJam-** July 10. Rain date July 11.

**National Fun Fly** July 30-Aug.1

**Airshow-** August 14. Rain date August 15

**FPV Racing-** Sept 11.

**Neat Fair-** Sept. 16-19

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

**STARS Flight Schools-** Pre-flight workshop April 22, 7:00 at the STARS field.

**Fixed wing** flight school begins May 6<sup>th</sup> and runs every Thursday night, weather permitting, through September 9<sup>th</sup>.

**Heli-Night** starts April 13<sup>th</sup> and runs every Tuesday night, weather permitting, through October 5<sup>th</sup>.

*As always, it's never too late to join a flight school already in progress.*

**Big Bird-** Starts April 21<sup>st</sup> and runs every Wednesday night, weather permitting, through September 15<sup>th</sup>.

### **Indoor Flying -**

The indoor schedule for the 2020-2021 season is winding down. Due to the virus situation the schedules may be revised at any time or unfortunately cancelled outright. Look for updates in this section in the fall.

[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 Monday, Friday, and Saturday dates for February 2021.(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**







# 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 any 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:



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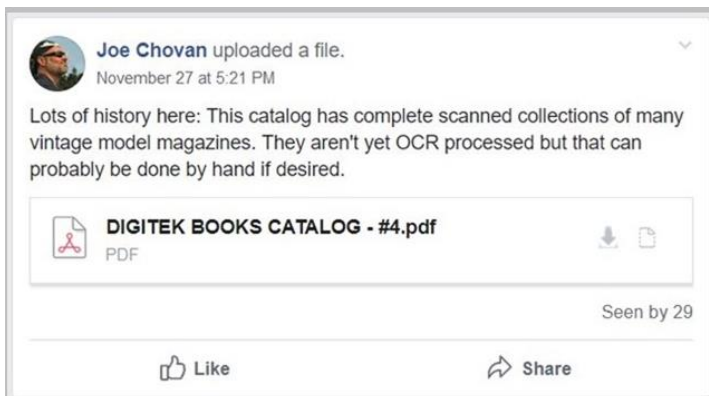
**Winner of AMA 2015 Hobby Shop Award  
for signing up new AMA members.**

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.

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

### DIGITEK BOOKS CATALOG - #4.pdf



Joe Chovan uploaded a file.  
November 27 at 5:21 PM

Lots of history here: This catalog has complete scanned collections of many vintage model magazines. They aren't yet OCR processed but that can probably be done by hand if desired.

**DIGITEK BOOKS CATALOG - #4.pdf**  
PDF

Seen by 29

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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.

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**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.

## **Looking to compare servos?-**

[Servo Database - RC Servo Specs and Reviews](#)

**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/>

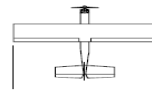
**The link for the STARS club web cam is:**

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



STARS Field Satellite photo

# 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.
- 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 **or from the mowed areas that might cause damage to mowing or farming equipment.**
- 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: **2.5 GHz technology is prevalent in the hobby. In general, transmitter impound and channel flagging is no longer necessary. Pilots using a non-2.04 GHz transmitter system or FPV video transmitter should make all efforts to determine if others present are also using one and self-manage frequency separation prior to powering up their transmitter. Event Managers and Contest Directors may establish a transmitter impound or channel frequency control policy for their event, if deemed necessary.**
- B. Range Checks: Each pilot will conduct a successful radio equipment ground range check, **including any FPV equipment**, 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. **Restrain fuel powered airplanes with stakes, starting stand, or helper prior to starting the engine(s).**
- C. **Electric motors and fuel engines are not to be run in spectator/pavilion areas or anywhere behind pit area fencing or designated test stand/hover areas, unless propellers/blades are removed. Model electronics (receivers, servos, etc.) can be powered up in spectator areas as long as electric motors are disconnected or propeller/blades are removed.**
- D. **Remove or secure all necklaces, straps, loose clothing, hoodie ties, etc. prior to starting a fuel engine powered model. Long hair should be tied back or secured so it cannot get caught in a spinning propeller or rotor.**

## 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. **Limited use of cell phones and mobile devices on the flight line to photography/videography or integrated use with model systems. Talk, text, and browse from the pits or spectator areas.**

### 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.

### 3. 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.

### 4. 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 **dispose of trash in the outhouse/port-a-potty pit.**
- G. **DO NOT DRINK THE WELL WATER.** Well water is to be used for washing only.

### 5. Replacement Courtesy:

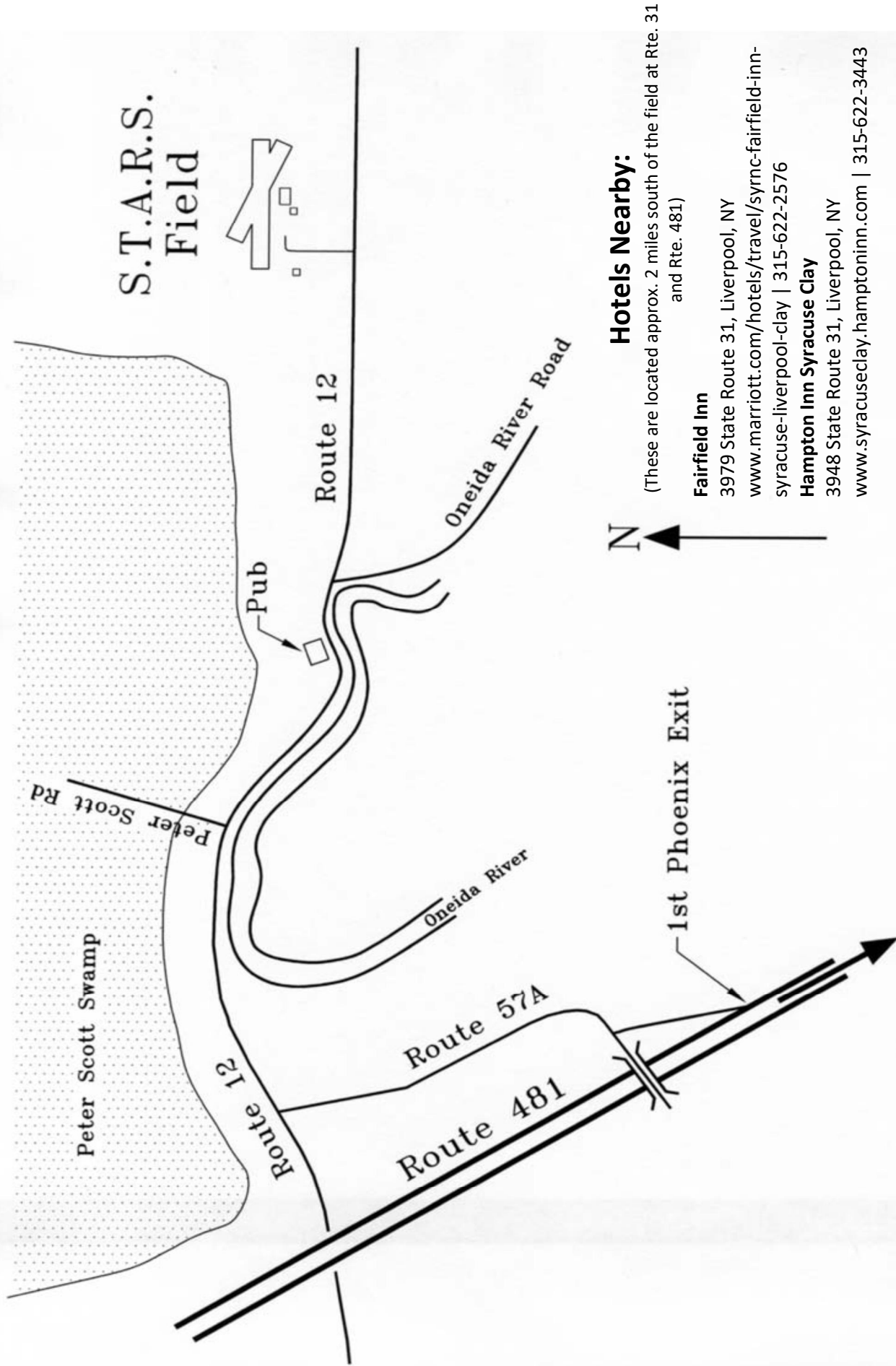
- A. Where an individual's plane or property is damaged by the actions of another individual, it will be the responsibility of the two parties to resolve the situation in an appropriate manner.

## **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

Oneida River

Route 57A

Route 481

N

1st Phoenix Exit

## 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