

Syracuse Thunderbirds Aero Radio Society



Plane Propwash



June 2021

Charter 473

The STARS July meeting will be held Wednesday July 14th, 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 July 2021 meeting will be held at the STARS field, on July 14th, at 7:00, WEATHER PERMITTING so social distancing rules can be followed. If the weather does not cooperate, the meeting will be online, and the Zoom meeting notice will be sent the morning of the meeting.

What's With the Cameras?!

So, as you've likely noticed, our internet connection via the Williams' house wifi link got cut. This means no camera images on the website and no live weather station data to feed the website. The cameras are still operating and storing images for security purposes, but until the connection is restored the site is operating like it is 2008 again.

Based on a vote at the June meeting, Spectrum was contacted and the process to get our own internet connection was initiated. As was discussed in prior years, when getting our own connection was investigated, getting our own connection will carry a cost that will likely require a dues increase. At that time, we had the luxury of not having to get our own connection in order to support the website cameras page and the proposal failed to gain enough support. This time, given the situation, the members present (many more than at a typical meeting) voted overwhelmingly to approve getting our own internet connection. However, at that time costs were not known and no discussion of how to pay for it occurred.

At the July meeting we will be discussing the new quotes that have been received for the first and second years of service. We will discuss how we will be pay for it and, if deemed necessary, a motion for a dues increase may be made (rules require dues changes to go through a two meeting vote process where the motion is made at one meeting and the vote on the motion occurs at the following meeting). There are some other options to help finance it, but without a base of financing being provided by reliably recurring

dues money, the other options aren't likely to provide enough funds alone. Alternatively, without a path to finance the connection long term, it may be necessary to abandon the installation or reassess keeping the service after the first year, despite the vote in favor of getting the connection at the prior meeting.

Also at the June meeting, as detailed in the minutes of this issue and email to the membership following that meeting, the membership took a look at the proposal to install a geotextile runway using a mix of donated funds and materials from Bob Rowe (thank you again!) as well as club general funds. The discussion was robust and two motions were voted upon. First, to establish support for the idea of installing such a runway; and second, to approve the proposal and expenditure of up to \$4000 from the general fund toward the project, if the project final budget estimate fell within that amount.

The additional elevation survey that was needed to get a better estimate was completed on July 5th and the data is being processed to arrive at that better estimate, which will be presented at the July meeting. If the estimate increases enough to require more than the allotted \$4000 there will need to be another vote to approve it before we can proceed. You're encouraged to attend the July meeting in case an additional vote is needed, or discussion is needed on how to modify the plan to fit the budget.

On the more fun side of things, we really lucked out and had a great day for our Member and Family BBQ FunFly event on June 12th! Based on the feedback I've received so far it was a rousing success.

Continued-

It was great to see everyone enjoying themselves and the company of non-flying friends from our families. A few people got on the sticks of the trainer buddy box for an intro flight. Several people entertained us with some flights. And once again my wife's wonderful parents delivered a great catered meal to us. My intention with this event was to do something that made up for the lack of a Christmas Party last year, but I was left wondering if people might want to make this a regular event. And do we want to do this instead of the Christmas Party, or in addition to it?

We'll be talking about that at the July meeting and over the months to come.

Our summer is ticking away, fast. Before we know it the Airshow in August will be here, and we'll be right around the corner from Labor Day to start the wind down of our main flying season. Get out there and fly!

I look forward to seeing you at the field!

Paul Volcko

president@amadistrictiistars.org / 315-708-2009

Secretary's Report: Jeff Wolstey

The June STARS meeting was held at the magnificent STARS field. The meeting was called to order at 7:01 by President Paul Volcko. There were 17 Open members, 5 Associate members, 0 Youth members, and 2 Guests in attendance.

Secretary's Report:

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

Treasurer's Report: Herb Moore

The treasury is in very good shape right now. The electric bill has been paid. The catering bill for Saturday's Family Picnic is open. Motion to accept by Mike Graham and 2nd by Rowe. Carried.

Correspondence:

Longtime member Len Paciorek passed away 05/27/2021. Paul asked to provide some tribute items in the June Propwash.

The gas line contractors have been by doing some kind of environmental survey.

Committee Reports:

Field Committee: Paul Volcko

Please sign up to help out mowing at the field. Even if you need help understanding how to run the mowers, you can get training at any time. Please volunteer.

Safety Report: Jeff LaPorte

Jeff waved off his usual report and instead gave a sobering account of a near tragedy that occurred at his home during the previous weekend. He nearly lost his wife in a home accident involving his pool. Had it not been for his daughter and neighbor, the outcome could have been very different. While Jeff was home at the time of the accident, he was not in a position to observe the accident. He was only alerted by the sound of a commotion upstairs by his daughter and was only able to respond to it after the accident occurred. Fortunately the LaPorte family had a happy outcome.

The point of Jeff's report was to emphasize the importance of having someone with you at the field. We keep coming back to Bob Simms' accident and how the outcome would have very likely been tragic had it not been for the fellow flyers at the field that came to Bob's aide. The fellow flyers kept their cool and had first aide knowledge that got Bob's situation under control quickly and got him to professional care in short order.

Having someone with you could be the difference in you surviving an accident or a medical emergency at the field. If that someone has some first aide training, the outcome will be even better.

Jeff is exploring having first aide training at the field sometime in the near future. He is checking into either Phoenix or Pennellville Fire Departments hosting the training session. Jeff will update us at the next meeting.

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

AMA Report: Phil Morgan

On May 25th, an AMA round table was held. The new FAA safety and knowledge test was reviewed. The test rolls out this month. TRUST- **The R**ecreational **U**AS **S**afety **T**est is required by all users of the UAS. Rule 349- Everyone must take it. The test can be done on the telephone. The test is required by the FAA and Law Enforcement. There is no age restriction or exemption. The test is also on the AMA website.

The test is once in a lifetime. You'll never have to take it again.

The test can be found here-
<https://trust.pilotinstitute.com>

or here-
<https://trust.modelaircraft.org/>

Note there are scam websites also, so use the above links.

If you fly in controlled airspace outside of a FRIA, you need to apply for a LAANC. Use this AMA website for more information-

[Know Before You Fly | Academy of Model Aeronautics \(modelaircraft.org\)](https://www.modelaircraft.org/academy-of-model-aeronautics)

FAADroneZone

Transponders will be required in your aircraft if you fly outside of a FRIA. The STARS field is a FRIA. FRIA stands for **F**AA **R**ecognized **I**dentification **A**rea. Your back yard, the school field, an empty parking lot, IS NOT a FRIA.

AMA insurance coverage is not tied to the test. The individual is responsible for issues from not registering, not the club. Pilot In Command rules shall apply. It will be another 18 months before the transponder requirement goes into effect. Buying an ARF with the module, the pilot must register the model. The [UASidekick](#) app will tell you if you are in a FRIA. The link is here and below in the Links section of the Propwash.

Continued-

From the Secretary-

Start by registering on the site. Your name is required and so is a password. These will be asked for/created before entering the site to take the test.

The test is a pass/pass. It is given in four parts. Each of the four sections begins with a lesson immediately followed by questions. The number of lessons and questions differ in each section. There are a couple of questions that are poorly worded so it's likely to get these wrong. Not to worry though, you get to correct it until you get it right! You will score 100% in each section, guaranteed.

Download and save your certificate. I had to download mine twice before it downloaded. **DO NOT** leave the download webpage until your certificate has been successfully downloaded and saved. You get to do the test again from scratch if you miss this step.

Print out the certificate and keep it in your wallet or your flight box. There's a registration/authentication number on the certificate that you might want to add to your aircraft ID label.

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

Paul reported that our internet access has been terminated as of the meeting. Many thanks to Dan Williams for allowing us to use his internet connection for so long. The club will need to find an alternate connection.

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- So far there are two students in class. There is a new student coming to the next class.

Another Apprentice and transmitter have been donated to the flight school.

Notice to casual or advanced flyers, if you are interested in improving your ability, learn a new maneuver, or correct a bad habit, the flight school is available to you too.

Heli flight- Paul V.

Paul is asking if anyone is willing to take over the class? Paul has some other commitments that are taking him away from Heli Night.

Big Bird Giant Scale: Phil Knapp

Light attendance continues to be reported.

Control Line: Mike O'Neill

Mike hasn't been able to do much yet. Still working on a regular night.

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:

Field Improvements:

GEO-TEXTILE RUNWAY-

The geo-textile runway was the topic of discussion. It has ramifications that affect some of the field improvements previously covered or announced in this section.

Review of the proposed project-

Bob Rowe has proposed installing a geo-textile runway. Bob would gift the runway materials to the club. The runway would be in line with the main east/west runway and be 30 x 300ft long. There was some discussion at the May STARS meeting regrading durability especially with jet power aircraft. There is some concern the jet blast could melt the fabric. An estimated price was floated of about 3,400.00 for the runway materials only + shipping. This is based on obtaining the fabric and anchor staples from the supplier in Ohio.

As of the June meeting:

Paul Volcko presented a very detailed field survey at the meeting. *(Hopefully you had an opportunity to review Paul's report on the STARS website prior to the meeting. If not, here is the link again- <http://www.amadistrictiistars.org/runway/runway-proposal.html>)*

Paul's report shows how and where the runway would be situated, and the grading required to make the installation successful. The survey indicated that the field is lower on the west end by approximately 12". There's a pitch of 5" from north to south. The proposed runway area was marked out with cones on the field for the meeting.

The field, and specifically the runway area will need to be smoothed first. Red areas on the normalized map need to be scrapped off and the redistributed to the low areas indicated by green on the map.

Bill Whittaker has equipment that can do this. A power roller will need to be rented to compact the disturbed areas. The disturbed areas not covered by the runway will be top dressed with topsoil after the runway is installed and leveled to the surface of the geo-textile fabric. This will make a nearly seamless transition on and off the runway to the grass.

There was a question regarding the cost of the leveling process prior to the runway install. No new material is needed, just redistribute what is already there. Bill has the equipment. It looks like the cost for leveling will be limited to the power roller rental and fuel.

The field smoothing and the runway will be an all in one project. No phased in steps.

The first motion presented was to determine if the membership wanted to go forward with this project. We want this to happen, if we can make it happen.

Motion by Bob Rowe, 2nd by Mike Graham. YES- 14, NO- 7. This included votes from the Open and Associate members. No proxy votes were submitted for this vote. CARRIED.

After the first motion, there was further discussion on the project.

Paul laid out the financial numbers to the membership. There was discussion on the pros and cons of such a project.

- How would the proposed runway affect the field operations- flying and mowing?

Continued-

- Can we afford this in the long term? We can pay for it today but, will future maintenance be a financial drain on the club.
- What about future replacement- keep it or go back to grass?
- Will there be restrictions on who can use the runway?
- How well will the runway improve access for smaller models, or models with small landing gear that currently struggle with the grass runway?
- What happens if the runway gets damaged?

After considerable discussion, a 2nd motion was made to go forward with the runway project, with the financial estimate proposed in Paul's report and restated at the meeting. The budget numbers proposed are estimates based on good but not exact information. Some of the numbers are based on previous, older quotes. The total number proposed from STARS would be ~ 4,000.00, and Bob Rowe would pay for the runway materials and delivery to the STARS field. The motion was made, and 2nd. YES- 11 + 1 proxy, NO- 7 + 1 proxy. There were four Associate members noted who voted. 2 for and 2 against. CARRIED.

More discussion on the proposal was made. The topics discussed were similar to those expressed prior to the 2nd vote. The main topic here was the position of the proposed runway on the field. A third motion was made by Paul Volcko to accept the proposed location on the field or to move it somewhere else. The motion was 2nd. YES, at the proposed location- 12, NO, someplace else- 2. No proxy votes presented. This vote included Associate members. CARRIED. After the vote, Paul did say that this motion could be revoked on later in there was a good argument made for repositioning the runway.

INTERNET ACCESS-

There was last minute discussion presented on internet access availability at the Stars field. This was brought up at the last minute because as of meeting time, our internet access, that we have enjoyed for years at the generosity of Dan Williams, had been cut off earlier today 06/09/2021.

This means no more internet at the field. No more field cameras available on the STARS website, and no more up to the minute weather report from the field. No more conveniences for the flyers at the field.

Spectrum had previously quoted 100.00 for installation, and approximately \$75.00-80.00 per month for internet. A motion was made and 2nd to look into restoring internet access at the field. YES- 18, NO- 0.

More discussion on how we will pay for the internet access to follow.

Additional improvements-

The club purchased a new freezer to replace the dead one.

The fence line electrical project has been completed. There are electrical outlets located along the fence line. Thanks to Paul Volcko, Greg Moore and everyone who helped out.

Field smoothing will begin as things dry out. The dirt doesn't spread well if it is wet.

Paul has nearly completed the memorial plaque. He will hang it in the club house in the near future.

New Members:

No new members presented for the June 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 June 2021 regular monthly meeting of the STARS was adjourned at 8:14.

Secretary, Jeff Wolsley

STARS BOD Meeting

07/07/2021

The STARS Board of Directors met on 07/07/2021 at 7:00. The meeting was called to discuss the voting at the last meeting on the Geotextile runway proposal and a cost overage on the Fence line electrification project.

During the voting process, there were Associate members who voted on all three proposals put forward for the runway project. It should have been stated before each vote, if Associate members were eligible to vote. Of the three proposals put forward for the runway, at the meeting, Associate members were eligible to vote in only two of the stated proposals. The 2nd proposal for the expenditure for materials from the club treasury should have been exclusive to OPEN members only. The Associate votes for the 2nd proposal cancelled each other out.

Going forward, we will adhere more closely to Robert's Rules of Conduct when voting.

The 2nd matter discussed regarding approval of expenditure of funds when an approved amount is exceeded because of unforeseen expenses. There is a provision in the Club Constitution for this. The reason this was brought up was the approved fence line project exceeded the voted and approved amount by 30%. This was due to the volatility of material costs since COVID, not limited to, but specifically, the cost of copper wire.

The meeting was concluded at 8:00.

Jeff Wolsley

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)

Syracuse Thunderbirds Aero Radio Society

Phoenix, NY

Charter 473



S.T.A.R.S. 2021 Helicopter & Multirotor Night

All skill levels welcome, but must be an AMA member to fly and provide your own outdoor capable Heli or Multirotor. Build help and flight instruction available.

**Tuesday evenings - April 13 to October 05
5PM until Dusk**

Come out and join us for fun, food and good flying!!



S.T.A.R.S.

www.amadistrictiistars.org

www.facebook.com/cnystars/

Charter 473 AMA Sanctioned

Presents the 42nd Annual

Model Airshow and Picnic

Saturday, Aug 14, 2021

[Rain Date: Sunday, Aug 15, 2021]

At the STARS Field located at north of Phoenix, NY, on County Route 12
(See map on back)

Ample room for parking & overnight camping - no hookups
Swap shop and 50/50 raffles

10 AM to 4:30 PM

Food and beverages available to all

Pilots - All types of aircraft invited!! If you bring it, fly it!!

All legal AMA Aircraft Welcome!!



Parking Donation of \$5.00 per car

For more information, contact Phil Morgan, CD, at 315-457-3674 or contact us at: airshow@amadistrictiistars.org

Calendar of Events

NOTICE EVENT DATES MAY CHANGE OR CANCELLED OUTRIGHT.

Calendar of Events for April 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.

HeliJam- July 10. Rain date July 11

Mohawk Valley Firebirds Fun Fly- July 17-18

Highland Jets- July 23-25

Canandaigua Sky Chiefs- July 24-25 Fun

Fly/Airshow

National Fun Fly- July 30-Aug.1

STARS Airshow- Aug. 14 Rain date August 15

Helis at Highland- Aug. 21-22

MVF Pattern- Aug. 28-29

FPV Racing- Sept 11.

Neat Fair- Sept. 16-19

MVF Imac Sept. 17-19

MVF Fall Jet Hangout Sept. 24-26

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

STARS Flight Schools-

Fixed wing flight school began May 6th and runs every Thursday night, weather permitting, through September 9th.

Heli-Night began April 13th and runs every Tuesday night, weather permitting, through October 5th.

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

Big Bird- Began April 21st and runs every Wednesday night, weather permitting, through September 15th.

Indoor Flying -

Keep an eye out here for the 2021-2022 indoor flying schedule. It's unclear how the COVID virus or vaccination situation will affect the schedules so these can 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. Active dates still shown for 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 (fore 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:



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



Open 10-7 Tuesday thru Sunday.

315-532-6826

www.mexairrc.com

www.facebook.com/mexairrc

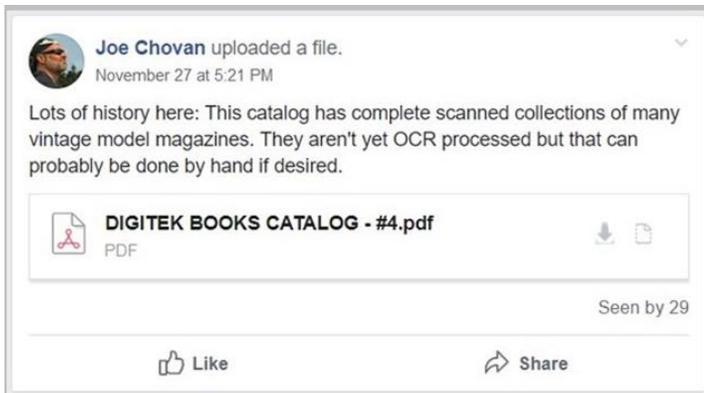
**Winner of AMA 2015 Hobby Shop Award
for signing up new AMA members.**

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.

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 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.

The Bob Elkovitch collection is for sale.

The following pictures are of items from Bob's collection. These represent about 1/3 of what he has. Images of just fuselages have wings as well. There are also many transmitters, tools, supplies, etc. Jim would prefer someone to make a deal for the whole collection but is open to piecing it out too. If you are interested in any of these, please contact James Elkovitch at jtmax2000@yahoo.com

Continued-













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. Please put STARS ADVERTISEMENT in the subject line.

Links-

[UASidekick ó The Ultimate UAS Pilot Assistant](#)

This is an app for your phone that gives weather conditions, club locations, FRIA locations, and event schedules for UAS pilots. This is for recreational pilots as well as commercial drone pilots.

[SCHEDULE - National Aeromodeling Championships \(modelaircraft.org\)](#)

Schedule of events for the 2021 AMA NATS June 16- August 29.

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/tjnguytech/charging-how-tos/balance-connectors>

Peter Seiffert sent along the following web site- www.servodatabase.com/servos/all

Mike Graham has a torque conversion chart-



Servo Torque
Conversion Chart.pdf

Arming Switch Information-

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

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 ESC's 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.

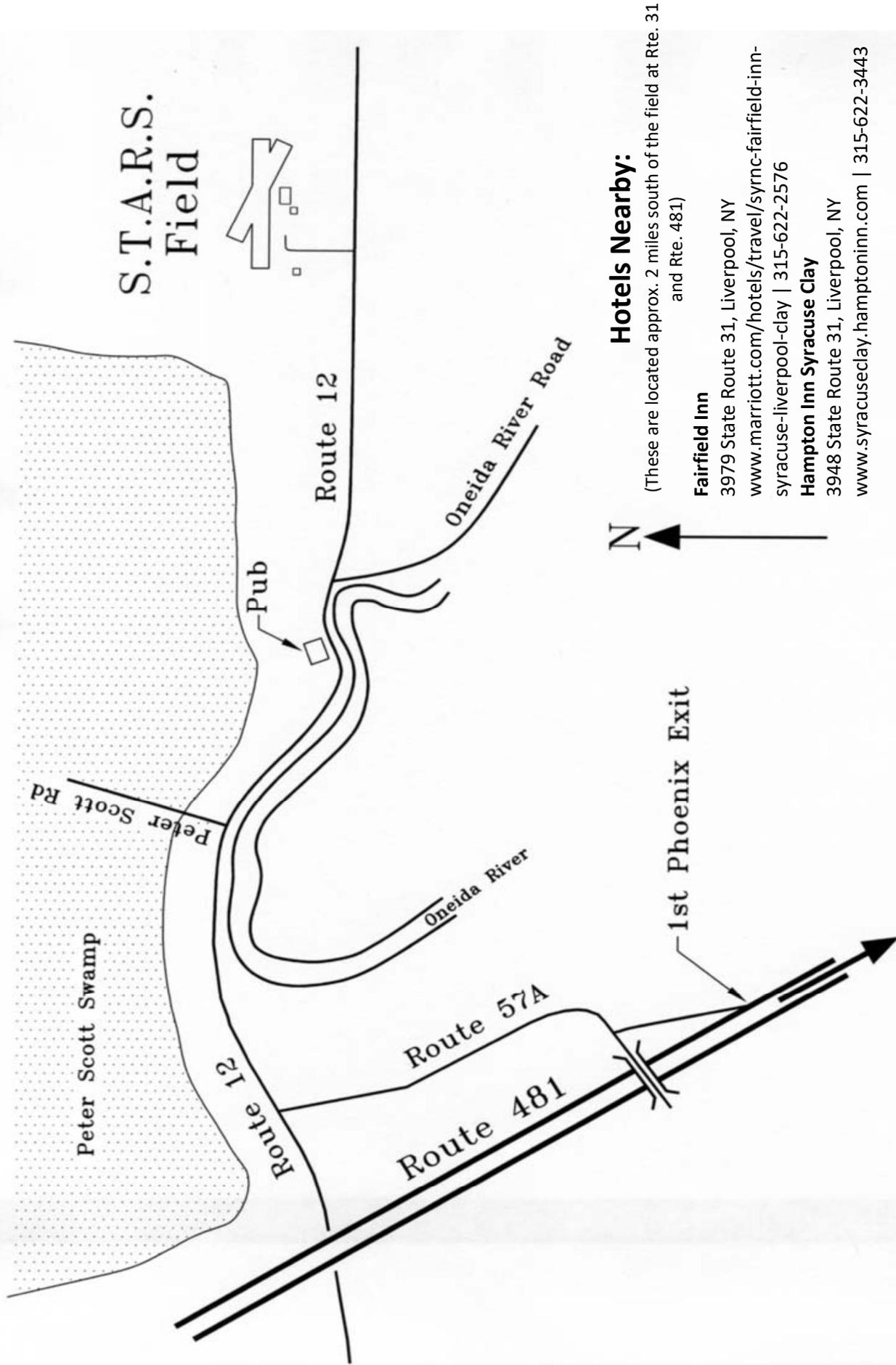
5. Replacement Courtesy:

- 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

Peter Scott Rd

Peter Scott Swamp

Route 12

Oneida River

Route 57A

Route 481

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 | 315-622-2576

Hampton Inn Syracuse Clay

3948 State Route 31, Liverpool, NY

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

