

Syracuse Thunderbirds Aero Radio Society



Plane Propwash



November 2021

Charter 473

The STARS January meeting will be held Wednesday January 12th, at 7:00- See below

2022 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](#)

NO DECEMBER MEETING. The STARS January 2022 meeting will be held on-line via ZOOM, on January 12th, at 7:00. STARS meetings will be held via ZOOM until spring. The Zoom meeting notice will be sent the morning of the meeting.

Getting Along with the New Runway, and Each Other

The new runway has been in use for a couple of months now. People are getting comfortable using it and in some cases are trying out some alternative flight line arrangements. Some concerns about this experimentation were brought up at the November meeting. The main points of concern were around flight station placement, guidance cone placement, and where some people are standing during flights.

There is an existing rule that we need to continue to abide by: Fly from a flight station. There are two main reasons for this rule. Piloting from a location besides a station may not register with an observer as an active flight. The model may not be immediately visible or audible. There is an expectation people will be flying from stations. If another pilot is taking off or landing and they don't know you're flying, it can lead to a safety problem. Pilot your model from a flight station.

There has been some experimentation with moving flight stations to the second set of station pads (further from the pits, closer to the runway), like we use for the Heli Jam and Airshow events. Another change being tried out often is adding a station at the 4th pad location, or moving one of the others to that location. This is also something we do at Airshow events.

I want people free to try things out now that the runway is a physical reality, instead of just drawings on a page. We may well find there is a need to shift

things around at some point, to better accommodate how people actually want to use the field with the new runway. Experimentation will help expose this need and allow us to figure out how to change things, while keeping the grass option open for members, too.

However, we did vote on runway placement vs the flight stations prior to the runway installation. The current placement of things is the result of votes on several proposals. And there is a mix of interests when it comes to grass landings and take-offs vs using the runway. To avoid rules that may well hamper or end such experimentation, everyone needs to be considerate and courteous to our fellow club members.

If you're alone, feel free to try things out. If there are others there, have a quick conversation and get some agreement on if a temporary change to the flight line configuration is okay with everyone who is flying. If people are taking turns, moving a station out for a flight and then back in again for the next person's flight is perfectly acceptable. Are multiple flights happening at the same time? Talk to people and get some agreement before making a change from the standard config.

It may be that someone wants to use the grass and does not want any changes for the session. Accept that. Wait it out for a while, fly the standard setup, or come back later when it isn't as busy. By the same token, if you arrive when there is already a changed

Continued-

2022 STARS dues are due. After the January meeting, there is a \$10.00 per month late fee. Dues can be sent to the Treasurer at any time. (Herb Moore 645 Gilbert Mills Road Fulton, NY. 13069)

station configuration in use by those there and you'd favor it being set back to normal, be courteous and have a discussion. Maybe wait a while so whoever wanted the alternative configuration can finish out their flying.

Hopefully having these discussions will allow people to figure out how to share the facilities and accommodate each other. However, if there's a disagreement that cannot be resolved by those at the club at the time, the standard configuration wins. And whenever a temporary change is made, make sure to put it back to normal before you leave.

Please keep feedback on this flowing to me and other club officers. This will be a process. With some more time, I'm hopeful we'll be able to figure out if any changes to our current standard configuration are desired, so the club can discuss and vote on them.

Also at the November meeting, the officer elections were held. The 2021 officers ran unopposed and were elected to those roles once again. Thank you to

all in attendance for the vote of confidence. And thank you to our officers for your great work this past year and for agreeing to continue in your roles through the coming year!

We will be skipping the December meeting, so the next meeting is January 12th. Open member renewals are being accepted and are due by the end of January before late fees are assessed. If you need an extension, please contact Herb Moore. Associates are encouraged to renew now as well, but they are allowed to renew at any time during the year without penalty.

Upcoming events: If you're free on Dec 21st we usually have an informal fun fly on that day. And after skipping last year, we have the STARS Auction at Walt's Hobby coming up on January 21st!

Have a great holiday season! I'll be seeing you at the field!

Paul Volcko

president@amadistrictiistars.org / 315-708-2009

Secretary's Report: Jeff Wolsley

The November STARS meeting was held via Zoom. The meeting was called to order at 7:05 by President Paul Volcko. There were 17 Open members, 3 Associate members, 0 Youth members, and 0 Guests in attendance.

Secretary's Report:

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

Treasurer's Report: Herb Moore

Dues are coming in now. Insurance is due in December. Property tax will come in January 2022. Motion to accept by Phil Morgan and 2nd by Scott Lindsey. Carried.

Correspondence:

Paul reported the National Grid contract has been held up due to an issue raised by the DEC regarding the creek that runs through the property.

Dave Seiffert is donating his collection of RC aircraft to the STARS. If there is anything you may be interested in, get in touch with Paul Volcko. Paul will post pictures. What ever is left over will go to the STARS auction in January. (See details in the Classified section of the Propwash and attached to the newsletter email)

Committee Reports:

Field Committee: Paul Volcko

The field winterization is complete. The fridge and freezer will be unplugged as soon as they are emptied out. There is still ice-cream in the freezer to finish up.

Safety Report: Jeff LaPorte

There are no changes in the flight line location or the flight line rules following the completion of the new runway. Moving the pilot station barricades up to the runway is an issue.

We can be flexible but the majority of the flyers will have to agree to the move while flying. If someone is uncomfortable with other pilots being that close the edge of the runway, everyone will have to move back. Be respectful to your fellow fliers. Use common sense. Enjoy the action, don't become part of it. The situation is still fluid right now and warrants further monitoring. At the conclusion of the days flying, move the barricades back to the original position.

Jeff brought up some personal safety guidelines when venturing into the reeds and tall grass to retrieve a downed aircraft. Make sure you have your cell phone with you and a buddy to help in case you get into trouble. It's easy to get disoriented out there and on a hot summer the day the humidity can be stifling. Before you know it you're in serious trouble. This can be especially devastating to some of the older members.

The complete AMA safety handbook is available here-

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

AMA Report: Phil Morgan

It's time to renew your AMA membership. Turn around is pretty quick right now. When you receive your card, take a picture of it with your cell phone. That way you can keep your card in your pocket and just present the picture when need for an event. This should cut down on lost membership cards. There is a possible shortage on the horizon for the membership card material so renew now so you don't get hung up waiting for a card later on.

Phil requested more detail on the fence line electrification project for submittal for the grant money from the AMA.

Mike Gosson noted an oversight on the 2022 AMA membership renewal form. The check box for donations to the museum or other was missing. That kind of makes it hard to indicate a donation, doesn't it?

Continued-

STARS Web Site: Paul Volcko

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

The cameras will be up and running again soon. 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

Bob was not available for the meeting.

Flight schools have concluded for 2021. See you in the spring of 2022.

Big Bird Giant Scale: Phil Knapp

Big bird has concluded for 2021.

Control Line: Mike O'Neill

Mike didn't have anything to report.

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 214 members currently. [Mike O'Neill](#) is the administrator.

Paul Volcko talked about setting up a business page. Events can be set up here and allow us to do some advertising.

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

The STARS Facebook page-

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

New Business:

Membership Renewal

The membership renewal form was sent out. The form is also included in the Propwash. Please use this when renewing your membership. Include it with your dues when sending them in to Herb Moore.

Note there is a late fee imposed on open members for dues sent after the January meeting date. If you are having an issue, please let Herb know so that the late fee can be avoided.

Elections:

The slate of officer candidates was set at the October meeting. The vote was held by the Secretary casting a single vote to certify the officers for 2022.

Paul Volcko- President

Jeff Wolsley- Secretary

Phil Knapp- Vice President

Jeff LaPorte- Safety Officer

Herb Moore- Treasure

Some of the officers indicated that this would be their last year serving. If you are an open member, and have any desire to be a STARS officer, start thinking about it now.

Model Aircraft Forum:

Paul has spoken to Herb Ziegler. The MAF committee is forming and a meeting will be held shortly. As of the November STARS meeting, no word yet on the forum. Mike Gosson provided most of the feedback for the meeting.

STARS Meetings:

STARS meetings will continue through the 2021-2022 winter months in an on-line format. The final survey tally was 18 to 10 in favor of online ZOOM meetings. There is no change in the traditional STARS meeting date or time. The ZOOM meetings will be held every 2nd Wednesday of the month until spring. The ZOOM meeting notice and credentials to join the meeting are sent out prior to the meeting time. Meeting access is also on the STARS website.

Tradition holds that no meeting will be held in December. No STARS Christmas Party will be held in 2021. The party was held in years past and served as a replacement for what would have been a STARS December meeting.

After the November meeting, the next regularly scheduled STARS meeting will be January 12th.

Take a moment to thank Walt's Hobby Town for allowing us to hold our winter meetings at their store, for several years. They had to make special arrangements to keep the store open late on Wednesday nights for us. Thank them for their dedication to our hobby and their continuous support to the STARS.

STARS 2022 Dues:

STARS 2022 dues will need to be mailed to the STARS Treasurer. Collection will begin during the fall of 2021. Dues will be due by the 2022 January meeting. After the January meeting, a \$10.00 late fee will be imposed. An additional \$10.00 late fee will accrue for each month late thereafter. The end of the month for late fee accrual is the date of the monthly meeting.

Mail your dues to:

Herb Moore

645 Gilbert Mills Road

Fulton, NY. 13069

Field Improvements:

Fence Electrification- Just a friendly reminder for operator etiquette- Please remember to close the outlet weather covers when you are done using the outlet.

GEO-TEXTILE RUNWAY-

Go here to see the progress-

[STARS Runway Progress Log](#)

The runway project has concluded. The level of preparation and execution was done with great precision. 1st- A large thank you to Bob Rowe for his donation to inspire the runway project. 2nd- Paul and all the volunteers deserve a big thanks for their effort. This was truly a professional operation from start to finish.

INTERNET ACCESS-

The internet is at the field.

It is 878.88 for the first year. 104.99/month (1259.88/yr.) for the 2nd year.

That works out to 15.75/member for the internet. The initial coverage will be without a dues increase for the first year.. After the first year, this will be re-evaluated.

CLUBHOUSE ROOF-

During the August meeting, the condition of the clubhouse roof was brought up. It is indeed looking a little rough. This will be included in the 2022 field improvement section.

Continued-

STARS Website:

Paul is looking in to changing the STARS website domain. The new site will be CNY STARS.com. This is to avoid confusion with the STARS club in Olean, NY. The transition over to the new site will not be immediate.

New Members:

Dan Ludwig- Rejoining STARS as an Associate member.
Welcome back!
Carried unanimously.

All new members were voted on and carried unanimously by the membership in attendance for the September and October ZOOM meetings.

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 Papaø 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 October 2021 regular monthly meeting of the STARS was adjourned at 7:48.

Secretary, Jeff Wolsley



Guest Columnist Sparky Shorts has provided his take on the FAA TRUST exam-

Take it away Sparky-

TRUST+ ???

By Sparky Shorts

The other day I finally got around to dutifully taking the FAA mandated safety test that the AMA calls TRUST+. It's an acronym for the UAS safety test we're all required to take, and pass, or maybe risk time in a federal prison.

Maybe that name (TRUST+) was designed to instill confidence in, or perhaps sooth remaining anger at the FAA's recently proposed overreaching, unneeded, totalitarian regulations (Remote I.D.) of traditional Visual Line of Sight flown (VLOS) model aviation. The name did nothing for me except to re-boil my anger with the FAA, particularly since most of the aim of this so-called test appeared to be at people who are not true modelers, but clueless nincompoops who buy multi rotor hovering devices (MRHD) on a whim, and have not the faintest notion of what they're doing. I have no desire to show what I know to a pack of bungling federal bureaucrats. They irritate me more than poison ivy, nettles, and a bee stings on top of a sunburn.

So, who or what do we TRUST+? All, some, or none of the above, as they say ?
I say that I TRUST+the FAA !

Yep, you read that right, I TRUST+the FAA, I trust that it will be back someday to nail more regulations to the AMA's front door as ominous as those square red, with white X signs that get posted on condemned houses. Just as Arnold Schwarzenegger famously said, "I'll be back !", so will the FAA. And those red and white X signs warning of a condemned building are not a bad analogy considering that much of the FAA's original Remote I.D. proposal was clearly designed to force the extinction of model aviation with unneeded, oppressive, and impossible to follow regulations that would be right at home in communist China.

At this point, we really have no idea what the future holds for UAS and the competition for the so-called National Air Space (NAS). That competition is likely to take shape around both commercial and recreational interests, with more FAA attempts to marginalize the latter.

I fully expect more pressure from commercial drone interests on the FAA to ground more and more recreational interests just as the FAA has been attempting to do since drones reached a developmental level that made them commercially viable, and thus stimulated proposed regulations in the form of the FAA's Remote I.D. proposals.

At this time it appears that we have reached a plateau of low activity while the FAA solidifies its final rule on Remote I.D. In the next few years, the commercial drone interests will likely begin to feel their way into the NAS with all manner of idiotic ventures of deliveries of hot coffee, fast food, and other retail items to impatient morons with an insatiable need for instant gratification. While there might be some need for serious commercial drone applications, hopefully most of it will fail quickly, and fail very badly. After all, how many birds-eye view videos of residential property do you really need to see to make a house purchase decision, if any at all ?

In the future we need a big steady, push back on the FAA by the AMA and the national modeling community to lessen the regulatory yoke that the FAA has hung heavy around the neck of model aviation. I recall several times when the FAA promised the AMA that they would create no regulations to impede recreational model aviation. Yet here we are today, after the FAA CLEARLY FLAGRANTLY, and BLATANTLY reneged on that promise with their original Remote I.D. proposal.

So, Rich, Chad, Randy, Tyler, and Eric, are you listening ? If so, repeat after me, I will not TRUST+the FAA. Better yet, reflecting back to my grade school lessons, find a chalk board and write it 50 times, no, make that 100 times, just to be sure the thought is permanently imbedded. And then the next time someone from the FAA makes you a promise, make sure you can see both of their hands !

Calendar of Events

NOTICE: EVENT DATES MAY CHANGE OR CANCELLED OUTRIGHT.

Calendar of Events for November 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.

First Day of Winter Fun Fly- Dec. 21

STARS Field

STARS Auction- Jan 21 at Waltø's Hobby
Town.

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

STARS Flight Schools-

Fixed wing has concluded for 2021. We look forward to the new students in 2022!

Heli-Night has concluded for 2021. We look forward to new students in 2022!

**Unfortunately, it's too late to join a flight school for 2021.
Flight school will be back starting April 2022.**

Big Bird- The formal big bird night has concluded for 2021. It will return in 2022.

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.

Auction 2022



When?

Friday, 21 January 2022

5 PM to 9 PM

Bidding starts at 6:00 PM

Where?

Walt's HobbyTown

No Admission Fee!!

Only Modeling Aircraft and Related Items will be Auctioned

10 % Commission will be charged on all Sales

Sellers will not be permitted to bid on their own Equipment

A Minimum acceptable bid will be required on each item up for Bid

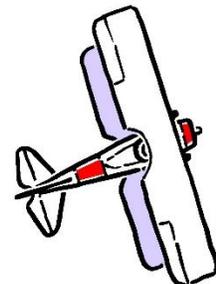
5:00 PM to 6:00 PM — Setup and Preview



Auctioneer: Phil Morgan

For more information, contact:

Phil Morgan: 315/457-3674



Mike O'Neill sent a copy of the SIRS (Sentral Illinois Radio Society) newsletter. Mike noted the article starting on page 6 of the newsletter written by Dave Scott. Dave is the owner of and instructor for 1st US R/C Flight School.

Michael Graham provided his input on the key points from the article. The full article is included with the Propwash email. Michael's responses are in Italics.

Oh, I agree with most of his points.

~ All successful clubs promote a policy of never allowing a spectator to sit off to the side by themselves, but rather encourages its members to introduce themselves, and if the spectator expresses an obvious interest, invite them to check out the planes and to sit with the members.

I usually see this in the group I normally fly with on the Second Shift. We talk to everybody!! We have offered sodas and ice cream, too!!

Furthermore, it's counterproductive to send a new visitor/potential member home with instructions to search for the information they'd need to get started in the sport. Obviously, newbies don't even know what questions to ask yet, so all the printed forms needed to join AMA and the club (even if they'd be joining online), and if possible a printout of a RTF basic trainer, are ready to hand to any interested spectator before they leave.

I have a STARS three-page flyer and a New Member Handbook in my truck for such occasions... Handouts are also in the pavilion... But we don't have AMA applications. Maybe we should add those sheets to our stash of paperwork. We could also help them apply for the AMA online while they are at the field.

For total newbies, we can show them our Club Trainer. If that is too expensive, we could talk about the Apprentice that probably is available down at Walt's.

~ When talking with a potential member, members refrain from airing dirty laundry and tales of failure. Instead, they accentuate the positives of how technology is making it easier to fly than ever before, and by joining the club he or she will have access to a dedicated flying site and experienced pilots who can offer advice when needed.

Oh, yeah, we already talk up all the advantages of our flying field!!

~ As long as a person's equipment is airworthy, leaders of clubs with high retention rates hold off on pointing out everything they would change or improve upon, but do their best to help that person experience the thrill of seeing their airplane in the air as soon as possible.

I haven't seen this as a problem. We usually will fly anything they bring. For those that can't get airborne, we have a dedicated Club Trainer for their use...

~ Unless it's appropriate, leaders of active clubs avoid framing members' equipment as inferior and trying to persuade them to purchase ever more complex/expensive equipment under the guise that it will make them better flyers. Instead, they emphasize that the main things are to have fun within their individual comfort zones, and while good equipment is important, correct practice is a lot more important. (Remember, what someone might refer to as an inferior radio today would have been state of the art a little over a decade ago and entirely capable of fulfilling the needs of 95% of flyers!)

Usually, the new student or member will realize that his/her gear might not be what he/she wants in order to do things with his/her next aircraft. That's up to the newbie to decide. If the student asks, we can make recommendations. Battery count is always the first problem. We emphasize, and they know why after a few training sessions, that a single battery really constrains their learning to fly curve. But we now even have batteries for them to use if they have a 3S motor!!

~ Rather than promoting 3D flying and complex 3D equipment setups as the end all after learning to fly, leaders of successful clubs try to give practical recommendations based on what they feel gives each member the greatest likelihood of success based on their immediate skills and interests. I.e., effective leaders correct the impression that the route to becoming a better pilot is to try to mold yourself after the club's best 3D flyer, but instead hype the fact that the awesome (unique) thing about the hobby is that there are so many different options available to pilots, and that they can change their interests any time they want.

Yeah, different things for different folks. We know that. I don't think we push for any type of specific flying. But, if the student asks for recommendations, we can offer ideas based on their skill set at the time.



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.

Dave Seiffert Collection-

From STARS President Paul Volcko

Hello STARS,

Peter Seiffert's brother, David, is going to donate his RC modeling collection to the benefit of the club. He lives up NW of Watertown so it's a bit of a drive. He's sent along information on what he has, including a number of pictures of models. I've attached this in a .zip file to this email.

If you are interested in anything please get in touch with me so I can collect a list of what should be transported in the first round. Email is preferred for this so it's easier to keep track of what people are interested in.

Whatever remains we will be picking up and holding onto until the auction in January.

Thanks,

Paul / president@amadistrictiistars.org / 315-708-2009

Electric Cub-



Goldberg 4-60



Lazy Bee



RCM Trainer



Spook-E



SR X250



There is also an extensive assortment of building materials, tools, engines, and electric gear including motors, speed controls, and chargers.

The entire list and additional pictures are included as an attachment with the newsletter email.

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.

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

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 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](http://www.servodatabase.com/servos/all)

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

Can't wait for the latest sat photo with the new runway!

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:

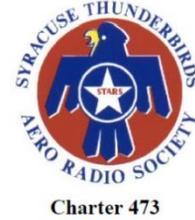
- A. Where an individual's plane or property is damaged by the actions of another individual, it will be the responsibility of the two parties to resolve the situation in an appropriate manner.

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.



Syracuse Thunderbirds Aero Radio Society



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

Membership Renewal 2022

Return renewals to our Treasurer, Herb Moore, via mail to: 645 Gilbert Mills Road, Fulton, NY, 13069.
Please fill in your name, mark your membership type, and include your payment made out to: S.T.A.R.S.

Name: _____

	Type	Description	Cost
<input type="checkbox"/>	Youth	Full use of club facilities, age 19 or under, 20 th birthday on or after July 1, 2021. No voting rights.	\$0
<input type="checkbox"/>	Park Pilot	Operates under the model restrictions of a Park Pilot AMA membership (electrics, <2lbs, <60mph), no voting rights.	\$75
<input type="checkbox"/>	Associate	Full use of club facilities, no voting rights.	\$75
<input type="checkbox"/>	Open	Full use of club facilities, holds ownership share with voting rights, late renewal penalties of \$10 per month after January.	\$60
<input type="checkbox"/>	Extra Family	Full use of club facilities, someone in household has an open membership already, no voting rights.	\$30

All memberships require that you maintain an active AMA membership. STARS membership card will be withheld until your AMA membership is current. All members are encouraged to renew their memberships at the beginning of the year, but only Open memberships have a late renewal penalty. Open member late renewal penalties can be waived at Treasurer's discretion, please contact Herb in January if you need an extension. If you wish to change your membership type, such as upgrading from Associate to Open, please contact Herb or another club officer.

Please provide your updated contact information below.

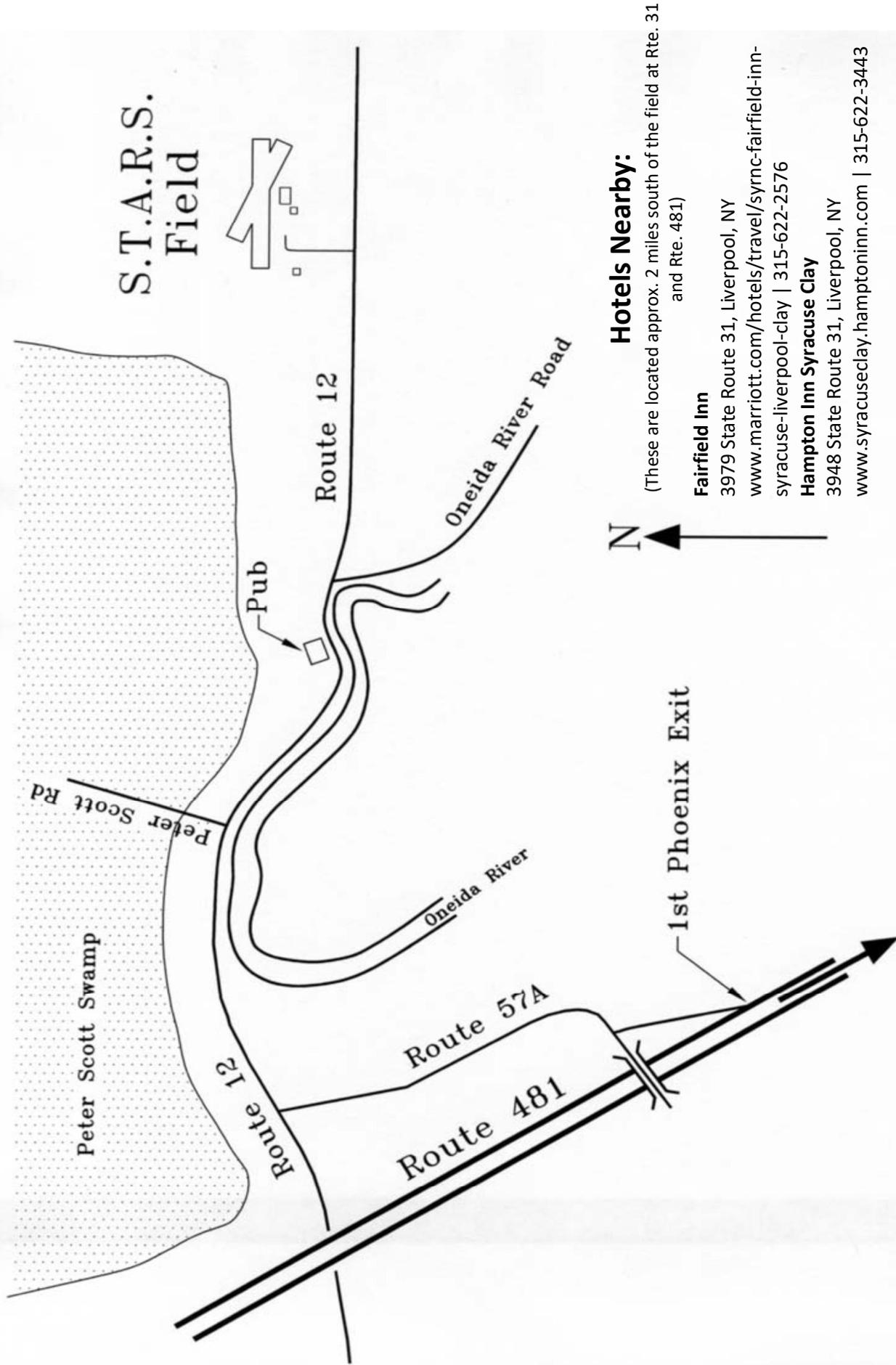
Address: _____

Phone: _____

Email: _____

Emergency Contact Name: _____ Phone: _____

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 | 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

