

PROP

PLANE

WASH



VOL. 98

AUGUST 1983

OFFICERS OF THE S.T.A.R.S. CLUB

PRESIDENT - GARY ECKERT
 VICE-PRESIDENT - TONY VALLERIANI
 SECRETARY - CAROL ECKERT
 TREASURER - STAN STANISZEWSKI

Did You Know?

STARS MEETING
AUGUST 20, 1983

Time: 8pm Place: STARS field (if bad weather, we'll meet at the Oneida River Tavern)



WELCOME NEW SR. MEMBERS

Chuck Letterman
 Dave Webb



PSST!

The area was sorry to lose a fellow flyer to California, but a piece of Gary Peterson stayed behind. Gary's 1/4 scale Mustang is now hangared at Lloyd Beaubien's...it was love at first sight for Lloyd! He just had to have the Mustang; and Gary was willing to give his plane a new home. Good Luck Lloyd!

IS BOB FANCHER CORNERING THE MARKET ON 4 STROKE ENGINES?

THE PLANE PROP WASH IS THE OFFICIAL NEWSLETTER OF THE STARS CLUB; & AS SUCH, ALL PROCEEDS FROM ADVERTISEMENTS, SUBSCRIPTIONS, ETC. GO TO FURTHER ENHANCE THE TREASURY OF THE STARS CLUB. THE PURPOSE OF THE PLANE PROP WASH IS TO KEEP THE MODELERS OF THE STARS CLUB & SUBSCRIBERS AWARE OF HAPPENINGS WHICH INFLUENCE OUR HOBBY. THERE IS NO INTENT TO SHOW FAVORITISM TOWARD ANY CLUB, HOBBY SHOP OR INDIVIDUAL. WE HOPE YOU ENJOY OUR NEWSLETTER.

Classifieds

FOR SALE: Lazy Ace Plans - brand new, never been used - \$10 - call Guy Cusenz at 673-2133

FOR SALE: Aeromaster with K&B 60 engine...\$120 call Heinz Lorch at 622-9707

Obituaries

A young Cessna Turbo Skymaster 2 recently arrived at the hangar of Frank Knosp, much to his delight. The red, white and gold plane was making its eighth flight, July 14, 1983, when it lost an engine on its landing approach. The Cessna tried to go around for another approach, but it's young flaps couldn't deliver the "up" needed and the Cessna took it's final dive from 20'. Our condolences to pilot Frank. For all those wishing to pay their last respects, services will be held at the Loop & Roll Mortuary July 16th at sunrise.

PERMISSION IS GRANTED TO REPRODUCE ANY PART OF THIS NEWSLETTER. PLEASE CREDIT THE PLANE PROP WASH & AUTHOR, IF NOTED.



The July meeting was called to order at 8:20pm by President Gary Eckert. Roll call showed 8 senior and 2 junior members present. The secretary's report was read and accepted. The treasurer's report was read and accepted. There was no Association report. Fran Worth reported that 100 requests were sent out for prizes, of which some were in already. The trophies have been ordered. Everything is pretty well set for the Fun Fly. No report on Pylon Racing. Garbage pick-up has been started. The pavilion has been painted and the road sign is up. Gary Brown called about the field mowing. He couldn't get hold of the man about the ditches. Will keep trying. Two members have dropped out of the club: Ray Payne and Ed Hansen. The members voted in two new members to the club: Charles Letterman and Dave Webb. Meeting adjourned at 8:45pm.

Carol Eckert

Put this on your Plane and fly it!

It ain't much to look at, all battered and patched. The tail is on crooked; the cockpit's all scratched. The wood is oil soaked, and the covering is torn. The engine sounds sick. It's so badly worn. It's about two years old, dang near about three. I got most of the pieces from a junk pile for free. It flies sort of cockeyed; each landing's a bounce. But it flies when I need it, and I guess that's what counts!!

(reprinted from the Nats' News '83 - published daily during the Nationals)

EXTRA!

Yep! That was our very own Mike Graham on page 93 in the September issue of Model Airplane News.

Rumor has it that Larry (the former J of J&Z propellers) Jenno's Fleet's stall turn ran out of air space and went through a few trees. Don't worry though, it only clipped the Fleet's wings...we all have to have our wings clipped some time.

Jack "INVERTED" Jeffries was out with his red, white and blue Taurus burning up the sky...or should we say burning down the sky? We may not know up from down, but that's why Jack has an "inverted" flying button on his transmitter.

CALENDAR OF UPCOMING EVENTS

August 20 - STARS SPORT PYLON RACING

August 20 - STARS MEETING

August 20 & 21 - Massena, NY Fun Fly

September 3 - STARS SPORT PYLON RACING

September 4 - 1000 Islands R/C Modelers Fun Fly (rain date Sept. 5) flying will start at 10am at Limerick Field

September 10 & 11 - Utica Firebirds 2nd Annual Classic Pattern Contest

September 10 & 11 - Auburn Fly for Fun

September 10 & 11 - Rhinebeck, NY World War I Jamboree

August 4-12, 1984 - 58th National Model Airplane Championships site: Reno, Nevada



LON'S R/C SERVICE

2062 RABBIT LANE
PHOENIX, N.Y. 13135
(315) 695-2448

A Complete Radio Control Modeling Facility
The Professional Approach To Modeling

MARGE'S HOURS
mon, wed, thurs 10am-4pm 6:30pm-9pm
saturday 8:30am-5pm

LON'S HOURS
mon, wed, thurs 6:30pm-9pm
saturday 8:30am-5pm

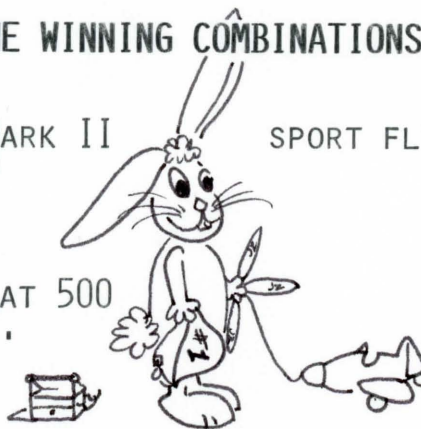
WE HAVE THE WINNING COMBINATIONS IN STOCK!

BEGINNER: SIG KADET MARK II
OS 40

SPORT FLYER: DAS BIPE STIK
ENYA 40 X

PYLON: FLITELINE SCAT CAT 500
ENYA 40 T.V.

SCALE: TOP FLITE J3 CUB
HB 40



PATTERN: GREAT PLANES SUPER KAOS 60
ENYA 60 X

LON'S R/C SERVICE IS THE SHOP THAT CAN SATISFY ALL YOUR MODELING NEEDS.

FROM THE
PREZ



Well, the Fun Fly has come and gone for another year. I wish to thank Fran Worth for all the hard work he put in as the CD. I also want to thank all the other members of the club, which are too many to mention by name, who volunteered their time to make it a success. Don't forget about our next pylon race on August 20, 1983. Come one, come all - to work and to fly. If you wish to volunteer your time and want to know what you can do, contact Lon Sauter. I hope it will be a little bit warmer this time. Before you know it, the flying season will be gone and the

snow will be here. So, get out to the field and have some fun. Good and safe flying to everyone.

Gary Eckert

Bits & Pieces

THIS YEARS BOMB DROP EVENT FOUND FRAN WORTH IN CHARGE...AND FINE BOMBS HE MADE TOO! BUT...FRAN WAS OUT WITH HIS 15-500 TO TEST HIS BOMBS JULY 16TH, WHEN MUCH TO HIS DELIGHT, THE BOMB DROP DEVICE WORKED PERFECTLY. THE BOMB WAS DROPPED...THE SIGHT OF THE BOMB PLUMMETING TO THE GROUND WAS A THRILL FOR FRAN. HOWEVER, THE SIGHT OF HIS PLANE PLUMMETING TO THE GROUND WAS NOT A THRILL FOR FRAN (you see, Fran had forgotten to watch his plane instead of the bomb!).



TO ALL THOSE WHO CONTRIBUTED AND
PARTICIPATED AT THE MIDSTATE MODELERS
FUN FLY.

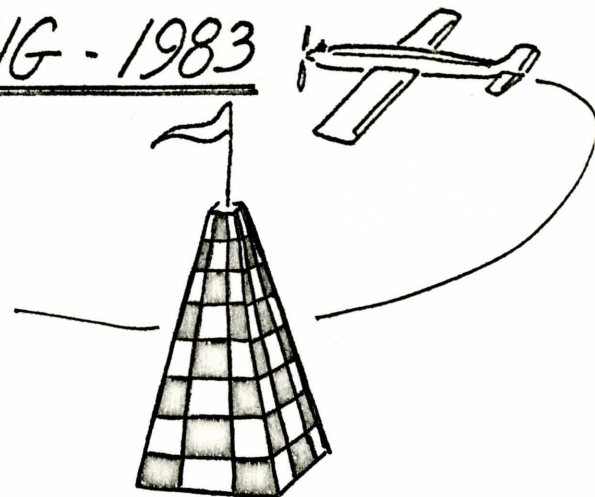
FROM

Lloyd Beanbier

STARS SPORT PYLON RACING - 1983

NOVICE & EXPERT CLASSES

Dates: June 25th ... 9am - 1pm
 August 20th ... 9am - 1pm
 September 3rd ... 9am - 5pm



Fly any conventional plane with .040 to .40 engine.

Engines - loop scavenged (no PDP or Schneurle 40's)

Any flyer may be re-classified to Novice if desired. If you fly in Expert you must stay there all season. If you fly two heat times less than 2:40 minutes, you're in Expert class.

TROPHIES TO 5TH PLACE FOR OVER-ALL SEASON

TROPHIES TO 3RD PLACE ON FINAL ALL DAY FLY OFF

TROPHY FOR MOST IMPROVED TIME

Fly 2 of the 3 sessions to qualify for over-all point accumulation Championship. The 2nd date must be September 3rd.

September 3rd is also a new contest for first entrées.

CD: Lon J. Sauten
 (315) 695-5032

<u>ENGINE</u>	<u>MIN. WING AREA</u>
.40	500 SQ INCHES
.36	450 SQ INCHES
.29-.30	425 SQ INCHES
.23-.25	400 SQ INCHES
.19-.20	375 SQ INCHES
.15	350 SQ INCHES

YOU KNOW YOU'RE A "MODEL" FLIERS WIFE WHEN...

Your entire cooking repertoire consists of things that keep well in the oven.

You can never find your scissors, bowls, wax paper, pins, or cookie sheets.

You only doll up when hubby is taking pictures to send to a magazine.

You find you have stopped worrying about other women.

You pray for rain regularly on Tuesday and Sunday evenings.

Anything is apt to happen when the glue is drying.

You quit looking at furniture and drapery ads.

You find yourself on the roof repairing the tv antenna by yourself.

You have the groceries delivered just so you can talk to a man...Any man!

You can quit wondering what to get hubby for Christmas. He's already got it!

So many men enter your back door in the evening that the neighbors are looking at you funny.

Your house smells funny and you've quit making excuses for it.

You absolutely DO NOT unplug anything.

It doesn't bother you anymore when your minister just shakes his head sadly when you leave church on Sunday.

You finally dare to throw out that stinking old fishing hat and shirt.

You make a determined effort to beat him to the club newsletter when the mail comes.

(reprinted from the Davison Aviator News of Davison, MI)

YES, THAT WAS WILL WATERS WHO SOLOED AUGUST 13, 1983. CONGRATULATIONS WILL!

SPACE IS AVAILABLE FOR INDIVIDUALS WISHING TO SELL OR TRADE IN EACH ISSUE OF THE NEWSLETTER FOR A NOMINAL FEE OF 25 CENTS PER AD. ADS ARE AVAILABLE FOR BUSINESSES AT A RATE OF \$2 PER 1/4 PAGE. THE DEADLINE FOR INSURING YOUR AD WILL BE IN THE NEXT ISSUE IS THE 1ST OF THE MONTH. PLEASE SEND ALL ADS ALONG WITH PAYMENT TO MARGE SAUTER, 2062 RABBIT LANE, PHOENIX, NY 13135. MAKE ALL CHECKS PAYABLE TO MARGARET L. SAUTER.

Take Note

OUR AREA HAD IT'S SHARE OF PARTICIPANTS IN PATTERN COMPETITION AT THE NATS...

Advance Class

8th Joe Valvo
9th Chris Engler
11th Dick Allen
17th Frank Knosp
21st Ralph Jackson

Expert Class

7th Harvey Clemons
25th George Buso

Masters Class

32nd Ed Winslow
34th Ed Keck
38th Bob Noll
42nd Ken Kuehner
49th Lon Sauter

ANY MODEL AIRPLANE CLUB WISHING TO ADVERTISE A FORTHCOMING CONTEST OR EVENT CAN ACQUIRE A FULL PAGE AD FOR THE TRIFLING FEE OF \$2.

FLY FOR FUN

SEPTEMBER 10 + 11, 1983
AUBURN

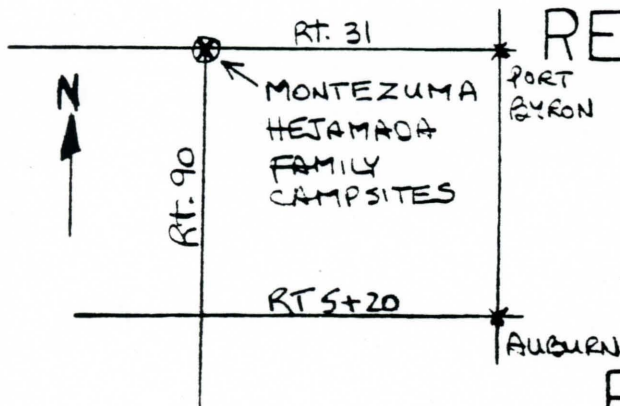
FINGER LAKES RADIO CONTROL



CLUB

JOIN OUR RELAXING FLY FOR FUN AT
HEJANIADA FAMILY CAMPSITES BRING
THE FAMILY AND CAMP FOR THE WEEK-
END - NO CHARGE FOR FLYING - AMA - FCC
REQUIRED MUFFLERS ALSO

REQUIRED - CONTACT
LARRY ABRAHAM
26 UTICA STREET
PORT BYRON, NY 13140



PUBLIC WELCOME

AMA is....

. . . the world's largest sport aviation organization, representing a membership of over 80,000 from every walk of life, income level, and age group (70,000 adults; 10,000 under 19).

. . . a self-supporting, non-profit organization whose purpose is to promote development of model aviation as a recognized sport, and a worthwhile recreational and educational activity for all Americans.

. . . an organization open to anyone interested in model aviation.

Thirty reasons to be an AMA member

—SERVICES TO MEMBERS AND/OR CHARTERED CLUBS—

1. Low cost \$2,000,000 Liability Insurance Protection for individuals plus \$1,000,000 Site Owner Liability protection
2. \$7,500 (non-deductible) individual medical insurance
3. \$1,000 Fire, Vandalism and Theft coverage
4. *Model Aviation* monthly magazine, contest calendar, construction articles, what's happening in the modeling world
5. Sanctions Model Competitions (over 1,653 annually) and issues competition licenses
6. Flying Site assistance
7. Radio Frequency Acquisition (Federal Communications Commission)
8. Coordination with Federal Aviation Administration
9. Conducts national safety programs and issues safety code
10. Sponsors Youth Scholarship
11. Promotes Youth Education Programs
12. Club Charter Program
13. Holds Annual National Championships
14. Rulebook—Standardized competition rules through contest boards
15. Variety of publications at discount prices
16. Dues structured by age groups
17. Licenses Contest Directors
18. Recognition of achievements through awards program
19. Processes World Records for U.S.A. through FAI
20. Sponsors/selects World Championship teams
21. Hosts World Championships and other special activities
22. Coordination of contest schedules
23. Homologation of National Records
24. Liaison with major government departments (Interior, Navy, Air Force)
25. Film Library
26. Promotes support for model aviation every day
27. Supports technical meetings
28. Show Team Program (27 in 1981)
29. Represents Aeromodeling Interests in U.S.A. to FAI
30. Maintains the nation's only full-time staff to service the aeromodeler

THE NATS...A NAIVE POINT OF VIEW?

by the Sauter's

We decided to share with the readers of the Plane Prop Wash, our experiences, views, pleasures and concerns with the AMA Nationals this year. Day one we arrived at the Quality Inn - The NATS headquarters - where we found the accommodations, the food and general atmosphere to be far above our expectations. There were modelers bustling about and willing to strike up a conversation about anything imaginable. Day two was pattern registration, our pre-assigned work task. Registration for the most part was painless, if you had your act together and knew what you wanted to do. After processing 146 contestants, registration closed at 5pm, with most modelers making an effort to be on time. Of course, there are always the "prima donnas" who think that time stands still for them. One modeler had an accident on his way to the NATS, but phoned in that he would be a little late (his excuse was accepted). Transmitter processing for RC was at best an effort in futility, as the specifications required to pass were arbitrarily selected by someone, and the equipment was only available for the first few days. This meant that most of the scale radio equipment was not checked to any greater extent than to see if it would make a frequency monitor buzz. It really seems that the AMA (and this is constructive criticism) would do the following before operating RC competition on a national level.

1. Use some method, paid or volunteer, to monitor the air waves at the sight for at least one week prior to the Nationals.
2. Secure quality equipment for testing transmitters for the whole period of the Nationals.
3. Have available at each flight line quality RF monitoring equipment (preferably spectrum analyzers) while RC competition is in progress.
4. Explain to contestants their responsibility in using quality equipment which is properly tuned.

At this years pattern competition it was found, after destroying a number of airplanes, that 72.16 mhz was being used in the area for commercial voice communications. This was a very sad experience for some modelers and very unpleasant for the officials. 75.64 was also thought to have a problem, but there were contestants who flew throughout the competition, scale and pattern, without any problems on that frequency. Back to the registration: At 9pm, after much cutting and taping, all of the pattern contestants were placed, rotated, re-rotated and finally set for their six rounds of flying for the entire week of pattern competition (who says it's impossible to rotate flyers and classes). It was finally time for FOOD! We were a few minutes late for our dinner reservations, but the restaurant at the Quality Inn was also running a few minutes behind. The meal was delicious!

Day three...Pattern competition was great fun with six planes in the air simultaneously operating from three sights spaced 1500' apart. The weather was perfect, maybe a "little" warm, but it was better than rain. Thank heavens for our new larger canopy, otherwise I don't know where all the modelers from our area would have gotten some relief from the sun. Walt Throne, the RC Pattern CD, sure did have his hands full. Considering interference problems, midairs, and contestants who didn't understand English when you explained to them their options when their frequency was having trouble, Walt did an excellent job managing an almost unmanageable situation. Even with the problems, which now seem trite, pattern was a lot of fun to participate in and watch. Because of the good weather and good organization, pattern finished up a day early, and left time for the Formula 1 contestants to have an extra afternoon of competition. We got to do some site seeing in the area (something a little different from model airplanes).

Day seven, Friday, we took the F86 out for scale judging. Would you believe over 100 scale airplanes! Bob Underwood, the scale CD, was overwhelmed with the task of judging and flying, four times each, all of these beautiful models. There were some complaints about the static scores and the judges

ability to accurately evaluate some of the scale flight operations. However, considering the quantity of airplanes, we feel the scale officials did a commendable job.

During our week at the Nationals, we did have some time to visit some of the other events. Control Line combat is probably one of the best spectator sports we've witnessed. Those guys are nuts! We did not get a chance to see the RC helicopter or sailplane competition, but we understand, with record entrants, both events were something to watch. We did however, see a demonstration by a Circus Hobbies representative flying a Kault helicopter. Even in strong winds he did maneuvers such as 4 point rolls, loops, and auto rotation - not the usual hovering and more hovering you see at the field.

This years NATS had something for everyone...seminars on various topics, manufacturers booths, lots of souvenirs to buy, plenty of modelers to talk to, good area sight seeing (you need to take a couple of extra weeks off), airplanes in all sizes from small indoor to outdoor giants, and most of all a place to compete with some of the best in the country.



SEE YOUR BYLINE IN PRINT - SCOOP YOUR FELLOW FLYER 1ST - DO YOU HAVE DREAMS OF BEING A WRITER, BUT ARE AFRAID OF GETTING A REJECTION SLIP IN THE MAIL? YOU'LL NEVER GET A REJECTION HERE. ANYONE WHO WANTS TO WRITE ABOUT AIRPLANES, THEMSELVES, OR SOME OTHER MODELER, SHOULD SEND HIS/HER ARTICLE TO MARGE SAUTER, 2062 RABBIT LANE, PHOENIX, NY 13135. HERE'S YOUR CHANCE FOR INSTANT FAME, OR ANONYMITY IF THAT'S WHAT YOU WANT.

THROUGH RAIN, SNOW, SLEET OR HAIL, THE MAILMAN GOES ON HIS APPOINTED ROUNDS; BUT HE CAN'T DELIVER IF THE ADDRESS IS WRONG. IF YOU MOVE, PLEASE ADVISE US OF YOUR NEW ADDRESS.

"TOO MANY PILOTS PRACTICE ONLY ON GOOD DAYS. ANYONE CAN FLY ON GOOD DAYS."



OFFICIAL IDENTIFICATION
Issued by the
**ACADEMY OF
MODEL AERONAUTICS**

This is an experimental model which may be lost in flight. It is not dangerous and may be safely picked up, carried and stored. Finder should notify owner immediately. Model should not be given to any claimant unless positive identification is provided.

License No.
Name
Address
City State
Phone Collect

UNAUTHORIZED POSSESSION OF THIS MODEL CAN LEAD TO PROSECUTION UNDER LAW.

SIG FIRST IN Balsa
MFG. CO. AND MODEL SUPPLIES



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STARS CLUB CALLING LIST - AUGUST 1983

<u>SENIOR MEMBERS</u>	<u>ADDRESS</u>	<u>TELEPHONE NUMBER</u>
Andres, Gene	R.D. #6, Oswego 13126	342-5068
Brown, Gary	24 Ilex Lane, Liverpool 13088	652-7971
Clapp, George	11 Collins Terrace, Central Square 13036	668-3542
DePasquale, Tony	300 Fifth Street, Liverpool 13088	457-5725
Eckert, Gary	100 Tyler Terrace, Liverpool 13088	457-4327
Fengler, Warren	P.O. Box 31, Mattydale 13211	455-5527
Goldsworthy, Mike	23 Lock Street, Baldwinsville 13027	635-5675
Graham, Michael	8790 Pasture Gate Lane, Baldwinsville 13027	635-6840
Gregg, Myron	101 Ennis Avenue, Pennellville 13132	668-6156
Gresovic, George	4084 Maider Road, Clay 13041	695-5421
Harms, Gus	516 Hillsdale Avenue, East Syracuse 13206	437-2361
Heinley, Barney	509 Wright Avenue, Mattydale 13211	454-0334
Holland, Doug	6851 North Freemont Road, East Syracuse 13057	656-3145
Holland, Phil	6851 North Freemont Road, East Syracuse 13057	656-3145
Jeffries, Jack	114 Ford Drive, North Syracuse 13212	458-5727
Legacy, Don	3728 Snowdrop Road, Baldwinsville 13027	622-9707
Letterman, Charles	603 Darlington Road, Syracuse 13208	455-6010
Lorch, Heinz	605 Birch Street, Liverpool 13088	457-3552
Miron, Murray	210 Clarke Street, Syracuse 13210	479-8630
Mortensen, Al	119 West Way, Camillus 13031	672-3184
Plaisted, Ray	R.D. #1, Brewerton 13029	-----
Prugger, Bob	32 Cotty Drive, East Syracuse 13057	437-3946
Renner, Dave	8463 Henry Clay Boulevard, Clay 13041	652-7143
Robertson, Neil	7767 River Road, Baldwinsville 13027	638-2670
Rowe, Robert	135 Hempton Road, Syracuse 13203	475-7179
Russell, Bob	947 James St. Essex House Apt 36, Syr. 13202	474-1628
Sadler, John	7653 Totman Road, North Syracuse 13212	458-7392
Sauter, Lon	2062 Rabbit Lane, Phoenix 13135	695-2448
Shibles, Rus	7455 Waxwood Circle, North Syracuse 13212	458-2637
Skelton, Gwynn	102 Ormsby Drive, Syracuse 13219	468-6662
Snow, Lisle	Stevens Road, P.O. Box 136, Jordon 13080	689-9419
Snyder, Howard	445 Fairwood Circle, Rochester 14623	359-1811
Staniszewski, Stan	6400 Mudmill Road, Brewerton 13029	699-5844
Thompson, Jim	RD #3, P.O.Box229, Highmore Dr, Oswego 13126	343-2465
Valleriani, Tony	8793 West River Road, Baldwinsville 13027	638-4504
Wakker, Paul	373 Medford Road, Syracuse 13208	454-3873
Waters, Will	8426 Tuttle Road, Bridgeport 13030	699-7718
Webb, David	Box 397, RD 1, West Monroe 13167	668-8237
Winters, Bill	8530 Belnor Drive, Clay 13041	699-3218
Worth, Fran	1014 Coldsprings Road, Liverpool 13088	451-4468

Note that the calling list has been divided into three groups of senior members. This will form our telephone notification list for 1983. I will call the first member of each group. Each one of those three will in turn call the member under him. Then the second member will call the third and so forth until the last name in each group is reached. If you can not reach the next member, bypass him and call the next member after him. But DO NOT break the chain.

Gary Eckert