

PROP PLANE WASH



VOL. 100

OCTOBER 1983

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

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

STARS MEMBERS

STARS MEETING
OCTOBER 15, 1983

Time: 8pm Place: Northminster Presbyterian Church, Buckley Rd., N. Syracuse

SEE YOU ALL THERE!



WELCOME NEW SR. MEMBER
Gene Andres



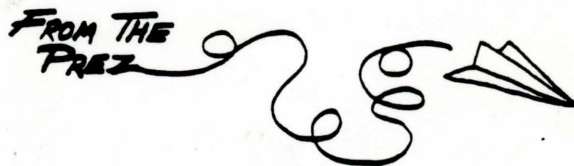
Classifieds

FOR SALE: Kadet with OS 40 Schneurle and Heath Kit GD19 radio on 72.96....\$250 Call Mike Goldsworthy at 695-5178

FOR SALE: Aeromaster with K&B 60 engine....\$120 Call **Heinz Lorch** at 457-3552

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.

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.



The days are getting shorter which is a sign that Winter will be here before you know it. You don't think Summer is ever going to get here & then all of a sudden it is gone. It sure has been a busy 1 for the club & I would like to thank the members who made all of our events a success. I didn't get a chance last month to thank Lon Sauter for running the pylon races. He did a real fine job as usual. I also want to thank the contestants from other clubs in the area who participated in the races & supported the event. This makes it all worthwhile for our club to have the races at our field. Hope to see you next year, & if anybody has any suggestion for improvement let us know. See you out at the field getting some flying in before the snow flies in. Good & safe flying for everyone.
Gary Eckert

WILL WATERS HAS BEEN MAKING THE SAME NUMBER OF LANDINGS AS TAKEOFFS - THAT'S DEFINITELY SUCCESSFUL FLYING!



The Septmeber meeting was called to order by President Gary Eckert at 8:05pm. Roll call showed 16 Sr. members & 1 Jr. member present. The secretarys report was read & accepted. The treasurers report was read & accepted. The Association report was given by Al Mortensen. He read a letter to be sent to Ed Izzo. The Association is getting the Symposium underway. Walt Throne is checking how much it would cost for 2 days at the Fairground. The picnic has been set for Oct. 2nd & a rain date of Oct. 9 at the OMAC field. Bring a dish to pass & ice if you plan to come. By-laws have been submitted by the committee. **Gary Brown** still hasn't heard from the man about the ditches. He is going to get somebody else. The motion was passed that we change the valuation of the field to \$8000 & **raise the price of the club share to \$160** beginning January 1, 1984. All Jr. members who are members as of December 31, 1983 & become of age to be Sr. members will pay the

old share rate of \$142.86. **The motion was passed that we open our club to 50 members.** The members voted that we donate \$100 to the church. Members voted in a new member- Gene Andres. **Gary Brown** made a suggestion that we set a day aside in the spring for new flyer members to help them learn to fly. Members decided to bring it up in Feb. or March to set up a date. Also, it was suggested that new flyers bring in projects to a meeting & show them how to build the plane & install the radio equipment. Also, make a new list of instructors. Some members brought up about cutting some trees down at the field & decided it would be easier to do it in the Fall. Bring it up at the next meeting. Tony Valleriani asked about sending for films to show at the meetings which the club would have to send a deposit which we would get back. The members agreed to do it. Fran Worth brought in some prizes that came in after the Fun Fly. So we put member's names, who were at the Fun Fly, in a box & drew 1 out at a time to win 1 of the prizes. Meeting was adjourned at 9:07pm.
Carol Eckert

September 4th was the day that **MIKE LOBELLO's 1/4 scale J3 Cub ran into a tree...**but the only thing that the tree managed to "grab" was the prop and the landing gear. That's a lucky Cub.

Gary Rizzo was out taking a last flight, with a radio system he had sold to a fellow modeler, when his Quickie "Outlaw" crashed...it was a good thing that the radio wasn't to be delivered to its new owner until the following day!

ANNOUNCING

One of our newest club members, Gene Andres, recently took a new "copilot" into his hangar. **Cindy & Gene were married September 23, 1983.** Best Wishes to you both!

IF YOU ARE NOT A MEMBER OF THE STARS & WOULD LIKE TO HAVE THE PLANE PROP WASH MAILED TO YOU, YOU MAY PURCHASE A SUBSCRIPTION FOR THE FEE OF \$3.50 PER YEAR. PLEASE SEND REMITTANCE, ALONG WITH YOUR NAME & ADDRESS, TO MARGE SAUTER, 2062 RABBIT LANE, PHOENIX, NY 13135. YOUR SUBSCRIPTION WILL BEGIN WITH THE 1ST ISSUE PUBLISHED AFTER PAYMENT IS RECEIVED. CHECKS SHOULD BE MADE OUT TO MARGARET L. SAUTER.



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SATURDAY

10AM-4PM 6:30PM-9PM
8:30AM-5PM

LON'S HOURS

MON, WED, THURS 6:30PM-9PM
SATURDAY 8:30AM-5PM

Now that we're settled in our new Shop, we've decided to again hold Radio Seminars during the Winter months. This year the seminars will be divided into 4 segments: Transmitters, Receivers, Servos and Nicad Batteries.

Each segment will be covered during a 2 hour seminar to be held from 7pm to 10pm (the last hour is for coffee, donuts and kibitzing) on Tuesday nights. The first 4 seminars will be held Dec. 6th & 13th and Jan. 10th & 17th. Seminars will be limited to 12 people each, and if necessary we will hold additional seminars later in the year. Enrollment for the first set must be accomplished before Dec. 1st. If you're interested in attending these Free Seminars, call us at 695-2448 to enroll. If you get our answering service, leave your name and phone # and we'll put you on the list. Seminars will be filled on a first come first serve basis. The seminars are free, the refreshments are free, the only thing we ask is NO SMOKING.

WE SHIP VIA UPS DAILY

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

GLENN CADY'S NEW YELLOW AND BLACK CORBEN ACE TOOK TO SKY FOR ITS FIRST FCF (functional check flight) SEPT. 25TH. NICE PLANE GLENN.

After a few repairs, the Starduster 2, belonging to Jack Jeffries, has been seen flying at the field.

Sept. 27...Roy Fields new plum crazy & white TrainAir 40 made its maiden flight...the 1st was a little shakey, but the TrainAir steadily improved...you can't keep a good plane down!

Big Event

SPEAKING OF WEDDINGS...Terry "Peanut" and **Mike Graham** celebrated their 1st wedding anniversary October 1st...only 75 more to go!

New modeler Oliver Griffith took his first full flight lesson (on models) Oct. 1st....a little different than the full size planes, right Oliver?

Model Aviation
1810 Samuel Morse Dr.
Reston, Va. 22090

"To the Editor"

8/17/83

I just finished SAFTEY COMES FIRST in the Sept. issue and would like to comment on Art Johnson's ultimate frequency control system. It's a terrific idea and what a boon to the same old dull field routine. Just think of the loads of fun and laughs every one will get when:

1. The club sailplane flyer gets stuck in a boomer of a thermal and the 2 minute warning signal just sounded!
2. Somebody has a throttle servo jammed wide open and he's trying to land at full throttle before the jammer lands it for him!
3. No one hears or sees the warning signal and that .60 powered patternbomb has now decided its own course, toward the parking lot. "WOULD THE OWNER OF THE SILVER MERCEDES PLEASE MOVE IT, QUICK!"

I'm certain it will be awhile before this wonderful electronic gadget will be available on the market, so I would like to suggest my own version of Art's method to be adopted for the interim.

Each club should purchase for their frequency officer a 12 gauge goose gun, (Marlin makes a nice one), a whistle and a stop watch. They will then post him at the field from sun up to sun set seven days a week. Retired trap and skeet shooters are most desireable here. He will give each flyer 15 minutes (or what ever he feels like) in the air and upon expiration of the period, sound his whistle and allot the flyer 2 minutes to land. If the flyer is not down and off in the 2minutes, the officer can shoulder his goose gun and fire at will! Where quarter scale aircraft are frequently encountered, use the 10 gauge magnum. I urge clubs everywhere (FLA.too) to implement this system immediately, just think of the models it will save from foolish frequency fumblers.

Somewhat sincerely,

B. B.

Brewster Byelyne

Phoenix, N.Y.

cc. "To the Editor", Model Aviation

Mr. Arthur Johnson, c/o Model Aviation

* The Prop Wash

13035
C/O PROP WASH
NEWS LETTER

AMA DISTRICT II AVP REPORT

Lon J. Sauter 2062 Rabbit Lane, Phoenix, New York 13135
 phone: (315) 695-2448

The flying days are getting shorter and shorter and after work flying is becoming nonexistent. There are a couple of fellows in the Valley RC Club who have devised a way to intensify their flying activities; it's called cross country flying. It seems Mike McGuire, with an OS 50 powered Ugly Stik, and Dan Luchaco, with a HB 20 powered Butterfly 2, flew from Nichols NY to Endicott NY, a distance of 21 miles, in 28 minutes, averaging 45 miles per hour. They flew from a Jeep, and here's the interesting part: The HB 20 used 18 oz. of fuel and the Ugly Stik only used 20 oz. of fuel. I assume the Ugly Stik was throttled back considerably, or he did a lot of loops. Dan tells me that they are considering trying this type of event at their Fun Fly. Good luck guys, it should be interesting.

This years CNYMAA picnic was held on October 2nd at the OMAC field. Although less attended than last year, there was a good representation of clubs and aircraft there. Larry Potter from the CAMS in Cortland had his Kiortz powered Nosen Gere Biplane, which flew beautifully. Mike Graham from the STARS wow'd everyone with his Aeromaster sporting a piped OS Max 60 FSR. Al Mortensen had his T28B there, which after some minor engine adjustments, flew nicely, demonstrating that scale doesn't have to be difficult. In my estimation the event of day was the flight and spectacular landing of Jim Leary's HB 40 powered Canard. It seems that the previous week Jim had tried the Canard and it had this nasty habit of going into an inverted spin from inverted flight. Jim felt that the fault may have been his, so when yours truly arrived, he asked if I would try the new plane with my more experienced (?) thumbs. The plane took off beautifully, was trimmed in 3/4's of a lap around the field, and upon leveling it out for final trim check, it promptly rolled inverted and started a spectacular flat spin to the ground. The Canard landed squarely on the field upside down, damaging only the rudder. Jim, my thumbs are no better than yours; and I think with a little research to perfect the landing, this plane could be a real novelty at an Air Show. Fred Edmunds was at the picnic with his Ultra Light and gave us a demonstration of its flying capabilities. There were many more airplanes too numerous to mention, and all in all the picnic was a huge success. I'd like to thank Gregg Uhlig for his efforts and the OMAC club for hosting the event at their field (with the interesting road).

Just a reminder: AMA renewal forms will be received by each of you shortly. In order to ensure that your magazine subscription does not get interrupted, you must renew by December 15th. There are also elections this year for President of the AMA and some district VP's (ours is not one of them).

All club officers please read the following message from the AMA:
ANOTHER FIRST FOR AMA: The Special Services Department is pleased to announce that NEW insurance certificates issued to AMA chartered clubs for their flying sites were mailed prior to expiration of the current liability insurance policy (October 1, 1983). For the 1st time, insurance certificates were distributed in advance so that clubs could ensure property owners of continual coverage, which is vital to maintaining fields. Over 1500 certificates were delivered to the Reston Post Office on September 27 & 28, 1983. The most outstanding factor leading to this improvement in club services was top management's decision to implement the use of recently acquired in-house computer equipment for this project, which previously required numerous employees typing for several days. This project was accomplished in less than 3 hours, resulting in a tremendous reduction in time. This improved service is just 1 result of the Executive Council's policy of supporting the computerization of various headquarters operations.

**THE HOT PROP RACING NEWS
THE ALL DAY GRAND FINALE!**

by B.B.

The STARS finally got a winner of a day (& a few winners in the flying dept, too!). Hardly a breeze in the air as a warm, gorgeous day greeted the flock of Phoenix flyers early Saturday morning Sept. 3rd.

Since this column comes to you a month late, I'll skip a lot of the boring details of who got how many points & get right to the gory smash & crash details that I know you're always anxious to hear. The facts & figures were all reported in last month's Prop Wash, a deadline I was not able to make, as my wife & I were vacationing at 1 of Nedrow's most fashionable resorts.

Frank Knosp got the day off to a rousing start even before the race began by ramming his racer into #3 pylon during practice. Frank is quite a comedian, always joking around! Later on during the race "Lots-a-Fun" Frank, in order to give the ground equal time, rammed his Scat Cat into the field on landing. This resulted in a new engine thrust line - 45 degrees down thrust.

Other exemplary experts were Dan Heinley who must have had his elevator hooked up backwards...you know...down instead of up. Almost every time on take off he nosed over scratching a prop. Barney had to have a crate of 10-6 Zingers air freighted in special for the occasion.

Other experts, Lon Sauter & Don Belfort, continually flew routine heats, no crashes or midairs. Those guys are just no fun!

Notable Novices were Lloyd Beaubien, Tony Ciarapelli & Gary Brown. Lloyd "Boo-Boo" Beaubien, who obviously subscribes to "Monkey see, Monkey do", followed Franks example & rammed his Scat Cat into a pylon. Unfortunately he missed number 3 pylon & hit #2! No problem Lloyd, as far as we're concerned, any pylon will do. After hitting the pylon, his Scat Cat is now known as a "splat" Cat. Everyone watching thought it would become a "scrap" Cat when he got near enough to a trash barrel. But instead, Lloyd will repair it with any odds & ends he has laying about, & it will become a "rat" Cat. Good luck Lloyd!

Brown & Ciarapelli midaired on take off for 1 heat, but unfortunately no one crashed. Brown lost both blades of his prop & was out of the heat. Ciarapelli flew on with a slightly wounded wing tip. Tony was also plagued with an engine that continually ran too rich. Next year he says he'll try adjusting the needle valve, after some helpful individual pointed out that the rudder clevice is not connected to the engine.

This year, the Warped Wing Award for best crash of the day goes to Lloyd Beaubien for his aforementioned pylon pranging. Best crash of the season goes to Bruce Throne for his wing ejection routine at the 2nd race.

Most of the other novices did a splendid job of racing & will likely be pushing into expert next year; they're no fun either!

Congratulations to all of this years winners & the most improved flyer, "rapid" Roy Catholdi. He now manages to finish his heats before the generator runs out of gas! See you at the races! (next year)

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.

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.



CENTRAL NEW YORK MODEL AIRCRAFT ASSOC.

September 15, 1983

This meeting of the C.N.Y.M.A.A. was called to order by V.P. Ron Leopardi at 7:40 P.M. at Walt's Hobby Shop.

Club representatives present were: George Marsh (ARCS), Roy Catholdi and Ed Zobel (Elbridge), George Beers and Guy Cusenz (OVM), Bob Elkovitch (Auburn), Ron Leopardi (CAMS), Jim Saiff and Greg Uhlig (OMAC) and Al Mortensen (STARS), and Secretary Glenn Cady.

Guests were Gary Barrow (OMAC) and Walt Throne (ARCS).

Secretary read minutes of both the July and August meetings, which met with approval.

Treasurer George Beers reported:

Checking Account - \$657.39
Savings Account - \$2,983.30

Old Business

The CNYMAA is planning to present to fellow (and gal) modelers and public, the 8th Annual Symposium and Model Aircraft Show. Presently it is tentatively scheduled for early February 1984 at the Art & Home Center of the New York State Fair Grounds.

Discussion as to a one or two day event ensued, and results of vote is as follows:

<u>Club</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Both</u>
Elbridge	Yes	No	No
ARCS	No	Yes	No
OVM	Yes	No	No
Auburn	Yes	No	No
STARS	Either Day		No
CAMS	Go with majority		
OMAC	Yes	Yes	Yes

Decision to be made at September 29 Special Symposium Planning Meeting.

Ed Zobel made the motion and seconded by Glenn Cady, that we plan to hold 1984 Symposium at Art & Home Center of New York State Fair Grounds. Passed unanimously.

Walt Throne will contact Mr. Roger Mara at Fair Grounds as to cost of rental for two days versus one day.

Symposium Committee:

- OMAC = Movies and Club Booths
- STARS = Dealer Booths and Static Display
- ARCS = Speakers and Public Relations
- CAMS = Admission
- Guy Cusenz = Raffle tickets/Prizes

Frequency Scanner

The frequency scanner now owned by the Association has become defective. Since a movement had already begun to either convert it to include the new frequencies or replace it, investigation has uncovered the fact that there is not a commercial scanner available yet to cover the new channels. At least one electronic company is considering marketing one so we will keep a watch. Meanwhile, due to the high usage this scanner has had, it was decided to return it to its manufacturer (ACE) for repair. This motion was made by Walt Throne and seconded by Roy Catholdi. Passed by all present.

At the last meeting (August 18, 1983) mention was made about procuring a canopy to be used for shelter at flying sessions. We couldn't even get a motion from the floor on that one!

Picnic

CNYMAA Picnic to be at Onondaga Model Aircraft Club (OMAC) Field, Sunday, October 2, 1983 from 12 Noon till dark. (Rain date, Sunday, October 9th). Bring family, dish to pass, ice chests w/ice, airplanes and sports equipment. Association providing meats, rolls, soft drinks, table settings, etc.

Constitution Amendments

The appointed Constitution Committee of George Beers, Guy Cusenz and Al Mortensen came thru with Flying Colors. We have a ten (10) page draft of a revised constitution which every member should read, study and comment on. Suggested revisions will be reviewed at a special meeting, which will be convened to act upon its acceptance after all interested parties have had ample time to review it.

New Business

The association is sending a letter to Ed Izzo and co-addressed to A.M.A. Headquarters, thanking him for his personal efforts in bringing the NATS back to the East Coast.

Next meeting is September 29, 1983, at 7:30 P.M. at Walts Hobby Shop. Symposium Planning.

Meeting adjourned at 9:35 P.M.

Respectfully submitted,

Glenn A. Cady