

Syracuse Thunderbirds Aero Radio Society



Plane Propwash



March 2024

Charter 473

The next STARS meeting is Wednesday April 10th at 7:00 via ZOOM

2024 Officers

[Mike Mueller, President](#)
[Phil Morgan, Vice President](#)
[Paul Volcko, Treasurer](#)
[Jeff Wolsley, Secretary](#)
[Jeff LaPorte, Safety Officer](#)

Directors:
Michael Graham
Paul Volcko 2019-2023
Jeff LaPorte

Volunteer Staff:
[Jeff Wolsley, Propwash Editor](#)
[Michael Graham, Club Historian](#)
[Paul Volcko, Webmaster](#)
[Jim Johnson, Field Committee](#)
[Mike O'Neill, Facebook Admin](#)

The STARS April 2024 meeting will be on ZOOM, on April 10th, at 7:00. Unless otherwise notified, the monthly meetings will be held via ZOOM October through April. The STARS regular monthly meetings will return to the STARS field in May 2024.

Why AMA for our club?

As I am sure you all know, we have been members of Academy of Model Aeronautics for a very long time. As a new member myself, for my education, and others that may not know the benefits of AMA membership, I thought I'd attempt to mention just a few of the advantages of our club being members of AMA

1. AMA is the longest standing, nationally recognized organization directly related to the central purpose of our club.
2. Financial: Liability insurance is covered for AMA chartered clubs and extends to claims arising from model flying, as well as non-model flying accidents. Club officers are also provided primary liability insurance coverage for the duties they perform associated with the club activities. The policy limits are \$2,500,000 per occurrence and \$5,000,000 annually for all claims per location. Cost to the club is \$40/year. It is impossible to get this amount of insurance at this price anywhere else.
3. AMA sanctioned clubs may apply for a site improvement grant, a club disaster relief grant, a club public relations and reward grant, and a grant for the purchase of an automated external defibrillator.
4. We are recognized as a Gold Level Leader Club AMA member. We receive higher scores when

applying for Flying Site Improvement grants, and Take off And Grow (TAG grants).

5. Because of the diligence of AMA and its membership, in fighting for recreational flying and against the initial Remote ID rule proposal, FRIAs (FAA Recognized Identification Areas) were included in the final Remote ID rules, allowing anyone to fly at a FRIA without having Remote ID hardware.
6. AMA provides a semblance of protection from an over reaching government to provide a channel for information. They also offer assistance to clubs with issues with regards to zoning challenges, and other regulatory encroachment on our flying sites and the hobby as a whole.
7. AMA Provides structures for operations for individual clubs, as well as for individual members.
8. Because of the diligence of AMA and its membership, in fighting for recreational flying and against.

The AMA is a very valuable resource to provide knowledge and resources to assist us in being as successful as possible. We acknowledge that no institution is perfect, but they have represented us well, especially over the past couple of years with all the rules and regulations coming out of Washington. We will continue to participate enthusiastically, using as many tools as possible to help our club in our hobby.

Mike. president@cnystars.com,
mmuellerva@yahoo.com
(804) 873-8928

Secretary s Report: Jeff Wolsley

Note: There is a new section in the Propwash labeled **Important Links For STARS Members**. This section contains links that every STARS member should be aware of.

The March STARS meeting was held on ZOOM. The meeting was called to order at 7:00 by President Mike Mueller. There were 14 Open members, 2 Associate member, 0 Family members, 0 Youth members, and 1 Guest in attendance.

Secretary s Report:

The Secretary s report from the February Propwash was accepted as published. Motion to accept by Jeff LaPorte and 2nd by Mike Graham. Carried.

Treasurer s Report: Bob Rowe

Bob reviewed the 2023 finances and outlook for 2024. There was a lot of spirited discussion surrounding the financial outlook for the club regarding the rest of 2024 and the coming years. The incoming Treasurer, Paul Volcko, has reviewed the situation directly with Bob. Additional guiderails will be added to ensure more fiscal direction is maintained. Paul will provide some additional clarification on the comments made at this meeting, in the April meeting.

A motion to accept the Treasurer s report was made by Phil Morgan and 2nd by Mike Graham. Carried.

Correspondence:

No correspondence this month.

Committee Reports:

Safety Report: Jeff LaPorte

Jeff reported that the club continues to operate safely. The season is just getting going so there isn t much to report yet.

AMA Report: Phil Morgan

Phil reported FAA has received and needs to process 7147 FRIA applications. That is the justification to allow the AMA, as an approved CBO, to self-approve. The FAA recertification has not been approved by Congress yet. Events like the NEAT Fair could be approved by the AMA because it is a temporary event. This includes temporary altitude waivers at sanctioned events. Here is a link to the latest from the AMA- [FAA/AMA latest news](#)

Phil noted the registration has opened for the 2024 NATS. The Aeromodelling Championships begin July 1st.

Field Committee: Jim Johnson

Jim reported that this winter has been a little rough on the field. Some of the fence posts have broken off. Some of the electrical outlets have come loose. The red shed needs to be cleaned out. These can be discussed more with Jim and addressed at the spring cleanup scheduled for April 13th.

Old Business:

STARS Website:

Paul reported that he will be updating/revamping the website. He s looking at a new main page and camera page. The other pages will come over.

STARS Facebook: Mike O Neill

Nothing to report.

Real Estate Committee:

No report given.

Flight schools:

Phil Morgan suggested the Flight school students are issued a flight log to help track and review their progress. Not only for themselves but so their flight instructors can keep their training progressing toward their solo flight. Some felt that this was not the best use of their time.

Fixed Wing- Bod Rowe. Starts April 18 with Pre-Flight Workshop. Regular night from May 2 thru September 12. See flyer attached below.

Flight school is not just for beginners either. If you have ever been interested in picking up some advanced maneuvers such as 3D, the instructors can help you with that. Maybe you have trouble with landing on the runway, or avoiding the runway, the instructors can help with that too.

No report given for any of the special interest groups.

Heli Night- Bob Fisk

Jet Night- Gary Natali

Big Bird- Mike Amie and Mike Mueller

Control Line- Mike O Neill

Mike Graham has new flyers for Heli Night and Big Bird night.

Events Planning:

STARS Family Picnic

Bob Rowe started discussion regarding the Family Picnic. It was suggested that maybe this event gets combined with the Airshow?

The financial impact of past picnics was discussed.

Issues regarding combining this with the Airshow- fewer people are staying after the event for the pilot dinner leading to the cancellation of that part of the Airshow.

A lot of the club families enjoy the family picnic event by itself.

The survey that was put out yielded these results: 27 total responses. 15- Do something else. 12- Do what we re already doing.

Model Aircraft Forum

The Syracuse Science Academy venue is not available. Liverpool High School is not available for 2024, but is available for 2025. It was determined that it just wasn t going to work this year so the Forum has been cancelled.

Field Improvements- Long Term Planning:

Future Funding- Look at ways of creating revenue streams to help fund the club. Grow our existing revenue generators. New committee to explore this area? Jim Johnson and Herb Moore expressed interest and need two more volunteers.

In a previous meeting, Mike O Neill mentioned the new Micron Plant starting up in Clay. There will be a flood of tech people and population growth in our area. We should be thinking of ways to promote our club.

CONTINUE FIELD SMOOTHING-

Continue to improve the field. Fill the low spots and grade off areas that attract standing water.

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AED MACHINE UPGRADE/STORAGE-

Phil Morgan requested a heated storage box for the AED so it can be kept at the field year-round. Nothing too elaborate. A 6 x 14 x 14 box with a 100watt lightbulb should be sufficient.

Repair clubhouse siding- There are several areas near the ground that need attention.

Flight line table replacement- There are four new tables ready to go in the red shed..

Internet Access- Value vs cost. Internet access costs a little over 100.00/month. Currently the field cameras and other important features at the field require internet access.

Food Pricing- Value vs cost. The BOD has met and looked at raising food prices. Currently the cost is not being covered. Some of those reasons have been discussed and will be addressed by tightening up control of sales. There is approximately a 20% increase across all food items. There was a lot of opposition to raising the cost of water so the price will remain at 1.00.

Taxi way- There is a lot of opposition to this and has been expressed in previous meetings. Jim Johnson has a way of doing this without expending any money or adding any kind of possible impediment. Both of these issues have been points of contention in the past. He has experimented with and demonstrated that a simple change in the mowing method can create a taxi way .

Port -a-potty- This was looked at as an area to possibly save some money. Rent and service is around 120.00/month while at the field. Buy our own? That s a 799.00 to 899.00 commitment and how long will it last. Contract for service only, what s the cost? Likelihood of a club member cleaning it- ZERO. Need to contact current vendor/other vendors and see what savings are possible and report back. Mike Mueller has agreed to take this on.

New Business:

New Members:

No new members for the meeting to vote on.

Club Hat Order:

Club hats are available. They are 20.00 each. Put your money in the soda bank in the fridge before you take a hat. The white hats are already gone. See Paul V. about custom embroidery on the hat. The embroidery starts at \$8.00.

Adjournment:

The March 2024 regular monthly meeting of the STARS was adjourned at 7:52.

Secretary, Jeff Wolsley

Calendar of Events

NOTICE: EVENT DATES MAY CHANGE OR CANCELLED OUTRIGHT.

Calendar of Events for January and beyond:

Editor s Note- Check with the event sponsor for actual date and time. These dates are accurate at the time the Propwash was published. New events are added all the time.

Model Aircraft Forum- **Cancelled**

April 13- STARS Field Spring Clean Up 9:00

April 18- STARS Flight School Pre-Flight Workshop

May 2- Fixed wing Flight School. First Night.

May 4- [Maker Faire NYS Fairgrounds](#)

May 18- STARS 2nd Control Line Fun Fly (*sanctioned event*)

June 7- (tentative) Liverpool High School field trip

June 15- STARS Family BBQ

July 20- STARS Heli Jam (*sanctioned event*)

August 31- STARS Air Show (*sanctioned event*)

October 5- STARS Ringmaster Fly-a-thon

For additional events, click here→ [AMA DII Event Listing](#)

STARS Flight Schools- Flight School is back for 2024!

Fixed wing- Pre-flight workshop April 18th, 5pm to 7. Fixed Wing Flight School starts May 2 and runs to Sept. 12, 5pm to sunset. See the attached flyer below.

Heli/Multi Rotor- Still meeting informally when the weather permits. See you back in 2024.

Indoor Flying

The Indoor flying schedule will be updated here as soon as I get updates.

Indoor flying at Sacred Heart Church Cicero was forwarded to me by Tim Smarzo of the Voltaires.

Mondays 1:30 to 4:00 and Thursdays 12:30 to 3:30 (as of 11/29/23).

The church has become more security conscience. All doors are locked except the main door. The gym lighting switch has changed. The new key is in the same place as always, the cabinet in the kitchen, attached to a piece of aluminum bar. Unlock (If locked) pull up the plate, and flip the switch. All doors have alarms except the Gym door. This means that once a member comes in the front door we can use the gym door to haul gear in and out. We need, as always, to make sure the lights are off and doors are closed all the way before the last person leaves.

The following needs confirmation-

[Underground R/C Destiny USA](#). Tuesday evenings/nights 315-715-4508

Manlius Pebble Hill- So far is listed as no flying this winter (as of 11/29/23).

[Camillus Indoor Aviators \(CIA\)](#) Indoor flying at First Baptist Church located at 1960 State Route 5 in Elbridge 11/18 thru ?, on Friday evenings. If enough interest is generated, flying possibly permitted on Saturdays as well.

[CNY Indoor Flying Society](#) No group contact available.

[Walt s Hobbytown](#)- NO INDOOR FLYING THIS SEASON

[MexAir R/C](#) NO INDOOR FLYING THIS SEASON



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.**

Classified Ads-

FOR SALE:

WANTED:

Warren Wagner s SIG Kwik-Built Chipmunk partially completed aircraft. If you have it and would like to re-home it, please let me know.

jwolsley@verizon.net

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.

Important Links For STARS Members-

STARS Website:

The STARS website- cnystars.com

STARS Webcam:

The STARS webcam- <https://www.cnystars.com/cameras.php>

STARS ZOOM Meetings:

STARS meetings will be held on-line via ZOOM October to April or in case of bad weather. Watch for notification prior to the meeting start time.

The ZOOM meeting credentials are on the STARS web page, and are sent out with the fall/winter/spring Propwash email.

ZOOM Meeting link:

<https://us02web.zoom.us/j/88488515371?pwd=c2ZiRWVkMkIrbGZ5WENDaE12SIB5Zz09>

To join from the STARS web page, go to cnystars.com. Then click on the club events tab. On the club events page, in the lower right under Club Meetings, click the red text that says **online via ZOOM**. This will take you to the ZOOM meeting. Click on the Launch Meeting button. You will enter into the meeting, or you may see a dialog box that says, Please wait for the host to start the meeting .

If you don t already have ZOOM installed on your computer for the first time, below the Launch Meeting button, it says- Don t have Zoom client installed? Download Now . Click on the Download Now text and follow the prompts to set up ZOOM on your computer.

Facebook:

The STARS Facebook page- <https://www.facebook.com/groups/amastars/> There are 289 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.

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Attention New Members:

Please take the TRUST test if you haven't already. This is a 100% pass test.

TRUST- The Recreational UAS Safety Test

The test can be found here-

<https://trust.pilotinstitute.com> or here-

<https://trust.modelaircraft.org/>

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

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

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

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

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

Academy of Model Aeronautics:

[Academy of Model Aeronautics \(modelaircraft.org\)](http://www.modelaircraft.org)

The AMA Government relations blog- [AMA IN ACTION](#)

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

This is a link to some FAQ from the AMA regarding remote ID- [Remote-ID-FAQ-Feb2023.pdf \(modelaircraft.org\)](#)

Federal Aviation Administration (FAA):

This is to set up or renew your FAA registration. Renewal is every three (3) years. You will or already have received your renewal email. The email is from uas.faadronezone@faa.gov. Entry or renewal is \$5.00.

[FAADroneZone Access - Home](#)

Phone Apps:

[UASidekick - 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.

B4UFLY- Download this app to your cell phone. FAA uses this to alert pilots to possible stoppage in your flying area.

Air Control- Download this app to your phone. This is to set up your flight if you are flying outside of a FRIA.

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.



The latest satellite photo with the new runway! Just need the control line circle improvements. Thanks Gary Natali

STARS FAA APPROVED FRIA AREA.



ACADEMY OF MODEL AERONAUTICS

FAA-RECOGNIZED IDENTIFICATION AREA

A FRIA IS A DEFINED GEOGRAPHIC AREA WHERE DRONES CAN BE FLOWN WITHOUT REMOTE ID EQUIPMENT.

Remember: A repaired aircraft should be treated just like a new aircraft. It needs a full ground check before flying. Don't forget to inspect the areas that were not repaired. They may have hidden damage. Fly it like it's the first time in the air and will need a full functional check before flying it in front of spectators or in competition.



From Michael Graham- Mike sent this before now came. I wanted to save it for the building season. Some information for those of you who still build aircraft from sticks and repair them occasionally.

First the history lesson and origin-

HISTORY OF AMBROID GLUE

An article published in the May 2012 edition of MaxFax, Stew Meyers, Editor

While cruising the web, I stumbled across this fascinating history: Before Ambroid glue, you patched the birch bark or canvas on your canoe with spruce gum. It was an art and an ordeal. You gathered dried knots of pitch from spruce or pine trees. These were nurtured with patience from the trees by creating gumming notches. You harvested the knots and took them on trip with you. When you sprung a leak you started up a fire and rendered them with fat. The gum was applied while still hot. And if you didn't get your mix just right!

In 1900 the canvas canoe was on the cusp of revolutionizing canoeing and launching the canoe-building industry. Charles Seavern, president of Howe & French, Inc. a Boston chemical company, was an ardent trout fisherman and canoeist. He was more than familiar with the time-consuming, messy gumming process from his Maine fishing trips in birch bark canoes. Howe & French processed used tortoise-shell glasses to recover camphor. The leftover

celluloid was burned. Celluloid had made its debut as the first plastic. It was little more than cellulose, obtained from plants such as cotton, and camphor the plasticizer. As plastic was waterproof, it occurred to Seavern that a replacement for gum could be made from this waste. No more pitch gathering. No more fires. No more rendering. Just open a tin can and apply. It might have some color problems but the bottom of a birchbark canoe was not a designer's paradise. And since his company had waste celluloid to burn, the price of the raw material couldn't be beat.

With testing, Seavern found that his glue exceeded his original hopes as an adhesive, not only for birch bark, but the new canvas canoes as well. It was fast-drying, flexible, strong and above all, waterproof - as the packaging would later boast. Two words, amber (its color) and celluloid were combined to create the brand name Ambroid.

The liquid plastic was sold in small, round tins to sporting-goods outlets and in larger one-gallon cans to canoe-repair shops. Old Town Canoe Company became one of the first customers of the Ambroid

-- Continued--

Company, apparently even for a time, providing a tube with each canvas canoe sold. Old Town still sells Ambroid in its Wood/Canvas Repair Kit. Hudson's Bay Company became another early customer, selling large quantities across Canada through its posts and inland stores to hunters, trappers, surveyors, prospectors and natives. Ambroid is still sold by the successor, The North West Company, which operates the inland stores.

Old-time builders swear by the stuff for patching canvas. "I had an old canoe come into my shop with a complete double bottom of canvas glued on with Ambroid," says Rollin Thurlow, of Northwoods Canoe Co. in Maine. Northern Ontario-based Camp Keewaydin, founded in 1894, is the world's oldest canoe-trip operator. As one of the few institutions still running whitewater in wood-canvas canoes, its six-week trips into remote areas carry a pound and a half of Ambroid. As you can imagine, the staff are adept at handed down, backwoods, canvas-repair tricks like double-patching and burning on a patch, all with Ambroid.

The reconstituted tortoise-shell glasses did not immediately go into lead tubes because the lead caused the cement to gel. Citric acid was eventually

added as a preventive. With the adoption of the tube, it replaced tin cans on canoe trips. Old-timers have told the Ambroid Company that it lasts for decades in the tubes. (Today, lead tubes have been replaced for safety and health with annealed-aluminum tubes.)

Not only was the amber liquid one of the world's first plastic glues (chemists like to point out it is not a glue but a cement), but it became one of the most widely-known brand names in the wood-canvas canoe industry. You didn't leave home without it. Its ease of use revolutionized repairs and must have helped accelerate the popularity of the canvas canoe.

The original Ambroid, marketed as Original Liquid Cement, is still popular with hobbyists who use it on wood models because it bonds so well to porous materials. It is widely available at hobby shops. Though sales of Ambroid to canoeists have fallen with the decline in wood-canvas canoe use over the past three decades, the first commercial canvas cement is still holding on patches and outshining today's high-tech glues.

The application-

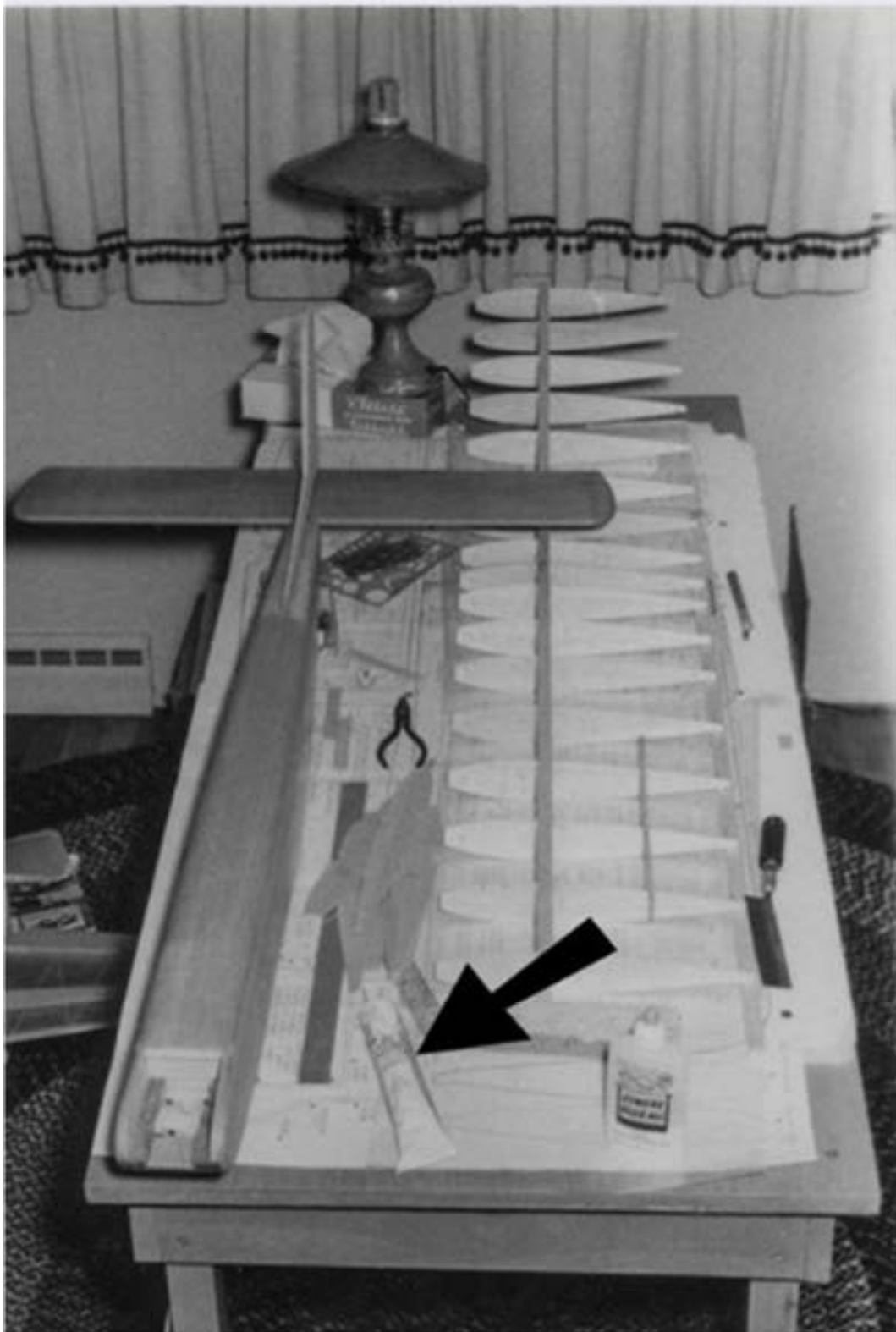
Mike wrote:

I found this in one of the piles in the STARS pavilion:



Yup, and the glue was still usable!!

That was the go-to glue back in the day!!



That s a *Citron* wing (above) I m building in 1966. Ambroid and Elmer s white glue were the cements used to glue balsa back then....

Ambroid glue (cement) was actually invented to replace the spruce gum used to build birch or canvas canoes. The brand name Ambroid is a combination of the words amber and celluloid.

See attached pdf for the story of Ambroid.

-- Continued--

The replacement for Android cement is now a nitrocellulose adhesive called Ambrulose or Am-droid cement.

Mark Vancil : to Free Flight

If you like using Ambroid, Duco or Sigment, I believe we now have a very good, perhaps superior, substitute in Ambrulose. I've tried it out, out of hopeful curiosity, and I've found it's great....its natural viscosity and drying time are perfect for free flight models, just like Ambroid. You double coat the two surfaces of course as usual, but it is strong, sandable, dries relatively quickly, and very light when dry (unlike CA). I like the plastic dispenser also, as it does not clog up, and there is very little waste of glue. Advantages of this type of glue is that once dried, you can easily unglue it for repairs or readjustments with acetone or lacquer thinner. It can be thinned with acetone (but not lacquer thinner as lacquer breaks it down and removes its adherence qualities). Try it, I'm sure you'll love it. The seller is on RC Groups and on eBay and his moniker is "Otakar." If you buy off RC Groups direct, it costs 10% less. From Otakar: "The main difference between this cement and the original is that it is made from Virgin Gun-Cotton and not recycled Nitrocellulose as the original Ambroid was. Otherwise the formulation is the same. With the Gun Cotton and all solvents being hygroscopic, adhesion to higher moisture content materials is better. Since wood and other plant based products such as cotton and paper are made of Cellulose, hence the good adhesion properties of Nitrocellulose cement. All the modern adhesives are synthetic Nitro Butyrate and do not have the same adhesion. This was done to reduce the flammability of the modern cement after drying. Nitrocellulose cement is actually more flammable after drying than while still wet with solvent. It is the basis of all modern smokeless gunpowder and many rocket fuels."



a *TRADITIONAL*
Model Airplane Cement

50ml of
nitrocellulose cement

WWW.VOLAREPRODUCTS.COM



-- Continued--

On an airframe with tissue and clear dope, Ambroid was definitely unsightly. Ducco, Testor's, and Siment are all invisible under tissue and clear dope. However, I used Ambroid under colored silk and dope and found it to be mostly invisible...



Thanks, Mike.

S.T.A.R.S.

Flight Training Program



2024



When?

Every Thursday evening from 5:30 PM to Sunset
May 02, 2024 through September 12, 2024

Where?

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

Who?

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

PreFlight Workshop

Held at STARS Flying Field in Phoenix, NY

Thursday April 18, 2024 at 5-7 PM



Interested?

Contact:



FB Workshop SENIOR FLIGHT INSTRUCTOR: Bob Rowe (315/440-1519) FB Flightschool

www.cnvstars.com



S.T.A.R.S.

www.cnystars.com

www.facebook.com/cnystars



2024



Helicopter and Multirotor Night



STARS Events

When?

Every Tuesday evening from 5 PM to Sunset
April 30, 2024 through October 01, 2024



FB Heli Nights

Where?

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

All skill levels welcome, but must be an AMA Member to fly and must provide your own outdoor capable helicopter or multirotor aircraft.
Build help and flight instruction available.

Interested?

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

For more information, contact Paul Voleko at 315/708-2009



Charter 473

S.T.A.R.S.

www.cnystars.com

www.facebook.com/cnystars



2024 *Big Bird Night*



STARS Events

When?

Every Wednesday evening from 5 PM to Sunset
May 01, 2024 through October 02, 2024



FB BB Night

Where?

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

All skill levels welcome, but must be an AMA Member to fly.
Open to any type of big scale or sport aircraft!!

Interested?

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

For more information, contact Mike Mueller at 804/873-8928



Charter 473

S.T.A.R.S.

www.cnvstars.com

www.facebook.com/cnvstars



2024



Jet Night



STARS Events

When?

Every Monday evening from 5 PM to Sunset
April 29, 2024 through September 30, 2024



FB Jet Night

Where?

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

All skill levels welcome, but must be an AMA Member to fly.
Open to any type of EDF or turbine aircraft!!

Interested?

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

For more information, contact Gary Natali at 315/657-5695



Charter 473
AMA Sanctioned

S.T.A.R.S.

<http://www.cnvstars.com>

www.facebook.com/cnvstars/

2nd Control Line Fun Fly

*Two flight circles
and In-Stunt Pattern Tracing*

Saturday, May 18, 2024

Rain Date: Sunday, May 19, 2024

10 AM to 4:00 PM



New takeoff runway and
pilot's concrete center pad!!

*Show off and fly your winter builds!
Fun Fly Events through out the day!
New Pilot flying!*



Bring your canopies and setup at the field for a day of control-line fun!!

Bring your tables and chairs!!

Power available for charging batteries

Ample room for parking!!

No parking fee, landing fee or pre-registration!!

Food and beverages available to all during day



STARS events

Event Director, Mike O'Neill, at 315-720-9111

Contest Director, Paul Volecko, at 315-708-2009



FB CL event

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.

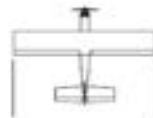
Ask someone to help and walk away from the model until signs of loss of control are apparent. If electric powered ensure that the range is not worse with the motor running.

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.

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: *2.4 GHz technology is prevalent in the hobby. In general, transmitter impound and channel flagging is no longer necessary. Pilots using a non-2.4 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.*

STARS Club Rules- End 07April24



Photo courtesy Mike Graham archives

The STARS pavilion goes up c.1977. Mike identified the person on the ladder as Lon Sauter. Not sure who the others are.

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.

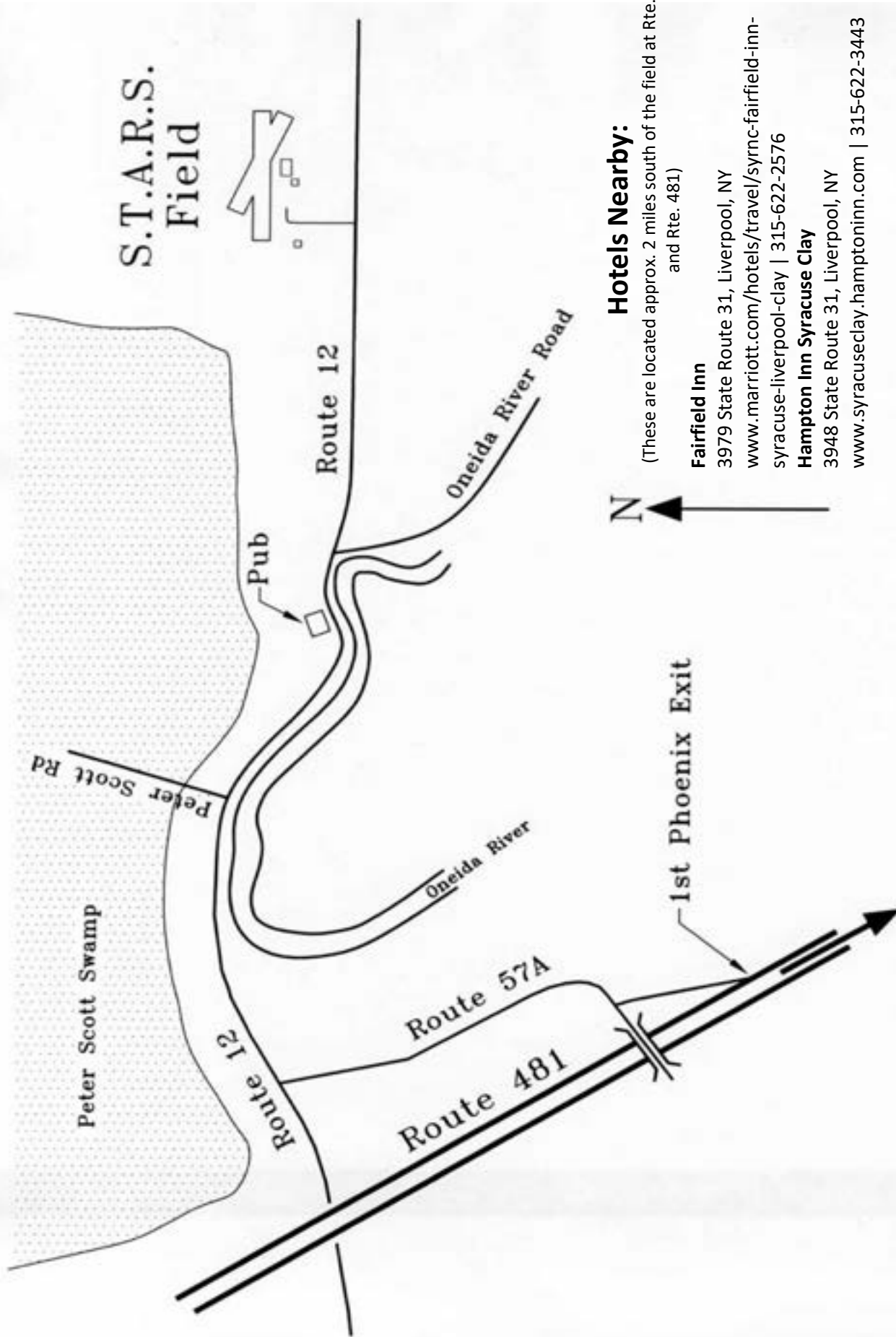
5. Replacement Courtesy:

- 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 on the STARS premises or the activities thereon are for personal and non-commercial use.
- Guests and the general public may be permitted to photograph or video the STARS property and activities thereon, but only for personal and non-commercial use, and only with the prior written consent of the Club's executive board.

Map to the STARS



S.T.A.R.S.
Field

Pub

Route 12

Oneida River Road

Oneida River

Route 57A

Route 481

1st Phoenix Exit

N

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

staramap.dwg
rev 12 Feb 03

Map to S.T.A.R.S. Flying Field in Phoenix, New York



Est. 1965

Syracuse Thunderbirds Aero Radio Society

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



Charter 473

Membership Application Form

Date: _____

Membership: Open (\$160 share+\$60 dues) Extra Family member (\$30.00)
 Associate (\$75.00) Youth (< AMA age 19 - \$0.00)
 Park Pilot - Associate (\$75.00) Park Pilot - Youth (< AMA age 19 - \$0.00)

Name: _____

Address: _____

Phone (for roster): _____

AMA: _____ DOB: _____

STARS Member(s) Contacted: _____

Primary Interests (Sport, Scale, Pattern, Fun Fly, etc.): _____

Email Address (for newsletter and notices): _____

Emergency Contact Name: _____ Phone: _____

You must be a current member of the Academy of Model Aeronautics (AMA) in order to join the STARS. Please show your AMA card to the Officer given this application or include a photocopy of the application for the license.

"I have read and agree to abide by the STARS Field Safety Rules." (on back)

Submit this form to a Club Officer

Rev 16aug17



Syracuse Thunderbirds Aero Radio Society



<https://www.cystars.com>

Membership Renewal 2024

Return renewals to our Treasurer, Bob Rowe, via mail to: 211 Sedgwick Drive, Syracuse, NY, 13203.
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, 2024. Limited voting rights.	\$0
<input type="checkbox"/>	Park Pilot	Operates under the model restrictions of a Park Pilot AMA membership (electrics, <2lbs, <60mph). Limited voting rights.	\$75
<input type="checkbox"/>	Associate	Full use of club facilities. Limited voting rights.	\$75
<input type="checkbox"/>	Open	Full use of club facilities. Holds ownership share with full 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 or Associate membership already. Limited voting rights.	\$30

All flying conducted under AMA rules and guidelines. Active AMA membership or allowed exemption required to fly. 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 Bob in January, or before, if you need an extension. If you wish to change your membership type, such as upgrading from Associate to Open, please contact Bob or another club officer.

Please provide your updated contact information below.

Address: _____

Phone: _____

Email: _____

Emergency Contact Name: _____ Phone: _____