

Editor's Dust Devil

Yes, I couldn't resist just a little editorial comment in this local edition. Due to a recent load of paperwork (notably the Pearl River Seminar and re-re-chartering the section), the 4.89 edition of STAR-DATE is not ready yet. Hopefully, I can get it out by the end of next week (April 7). In the mean time, I am distributing this local edition at the ASTRE Sport Launch (April 1; or maybe 2, the way the weather looks now).

Among the items included is a regional meet pre-registration form. To help generate the club funds for the trophies, I am asking people to pre-register. As an incentive, there is a two dollar discount in the meet fees if you register at least a week prior to the first regional (by May 1). The fees will be seven dollars for an A Division entry (individual or team), nine for B Division, and eleven for C Division. After May 1, the fees will be nine dollars for A Division, eleven for B Division, and thirteen for C Division. A team pays just one entry fee; be sure to include the team name.

In the May issue of STAR-DATE we should have plans for Art Rose's Sling Pod and (maybe) an Arocket/glider. If there is sufficient interest, I may make these plans available to club members prior to their publication. Let me know.



Custom Aerotech Order

Will Safford is making a special club order for Aerotech D7 motors. D7 motors are 24mm D versions of the E6 motor. They are very useful for the B/G and R/G events, especially for RC fliers. These motors are no longer listed in the Aerotech catalog, and are now available only by special order. Will is having Aerotech make a special batch of them specifically for the RC R/G flyers in the club. He will be getting a discount on the motors, too--list price is \$10.95, but Will is getting them for \$8.75 each. Anyone, RC flyer or not, who wants to order any of these motors, or any custom E6 motors with the rod-and-sleeve core geometry (needed for RC BG's) should contact Will by no later than April 15, 1989. Talk to him at the ASTRE Sport Launch, ASTRO-14, or call him at (914) 779-5348 (before 10:00 pm).

AmSpam Notes

Yes, its spring and a young man's thoughts turn to... gliders? By some coincidence, AmSpam is featuring several glider plans just about the same time we are publishing some in STAR-DATE.

Their glider article looks pretty good, at a quick glance, as does the Rocky Mountain Canary B/G plans. However, I would recommend against building the Sylph R/G. I say so for three reasons: 1) I don't trust no-moving-parts R/Gs (as I explained at the March 28 meeting). While some do work, I am skeptical of them and I am particularly skeptical of the "average modeler" being able to build them from plans and get them to perform just like the designer's model. 2) This thing is a brick! The flying surfaces are solid basswood!!! I have an A R/G made from balsa (admittedly its a bit smaller, 23 vs. 29 square inches) and it weighs only half as much (8.25 vs. 16.8 grams). 3) I know Paul Vandall flew in the '70s, but I don't know if he has flown anything in the past ten years. While this may have been a decent (or even competitive) design in the first few years of R/G flying, it just doesn't cut it today. Save your time and materials and build the plan in STAR-DATE next month.

As a side note, did you notice the cover billing the "Sylph Boost Glider" and the "Rocky Mountain Canary R/G", while inside you find the Rocky Mountain Canary B/G and the Sylph R/G? Maybe it's John's little April Fool joke.

ASTRE Regionals Application

Name: _____

Address: _____

Phone: _____

Team Name: _____

Select Meet(s)

- The Trouble With Tribbles - May 6-7
- A Piece Of The Action - May 27-28

Registration Fee

- \$7.00 per meet - A Division
- \$9.00 per meet - B Division
- \$11.00 per meet - C Division
- \$2.00 per meet - Late Fee (after May 1)

Total Enclosed: _____

Make check or money order payable to Jeff Vincent.

Send to: Jeff Vincent, Box 523,
Slingerlands, NY 12159.

HEY "A", THIS ONE'S FOR YOU ! ! !

Well guys, the big day is getting closer, your first attendance at an Official NAR Meet. If you have checked the Club Calendar and it is a good idea to tack the sheet on a place like next to your closet or bedroom door so you remember to keep track of the meet dates, you will see that ASTRO 14 is fast approaching! Now is the time to start gathering your supplies and putting them in a good sturdy box that is easy for YOU to carry! Lets try to be a bit organized too; this means separating your streamers from your parachutes and putting small pieces of equipment in containers such as margerine tubs (with covers) or small plastic bags. Then it is easy to mark the tops with a permanent marker so you will know exactly what is inside each one. Make sure you have all your supplies marked with your own sign of identification as your name, initials or a certain color tape. all these little things take some time but will save a lot of time out on the field when you are preparing your models for flight. As you will soon learn all the time you can save in preparation means extra time for you when you are getting all the models ready for each event. You don't want to be left out not being ready for an event so do your "homework" properly. Take the sheet with the events listed. Make sure your models are in good flying condition or correct the problem and make the repairs so the glue has a good chance to dry! Also, make sure you have enough engines and ignitors for all the flights and it won't hurt to have a few extra just to play it safe. Don't forget your masking tape, powder scissors, pliers (helpful to pull out engines) , sandpaper, super-glue, and pen or pencil. You should also plan on bringing some sort of ground cover as a tarp or heavy blanket or board to set your supplies, etc. on as the ground can be cold and wet. Dress warmly and please wear boots as you will be recovering your model in a pasture area which can be muddy in places and also there is cow & horse manure around! Try not to forget anything because it is a real pain to have to go all the way back home to get something and you won't be too popular with your parents. Above all, don't be afraid to ask for help if you are not sure about something. Sure, all of the other flyers look like they really know what it's all about but we did start someplace and were just as uncertain about some things as you are , so don't be afraid to ask! So, we are looking foward to seeing you at the Meet and know you are going to enjoy it a lot better if you are READY !!!

STILL MORE LOCAL NEWS - 4/4/89

April Sport Launch

ASTRE conducted its first launch of the season Sunday, April 2. The weatherman seemed determined to play an April Fool trick on us: first, a week of rain prior to the meet, after a long dry spell and, second, a forecast for Saturday (our original date) which called for up to six inches of snow and freezing temperatures. Luckily, the forecast fizzled and Sunday was sunny with temperatures around fifty degrees, making for good flying weather. However, there were many patches of standing water in the field, making waterproof boots a must.

The first launch of the year is typically a chance to blow out the cobwebs and get back in the habit of flying models and running the range efficiently. This launch also allowed our gaggle of new A Division members to learn the proper procedure involved in flying on an RSO-controlled range. There was a good turn-out (over twenty people) and many interesting models were flown.

This year's launch also had a second purpose: gaining some experience in tracking altitude models. We are scheduling four altitude events at our regional meets and, as we have never tracked before, this was a vital first step in preparing to host those events. I think it is safe to say that we achieved a great deal and learned a lot in the process. We measured and marked three baselines on the south side of the field, ranging from 357 to 648 meters. We tested the new trackers and tripods built by Chuck Weiss and the LaVallees. Four novice trackers learned how to track.

Among the dozens of flights, we got data on twenty-eight flights. We achieved a closure rate of 71%, not at all bad considering the inexperience of the trackers (and flyers) and the vast variety of models flown. The altitude data is shown below, with any information on the flight (unfortunately, due to the informal nature of the launch, the data is incomplete for some flights). All altitudes are in meters (1m = 3.3ft). Flights with a closure greater than ten percent (marked *) are "No Closes", too inaccurate to be used for official purposes.

Model Info	Alt.	Close.	Model Info	Alt.	Close.
Vincent, C Altitude, C6-7	504.9m	0.2%	Safford, Alpha, B6-4	204.0m	2.6%
Taylor, 2-stage, E28-E5	406.5m	1.3%	Taylor, 2-stage, A10-A3	233.8m	6.0%
Alpha, C6	299.6m	0.3%	2x D12	153.7m	2.3%
Black Honest John, B6	94.3m	1.1%	Der V-3, D12	181.1m	13.9%*
Foxfire, C5-3	228.0m	3.0%	Taylor, Trident, B4-2	61.9m	34.0%*
Taylor, Viper 3, 3x E5-4	203.8m	11.7%*	J. LaVallee, B EL	53.5m	7.5%
Cub Scout, B6-4	129.1m	11.4%*	Safford, 2x D12	189.3m	4.0%
Vincent, Pershing, E28-4	125.1m	1.9%	Taylor, Red Max, C6	80.2m	10.7%*
Big Bertha, C6-5	116.9m	1.1%	Vincent, Sandpiper, C6-7	318.8m	3.2%
Safford, Stupidroc, F10-4	705.0m	3.4%	C6-5	341.3m	4.3%
Safford, Shark, E50-5	184.4m	4.6%	Bullpup, A	24.5m	11.5%*
Vincent, V-2, 3x C6-5	265.8m	2.3%	X-16, B	83.8m	2.2%
Safford, MRC Enforcer, A8-3	62.6m	11.7%*	Bullpup, B	87.2m	12.5%*
Taylor, E50-5	310.4m	7.0%	???	97.8m	8.2%