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I THINK IT'S ABOUT TIME THAT WE...

...take a moment to congratulate some very special people of our acquaintance... *I think it's about time that we...*

(1.) ...congratulate Dave Mathewson (formerly our District II Vice President), for taking over the reins of the AMA!

(2.) ...congratulate our own President, Gary Fitch, for stepping up to become our new District II Vice President!

(3.) ...realize we may be the only club that ever had TWO AMA Vice-Presidents as members, AT THE SAME TIME (Gary and Bob Brown)!



being flown in both directions; therefore disproving the belief that they must only be flown upwind. As for an aircraft's speed, all else being equal, it flies at the same speed upwind as it does downwind. The Key word here is "flies". Unlike ground vehicles, an aircraft has two speeds. 1. AIRSPEED and 2. GROUNDSPEED. Airspeed is the speed that the craft is traveling through the air while groundspeed is arrived at by adding the relative windspeed to or subtracting it from the aircraft's airspeed.

That which is observed by an RC pilot is a model's groundspeed, not its airspeed; however, that which controls a model's ability to fly is airspeed and not groundspeed. Herein lies the difficulty. Although the model may appear to be traveling at a proper rate of speed, it may

PRINCIPLES OF FLIGHT- Lesson 1 by Walt Hibbard

I have found that many RC modelers misunderstand the effect that wind has on an aircraft. I have often heard remarks such as: Aerobatic maneuvers can only be performed when flying into the wind (upwind), or that an aircraft flies slower upwind than it does when it is flying with the wind (downwind) etc.

Neither of these beliefs is accurate. Anyone who has ever attended a full scale airshow can attest to having seen aerobatics performed equally well while

in fact by flying much too fast (when flying upwind) or too slow (when flying downwind), for whatever maneuver is intended. the pilot must learn to allow for this perceptual problem and add to or reduce the model's groundspeed, so as to maintain the needed airspeed for said maneuver. It should then be obvious that a safe pilot will always check the wind-speed and direction before taking off, so that he or she will always know what GROUNDSPEED must be observed in order to maintain a safe AIRSPEED. That's it for this month.

'Til next time, may your skies be blue and the winds be calm.

Model Aviation Principles 101... "It's best to keep the pointy end going forward as much as possible!"

MEMBER BIO OF THE MONTH

I have been looking forward to interviewing Bob Bush for several weeks now, because Bob seems to always have something nice or positive to say about everyone. I have found Bob to be a very interesting and modest gentleman with whom to converse. So, here's his story.

About seven years ago- in 2000, Bob retired from IRR Supply in Olean as a wholesale plumbing and heating salesman. He and his wife "Vi", of 49 years this year, make their home in Allegany, NY.

From their five children, they have nine grandchildren. One daughter lives in Olean, one in Clark Summit, one in Granville, OH, and their son lives in Endicott, NY.

He does hold a private pilot's license, and has an instrument rating for commercial aircraft.

Other than AMA, Bob is a member of the Knights of Columbus. In addition to R/C flight, Bob is a ham radio operator, and still does code. "When you really need to get through, code is easier to decipher". Most people know how valuable this special interest group is during an emergency.

"...He used to makes planes out of wooden Popsicle sticks..."

When asked about how he got interested in R/C flying, Bob relates that he had dreamed about planes ever since he was a kid. He used to make planes out of wooden Popsicle sticks. Back in 1985, apparently his wife and daughter Brenda, got tired of him always talking about getting into the hobby. Brenda approached a hobby dealer who put everything together to get Bob's first SIG Astro Hog into the air. The rest is history.

Although he likes to fly the "big" ones, they are a bit of a job to lug around. He really likes just about anything, and can be seen at the school gym on Sundays flying electrics. Bob likes the sound of the four stroke glow engines, but also likes the advantages of the electrics. As long as he can fly it, he

likes it.

Bob has no best or favorite flying experience. "Nothing stands out" I suppose he might agree that the worst day flying is still better than the best day at work. There is one mishap that does stand out however. He had had his Astro Hog for 4 or 5 years. When recovering from a spin, the "tail feathers" came off, and it met an early demise. He soon got another Astro Hog kit. Later on, Bill Burkett from Limestone had an Astro Hog and gave it to Bob. This, his third, was kit-bashed into a twin engine unit.



Bob doesn't feel qualified to offer an opinion on 3D flying since he feels he doesn't have that "ability". He admires the skill and guys who do it, but "...my brain/thumb coordination isn't there..."

In regards to glow vs. electrics, Bob feels they each have their pros and cons. Glow has the power and can fly more aggressively. Electrics have the advantage of being cleaner, and you avoid all that oil on the plane! But, you have to charge the battery packs. Then there's the gas vs. glow fuel question. Gas is cheaper than glow fuel.

"...and you avoid all that oil on the plane!"

Although Bob feels he doesn't have any extraordinary skills regarding building or flying (remember what I said about the "modest" part above?), he does enjoy fiddling with them. His advice to the rookies: "Have fun and keep flying".

'til next month... *Jim Keough*



CHECK IT OUT!

Milt Peacock at 410-833-3122 has the following for sale, and would like it posted in our newsletter...

Zenoah G-38 = \$250 /~ /Will mnt. + spring starter = \$300

Tygon fuel [gas] line 8 1/2 ft. = \$5

Props = Top Flite 18 x 6-10 [drilled for G38 but never flown] @ \$10 ea

Wheels = pr. 5" dia. = \$5

Wheels = pr. 5 1/2" dia. = \$5

ACE constant volt/auto trickle 12V chgr. - \$5

NIB Cummings air touch up spray gun = \$15

120 psi air compressor [compact 12v] = \$5

include-radial



I know it's hard to believe... but good flying weather (as well as the 2008 Rally) will be upon us even before you can say "Damn it, I left my transmitter at home!"

Retracts - Robart #161 for AT-6 = includes all items need for installation = over \$450 value = \$200

T-34 'Mentor' New never flown

- Built from Top Flite kit = 80' w/s & flaps covered with Solartex & painted yellow.

Incls. = Airtronics 6 ch. TX - RX & 8 servos installed. Eng. Mt. drilled for ST 90 engine. custom muffler included. Add your engine / RX battery & FLY = \$450

Plywood= AC grade

1- 1/32 x 12 x 48 = \$6

3- 1/8 x 12 x 48 = \$10 ea.

1- 1/4 x 12 x 48 = \$11

1- 3/8 x 12 x 48 = \$13

Light Ply=

1- 1/8 x 24 x 60 = \$14

1- 1/8 x 17 1/2 x 48 = \$9

1- 1/8 x 11 1/2 x 60 = \$7

Misc. other items- call & ask

new- 144 pg book on the

"Hawker Hurricane", a

Fighter Legend" by Dibbs and

Holmes. = \$5

From the Newsletter Editor's desk...

No club member took me up on my offer to sell, buy or trade in a "Check It Out" column (mentioned last month)- but that doesn't mean you still can't "initiate one" whenever you'd like. Send me the information I'll need anytime it's convenient, and I'll put the offer in the next following newsletter- in other words- "the offer's still open!". I did get a request from Milt Peacock, through the District II Website; so that's been put in. For those of you who don't know, Milt is a prominent scale builder from the Baltimore area. He recently had a ninety plus inch wingspan Corsair of his pictured in "Model Aviation".

You'll notice that this newsletter contained an article entitled "Some Tricks and Tips..." and a cartoon. These both came from the AMA National Newsletter entitled "The AMA Insider" that's sent out to newsletter editors who request it. It's bi-monthly, and if I see something in them that I feel you might be interested in... I'll include it.

I just talked to Walt H. on the phone, so... I do have some items of interest from the last regular meeting to tell you about. The following made the meeting: Walt H., Dick S., Kip K., Clark F., Gary B., Dave P., Bob B., Jim G., Dewey B., Don W., Brad D., Rupert & Jay P., Jim K., and President Gary F. It was noted that Dick S. has had some serious heart problems lately, and that Ramona F. recently had her gall bladder out. Our prayers and best wishes go out to both of them. Among important business items, Walt mentioned the following... (1) a discussion of maintenance on the fence and pilot shelter roof was held; (2) the Rally sanction papers have been submitted, (3) Mike Z. will again head up the food concession; (4) and Walt H. the RV parking for the Rally; and (5) the revised constitution was approved. 'Til next month...



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Next Regular Meeting @ the field
in Cuba, Wednesday, April 9th

Next Planning Meeting: TBA

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