

(Principles Continued from page 1)

dropping much too fast. At this point, we reduce the throttle and pull the nose up in an attempt to slow the descent. Now the model zooms up, quickly loses speed, stalls and plunges to the ground before the pilot can react. This is a common scenario that has damaged or destroyed many models simply because the pilot did not know or forgot to subtract the wind speed from his mental picture of the aircraft's groundspeed. What should have been done was to subtract the 10 mph wind speed from the previously used 22 mph groundspeed to obtain a twelve mph groundspeed which would have maintained the needed 22 mph airspeed.

In other words, the throttle setting and glide angle from the earlier flights was still okay. The only thing that changed was the groundspeed, which was erroneously perceived by the pilot as a drop in airspeed. The only change that would have been needed would be to have established the glide closer to the end of the runway or to have established a shallower glide angle with a slightly higher throttle setting in order to maintain the 22 mph airspeed and 12 mph groundspeed. that's all for now... Till next time, may your skies be Blue and the Winds be calm.

STARS Minutes of the General Meeting of: 4/09/08

Attendance:

Gary Baker, Jamie Bowen, Gary Fitch, Clark Follett, Romona Follett, Jim Goodemote, Gene Hickey, Walt Hibbard, Gordon Hooper, Kip Karn, Jim Keough, Tom Murphy, Tom Orcutt, Dave Pratt, Jay Pistner, Rupert Pistner, Scott Rose, Don Wehlage

Minutes:

The minutes of the March meeting were read by Gary F.

Treasurers Report:

Tom O. gave the monthly report. Motion to approve by Jim G. and seconded by Scott R. All were in favor.

Safety:

None at this time.

Membership:

Motion by Don W. to have Tom Murphy elected as a new STARS member and seconded by Romona F. All were in favor. Welcome Tom.

Field Maintenance:

Dewey B. has rolled the field. Gary F. Suggested a work party should be scheduled. Gordon H. volunteered to scrape the driveway.

AMA:

Gary F. reported AMA special services are currently in discussions and determining if this service will continue. On this basis, you may want to make any of your AMA purchases this year.

Member illness or other:

Ed F. has the flu.

Dick S.

WebSite:

Gary F. reported AMA district II is planning on offering web hosting for all district II club sites. Currently STARS is paying for this type of service and this AMA offering could lead to club savings.

Newsletter:

Jim G. and members present thanked Tad M. for an outstanding newsletter.

Flight Instruction:

Dave P. reported he has given Scott R. his papers. Gary F. reported all new members must complete the flight instruction course prior to flying at the field.

Airshow/Rally:

Jim G. reported AMA has approved the sanctioned event.

Approval received from Olean Mayor for the use of the Olean airport for the event.

Pilots will be required to complete a waiver form in addition to registration.

Gary F. reported AMA no longer requires jet pilots submit a yearly waiver to fly at sanctioned

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events.

Rupert P. - Transmitter Impound

Don W. - Registration and headsets

Jim G. reported Dewey D. has purchased a 23 channel walki-talkies with a range of 18 miles at BJ's and was impressed with the sound quality.

T-Shirts - Gary F. reported STARS currently has 40 shirts and will purchase 46 additional shirts.

Scott R. - Parking

Scott R. reported PEPSI was willing to offer discounted soda and free banners for the event.

Gary F. requested Scott R. contact Mike Z.

Winter Party:

All present stated the party went very well.

Romona F. has volunteered to lead the next winter party.

Wal-Mart:

Scott R. went to Olean Wal-Mart on several occasions to obtain additional information about the application for Wal-Mart donation with minimal success. Scott then called corporate which will be sending the application to us.

Defibrillator:

Scott R. reported an AED cost approximately \$1200 for the least amount of options. Voice prompt and where to place probes would cost between \$1,900 and \$2,100. A 20-hour training course would be an additional fee. Gary F. asked Tom O. to check with our insurance agent and see what type of liability we currently have in our insurance policy.

Show & Tell:

Walt H. presented his \$130 E-flight ARF J-3 Cub with a 62" wingspan with an E-flight 25 size motor and 2100ma 3 cell battery pack. Estimated flight times of 15 minutes or more are anticipated.

Gary B. presented his Extreme Flight profile ARF Yak-55SP with a 47.5" wingspan with plans on using a SATIO .82 engine.

Meetings:

Next Planning Board Meeting will be at Jim G. house Monday, April 21st at 7PM.

Next Regular STARS general meeting will be at the field, May 14th starting @ 7pm.

Motion to adjourn was made by Gary B. and seconded by Jim G. all were in favor.

MEMBER BIO OF THE MONTH

He's a guy who's always got a smile on his face...kind of makes you wonder what he's up to. I



had a nice conversation with past STARS President Randy Bitteringer on the phone last week, and it went something like this:

JK: So what keeps you busy in Bradford, Randy?

RB: Well, I've been a partner in business for ten years now... Label.com. We do laser sheets with all kinds of printing materials...calendars...we just did a big job for

Lowe's Motor Speedway for their parking stickers. We do ski lift tickets, but only big jobs, big events.

JK: What about your significant other?

RB: Well, my wife, Pam, and I have been together for 31 years. We have three children: Amanda is 29

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and just moved to Portland. She an ocean biologist with NOAA with a masters degree, and going for her doctorate. Brenda, now 25, has a degree in graphics communications with a toy company in Reading, PA. Finally, Gerid is graduating with an associate's degree in machining technology. He's currently exploring his options.

JK: Any memberships in other clubs/associations?

RB: I'm a life member of the Flying Knights of Hamburg, and have just joined the RC Gypsies. They are an accumulation of many clubs including some in Canada. We even have a website. Although we belong to local clubs, we don't have a home field. We travel around and fly at other fields. They've been going for 10 to 15 years now.

JK: Randy, tell us about your other interests and hobbies.

RB: I do woodworking, cabinet building, deer hunting, bow. Spring turkey hunting is my favorite.

JK: Who or what got you interested in flying?

RB: I was actually into model HO trains and in a hobby store about 28 years ago. Some kid came in with a fuselage that caught my eye. I found out where he was flying it, and after that I put my trains away.

JK: What's your favorite to fly?

RB: Right now it's the Qui Que Somezini. It flies great, it's on our website. I found it at the Toledo show.

JK: Have any best flying experiences?

RB: None that come to mind.

JK: How about the worst? (Insert a minute of laughter here on both our parts!)

RB: I've been pretty lucky. I did have midair with another guy with a 1/3 Laser 200. I scratch built it and it flew like a dream. This was its maiden flight and was on a final approach when the other guy lost

control of his same plane. It came down and hit mine head on. (End of laughter...)

JK: Got an opinion of glow vs. electric?

RB: I'm old school. I like electrics, have no problem with them, but my favorites are glow four strokes. I have a bunch of twin 4-strokes. The best is a Desert Aircraft 100cc. The thing is with gas, 30 years later it will still work. Electric has a lot of technology to keep up with. The motors and battery packs continue to change and improve, but aren't necessarily interchangeable. Will you be able to use the same engine and pack 10, 20 years from now? Where does it stop? Gas and glow are always the same. But, to each his own.

JK: How about 3D?

RB: I have a great appreciation for what those guys do. I can tolerate it for awhile when someone's just hovering in the middle of the field. I'm more of an arobatic flyer. 3D may be where the hobby is headed. My concern is safety.

JK: Any areas of expertise?

RB: I think I'm a very good builder, but I just trouble finding the time. I love to fly, but I'm not stupid about it.

JK: What's your advice for us new guys?

RB: Don't be cheap. If you're going to fly, get a good quality radio system with battery packs. Then get a good, reliable engine...don't skimp. Ask questions!!! Most of the guys are very willing to answer questions...just ask.

After finishing up with Randy, I read back through my notes and found there were two areas that really stuck in my mind:

His opinion on electrics and the rate at which the technology changes, and his advice for getting good equipment. I thought Randy brought up two very important facets of our hobby. We will leave you with these thoughts as we close another interview session.

'til next month... *Jim Keough*

Vacuum Forming Box



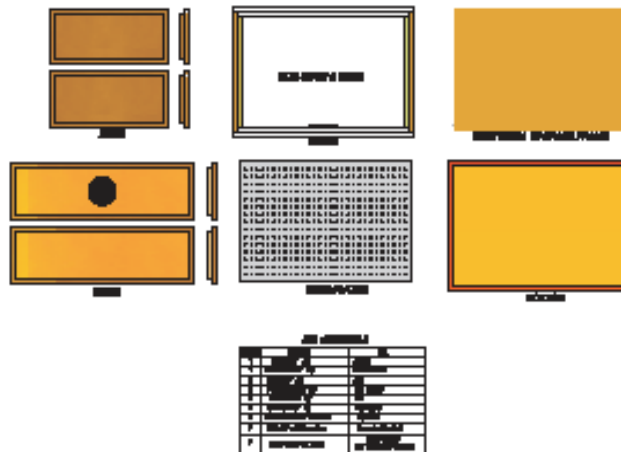
by
Jim Goodemote

This is a relatively simple project that will prove a real boon to all you scale buffs. Let's get started... The box itself is made of 1/4" ply with a 1/4" doubler inside of the bottom, sides and ends.

1. Begin by gluing the doublers to the bottom, sides and ends; then glue the whole box together. (The reason for the double box is for strength as well as to tighten the seams- making the box as air tight as possible.)
2. Next, cut a piece of styrene plastic to fit the 1/4" recess in the top. Use it to make a grid, drilling .080" holes, 3/8" apart.
3. Cut a piece of wire mesh to the same dimensions, making a frame of 1/8" x 1/4" brass tubing to fit on top of the mesh.
4. Glue the styrene, wire mesh and brass frame to the top.
5. Glue some weather stripping around the top of the box, making a good seal.
6. At this point you're done with the building phase of the box. Cut a 1-1/2" hole in one end of the box for your shop vac to plug into. This will produce the needed vacuum.
7. To complete the box, prime and paint it (at least on the inside- to help seal it. If you're like me and want it to "look good"... paint the outside as well.)

The box having been completed... A. Make a female plug to the right shape for your current project. B. Build two frames for the plastic to be sandwiched in between. C. Heat the plastic up in the oven. D. Turn your shop vac on- and form the part. You're done!

NOW HOW MUCH EASIER CAN IT BE THAN THAT



Think of It as a “RALLY ALLY”

Several months ago, I was discussing the Olean Airport Support Group with Ed F., and I asked him where I could get more information on the group. If we are to consider this group as a valuable “Rally Ally”; maybe we should get to know more about them. Ed graciously gave me the contact information I needed. According to what I read in its website, the following essay entitled “About the ASG” should make things more clear...

“The cliché “strength in numbers” may never have had greater significance than when a group of local pilots, radio-control enthusiasts, and interested business promoters united to research the lack of growth and promotion of the Cattaraugus/Olean Airport, located on Hatch Hill Road in Ischua, NY. The problems exhibited at the local airport were indeed not unique to the Olean and Cattaraugus County area. The myth that smaller airports exist solely for a select rich few illustrated that the community as a whole did not understand that the airport serves the entire community, and that restrictions and lack of support would have far reaching economic consequences on the entire area. Understanding this, members of the local support group began to informally research and analyze the many deficiencies that existed in the operation and support of the local facility.

A variety of approaches ensued. Some members investigated present costs, available grants and other potential sources of financial aid. Daily logs (and pictures) were obtained in order to provide evidence of current use of the facility. Contacts were established with Federal, State and local government officials, seeking their assistance and guidance. Following many hours of research, meetings, and informal discussions, the group organized their findings into a power-point presentation and began the task

of “informing the community”. The first formal presentation of the group’s findings was to members of the City of Olean Common Council. With the aid of a well prepared and presented “power point” demonstration, detailed explanations, and a scrapbook of aircraft currently using the facility, the members of the Council accepted the information with a degree of surprise and enthusiasm. From that point, with the endorsement of the Council, members of the support group requested (and were granted) permission from the Cattaraugus County Legislature to provide a similar presentation to its’ entire membership. With the two presentations, the support group had successfully begun the difficult task of “informing the public” that the Cattaraugus/Olean Airport was, is, and must remain a valuable resource for the economy of the entire area.



In the ensuing two plus years, many positive acts have occurred. “The group” has formally organized, adapted by-laws, elected a slate of officers, and has, in conjunction with the Southern Tier Aero Radio Society (rcstars.org), become active in promoting an annual open house, air show, fly-in breakfast, and other related activities designed to publicize the airport and its’ value to the

area. Most importantly, through the encouragement of the ASG, a total remodeling of the airport facilities is currently underway, and a new ramp, security fencing, and parking facility are approved and expected to be completed by October, 2007. Meanwhile, members of the ASG remain active in creating and carrying out a variety of additional activities designed to promote the use and usefulness of the airport facility.

The Airport Support Group continues to be a determinant and positive force in promoting assured success for Cattaraugus/Olean Airport.”

From the Newsletter Editor's Desk...



Once again, I hope you've found something in this month's newsletter that interests you, or that adds to your knowledge.

As usual, I thank both Walt H. and Jim K. for their usual fine efforts; Jamie B. for sending me the meeting minutes so expeditiously; and this month add a special "thank you" to Jim G. for his "how-to" article.

I hope you appreciate the effort Jim G. put into his article on page 5. Yours truly (a real "computer klutz") was unable to blow up the "bill of materials" found at the bottom of the article, but Jim assures me that if you contact him... he'll be more than happy to send you the information.

I don't know about the rest of you, but I certainly learned something about the Cattaraugus County / Olean Airport Support Group by reading the article on page 6. If you want to be even further enlightened, click on their website at oleanairport.org/about/.

There's nothing I'd like more from the rest of you than an article. It could be a "how-to", a "reminiscence", an editorial, even a photo. Any and all submissions will be greatly appreciated!

At the April Planning meeting, it was brought up that it might be smart to publicize our Rally as "family entertainment". This certainly makes good sense, but even more so in the present economic climate, as the price of gas climbs higher and higher. Local people may be looking more at "close-to-home" activities for their summer pleasure.

To be truly "family entertainment", more things to keep the children occupied are necessary. One possible addition to our Rally might be a dedicated set-up for having the kids make, decorate and take home egg-carton foam gliders. For this we'd need one of our old 8 foot tables, some folding chairs, washable magic markers, scissors and templates; along with volunteers to man the effort. With this in mind... although it'll probably be discussed at the May meeting, would all members *immediately* start saving their egg cartons please (all we really need in the top half). If we do incorporate this activity this year- we'll need all the cartons we can get!

If you have any other ideas for making the Rally more "family-friendly" and "kid-busy", please bring them to the May meeting as well- any and all suggestions are welcome!

As you can well imagine... expect the major topic of the May meeting to be the purchase of the Tracewell property by the Seneca Nation- and how it will affect us.

Although Gary will be at the Joe Nall in South Carolina on our meeting date, he has sent Vice President Walt H. information on what he'd like covered on the topic, at the meeting. Because of the important nature of this topic, all members are "more than strongly encouraged" to try to make the May meeting. Do some thinking about "what's happened" ahead of time; but keep an open mind, be prepared for discussion, and bring your own ideas with you.

until next month then... *Tad Manske*

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Next Regular Meeting @ the field in Cuba, Wednesday, May 14th, 7pm

Next Planning Meeting @ the field in Cuba, Monday, May 19th, 7pm

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