STARS DUST

Official Publication of the June 2008
Southern Tier Aero Radio Society
AMA Gold Leader Club - Charter #563

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IS THIS THE FRONT PAGE?!?!

FROM THE NEWSLETTER EDITOR'S DESK...

Yes, I know this column is supposed to go at the end of the newsletter- certainly not on the FRONT page! But, I have a special reason for putting it here (for this month only- I think).

This month's newsletter is so CHOCK FULL of articles, that I wanted to make sure you knew what you'd be reading about... before you "wade" into all of them.

Yes, of course we'll have the third installment of Walt H.'s "Principles of Flight". This month Walt will be talking about lift, thrust, drag, and that word that's not one of our favorites- stall.

And of course we'll have Jim K.'s latest "Member Bio of the Month", this time featuring our very own secretary, Jamie B.

Jamie's "Minutes of the General Meeting" we couldn't get along without either. I'm so grateful for Walt, Jim and Jamie- they've been with me since my first month as editor- thanks guys.

Ed F. has sent me a copy of the latest STARS Membership Roster, and you'll find that printed this month also- thanks Ed.

Randy B. sent me the schedule of Flight Line and Parking Duties for this year's rally- you'll want to be sure to check that out (and find where you're posted). Speaking of the Rally, by the way, (just in case you haven't heard...), Jim K. has volunteered to lead the publicity effort for it. He asks that if any of you fellas have information or ideas about said assignment- you get ahold of him and let him know the details. He wants very much to do a bang-up job (which we all know he will).

A new feature begins this month, one which at times may be monthly, and/or at times "when the feeling strikes him" (both of which are truly appreciated by this editor). Jim Messer will be sending me a column entitled "Looking Back". It will contain interesting memorabilia and reminiscing from the STARS past. For lack of a better title, I would sub-title this first excerpt "Dewey in the Slammer".

Lastly this month, I give you a short look at another side of one of our members. Yes, he certainly is a great builder and flyer, by Ed F. has other facets to his expertise. Inside you'll find some great pictures (and explanation) of a 1968 Ford 120 garden tractor that Ed completely restored- you won't be able to tell it from new (except for its "styling" naturally).

Well there it is for June... Enjoy! *Tad Manske*

PRINCIPLES OF FLIGHT
by Walt Hibbard

It's a beautiful model. It has completed several test flights at the hands of an accomplished RC pilot. He has trimmed it to perfection and it flies like a good trainer. Now, it's time for the owner to enjoy his first flight with his new pride and joy. He lines up on the runway, advances the throttle, waits a second then applies up elevator. The aircraft breaks ground and starts to climb. Suddenly it wobbles, drops a wing and dives to destruction.

This is a common way for models to meet their end, but why does it happen? Why should a proven, stable, well behaved model meet its demise on its owner's first flight? To answer this, it will be necessary to understand the following: LIFT, THRUST, and DRAG. We need to understand what these forces are and how they interact during flight. We also need to understand the term STALL.

First, let's look at Lift. Lift is that force which opposed gravity. To understand it we need to first understand the natural law known at Bernoulli's principle which states that a moving fluid (air is a fluid) exerts a lesser pressure than an equal volume of the same fluid at rest or moving at a lower speed. The shape of the wind and the angle at which it is presented to the airflow causes the air to have to travel a longer distance when crossing over the top than it has to travel crossing under the bottom (both in the same amount of time). The resultant pressure differential results in higher pressure on the bottom

(PRINCIPLES Continued on page 2)

Model Aviation Principles 101... "Speed is life; altitude is life insurance. No one ever collided with the sky!"

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surface forcing the wing toward the lower pressure above. If this differential becomes great enough, flight will result.

Next comes Drag. Drag is the force which opposes forward motion of the aircraft. It comes in two basic forms. (1.) parasitic drag caused by those parts of the aircraft that stick out into the airstream, and (2.) induced drag which is produced primarily by the wing as a byproduct of producing lift. It is proportional to the amount of lift being created and is the form we will consider below.

Third is Thrust, which is the force produced by the propeller (or jet engine) which counteracts drag and moves the aircraft forward through the air.

Finally, we come to the Stall which is a sudden loss of lift. It can be caused by too little airspeed or by turbulence above the wing which most often results from too great an angle of attack (the angle at which the wing is presented to the airflow).

With this information, let's see if we can deduce the probable cause or causes of the demise of the above model. We know that we must have enough airspeed over the wing to produce adequate pressure differential to allow flight. Is it possible that the pilot did not provide enough throttle or allow a long enough take off run to gain safe flying speed? Did he forget to allow for a wind speed or lack thereof? Did he force the aircraft into the air too early by applying too much up elevator? Remember, since this action would have increased the angle of attack, it would also have increased the lift produced by the wing which could have caused the craft to leave the ground. However, this increase in lift would have been accompanied by an increase in drag which, without enough thrust, would then have caused the craft to slow down resulting in a loss of lift and therefore a stall. Or did he simply increase the angle of attack too much, during the climb out, resulting in turbulence which caused a sudden loss of lift?

Too little power, forcing flight with the elevator, ignoring the wind speed, or too high an angle of attack; any one of these, on their own, could results in a stall. A combination would be extra deadly.

To avoid this type of accident, the pilot must always make sure that his aircraft has adequate airspeed before trying to take off (a properly trimmed and balanced plane should take off with little or no up elevator once flying speed in reached). After breaking ground, a moderate climb should be established until a safe airspeed and altitude is reached; all this before attempting any but the most gentle of maneuvers.

Next time, we will look at some other causes of stalls and some ways to prevent them. You should note that what is presented in this column are brief and simplified explanations of what is a very sophisticated and sometimes complicated area of physics. My only goal here is to provide the RC pilot with a basic understanding which may help him or her to have a more pleasurable hobby experience with less frustration and fewer lost models. Therefore... if you have a question or need further clarification, or even if you just wish to argue a point (I can learn too); please feel free to let me know.

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

MEMBER BIO OF THE MONTH

Do you know the guy who sits up front during the meetings and plays video games on the laptop? That's Jamie Bowen. Well, he's not really playing games, he's our secretary, and he's up there keeping meticulous notes of our meetings. Read on to get to know Jamie a little better.

Jamie and his family make their home in Olean. He is employed at Dresser-Rand Turbo Products Division as Manager of the packaging department. This department is responsible for the design of lubrication and seal gas systems for centrifugal compressors sold in the oil and gas market. He has been married to his loving wife, Marla, for fifteen years, and they have one son, Codie, who is twelve years old. Codie is really into action figures and video games. (Sounds like my kind of guy.) Lately, however, he's been doing some flying in the Cuba gym during those long winter months.

Other interests of Jamie include electronics and metal and wood working. He also enjoys both water and snow skiing, as well as boating. Jamie shares how he got interested in flying: "At a young age I had always taken an interest in aircraft. During my childhood, my dad would take me to the STARS Rally and I would always go home dreaming about flying one of the planes that was flown at the Rally. I was thirteen at the time and was building the free flights, then went on to control lines. Then I got an R/C four channel for Christmas one year with a Falcon 56 Trainer and a Fox engine." Also as a kid he built an airplane strip that his folks still mow. The rest is history. His favorite plane to fly is the Katana.

Jamie writes of his best flying experience: "I would have to say my best flying experience was my first successful flight when I was thirteen years old and actually was able to control a model from the ground rather than having the wind control my free flight aircraft." His worst experience occurred when he took three planes to the field and returned home with none. It's a pretty simple story: Fly one, crash it, fly one, crash it, etc. The main problem was that radio signals back in the late 70s weren't that good. Fortunately, some were kits so they could rebuild them.

On his opinion of glow vs. electric: "To me, glow or electric both have their place and I have truly enjoyed flying either. Today, I would recommend a beginner fly electric simply because electric typically requires minimal support equipment. Secondly, flights can last 15 to 20 minutes because of the advancements in battery technology. Electric will certainly outper-

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form glow because of its instantaneous response to throttle control. Glow, on the other hand, has that wonderful smell and awesome sound of power, especially the four-stroke engine when you do a slow or fast flyby."

Jamie feels 3D is simply awesome and is a real pleasure to see someone who has this talent, and to see several of our club members perform this highly skilled task. Speaking of highly skilled tasks, Jamie's area of expertise is with small, one-ounce electric planes and foam cutting.

His advice to us beginners: "…don't give up and always ask others for help whether it be model building, flying, or what to buy".

Until next month, happy flying.

Jim Keough

STARS Minutes of the General Meeting of: 5/14/08

Attendance:
Gary Baker, Brad Davis, Randy Bittinger, Jamie Bowen, Bob Bush, Ed Flicker, Clark Follett, Romona Follett, Jim Goodemote, Walt Hibbard, Gordon Hooper, Kip Karn, Jim Keough, Tad Manske, Bill Messer, Tom Orcutt, Dave Pratt, Don Wehlage, Mike Zias

Minutes:
The minutes of the May meeting were read by Jamie Bowen. Motion to approve by Randy B. and seconded by Brad D. All were in favor.

Treasurers Report:
Tom O. gave the monthly report. Motion to approve by Randy B. and seconded by Don W. All were in favor.

Membership:
Ed F. reported none at this time.

Field Maintenance:
None at this time.

Member illness or other:
None at this time.

Airshow/Rally:
Jim K. has volunteered for publicity.
Jim G. presented the new flyers.
Randy B. - Flight Line Schedule
Don W. reported STARS still has 11 multi-channel and 5 single channel working radios. Don will continue to do more research on possibility of purchasing new radio equipment.

Old Business:

Flight Instruction:
Dave P. reported Clark F. has passed flight school. Congratulations Clark.

Show & Tell:
Dave P. presented his Nitro Ultimate 120. Powered by a Saito .125 4-stroke and total weight of 8.5lbs.

Meetings:
Next Planning Board Meeting will be at the field, May 26th at 7PM.

Next Regular STARS general meeting will be at the field, June 11th starting at 7pm

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

IMPORTANT RALLY INFORMATION!

I received the e-mail below from Randy B. this past week. In a subsequent e-mail he also noted that it's getting harder and harder to find people to fill the schedules, especially since he already knows some members who won't be around that weekend.. You'll notice there is already one open hole... in the 12-3 time slot on the Flight Line Chart. If you're not on one or either one of these lists, and could volunteer for one or the other, or both- PLEASE give Randy a call (You'll find his phone number and e-mail address in his e-mail).

"Tad

Please find attached the Flight line and Parking Schedule as promised. As this is the first draft; please post in the newsletter. If there are adjustments to be made, it is the responsibility of the individual member to notify me either by phone (814-368-7528) or by e-mail rbit-tinger@atlanticbb.net.with an alternate time they can be there. This was a very difficult task this year, as there are many older members who are not able to contribute in this department. We need ***all the help we can get!*** *Please make it clear to all that it is* ***their responsibility*** *to contact me.*

Thank you, Randy"

FLIGHT LINE SCHEDULE

9:30 - 12:00	12:00 - 3:00	3:00 - 5:00
Dewey Barron	Gerid Bittinger	Ed Flicker
Gary Baker	Bob Means	Tom Orcutt
Dick Hawkins	Clark Follett	Ramona Follett
Brad Davis	Gene Hickey	Jeff Coast
Ruppert Pistner	Fred Fowler	Ron Jedrosko
Bill Messer		Jamie Bowen

PARKING SCHEDULE

Duty	9:00 - 12:00	12:00 - 3:00
Gate	Dave Pratt	Walt Hibbard
Parking	Gene Hickey	Ron Jedrosko
Parking	Gerid Bittinger	Tom Orcutt
Parking	Ramona Follett	Jamie Bowen

ANOTHER SIDE OF ED FLICKER...

Ed sent this information to me (as he said later) "by mistake". It was supposed to go to another member who had requested it. Well.... I didn't consider it a mistake- I was very impressed by what he had done. I asked him if he'd mind if I included it in the newsletter this month. He very graciously has allowed me to do so. I know you'll be as impressed as I was!

In the few short words that accompanied the great pictures, I could tell that this reconditioning effort was a true labor of love for him.

This garden tractor had belonged to his Dad, and was the only one he had ever owned. Quoting Ed, he said "my dad bought this FORD 120 new in 1968 and it served him well."

In a two-year effort (interrupted by enlarging his garage) Ed disassembled the tractor, cleaned all

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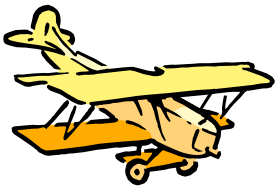
the parts, painted them and reassembled it. Before re-assembly he had to replace the original piston, rings, connecting rod and valves- the trusty ol' machine had been burning oil.

Ed went to Jim Goodemote for the decals (which sure make it look like a new machine!) and now enjoys it the way his Dad did, or as he says "... pushing dirt around with the snow plow".

It may "never get off the ground" like so many of Ed's creations we've seen, but it certainly is a work of art.

LOOKING BACK...



Beginning with this issue I will try to introduce one page into the monthly STARS newsletter, with some event from the past that the newer members probably know nothing about. The subject matter will vary, but will deal with club history in one form or another.

The year was 1963, when I know for a fact that Dewey Barron spent two nights in jail in downtown Hamilton, Ontario, Canada! Yikes! **Dewey in jail?** Na – that's not possible. **Or was it?**

This happened when Dewey, Bill & Jim Messer drove to Hamilton to participate in a free-flight meet at the Mount Hope Airbase, near Hamilton.

When we reached the airbase that evening, it was raining cats and dogs – and we only had with us two little tents to sleep in. We asked the guard if we could go onto the base and sleep in a hanger to stay out of the rain, and he said – "No Way".

As we pondered what to do, a police car drove up, so we decided to ask him if he knew of a dry place that we could pitch our tents. No – he didn't know of such a place but he volunteered he could put us in jail for the night, each locked into individual cells, and we couldn't get out until 8:00 the next morning. That sounded pretty good at the time, so we followed him downtown. He booked us in, and locked us each into a neat little cell, and gave us a blanket to keep us warm. Each cell had a plank to sleep on. It wasn't the Conrad Hilton, but it was better than getting wet in the rain. True to their word, the next morning they let us out right on schedule.

That day we flew and chased free-flight airplanes on foot, and by nightfall we were pooped, to say the least. Guess what? Before we had a chance to set up our tents, it started raining cats and dogs once again – so you guessed it. We jumped into the car and drove downtown to the jailhouse, and asked if we could spend another night there. They said: "Of course", so it was back into the locked cell with all the true criminals in adjoining cells. I wonder what they were thinking?

All in all, it was an experience we shall never forget. How many law abiding citizens have had the opportunity to spend two nights in jail? I know of three. Do you know of any more?

Jim Messer...Thanks for the memories!

LAST	FIRST	STATUS	AMA#	ADDRESS	CITY	ST	ZIP	PHONE	E-MAIL	PARTNER	DOB	JOINED
Baker	Gary	2008	768501	4994 Maple Grove Rd.	Friendship	NY	14739	585-973-7639	garyb24@verizon.net		3/1/1935	9/2003
Barron	Duane	2008	225444	9065 Daggett Hollow	Bolivar	NY	14715	585-968-2227	dewey1@stny.rr.com		6/21/1944	11/1994
Bittinger	Gerid	Student	509533	688 Derrick Road	Bradford	PA	16701	814-368-7528			7/3/1987	6/1998
Bittinger	Randy	2008	14017	688 Derrick Road	Bradford	PA	16701	814-368-7528	rbittinger@atlanticbb.net		4/11/1956	8/1988
Bowen	Jamie	2008	808297	1206 Burnt Hill Rd.	Olean	NY	14760	716-373-0356	jmcbowen@juno.com		7/24/1965	3/2004
Brown	Bob	Life		35 Sanford St.	Bradford	PA	16701	814-368-7655	amadiii@atlanticbb.net			6/1996
Burkett	Bill	2008	160981	761 N. Main	Limestone	NY	14753	716-925-8830			3/17/1931	7/1985
Bush	Robert	2008	206129	100 William St.	Allegany	NY	14706	716-372-1718	bob bush@verizon.net	Elvira	12/16/1934	11/2000
Cappellino	Charles	2008	706441	6300 Sullivan Hollow	Killbuck	NY	14748	716-945-0521		Charlotte	8/22/1934	2/2006
Coast	Jeffrey		855951	1120 E. Main St.	Bradford	PA	16701	814-362-6783	coastj@atlanticbb.net	Valorie	12/15/1957	6/2006
Coast	Seth	Student	855953	1120 E. Main St.	Bradford	PA	16701	814-362-6783			3/16/1991	6/2006
Davis	Brad	2008	395056	314 Yardman Rd.	Cuba	NY	14727	716-968-3848	bldavis@localnet.com	Judy	11/25/1938	9/2004
Dunn	Robert	Life	3516	803 Crown St.	Olean	NY	14760	716-372-2881	Dunn803@froggernet.com	Esther	3/25/1924	1/1964
Fitch	Gary	2008	8151	1219 Slab City Rd.	Franklinville	NY	14737	716-676-2498	gmfitch@hotmail.com	Diane	8/7/1952	3/1987
Flicker	Edward	2008	311722	719 Queen St.	Olean	NY	14760	716-372-3826	eflicker@verizon.net	Gerrie	12/26/1934	11/1988
Follett	Clark	2008		327 Paragon Ave.	Olean	NY	14760	716-373-1255	cfollett@juno.com	Ramona	3/11/1945	7/2007
Follett	Ramona	2008		327 Paragon Ave.	Olean	NY	14760	716-373-1255	cfollett@juno.com	Clark	7/23/1961	7/2007
Fowler	Fred	2008		10 Red Oak Dr.	Olean	NY	14760	716-373-4875	w1ci@verizon.net	Pat	12/18/1939	10/2006
Goodemote	Jim	Life	3068	2310 Sheldon Dr.	Allegany	NY	14706	716-372-1137	goody8@verizon.net	Linda	8/11/1941	3/1987
Graczyk	David			48 South Shore Rd.	Cuba	NY	14727	585-968-3825	dgraczyk@yahoo.com	Mariann	9/2/1947	3/2007
Hawkins	Dick		112678	4006 Youngs Rd.	Cuba	NY	14727	585-968-2300		Lorraine	3/8/1933	5/2006
Hickey	Gene	2008	711865	377 North Shore Rd.	Cuba	NY	14727	716-572-5714	sophi1@adelphia.net		6/26/1961	3/2007
Hibbard	Walter	2008	581105	9472 Keller Hill Rd.	Cuba	NY	14727	585-968-0027	walt.ida.homestead@verivon.net	Ida	2/7/1939	8/2001
Hooper	Gordon			1635 Scenter Rd.	Franklinville	NY	14737	716-378-2578		Erica	10/13/1960	8/2007
Jedrosko	Ron		536234	221 Root St.	Olean	NY	14760	716-372-5250	rjedro2@yahoo.com		11/26/1965	6/2000
Karn	Clifford	Life	170566	5055 Miller Hill Rd.	Cuba	NY	14727	716-968-1395		Audrey	8/1/1932	9/1985
Keough	Jim	2008	846932	4478 Townline Rd.	Cuba	NY	14727	585-968-3587	coolbet@aol.com	Sandra	9/27/1948	10/2005
Manske	Tad	2008	201603	P.O.Box 83, 16 E. Center St.	Andover	NY	14806	607-478-8184	tpmram@frontiernet.net	Ruthie	2/20/1943	5/2005
Mathewson	Dave	Honorary		771 State Fair Blvd.	Baldwinsville	NY	13027	315-727-4275	dmathewson@mindspring.com			8/2005
Means	Robert	2008	136976	10338 Manchester Rd.	Boston	NY	14025	716-941-9205	byewing@usadatanet.net	Ruth	1/22/1939	2/2006
Messer	James	Life	11691	4331 Duffer Loop	Sebring	FL	33872	863-385-1001	jmesser@strato.net	Peg	5/4/1930	1/1941
Messer	William	2008	9085	340 Route 16S	Olean	NY	14760	716-372-7728	wmmesser@msn.com	Dorothy	6/10/1931	1/1942
Miller	Keith	2008		2807 Haskell Rd.	Cuba	NY	14727	716-373-2073		Lori	5/27/1954	10/2000
Miller	Kane	Student	687825	2807 Haskell Rd.	Cuba	NY	14727	716-373-2073			1/8/1988	10/2000
Murphy	Tom	2008		431 N. First St.	Olean	NY	14760	716-372-6183			12/22/1963	4/2008
Oakes	Daniel	Honorary		2105 Hastings Rd.	Olean	NY	14760	716-372-5106		Lisa	2/15/1956	3/1997
Orcutt	Thomas	2008	53479	547 Prospect Ave.	Olean	NY	14760	716-373-3190	papaork@verizon.net	Rosemarie	4/3/1947	6/1978
Pistner	Rupert	2008	515071	22 Morianna Ave.	Bradford	PA	16701	814-368-4789		Chris	6/5/1945	11/1994
Pratt	David	2008	7475	30 County Rd. 31	Friendship	NY	14739	585-973-7929	dpratt1@stny.rr.com	Laura	3/24/1944	7/2005
Rose	Scott	2008	886894	435 N. First St.	Olean	NY	14760	716-372-0914	sfdtoto@gmail.com	Sabrina	4/1/1978	2/2008
Say	Richard	2008	75294	1004 Vine St.	Olean	NY	14760	716-372-7054	richsylv@verizon.net	Sylvia	11/18/1940	2/2002
Scholeno	Charles	Honorary		3384 Levant Gerry Rd.	Falconer	NY	14733	716-665-3895	hamothare@alltel.net		1/19/1932	
Thomas	William	Life	174871	3721 Secor Road	Venice	FL	34293		flyforfun@juno.com	Joye	3/28/1924	6/1986
Wehlage	Don	2008	568823	4711 South St.	Cuba	NY	14727	585-968-3067	cinnabar1@adelphia.net	Mary Ann	12/15/1956	9/1996
Zias	Joseph	2008	620328	118 S. Oswayo St. PO 215	Shinglehouse	PA	16748	814-260-5068	mikezias@aol.com	Sharyn	1/27/1949	5/1998
				LAST UPDATED 05/14/08								

SOUTHERN TIER AERO RADIO SOCIETY

AMA Charter 563

Next Regular Meeting @ the field in Cuba, *Wednesday, June 11th*

Next Planning Meeting: *TBA*

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of the Southern Tier Aero Radio Society

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