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“MEMORABLE MEETINGS”

The following is excerpted from an article by President Dave Mathewson in the May 2008 edition of the *AMA Insider*. In the headline article he lists ways for making meetings more interesting- and getting more members to attend them!

As regards “lack of enthusiasm among club members,” some of the suggestions Dave makes include...

“...there needs to be an element of fun included along with the necessary club business. This isn't to say that the business of running a club isn't important, however most {those who responded to his previous article. ED} felt that in addition to that aspect of the meeting, members would be more likely to attend if there were some additional modeling related events also on the agenda.

Some suggestions included having a “show and tell” after regular business... As an additional incentive, some clubs put the names of those members who bring models to a meeting into a raffle drawing.

One of the more popular suggestions was to include a program on some modeling-related issues. Topics suggested include building techniques, covering methods, radio setups, and flight trimming. Most clubs have experts within their own ranks who could be asked to present these programs.

Along the lines of the raffle/drawing concept, many clubs hold general drawings at their meetings where all members attending have their name thrown into the hat. Drawings can be something as simple as a five-dollar bill. Some clubs have found that local hobby shops are more than willing to support a club by providing a small gift certificate for this. Another popular idea along the lines of a drawing is a 50/50 raffle where members who attend the meeting each throw a dollar into the draw.

I thought one of the more intriguing ideas was to hold meetings, maybe not every month, but on a regular basis at a local restaurant to turn the meeting into a little bit more of a social gathering....

...the common denominator in all these ideas is the wish to “keep the hobby a hobby”....”

month, we will take a closer look at the STALL, as it is a major cause of model aircraft crashes. There are two basic types of stall, 1- the slow speed stall and, 2- the high speed stall.

A low speed stall occurs when the air speed over the wing drops to the point where the resulting pressure differential becomes less than that needed to support the weight of the aircraft. This type of stall gives the pilot prior warnings in time for him to react and correct the situation. The aircraft will first start to settle (gradually lose altitude or fail to hold a climb rate) and the controls will become “mushy” and slow to respond. A simple lowering of the aircraft's nose, an increase in power, or a combination of both can prevent this type of stall.

A high speed stall, on the other hand, is the result of a sudden disruption of the airflow over the wing. This is usually due to a sudden violent maneuver such as a drastic pitching up of the aircraft. In this circumstance, the nose would suddenly change orientation

PRINCIPLES OF FLIGHT by Walt Hibbard

Last month we discussed the takeoff crash and how Lift, Thrust, and Drag are factors. This

but inertia would cause the aircraft to continue traveling in the same direction thus disrupting the airflow over the wing and resulting in a sudden total loss of lift without any prior warning. For some aerobatic

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Model Aviation Principles 101... “Always remember, you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.”

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maneuvers, this is a desirable effect. For example, a snap roll is the result of a high speed stall with rudder input to yaw to the airframe. This literally results in a horizontal spin; whereas, a vertical spin is achieved with the same control inputs but using a low speed stall.

It should be noted that compromises often have to be made. For example, airplanes designed for high speed and most aerobatic aircraft have higher stall speeds than aircraft designed for lower flight speeds and mild maneuvers. Aerobatic aircraft are often more difficult to fly because too much stability makes extreme maneuvers difficult or even impossible; therefore, these aircraft are purposely designed with less stability and with higher stall speeds. Sometimes these necessary compromises lead to conditions such as a tendency to Tip Stall. This is a condition where the outboard portion of the wing stalls prematurely. This is not too much more of a problem than a regular stall if both wing tips stall at the same time. However, this is not always the case. Even experienced pilots can occasionally lose a high performance aircraft due to the above, so beginners should certainly never try to learn with a high speed or highly aerobatic aircraft.

Next month we will look at a condition called a turn stall and see one situation where a tip stall can cost you an aircraft.

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

MEMBER BIO OF THE MONTH

Say "Hello" to Walt Hibbard...he's our V.P. I just had a great conversation with this most interesting pilot, and I'm anxious to share it with you.

Although Walt started out as a machinist, when it went computerized he lost interest. So he went to college and graduated with a degree in human services. That's the field from which he retired. Walt worked for the State of Florida in the Welfare Department. He loved his job, but did not care for the state...too hot and flat. He grew up around here and prefers the trees and cool weather. He will be celebrating 50 years of marriage to his wife, Ida, this coming August 21st.

Ida and Walt enjoy their



three grown children Patricia, Daniel, and Stephen. All have settled in Oklahoma. Daniel is a sound engineer, Stephen a computer designer, and Patricia spends much of her time raising Quarter Horses. She's a real horse-woman. Walt's grandkids Matthew and Jeffery have each spent summers up here with Walt and Ida.

When I asked Walt about membership in other clubs, he remarked, "Not any more". He was a charter member of the Hawks R/C Club in Allegany back in the late 70s. That's when he got into R/C thanks to his teacher, Jim Goodemote. Walt then moved out of the area and got out of it. However, just before leaving Florida in 2001, he returned to the sport. He was in a club in Florida for about nine months. One day he was down at our field and was talking to Gary Fitch. The rest is history, so to speak.

Walt has had many interests and hobbies over the years. Hunting, target shooting, and competitive pistol shooting name but a few. He shot in the Xerox pistol club at one time. He also took up flying full size aircraft years ago. After marriage and kids, the situation changed, and he moved on to other things.

His interest in flying and aircraft started before he can even remember. His first experience with an aircraft was with a P40. His dad was a farmer, and when Walt was maybe three years old, this airplane flew over their barn just clearing the peak. He was fascinated. His dad then got him a little toy plane. Then when he was ten, the family moved to Cuba, and his dad got him a glider kit. Walt built it, went to the top of Keller Hill here in Cuba, and flew it. He used to mow lawns to buy engines. He then got involved with CL models. When they moved to the city at age fourteen, Walt gave up flying since there was no place to fly. His uncle's neighbor was owner of a flight school and gave Walt a ride. Walt then took lessons using money saved from grocery work. He then took a job at the airport maintaining, washing, and cleaning aircraft.

Walt's favorite plane to fly is the 170 Cessna...a full scale! His favorite model is the Ugly Stick.

Walt relates a story about a full scale Waco UPF7 that he helped rebuild after an accident. The owner was a friend Marion Cole (1952 National Aerobatics Champion) who took Walt up for a ride. Apparently, the owner had had some trouble landing the plane, but Marion landed it on dirt, which

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solved the problem. The gears were most likely set up to land on dirt, not concrete.

One day Walt was flying a Wright Flyer ARF trainer when the engine quit. It was quite a ways out, and Walt asked a fellow pilot if he'd bring it in. Well, the plane landed in the middle of a pond with weeds. Now this was in Florida where strange critters live in ponds. Armed with a pair of hip boots, Walt waded out with a paddle. By striking the paddle on the pond, he was able to fend off any would be poisonous snakes. By stepping on the mounds of weeds, Walt was able to "stay afloat". However, he happened to miss a mound and wound up face first in the muck. Good news, he did retrieve the plane. While this might have been his funniest flying experience, it's also his worst.

In regards to glow vs. electrics, Walt feels they each have their place. Electric is probably the way to go where population density is high due to the quieter engines. He doesn't care too much for 3D flying. He feels you should be flying at scale speeds. It's just not his thing. Indoors is O.K., that's fine.

Walt has built several planes for other people, and feels he is a pretty good builder. His advice for the new guys: "Read my column!" However, if you want real advice, "It's [flying] supposed to be fun!"

That's it till next month.

Jim Keough

STARS Minutes of the General Meeting of: 6/11/08

Attendance:

Gary Baker, Brad Davis, Dewey Barron, Gerid Bittinger, Randy Bittinger, Jamie Bowen, Bob Bush, Charlie Cappellino, Gary Fitch, Ed Flicker, Clark Follett, Romona Follett, Jim Goodemote, Dick Hawkins, Walt Hibbard, Gordon Hooper, Kip Karn, Bob Means, Tad Manske, Bill Messer, Tom Orcutt, Jay Pistner, Rupert Pistner, Dave Pratt, Don Wehlage, Mike Zias

Minutes:

The minutes of the May meeting were read by Jamie Bowen. Motion to approve by Dave P. and seconded by Romona F. All were in fa-

vor.

Treasurers Report:

Tom O. gave the monthly report. Motion to approve by Bill M. and seconded by Brad D. All were in favor.

Safety Report:

Dewey B. reported none at this time.

Membership:

Ed F. reported none at this time.

Field Maintenance:

Dewey B. reported the high grass adjacent to the runway should be mowed. Starting pads will be epoxy coated to minimize fuel absorption in the concrete. We also need others who can also mow the field. Walt H., Clark F., and Brad D. volunteered to help mow the lawn. Randy B. reported a tree has fallen and will need to be cleaned up. Kip K. has already started to remove the tree.

Member illness or other:

None at this time.

Website:

Bob B. requested more pictures be added to the website. Introduction has been added to the Rally page.

Newsletter:

Tad M. thanked those who have contributed to the newsletter and requested others to contribute as well. Members present thanked Tad for a job well done.

Flight Instruction:

Dave P. reported Romona F. has been making good progress.

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Airshow/Rally:

Jim G. asked if everyone has seen the flight line schedule. If you can't make your time slot then it is up to you to arrange for someone else to take your place.

Publicity - Jim K. should run Rally add in the Times Herald.

July 3- first mowing / July 10- second

Announcer booth - Tad M., Kip K., Tom O.

TransAm - Two EMT's will be present including Linda G.

Transmitter Impound - Rupert P.

Electrical Line - Randy and Jake B.

Raffle Tickets - Don W.

T-Shirts - Should come in by end of month

Food - Mike Z.

Wine and cheese - Romona F.

Dumpster - Ed Flicker

Port-A-John's - Tom O.

ATV - Randy B.

Signs - Dewey B. and Dave P.

Old Business:

SPCA :

Dave P. reported the SPCA is in need of a new boiler and STARS could possibly help raise donations towards the boiler at our open house. Gary F. asked Dave P. to see if

they would like to come to the Rally and raise monies for this as well. Randy B. also suggested SPCA should place an article in the newspaper.

Field Maintenance:

Dave P. reported for Jim K., county plans to repair our entrance to the field.

New Business:

Repair fence.

Re-stain building.

AMA By-laws:

Changed wording about club officers so they have additional coverage.

Cooper's:

Gary F. reported Cooper's Liqui - Fire Fuel. (WWW.cooperfuels.com) by Brian W. is a manufacture of glow fuel in the local area.

Meetings:

Next Planning Board Meeting will be at the field, June 30th at 7PM.

Next Regular STARS general meeting will be at the field, July 9th starting at 7:30pm

Motion to adjourn was made by Don W. and seconded by Mike Z., all were in favor.

FROM THE NEWSLETTER EDITOR'S DESK...

Somehow this newsletter seems to be a rather short one this month, wouldn't you say? But with the usual fine efforts of Jim K., Jamie B., Walt H. and Jim M.; along with a word from our National President (and fellow New Yorker) Dave Mathewson, I hope you found something of interest for yourself.

The 31st STARS Scale Rally is almost upon us. 'Hope to see most of you there (as often as you can be)... and that includes mowing and raking, set-up, and working both days of the rally (to include take-down).

Invite some friends who might be interested in seeing "something different". Tell them that, unlike many current events- this one won't cost them a tank of gas to get to, and they can feed the whole family lunch either day for a twenty (or less).



LOOKING BACK – 2

This month we are going to travel back to the year 1944. World War II was well under way, and the general public was always looking for something to do close to home, since gasoline was at that time rationed. Free-flight model airplanes provided a great attraction, and U-control models were just coming on the scene. The public was fascinated with these type models, and they came out by the thousands to see them fly. Of course, if you know anything about free-flight models, especially, there were lots and lots of crashes which provided for great entertainment.

Take for instance a free-flight meet held in 1944 at Jamestown, NY at the airport on top of the hill. The following photo will give you an idea of the size



of the crowd. Ken Koeppel had the best flight of the meet, staying in the air for eleven minutes, after only a twenty second engine run. Jim and Bob Messer won prizes as well.

The newspaper went on to say: "The most dramatic crash was that of Jim Switalski's model. It was temperamental about starting, and when it had gained about 50 feet altitude, it went into a dive and crashed onto the pavement, into small pieces. Rather tragic."

The Jamestown paper put it this way: "There were 54 entrants and over 100 models were flown, to a throng of 2000 spectators, which **were leveled to the ground** like a receding wave, by one particular flight. The gas model took off, rose to an altitude of about 20 feet, suddenly turned and bore down on the unsuspecting crowd – a 30 foot section of which dropped to the grass in a hurry. A plane owned by Ken Koeppel took off, made a perfect loop in back of the audience and headed for the ground in a power dive. Koeppel covered his eyes, but the plane landed nose first on top of the refreshment tent.

One of the most unusual crashes in the race took place when the gas model plane tried to enter the Airport Snack Shop through a window. It shattered the



pane and startled everyone inside. Another plane landed on the roof of the large hanger. Two other airplanes were lost when the models disappeared over the hill in back of the Snack Shop. This photo shows Bob & Jim Messer, and Ken Koeppel with their airplanes and trophies won at this meet. Many prizes were awarded, and the Olean Model Airplane Club always won more than their fair share.

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Next Regular Meeting @ the field
in Cuba, Wednesday, July 9th,
7:30pm

Next Planning Meeting: TBA

31st Annual STARS Scale Rally,
July 12th and 13th, Olean Airport

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