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STARS Website: www.rcstars.org

IN IS OUT; OUT IS IN!

Yes, it's true... believe it or not! The "IN" door flying season at the Cuba school is officially over (as of this immediate past Sunday); we're all OUT the door. The "OUT" door flying season at the field has already commenced- it's the "IN" thing to do! I'm sure more people than this have been flying off the grass of late, but I have at least heard about Gary B., Jim G. and Dave P. To all those I haven't heard of- keep it up- we've had some excellent weather lately... AND (let's hope) MUCH MORE AHEAD!

This Month's Club Bio



This month's bio features Brad Davis from the big city of Cuba, NY. Brad worked at Acme for 25 years and has been retired for about 18 years. He has been married to Judy for 28 years and they

have seven children between them along with a bunch of grandchildren. Brad's oldest daughter works as a nurse in North Carolina, and the rest live nearby.

Along with being a STARS member, Brad belongs to the local Legion. He likes to fish on the St. Lawrence for bass and Northern Pike. He especially enjoys the way the Northerns hit, and they're a lot of fun to pull in. They put up a good fight.

When asked what or who got him interested in flying, Brad says he started to fly when he was 8 or 9 years old. He started out with single channel trainers, rubber bands,

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This is one of the planes Dave P. has been spending the winter building. I believe it's a replacement for one that looked significantly like it. It's called a "Joss Stick"

MODEL AVIATION PRINCIPLES 101: The only time you have too much glow fuel on board is when the flying model's on fire.

(BIO Continued from page 1)

and the like. The Debolt trainer is what he trained on. He belonged to the Olean Model Airplane Club, which is now STARS.

Brad doesn't have a favorite plane to fly, but has many he likes to fly. "There aren't many I can fly very well", he remarks. (This coming from one of the modest folks I know.)

His best flying experience can be



summed up in his words: "Any one that comes down in one piece is a good flight...one right after the other if you can do it. I used to build one plane a year, but never carried one over due to crashes." The planes he has right now are the ones that survived. He has no memorable "worst flying experiences". I guess that would be the annual crash(es) that he experienced for several years.

Brad flies both glow and electrics and he feels they each have their advantages and disadvantages.

His advice for new pilots: "Keep the faith".

See you next month, *Jim Keough*

STARS

Minutes of the General Meeting of: 3/11/09

Attendance:

Gary Baker, Randy Bittinger, Jamie Bowen, Brad Davis, Gary Fitch, Ed Flicker, Clark Follett, Ramona Follett, Fred Fowler, Jim Goodemote, Walt Hibbard, Kip Karn, Tom Orcutt, Dave Pratt, Jay Wade, Mike Zias

Omissions and corrections to February general meeting minutes:

Rally:

Randy B. requested a correction to "Gary F. reported on behalf of Jim G. that the Fun fly will be from noon to 2PM." should be "Gary F. reported on behalf of Jim G. that the Fun fly special events will be from noon to 2PM". Gary F. also stated he would like membership forms as well at the rally.

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TWO NEW SOLO PILOTS WERE RECOGNIZED AT THE WINTER BANQUET!

Club Project:

Walt H. requested a correction to "We may even be able to build kits to make it easier for others to build." should be "We may even be able to build kits to make it easier for other STARS members to build."

Motion to accept the meeting minutes by Dave P. and seconded by Ramona F. All were in favor.

Treasurers Report:

Tom O. gave the monthly report. Motion to accept by Brad D. and seconded by Mike Z. All were in favor.

Membership:

Ed F. reported no new members at this time.

Web Site:

Walt H. reported on behalf of Bob B. that he couldn't find workable software compatible to use for the AMA district II website for hosting our club website. Gary F. volunteered to talk with AMA for additional details.

Corning:

Gary F. stated AMA is forming chapters. Each district will form chapters. A chapter is a regional association of model airplane

DON'T FORGET!!!
We need your help
in collecting as
many styrofoam
egg cartons as
possible in order
to have a special
"Kid's Table" at
the Rally!



**Another of Dave P.'s
winter projects,
a Cessna 421 Twin**

District II Fun Fly

STARS

32nd Annual Airshow

Sponsored by

AMA District II

Southern Tier Aero Radio Society
Cattaraugus County Olean Airport
Ischua, NY

Flying Times

Sat. July 18th 10:00 AM - 5:00 PM

Sun. July 19th 10:00 AM - 3:00 PM

- No Landing Fee

- Free lunch for all registered pilots

- Full Scale Grass Runway

- Saturday Evening Park Flyer Flying

- Saturday Evening Wine & Cheese Social

- \$10.00 Weekend Camping Fee

- Beautiful Camping Area - no hookups



For more information call 716-372-1137
Jim Goodemote - Contest Director
goody8@verizon.net

clubs and leader members of all disciplines coming together for the mutual benefit. AMA can also help pay for club projects. For instance, AMA TAG program states if you provide flight training and ground school AMA can pay up to \$1000 to help sponsor this activity.

Inventory:

Walt H. requested volunteers to inventory our clubs' equipment. This will help better determine the type of insurance coverage the club should purchase. Gary F. suggested videotaping our inventory as well.

Jay W., Clark F, and Walt H. have volunteered to do the inventory.

Rally:

Jim G. reported the ASG may decide to do something on Friday. Saturdays' breakfast and chicken dinner will be offered by ASG. Tom O. suggested we move our flight line further down the grass runway to help minimize conflicts with takeoffs and landings of full-scale aircraft. Fun fly events will be lead by Walt H. Currently have 5 possible fun fly events. More suggestions welcomed. A sign-up sheet will be required for pilots who plan to

(MINUTES Continued on page 4)

HAVE YOU EVER... Flown your electric Vapor in the Cuba gym, and wondered why the one you thought was yours wasn't responding to your control inputs?

participate in the fun fly event. Mike Z. will be in charge of the food tent. Jim G. suggested we shop

around to find the best quality food for the Rally. We may want to adjust food prices as well. Clark F. will be in charge of Parking.

Randy B. will be in charge of the flight line. Auction is still an option and would like to use the hanger if possible around 6PM on Saturday. Fred F. will check with ASG and report back if the hanger can be used for the auction. Randy B. requested our Rally flyer be converted to a PDF file so STARS members can forward to friends via email. Ed F. asked if an auction will be successful based on our previous experience. Randy B. suggested our auction could possibly take place during the wine and cheese party. It was then decided the auction would be at the wine and cheese party. Kip K. suggested a raffle take place with limited number of tickets to improve the odds of winning for in-

dividuals. This may be more profitable than an auction. Gary F. also suggested we raffle a complete plane including radio. Rally setup will be the same as previous years with the edition of a circle for u-control planes.

Clark F. volunteered to look into new posts. Club generator should also be checked. Ramona F. will be in charge of the Wine and cheese party and plans to include a non-alcoholic punch bowl.

New Business:

Gary F. reported the Canandaigua club has cancelled their event so they can attend our rally. Canandaigua club's event will be held in June and STARS members should attend if possible.

Meetings:

Next Planning Board Meeting will be at Kip K. house, March 30th @ 7PM.

Next Regular STARS general meeting will be at JCC, April 8th starting at 7:00pm.

Motion to adjourn was made by Ramona F. and seconded by Mike Z. All favor.



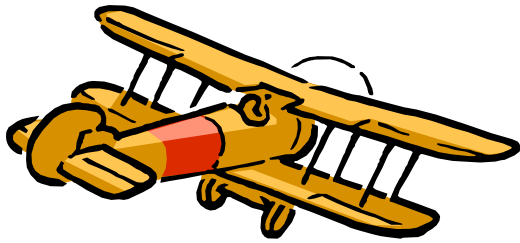
Just one of dozens of photos of Jim G.'s progress on his Corsair project... all available on the STARS.com website. Take a good look ... and enjoy!



That's right... it'll be here before you know it!!! It really is "right around the corner"!

on were in

From the Rocky Mountain Flying Machine Web site



Hints for Airplane Set Up*

by Richard Lindberg

1. Alignment of wing.
2. Incidence of wing.
3. Alignment of stabilizer.
4. Incidence of stabilizer.
5. Engine thrust line; all directions. Is it correct?
6. Ailerons: TE aligned with wing TE. Straight.
7. Elevators 1: TE aligned with chord line of stabilizer.
8. Elevators 2: TE carefully aligned with each other.
9. Rudder: aligned with fuselage centerline.
10. Control travels 1: same both directions on all surfaces.
11. Control travels 2: balanced aileron and elevator throws. *
12. Radio: exponential on aileron, elevator, rudder; at least 25% to start.
13. CG: (static) set per the manufacturer, your experience, then forward at least $\frac{1}{4}$ inch. *
14. Landing gear: check every piece; align wheel track.
15. Control system: check every piece; Loctite, glue, tighten as needed, then check again.

16. Canopy, belly pan, cowl, propeller, spinner, tail wheel: check every screw, washer, nut, bolt, latch. They have to work here to work there.

17. Tank plumbing: tank tubes, lines, clunks, tees, check valves, plugs.

18. CG: see step 13. Write down someplace.

19. Control movements: correct directions and amounts. Write down.

20. Battery check: Check battery!

21. If transmitter permits, “copy” this airplane to another, save with a version name, and keep it there unchanged. It is your original, in case you program yourself into an unflyable condition.

The items marked * are based on my personal experience and are my preferences. I like a balanced feel to elevator and aileron, hence the setup I listed. Same for exponential. In most control systems we use these days, you need about 25% or so to get to the “linear” travel point on the system you have. So, if you set 30% exponential, remember it’s only 5% “real” exponential. The reason I recommend the forward CG is that many fliers mistakenly set the CG on their airplanes too far aft. Until you have personally tried a slight forward CG (like suggested above) you won’t believe how much better your airplane will fly. Trust me on this; try it, you’ll like it.

By the way: item 20. Everything associated with your airborne and transmitter batteries needs to be checked by you at least twice, then you spouse or significant other, then whoever is at the field when you put the thing together. Trust me.

Now, this is not a comprehensive trimming

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chart, but it is a handy reference checklist for that new airplane you're either building or preparing to haul to the field.

Also, if you aren't already in the habit of writing down your particular airplane setup, begin now. Knowing where you started from makes things a lot easier when you are at the field tweaking everything. And don't forget to date your lists. The important idea is to keep a record of where you are, so you can more easily figure out where you went. →

NOTE: I found this article in the latest



AMA Insider, a newsletter for club presidents and newsletter editors. I felt it might be especially helpful for our newer members of the hobby,... but older more experienced ones can never be too careful either. It helps to “brush up” on things once in a while...! *Your Editor*

FROM THE NEWSLETTER EDITOR'S DESK...

It's so hard to believe that the indoor flying season is now over. It started out very strong with over a dozen at many of the early Sunday get-togethers. But by the time it fizzled out on March 22nd; the foamies were gone, prospective members weren't showing up, and the gym had been taken over by a handful of Vapors and a few helos. What can we do next year fellas, to keep up the interest? Anyone have any ideas?

For those of you (like me) who didn't make the March meeting, it sure sounds like a lot was discussed. that's good- verbal repartee is a great way to come up with new and fresh ideas, and to keep everyone's interest in the conversation going.

I know at least a few of us will be going to Toledo next month... we'll try to keep you apprised of all the new goodies and “goings-on”.

I hope you're enjoying Jim Messer's column each month... there are only two more left after this one. thanks again- AS ALWAYS- to Jamie and Jim for all they do to help out this newsletter editor. Until next month then... *Tad*



LOOKING BACK – 12

The move to Clapp Field in Allegany proved to be a good one for the STARS. We built a small barn with a stone fireplace as our headquarters at the field, and we also installed a freezer down in Woody's barn where we kept a supply of hot-dogs/rolls, etc. Fly days were Wednesday evenings, and Sunday afternoons. After flying on Wednesdays, everybody was treated to a free hot-dog, and they tasted so good! Charlie Hildebrand was the architect and builder of the fireplace made from field stones.



Clapp Field was put on aviation maps as a place where full size airplanes could land, and was identified as the "STARS Aerodrome". Many times we would be flying models, when a full scale out for a ride would land and join us for the afternoon. This picture shows two J-3 Cubs that joined us. Not shown is a Beech Bonanza that landed on the same day.



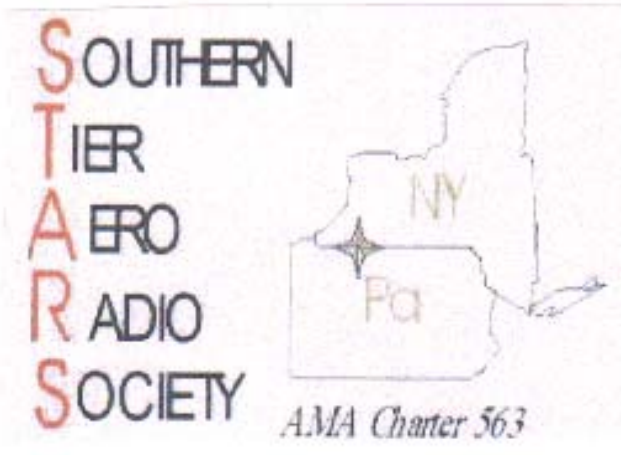
George Privateer was the club President all the years that we flew at Clapp Field. If I remember correctly, he was President for 17 continuous years. George gave everybody in the club a nickname representing something they did. For example there was "Chicken Charlie" Nellis and his wife "Prunella". There was "Dum-Dum" Dunn; "SOAK"- Jim Messer (switch-off-apple-knocker); and "Inverted – including his brains" Bill Messer.



This photo shows Jim Messer flying with an Orbit transmitter while Chicken Charlie (left) and Buck Rutledge look on. You can appreciate the extent of the runway in the background – we always flew right in the middle, with 1000 feet in both directions. We were fortunate in being able to purchase a set of golf-course mowers (a gang of five), from the driving range in Allegany for the tidy sum of ten dollars, and later purchased an old farm tractor to do the pulling. George Privateer had connections at the St. Bona golf shop, and they kept the mowers in repair for us.



The Clapp Field era brought in the advent of large scale airplanes, and the STARS six 1/4 scale Bristol Scouts paved the way for more exotic designs. Woody Clapp became a proficient model builder, and put his building knowledge of full scale airplanes to work on his models. One example is the 1/4 scale Stinson SR-9 which featured a welded tube steel fuselage, just like its full scale counterpart. Although he could build, Woody never did learn to fly models, and this one never got finished due to his early death in 1983 at age 42. The airplane was sold at the estate auction, and was never seen or heard from again.



Next Regular Meeting @ JCC - Olean Campus: *April 8th, @ 7:00pm*

Next Planning Meeting: *Kip Karn's house, March 30th @ 7:00pm*

The Weak Signals's show in Toledo is next weekend!

The District II Fun Fly and 34th Annual STARS' Rally will be here before you know it!

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