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****ANOTHER GREAT WEAK SIGNALS' SHOW!****

The 55th Toledo Weak Signals R/C Expo held April 3rd through the 5th was another one of those "must-see" events. Seriously, all of you members who haven't gone to at least one of these... you should definitely try to attend one during your lifetime. This was my ninth visit, and I still enjoy each and every one. Many of our members have gone many more times than that, but everyone should go at least once.

There were exactly 200 vendors there (I counted the names in the program) and some were new. Although it was great to see old-timers like Great Planes, Futaba, Sig and Bob Brown, new (or "newer") ones like Extreme Flight RC, Plattboyz LLC, Michigan Jets and Mikes Subworks were also enjoyable. Gary F. and I stayed at one of the hotels attached to the Seagate Center, and that was a blessings for these old legs. We went out Thursday night and returned Sunday evening. Randy B. and Jim G. went later, but we enjoyed there company for most of the weekend. For those of you who have been there before.... we ate Friday night at the Spaghetti House, and Saturday at Cousino's Steak House-, and both was every bit as good as ever.

As always, I especially enjoyed the symposiums (I mean... what's not to enjoy? - all that FREE advice from experts! duh). I went to the "Right Servo For the Right Job" presentation by Mike Mayberry of Hitec on Friday. Saturday morning I took in "2.4G - Plane and Simple - for the New User", by Mike Greenshields of Airtronics. This one was especially interesting (I've written a short article on "what I learned about 2.4" later on in the newsletter.

* * * * *

I've always had a soft spot in my heart for the Hawker Hurricane, the Battle of Britain fighter that shot down many more Luftwaffe planes than the Spitfire. The one to the right won third place in Scale at this year's Toledo Expo.



This Month's Club Bio



This month we'll take a closer look at one of our eleven Vice Presidents of AMA, Gary Fitch. In addition to his AMA duties, Gary is in Sales and Marketing at Keystone in Weston Mills and has been there for 22 years.

He is married to Diane, and they have three grown children along with a seven-month-old grandchild. Their oldest daughter works for Kaleida Health as a recruiting man

(BIO Continued on page 2)

MODEL AVIATION PRINCIPLES 101: Airspeed, altitude and brains; at least two of them are required for a successful flight.

2.4GHZ-PLANE & SIMPLE-FOR THE NEW USER

Although I found this very interesting, I'm not enough of an electronics buff to understand everything that was presented. As a novice in this area, I took notes on what interested me (or at least "sounded interesting"). The following are the "points" of the talk that I took down...

1. "With the new 2.4 systems, 'metal doesn't bother anymore'- don't worry about making sure your antennae is way away from servos etc."
2. Carbon DOES matter. "Like water, carbon and radio waves don't mix well. Carbon that is thick or dense in the fuselage WILL block radio signals (radio signals travel on a 'line of sight') so... do be careful that the antennae are not behind or blocked by carbon in your craft."
3. "Most 2.4 systems use digital or just-plain-larger servos... make sure your receiver battery can handle the load!"
4. "Even in the 2.4 systems, there is still a crystal in your radio! Make sure you still surround your receiver with foam (don't worry about this in an electric aircraft)."
5. " Don't worry about the fact that the antennae look so short in a 2.4 radio- within 1000 feet, it's almost impossible to do anything wrong, and most 2.4 radios have a range of 3 miles (far further than you can see!)."
6. Can multitudes of 2.4 radios in close proximity cause glitches and major problems? Answer. "If thirty guys, all using 2.4s from the same manufacturer, huddled together shoulder to shoulder, and turned on their radios at exactly the same instant, there is a tiny chance they would all be sluggish, but they would all STILL WORK."
7. Should you refrain from using cell phones when utilizing 2.4 equipment? Answer. "Cell phones will only cause a problem directly overhead of themselves and they put out a weak wave, so unless many are gathered together, and your 'line-of-sight' from your transmitter to the airplane goes directly through that area immediately above the cell phone gathering... there will be no effect."
8. Do you have to 'range check' differently with 2.4 radios? Answer. "Most definitely. You should walk out as far as you normally do, and check each channel, as you do now, BUT- you'll need someone to help you with the range check! As you check from a distance, have a helper pick up the airplane, keep it horizontal, and turn his body in a complete 360 degree circle, while your checking; then have him raise the nose of the craft, so it's vertical, and again turn a full circle while you check the controls. If your still have control in both these situations, you are all set. (And obviously, make sure the antennae ends are always at 90 degrees to each other)".
9. Just for interest. Someone asked if these new 2.4s are the fastest, most powerful radios ever. Mr. Greenshields said... "the fastest, most powerful RC radio ever made was the 1967 Kraft Silver, and it had a range of 5 miles!"

STARS

Minutes of the General Meeting of: 4/8/09

Attendance:

Gary Baker, Randy Bittinger, Jamie Bowen, Brad Davis, Ed Flicker, Clark Follett, Jim Goodemote, Gordon Hooper, Walt Hibbard, Kip Karn, Jim Keough, Tom Orcutt, Dave Pratt, Dick Say, Jay Wade

Omissions and corrections to March general meeting minutes:

Inventory:

Ed F. also volunteered for the inventory.

Motion to accept the meeting minutes by Randy B. and seconded by Jim G. All were in favor.

Treasurers Report:

Tom O. gave the monthly report. Motion to accept by Randy B. and seconded by Jim G. All were in favor.

Membership:

Ed F. reported no new members at this time.

Club Project:

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HAVE YOU EVER... just completed a takeoff of your model when a sudden dust storm blows dust into both of your eyes at the same time?

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Russian Yak-6 twin electric

Walt H. provided a sign-up sheet for club members to sign-up if interested in this club project. If you can't or haven't scratch built, other members can and will help. Gordon H. also offered to provide balsa wood. Dick S. provided the following link to obtain more information of the Yak-6 aircraft <http://www.airwar.ru/other/draw/yak6.html>.



This is that Saturn rocket mentioned at the last meeting by Randy B. It's the biggest "display model" I'd ever seen at Toledo!

Pilot Training:

Dave P. reported Jay W. is a new pilot in training.

Rally:

Jim G. handed out Rally flyers for club members to distribute.
Randy B. suggested an electronic copy of the flyer be sent to STARS members so they can forward to others. By doing so, will provide a means of communication to others of the Rally date change. Gary F. will provide Jamie B. a list of District II email addresses so Jamie can provide a special invite and include a copy of the flyer. Walt H. suggested our

yard signs change to "Air Show" and increase the text size if possible, so they can be more easily read from a distance. Fred F. sent a mail to Jim G. requesting to meet and review what is to take place at the rally prior to ASG meeting scheduled for next Tuesday. Ed F. volunteered to look at the club's generator to ensure proper operation for the Rally. Clark F. has also volunteered his generator.

Weekend Picnics:

The planning board committee suggested STARS schedule a picnic to take place every second Sunday of the month. If rain is forecasted for that Sunday then would be rescheduled for the following Sunday. Suggest everyone brings a dish to pass and plan on eating around 2PM.

Pilot Cage:

The planning board committee proposed pilot cages be replaced with a metal chain link fence and poured concrete pads for safety reasons. Ed F. suggested a



This is Miss Weak Signals of 2009 at the Airtronics booth showing off their new ten channel 2.4GHz Radio.

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Our Fearless Leader and two other intrepid warriors-of-the-air seem to be enjoying themselves at the first picnic of the year 2009, held at the field on April 19th. For more pictures of this gala affair, go to rcstars.org and click on pictures.

(MINUTES Continued from page 4)

sketch with dimensions and cost be provided. Randy B. reported other clubs have had issues with metal chain link fence and 2.4 GHz radios being able to transmit a clean signal. Suggest testing be done before purchasing a metal chain link fence. It was noted our existing cages are at least 15 years old.

Toledo Show:

Randy B. reported a 60% extra was on display, and a 1700lb three stage rocket ex-

pected to reach an altitude of 4200ft.

Meetings:

Next Planning Board Meeting will be at the field, April 27th @ 7:30PM.

Next Regular STARS general meeting will be at the field, May 13th starting at 7:30pm.

Motion to adjourn was made by Dave P. and seconded by Jim G. all were in favor.

FROM THE DESK OF THE NEWSLETTER EDITOR

Yes, flying season is upon us, and it's nice to feel the warmth of decent weather for a change. It's been a cold hard winter, and I think everyone is ready for the change.

President Walt wants to make sure everyone knows that we'll be having scheduled picnics at the field the second Sunday of each month. Please bring a dish to pass and whatever meat you wish to grill. We'll plan on eating about 2:00pm. Raindate will always be the 3rd Sunday.

Here's hoping to see you at the field! Until next month then... *Tad*

P.S. Thanks again, as usual, Jamie and Jim!



LOOKING BACK - 13



Everybody knows about the success the STARS had with the Bristol Scouts, which paved the way for other designs in $\frac{1}{4}$ scale. It didn't take very long for the STARS club to become the most famous club in the USA. The magazines were full of articles about the STARS, and one publication in England said it best: (see photo)

The photo shows Charlie Nellis, Woody Clapp, and Bob Dunn, with their treasures. There were no kits at the time, so the builders had to design their own planes if they wanted one. Back left is Charlie's Pfalz A-2. The two front planes belong to Bob Dunn, a Nieuport 28, and a Boeing P-26 Peashooter. In the right rear is Woody's Sopwith Tri-plane. All four planes were powered by Quadra 35 engines, the only dependable gasoline engine available at the time. All the propellers were hand carved from a block of maple wood.

Bob Beckman had this to say in *Model Airplane News*: "*The STARS (Southern Tier Aero Radio Society) was one of the first groups to get interested in Giant Scale, and when these guys get started, they really do it up BIG! They don't just build replicas of airplanes, they build replicas of whole squadrons. Their justly famous Bristol Scout was published in MAN not long ago, and their Fokker D-VIII is due out soon. In addition to complete flights of WW-I various members have modeled more modern types, ranging from a 1/3 scale Volksplane by Charlie Nellis, to Jim Messer's 1/4 scale Ercoupe and Tomahawk designs. In all, the club has twenty planes completed with seventeen more under construction. There must be more Quadras per square foot in the Olean area than anywhere else outside Ron Shettler's warehouse!*"



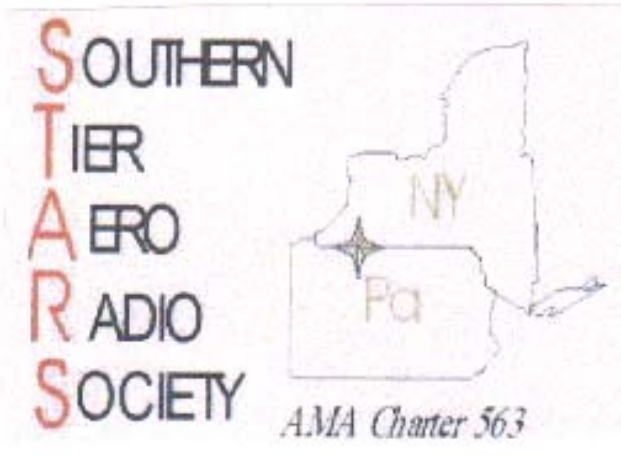
Charlie's Volksplane



Jim's Ercoupe



Jim's Tomahawk
with Wellsville full scale



Next Regular Meeting @ the field in Cuba, Wednesday, May 13th, 7:30pm:

Next Planning Meeting: TBA

STARS 32nd Rally and District II Fun Fly: Saturday and Sunday, July 18th and 19th

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