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## IT'S CRANIUM TIME! or... "use your head for something other than a hat rack"!



As many of you may know from hearing me help narrate at the STARS Rally the past two Julys, I really enjoy the study of aviation history. Although certainly not as knowledgeable as Dick Say, I have spent considerable time researching aircraft over the years (especially during my three year stint as volunteer assistant to Brian Howard, the Curator at the National Warplane Museum in Elmira). I thought the rest of you might enjoy trying to figure out "what is it?" once in a while... and so have started you out with a relatively easy one. Dick will recognize the aircraft within a second or two, and after the narrative, would probably be able to add to it!... but for the rest of you... it just might be fun. The name of this Avro aircraft will be given next month.

The \*\*\*\*\* was derived from the Avro 652 - two of which were built to an Imperial Airways order of

*(Mystery Continued on page 2)*

### MEMBER BIO OF THE MONTH

If you remember, we interviewed Clark Follett last month. This month we're staying with the same family, and will take a closer look at Ramona. Like Clark, you'll be sure to see Ramona working hard to spruce up the club, or always available to help with any project.

Because of a disability, Ramona had to hang the work up. She was born and raised in Port Allegany. She married Clark in 2004, and has two children of her own: Travis and Keshia. Travis is 23 now. He works at Pure Carbon in Coudersport. He has three daughters. We have Clark's son, Justin. He's a tech at the Constellation plant in Oswego. He troubleshoots and repairs nuclear reactors. They have three children.

Ramona belongs to the Moose Club in Port Allegany. She has always worked with the elderly at various locations.

Her other interests and hobbies include cooking...she loves to cook, loves to bake and entertain. She used to crochet a lot, and loves taking pictures.

*(Bio Continued on page 2)*

*Model Aviation Principles 101- High speeds are not dangerous. Coming to a sudden stop is dangerous!*

*(Mystery Continued from page 1)*

1933 - and was among the first aircraft in Europe to reach high performance by adopting the twin-engined, cantilever low-wing formula with retractable landing gear. Avro designers, having had experience with Fokker aircraft and derivatives, used a similar steel tube fuselage construction and basically moved the wooden wings of the earlier types from a high to a low position.

The production prototype flown in December 1935 was a forerunner of 7,195 Avro-built \*\*\*\*\*I for the RAF, RN, RAAF, SAAF, RGAF, Greece and Egypt. Production \*\*\*\*\*s were first issued to No 48 Squadron, which put the RAF's first low-wing, retractable landing gear monoplane into service on 6 March 1936. Armament included two 45kg and eight 9kg bombs, a forward-firing Vickers gun and a Lewis gun in a turret amidships. Operational with Coastal Command between 1936 and 1939 and for air-sea rescue until 1942, the majority were delivered as turretless trainers for the Commonwealth Air Training Plan in Canada, Australia and South Africa.

The \*\*\*\*\* 10, introduced in 1943, had strengthened floors for continental freight runs by Air Transport Auxiliary. After the war surplus \*\*\*\*\*s were sold to civil charter firms and the air forces of Belgium, Holland, Iran, Israel, Norway, Portugal and Saudi Arabia. Increased headroom, introduced in 1944, created the \*\*\*\*\* 11 or 12 according to engine. The latter, furnished as a feeder-liner eight-seater, became the Avro 19 Series 1 or Series 2 (tapered metal wing) for the RAF, BEA and civil operators in the UK and abroad. Final variants of 1948-49 were \*\*\*\*\* 18 trainers for Afghanistan and India; \*\*\*\*\* T.20 (perspex nose) for navigation training in Southern Rhodesia; T.21 (metal nose) for the RAF in the UK; & T.22 radio trainer. **'Figured it out?!'**

*(Bio Continued from page 1)*

When asked what/who got you interested in flying, Ramona told me she went to a rally and found it fascinating. "It would be cool to do that. I made up my mind that I could do it". But, she's scared to death of real planes.

Her favorite plane to fly is her new one, the Kadet Senior by SIG. "I can see it, the color is bright orange. I'm really enjoying this club and this plane".

Her best flying experience was the time her plane stopped and she had to dead stick it in. She had no problems bringing it in to a great landing. However, her worst flying experience was last year



when her husband took her plane up and crashed it into a million pieces.

Ramona shares Clark's opinion on glow vs. electric: "Well, to me, I think I feel the same a Clark. The glow is more realistic. It's more real...filling the fuel, sounds like an airplane." She loves to watch 3-D, but would never try it.

Advice for the rookie/newbie pilot: "Don't give up hope, especially if you're female, because females can fly".

# MINUTES OF THE REGULAR STARS MEETING, October 8th, 2008

The meeting was brought to order.

**Members present** were Don Wehlage, Brad Davis, Bill Messer, Gary Fitch., Clark Follett, Ramona Follett, Bob Bush, Dewey Barrons, Jim Goodemote, Gary Baker, Jim Keough, Jack Burkett, Bill Burkett, and Walt Hubbard.

**The minutes** of the last meeting were not read, due to Jamie's absence.

**A motion to close nominations** for Vice President was made by Bob Bush. 2nd by Bill Messer. The motion was voted on, and passed. Clark Follett will be the new Vice President.

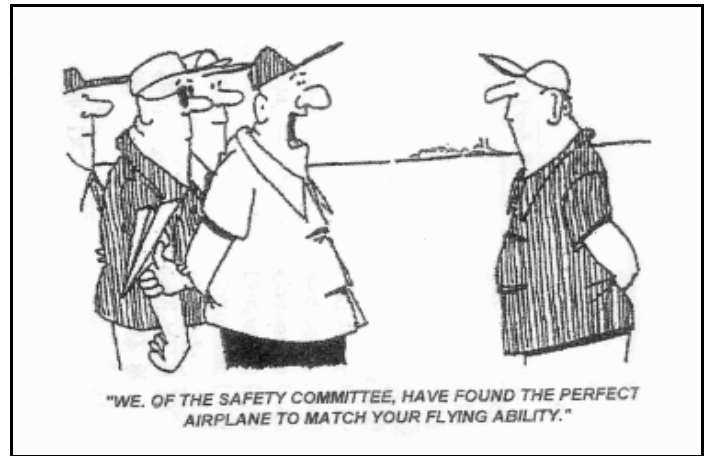
**Safety** - no issues to report

**Field Maintenance** - Dewey explained that he is going to outline the start up pads with stripping tape, and also cautioned the pilots that the pads get slippery when they get oil on them.

**Member illness** - Laura Pratt is reported to be doing better.

Linda Goodemote had a stint put in, and may require two more.

**Website** - Bob Bush reported that the number of hits have gone down - an average of only two per day.



**New Member** - Jack Burkett (Bill's brother) filled out an application to become a STARS member. The motion to accept Jack as a member was made by Don Wehlage, and 2nd by Gary Fitch. The motion was voted on, and passed.

**Old Business** - Fence at the field - Kip is going to finish painting the fence.  
Shelter - the shingles were not replaced on the shelter. Shingles are not available due to Hurricane Ike.

**New Business** - Jim Goodemote asked for a volunteer to send letters to the RC manufacturers requesting donations for the Rally. Gary Fitch has done this in the past, and may have a copy of the letter that was sent. He will also check for the list of manufacturers. Jim requested that this be done by the end of November. Clark Follett volunteered.

This years rally will be the District II Fun Fly. This will be reported in the *AMA, Model Aviation*, December District II news report, and also advertised in the *Model Aviation* magazine. Gary will also email all District II

*(Minutes Continued on page 4)*

**A THOUGHT FOR THE DAY: Helicopters can't fly. They are just so ugly that the earth repels them!**

(Minutes Continued from page 3)

## Club Presidents.

We will have RC, U-line, and Rocketry at the fun fly. Gary and Jim will start developing plans.

**Indoor Flying** - Walt has sent in the application for use of the school. Dates are the same time frame as last year.

Ramona asked if anyone was interested in putting together a float for the Christmas parade in Olean. A discussion was held and Ramona will send an email to STARS members requesting volunteers to help.

**Christmas Party** - Ramona suggested the Old Library again this year, as they did a good job last year. The date has not been set. Ramona will present more info at the next general meeting.

**Fund raiser** - it was suggested we evaluate having an auction at our rally again this year. Gary Fitch volunteered to be the Auctioneer.

It was also suggested the camping fees be raised at the rally.

Gary Fitch recommended supporting Mark Smith as AMA Executive Vice President.

Gary also told the membership about "Walts Hobby Shop", the largest hobby shop in Syracuse. The shop will be having a Christmas bash, and Gary is planning on going. Please contact Gary if you are interested, or if you want more info.

**Nominations for the Planning board are open.** Gary Fitch nominated Jim Goodemote, Don Wehlage and Kip Karns. Nominations will remain open until the November meeting.

**Next Planning meeting** will be at the home of Don Wehlage on Oct 27th 7:00 PM.

**Next General meeting** will be on November 12th, at JCC at 7:00 PM

**A motion was made to adjourn** the meeting by Gary Fitch, and Ramona 2nd the motion.

## FROM THE NEWSLETTER EDITOR'S DESK...

As I sit here putting November's newsletter together today, a gentle snow is falling outside (and yes, the temperature of only a few days ago has plummeted to depths unheard of since last November).

Does that mean the virtual end of the Western New

York Flying Season?... for most of us- yes. For others (the "hardier" souls), I suppose not. For all of us, it should also mean that... "BUILDING SEASON IS NOW OFFICIALLY IN FULL SWING!!!" So let's get going everyone, and remember... your ol' editor would love some pictures of those winter projects!

A special thanks is in order this month for the work of Don Wehlage. Don, thanks so much for taking notes and sending me the minutes of the meeting. My "two Jim's" (Messer and Keough) thanks for "keeping up the great work, you're an integral part of this newsletter.

Until next month then...





## LOOKING BACK – 7

I hadn't thought much at all about radio control airplanes after seeing "Guff" fly at Detroit in 1948, until one day in 1957 when Bill Thomas called me on the phone with this message: **Let's build a radio controlled airplane**". We agreed to meet at Anderson's Diner on Kendall Ave. in Bradford to discuss the situation. Bill had an advertisement of a single channel radio from Germany that he could get for about \$40.00, and to me that was a huge amount of money to be spending on a model airplane. Bill purchased one, and it turned out that we couldn't make it work.

Right about then, Citizenship advertised a single channel radio made in the USA on 465 mh., so Bill and I each bought one. These were the first radios in Olean so far as I can remember, and with them, we were able to put rudder control on a free flight airplane. Ken Koepfel also was experimenting with some other brand radio, the name of which I cannot recall.



Bill put his on a Super Buccaneer free-flight powered by a Forester .99 ignition engine, which was later replaced by a McCoy .60 red-head glo engine, the largest glo engine available at the time. Neither engine had throttle control. The photo at left is the Super Buccaneer with Bill Thomas at the control. (Note the yellow color rudder).

The initial flights on this contraption were made by hand tossing it off the hill on the Windfall Road, just before you get to the Dugan Road, heading from Olean. Following are excerpts from the flight log which I still have in my possession: 3/8/58 (wintertime in Olean) – Buccaneer glided off hill – showed good control – time in air – 4 seconds. 3/9/58 – glide off hill with engine idling – time in air – 6 seconds. 3/29/58 - one flight – very windy – engine running good – lost control – model flew over the river. 4/19/58 – one flight – good control using Jim Messer's transmitter. 4/20/58 – one flight – almost dark – let it get downwind – couldn't see to bring it back – lost over the hill – 32 flights at this time.

The model was found, however, and by 8/3/58 it had accumulated a total of 65 flights. On 10/19/58 the log states that **"the wing broke in half at the end of a dive"** and that was the end of the Buccaneer with 83 flights recorded.



Those old single channel radios used an escapement to provide movement to the rudder, and that was provided by a twisted rubber-band. This photo shows Easy Evans winding the rubber-band in his airplane. The transmitter had only one button – push it once to get right rudder; push it twice in rapid sequence to get left rudder. You didn't always get the control you were looking for. It wasn't easy to fly an R/C plane in those early days.

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Next Regular Meeting @ JCC - Olean Cam-  
pus: Wednesday, November 12th, 7:00pm

Next Planning Meeting: TBA

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