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IT'S IN FULL SWING!



Received a nice little blurb from Jamie B. the other day... seems that the indoor flying season at Cuba Middle School has started. Sounds like fun, doesn't it!?! If you have your Sunday afternoons free... see you there? - It's in full swing!

"... Had a great time at the Cuba gym today. Kip Karn and Brad Davis both purchased Vapors so all three of us were flying them. They looked like bugs in the air. Gene Hickey had some home made planes made out of blue foam and also gave several away. Dave Pratt and Kip Karn had micro versions of the EFlight CX blade helicopters and it sure was a pleasure to see them fly. These would easily fit in the palm of your hand!..."

JANUARY 24TH!

Don't forget this date! It's the Winter Party at the Old Library; complete with great food, fun, and most of all -marvelous company...

CLUB BIO OF THE MONTH

If you want to get up close and personal with the guy who manages your STARS' dues, read on and learn about Tom Orcutt.

Tom has been retired 7 years from Verizon after 32 years there. He started out as a lineman for 10 years, then went into the splicing end, and finally finished out with fiber optics work. He enjoyed his work there and the great camaraderie, and still misses his friends.

Tom has been married to his wife, Rosemary, for 37 years. They have three children. Their son Tom works at the state capital in Albany as does his wife; Michele. He also has a couple of daughters, one is currently employed as an RN at the hospital maternity ward; the other works at the hospital in registration. They all get up to Albany every three months or so to see the grandchildren. He and Rosemary have five altogether.

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MODEL AVIATION PRINCIPLES 101: Try to keep the number of your landings equal to the number of your takeoffs.



three-foot wingspan. What got me going into R/C was when Dad joined the STARS, and every Sunday we'd go to the field. Then when I was in the Air Force, I was a crew chief on a C130. We went all over the world. I joined STARS about 27 years ago. Then I built a Senior Falcon with a single stick transmitter... and Jim Messer taught me how to fly it. From then on I was hooked. 'Been with it every since. I was in the club 2 or 3 years when Bill Messer was the treasurer. I was appointed a little later down the line by George Privateer".

Tom has a favorite plane to fly; the U-Can-Do...a pattern ship. According to Tom, it flies nice and slow, and can do anything you want...it's real gentle.

(BIO Continued from page 1)

Tom doesn't have memberships in any other clubs/associations. He used to hunt, but gave that up when he got into the R/C.

When I asked Tom about other interests and hobbies, he remarked, "Just the grandchildren, and I'm the bag boy when we go shopping. But my wife and I love to travel. We just went to Rome for five days...saw all the major attractions...then on a cruise ship...three ports in Spain, then a cruise back across the Atlantic".

"The building part is where you really learn about the airplane..."

Here's how Tom got interested in flying: "My Dad was into model aircraft "way back when". Learned to fly on an old Ringmaster U-control, and that's how we got started into the airplanes. Then we got into the stick and tissue models. My brother had a model of a Taylor Craft (rubber band) with a

It has an O.S. 91 2-cycle for an engine.

"If you belong... you should contribute..."

Tom's best flying experience was flying his Dad's 25-year old 3rd scale E2. "It looks like a Piper Cub, but is its forerunner. It could do touch and goes all day....10 foot wingspan. Once you got it in the air "it was a pussycat". But I lost it last summer through pilot error. I stalled it on take-off.

His worst flying experience can be classified as follows: "I was flying a Super Sportster, the most pretty pink and purple. I went into a right hand turn...almost knife-edge, and I gave it the wrong input and it inverted. I panicked and instead of giving it down, I gave it up and it went right into the tree...looked like confetti coming down. And this was during an open house!!!! How embarrassing!"

"I don't understand all the electrics", says Tom. They may be a little more expensive. I like the

(BIO Continued on page 3)

AVIATION THOUGHT FOR THE DAY: Remember, gravity is not just a good idea; it is the law. And it's not subject to repeal!

sound of glow. Glows are little more work, but a model airplane should sound like a model airplane. I'm a little disappointed in the hobby because there are too many ARFs around and available. The building part is where you really learn about the airplane. I enjoy building...three from scratch...a dozen or so from kit."

Tom likes to watch 3D to an extent...but probably will never do it. After awhile, it gets a little monotonous.

His advice for the rookie/newbie pilot: "I go to the meetings, and I'd like to see us get more members in the club. If you belong to any organization, you should contribute something and participate any way that you can."

Until next month... Jim Keough

Membership:

Ed F. Announced Jack Burket has joined STARS. Welcome Jack.

Web Site:

Bob B. is in the process of revamping Jim G. and Dewey B. pilots' projects pages.

News Letter:

Walt H. requested on behave of Tad M. to please provide more news.

Member illness or other:

(MINUTES Continued on page 4)

STARS

Minutes of the General Meeting of: 11/12/08

Attendance:

Gary Baker, Jamie Bowen, Brad Davis, Gary Fitch, Randy Bittinger, Bill Burket, Jack Burket, Bob Bush, Ed Flicker, Clark Follett, Romona Follett, Jim Goode-mote ,Gene Hickey, Walt Hibbard, Kip Karn, Jim Keough, Tom Orcutt, Dave Pratt, Mike Zias

Treasurers Report:

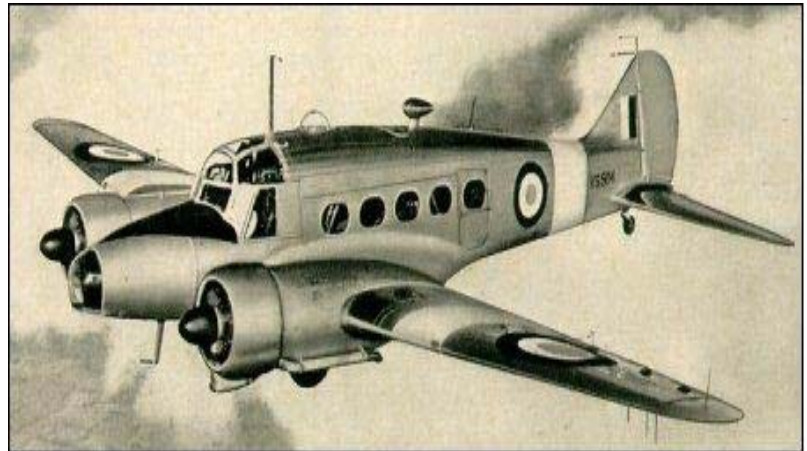
Tom O. gave the monthly report. Motion to approve by Romona F. and seconded by Kip K. All were in favor.

Planning Board Elections:

Motion by Gary F. to close planning board nominations seconded by Gary B. all in favor.

Safety Report:

None at this time.



If you recognized last month's mystery plane as an AVRO Anson, you were correct. As interesting as the plane, is the story of it's company's founder. The company was named for Sir Alllott Vernon Roe (who went by "A.V"- hence the company's name). This early pioneer (1877-1958) invented the "single stick control lever" (before this, all planes were controlled with two sticks), and actually began his career by working on "model airplanes". In 1907, A.V. won a model contest sponsored by the "Daily Mail" Newspaper, which awarded him 75 Pounds Sterling (about \$350 American). This award helped him get started, and his WWI recon AV-504 made him famous. See, modeling "is not only fun, but also worthwhile and "good for you!"

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None at this time.

Winter Party:

Date: 1/24/09

Location: Old Library

Cocktails: 5PM

Dinner: 6PM

Romona F. stated the menu will be Italian roast beef buffet much the same as last year. Cost expected to be \$25 per person.

Old Business:

Indoor Flying:

Location: Cuba Elementary School Gym

Start: Nov 30th

Time: 1 to 4PM

Winter Fun Fly:

Walt H. suggested a winter fun fly for the club members at the field.

Bob B. suggested the date might need to be determined by the forecast.

New Business:

Club Dues:

Walt H. suggested the club dues hasn't been raised in many years and suggested dues be raised by \$5 or \$50 per year rather than the current \$45 per year. Motion by Mike Z. to raise dues to \$50 per year and seconded by Jim K. Members present were not in favor. Several discussions took place as possible al-

ternate options to raise funds like obtain new members or make a RC car racetrack. Walt H. stated 5 people would be willing to make a track but haven't had a place to make one. What about liabilities, does AMA have anything for RC cars. Straw vote by Walt H. to see if members present had an interest in RC cars. All were in favor. Planning committee will



For those of you who haven't had a chance to see Dewey's gorgeous C-130 yet... here it is!

take it from here. Gary F. also suggested a press release to announce this.

Field Power Outlets:

Randy B. suggested more power outlets be installed at the field to allow campers during open house the ability to charge equipment when club house is not opened. Bob B. also suggested we

might want to install more outlets at the flight shack so we can easily charge our equipment. Clark F. suggested a transformer could be purchased to convert 120Vac to 12Vdc to more easily adapt to most 12 volt chargers. Gary F. asked Clark to investigate and report out at the next meeting.

Rally:

Date: July 18th and 19th.

Olean Airport will be having it's 50th anniversary and ASG will be passing on this years rally in order to participate in this special event. ASG will revert back to working with us next year.

Jim G. reported more space will be required than previous years because we are now sponsoring the AMA fun fly event during the rally. Gary F. suggested a committee be formed and possibly search the Internet as to what can be done during a fun fly event and plan accordingly. Volunteers for the committee are Gene H., Dave P., Randy B., Gary F., Walt H., Ed F.

Gold Leader:

Gary F. reported STARS has been an AMA gold leader for over 12 years now and suggested we may want to revisit the requirements to ensure we continue to be a gold leader club. Requirements can be found on the AMA website but some examples of the requirements are:

- Promote club in the community
- Post rules at club field
- Youth promotion

Donate to charity

Auction:

Batavia will be having its annual auction scheduled to take place this coming weekend.

Walt's Winter Bash:

Walt's hobby shop located in Syracuse will be having a winter party scheduled to take place on November 22 and all are welcomed.

Meetings:

Next Planning Board Meeting will be sometime in January.

Next Regular STARS general meeting will be at JCC, Dec 10th starting @ 7:30pm.

Motion to adjourn was made by Randy B. and seconded by Gary F. All were in favor.

FROM THE NEWSLETTER EDITOR'S DESK....

Thanks again to my hard working crew... Jim K., Jamie B., Jim M.,... (and thanks for the plug at the meeting, Walt!)

'Hope you all saw the nice picture (and read the paragraph) on Jim G in the latest "Model Aviation". Gary (and the rest of us in District II) are lucky to have people of Jim's calibre willing to step up and do the job needed!

Here's hoping all of you have the most joyous of Christmases (and find all sorts of things under the tree that "run, fill, charge, glide, control, build, sand, cover..." oh you know what I mean.)

Keep building!,
Tad



HAVE YOU EVER... Knelt on a glow plug? Dropped a small screw right at your feet (and spent the rest of the daylight searching for it in the grass?)

LOOKING BACK – 8

We left you last month with the birth of single channel radio controlled planes, and how difficult it was to fly them. First, there was no throttle control, so just enough power was used to give the airplane a steady shallow climb, since it was necessary to fly until the plane ran out of gas. Controlled landings were always made “dead stick”. If the engine was running at the time of landing, it was termed a “crash”!

Batteries were the main reason the radios failed to operate. These were lead-zinc non-rechargeable batteries, and they only lasted for one flight – two at the most. The Citizenship 465 receiver used four AA batteries for the 6-volt A-supply, and one 67.5 volt single battery for the B-supply. The transmitter used two 6-volt lantern batteries.

There were no small voltmeters like we have now. Instead, we used a flashlight bulb with a negative wire soldered to it to determine the strength of a battery, by seeing how bright the bulb lit when properly hooked to the battery. There was a Burgess Battery store down on West State Street, close to where Worth Smith is now, and we bought batteries there by the dozens.



Needless to say, in those early days of R/C, it was considered a miracle if you could get the airplane to land on the same field that it took-off from. **Speaking of taking-off, there was no such thing.** The airplanes didn't have enough power to take off – they all had to be hand-launched, and that held true for several years – even when we later got into reed radio systems. For example, the attached photo shows Bill Messer hand-launching my deBolt Custom Live-wire biplane, fitted with a Citizenship eight-channel reed system, and powered by a K&B .45 engine – the largest R/C engine with throttle control at the time. Even though it had rudder, elevator, aileron, and throttle control, it didn't have enough power to take off from the ground.

Due to those many major battery problems, many airplanes just flew away, much like a free-flight model, and landed wherever! The pictured model was no exception, and once landed in a tall tree. The Olean Times Herald put it this way:

“POWER CREWMEN SNAG MODEL PLANE: A \$300.00 radio-controlled model airplane owned by James Messer, Rock City Rd., malfunctioned Wednesday evening and failed to return to its landing place east of the Dugan Road near the Line Material plant.

The aircraft came down in a tree on East State Street, near the Dugan Road, and was reached Thursday by Niagara Mohawk workmen using their tree-bucket truck. Radio equipment in the plane responds to controls via a ground transmitter.”

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Next Regular Meeting @ JCC - Olean Campus:
Wednesday, December 10th at 7:30pm

Next Planning Meeting: Will be sometime in January... and announced at next regular meeting

January 24th: Winter Party at the Old Library, details will be forthcoming

STARS DUST NEWSLETTER - Official Publication
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