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## NEWSLETTER EDITOR ENJOYS 'SELF!

...and if you can believe that... I'll tell you a little story...

Ruthie and I recently took a short vacation to the Midwest; one wrapped exclusively around "my" wishes (I have a VERY understanding wife!). We had originally planned to go all the way to Ames, Iowa (976 miles) where our Grandson Niall Hart, and his Wellsville ICS classmates from the Odyssey of the Mind Competition, were heading to compete in "World's" (having won "Nationals" earlier in the month in Binghamton, NY). At the last moment Ruthie said... "do you really want to go that far for a few hours of 'spectating'?" I replied that it was maybe "a little much". So she replied.. "why don't we just go to the National Model Airplane Museum in Muncie, and the National USAF Museum in Dayton- a call it a trip?!?" That sounded great to me, so we headed west for four days.

At the AMA headquarters we had a nice tour of the building led by Yolanda Jones, the Administration Assistant on the *Model Aviation* staff. She was both knowledgeable and personable, and was patient both with my slow pace and my questions. While there I had wanted to meet Ashley Rauen, the editor of both *Cloud 9* and the *AMA Insider*. Yolanda was able to arrange it, and we had a nice conversation. You may have seen Ashley's picture in the *Park Flyer* magazine, as she often does reviews. Everyone was friendly and helpful (even though I told them I was a friend of Gary Fitch-... just kidding); and Ruthie and I both enjoyed the view from the "observation deck" of the building. We have a great facility there, and one we can all be very proud of!

From there we took a self-guided tour of the Museum, just across the parking lot. I spent some time with Rich LaGrange, the librarian- marveling over how many books the museum has!

*(TRIP Continued on page 2)*

### **This Month's Club Bio**

I guess it's my turn to do this interview. Before retiring, my career consisted of 24 years of teaching 4-12 vocal music at Scio Central School after which I spent 7 years doing fourth grade. I used to tell people, "Scio was good for me, and I was good for Scio". As most people will tell you, "Retirement is bittersweet", and in my case it was very true. While I miss my colleagues

*(BIO Continued on page 3)*



*(TRIP Continued from page 1)*

We had about 4,000 volumes when I volunteered years ago at the National Warplane Museum in Elmira, and the AMA Museum has more than that! I asked if they took book donations, and he said they loved them, but to check with him first before sending them... they don't need duplications of what they already have. Yes, their space is limited.

It was enjoyable seeing so many great models, but even more interesting was to walk through the 1950's era hobby shop. Although I didn't see any OK-Cub 1/2a engines, I did see many items that brought back memories of when my little home-town village (Palmyra, NY) had its own hobby shop, and we kids all used to salivate and window shop at every opportunity.

The real highlight of the tour however, was getting the chance to talk with the Museum Director, Michael Smith. He's a very personable young man, and very knowledgeable. Mike was an "Army Brat" and so has been all over the world. He had always had a great interest in military history and so did volunteer work at many military museums. When it came

time for college, he earned a Bachelor's degree in military history at the Ohio State University. He received his Masters in Museum Science at Wright State University in Dayton, so you know he is intimately acquainted with the USAF museum! I told him about my volunteering at museums since retirement, and he seemed to enjoy our talk. He thanked me for being a museum patron (something any of you can do for as little as \$25 a year- sent in at the same time as your membership renewal). I left Muncie with a new appreciation for our headquarters and its museum, and a sense of pride in being a member.

In Dayton, Ruthie and I had been told it takes

two days to see the whole USAF Museum! I didn't doubt it as we approached the main doors. This facility is huge, consisting of four main hangars, other smaller buildings, and an outside storage tarmac as well.

I wanted especially to see the World War II area, and the World War I - between-the-wars area. We were able to see both in about four and a half hours, and after that... were just to "pooped to pop" (darn- it's no fun getting older....)

One plane I had wanted to especially see was the Macchi 200 Saetta (Lightning). This mainstay of Italy's Regia Aeronautica during WWII had originally been beaten in the 1935 "fly-off", by the Fiat G50 Freccia (Arrow), but by the time the war rolled around, the Macchi was the "pilot's choice" by far. It served very respectably

for Italy, matched up well with (and was slightly better than the Hawker Hurricane) and although later superceded by the 202 and 205- was the most produced fighter Mussolini had. Those of you who have seen Dick Say's Fiat G50 will know what a 200 looks like. Change the canopy slightly (making the back half into a solid head-rest), and round the lines of the empanage...



***CROWDS AT THE USAF MUSEUM!***

and the 200 and G50 look almost identical! The museum has the 200 set up in a North African desert night scene, with crew working on it. I was VERY impressed.

In the WWI / between-the-wars hangar, I was most interested in the Boeing Peashooter. The Army Air Corps first all-metal single wing fighter, it looked almost like a "comic-book creation", but as Ruthie said more than once... it's cute!"

I thoroughly enjoyed this museum, and had we longer (and my legs held up better), another day and a half would have been about right for seeing the whole thing.

(BIO Continued from page 1)

and student a great deal, I do not miss the day to day “grind”.

After retiring from full time teaching, I began supervising student teachers for St. Bonaventure University, and have held that position since September of 2001. In addition to that I was elected Town Justice of Cuba, started a home repair business, and began driving ambulance for the township. Of those last three, I continue only with the Justice position. Finally, I lead a trio in which I play guitar, which performs 6-8 times a year at various functions in the area.

I met my wife, Sandy, while doing undergraduate work at Geneseo. We’ve been together for almost 38 years, and have two children, Heather and Nathan. Heather is married to an attorney and they make their home in Carlisle, PA. She is the Assistant Director of the career center at Dickinson College from where she graduated. (We’re finally getting some of our money back!) Nathan has a light, sound, and video company (of one) in Los Angeles. See: nkproduction.net

In addition to STARS and AMA, I hold memberships in the following organizations: Life member of National Educators Association, life member Cuba Rod and Gun



**Ah-h-h-h... He doesn't look a bit different today, does he!?!**

Club, NYS and Allegany County Magistrates Association, and the Western NY Pinball Group,

Other interests and hobbies include Geocaching (see [geocaching.com](http://geocaching.com)), camping, collecting toy trains and pinball machines, building construction, and music (recording, composing, and performance).

I guess Mike Zias got me interested in flying. I did have a control line unit as a kid, but never got it into the air. My favorite plane to fly is the Kadet LT40 because that’s what I learned on. My best flying experience was the day I soloed. I think Dave Pratt was more excited than I was. The worst is any time you crash. I had two spectacular ones so far.

My opinion on glow vs. electric is as follows: Glow has a real nostalgic flavor for me...that’s what I remember as a kid. However, electrics are cleaner, quieter, and require less field supplies from what I can see. 3D is amazing...it’ll be years before I try any of that.

I don’t really have any area of expertise at this point, but my advice to new pilots is, of course, “Practice and listen to your instructor.” But, only perfect practice makes perfect.

‘Til next month then,

*Jim Keough*



**This is a Macchi 200 Sietta!**





**EVEN MORE... MEMORIAL DAY FUN!!!**

*(MINUTES Continued from page 4)*

Randy B. suggested additional pins be made for the 2.4 Ghz radios.

Rally flyer can be downloaded from our website.

**Pilot Cage:**

Walt H. contacted several radio manufactures to see if a metal fence pilot cage would cause interference with our radios. Every radio manufacture had a different opinion so Walt suggested steel posts and plastic rather than metal fence. Ed F. suggested simple straight sections of fence for ease of mowing. Jim G. also suggested pour pads, if we use metal stakes. Decision has been postponed until after the Rally.

**Old Business:**

Ed F. will ensure proper operation of the generator prior to the Rally.

**New Business:**

Don W. reported we have once again obtained Gold Leadership.

**Meetings:**

Next Planning Board Meeting will be at the field, May 25th @ 7:30PM.

Next Regular STARS general meeting will be at the field, June 10th starting at 7:30pm.

Motion to adjourn was made by Dick S. and seconded by Jim G. All were in favor.

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

I apologize for the lateness of this month's newsletter. If you read the article on page 1, you'll understand why. Ruthie and I had a great trip, but it put us "out-of-town" just when the newsletter was due. But then again (as Dick S. used to say...) If you don't like it- fire me!

'Haven't made it to the field yet (with a plane, that is). 'Hope to get there soon- I'd hate to think that all the good weather will be gone before I get in the air!!!

It's closer than ever now everybody... District II Fun Fly / STARS Rally is now "almost upon us"! See you there!

Until next month , **Tad**



## LOOKING BACK - 14

The year was 1977 when the STARS held the first STARS Scale Rally at the Olean Airport, a tradition that is now in its 31<sup>st</sup>. year. It didn't take long before the interest in giant scale airplanes carried over into other clubs, and a new era in model aviation

SCALE  
FLY-IN  
Olean, N.Y.  
July 7-8,  
1979



was born. By 1979 the meet was well established, and 45 planes were flown. The STARS featured a new squadron of Fokker D-VIII's, all powered by Quadra 35 engines.

After the 1980 Rally, Bob Beckman wrote a nice article about it in

Model Airplane News. It is too long to print here, but some excerpts are as follows:

**A STARS SPANGLED WEEKEND:** Have you ever had a perfect weekend? I just got home from one that was ALMOST perfect; fabulous weather, good food, great hospitality, an outstanding flying site, and beavies of big beautiful birds. I'm talking about the STARS Scale Rally in Olean, NY on July 12-13, 1980.

The do-it-big and do-it-good philosophy carries over in the STARS execution of their annual Scale Rally. The flying site is an inactive grass runway at the Olean Airport. Since western NY is hilly, the best place for an airport is on top of the highest hill. This makes for a beautiful view, and lots of clear airspace, but if you go off the edge of the runway, it's a long way down. It's also a long way to the nearest McDonald's, but these guys take care of that by providing coffee, cold drinks, hot dogs, scrumptious Italian sausage sandwiches, all at prices that are a real steal in today's market. Then they top it all off with a complete barbecued chicken dinner. On both Saturday and Sunday, STARS member Charlie Nellis cooked 100 chickens (200 dinners) on his dainty 4 x 8 - feet that is - charcoal grill.

The same kind of attention to detail was even more apparent in the flight operations. The safety conscious regulations that have been developed for Giant Scale activities were much in evidence. Every plane was inspected before being cleared to fly, and every pilot certified that his plane had been successfully flown. The flight line, itself, was well separated from the pit/spectator area, and officials came down quick and hard on anyone whose flight even started to wander back of the line.

The flying was, on the average, the best I've seen at a fly-in like this. While there were some prangs, they were few and far between. Due to the wind, right-hand patterns were flown. I didn't understand the consternation this caused, until several pilots told me that they had never flown anything other than a left-hand pattern.

As a lead to this report, I said that I had had an "almost perfect weekend". The only thing that kept it from total perfection was the fact that I didn't have anything to fly. I'm looking forward to a perfect STARS-Spangled weekend next year.

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Next Regular Meeting @ the Field- June 10th

Next Planning Meeting: @ the field, TBA

District II Fun Fly - 32nd Annual STARS Rally - July 18th and 19th - Olean Airport

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