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# FIRST FLIGHT OF THE YEAR?

*Jim Keough has already enjoyed the exhilaration of an "outdoor" flight this year. Or should I say... "two already!". These took place on February 17th and the 20th.*



*Jim flew a Sierra trainer that Walt Hibbard had given him. Jim put some new skis on it and was at the field on a beautiful 42 degree day. Everything went fine except the plane wouldn't leave the ground! On his way home, Jim sought Walt's advice. Walt told him to sand the burrs off the skis and coat them well with car wax.*

*Back at the field about 3pm, Jim had one nice flight.*



*The wind was a little tricky above the tree line, but other than that... great!*

*Another flight on Sunday, and Jim was "two to the good".*

## CLUB BIO OF THE MONTH



We will be taking a look at one of our newest members of the club, Pat Kennedy. Pat is currently a courier for the Olean Medical Group. He supplies them with all the things they need to operate, and delivers all kinds of paperwork. Lab specimens are very important, and Pat is responsible for getting them to their destination. He retired from Paul Brown motors in 1998, and was with them for 5 and half years.

Pat has been married to his wife, Cyndy, for

*(BIO Continued on page 2)*

MODEL AIRPLANE PRINCIPLES 101: You know you've landed with the wheels up if it takes full power to taxi back to the pit area.

*(BIO Continued from page 1)*

just under 26 years. She has three children and he has four. They are spread out all over the country. In the summer of 2009 he and Cyndy spent five weeks driving to see all the children. They wound up in Huntington Beach just south of Los Angeles.

I asked Pat about his membership in other clubs/associations. He belongs to the Olean Rod and Gun Club and is an active pistol league shooter. He does his own reloading because it saves some money and it's interesting. In addition to the Rod and Gun Club, Pat spends quite a lot of time at Chautauqua Lake with the Independent Order of Vikings. They have lodges from New England to Wisconsin. It's a Scandinavian ethnic club. The Jamestown lodge is one of the bigger ones near Midway Park. They have roughly 900 feet of lake frontage with clubhouse, bar, and restaurant. There is also a swimming area for children and boat clubs. Pat confesses that he also likes to play golf.

The next question I presented to Pat was what or who got him interested in flying? "I've been interested in flying all of my life," he told me. "When I was a

kid I bought a free flight model powered by an .051 Anderson motor (glow fuel). It would do a circling climb and then returned when out of fuel. No two flights were alike due to wind currents. We used to have a park in Jamestown where we'd fly- and that would draw a crowd. I lost a free flight once, it landed in a school courtyard, but someone found it,

saw my name on the wing, and returned it. When my boys were growing up we had some control line planes, but nothing since the 70's. Then my wife bought me a small heli for Christmas last year, and that got me going again. Now I've got a Super Cub purchased from Dan Lai that I'm anxious to get into the air this spring."

Pat doesn't really have a favorite plane to fly since he hasn't flown enough of them. He is getting so he can keep his Vapor in

the air longer than he used to. It's the same with a best flying experience. He's still just getting into it. And with that, he doesn't have any worst flying experience, either. They've all been fun for him.

Pat explained his opinion on glow vs. electric flying for me. "I really like the electric because I've never had any ex-



**Pat Kennedy enjoying his Co-Ax helicopter on a Sunday at the Cuba gym.**

*(BIO Continued on page 3)*

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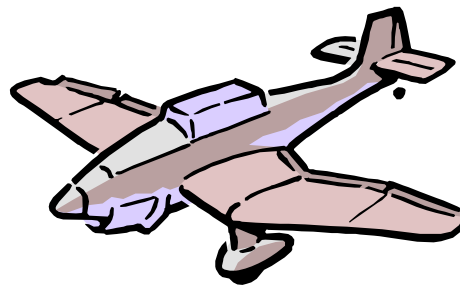
perience with it. Was up to the airport (rally) several years ago and that's the first time I saw the electrics. Didn't think much of them at the time...didn't have much sound. But now I see they're cleaner, maybe cheaper, and a lot easier, not so much fussing. It's better all the way around. The 3D flying looks like fun, but I would like to see myself get good at just the pattern flying."

I asked Pat if he had any areas of expertise. "No, I think not. Spent too much time in the car business," he said.

Pat's advice for the rookie/newbie pilot: "I think you understand the sport a lot better if you build your planes. Once you start installing parts and controls, it's much easier to visualize what you're doing."



**Pat, is that the helo Cyndy got you for Christmas?**



**Derek Clement receives his Pilot Patch from President Dave at the 2011 Winter Party at Moonwinks**

**STARS**

**Minutes of the General Meeting of: 02/09/11**

**Attendance:**

Brad Davis, Gary Baker, Jamie Bowen, Clark Follett, Ramona Follett, Dave Pratt, Tom Orcutt, Jim Goodemote, Bill Messer, Dick Say, Jim Keough, Mike Karnuth,

Dan Razey, Kip Karn, Dan Stubbs, Gary Fitch, Matt Kloss

**Corrections:**

Committee members suggested setting the small mower deck at a lower level to see if electrics can then take off from this.

Jim G. received approval to use the airport from Tom Windus.

Motion to accept January meeting minutes by Jim G. seconded by Ramona F. All were in favor.

*(MINUTES Continued on page 4)*

***HAVE YOU EVER... packed all your "airplane stuff" carefully into the car and left the field, only to discover (upon arriving home) that you left your folding lawn chair at the flying field AGAIN! (Tad has... many, many, many times!)***

**Treasurers Report:**

Motion to accept the treasure report by Dick S. and seconded by Brad D. All were in favor.

**Membership:**

Gary F. sponsored Matt Kloss as a new member.

Motion to accept Matt K. as STARS members by Gary B. seconded by Mike K. All are in favor. Welcome Matt.

**Website:**

Nothing to report.

**Rally:**

Rally scheduled for July 16 and 17th.

Jim G. needs someone to put on the wine and cheese party.

Ramona F. said we have two small and eleven medium tee shirts remaining from last year. A P38 picture was passed around to show what will be printed on this years tee shirt.

**Flight Instructors:**

Nothing to report.

**Presidents Corner:**

Thanked Gary B. and Dewey B. for keeping the field maintained.

**Old business:**

**Runway:**

Dave P. said Don W. has a sprayer that the club can use to spray the field for dandelions. Matt K. suggested fertilizer and weed killer would cost about \$180. Next spread a 50lbs bag of rye grass for a cost of \$110. Dave P. said Don W. can obtain Amine 400 weed killer for \$40. Dick S. said this could lead to \$300 to \$400 annually, not sure if the club



**Yes... I know it's hard to believe, but weather like that being enjoyed here by Ed Flicker is (we all hope) "just around the corner"!**

can afford. Matt K. volunteered to redo the estimate of an area of 300yds x 100ft. Gary F. had a sample of Geotex and said other club laid sand down and then applied the Geotex with great results. The Geotex material was simply overlapped and stapled to make the strip wider. Geotex is

normally used for construction purposes. Clark F. reported on behalf of Matt P. that Wayne Paving has and uses 15ft wide x 1500ft long. Roll for a cost of \$1.03 per linear ft. Gary F. reported electricians are growing fast. Dave P. asked for a show of hands on how many in the club have electricians so Gary F., Dick S., Jamie B., and Brad D raised their hands. Dick S. suggested the strip be 20ft wide by 300ft long. Dave P. asked how much this would cost to replace the gravel and dirt with sand and Geotex. Gary F. also suggested the possibility of surplus donations of asphalt. Jim K. suggested we need to make a motion and then move on with this or form a committee. Clark F. asked to have a committee for this with two to three members.

**New Business:**

**AMA:**

Gary F. reported in next month's MA magazine several pages will be allotted for FAA situation and a call to action by everyone to contact our representatives and congressman and let them know we care about this. Gary also reported that contact by mail sticks the most.

(MINUTES Continued from page 4)

You can also download additional information from the AMA website. Typically a notice of proposed rules making is sent out with a 90 day period then 6 to 9 months later final rules are made and published. Some proposed rules are; no flying within 5 mile radius near an airport, physical exam and training program for all new pilots. Jamie B. suggested we have flyers to hand out or a petition at the club sponsored events like our Rally and open house. Other clubs could do the same.

### **Other Clubs**

Swap meet in Rochester for this coming Saturday. Gary F. is willing to take anyone with him who wants to go.

### **Show and Tell:**

Dan R. presented his Force One kit of years past. Installed is a K&B engine with reverse crank. Muffler is pointing forward should not be an issue. This is a Delta wing design and expected to fly fast.

Gary F. presented his 1-1/3lbs ultimate electric for \$150. Takes a 900 to 1200ma battery and a 25amp

esc. Motor swings a 9x7.4 prop.

Gary also presented a Cosmos by Cermark kit which Gary purchased for \$50 at auction.

Gary presented an E-flight F86 weighing 2 to 3-1/2 lbs kit for \$160. Installation of the tail cone was the most difficult. Requires a 4 cell 3300ma battery and expected to reach 109 mph. Installed a 60amp ESC. Expected flight time of 4-5 minutes. Gary also exposed the heat sink fins of the ESC on the bottom of the fuselage to help keep the speed control cool.

Dave P. presented his Down and Lock electric gear on his P47. Down and Lock takes your pneumatic retracts and replaces the pneumatic cylinder with an electric motor.

Because they are now electric Dave was able to have a delay in raising one of the main gear to mimic a more scale appearance. Dave also has a cycler for his P51. Typically you can do 16 cycles on a receiver battery before recharging the battery. You could also use a separate battery pack as well. Cost was about \$285 for this conversion.

Dick S. presented his Yak twin electric completed tail section of the fuselage. Expects to swing a 11 by 5.5 props. Additional stringers will be added to the back tail section of the fuselage. Only center section of wing is fully sheeted. Outer wing will be partially sheeted.

Jamie B. presented his fuselage for the club Yak twin electric. Jamie used a new software program called Devfus which enabled him to design the fuselage by answering several dozen questions. Once the questions have been answered the program can then create all the formers required for the fuselage. Next a file is sent to his computer controlled CNC router and the formers are then cut out.

### **Meetings:**

Next Regular STARS general meeting will be at JCC March 9th starting @ 7:00PM.

Next Planning Meeting will be at Kip's House, February 28th @ 7:00PM.

Motion to adjourn was made by Ramonaa F. and seconded by Jim G. All were in favor.

**"Th-th-th-at's All Folks!"**



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Next Regular Meeting @ JCC,  
Wednesday, March 9th

Next Planning Meeting @ Kip's,  
Monday, February 28th

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