

# Pilot Briefing

December 2013

Volume 11 Issue V or vise versa



## Upcoming Events–December

2nd Regular meeting 7PM PUMC

7th...tentative Holiday Dinner

16th Board Meeting 7PM PUMC

### Officers:

President :  
Warren Batson

Vice President:  
Peter Jagitch

Secretary:  
Flavio Ambrosini

Treasurer  
Fred Dimaria

Membership:  
Rob Stubbs

Field Director-Wallkill  
Rick Rizza

Field Director– Red Wing  
Rob Shulze

Flight Instructor  
Warren Batson

Safety Officer  
Jerry Rohling

News Editor  
Ron Revelle

Directors at Large  
Bob Allen  
Mark Giardino

## President's Corner

Hi Members,

This past month has seen the passing of long time member George Buso. George has been very an active member in the MHRCS club, holding most board positions and CD for the Jamboree event for many years. George also was a very active pattern, scale builder and pilot. It was during the pursuit of these activities that George also became active in helping the AMA Scale and Pattern teams compete both nationally and internationally. He was also scale and pattern judge.

I believe that George was also one of the founding fathers of the Jamboree event and is probably most noted for his discussions about doing the rain dance for the Jamboree events so we were assured to have a good no rain event.

George was a person that I often turned to during the last 5 year as president to get his opinion on all things club related. He many time would not give you an outright answer but rather would throughout other options and discuss ramifications of a decision. There was always very good discussions and in the end he would always leave the decision up to you.

I for one, will miss George's advice and discussions and I am sure he will be missed by his many friends.

The December meeting will have the following topics:

1. The 2014 budget will be presented and voted on.
2. Monocote Trim covering demonstration. I will be presenting my techniques & tools for doing Monocote trim over monocote. Many members have asked me how I did the Trim on the Giant Aeromaster biplane that I flew this past summer. I will go into great details on the process of using templates and patterns

Continued on page 2

to cut and install the momocote trim over monocote covering and not get all the dreaded air bubbles. I hope this will be of interested to many members. I tried all the recommended tricks and actually developed a few of my own along the way to cover the Aeromaster. I will have the plane on display as well.

Hope everyone has a Happy Thanksgiving and hope to see you at the meeting.  
Warren Batson  
MHRCS President

This issue of the Pilot Briefing is dedicated to the memory of

## George Buso



## Captain My Captain— A salute to George Buso by Ron Revelle

This is an article that I wish that I didn't have to write. But it is a time that I am glad to be the editor of the newsletter so that I can write it. Many of us have personal stories of how George Buso impacted our lives. Mine began right after the 1968 Rhinebeck Jamboree when I joined the IBM RC Club. George was serving as president of the club at that time. I was twenty four and it was less than that number of years since George had been flying full scale aircraft as a Navy Aviator in WWII. He was a member of the Greatest Generation. They were the guys that I grew up seeing as heroes and role models. Somehow they were always a cut above the rest. George fit this category perfectly. 1968 was a time when a lot of the younger guys had begun wearing their hair long. But George Buso had his hair cut in his traditional flat top. There was no identity crisis with George. He knew who he was. Our club meetings were held at the IBM Country Club. Make no mistake; George knew how to run a meeting. I remember one meeting when a heated discussion took place concerning if mufflers should be required on engines at our Hopewell field. Somehow, with his typical skill and cool headed leadership ability, George brought the group to agreement on the topic. Mufflers were to be required.

Over the years of my membership in the club, among other things, I watched George handle the CD responsibilities of the Rhinebeck Jamboree, which due to his leadership, drew larger and larger crowds each year. His sense of humor in doing his famous rain dance kept the event rain free for years. One of my photos of George finds him posing on the field deciding when the morning fog had lifted enough to allow the flying to begin. At our Hopewell Field, where I learned to fly, there were, in my estimation, only three pilots that I would trust with helping me learn to fly with my 30 or 35 Enya powered Jenny. They were, George, Joe Miller and Capt. Frank Jepson, an Air force F-105 pilot stationed at Stewart at the time. They were the three who always seemed to take their planes home in one piece each week. All three played a part in my learning to fly. All three, as many may know, were outstanding pattern pilots.

In addition to being impressed by George's flying skills, his building skills were second to none. They were meticulous. I remember one plane in particular. It was a deBolt Acrobat. I think it was an orange color. You could see through the covering which exposed cabinetmaker like woodwork underneath. After seeing it up close and in the air, I decided it should be my second build after the Jenny. So, I asked George if he made any modifications to the kit. He replied "no, straight out of the kit". Now, to his credit or discredit, he must have assumed I knew more about model building or had at least a half a brain, because it should have been intuitively obvious to the most casual observer that you can't expect a 3/32 piece of balsa to hold an upper wing in place on a 60 powered plane. Well, George was at the field when I put the plane in the air for its maiden flight. Just like George's Acrobat, it flew beautifully. Well, that is until I proceeded to roll the baby. Suddenly the upper wing proceeded to part company with the rest of the airplane. Actually, I think it was still in the air when the rest of the plane met its demise. George took a look at the remains and asked, "Didn't you beef up the upper wing?" Had it had been a saying at the time, I might have been tempted to say, "whatch you mean Willis?" Fortunately I only sheepishly replied "no". As I said above, up to that point he must have assumed I had at least a half a brain. Now, I had given him some doubt about his assumption.

continued on page 4

When George deftly handled the MC role at the club's going away dinner for Capt. Jepson, I observed our squadron leader or as I will liken him later, "the leader of the band" demonstrate another of his seasoned skills. George was an outstanding public speaker and a true leader among men. Capt. Frank Jepson went off to Viet Nam and I never heard from him again. But an aviator from the Greatest Generation had given honor and a proper send off to an aviator of the next generation. I don't know if Frank ever returned from Nam.

It was prompting by George and Joe that encouraged me to delve into pattern contest flying. And "when it came my time to go", in my new geographic area, I formed a new AMA Chartered club and continued pattern flying. Ultimately I called George to ask for his recommendation to gain CD credentials. You just couldn't get a better recommendation than one from George Buso.

In recent years, after returning to the club, now known as the MHRCS, when George appeared at the Rhinebeck Jamboree, I always hurried to meet him as he arrived. I would then walk and chat with him as we approached the main area. George always had "star" quality to those of us who have known him for years. A friend of mine plays in a band with one of the top ten most famous guitarists in the world. He has told me as band members although they were on stage with this guitarist, they always knew who the star was. It seems to have been the way most of us looked at George. There was no bravado on George's part. It wasn't necessary. Rather, there was always a humility emanating from George that made you feel like he was treating you as the star. But we all knew who was the star just by being in his company.

The last time I saw George was at the ORA fundraiser dinner this past spring. He shared that he was dealing with some health issues. He also asked me about the Wallkill field. Due to the health issues he said that he couldn't get down on the ground at a field to prepare a plane for flight. I quickly offered to do that for him and encouraged him to come out to the Wallkill field. Wouldn't I have loved to give something back to George? But, maybe I have. In our conversation, George told me that he enjoyed reading the Pilot Briefing. In particular, he enjoyed the humor. That is an endorsement that I treasure. George was always quick to laugh. In fact, when I passed along news of George's passing to AMA Executive Director, Dave Mathewson, he asked me to "pass my condolences on to Steve and the rest of the family. I first met George when I was pre-teen attending events with my Dad. Rarely saw him without a smile on his face."

Recently, Flavio and I, while attending a community function, shared some of our observations about George. Flavio suggested that maybe some members of our club were not aware of the outstanding contribution George has made to us, our club and to our sport. He added that it might be worth including some of George's AMA bio here in a newsletter. Along with Flavio's point, I would ask, how many RC pilots have so distinguished themselves that in their passing that they would be remembered by the AMA Executive Director and have the AMA President Bob Brown and his wife Joanne and District II Vice President Eric Williams attend their Memorial Service? But far beyond being remembered for his contributions, George was being remembered by these individuals for who he was as a very good friend.

Continued on page 5

Long before his passing, many of us recognized how important George has been in our lives. It wasn't customary to tell a member of the Greatest Generation outright how much they meant to you or how much you respected them. But, knowing George's high intelligence, I am sure he knew by the way we treated him. I suspect that in a personal and special way, because of the part that George has played in our lives, he has also become a part of the fabric of who we are as people. We are so much better off for having known and loved George Buso. His music was the way he lived his life and how he shared it with us.

To George, with much gratitude:

Dan Fogelber's Leader of the Band

I thank you for the music  
And your stories of the road  
I thank you for the freedom when it came my time to go --  
I thank you for the kindness  
And the times when you got tough  
And, papa, I don't think I  
Said 'I love you' near enough --

The leader of the band is tired  
And his eyes are growing old  
But his blood runs through my instrument  
And his song is in my soul --  
My life has been a poor attempt  
To imitate the man  
I'm just a living legacy  
To the leader of the band  
I am the living legacy  
To the leader of the band.

The following pages are shared with the permission of the AMA History Program Presents:

A special thank you to Jackie for her kind assistance with this.

## The AMA History Program Presents:

George Buso- Modeler, Designer, Competitor, Writer, Administrator, FAI Team Manager, AMA # 927

### Career:

- 1948: Started and organized model club in Delhi, N.Y.
- 1993/ 1995: Chief Judge at Muncie Scale Nationals
- Assisted in the planning of the "Celebration of Eagles"
- Produced and managed the annual Rhinebeck Jamboree for 25 years
- Represented the (AMA) United States for five years as a voting delegate to the Federation Aeronautic International Aeromodeling Commission (CIAM) in Paris, France
- Scale competitions won: 1st place at Toledo, Ohio and 1st place FAI Scale (F4C) at Westover, Massachusetts

### Honors:

- 1977: Voted Life Member of the Mid-Hudson Radio Controlled (RC) Society
- 1991: AMA Superior Service Award
- 1996: AMA Fellow
- 1997: AMA (2nd) Superior Service Award for 15 years service to District II and for over five years representing the United States as voting delegate to the CIAM in Paris, France
- 1998: Model Aviation Hall of Fame

### Early Efforts in Modeling

1934: First model airplane in memory was Curtis Robin-type, built with 1/16-in. square balsa wood, tissue, banana oil and rubber powered.

1939: First really successful rubber-powered Free Flight was Scientific, The Flea. I remember most vividly the small dummy engines. It was lathe turned from wood, painted silver and employed a ratchet on propeller hub and a flat clock spring to duplicate the sound of a gas motor. The Flea flew consistently and I chased it consistently.

During this period, I concentrated on Korda-type models and balsa hand launched gliders.

1939: Saved pennies and bought first gas engine: Syncro Bee. Also first gas model was a Megow design by Maxwell Bassett, which was later named The Cardinal. Have saved the original plans for fuselage and tail construction. However, have lost plans for wing construction many years ago.

1939 - 1941: Concentrated on Free Flight models and meets in the Syracuse, New York area. Flew Cleveland Viking, Interceptor, Brooklyn Dodger, powered with Ohlsson 23's and Cannon 29.

Competed against Harold deBolt and his original Blitzkrieg. He won; I lost.

1941 - 1946: During Navy duty, I married my high school sweetheart. She actually had helped in "chasing" after the Brooklyn Dodger and seemed to enjoy Free Flight airplanes. I figured that we would get along very well. We celebrated 50 years of a model airplane-type marriage in 1996.

In addition to re-entering college, designed a few models, I became interested in Control Line, which was becoming popular.

### Designing, Building and Flying

Had not flown Control Line before and no experienced modeler to help. But, I had been a Navy pilot and said I could fly anything, especially a model airplane – certainly some misplaced confidence.

After the engine started, the F6F took off, flew uncontrolled for about one-half circle and demolished itself on the college football field.

Purchased three “almost new” engines from a college friend with G.I. Bill money, which my wife had earmarked for food. Shortly thereafter, became a paperhanger to earn enough money to finish college with wife and one child.

The engines were a DeLong 30 Glo, a McCoy .60 Red Head and an Ohlsson 23 still in the original box. Used each in the next few years, and learned to fly Control Line reasonably well.

1948: Started model club in Delhi, New York, with about 10 modelers, each learning how to cope with Control Line flying without instruction. Became a very motivated self-taught group.

Designed some simple model airplanes but did not compete during this period.

Finally, constructed some Smoothies, deBolt's Stunt Wagons. “Madman” Yates became idol.

1952: In Hyde Park, New York, Edward J. Lorenz introduced himself when he spotted my powder blue Smoothie on front lawn; he lived around corner and authored Radio Controlled (RC) column for Model Air Plane News, at that time. We learned that we were both employed by IBM Corporation and became lasting friends.

My interest in radio controlled model airplanes soared at that moment. Subsequently, Ed Lorenz gave me an experimental two-tube (RK-61's) receiver kit to install in my hastily built Live Wire Trainer.

Each member of our club was noted for bringing to the flying field a new model on weekends – crashing, repairing during the week, and crashing again on the following weekend. I noted later in life that most of the early enthusiasts followed the same pattern of “build-crash-repair-crash.” 1956: Finally, I found remarkable success with a Veco Smog Hog and Dr. Walt Good's T.T.P.W. using de Bolt servos. Demonstrated first throttle control ever used at our field. Made slow, throttled-back “fly-byes” and actually landed consistently without crashing. A few spectators cheered and I never turned back.

Throughout this period, our club members assisted Ed Lorenz in experimenting with the first available Ni-Cads manufactured by Sonotone Corporation. Actually melted the plastic housing on two servos, when the brass contacts shorted. We made first battery chargers from various parts found in scrap bins at I.B.M. Corporation.

Built and flew Live-Wire models – Cruiser, Champion, Bipe and a Pursuit, as well as several Smog Hogs. Did not engage in competition during this period, but attended the famous Mirror Meet at Floyd Bennett Field as a spectator. This was the highlight of yearly activities.

1963: Began pattern competition in earnest with kit models such as Orion, Taurus, Acrobat, Intruder (scratch built), and Phil Kraft's Kwick Flies. Placed top five several times in East Coast events. Won third place at the Glenview Nationals (Nats) in the early 1970s.

1973: Designed pattern model named Configurator III with .60-power and 62-in. wingspan. Also noted that to be a consistent winner one must practice constantly because winning required 90% pilot skill and 10% airplane design.

1976: With the help of some three-view drawings from Piper Aircraft, I scratch-built a twin engine Piper Navajo 300 with 84-in. wingspan. Placed first in Sport Scale event at the Nats in Dayton, Ohio.

1977: Navajo places first at WRAMS show in White Plains, N.Y.

1979: At the Nats in Lincoln, Nebraska, the Navajo model placed first in Sport Scale and qualified for the U.S. team for the world championships scheduled for Ottawa, Canada in 1980. However, while practicing for the Ottawa event, the Navajo crashed and could not be repaired in time (five days before), and sadly, I personally called Bob Karlsson in Delaware to have him prepare for his trip to the world championships. The U.S. team placed second.

1980: Designed and experimented with a large pattern airplane with 84-in. wingspan. Model was eventually named the Big One. It flew the pattern low and slow, while everyone else flew large maneuvers with great speed. Thus, Big One never became popular. Looking back, maybe the design was 10 years too soon.

Made last attempt at pattern competition at the 1991 Nats. Placed 20th out of 20 in the master's class. Became instantly nostalgic about pattern models and was determined to concentrate on Scale.

1990: My Nieuport 28 (highly modified Proctor kit) won first place in Precision Scale at the Toledo, Ohio, Weak Signals exposition. In addition, it received the special director's award for Technical Achievement with its finely detailed Gnome engine.

1992: Nieuport 28 model placed seventh at the annual Top Gun event. It received the second highest static score in a field of 60 participants.

Nieuport won first place in FAI (F4C) Scale at the Westover, Mass. Nats.

1995: Became involved in Vintage RC movement with an original (but recovered) deBolt Acrobat, a Taurus reproduction and a Smog Hog, using original 1969 Super Tiger 51 engines.

Participated in IMAA Giant Scale events between 1990 and 1996 with Nieuport and Navajo  
Published Articles and Reports

1974: American Aircraft Modeler: December issue, pages 40 through 45. Construction instructions and plans for Configurator III. Model was a state-of-the art pattern model with .60 power, foam wings, Pro-Line retracts, epoxy finish.

1982: Flying Models: November issue, pages 20 through 26. Construction article for large pattern model named Big One. Daughter-in-law, Teresa Buso, was featured on the cover, with the original Big One.

1989: Model Aviation: February, pages 85 through 94 and pages 190 and 191. Authored report on FAI Scale World Championships held in Gorizia, Italy. Served as Judge.

1991: Model Aviation: February, pages 86 through 93. Co-authored report with Mike Scott that detailed the FAI Scale World Championships conducted in Warsaw, Poland. Served as team manager.

Same issue featured a cover photograph, which was submitted with above report. Photo was of Raymond Torres with his third place Beechcraft T-44A.

#### Administrative Contributions

1956 - Helped organize the IBM Radio Control Model Club in Poughkeepsie, New York. Later, this group became The Mid-Hudson Radio Control Society, Inc. This club is noted for sponsoring the annual Rhinebeck Jamboree.

1967: Helped to plan and organize the first Rhinebeck Jamboree. Served as Contest Director for 14 years beginning in 1969.

1972 - 1975: Member of Radio Control Contest Board. Concentration was on pattern events.

1974: Served as Contest Director for the Scale World Championships at Lakehurst Naval Air Station in New Jersey.

1978: Team manager for the United States Scale Teams (both F4B and F4C) at the FAI World Championships in Woodvale, England. Most vivid memory of events includes the complete rebuilding of Steve Sauger's Fairchild between rounds 1 and 2. Roland Baltes and Steve used.

1981 - 1986: I served as the voting U.S. delegate to the CIAM. Attended annual meetings in Paris, France with AMA delegation.

1982: Static and flight judge for Scale World Championships in Reno, Nevada.

1986: Chief Judge at the Scale World Championships in Oslo, Norway.

1988: Judge for Scale World Championships in Gorizia, Italy.

1989: Appointed Associate Vice President for District II, which includes New Jersey and New York State.

Chief Judge (F4C) in Dayton, Ohio, for Scale team selection program.

1990: Team manager for U.S. Scale Team competing in Warsaw, Poland.

1992: Served on jury (F4C) for Scale World Championship

1993: Chief judge (F4C) Muncie, Indiana for Scale team selection program. Team competed in the Netherlands in 1994.

1995: Chief Judge (F4C) Muncie, Indiana, for Scale team selection program. Team competed in Perigueux, France in 1996.

1996: Assisted in planning the "Celebration of Eagles" at Muncie, Indiana. Son, Steve Buso, designed place mats, which were used as souvenirs of the Modeler's Banquet held on July 6.

Personal Recognition

1977: Voted Life Member of the Mid-Hudson Radio Control Society.

1991: Received AMA Superior Service Award. "In recognition of efforts for having collectively produced and managed the annual Rhinebeck Jamboree throughout the past 25 years."

1996: Received AMA membership award in the grade of Fellow. Presented in Toledo, Ohio at the Weak Signals exposition, by AMA President David Brown and Vice President John Grigg.

1997: Received second AMA Superior Service Award. "In recognition of over 15 years of varied service to District III and for over five years representing the United States as voting delegate to the CIAM in Paris, France.

Personal Background

- AMA # 927
- Born January 28, 1924
- Served in Navy - World War II - Pilot, PBY Catalina - PBM Mariner - PB4Y2 Privateer
- Master's Degree; University of Maryland in 1951
- Retired from IBM Corp. in 1984, after 33 years
- Married, 3 children, youngest son, Steve Buso, became very active in Control Line Stunt, designing building and finishing techniques.

The AMA History Program Presents:  
Autobiography of GEORGE BUSO  
Modeler, Designer, Competitor, Writer,  
Administrator, FAI Team manager  
January 28, 1924 – 2013 Modeler starting in 1934



George at the 2012 Rhinebeck Jamboree with two of his former student pilots. Jeff Burton on the left and the editor on the right.



George as CD of the 1969 Rhinebeck Jamboree, joking around, trying to see the ground through the thick fog.

CAVU till next time, Ron Revelle