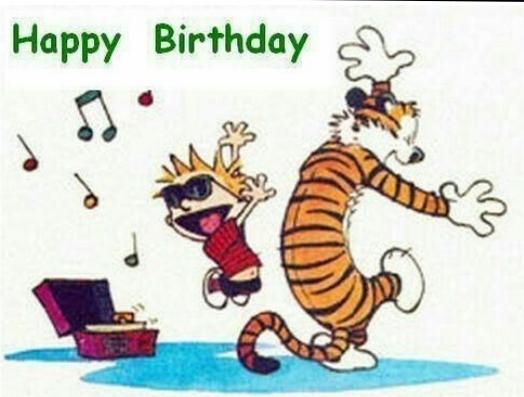


Important Announcements

- Tuesday, March 1st — Next Business Meeting at 7:30pm at VFW
- Pay your annual dues—\$80 for Adult members



Happy Birthday to the following W.A.M. Members in January 2022:

Ron Bowen: 2/20

Keith Retzler: 2/8



Dave Sherwin, Jim Hodges, and Bill West (farthest to closest) collect money at the door and ensure vendors find their tables



The Sig 1/4-scale J-3 Cub I purchased.

2022 Westminster Flea Market



Our VP — Carl Waglie mans the Club Table for sales of club member items.



Steve Hare and Buck White have a conversation about what might sell



Charles Revei stands in front of the crowd as the busy market rages in the background!



Tom Carroll hands out concessions—thank you, Tom



Product Spotlight - Andy Myers

Balsa USA — 1/3 Scale Sopwith Pup



The BUSA 1/3 Scale Sopwith Pup is huge. These pictures to the left are of an example of the type created by WAM member Dick Ash. This plane has a wingspan of 9 feet is 6.5 feet long and is powered by a DLE 55RA engine.

Dick has chosen to paint this beauty blue and cream. This plane has been re-engineered by BUSA recently to make construction easier including laser-cut parts, pre-bent wire cabanes, and functional scale landing gear.



The Sopwith Pup was one of the first planes to be launched from an aircraft carrier in WWI and quickly became one of the most successful combat planes for the Allies in 1916. The docile flight characteristics made it ideal for carrier landings and tests.

Dick has done it again and made one heck of an airplane.

Now who is going to help me go over to Dick's house to pickup this plane and take him and the plane to the flying field?



Sikorsky S-39 Construction Continued - Andy Myers



Work over the winter continues on the 1/8th Scale Sikorsky S-39. Many have asked how I have time to complete these planes. I work on them a little bit each day!

Pictured to the left, the wing is under construction. The designer of this stand off scale model, Bob Rich chose to use a 1/5th scale Carl Goldberg J-3 Cub Wing to make construction simpler. The Goldberg wing construction is fairly straight forward and built up entirely. Leading edge uses a 5/32-inch dowel rod.

I added two (2) 1/2-inch carbon tubes inserted in the mid-section of the wing on each side, to use as sleeves for two (2) 7/16-inch dowel rods built into the outer wing sections to make this model a 3-piece-wing. The dowels slide perfectly into the carbon sleeves. The Nacelle, firewall, and leading edge for the engine is mounted into the center of the wing and will incorporate a 6-oz Fuel Tank.

Another photo of the other side of the wing under construction along with the tail and boom and horizontal stab. This is showing that the wing is sheeted and I plan to glass the entire wing.

The LE and TE of the wing are sheeted with 3/32 inch balsa and the top sheeting is 1/32nd inch. Spars are 3/8" sq sticks and 1/4 x 1/2 sticks.

I constructed the booms from 1/8"x 1" aircraft plywood. I sandwiched two strips with a 3/32" balsa strip to form the booms. I then created the horizontal stab which was built up. The elevator was built right on the plans using 1/2 x 1/4 inch sticks. The horizontal stab was sheeted using 1/32" balsa and the tips were created from 1 x 1/2 inch balsa blocks. The elevator was then covered using Solartex. I epoxied the stab to the booms. I then mounted the boom to the wing using 2-56 x 1 inch screws and epoxied. I then glassed the booms and horizontal stab.



Sikorsky S-39 Construction Continued - continued from page 4



Following the installation of the boom, I created the rudder from 3/8" x 1/2" ply pieces (9) which were laser cut. I built the vertical stab and sheeted with 1/32 sheet, then glassed the stab.

Next I attached the wing mid-section to the hull and began the tedious process of building the struts from scratch. I added a Dave Brown FS-60 glass engine mount for the Saito 91 and test fit the unit on the mount attaching the 5/32 music wires to the nacelle using heavy duty copper terminal lugs.

Looking at my clearance for my 14x6 MA prop. I have more than 1 inch of clearance to the hull.



I made the struts from 3/8" Streamline Aluminum tubing with 1/4 brass inserts. The brass inserts are cut, shaped and drilled using a 5/32 bit for the 2-56 screws used to attach. The brass inserts are glued on both sides with balsa strip 1/32 and then shaped to fit the 3/8 aluminum tubing, then inserted and glued with CA. Finally the end of the tubing is crimped tight. I had to measure prior to cutting the tubing to ensure I had the right length from the wing to the hull.



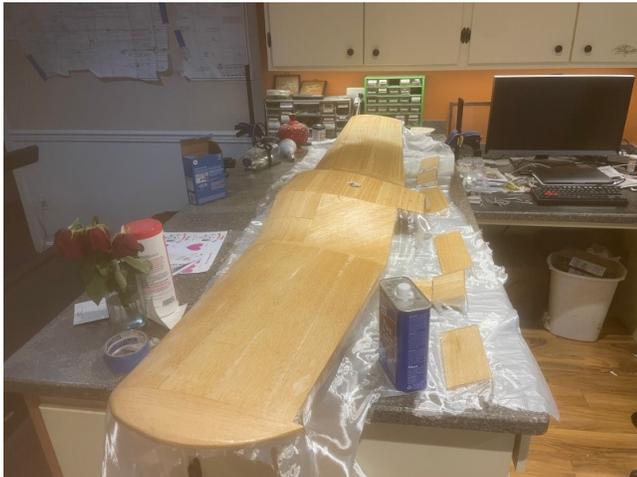
There are many struts on this plane that attached the wing and wing floats to the plane. These are structural and functional which when I add them the strength of the plane is greatly increased. Mr. Sikorsky sure did understand this and used primitive mathematical calculations in 1929 to create this. The entire plane is finally coming together as a whole for the first time. Satisfying is all I can say. More to come next time— AM



What Else Is On The Workbench - Andy Myers



While waiting on parts for the S-39, I took advantage of warm weather to continue progress on the Top Flite Giant Scale F4U Corsair. Here is a picture of fiberglassing the fuselage, vertical and horizontal stabs. The glass is 0.75 oz and is applied dry, smoothing out wrinkles and creases, then I apply Z-Poxy Finishing Resin and Hardener mixed 1:1, cutting the mixture 50% using denatured alcohol. Three coats of the mix are applied. First coat is to soak and adhere the fiberglass, second is to seal the glass, third is a finish coat to get that glass smooth surface.



Wing and flaps are glassed. This process took days to do because you must let them dry between coats and cut off excess then sand any imperfections before applying the next coat.



After the application the excess glass is cut off using a razor blade. The finished result is shown above. This is three coats of resin/hardener applied over the glass.



The result on the wing. That's a big wing (86 inches) I have to credit Bob Allen with the construction of the wing. The glass really brings out the detail work.

You can see the result of the painting and decal application of the fuselage of this plane on the front page. I decided on the real life example of "Skyboss" as I thought it would be easily seen in the sky with the checkered pattern on the rudder and cowl. The paint is Velspar semi-gloss Navy from Lowes with a top coat of Minwax Semi-gloss Clear Urethane. I applied two coats of paint and one coat of clear.



Who's Who - Andy Myers

Chili Fly 2022— February 13, 2022 @ Spiegel Field



Dick Ash prepares his famous Chili for the WAM members. Dick has done this the past few years and we are very grateful.



Jim Hodges enjoys some chili with other WAM members in the background digging into the food.



Here I am posing with my new Focke Wulf FW-190 1.5m All I got done was some taxi tests but she will be a beauty in the air



New WAM member Mark Hertz prepares his T-28 for flight. Mark joins us from The Flying Fools from Hanover, PA. Mark and other members from the Fools have decided to join our club since losing their field last year. Please make Mark feel welcome next time you see him.



Carl Waglie can always be counted on to fly a plane when at the field. He decided on Old Faithful — His Turbo Timber X.

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Lizzie says 'get out and fly something' !!!

