

# THE TALESPINNER

## Westminster Aero Modelers



### OFFICERS

President — Andy Myers (410-320-4058; macminiguy@gmail.com) Treasurer — Paul Schaffner (410-429-1911)

V. President — Carl Waglie (410-596-3052) Secretary — Allen Ness (443-340-8854)

### VOLUNTEERS

Newsletter — Andy Myers

AMA Liaison — Jim Hodges

Membership Chairman — Dave Sherwin (410-259-5540) Field Marshall — Charles Revei

**Next Meeting:**

**Feb 1, 2022**

**7:30 PM @ the VFW**

**There will be Pizza!**

**Website — [www.Flywam.org](http://www.Flywam.org)**

[www.facebook.com/groups/westminsteraeromodelers/](https://www.facebook.com/groups/westminsteraeromodelers/)

Volume 37 Number 5

AMA Chartered Club # 336

Established in 1955

### Prez Sez — Andy Myers

Winter time is here and I'm sure everyone is at least thinking about next year's flying season. Some of you may be building your next plane, while others may be buying your next plane. In any case, we all have planes on the brain. I'm in the midst of building, sanding, sanding, sanding, and more building. I pulled out my 1/8th Scale Sikorsky S-39 scratch build project, and I'm at the deep end up to my neck. I think that sanding a plane is a lot like having children. You forget how hard it is after a while and the next time you tell yourself it will get easier, but it never does. Building a model plane definitely provides a feeling of satisfaction that takes the hobby to another level, for those who venture. I'm often building out of necessity, as what I'm building typically I can't buy. I've had a sweet spot for the Sikorsky planes of the 1920's and early 30's, the S-38, S-39, S-40, and S-43 amphibians. Howard Hughes, who I'm fascinated by, personally owned both the S-38 and S-43 mentioned above. All of these planes are on my bucket list and I'm actually determined to see them realized. So, I've started with the S-39. If you are buying a new plane, I'm in your camp as well. I recently purchased an Eflite FW-190 1.5m from HH. I know many of us don't have the time or space to build and are very satisfied with the current offerings from Gator RC, HH, Flex Innovations, Motion RC, and others. There is nothing wrong with that *Continued on Page 2.*



Carl Waglie prepares to fly his Eflite Viper 70 mm EDF Jet at Baugher Field on December 24th, 2021. Carl has progressed greatly over the past year in his flying skills and flies many different types of planes. Carl managed to brave the cold weather in Dec and completed his requirement for AMA to be considered an All Weather Flyer.

Unfortunately, shortly after this photo was taken, Carl crashed this plane and recorded a total loss, or as Carl puts it "turned the plane into popcorn".

### Forums — Andy Myers

How many of you are using internet forums? We've come a long way in the hobby in this respect. With sites such as RC Groups, Scale Builder, RC Universe, and Flying Giants, I can find very good and factual information on just about any RC plane topic. These forums pull from user experience, for the past 20+ years in most cases, and have replaced traditional sources of information such as magazines and books. The forums are also a great source for used or unique parts if you find yourself in need. In the rapid discontinuation of models, some parts can be hard to find and this outlet is a convenient one. I've had nothing but good experiences and have found great deals along the way. If anyone tells you that the hobby is dead, all you need to do is look at these forums to understand how alive it really is.

- Andy



cartoonist Bill Watterson



## Prez Sez - Andy Myers continued from Page 1

and I highly encourage you to continue to buy and enjoy what HH and others have to offer, to scratch your itch. You're continued contribution is what is keeping the hobby alive and well, and that's a good thing. That being said, remember that the Westminster Flea Market for RC planes and parts is coming up on Feb 12th.

Nuf said.

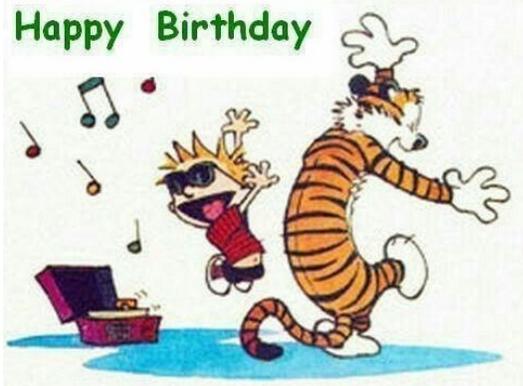
Andy



## Important Announcements

- **Tuesday, Feb 2nd — Next Business Meeting at 7:30pm at VFW**
- **Sunday, Feb 6th — Chili Fly from 9am-12pm @ Spiegel Field, bring a plane to fly.**
- **Saturday, Feb 12 — Flea Market at the VFW from 9am-12noon. \$5 at the door.**
- **Pay your annual dues—\$80 for Adult members**

## Happy Birthday



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

Steve Rothschild: 1/11

Dick Ash: 1/1

Bill Renick: 1/26

## First Crash of the Season — Andy Myers



**Carl Waglie with his Eflite Viper Jet 70mm crashed at Baugher Field on December 24, 2021. Here marks the first crash of the 2022 Flying Season.**

Losing any plane can be heart breaking especially if you have invested much time and money. During a highspeed pass coming from left to right, beyond the field shed and road, Carl's plane just barely clipped a series of trees as he zoomed past the road. The tree limb struck the starboard wing and his Viper quickly spiraled into the ground. Carl took this loss in stride and laughed it off. He immediately called the mess "popcorn" and gathered the bits and pieces. To make matters worse Carl's Spektrum Smart 4000 mah Battery was also damaged in the crash, it was ejected approximately 10 feet in front of the crash location. Carl is now in the running for the Kamikaze Award.



## Product Spotlight - Andy Myers

### DRACO 2.0m Smart BNF Basic with AS3X and SAFE Select



One of the craziest real planes to ever be constructed, Mike Petey's Draco is a marvel in design and function. Mike took a Polish design Wilga 2000 STOL Plane and replaced the 260 Hp Lycoming O-540 with a Pratt & Whitney PT6A-28 producing 680 Hp. Obviously he made other modifications including extending the wing length and chord, building a fuel tank in the landing gear, adding large shocks, and landing lights from a 737 airliner. The result was an outstanding STOL design, even adding a reversing gear to go backwards into the hanger.

HH and Eflite have done their best to capture the scale, detail and spirit of Mike's design with his direct input in every aspect of the model Draco. This plane uses a 5000 mah 6S Pack and incorporates 17 LED lights, goes in reverse, four-blade prop, and lives up to the STOL capabilities. The cost is a whopping \$630 + tax.

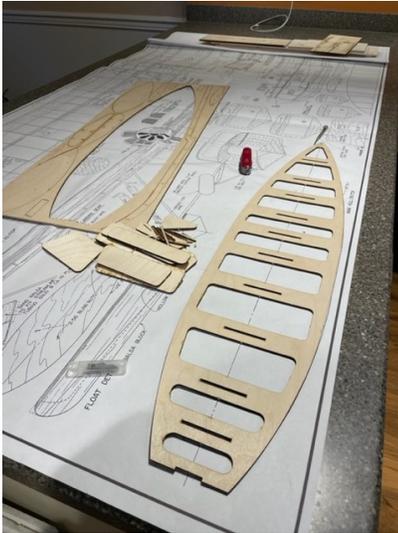
Many don't understand or like STOL flying and so when they get their Draco, and it doesn't do 3D acrobatics right out of the box, they get bored and give up the plane. There are used examples that can be had for cheap right now. If you like to go low and slow, right side up, and takeoff in 3 feet, then this is the plane for you. It's definitely on my bucket list.

Andy

Andy



## What's on the workbench - Andy Myers

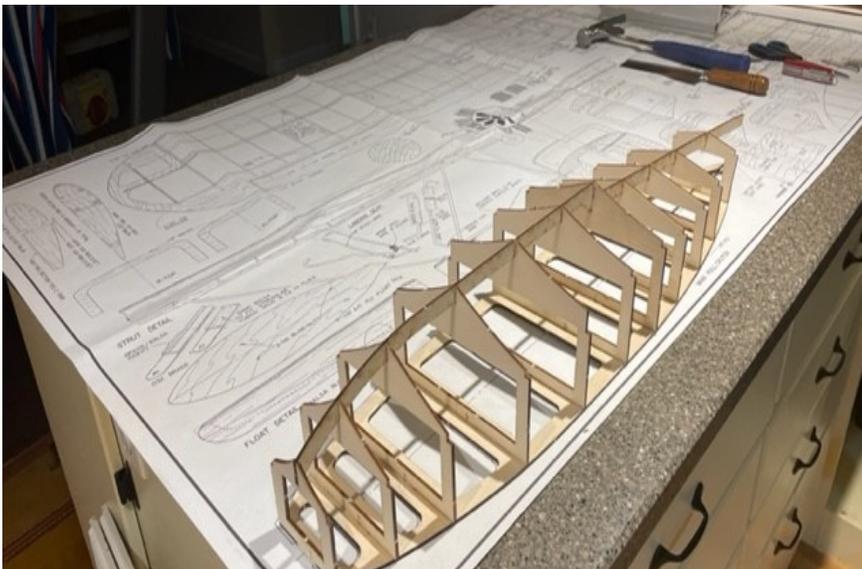


I've had a special place in my heart for the early Sikorsky plane designs, mainly the "Flying Boats". My fascination came from spending hours at the Wright Patterson AFB Museum where you can see SC Johnson's S-38 (of SC Johnson Wax Fame). A replica of that plane was produced by the grandson of SC Johnson and flown at Oshkosh during EAA Airventure.

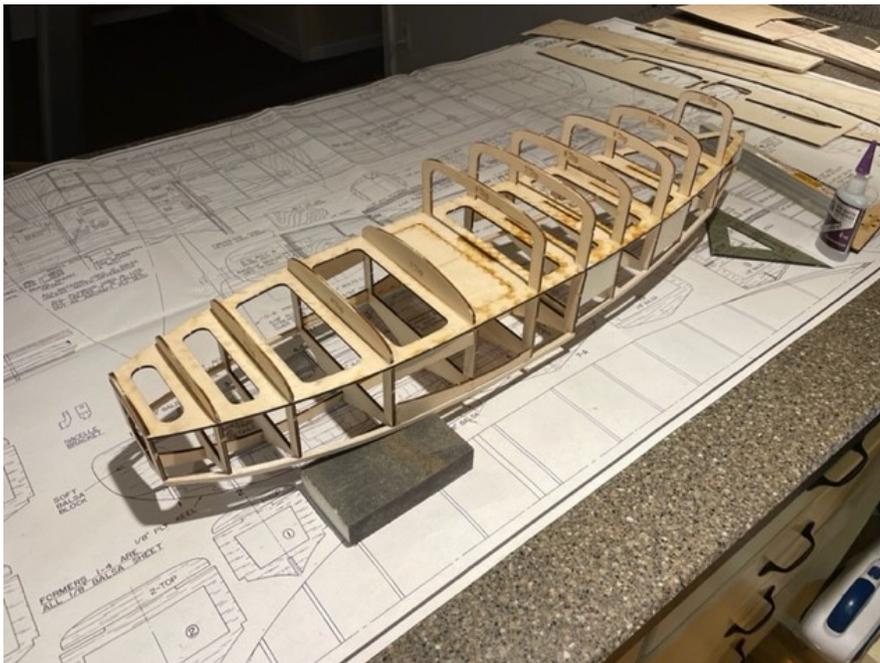
The design is simple. You start with a boat, add landing gear, add a parasol wing and engine(s), and complete it with aluminum N struts, twin booms and a big rudder. The evolution of this design was founded in the Curtis NC-4 Flying Boat (look it up) from 1919. Glen Curtis was so cool and took aviation to the next level.

Igor Sikorsky expanded on this design in 1924 and invented the Sikorsky S-34 and S-36 flying boats, both of which did not do well. Sikorsky's first commercial success was in 1928 with the S-38 (first of his planes that Howard Hughes owned), he finally got it right with over 101 being built for a whopping \$50,000 each in 1928 (equivalent to \$815,000 today). The S-38 was a 8-10 passenger flying Yacht with lavash interior wood, a refrigerator, couch, and twin 450 Hp Pratt and Whitney R-1340 Wasp 9 cylinder radial engines (brand new design for the time).

Sikorsky's factory was on the East end of NYC along the East River. Following the success of the S-38, Sikorsky felt there was a market for a smaller version of the S-38, and so he invented the S-39, which served the same customer (wealthy businessmen or airlines). The S-39 was about 30% smaller than the S-38 and incorporated only one 300 Hp Pratt and Whitney R-985 Wasp Jr Engine.



The model plane in the pictures to the left are of the Sikorsky S-39. I purchased a short kit off ebay, which included only laser cut plywood formers and a hull crutch which is show in the top left and middle left photos. The wing formers were also laser cut and included. Of course one 8x4' set of plans was included as well.



The hull goes together much like a boat. You have a keel and crutch and formers.

The picture to the left is where the top deck and cabin are installed. I also installed hard points using 1/8-inch aircraft ply for all attachment points for struts and landing gear. I also added a floor for the steering servo (not pictured). I used a combination of medium CA and Titebond II Aliphatic glue to construct.



## What's on the workbench - continued from page 4



The next step was planking 1/8 inch balsa on the hull, top deck, and cabin. The stern is built up and shaped from a 1-inch sq block of balsa. At this point I also made the rear tailwheel gear from 1/8-inch music wire, copper wire, silver solder, and one (1) 1 7/8" Williams Bros wheel . I used a Hitec 425 servo for the tailwheel steering and installed two Sullivan Gold-n-rods to control the tail wheel as a pull-pull setup using a brass tiller. Since this is a float plane, the tailwheel also acts like a rudder in the water.



The next step included building a hatch in the top deck to access the hull and tailwheel servo. I then laminated six (6) 1-inch balsa blocks together and glued and hand shaped the bow (nose) of the plane and sanded to shape with the hull. I then added the cabin windshield frame. Also installed blind nuts behind all the attachment points prior to hiding with balsa. Lots of sanding and shaping.



The next step included installing the engine nacelle support wires. Both wires are 5/32 music wire, cut to length and the ends are bent 90-degrees and mounted into a plywood support on the top deck. Then they are j-bolted to the support. I then completed the balsa planking, including on the hatch. I used balsa filler to smooth all joints. I also added the landing gear hardpoints which are made from 4-40 j-bolts. All other hardpoints will use 2-56 screws and blind nuts. You can also see in this photo I've purchased a Saito FA-91 for power for this plane.



**What's on the bench** - continued from page 5



While waiting on things to dry, I built a dummy Pratt & Whitney R-985 Jr. Wasp Engine from a mold provided by Brodak. The mold comes in styrene halves that you have to cut out. Then you glue the halves together and paint. I then added my own engine rods made from 1/8 inch brass tubing. It took me about 10 hours to make.



I then proceeded to fiberglass then entire hull and cabin. I used 0.75 oz cloth and Z-Poxy ZAP Finishing Resin System using 3 coats of the resin.



The result of the fiberglass application was a nice, provides a shiny look and solid structure.



The next step included bending and soldering the landing gear, made from 1/8" and 5/32" music wire, bent to shape. I cut the appropriate brass tubing and inserted in the j-bolts prior to mounting to the frame. I then epoxied the j-bolts/brass inserts to the hull and fitted the landing gear. Then added the Williams Bros 3 and 1/4 inch wheels. That's it for now. Until next time.

Materials and opinions published in the Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers Club or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Editor and Westminster Aero Modelers are not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to the suitability, safety, or approval of ANY material in the Newsletter. Any party using ANYTHING expresses herein does so at their own risk and discretion without recourse against anyone. Permission for reprinting or quoting items in the Talespinner is granted providing that credit is given to both the author and to the Talespinner—Editor



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

