



THE TALESPIINNER

Westminster Aero Modelers



OFFICERS

President — Andy Myers (410-320-4058)
V. President — Jim Hodges (410-596-3052)

Treasurer — Paul Schaffner (410-429-1911)
Secretary — Allen Ness (443-340-8854)

Next Meeting:
March 2nd, 2021
7:30 PM @ VFW (Upstairs)

VOLUNTEERS

Newsletter — Andy Myers
Membership Chairman — Dave Sherwin (410-259-5540)
AMA Liaison — Jim Hodges
Field Marshall — Steve Hare

Website — www.Flywam.org

www.facebook.com/groups/westminsteraeromodelers/

Volume 37 Number 2

AMA Chartered Club # 336

Established in 1955

Prez Sez — Andy Myers

Spring is just around the corner. Hope you are all braving the snow and looking forward to the day when we grace the flying field for some much needed stick time. I know I'm ready with a few new machines, itching to get out there and see you all again. One of the most satisfying aspects of this hobby is the chance to see friends year after year doing something we're all passionate about. That being said, we lost someone very special to us this past month. Wendell Richards was more than just a friend, he was a solid member of this organization since 1992. Wendell was an instructor, mentor, Club President, and an awesome pilot. He will be greatly missed and remembered as we move forward into the 2021 flying season. *Continued on Page 2.*



Bill Sutor presents his custom built Curtis Flyer for sale at the 2021 W.A.M. Flea Market on Saturday, February 13th. This plane is extremely well built and sports an OS 40 FSR two-stroke motor. The pilot figure moves back and forth with the rudder and steerable nose wheel and folds down to allow for easy engine starts. Bill was kind enough to demonstrate this for me. His craftsmanship was outstanding.

Flea Market — Steve Rothschild

The WAM 2021 Flea Market is in the books and considering Covid-19 it was a success. Mother Nature was kind enough to give us a window of decent weather that enabled the event to proceed. I want to thank everyone who came out both Friday night to set up and Saturday to run the event. We could not have done it without you! We used a modified table layout to allow for social distancing. Normally we have 32 tables, but this year we set up for 22. A total of 21 tables were sold and we had 34 paid shoppers (last year we had 110). Food was not sold this year; however, water was available for sale. The 50/50 raffle was won by Tom Carroll but Tom decided to donate his money back to the club.

Thanks, Tom, for your generosity. I think the vendors were happy and sales were good even with the low turnout of shoppers. I know mine were. Many of the vendors told me that they were happy just to get out of the house and the shoppers informed me that they found many bargains.



cartoonist Bill Watterson



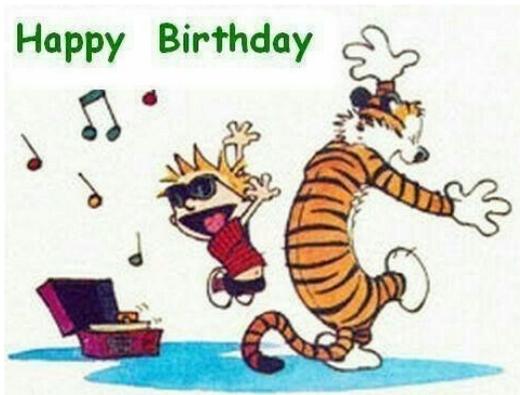


Wendall Richards with his beautiful Sig Kadet Senior at the June 2020 Fun-Fly

Nuf Said— AM

Important Announcements

- Business meeting on Feb 2nd was canceled due to weather.
- **March 2nd at 7:30pm: Next Members Meeting at VFW — BE THERE OR BE SQUARE !**
- **March 7th 11am—1pm: Chili-Fly** is rescheduled to accommodate Dick Ash— Godspeed on your recovery Dick!



Happy Birthday to the following W.A.M. Members:

Scott Cumming — 3/5

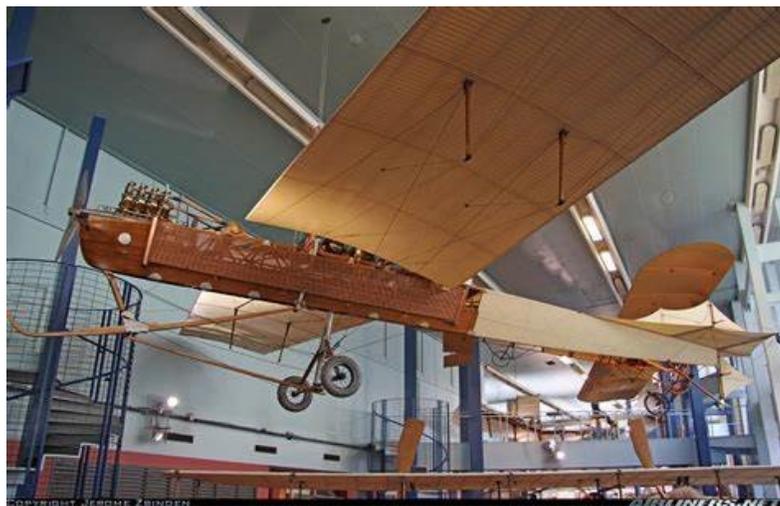
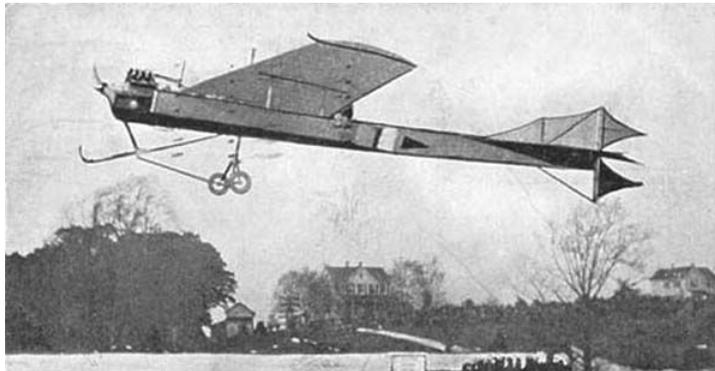
Steven Every — 3/13



Building an Antoinette Monoplane— Jim Hodges

In 1965, at the age of 12, my parents and I went to see the movie *Those Magnificent Men and Their Flying Machines* in 70 mm wide screen format. Being an aircraft enthusiast and model builder I was totally entranced by the antique planes flying in the movie not completely realizing that a good deal of the aerial shots were of models although many of the planes were reproductions that flew successfully. After seeing the movie I became interested in the Antoinette mono plane, one of the British entries in the movie. Why I am not completely sure, I think it was because with all the bi, tri, and plane with too many wings to count it stood out being a graceful looking single wing creation. From the day I saw the movie I wanted to build and fly an Antoinette so now 56 years later I put it in my bucket list and have started down that runway.

Antoinette began as a private venture led by the engineer Léon Levavasseur and financed by Jules Gastambide, who owned an el Antoinette electricity generating station in Algeria. While on holiday with Gastambide and his family in 1902, Levavasseur expressed his interest in the emerging field of aviation and proposed the development of light, powerful engines for use in aircraft. Levavasseur then suggest-



ed to Gastambide's daughter, Antoinette, that the engines should be named after her. La Société Antoinette was incorporated in 1906, with Gastambide as president and Levavasseur as technical director.

Aviation pioneer Louis Blériot was the vice-president .

Levavasseur experimented with the construction of aircraft and in 1906 the Antoinette company was contracted to build an aircraft for

Captain Ferdinand Ferber. In 1908 Blériot tried to dissuade the directors of Antoinette from becoming aircraft manufacturers, fearing that they would begin competing against him for customers. Blériot left the company when his advice was ignored.

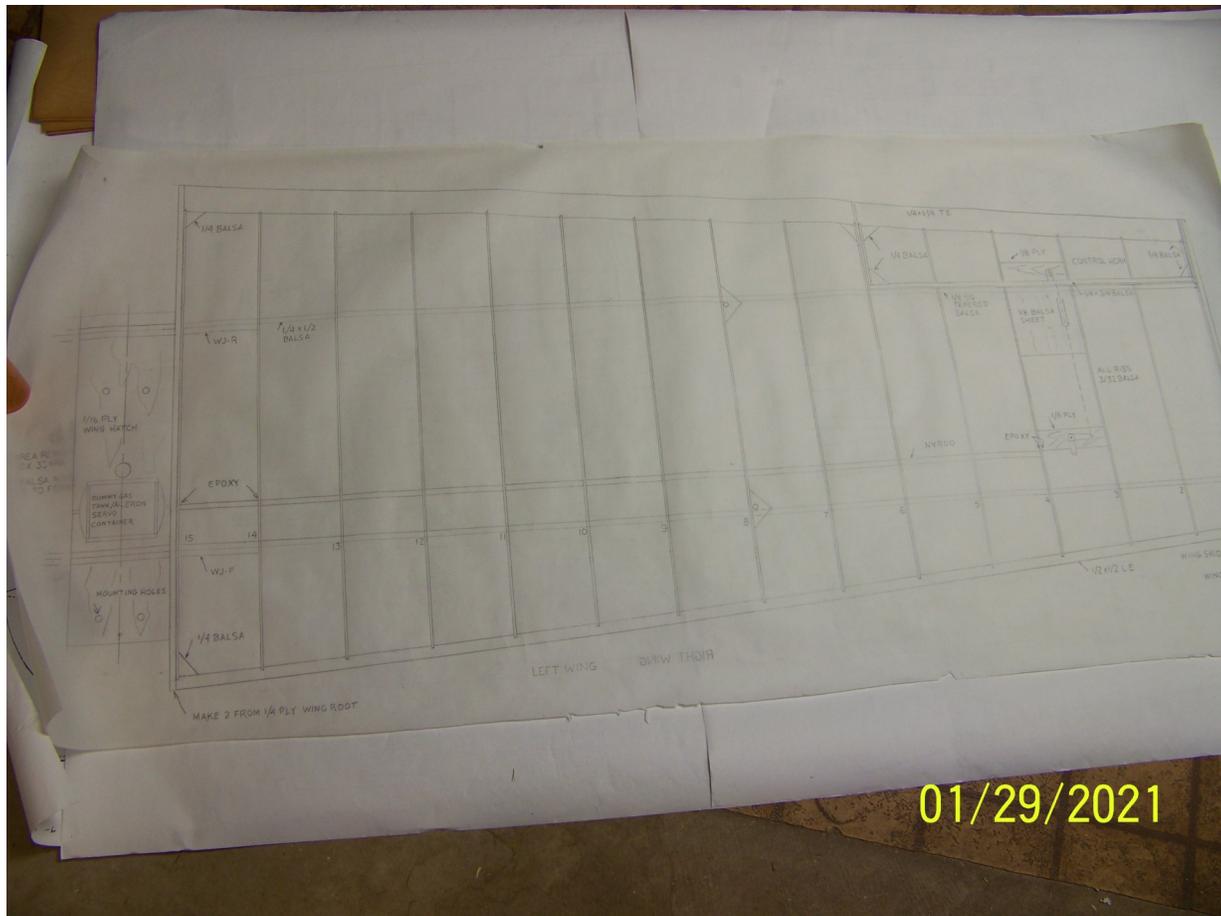
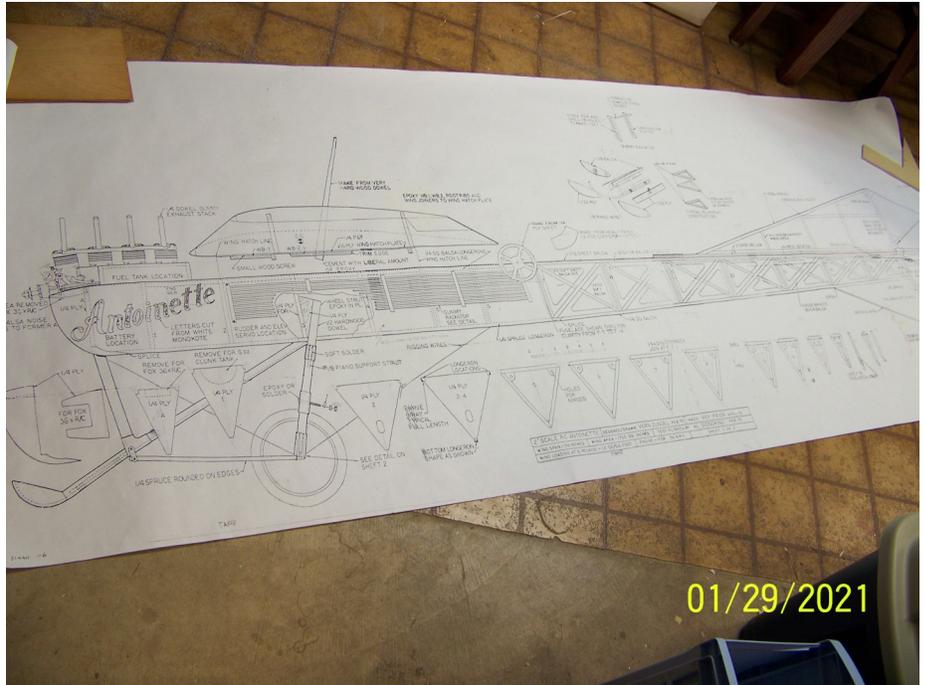
In the spring of 1909, Latham made several impressive flights. This convinced Levavasseur that Latham could cross the English Channel in an Antoinette aircraft and win the *Daily Mail* prize for doing so. Latham made two attempts to cross the English Channel in July 1909, both of which were unsuccessful due to engine failure while over the Channel. Between Latham's attempts, former Antoinette vice-president Blériot successfully crossed the Channel in his own aircraft.

My current adventure begins with the purchase of the plans for the 96 inch wing span model from AMA Plans Service. The plans come on four sheets, two fuselage (one top view & one side view) and two wing



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drawings. This was one wing panel on two sheets that needed to be matched up and joined together. To compound the issue the plans have been reproduced so many times the lines did not all line up and the amount of distortion varied between sheets. The fuselage was not too bad, redrawing some of the longitudinal lines in red so they would not be confused with the printed lines worked out well. The tail was not a problem. The wing however I had to redraw from scratch so I made the wing drawing one sheet. I also traced out the ribs so I could get prints made for templates. After making all the necessary drawings I went to Staples and had copies made. Since there was only one wing panel drawing I had them also copy the drawing upside down. Now I have a left and a right wing panel drawing. **Fuselage side view top**

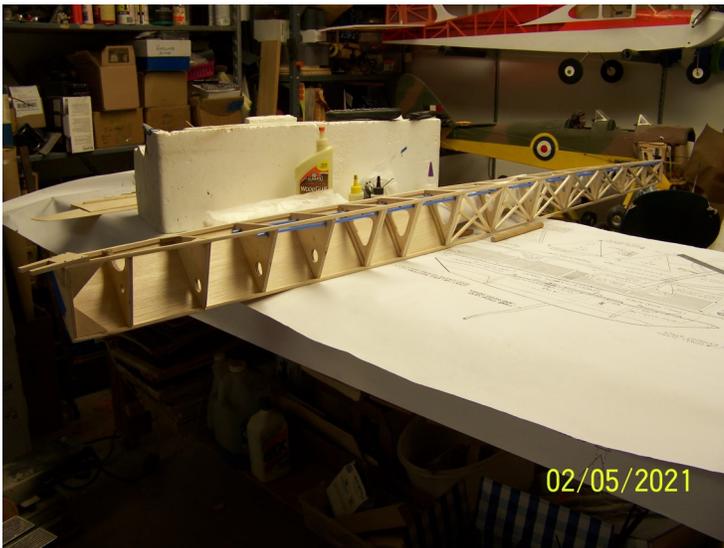
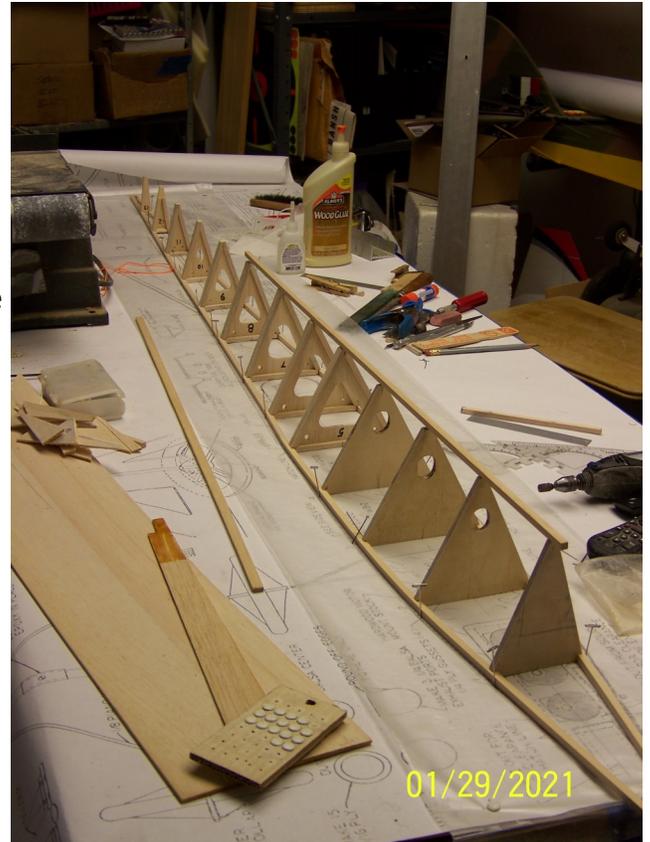


New wing drawing bottom



Continued from Page 4

The build starts with the fuselage. The formers, found on the side view drawing, were traced then the tracing was stick glued to the 1/8 balsa sheet and cut out. The formers were finished with 1/8 x 1/4 strips on both sides for strength. The centers were cut out to lighten the weight and holes drilled for the push rods. The fuselage is built upside down on the top view plan. The formers are glued to the upper longerons then the bottom longeron (keel) is glued to the bottom of the formers. Keeping everything straight and square. Once the frame is complete and the push rods tubes are installed and the sides are covered with 1/16th balsa sheet. Forward of former 7 the sides get an overlay of 1/16th ply. Rear of former 7 the 1/16th sheet has triangular cut outs for strength, lightening, and simulating the plywood of the full scale plane. The top of the fuselage back to former 7 gets 2 hatches and a plywood cover. From the nose to former 3 the hatch covers the battery compartment, the fuel tank, and the throttle servo and will have the dummy engine built up and over the top half of the fuel tank. Former 3 to 5 is covered with the main hatch that serves as



Top right, pre-glue alignment check Left, framed ad the starboard side sheeted. Bottom right, equipment installation



the wing mount as well as covering the elevator and rudder servo. Five to 7 is the area where the pilot sat on the top of the fuselage and the control wheels are mounted..

Fitting the gear was fairly straight forward but space is limited as you can see.

I still have work to do on the fuselage and then I'll start on the tail. Hope to have all that for next month.



Events and People from W.A.M. History - Andy Myers



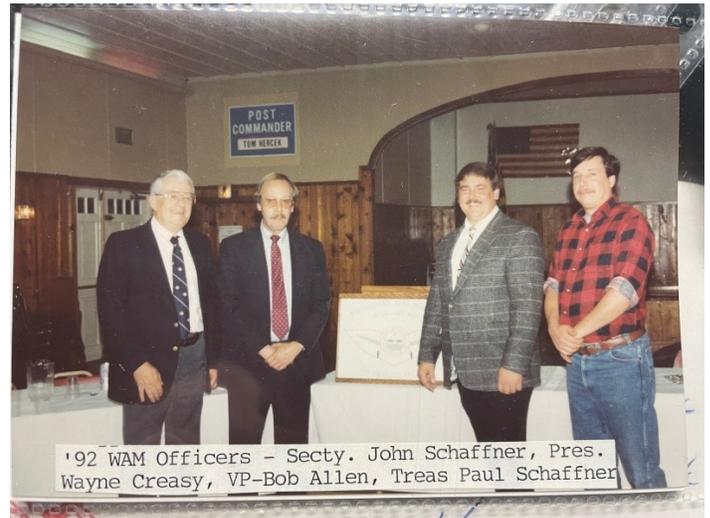
W.A.M. School display presented at the Westminster Airport in 1990. Over the years W.A.M. has done a number of events at the Airport and we should try to continue this in the near future.



W.A.M. members presenting their pride and joy at the Eldersburg Mall Show in Eldersburg, MD in 1988. Current members include Milt Peacock in the back and all the way to the right.



W.A.M. Static Display at the Westminster Airport in 1984, demonstrating the different model types. This is the days before ARF's folks, so these are all kit or scratch built.



W.A.M. Officers for 1992 including current members Bob Allen (Second from right) and Paul Schaffner. Of note— Paul is the current 2021 Treasurer. Look how young he is here in 1992 (Far right).



W.A.M. Static Display at the Cranberry Mall in Westminster, MD in 1991, look at all the great planes and information. Wow, how many of you remember Leggett's ???



The Maryland Modelers Association (MMA) Booth in Timonium, MD 1989. The MMA was closely associated with W.A.M. and Milt Peacock

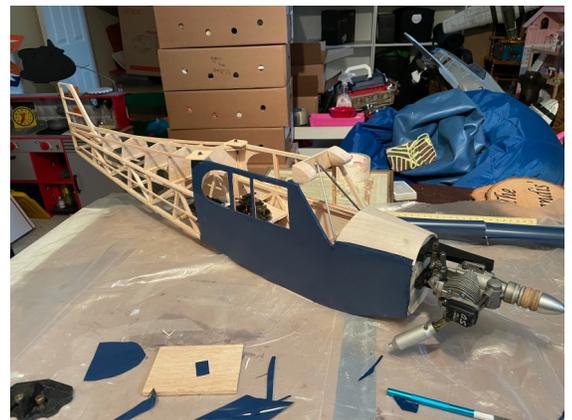


Builder's Corner - Andy Myers

Finally finished with my Sig Four Star 60 project, including soldering the aileron 4-40 threaded rods to the gold-n-clevis connections. Dialed in all the servos and centered for maiden flight. Added an Ultimate 2.5 inch Tru-Turn Spinner and 14x6 MA Prop. Added a 2200 mAh SMART LiFe battery for the Spektrum AR20310 PowerSafe Rx & On-board Glow driver. I'm very happy with the setup, next is to get the CG right and tune the OS FS 91 Surpass.



Originally, I was going to install a cowl from Fiberglass Specialties, but the color I painted it didn't match and looked awful so I left it off. I got the 1/6 scale 'Pilot' on eBay for 8 bucks which works great. I trimmed the canopy to fit adding 4 screws on each side for maintenance if needed. Now that I've finished this project, it's on to the next which is a Sig 1/6 scale RC-3 Kit Cub. My Plans are to create a 'Penn State' themed covering job. The OS FS 52 Surpass in the photo is coming off, and being replaced with an OS FS 40, as the 52 is too big.



Fun at the Flea Market - Andy Myers

The 2021 W.A.M. Flea Market went off without a hitch thanks to the dedication of Steve Rothschild. We may not have had as many turn out as previous years, but that was to be expected. What we did have was a good time and the people who did come out were very grateful they had a Flea Market to attend. I think in times like these we need to have as much normalcy as possible and we did our part to make these folks lives a little more normal and for that I'm proud.



Preparations on Friday, Feb 12th the night before at the VFW



Participants finding those deals including myself, I found a duct fan powered Lanier Shrike and Top Flite F4U Corsair Kit



Jim Christensen presenting and selling his items next to Steve Rothschild's table. Most of his items sold !



Lots of planes to choose from, this gentlemen had quite the collection,. This is where I found the Top Flite F4U 60 Kit and the Lanier Shrike I purchased. I would have purchased the Purple Ultimate 60 size plane if I had money left over !



Bill West, Tom Carroll, and Jim Hodges man the entry table and distribute 50/50 tickets. Fred Lass helps out as well.



Who's Who — *Andy Myers*



W.A.M. member Dave Sherwin says hi from iFLY Indoor Skydiving facility in Baltimore MD. Who said man can't fly? Looks pretty fun to me.

IF you haven't paid dues or signed up this year, please do so asap. Send payment to Paul Schaffner. Also remember to update your AMA membership.

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

