



THE TALESPINNER



WESTMINSTER AERO MODELERS

Pres.-Milt Peacock 833-3122
V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA

Chartered Club 336
(FORMED 1955)

C.M. PEACOCK JAN 24 1989

* Volunteer Positions

VOL 5 NO 1 JANUARY 1989

PREZ SEZ

I told the weatherman that I didn't want my first meeting snowed out and as you know, it didn't snow. It did give me the thought that I will create a "Call List" wherein I will call 3 or 4 persons and each of them call a few more and so on. Therefore, if we must get a message out quickly, it can be done without a multitude of calls by a few. There may be a time when someone cannot be reached and I can only hope that the caller will take the next step and call those for the person he couldn't reach. Clear as mud??

The "Southwest Area Park Modelers" are having a "Building Clinic" on Saturday, Feb. 4/89 in Baltimore. If anyone is interested, contact Bernard Huber - 665-1715.

Several positive things are occurring - - The John Owens Landfill is officially closed so things are looking up toward a new flying site in 1990. - - Ray Miles has 6 dates on the calendar for our presentation to the Carroll County Elementary School science classes. - - The Md. Modelers Assn. is entertaining an idea of having a inter-club Fun Fly this summer. - - It's looking up!!

I really think that many of our members are missing something. During the flying season, many clubs have invitational fun flys. You might think that you do not fly well enough to go but you are mistaken. What makes you think that they are such hotshots? Nothing says that you have to compete. Not every fun fly is a competition fly. Basically it's just a get together. You meet a lot of nice fellow fliers and make some good friends. Let's think about it and get together and travel a little this summer. It is fun!

Speaking of going places. We have a trip in planning stages to go to the AMA Museum on Sunday March 5. So put it on your calendar to go. Take the family. If you have never been there, again you are missing something. My wife will attest to that. If you have any ideas or know of a good place to visit, let me know.

The Flea Market/Auction season is in gear so if you would like to join up with us fleas and go, just call me. Lloyd Briggs, Herman Gross, Bill Hasert and I go to most of them. If you hear of any, I would appreciate a call.

For the benefit of those who were unable to get to the January meeting, I have created a few new committees, partially to get more member participation and also hoping that by having a person only doing one job will be able to refine it to an efficient and smoother operation. I don't mean to imply that we were lacking before, its just that it may be a little easier for all concerned.

The By-Laws and Field Rules committees are hard at work revising and updating the respective documents. There isn't any earth rocking problems in them but with the advent

of our new office of Vice President along with other minor changes, it became important to update them.

FOOD FOR THOUGHT - I asked at the January meeting if we should consider our own fun fly this summer. Personally, I feel it is a good activity. It worked reasonably good last year. I would think that we should put a little more planning into it with several classes of pilots flying. The events should be of the type that OUR pilots can handle. FIRST, we must decide yea or nay to have a fun fly and then dates so we can plan and also to put on yours and my calendar.

One last thought - this is YOUR club. If you don't attend the meetings and other events, its a loss to everyone. We want your participation. Please mark your calendar for February 14th and come to the meeting. We need your input.

Til sunny/warm days
Milt

1. WAM BUSINESS MEETING - JANUARY 10, 1989

The first meeting to be conducted by the new slate of officers was opened at 8:10 at Don Nelson's house. There were 15 members and one visitor present. The visitor, Mr. Elmer Raiman, had petitioned the club for membership previously.

The results of the December dinner meeting was that we brought in \$475.00 while it cost us \$481.00 total including all ward expenses, etc.

Our MMA representative, Bill Hasert, attended the MMA meeting where several subjects of general interest were discussed. (1) Noise - There has been confusion as to what the AMA's position was regarding the parameters. To set things straight, the suggested requirement is no louder than 90 dba at 9 feet distance with the aircraft about 3 feet above a hard surface. (2) Delays in closing landfills for our use - It is a requirement that closed landfills meet very stringent EPA requirements and, in general, this takes longer than most anticipated. (3) MMA fun fly - It is suggested that the MMA sponsor a regional or MMA area fun fly in 1989. It was asked that clubs in the MMA discuss this possibility and provide input at a later MMA meeting.

Lloyd Briggs gave the treasurer's report at \$778.10. He noted that there were several who had not sent their dues.

It was agreed that we would review and update the club bylaws. Likewise, it was agreed that the field rules needed updating. Dave Fencil will put them on his word processor so they can be easily changed as needed.

Ray Miles reported on the school program and he said that the video tape taken at a recent demonstration by Prestige T.V. was aired three separate times. We have also received an inquiry from Channel 67 (Maryland PPS) regarding the possibility of their including it in their programming. Also, Ray has received inquiries from Baltimore City, Baltimore and Dorchester Countys. The next demo date is January 25 at Charles Carroll Elementary School. Ray asked for a volunteer to build a rubber band model for his demonstration team. Bob Hunter volunteered not only to build the model but to provide it as well.

Since the WAM is becoming more involved in efforts closely associated with the public, i.e., the Mall Shows and the School Demo Team are two examples, we thought it prudent to once again incorporate to reduce individual exposure. We agreed to look further into this matter with the AMA as to how they cover us in this type circumstance also.

A tentative date for a club trip to the AMA headquarters and museum was set. The date is March 5. If you are interested, please let one of the club officers know or express this interest at the next meeting. We also plan to pick a club fun fly date at the next meeting. Elmer Raiman was voted in as a full member of the WAM. He is building a SIG Kadet as his first project. Welcome. Meeting was adjourned about 10:00 P.M.

2. WAM OUTSIDE EVENTS

None this period.

3. WAM FIELD ACTIVITIES/CUB

The Club Cub is hangared at Bill Hasert's house in case any club members are wondering where it resides.

4. AMA NEWS

The AMA director of Public Relations, Geoff Styles, was given a copy of the video tape of the school demo show by Ray Miles at the dinner meeting. He said that they would review it and he definitely would include his visit to our club dinner as well as comments regarding our efforts by the club demo team to enhance the local aviation section of the school science program.

5. MEMBERS IDEAS/PROJECTS/SAFETY

Over the past year or so we have had quite a few new members to the WAM. I know the old timers and long term modelers are aware of safety and its importance to our sport/hobby. Safety, especially in today's world, is vital to a club's continued existence. There are those that may be annoyed at the slightest inconvenience or annoyance and complain. Safety is one of those items which, when practiced properly, benefits the hobby, the club and the individual. The AMA and our club advocate and expect safe operations. If we were to be perceived as an unsafe operation it is feasible that negative public reaction could put us right out of business in the County. Don't laugh, this very thing occurred in California and there is currently a struggle to reverse it. Safety begins with the individual. If we all practice safety collectively, then we are safe as a club and chances are we may see day after day at the flying field without mishap. Without a place to fly safely, there isn't much use to have a club. Note the word "safely", the key word. Safely means flying on a field covered by liability insurance; flying within the rules established by the club to maintain the insurance; and beyond the insurance issue, flying in a manner respecting the rights and privileges of other clubmembers.

6. AREA EVENTS OR NEWS

The Southwest Area Parks modelers of Baltimore will be conducting an R.C. Model Airplane Building Seminar for the Beginner. It will be held at the Baltimore Highland Elementary School, 4200 Annapolis Road on February 4, 1989 from 10 A.M. to 2 P.M. The subjects to be covered are: Basic Tools required, Glues, Coverings, Installation of Radio Equipment. You may bring your kit and receive help in getting started or bring parts you have already started for advice/instruction. Admission is free.

7. FOR SALE/WANTED/SWAP

FOR SALE

* Multimeter-New, Digital, Autoranging w/battery	\$30.00
* Plane-Goldberg "Electra" Complete w/6 cell battery	\$125.00 to member
(needs 2 or 3 channel radio) Ready to fly.	\$140.00 to non-member
* Multi Charger-Hobbico (New)	\$ 25.00 to member
	\$ 30.00 to non-member
* Bolts, Nylon $\frac{1}{4}$ x20x2-Hex head w/slot	8 for \$1.00
* Plane-Balsa U.S.A. "Taube" - complete	\$150.00
(requires .40 engine and 3 channel radio)	
For any of the above call Milt Peacock at 833-3122	

8. MISCELLANEOUS

An interesting little story passed to me by Ray Miles. With the appointment of numerous committees and new volunteers, I can say that the WAM doesn't suffer from the following:

A Little Story, This is a story about four people named EVERYBODY, SOMEBODY, ANYBODY, and NOBODY. There was an important job to be done and EVERYBODY was sure that SOMEBODY would do it. ANYBODY could have done it, but NOBODY did it.

SOMEBODY got angry that, because it was EVERYBODY'S job, EVERYBODY thought ANYBODY could do it, but NOBODY realized that EVERYBODY wouldn't do it. It ended up that

EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done.

* SECOND NOTICE * SECOND NOTICE * SECOND NOTICE * SECOND NOTICE * SECOND NOTICE

Our dues are due January 1, 1989 and must be paid by

March 31, 1989 Dues are as follows:

Jr. Member - (up to 15 yrs old by 1/1/89)	\$3.75
Sr. Member-(16 yrs.-20 yrs. old by 1/1/89)	\$7.50
Open Member-(21 yrs.-60 yrs. old by 1/1/89)	\$15.00
Senior Citizen-(over 60 yrs. by 1/1/89)	\$7.50
Elected Officers-Pres., V.P., Secty., Treas.	\$7.50

Please send your dues ASAP to the Treasurer: Lloyd Briggs
915 Lindellen Road
Reisterstown, Md. 21136
833-7450

MAKE CHECKS PAYABLE TO: Lloyd Briggs

* FROM THE "CROSSWIND" OF THE YORK AREA R/C CLUB. - G. Reisinger-Editor

THE THEORY

As I set up my approach, onlookers shook their heads as my plane tumbled, cartwheeled, and bounced to my feet. I calmly picked it up and carried it back to the flight line to ready it for the next flight. As I approached the flight line, the big guy at the field said in his booming voice, "Didn't they ever teach you to flair?" Well, I passed this off as if I had just eaten a big plate of baked beans. Even though he displays a vast store of aeronautical knowledge, I felt sure he had not heard of THE THEORY. If he would only think and rationalize. As people get older, they start to sit around alot without much exercise. Their bones harden and get brittle, then the first bad fall they break. In like manner, if you make nothing but perfect, grease on, three point landings, those little bitty balsa sticks are going to harden, get brittle, and break with the first hard knock. You've got to exercise those little bitty balsa sticks, flex them and keep them limber so they will be in good shape to give many months of happy flying. This is readily accomplished by cartwheeling, bouncing, and exercising your plane during the landing procedure.

Now, that you understand THE THEORY, keep 'em flying and don't forget to exercise those little bitty balsa sticks.

WHO HAS MORE FUN THAN R/C PILOTS?

9. MAC UPDATE

Ray Miles reported that the John Owings landfill was finally closed and all work now is directed toward meeting the EPA guidelines for safety then they will finish off the top as the model air park. Ray thinks we can fly there in the spring of 1990.

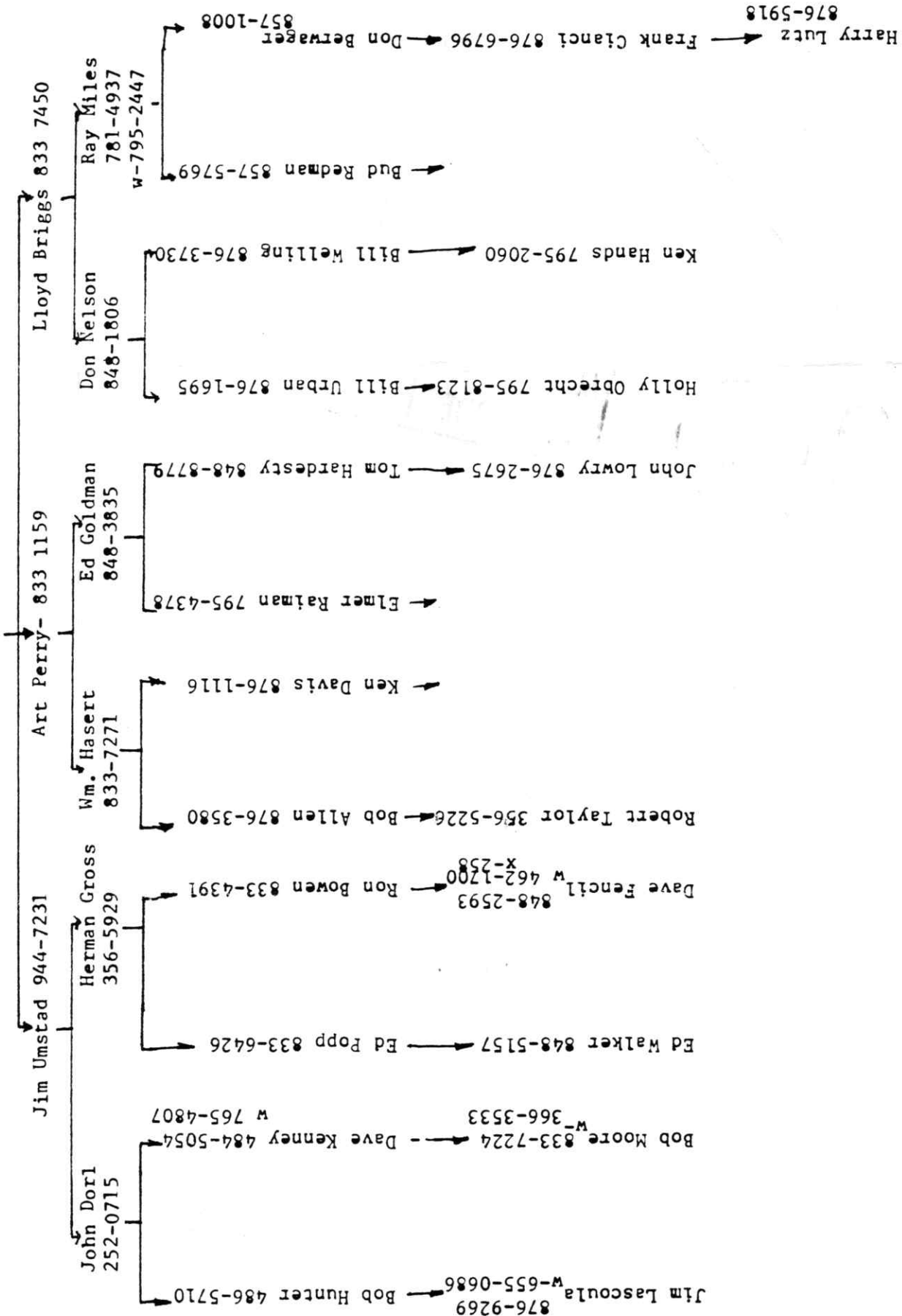
**ANOTHER EXCHANGE OF IDEAS WITH
FELLOW CLUB MEMBERS!**



WESTMINSTER AERO MODELERS

EMERGENCY CALL LIST -1/89

Bob Ruth - 442-2788
Milt Peacock -833-3122
Mat Clement - 357-8532



A. R. Penry
105 Danbury Road
Reisterstown, Maryland 21136



181
ALWAYS
ZIP CODE



Milton Peacock
2313 Da-Lib Road
Finksburg, Md. 21048



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VOL 5 NO 2 FEBRUARY 1989

PREZ SEZ

MARCH 5th - Field trip to the AMA Museum. We will leave from the rear lot of the Carrolltown Mall (near the movies) at 9:00 A.M. sharp. Bring the family, have a fun day.

MARCH 14th meeting VERY IMPORTANT - By now you have received a copy of the proposed revision of the by-laws from the committee. Please take the time to go over them in detail prior to the meeting. The prime topic of business will be the approval of the by-laws. Your input is important.

Flying has been a little slow in '89 but a few hardy souls have taken advantage of the warmer days. Hollie Obrecht has the right idea with his TX and hand cover to keep the pinkies warm.

Fellows - this is YOUR club and without you we don't have a club. Past records of attendance show less than 50% of the members come to the meetings and less than that at other events.

What needs to be done to see the other 50%? Dancing girls?? But seriously, I am open to any and all suggestions as to what you, the membership, want. I would appreciate your calling me with any comments. Good or bad. You are not going to hurt my feelings. I'm here to try to get the things done that you want done. By the same token, I will stop what you don't like. Whatever the problem is, lets get it out in the open and try to do better. So come out and be heard. We need YOU.

My biggest aim this year is to get more participation of the members. That is one of the reasons for the new charmen this year. It also lessens the work load of others who were doing the bulk of the work. Believe me, things just don't happen, it takes effort from many to exist.

I would like to see at least two fun flys this summer. I think we all agree we need to revamp the foremat. We will have several classes of pilots so the guy who has just soloed doesn't fly against the instructors. Even considering the weather (wind) last year we still had a good time. If you have an idea for an event, let us know. It's all in good fun and makes us sharpen up our skills instead of just flopping around the wild blue yonder.

Consider a couple of dates for this summer so we all can put them on our calendar in stone. How about considering June 18 and Aug. 20 for starters. Look at your personal calendar of committments and see if it will fit.

I hope everyone is busy building so we have lots to fly when the weather breaks. Lets hear about your project at the next meeting.

Nuf said - wishing you good health and good flyin'.

1. WAM BUSINESS MEETING - FEBRUARY 14, 1989

The WAM met at Don Nelson's home with 16 members and 3 visitors present. Visitors were Jeff Millman, John Hall and Chris Cockey. Jim Umstead reported on the Maryland Modelers Association, MMA meeting. There was discussion at the meeting by attendees as to the adequacy of AMA's insurance. Also, some felt that AMA wasn't going to bat as well as they should in the case of fields being lost.

Lloyd Briggs gave the treasurer's report at \$832.00. He also stated that, as of 2/14, six members had not paid their 1989 dues.

Ray Miles reported that every elementary school in Carroll County has signed on to the aviation demonstration program as given by the WAM demonstration team. Ray gave the March schedule dates as (1) William Winchester, 2/22, (2) Mount Airey, 3/1 and (3) Mechanicsville, 3/8. Ray also reported that Bob Hunter had completed the rubber band powered model as promised and that Don Berwager had also donated a completed model. He listed several others that he would like to get. Two that comes to mind are the Wright Flyer and Otto Lillenthal's "hang glider". Dave Fencil had completed updating the field rules which were passed around, reviewed and are being finalized for distribution.

With reference to information on our concerns whether the club is adequately covered since we have both grown and are more actively engaged in direct operations with the public (school demonstration flying). Milt Peacock visited AMA and talked with insurance personnel there as well as obtained a copy of our master policy. As a result of this, we have come to the conclusion that we and those we interface directly with etc. are indeed adequately covered for our present operations.

Visitor, Jeff Millman, petitioned the club for membership and was subsequently voted in. He lives at 33 Hunting Horn Circle in Reisterstown. Jeff comes to us from the Baltimore club and he is an accomplished R/C pilot and was actively involved each year with the MARC show. We welcome Jeff to the WAM. As luck would have it, Jeff also won the 50/50.

2. WAM OUTSIDE EVENTS

The WAM has scheduled a trip to the AMA headquarters and model museum for Sunday, March 5, 1989. The AMA has agreed to open specifically for our group. Therefore it should be a great day. Those who desire to make the trip should meet at the Carrolltowne Mall in the back by the theaters at 9:00 A.M. I have visited there several times and can say that it is a very interesting place.

3. WAM FIELD ACTIVITIES

Believe it or not, flying has been going on. I understand that Milt "Persistent" Peacock and "Loyal" Lloyd Briggs have given it a try on several occasions. New field rules are being finalized which basically does away with all pit area operations on the south end of the field, the narrow end. The field is divided north/south at the steps going up the bank. Contrary to some members belief and concerns, Don has not plowed up Nelson field!

4. AMA NEWS

Nothing this month.

5. MEMBERS IDEAS/PROJECTS/SAFETY

Since most of us are inside fiddling in our workshops (yes, fiddling!) the following incident which occurred to a member of the "Propstoppers R/C Aero Club" of Lansdowne, Pennsylvania is of interest.

ACCIDENT REPORT-I regret to inform the members of an unfortunate accident that happened to Tom Passalcqua. It occurred while he was working on his equipment in his basement. Accidentally his fuel became ignited and burned him from his chin to his waist including his arms. He is in serious condition and at Chester Crozier Burn Intensive Care Unit in Upland. His stay there will be approximately eight weeks. Do not contact him or send cards until he is out of

the Intensive Care Unit as they cannot allow anything sent in. His home was badly damaged by the fire and also suffered from smoke and water damage. But is repairable.

Herman spoke to his wife Saturday, July 25th and to our knowledge all his equipment was destroyed. But one of the first questions he asked of his wife was: "How is my Kaos?"

We all wish him a very speedy recovery. I will keep you posted on his progress.

DO YOU HAVE A TIME BOMB HOME?

This article is not meant to alarm you, but just to make you aware of potential danger of your field boxes.

Any battery or electrical device has a potential danger of shorting out. Should this happen and your fuel is normally stored in the same box, you have a homemade Molotov Cocktail ready to ignite your whole house.

You should make a habit of removing the fuel can when done for the day and keep it in a sealed container in a cool place away from your field box.

6. AREA EVENTS OR NEWS

* Don't forget, if you want to visit the AMA museum meet at the Carrolltowne Mall on Sunday, March 5 at 9:00 A.M. Bring family and friends.

- | | | |
|--------------|--|-----------|
| * March 4 - | Annual Flea Market
Bel Air Middle School | 9:00 A.M. |
| * March 11 - | Annual Flea Market
Lebanon, Pennsylvania | 9:00 A.M. |
| * April 1 - | Annual Flea Market
New Oxford, Pennsylvania | 9:00 A.M. |
| * March 14 - | WAM Business Meeting
Nelson's Home | 8:00 P.M. |

7. FOR SALE/WANTED/SWAP

FOR SALE - Club logo hats - \$4.00

Embroidered Club Patch - \$7.50

8" back patch

Above available at regular club meetings.

8. MISCELLANEOUS

Many of us have been working with Balsa wood for many many years. Several of us are newcomers to the hobby but generally speaking I'm sure that not many of us know much about Balsa other than it's light and has varying densities and properties. This depends greatly on from where and how it is cut from the log. The following is an interesting bit related to Balsa. For starters, Balsa is not a softwood rather a hardwood! How many knew that?

In Ecuador's Andes Mountains grows a towering hardwood tree that matures in less than a decade. A man can carry a 30# diameter log from this tree on his shoulder. A board foot sawed from that log, afloat in water, will support more than four times its 8 ounce weight.

Spanish colonists settling Ecuador in the 16th century named the remarkably light and buoyant wood balsa, meaning raft. And for generations before it was sold commercially

throughout the world. Ecuadorians lashed balsa logs into rafts to transport goods to market.

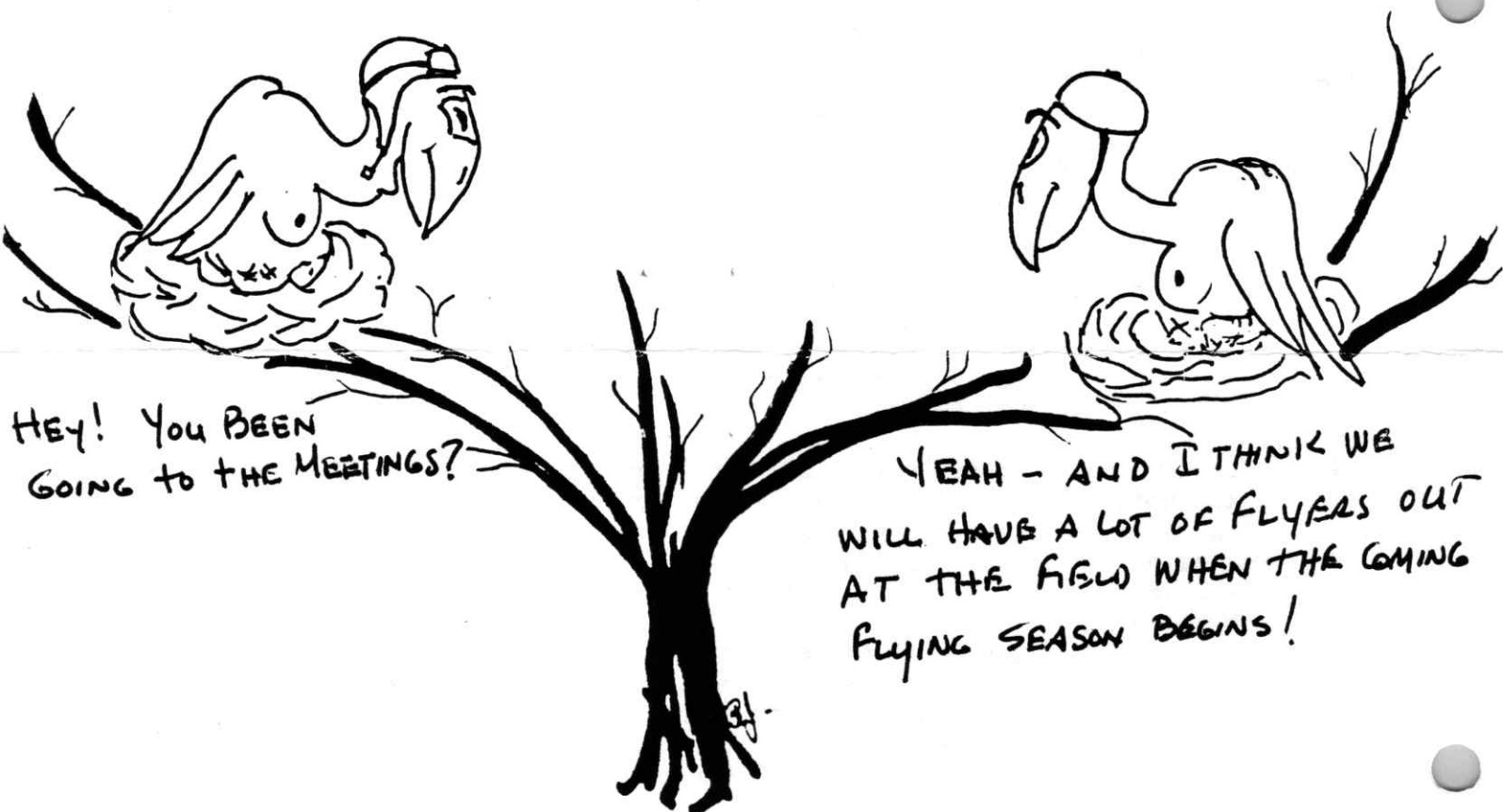
Growing wild or on plantations, a balsa tree begins as a pinhead-size seed. Spurred by the equatorial climate, it shoots up to an 80' height and a 30" diameter in five to seven years. Strangely, balsa accomplishes this rapid growth without sapwood, relying instead on the pith to carry nourishment.

Loggers must fell mature balsa trees at once. If left to compete with surrounding vegetation, they form a tap root similar to a cactus. In a bizarre twist of nature, the world's most buoyant wood becomes saturated with water making it commercially worthless!

Before inflatable gear became available, balsa was used extensively for lifesaving flotation devices on ships, since the wood contains about 92 percent dead-air space. Now, it's sold for making model airplanes, for insulating freight cars, and for shock-absorbing packing.

9. MAC UPDATE

Ray Miles reports that as soon as the state health department is satisfied, work can begin on bringing the John Owings landfill on line by the Public Works and Parks and Recreation departments. Ray will keep us posted on the progress.





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Rec
3/30

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VOL. 5 NO. 3 MARCH 1989

PREZ SEZ

Talk about your staunch supporters of WAM - our faithful typist etc. of the Tale-spinner Sarah Perry, fresh out of the hospital with not only a fractured femur but some other associated problems, had Art call me for this article so that she could get the newsletter out on time. Now I'll tell you, that's dedication. Sarah, you deserve a 21 gun salute. I know that everyone wishes you a speedy recovery.

Thank goodness the revision of the by-laws is now history. It says a lot for the committee that we had so little to discuss and agree upon at the general membership meeting. The by-laws as revised have been approved by the membership and are now in effect. The master copy has been corrected as directed and is being printed by Chrm. Bill Hasert. I believe they will be available at the April meeting so come to the meeting to get your copy and save us a little postage.

By-laws committee - WELL DONE!!

Please read the new revised by-laws when you receive them. Throw your current copy away to avoid any future confusion. There are a few changes that you should be aware of, specifically - Art. III, Art. IV, & Art. V, Sect. 2, para. C, D, & E.

I assume that the reason the attendance at the March meeting was due to the main topic of business. Hopefully, that was the only reason. Business is now back to normal, so come out so that we may enjoy your company.

Last month, I asked if anyone had any thoughts as to what you would like at a meeting. Sorry to say, I had no replies neither pro nor con, so I guess we will plod along and see what happens.

Give some serious thought about FUN FLY'S this summer. I suggested dates which we will keep unless real opposition is given. They are June 18 and August 20. Put them on your calendar and plan to attend. We will get a committee together and have different classes of pilots this time. Rain date - following week.

The robins are here and so is spring officially. This means that we can try to get the planes in the air again. A few hardy souls have kept at it during the colder weather, Dutch, Ed. Goldman, Hollie Obrecht, John Dorl and me. Now that's a bunch. It's staying light longer so perhaps we can get Tues. & Thurs. evenings going again. Come on out even if its only to chat.

I hear rumors of a few new creations are either on the assembly line or stored in the hangar. You will have to come out to see them. I'm going to give out the secrets.

If anyone needs help, don't be bashful - ask someone to whip the problem. The only dumb question is the one that you do not ask. All of us need advice from others on occasion. I know I do. Don't I _____!

The following information was received too late to get into last months Talespinne

Our sincere sympathy is extended to Mr. and Mrs. Robert Moore & family on the passing of their son and our member, Stewart Moore, age 11, on February 21, 1989.

Sarah Perry suffered a fractured femur (leg) and William Urban has been under the weather. Herman Gross' mother-in-law passed away last month. Our very best wishes to all of you.

Till new time - may the bluebird of happiness pass over all of us. Good health. Good Flyin'.

1. WAM BUSINESS MEETING - March 14, 1989

The WAM met with 10 members present and three visitors. These visitors were John and Paul Shafter, father and son, and Dale Johnson. The Shafter's are new to modeling while Dale is returning to modeling after a hiatus. Dale works at Bobby's Hobby Lobby. All expressed an interest to join and petitioned for membership. The "Prize Board" was drawn with the following winners: (1) Mini Voltmeter-Bob Hunter, (2) NI-Starter-Ray Miles, (3) Sealing Iron-Dave Kenney, (4) Propellers-Bob Allen, (5) Discount Glue Certificate-Dave Fencil, Ken Davis and Jim Luscoula and (6) Pot Luck Envelope-Dave Fencil.

All the members were saddened^{NE} to learn of the passing of young clubmember, Stewart Moore. Stewart was only 11 years old and, as we all recall, a great young man. The WAM sympathizes with clubmember, father Bob Moore and the Moore family. We'll miss Stewart at the field. It seems that bad news comes in threes - clubmember, Herman Gross lost his mother-in-law during this same period while my wife, Sarah took a dive down our stairs, breaking her hip. This launched her on an incredible three week plus odyssey of into two hospitals, two operations, a blood clot and a hemorrhage. This all before any therapy.

Lastly, we learn that clubmember, Bill Urban has resumed treatments, however we hear he is holding his own. Bill is a tenacious person so we know he is going to come out on top.

The treasurers report was given at \$774.04.

Ray Miles reported on the activities of the WAM "School Demo Team". So far in March, they have performed at Charles Carroll, William Winchester and Mount Airey elementary schools. Scheduled for the remainder of March are Uniontown, Mechanicsville, and Winfield Elementary and on April 5 at Westminster Elementary. Ray had asked for several historical models (mentioned in a previous newsletter) and seven had responded with small planes such as Bob Hunter and Don Berwager. Ron Ware, owner of "Your Hobby Shop" donated a model of the "Spirit of Saint Louis".

The WAM has rented two flea market tables at the coming MARC show. Any clubmember can put something on the WAM tables and sell it if they want. Ten percent of gross receipts must go to the WAM to reimburse the costs of renting the tables. Clubmember, Ed Goldman was approached by the Carroll County airport with reference to our interest in participation in the airports Labor Day open house and air show. We will monitor this situation and decide later. Historically, the club has participated.

A committee had been revising the club by-laws. They were reviewed by the members and approved with only minor changes. Meeting adjourned at 9:30 P.M.

2. WAM OUTSIDE EVENTS

Do you have time to spend a morning a week somewhere? Maybe a morning a month? Whatever. Ray Miles has the WAM school demonstration team pretty well set. However, he has repeatedly stated that if someone would like, he can find something for them. For instance, maybe make a small model, help carry some of the traveling paraphernalia, or just go along for moral support. If you are interested, call Ray Miles on 481-4837 and see if there is something you may contribute.

The official schedule is:

3/29	Winfield Elementary School	10 to 11 A.M.
4/5	Westminster Elementary School	9:30 to 10:30 A. M.
4/12	Carrolltowne Elementary School	10 to 11 A.M.
4/19	Eldersburg Elementary School	10 to 11 A.M.
4/26	Union Bridge Elementary School	10 to 11 A.M.

If you need directions, call Ray on the above phone number or Milt Peacock on 833-3122.

3. WAM FIELD ACTIVITIES

In less than two weeks, we go onto daylight savings time. Traditionally this signals the beginning of the flying season since there will be daylight long enough for us to get home from work and do our chores and then go to the field. From the interest we've seen over the winter, this should be an active year. Normally there is someone flying most Thursdays, Saturdays, and Sundays, however if in doubt call someone such as Milt or Lloyd and see what they're up to since they are, or have been, two of the most active flyers at our field.

4. AMA NEWS

The AMA membership manuals just arrived. Did you get yours? If you have, have you read any of it? Why not read page one over several times. It is the official AMA safety code and safety recommendations, all good information.

5. MEMBERS IDEAS/PROJECTS/SAFETY

Now that flying season is upon us, how about checking out your equipment. Check all your propellers for cracks, chips, splits or wear. Yes wear. When you fly off grass and you taxi and hear the prop mow a little once in a while, generally it wears on a prop. I've seen some well worn props flying. They shouldn't be. Charge or cycle your batteries. Check your planes controls, horns, clevises, motor mount, engine screws, etc., etc. You get the picture, check everything including the klunk in the fuel tank. Check the contents of your field box. Everything I've seen on this subject says you shouldn't work in your shop out of your field box. This way you don't take tools out, use them and never put them back. Sounds like good advice, however I dare say we all are guilty of doing it.

6. AREA NEWS OR EVENTS

* April 1	- Annual Flea Market New Oxford, Pennsylvania Fire Hall	9:00 to 5:00 P.M.
* April 14	- WAM Business Meeting Don Nelson Home	8:00 P.M.

7. FOR SALE/WANTED/SWAP

If you have something for this column, give your data to Art Perry, 833-1159 or at the meeting.

8. MISCELLANEOUS - Reprint from National Newsletter

Originally from Richmond Model Flying Club Newsletter, Tom Antonelli, Editor.
(Please see that your wives/girlfriends get to read this.)

FOR WOMEN ONLY

The fact that this "Newsletter" is in your home indicates that your husband is already infected by the "Bug":

Let me help you. I've had experience. I've watched my husband go through all the stages; Idle Observer, Timid Builder, Learning Flyer, and Rationalizing Crasher..... and finally, Mad Modeler and club newsletter editor and publisher. The next stages I wait for with wonder, and the check book in a new hiding place.

First, I will tell you how to handle several sticky problems. Our object here is to keep the lines of communications open and save the marriage.

Soon he will go flying with his first plane. It's best if you insist he go without you and just have a good time. Before long, you will get a telephone call from him. Don't mistake his blubbering and sobs to be an expression of love. He is having a traumatic moment and you should not think that his frequent mention of "doing a figure nine" has anything to do with taking you out dancing. He has crashed. Tell him to pick up the pieces, and then meet him at the door.

By now, he will know it was a "glitch" and he will dash past you to his books and show you a picture of the kit he will now build. Three feet more wing span, bigger engine, - and only a little more money than the one already forgotten in the trash basket at the field. At this point it's time to remind yourself that "it's better than bowling and drinking with the boys".

You probably have already learned that the best calm air for flying coincides exactly with the Sunday afternoon you set aside to entertain your parents.

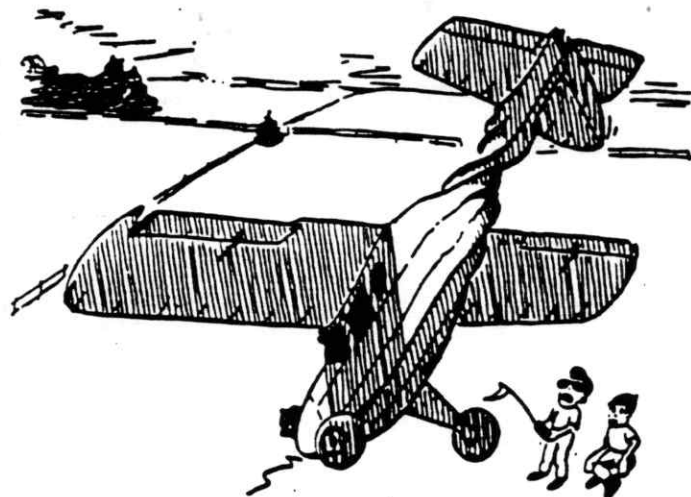
Maybe you have gone to a contest or two with him. This is where everyone brings an airplane to a ten o'clock contest that starts promptly at eleven ten. Usually these occur on windy or rainy days. If the contest is something called "limbo", you can expect more than a fair share of accidents. It seems to be a way of permanently retiring older planes.

Now about gliders. They don't make as much noise, and they cost less, unless you give him a Thermal - Sniffer for his birthday. You can take reading material along when he flies gliders, and it will be quiet enough to think. However, - at least the power planes let you know when they are in the air near your head. The gliders are sneaky. Glider pilots wait until the last minute to yell "heads up"! I think it's something about pride and being in full control.

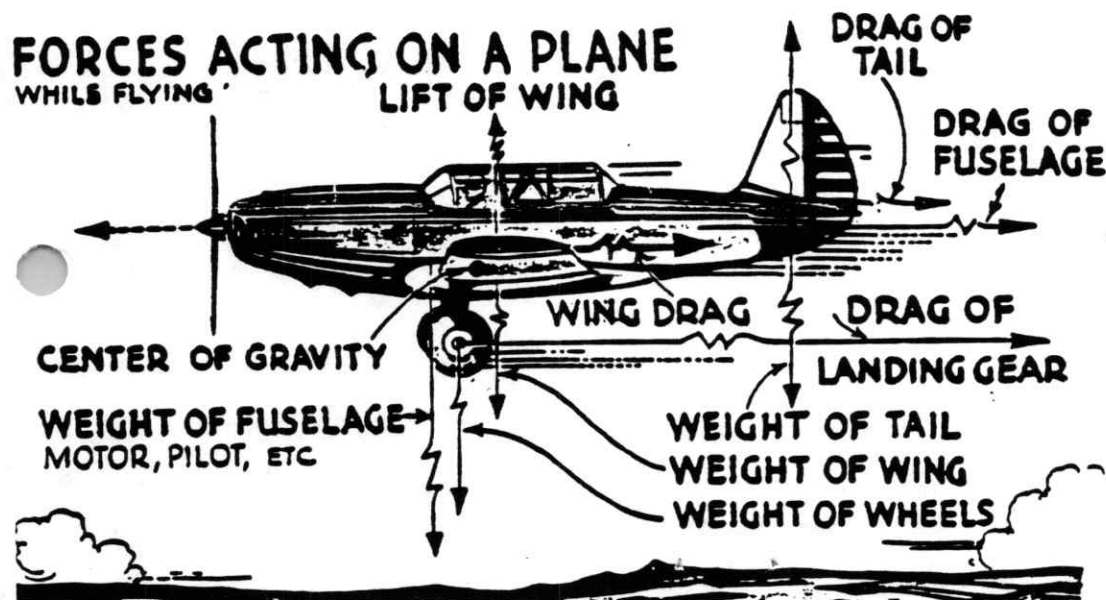
We should deviate now from the bad to the good side. Everyone needs a hobby. True. And if he is infected, there is no cure. Face it and buck up. You can make a million points by being understanding. Maybe you'll be able to trade off his new plane for those little diamond earrings you've always wanted. That engine for a few nights out dining and dancing. Think of the possibilities! Travel opportunities abound! You might as well enjoy his disease. Toledo isn't everything but the shopping isn't bad or the dining out either. Did you ever stop to think that ~~is~~ there is a "Nats", there must be an "Internats"! Foreign travel! Get the idea?

Now a word about the clutter. How many planes do you have scattered about the house? Five? Six? Some finished, some unfinished, some still in boxes. All are gathering dust. They are delicate to clean so just leave them alone. Matter of fact, why not just give up housework in general???

.....The wife of a modeler.



NOW, THAT'S WHAT I CALL A SNAP ROLL!



One of the problems in discussing aerodynamics with R/C enthusiasts is the lack of consistency in semantics. So that we know what we are talking about let's all use the proper terms.

To begin with, let's look at the typical airplane. (Figure 1) It, like all airplanes has three axes of flight. These axes intersect at a point known as the center of gravity (CG). The **lateral axis** extends horizontally through the airplane (wingtip to wingtip) and movement around this axis is called **pitch**. The **longitudinal axis** extends through the length of the airplane (nose to tail) and movement around this axis is called **roll**. The **vertical axis** extends through the airplane top to bottom and intersects the **lateral** and **longitudinal axis**. Movement around this axis is called **yaw**.

There are four (4) forces acting on an airplane in flight. They are: Gravity, lift, thrust, and drag. (Figure 1) The most predictable of these is **gravity**. Gravity is the same as the apparent weight of the airplane. As we shall learn later, an airplane's apparent weight can change. The force that counteracts gravity is called **lift**. Lift is generated by the airfoils or flying surfaces. **Thrust** is the force that moves the airplane through the air. Generally, the thrust is accomplished with an engine. (Gliders and sailplanes depend on gravity for their thrust.) The force that counteracts thrust is **drag**. Drag is the total resistance of the air to movement of the airplane. Drag is broken into two (2) parts, parasite drag and induced drag. Parasite drag is the drag of the airframe, struts, skin, etc. Induced drag is that drag that is caused by the forces that produce lift. The product of parasite and induced drag is **total drag**.



Milton Peacock
2313 Da-Lib Road
Finksburg, Md. 21048



A. R. Perry
105 Danbury Road
Reisterstown, Maryland 21136



THE TALESPINNER



WESTMINSTER AERO MODELERS

Pres.-Milt Peacock 833-3122
V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA

Chartered Club 336
(FORMED 1955)

* Volunteer Positions

VOL 5 NO. 5 MAY 1989

PREZ SEZ

NEXT MEETING JUNE 13

Please welcome our new members, Dale Johnson, Paul and John Schaffner, and Tony Garba. I'm a little late on the first 3, my apologies. Our club is really growing. We now have 42 members and I wish 42 active members. Some we haven't seen since last year. Our flying field is in the best condition that I have ever seen it. The grass has been kept low, the ground is smooth, and the wind favorable for the most part, yet to my knowledge there have been only 7 (SEVEN) members flying so far. I know there are other family duties, but ole' dad needs a little time too.

Our FUN FLY is scheduled for June 25 at 1:00 P.M. We have several things to do in friendly competition, like the number of loops in 30 sec., taxi race, hit a free floating balloon, a 2 min. flight without a watch, spot landing, etc. Believe me, it isn't skill - it's just plain LUCK. All of the events are basically easy. The hot shots have NO advantage.

The instructors have divided the membership into two classes - advanced and novice. We probably made an error in the placement of some - but again it's all in FUN. Therefore Xavier, you don't have to fly against Ace. Everyone who participates will be a winner. So polish up your aircraft and plan to be there. Don't let the hard work of a few go down the drain.

The School Foight Program is coming to a close. We will have visited all of the Elementary Schools in Carroll Co. and the response has been great. All of the members that are active in the program have purchased shirts with the club emblem on the back, AMA and persons name on the front, with USA and MD. flags on the shoulders. It really makes a nice appearance at the event. A lot of work has been put into the program by all the team members and they deserve a lot of credit for their efforts.

Lloyd Briggs and I have agreed to make ourselves available every Tuesday and Thursday after dinner for the purpose of flight instruction. We are interested in giving you all the help you feel you need. I'm sure that Don Nelson and Ray Miles will also pitch in and I don't mean to slight them. It is just that Lloyd and I seem to have more available time. As for me, I'm available at most any time of any day. Just call us and every effort will be made to help you.

Thru the joint effort of a helicopter club, R/C of Balto., and WAM we had a display at the Md. State Boy Scout Jamboree in Timonium of May 20. I won't say it was a huge success, but we did gain some exposure. It was surprising as to the number of kids that pointed WAM out to their parents and friends as a direct result of our school work.

Enough for this month - let's see you at the air field and lets fly - fly - fly.

1. WAM BUSINESS MEETING, MAY 9, 1989

Meeting was held at Don Nelson's home with seventeen members and two visitors, Bob Klingess and Tom Define. Milt Peacock and Bob Allen attended the fun fly event held at the Gunpowder State Park. They reported that they had a good time.

Jim Umstead reported on the Maryland Modelers Association meeting he attended on April 26. The WAM volunteered several people to man the MMA booth at the coming MARC show.

Several other affairs were discussed relative to the possibility of the WAM participating.

Lloyd Briggs gave the club treasury report at \$879.56.

The Carroll County School science class show team is doing well with a Lockheed Hudson model being completed as another show plane. The schedule is full and soon the WAM will have visited every elementary school in the county. Quite an accomplishment. The club has rented three tables at the MARC show, 10 percent of sales going back to the club to offset rental costs.

Tony Garba, an exchange student, was voted into the club, however his radio is European and the operating frequencies are different there than here so he will either have to change his or purchase a radio that operates on the U.S. part of the spectrum.

David Schaftner was presented with his solo certificate. A new member who has already soloed.

The coming fun flys were reviewed. June 25 is the first and Milt and Lloyd are coming up with some events which may be broken into classes to be more fair.

It was decided to have a new raffle board with a radio as the prize. Lastly, if you go to the field pick up your mess, better yet, don't make a mess.

Meeting adjourned at 9:45 P.M.

2. WAM OUTSIDE EVENTS

Each week a group of guys from the WAM get together and go to a new school in the county. They show kids planes, explain how they fly and why and then, if the weather and space conditions are right, they fly them to demonstrate flight. All this has become a part of the County school system science program. The "team" has a snappy new look, all with yellow shirts, name, patches and flags. Topping it off is the WAM hat. A tip of the hat to this new, worthwhile endeavor.

3. WAM FIELD ACTIVITIES

Any member may fly at the field during the acceptable hours. However, if just getting going and need help, Tuesdays and Thursdays are your best bet. Of course, weekends usually are good times to get help also.

If you do go to the field, please remember that the Nelson's furnish the field free. Let's show that we appreciate this by keeping it clean and neat. When we pick up to leave remember to also pick up the old paper towels, broken props (hope there aren't any) soda cans, cups, etc.

4. AMA NEWS

The AMA has been putting out a lot of information on the radio situation and what might transpire come 1991. There has been some AMA members (one club in particular) who are quite voiciferously opposed to the 1991 plan. They think that it will just make a lot of older radios obsolete and that we don't need all those frequencys anyway. Well they either don't understand the real world and the RF frequency spectrum or just plain rabble-rousers. One thing for sure, there is much, much more demand for RF frequency space than is available. If we don't use them, someone else will. As it is, there are operators already authorized to be between each of our spots and in fact many are operating now. Therefore, you may use your old narrow band receiver but some other legal operator might interfere with you and you could lose your plane. Therefore, the safe thing to do is to fly with a narrow band system. This means not only a gold sticker on the transmitter but a narrow band receiver as well. I recently received a flyer from Sheldon's Hobbies who is offering the Challenger 7 channel 1991 system for \$129 and the Expert 7 Channel 1991 system for \$149. Yes, these are their advertised prices. If you are interested give them a call.

5. MEMBERS IDEAS/PROJECTS/SAFETY

Since it is flying time, there are several general safety items that, on the surface, would appear so simple that they wouldn't be worth bringing up. Yet, most of the modeling accidents are those very things we believe could never happen.

If you keep your fuel in a metal can, be sure to keep it away from your glow plug or starter battery. There have been several instances where the fuel can shorted out the battery and an explosion and fire resulted. Don't leave fuel containers in your closed car at the field on a hot day. There have been several fuel bottles explode inside the car. Don't stand in front of your plane and advance the throttle without a helper holding on. Every year, many end up in emergency rooms with their arms or legs cut up. Many four stroke engines have a tendancy to backfire and throw their propeller and retainer nut and drive washer. Use anthing as a pal nut or a nut with the fiber insert such as an aircraft nut or put a piece of fuel tubing over the shaft ahead of the nut. In effect, anything to prevent the prop nut from spinning all the way off. And one of the oldies -- don't reach over or around the spinning propeller to try to adjust the needle valve unless you like cuts on your arm.

6. AREA EVENTS OR NEWS

- * June 13 WAM Meeting 8:00 P.M.
Don Nelson's Home
Flying at Nelson Field Prior
- * June 25 First WAM Fun Fly. Nelson's Field 1:00 P.M.
- * Flying Tuesdays and Thursday evenings and most weekends.

7. FOR SALE/WANTED/SWAP

If you have anthing for this item, contact Art Perry - 833-1159.

8. MISCELLANEOUS

With regard to the 1991 radio situation, I'm sure that several have a radio lying around that they have been wondering about. Is it worth changing frequency to use. Or they may have several receivers and think that they could use them. Most places charge only a few dollars to "look into" your old stuff. Once they have looked into them, they will give you an estimate to change the frequency and in the case of transmitters, most can be narrow banded. Receivers are another story. Most of the wind band receivers will remain that way. They simply can't be narrow banded. However, don't let this stop you. If you are not paranoid about your plane and understand and accept a ding or two, there is no real reason not to go ahead and use them at least until December, 1991. One such place that will do this work for you, promptly and reasonably is Hobby Radio in Gallatin, Tennessee. Data on them is included in this issue.

One of our clubmembers hasn't been able to be with us for a few months. Just so he doesn't think the membership has forgotten, Bill Urban we want to let him know that we all ask about him at each meeting. We are all pulling for you, Bill, and hope to see you at the field one day.

9. MAC UPDATE

The schedule is the same as last time. We should be able to fly off John Owings in spring of 1990. The County is busy with their work of finishing it off.

See you at the Meeting, June 13th.

HOBBY RADIO, INC.

626 S. Gallatin Road
Madison, TN 37115

RADIO REPAIR LABOR RATES

Revised November 22, 1988

The flat rate charges listed below will be used for radios under ten years old:

Receiver	\$19.95
Transmitter	\$19.95
Transmitter and Receiver	\$24.95
Servo (one)	\$ 6.00
Each additional Servo	\$ 4.00
Battery (cycle and repair)	\$ 5.00

COMPLETE SYSTEMS

Repair, Check-out, and Tune (parts extra)

4-6 Channel System	\$34.95
2-3 Channel System	\$29.95

All radio systems MORE THAN TEN YEARS OLD will be diagnosed and the customer notified before repairs are completed. A \$15.00 diagnosis fee will be collected before the system is inspected. If the repairs are completed, the \$15.00 will be credited to the repair bill. If the customer decides not to have the radio repaired, the radio will be returned to him, but the diagnosis fee will not be returned.

FREQUENCY CHANGES for radios less than two years old can be performed for \$10 plus the price of crystals IF the owner will verify that the radio has no other problems. Hobby Radio will not change the frequency of a system that is more than two years old without first performing the checkout procedures. If, however, a system is being checked and/or repaired, there will be no additional labor charge for changing the frequency.

In a few cases when the flat rate cannot be used, the cost will be computed at \$20 per hour. Minimum charge will be \$5.00.

Shipping charges are \$3.75 ground UPS and an additional \$3.25 for COD within the continental United States. All other shipping methods are extra.

Repair work is covered by a 45 day WARRANTY which does not cover crash damage, abuse, or additional parts and shipping. All repairs should be checked on receipt and the service dept. notified of any problems. Warrantys are given priority.

ARISTO



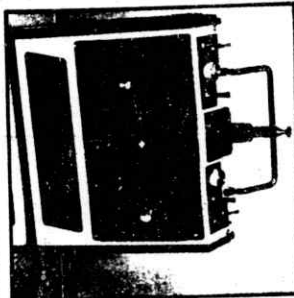
SALE
\$12996

ARISTO 720

- 1091 FM
- 3 SERVO
- NICADS
- 4th Servo
- Order Part
- #AR1034023
- \$12.96

Narrow Band Servo Bearing Dual Rate Mixing AM Relocation and 2nd order modulation reduction Metal case Open Grimpols New 72 frequencies 3 servos w/Nicads and Chipper!

WORLD

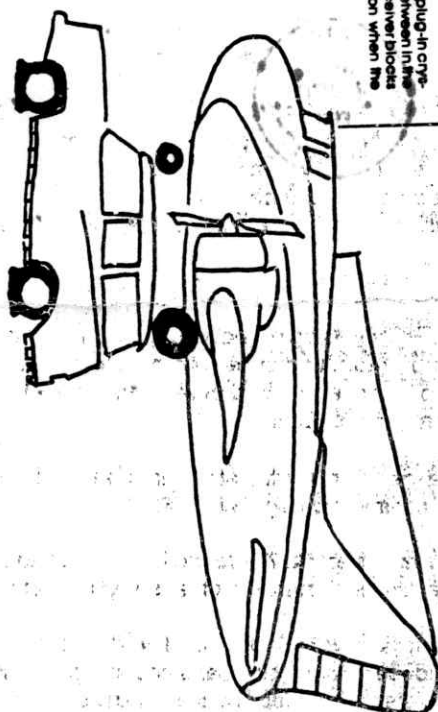
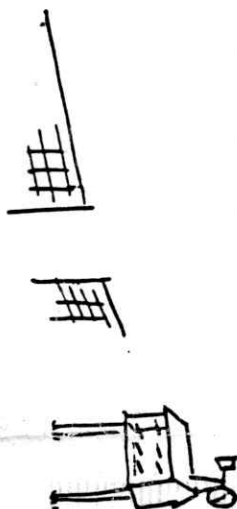


SALE
\$14996

WOR1010

- 1091 FM
- 4 SERVO
- NICADS
- SERVO TRANS
- DUAL RATES
- MIXING

This 1091 Type dual convention FM system has undergone hours of testing. The transmitter includes aileron and rudder mixing plus elevator and flap mixing; servo reversing and dual rate on aileron and elevator. The receiver is dual convention and includes plug-in crystal and employs a locking connector system between the receiver and servos. A squelch system in the receiver blocks out servo chatter should the receiver be left on when the transmitter is turned off.

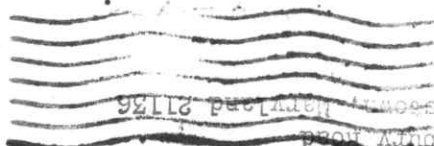


I DON'T CARE IF IT IS A 99/100TH SCALE MODEL. YOU CAN'T FLY ON THIS FIELD!!

FROM
CORT. GEAR. RAC.



John Shafner
1811 Miller Road
Cockeysville, Md. 21030



A. R. Perry
105 Danbury Road
Baltimore, Maryland 21136



THE TALESPINNER



WESTMINSTER AERO MODELERS

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V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA

Chartered Club 336
(FORMED 1955)

* Volunteer Positions

PREZ SEZ
MEETING MAY 9

Good flying weather and the season is upon us and I'm glad to see some members coming out on the weekends and also on Tuesday and Thursday evenings to enjoy the sport.

We all owe a BIG THANK YOU to Bob Allen who not only was able to procure a two ton tamping roller but also spent a few hours rolling our field. I know that Bill Hasert, for one, was there also and possibly some others, so thanks to them also. The surface is almost like hard surface runway. Really great!!

On a sour note - while searching for a lost item last week, I picked up two heaping handfulls of cigarette filters, broken rubber bands, glow plug packages, to name a few types of trash. It is up to each of us to police up the area. There is no excuse not to take your own trash home. All of this was in the pit area alone.

Some active flyers have experienced a little radio interference this year, but fortunately no disaster occurred that I know of. We MUST be careful of equal separation of three channels - ie: $38 + 6 = 44 + 6 = 50$. If 38, 44, & 50 are turned on at the same time, someone is going to suffer a disaster. That I guarantee. Also, we should be careful while flying not to stand within 25 ft. of another pilot. I'm sure you don't want to either contribute or receive mixed signals while flying. When picking up a frequency pin, just do a little addition and be safe.

Last meeting it was decided to have two fun flys this year. I had originally said June 18 - WRONG - That was Fathers Day. So - put June 25 and Aug. 20 on your calendar and get your favorite ship in good order. Lets all get together for a day of fun. We will need a few willing workers also. So come on out!!

A reminder - we have two flea market tables at the MARC Show. Get your good junk together and sell it at the show. The club requests 10% of your sale to offset the cost of the tables. It's also a good place to meet old friends.

I have plenty of discount tickets for the MARC Show. Just ask me for as many as you need.

This year the MARC Show is awarding a 1st & 2nd place trophy for each category of the static entries. Also, if you put a model in the static show, you will be given a

FREE pass for Sunday so you can come back in to retrieve your model. Bring your best ship to the show and win a plaque. You don't have to have a museum piece, just better than the other entries. In a couple events, there was only one entry so why not be yours. I won one last year, so if I can, so can you. Some of you fellows have some great looking aircraft. Show them off and put our club on the map.

Authorized R/C Service, 941 N. Main St., Orange, Calif. 92667 - 714-639-8886 will up-date certain Kraft radios at a reasonable price. They also have Kraft parts.

Nuf for now - see you at the field.

1. WAM BUSINESS MEETING - APRIL 11, 1989

There were 14 members and 4 visitors at this months meeting. Visitors were John and Paul Shaftner, Dale Johnston and Tony Garga, a foreign exchange student from Switzerland. Milt solicited the attendees for volunteers to main the MMA booth at the MARC show for two hour periods on June 3 and 4.

The club has a supply of \$1.00 off coupons for the MARC show. If you want one, be at the next meeting.

Ray Miles reported on the Carroll County School Flight Program. We now have most of the display models requested some time back. Bob Hunter built and donated a Piper Cub, Milt Peacock a "Spirit of Saint Louis", Ray Miles a "Wright Flyer", Dave Kenney a model rocket and Don Berwager a step-by-step construction of a plane on the building board and the completed model.

The dates of the two fun flys were firmed up. The first fun fly will be on June 25. A committee is being formed to establish the agenda and schedule for the event. The condition of the flying field surface was discussed. It has gotten very rough since it hadn't been rolled in years. Bob Allen graciously volunteered to utilize his large construction company roller to do the job. It will be rolled on April 15. New members were voted into the WAM. They are John and Paul Shaftner and Dale Johnston. Our fourth visitor, Tony Garga accepted an invitation to join and will file his application at a later date. The 50/50 was won by Milt Peacock.

2. WAM OUTSIDE EVENTS - SCHOOL FLIGHT PROGRAM

The school flight program is in high gear with a flight demonstration scheduled for just about every Wednesday. Demonstrations were given at Carrolltown on 4/12, Eldersburg on 4/19, Elmer Wolf (Union Bridge) on 4/26 and will be held at Robert Motin school on 5/3. As stated in earlier newsletters, you too may be a part of this if you wish. Ray has consistently said that he can find something for anyone who wishes to participate. If interested, give Ray Miles a call.

3. WAM FIELD ACTIVITIES

The reports are that the field is as smooth as a table top, thanks to clubmember Bob Allen rolling it out. Several members were at the field early meeting night and did some good flying. Field activity is picking up and if you want to go out and fly, generally people are there Tuesdays, Thursdays, and week-ends. Of course, if you are not sure, call Milt Peacock or Lloyd Briggs since they are two of the most active flyers and they will probably know when they plan to fly. This, of course, if you don't feel comfortable flying alone.

4. AMA NEWS

The AMA will have a booth at the MARC show in Timonium on June 3 and 4. They will also be conducting transmitter checks. If you have a radio set and don't know if it is on frequency or if it is within specifications for signal transmission, bring it to the show and drop it off at the booth. While you enjoy the show, AMA volunteers will check your system/transmitter on the AMA spectrum analyser and provide you with a radio bill of health. All for free! Also, the AMA district IV vice-president (Ours) Howard Crispin, will be there if you just wish to talk.

5. MEMBER IDEAS/PROJECTS/SAFETY

Most of us have experience in building balsa kit planes. Several have experience of building from plan sets (a form of scratch building) while some have begun literally from scratch, a picture or three view drawing. Most know that just about any design plan or building technique can be improved upon. Or, at least, in our own mind we can improve on a plan to do our individual job better. For instance, someone builds a plane to fly from a paved flying field. There is a good chance it may not do well off grass. Why? Several reasons. It generally takes less power to get a plane off pavement therefore the power to weight ratio is probably marginal. For flying off grass, it is suggested to use the upper limit engine size. An example is where a designer says that a particular plane requires a .25 to .40 engine. If you fly off grass, use the .40 size. Also, one should be aware of accumulated weight when building. It doesn't hurt to add a structural component here or there for added strength. Don't do it unless you also look for ways to take off weight as well. You can take off unnecessary weight by putting on the new Dave Brown or Sullivan lightweight wheels. Cut lightening holes in fuselage slab sides, wing ribs, etc. If you never plan to fly more than two or three 8 or 10 minute flights at a time consider reducing the size of your airborne battery pack capacity or the fuel tank size. Also, look into covering materials that tend to be lighter. Lastly, don't overdo the glue. A sloppily constructed plane may have one to two extra ounces of unnecessary glue! In spite of what you may hear, lighter is better in the long run.

6. AREA EVENTS OR NEWS

* WAM BUSINESS MEETING - MAY 9
FLYING AT CLUB FIELD PRIOR

8:00 P.M.

* TCMB "Seaplane Fun Fly" Gunpower State Park May 7

* Andrews AFB "Open House" May 12 & 13
CBRC will fly demonstration R/C flights

* Middle Atlantic Radio Control, Marc Show June 3 & 4
Timonium Fair Grounds Exhibition Hall
Flea Market June 3

9:00 A.M.

7. FOR SALE/WANTED/SWAP

FOR SALE:

- * Futaba 4 Channel Radio - 72.320 MHZ
- * Sig Kadet R/C trainer-75 percent complete
- * K&B .35 Engine-New
- * Sullivan Electric Starter
- * Goldberg Ranger Plane-Built (.15 engine) crashed but repaired.
- * Misc wheels, props, tools, other small items

Call for prices of above items: H. F. Weeks, Jr.

2224 Harvest Farm Road

Sykesville, Md. Phone 781-4681

FOR SALE:

- * Aristocraft Challenger Radio-FM/Narrow Band 1991 technology - reversing-mixing-dual rates, etc. Three servos all Ni-Cad batteries. Channel 40, used twice. Retail - \$219.00 - \$150.00
- * S&W 10 percent nitro fuel 50/50 castor & synthetic
1 gallon - \$8.00

Call Milt Peacock - 833-3122

ADVERTISING

He who has a thing to sell and goes and whispers in a well, is not so apt to get the dollars as he who climbs a tree and hollers.

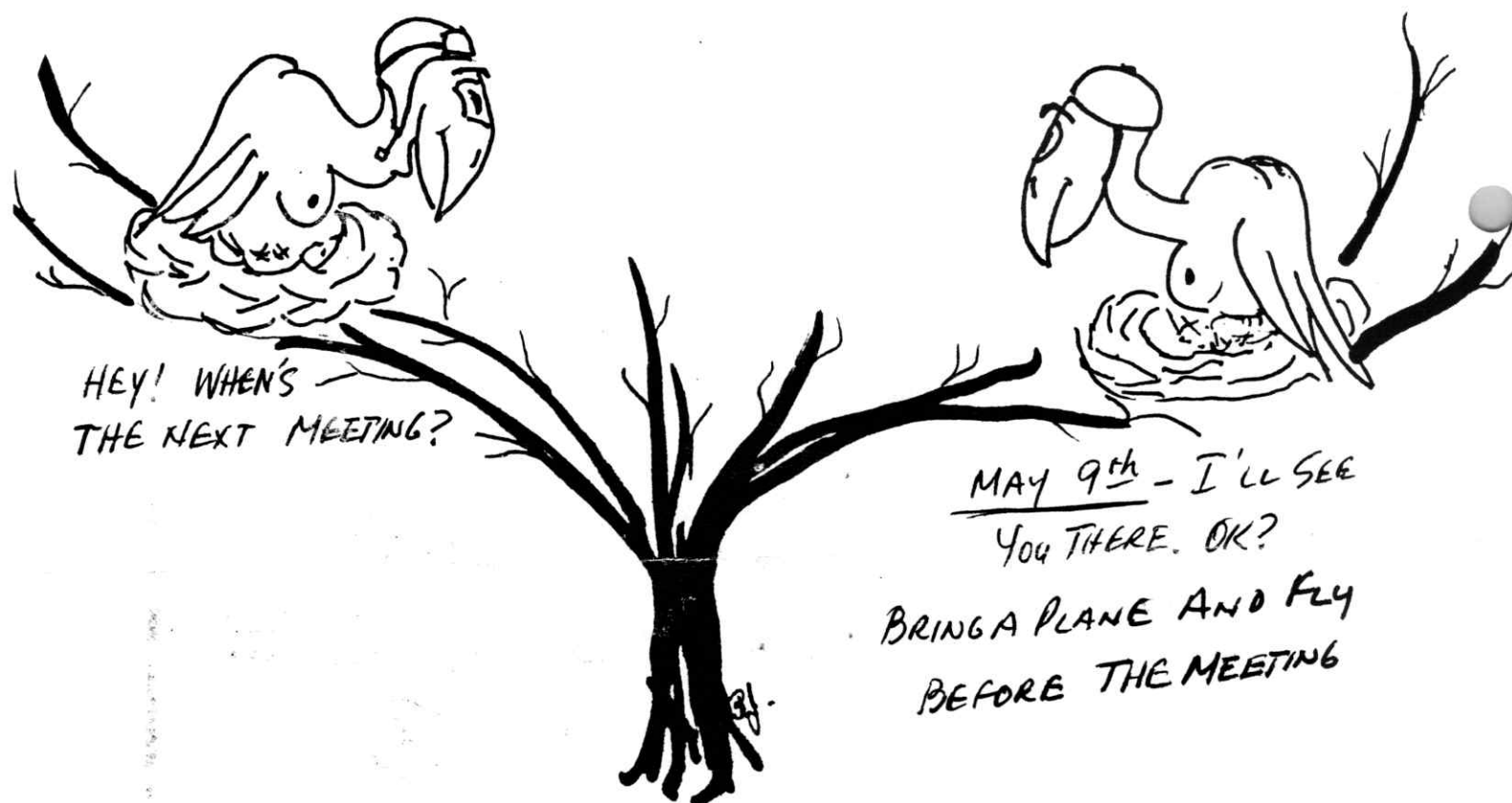
AVIATION RECORD BREAKERS

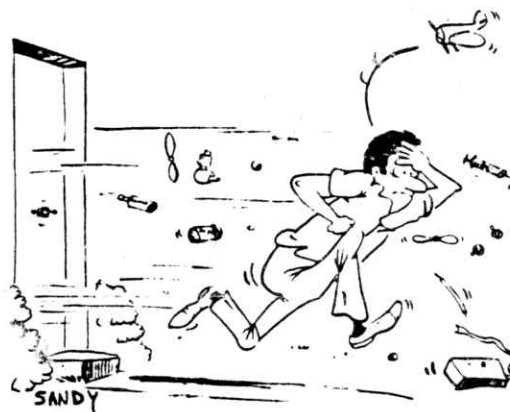
Powered flight is now some 85 years old. The early aircraft were little more than playthings in which some remarkable feats were performed, however today's aircraft, both civil and military are extraordinarily reliable machines capable of carrying large loads of flying at high speed or of traveling enormous distances and often a combination of all three.

The driving force behind the current spate of developments is the military's desire to introduce new generations of combat aircraft. The result was aircraft such as the McDonnell Douglas F-4 Phantom II multi-role fighter with a speed of about Mach 2.25, an initial rate of climb of 30,000 ft. per minute, a service ceiling of 60,000+ ft. and a typical tactical radius of 700 miles.

The Phantom II also served as an experimental airplane in the form of the F-4CCV fitted with canard foreplanes for enhanced agility and retaining the experimental fly-by-wire control system pioneered by this particular airplane in earlier trials.

THE TREE





"THIS DOESN'T LOOK LIKE A GOOD TIME TO ASK
ED IF WE CAN HOLD THE NEXT MEETING HERE!"

John Shaffner
1811 Miller Road
Cockeysville, Md. 21030



A. R. Perry
105 Danbury Road
Relsterstown, Maryland 21136



THE TALESPINNER



WESTMINSTER AERO MODELERS

Pres.-Milt Peacock 833-3122
V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
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Chartered Club 336
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* Volunteer Positions

TREE CLIMBER JERRY HARRISON 717 633 6131
ED POPP 833 6426 46 FAIRVIEW DR
HANDOVER PA 17331

VOL 5 NO 7 JULY 1989



PREZ SEZ

NEXT MEETING - AUG. 8

As some of you knew, I was invited to attend the STARS Scale Rally in Olean, N. Y. on July 8-9 by Dave Lander whom I met at the NATS last summer. Needless to say, I went and have to say it was the BEST run meet I've ever been to. Weather was great, fellowship was greater, and the flying was outstanding. I know that not too many of us are into scale model building, but if you get the chance, do yourself a favor and go to that meet. You can't help but enjoy it. My host was the greatest but so was everyone else.

Before I forget it - Our raffle radio is an FM set not AM as stated before. It seems as though Airtronics no longer makes the AM. Chances are \$2.00 or 3/\$5.00. The board is over 75% sold, so if you would like to have a crack at the prize, you had better act now. The set is a Airtronics Vanguard 6/CH FM w/dual rates retailing at \$320.00.

I attended a meeting with the Westminster Rotary Club before going to N.Y. They would like us to participate in their Air Show at the Westminster Airport on September 2 & 3/89. We will have the same area we have had before for a static display, a control line circle in the same area, and a 45 min. time slot in which to put on our R/C show. I am in the process of confirming all of this in writing, but I would like to know as soon as possible just who will definitely participate. As to the R/C flyers, we are also working along with the South Carroll Club and we want our best flyers in both clubs flying. It will be a scheduled flight slot for each, and not a free for all. I know this is a holiday weekend and family must be considered so I MUST know who will come so I can make the necessary arrangements for passes. The Airshow has an admission charge of \$7.00, under 12-\$5.00, Senior Citiz.-\$5.00, and I cannot get passes for the entire family at this time. Final arrangements have to be worked out.

As has been stated before, our field is in the best shape this season as I can remember. It didn't just happen. Several members have helped. Out grass cutters, the Nelsons, are doing a great job of keeping it short. Many, many thanks. I know everyone appreciates the efforts.

We have had quite a few new members coming out and learning to fly. Dutch told me he was busy all day flying and only used a $\frac{1}{2}$ tank of fuel. The flying conditions have, for the most part, been good this summer and I'm glad to see so many new faces, BUT, where are you guys that are old timers?? We miss you. Then another point. We have several newer members who have joined us only never to be seen again. Are we doing something wrong?? I hope not, but if we did, please tell me so we can correct the situation.

Don't forget, our next scheduled Fun Fly on August 20th. I'm sure all had a good time at the June fly, so join us in August. Come out on Tuesday and Thursday evenings every week. Sunday too.

Nuf said - have fun with good flyin' and be safe out there. (save the corn)

1. WAM BUSINESS MEETING - JULY 11, 1989

The WAM met with 13 members and 3 visitors present. Since Milt was away and Jim Umstead had an emergency, the meeting was held by Art Perry, club secretary. Ray Miles reported on the John Owings landfill progress while Ed Goldman requested that the membership vote on applications of three individuals. Bill Hempt, Wayne Greasy, and Byron Calderia. All three were voted into membership. There was some discussion regarding the new frequencies and the potential for interference on some.

We discussed the possibility of the WAM's participation in the air show "Sky Spectacular", that is to be held at the Carroll County Airport on September 2nd and 3rd. We discussed the need to seriously consider our participation since this is to be considerably more elaborate than any prior shows held at the airport.

Bid Bird day was also discussed and most felt that we could have one given the fact that the club membership now has several large planes which definitely qualify. It will be discussed further at the next meeting. September was generally agreed upon as a target month for the event.

There were three visitors present, Dave Stahl, Ivan Goldberg, and Bill James. Ivan Goldberg and Bill James submitted applications to Ed Goldman for membership. Bill Hasert won the 50/50.

2. WAM OUTSIDE EVENTS

The coming "Sky Spectacular" promises to be a large happening covering two days with Aerobatics, Wing Walking, Parachute drop, Helicopters, Antique planes, WW II planes, Jet flyover, Ground displays, Parade, Celebrities and Hot Air Balloons and yes the WAM and the South Carroll Model Clubs both flying and static demonstrations.

3. WAM FIELD ACTIVITIES

As may be seen by Milt's "Prez Sez", there is considerable activity going on at the field. Prior to the July meeting, there was a lot of activity by Lloyd Briggs, Matt Clemen, Don Berwager and his quest Jerry Shankle, Art Perry and Bob Hunter who had planes. Also, flying was Ray Miles as usual assisting others. Jerry flew a beautiful large Laser to everyones delight. (Invite him back, Don).

4. AMA NEWS

The AMA membership continues to grow. It seems that model aviation is in an expansive mode. By the end of 1989, we expect over 150,000 members with growth expected to top 200,000 in the very early 90's. One contributing factor is the acquisition of the new frequencies allowing more systems to be made and utilized. (Thank people like Aristo-Craft and World Engines for breaking the price barrier on 1991 technology. Ed.) Thus a more affordable hobby/sport that more people can participate in.

5. IDEAS/PROJECTS/SAFETY

Now that there are many flyers around the field, this following article might not be the case but as you read it, I'm sure we all can identify with the simple act that got Mr. Fred Shill in trouble. Reprint from National Newsletter credit to Fred Schill, Isotopes P/C Club, Owensboro, Kentucky.

It was Wednesday, May 3, 1989. The sun was shining brightly and the wind was calm.

Finally, after many days of high winds and poor flying weather, here was my chance to get in a couple of hours of leisurely flying. This would be my last chance for a while because my wife and I were headed for Texas in a couple of days.

I loaded up the van and headed for the field. It was four o'clock in the afternoon. There was no one at the field. But, I have flown by myself before, so it was OK (wasn't it??)

When I had gotten all my gear out and was ready to gas up the plane, three teenage boys drove up and parked next to the van. They wanted to watch me fly. Little did I know at this time, just how important to me those boys would be. I reached over and put the starter to the spinner and fired up the engine. It quickly started and was running fine.

I reached over the whirling prop and removed the Kwic-clip. As I started back with it, I felt a small pain across my wrist. I knew instantly I had been hit by the propeller.

I looked down at my wrist and saw that it was laid open and gushing blood. No one had to tell me I had cut an artery, because blood was pouring out of the wound.

I put my thumb into the wound and applied pressure to the point of blood exit.

The three boys came out of their car to help me. First step was to stop the airplane engine. With a little help from me, the boys got it stopped.

I then instructed the boys on how to disassemble the plane and load it and all the other gear into the van.

By the time all of this was completed, I was not in very good shape. I was sweating profusely and getting faint. I guess I was trying to go into shock!!!

One of the boys got me into the front seat of his car and headed for the hospital. The other two followed in the van.

When I got to the emergency room the treatment process began. But that's another story.

The good Lord was watching over me this day, because my injuries were relatively minor compared to what they could have been. I had severed one of the two arteries that go to the hand. The wrist was lacerated badly. No tendon or bone damage and apparently, no nerve damage.

I had to stay in the hospital overnight. So had plenty of time to think and reflect upon my mistakes.

I have to ask myself the following instructions: What would have happened if I had been at the field alone? What if those boys hadn't come to watch?

I have been reaching over running propellers for eight years. We all reach over the props with the engine running-DON'T WE???

I'm not going to try to answer these questions. I want all of you reading this article to answer them for yourself and in your own way.

Think about the things you should be doing when you're at the field, so that this or anything like it does not happen to you. Please think about the safety measures you can take to avoid this or any other accident that can occur while at the flying field.

6. AREA EVENTS OR NEWS

* Aug. 8

WAM Business Meeting-Don Nelson's Home
Flying at club field 6:00 to 8:00 P.M.

8:00 P.M.

* Aug. 24	Laser International (see item later)		9:15 A.M. to 5 P.M.
* Sept. 2 & 3	Sky Spectacular	Sat.	10 A.M. to 6 P.M.
	Carroll County Airport	Sun.	12 Noon to 6 P.M.

7. FOR SALE/WANTED/SWAP

For placement of an item in this section, give to Art Perry on 833-1159 or at regular meeting night.

8. MISCELLANEOUS-CONSTRUCTIONS TIPS - FROM AMA NATIONAL NEWSLETTER

Aerobatics teaches you the wisdom of being extra careful during construction. Trimming difficulties and flying shortcomings can be minimized by careful craftsmanship during the building stage.

LIGHTNESS

For awhile a myth was prevalent that a heavy plane "flew better than a light plane, on windy days". Experience has proven to me, at least, that heavy planes never fly better, no matter what the wind. At high altitudes (above 4,000-5,000 feet) where the air is thinner, heavy wing loadings can be especially treacherous to fly. Therefore, always build as light as you can, every step of the way, and this rule applies especially to aerobatic models.

- * Use epoxy glues sparingly
- * Use the lighter woods when scratch building, especially in the tail surfaces
- * Consider MonoKote for main wing and tail surfaces
- * Apply paint sparingly
- * Try to achieve proper CG by shifting components, rather than by adding weight
- * Make repairs with lightness in mind.

STRAIGHTNESS

A warped surface is a permanent liability. If you compensate for a warp in low-G force level flying with trim adjustments, the effects of the warp can reappear under high-G aerobatics. So build straight. Check periodically that a warp has not appeared in a surface that was initially straight.

* WANDERINGS

From time to time, we all have opportunity to wander. Whether it be in the course of our jobs or vacation or a specific trip to a modeling event. I don't know about others, but I always try to find time to take a glance at the phone book for hobby stores or hobby related things. This month, I had occasion to be in Salisbury, Maryland and looking into the yellow pages I saw a couple of stores. A quick drive by told me they were craft shops, however to my surprise, one place "Modelmaker Hobby Shop" at 606 Snow Hill Road was a genuine, well stocked shop. Modelmakers proprietor is Stan Parrish, a very friendly type. We talked for awhile and to my surprise the Salisbury MARKS had about 85 members and 3, count them, 3 flying sites! One in Del Mar Maryland, one about 5 miles out toward Cambridge on Owens Branch Road and one 2 miles South toward Pokomoke on the Crisfield road. If you are in Salisbury, make a point to stop in and see Stan. It'll be worth your time.

9. MODEL AIRPARK UPDATE-RAY MILES

Ray reports that clubmember, Bud Redman visited the John Owings landfill on July 10th. The area had been rough graded and we can now get an idea of the size of our field to be. They are rerouting the access road into the parking area. The field should be just great and the Spring of 1990 still appears like a good date for us to move in. Keep your fingers crossed.

thursday aug. 24, 1989



Model
Fun-Fly
August 24th



PAUL G. STYGER
AIRPORT MANAGER

AIRPORT

SUSSEX AIRPORT - ROUTE 639 - SUSSEX - N.J.

SEND REGISTRATION TO FRANK FANELLI, CD, RD 1 BOX 109L FRANKLIN, NJ
07416. MAKE CHECKS PAYABLE TO SUSSEX AIRPORT. THERE IS NO RAIN
DATE.

A. R. Perry
105 Danbury Road
Reisterstown, Maryland 21136



John Shaffner
1811 Miller Road
Cockeysville, Md. 21030





THE TALESPINNER



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AUGUST VOL. 5 NO 8

PREZ SEZ

NEXT MEETING - SEPT. 12

This has been a busy month. By the time you read this our August Fun Fly and the Westminster "Sky Spectacular '89" will be history. At this moment, I can only hope that the weather and turnout is as good as last time. I'll thank in advance all those who participated and helped set up and run the events.

Our annual "Big-Bird" day is Sept. 24 at 1:30 P.M. at Nelson Field. If your big one is only 36" so what. Tune it up and bring it out. Bill, Lloyd, Don - the club Cub should be readied and flying again. Many of you may not know it but the club has a $\frac{1}{4}$ scale Cub. It doesn't show itself too often but come out to see it on Big Bird Day.

I believe that we have had more field activity this year than I can remember. At least since I joined the club. It has also created some problems. In past times, it was rare to see two planes in the air at the same time, now we see 3 and 4. It has been noticed that a few of our pilots must have itchy feet as they walk around while flying. It was noticed one day that a pilot strolled to within 6-8' of another flyer. This is a NO NO. We have had some radio interference lately and it well may be because we are not maintaining at least 25" between transmitters. I know no one wants to have a mishap, so beware!!!

We now have inlaid 4 orange markers in the grass labeled "PILOT STA #1, 2, 3, & 4". From now on you must position yourself at one of the markers to fly. They were in place and used last Sunday (8/13) and to my knowledge no one noticed any radio glitches. I hope this is the answer to a growing problem. NOTE: This also includes radio use for engine run ups etc. near someone flying at a station. Lets be safe - not sorry.

November 11, 1989 is the date for the Eldersburg Mall Show. We have again been invited to participate in it. I think those who were there last year enjoyed the day. Shine up your beauty and bring it over. We had good exposure to the public last year. SCAM will also be there with their show planes and exhibits.

(F-Some of us thought that it would be nice if the families could get together to
(L-meet one another etc. and enjoy the fellowship. Perhaps we could have a family
(A-picnic. So - what are YOUR thoughts, maybe in early fall. There are many ways to
(S-do it. 1-Bring your own food and the club furnish the drinks. 2-Bring your
(H-favorite dish and the club cook (we do have one) will cook the meat. 3-or whatever
(*The flying field does not lend itself to this type event so I offer my back yard
(*and facilities as a site. However we can have it wherever you like. We are open
(*to your views. I NEED A RESPONSE, PRO OR CON, WITH YOUR IMPUT ASAP. Please take
(*a few minutes and call me 833-3122 before next meeting. I'm here 9 AM till 10 PM

I am sad to report on the passing of our good friend, William Urban. Bill was a long time member and until his health interfered, was active in our activities. It is with regret that we did not learn of this sorrowful event in time to pay our respects. However, a fund has been created at the Owings Mills High School as the "William D. Urban Memorial Scholarship". We, the club, have made a contribution in his memory. Our sincere sympathy is extended to his family for their great loss.

Nuf said - good flying.

1. WAM BUSINESS MEETING - AUGUST 8, 1989

The August meeting opened with the announcement of clubmember Bill Urban's death on July 24, 1989 after a protracted illness. Milt Peacock cited Bill's dedication and contributions in keeping the WAM alive and healthy in years past. Bill has served as both secretary as well as president. Bill will be sorely missed. The membership voted to make a \$25 contribution to the William D. Urban Scholarship Fund which has been established at the school where he taught, Owings Mills High School (See article at end of newsletter). Lloyd Briggs gave the treasurer's report at \$938.70.

Four applications for membership were considered and voted upon. All were approved. The new members are (1) Ivan Goldberg, (2) John W. James, (3) David Stahls and, (4) John Hall.

Milt Peacock attended the STARS scale rally in Olean, New York. He commented that it was very well run and is a national level event all run by a club of just 17 members.

Clubmember, Bob Allen, received his solo certificate. September 24, 1989 was selected as "Big Bird Day". Also mentioned, was the possibility of a club family picnic. Milt and the president of the South Carroll Club, Jim Hill, met with the Rotary club officials concerning the "Sky Spectacular" (more on this later).

Milt reported that there will be a meeting of the school flight demonstration team at his home on August 15 at 7:30 P.M.

Members were reminded to make sure to use the designated flight boxes marked on the ground at the field when flying. This is so one transmitter won't interfere with another due to standing too close to one another. Don Nelson requested that when a plane goes down in the corn please use care in retrieving it since all broken corn stalks are lost crop since they will cease growing. It was also mentioned that we should try to stay away from route 97 when we fly since the potential of crashing into a car is increased.

Jim Luscola reported that the new UFO hot stuff instant glue works real well on white foam plastic.

Meeting adjourned with 19 members and three visitors, Joe Walker, Eric Harrell and Roy Steinburg present. John Dorl won the 50/50.

2. WAM OUTSIDE EVENTS

The WAM and the South Carroll Club will participate in the Rotary Club's "Sky Spectacular" to be held at the Carroll County Airport Saturday and Sunday, September 2 and 3, 1989. This is to be a rather large event with a 45 minute block of time in the Air Show in which we will fly R/C demonstrations. We also will have static displays and control line flying. Don Nelson has agreed to allow clubmembers to store their airplanes and equipment in his hangar at the airport. This will make it easier for those who will be coming back to participate on Sunday. The price is \$7.00 for adults, and \$5.00 for children under 12 years old and senior citizens. We have been told that clubmembers who are participants do not have to pay.

3. WAM FIELD ACTIVITIES

Prior to the meeting several members were flying at the field. Flyers were Jim Umstead, Dale Johnson, Milt Peacock, Bob Allen, Jeff Millman, John Hall and Lloyd Briggs. There were many good flights with only one casualty, Lloyd's little electric which went into the corn patch at the end of the field and sustained considerable damage. All in all, this has been a pretty active year at the field. Please take note of the items mentioned in the report of the meeting with reference to where to stand when flying to prevent interference and to refrain from lingering over route 97 where an accident with traffic might occur.

4. AMA NEWS

We are informed that Don Lowe, the present AMA president and our own area four vice-president Howard Crispin are running for election as AMA president.

The AMA continues to look for land to purchase to establish a permanent national contest site. It appears that the price tag for enough space to meet the needs would run as high as \$8 million.

5. MEMBER IDEAS/PROJECTS/SAFETY

Reprint from West Shore Flying Society newsletter of Acworth, Georgia, Editor (Chuck Pickles).

Recently, I ran across some good information on battery charging. This is good beneficial info so, I thought I would pass it along to you.

The heart of any R/C system, no matter how sophisticated, is the batteries. If they are rechargeable ni-cd type batteries, there are some basics to know about charging to insure dependable and long life. Since battery failure causes most of the crashes that occur due to radio failure it is important that this information be known by any R/C'er.

When charging ni-cd batteries, we are concerned about the charge rate, or the amount of electrical energy flow (current) that is going into the batteries while being charged. This amount of energy flow, the charge rate, is measured in milliamperes (ma). Fixed rate chargers are set up to provide a constant rate for a given voltage pack; i.e. 50 ma at 4.8 volts. If a higher voltage pack is charged with this charger, less current will be provided. Variable rate chargers provide adjustment to set the desired charging rate. As long as the charger is capable, the voltage of the pack being charged is not a factor because the rate can be adjusted as needed. (NOTE) Ni-cds are always charged in series, never in parallel.

There are four different charge rate for ni-cds; overnight, quick, fast and trickle. Let's take them one at a time.

OVERNIGHT: When charging at the overnight rate, discharged ni-cds will reach 100% of charge in 14-16 hours. This rate is determined by the formula $C/10$, or the rated capacity of the batteries divided by 10. So, if we are charging 500 milliamperes hour (mah) batteries at the overnight rate, the rate would be 50 ma. For 900 mah cells it would be 90 ma; 1200 mah, 120 ma; etc. this rate is the most commonly used in R/C. It is also the safest because ni-cd batteries can be left on charge at this rate for extended periods (days, even weeks) without damage. We are talking ni-cd batteries only, not lead-acid.

QUICK: Discharged batteries charged at the Quick Rate will reach full charge in 4-6 hours. This is determined by the formula $C/3$, or the battery capacity divided by 3. For 500 mah batteries it would be 166 am; 900 mah would be 300 ma; 1200 mah, 400 ma; etc. It is not recommended that the batteries be left on beyond the 6 hour period or overcharge might result. Most ni-cd used in modern radios will accept a quick charge but, it is not recommended to quick charge the cells on a routine basis because it can degrade the life of the battery.

FAST: The Fast Rate will charge ni-cds in 15 minutes or less. This is determined by the formula $3C$ or three times the capacity of the battery. For 500 mah batteries, it would

be 1500 mah or 1.5 amps. Most ni-cds used today will accept a fast charge but, it is not recommended for R/C receiver and transmitter batteries because the charge time is very critical to prevent overcharge and damage. Only specialized chargers for fast charging should be used.

TRICKLE: The Trickle (or float) rate replaces the energy that ni-cds lose through shelf life. It is defined by C/50; for 500 mah batteries, it would be 10 ma; for 1200 mah, 24 ma; etc. Ni-cds can be left on trickle indefinitely without damage and always be 100% charged. Realize that the batteries can't be charged up at this rate, only maintained. If you use the Trickle Rate, do so only after the batteries have been fully charged. Preferably at the Overnight rate.

6. AREA EVENTS OR NEWS

Anyone having any information for this item, please give it to Art Perry for inclusion.

- * Sept. 2 & 3 - Sky Spectacular
Carroll County Airport
- * Sept. 12 - WAM BUSINESS MEETING 8:30 P.M.
Don Nelson Home
Flying at Nelson field prior
- * Sept. 24 - "Big Bird Day" 1:00 P.M.
Nelson Field

7. FOR SALE/WANTED/SWAP

If you have something you would like to advertise in the newsletter, please contact Art Perry.

8. MISCELLANEOUS

As many of you know, we have had property near Ocean City, Maryland for a few years awaiting the time when we could build a home on it. We presently have a home going up with the foundation completed. It would be further along were it not for so much rain and bad weather in general in that area. However, with these setbacks, we still estimate that it should be completed by the end of the year. Why am I telling you this? When it is completed, we plan to relocate to the Ocean City area permanently. Therefore, if the Talespinner is to continue, we should begin as soon as possible to locate first someone who would agree to give it a try and secondly, some way to economically produce it. As you all know, we have been fortunate since my wife, Sarah, has done all the typing over the last five years and I have had access to reproduction facilities. This in effect allowed us to produce the Talespinner for the nominal cost of postage or 25 cents per copy. We are up to mailing almost 50 copies per month so reproduction is becoming a major factor.

Maybe, its just me but I don't think that its a tough job. Granted some months come easier than others but it has always been fun. If you think you would like to give it a try, I will help whoever get it going.

9. MAC UPDATE

Nothing further on the John Owings Model Airpark other than they are doing the site grading which takes considerable time since it must meet approval of state environmental people.

Thursday, August 17, 1989

The odds were always against him

THE FIRST time Bill Urban and I were together on a football field, I was in ninth grade and by far the scrawniest and least gifted athlete on the team.

It was the first day of summer practice at Owings Mills High School, and Urban — we called him Urby — was the varsity assistant coach in charge of offensive and

Jack Gilden

defensive backs. He was quite affable. In his late 30s then, he was happy and handsome with thin blond hair, sparkling blue eyes and a generous coach's paunch. He spoke without moving his jaw very much, and that gave the impression that he was always talking through clenched teeth. It was intimidating.

We were doing the early morning calisthenics when he walked up to me and shouted: "Gilden, how tall are you?"

"Five-four," I replied.

"How much do you weigh?"

"'Bout 95 pounds."

"Holy (expletive)!" he cried with a gigantic grin spreading across his face. "Tell you what. Let's write down an even hundred anyway, just to scare our opponents."

We didn't scare a lot of opponents that year. In fact most teams considered us pushovers for three of the four years I was in the program. Most years we lost all but one or two of our games.

But through all the humiliation, Urban and Keith Taylor, the head coach, doggedly continued teaching us the fundamen-

tals. The losses taught us something else: Only losers like to lose, but true winners aren't obsessed with winning.

My senior year was the best in school history. Led by Angelo Smith and Juan Cook, the two hardest-hitting linebackers in high school that year, the Golden Eagles played with a controlled violence that made us an explosive and thrilling team to watch. We ended the season in unfamiliar territory. We were division champions. Finally.

But it was during the first of the losing seasons that I learned something about Bill Urban. I was the third-string junior varsity quarterback then, and for most of the season I didn't see a single moment of action. The jay-vee coach explained why: "Gilden, I can't send you out there. They'll probably kill you."

But when he was absent for a game, Urby took over. We played Woodlawn that day, and we were losing 73-0 in the last two minutes of the fourth quarter. Then I heard:

"Gilden, get up off your lazy ---. I'm giving you your big chance. Put your hat on and get in there."

I was ready. "What'll I do, Coach?"

"Run a dive and don't embarrass us."

So against incredible odds, I swaggered out there with all the cockiness of Bert Jones. Unfortunately, the big number seven on my jersey was tucked halfway into my pants. My body didn't fill out the material.

The Woodlawn players smelled fresh meat. And the nose guard, especially memorable, was growling loudly. In the

cool weather, his breath turned to steam and rose from under his face mask the way it rises from manhole covers on city streets. I couldn't see his face. But I knew he could see me, and I squinted my dark brown eyes, making them the dangerous shadows of an unafraid man.

But that nose guard kept growling, and as I started to bark my signals my voice cracked. The referee threw his flag.

"Encroachment," he explained to the crowd. "Number 79 on the defense is scaring the quarterback to death."

And he marched off five yards.

A minute later the game was over. Urby walked over and put his arm around my shoulder as though he were going to offer me a Life Saver. All he could do was laugh. But I was a football player, and I was proud. More than anything, I was grateful.

Recently, Urban faced a tougher opponent, against even steeper odds.

"No one's ever beaten this one," he told Coach Taylor. "I'm going to be the first."

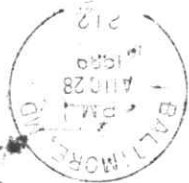
But pancreatic cancer is a tough opponent, and there was no referee to throw a sympathy flag.

Urby held on for a year and a half even though the doctors gave him three months. At one point he thought he'd beaten it. But it was too late. The odds were absurdly against him. If he were here today, I'd put my arm around his shoulders as though I were going to offer him a Life Saver, and then I'd just laugh.

Jack Gilden is an advertising copywriter in York, Pa.

John Shaffner
1811 Miller Road
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Chartered Club 336
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* Volunteer Positions

VOL 5 NO. 9 SEPTEMBER 1989

PREZ SEZ

We were blessed again with good weather for our "Big Bird" day and cookout as Hugo skipped us by. The club cub flew again thanks to its crew of Bill Hasert & Lloyd Briggs - a sight you should see. It's a big job getting it set up.

Many thanks to our cooks - Lillian S., Carol S., & Joy P. who turned out hot dogs as fast as we could enjoy them. John S., Ken D. and John D. also made a helpful contribution to a successful and enjoyable event. I also wish to thank Don Nelson for the use of the corner of his lawn.

I hope that everyone enjoyed the day. Art and I shed a tear but - it's all in the game.

"Sky Spectacular '89" is history and thanks to 22 of our members we put on a great static and flying show of our own. I heard many comments from the crowd concerning our part in the show indicating they liked our display and flying better than the full scale. It was a holiday weekend and it was your contribution which made it a success. Thanks to everyone but a special thanks to Bill Hampt for the shelter, John Dorl for the transport and set up of the school display, Art Perry who was our Saturday MC, and Lloyd Briggs who is still spinning for all the CL flying both days.

"Bobbys Hobby Lobby" in Westminster donated a "Top Flite Sealing Iron" to the club which was won by John Schaffner in a drawing at the Sept. meeting. Many thanks to Wanda Pease for the generous donation.

Support your local hobby shop. We need them. How many times have you ordered something by mail only to have it be out of stock, too big, too weak, wrong size, etc., etc. You can't beat having the item in your hand to inspect prior to committing your cash. I know that "Bobby's" will order anything for you. You have to wait for a mail order so what's the difference?

NOTICE - Until further notice - the club field on Nelson Rd. is CLOSED on MON & WED

I also ask that you endeavor to do your aerobatics toward either end of the field rather than over Don's home. A landing pattern is the exception. Fellows, the handwriting is on the wall. Some of our engines need to be muffled down. Lets all do what we can and a little more to keep the sound low and planes high.

Time to mark your calendar. DEC. 3rd is our annual Xmas party and meeting. Election of your 1990 officers is the main order of business. A great meal by Frocks Sunnybrook Farm is the menu. It is also the time to bring your favorite lady and future pilots. We will

need a head count at the NOV. meeting, so be prepared.

Time is near to nominate your 1990 officers. It is nominations from the floor at our Nov. meeting. Do your part and think about it now. Nov. is right around the corner.

We also elect a new AMA President this year so when you receive the ballot - VOTE!

Nuf said - keep 'em flying -- Milt Peacock.

1. WAM BUSINESS MEETING - SEPT. 12, 1989

Twenty-two members and three visitors met at the Nelson residence. Bill Hasert read the minutes from the August meeting. Milt announced that the club had received a letter from the Owings Mills High School thanking the WAM for their donation to the Bill Urban Memorial Scholarship Fund. The club also received a card from Bill's wife. Milt thanked all those who participated in the Sky Spectacular at the Carroll County Airport over the Labor Day weekend. Everything turned out good with 19 people the first day and 22 the second.

Lloyd Briggs gave the treasurer's report at \$812.69. The proceeds of the monthly 50/50 drawings, etc. now totals \$208.50 which is in addition to the regular treasury account.

It was mentioned that there have been strangers flying at Nelson's field. As we are all aware, we require club membership plus AMA membership to fly at Nelson field. It is all the members duty to inquire of strangers and inform them of our requirement, politely but firmly. All members should be aware of field flying rules including, no flying on Mondays and Wednesdays.

Ray Miles reported that clubmember Bill Urban had many, many modeling items which incidentally are for sale. Call him for data if you are interested in any of those items. Ray also reported that the John Owings field will be ready next summer.

Bid Bird day was discussed. It was set for September 24th about 1 P.M.

Bobby's Hobby Lobby has donated a Top Flight Monokote sealing iron for the club to offer as a 50/50 prize.

It was reported that we will once again participate in the Carrolltown Mall show on November 11, 1989.

Applicants Joseph S. Walker and William C. Jackson were voted into membership of the WAM.

2. WAM OUTSIDE EVENTS

The WAM participated in the Sky Spectacular over Labor Day weekend at the Carroll County Airport. Although the schedule was advertised months in advance, it was hastily rearranged about 11 A.M. of the first day. This apparently due to several no-shows in participants aircraft. In any event, the WAM had an extensive static display with an active control line circle which, many thanks to Lloyd Briggs, was active most all day long. There was an outstanding display of the WAM Carroll County school flight program. All in all, these displays drew several thousand over the two days. Several flyers participated for about a 25 minute flying demonstration. The models performed every maneuver the large acrobatic planes did, plus some they just couldn't do. All in all, the WAM can be proud of a fine effort.

3. WAM FIELD ACTIVITIES

Tuesday, September 12th Business Meeting Prefly -

The weather was very iffy - that is it looked as though it might rain any minute. The temperature was in the 70's but a low overcast. Maybe the weather was an omen of things to come since we had three mishaps. Milt, while landing his "Protobipe" lost the engine and

all things forward of the wings. Evidently, there was fuel leak and just softened everything. Those fuel leaks can do you in. Art Perry's "Seniorita" took a dive next to Don Nelson's house straight in and didn't stop till it met mother earth. Even so, damage was minimal. Matt Clements sustained the worst damage of all. He lost control on take-off and went into the corn at full power. It may have been a total loss. The rest of the flights were smooth. Lloyd and Art flew his 15 year old "Skyraker". It is built rather solidly with a rolled plywood fuselage. Dave Kenney christened his "Sportster 40" on its first flight. Once trimmed, it flew nicely. Ed Popp flew his elegant and graceful blue "Butterfly". It took off softly and landed softly - nice Ed. Bob Allen flew his "Eagle 2" and Matt Clement also flew his old, dependable "Chipmunk" to end the day.

BIG BIRD DAY, SEPTEMBER 24

A nice turnout on a windy day. Even so, Jeff Millman had his "Pitts Special" powered by a Saito FA-270 twin, four stroke cycle engine. It flew like a dream or rather we should say, Jeff flew it like a dream. He also had an "Ace Biplane 120". It too flew well. Again, two casualties, Milt Peacock totalled his plane attempting a dead stick landing in the high wind and yes, Art Perry's quarter scale Citabria apparently lifted off early, again due to wind it is believed, and was airborne without adequate speed. It went straight into the road. It broke the mounting plate on the engine, severely damaged the wing mounts but minimal damage to the fuselage components.

As the wind calmed down, late in the day, some of the lighter planes got up such as Bob Hunter's electric "Playboy". The gals got together, fired up the grill and turned out hot dogs as fast as they were eaten. All in all, a good day. **BILL HASELT'S COMPLETE REPORT WILL BE IN NEXT MONTH'S ISSUE. RECEIVED TOO LATE FOR INCLUSION.**

4. AMA NEWS

The AMA has installed a new frequency committee. These committees work with the FCC on behalf the U.S. modeling fraternity to insure that we have and keep frequencies to support the hobby.

The AMA has commissioned the University of North Carolina to run tests to determine the best combinations of setups to reduce propeller noise. This is part of the AMA's continued dedication toward sound reduction associated with model aviation.

We should soon be getting our ballots for voting on AMA president. The AMA is supporting the re-election of our present president, Mr. Don Lowe, who is running once again.

5. MEMBER IDEAS/PROJECTS/SAFETY

Everyone is to be congratulated since the club held its fun fly, the sky spectacular and Bid Bird day all without incident or accident. Being safety minded pays. It was even noticed that the ground crew for the club cub on Bid Bird day had their fire extinguisher standing by since it is gasoline powered and it is a recommended item for the pit crew. Good show!

6. AREA EVENTS OR NEWS

* Sept. 30/Oct. 1, 1989

First Annual IMAA
District IV fly-in. See map at end.

IOA till dark

* Oct. 14

York Area R/C Club Annual
Flea Market. (Held at Dover Fire Hall,
Dover, Pa.) See map at end.

9 A.M.

* Oct. 10

Business Meeting
at Nelson Home. Flying prior to
meeting.

8 P.M.

7. FOR SALE/WANTED/SWAP

*BOAT-Dumas, USCG Lifeboat - Scale of the 44 foot vessel, 33 inches long. Finished and ready for motors and raio.
Price - \$150.00 or good offer. Call Milt Peacock - 833-3122

* Many, Many modeling items, planes, trains, cars, engines, kits, etc., etc. Call Ray Miles - 781-4937 for details as how you can look at this to see if you are interested.

* Plane Rides - Have you been wanting to fly around Carroll County just to have a look-see? Now you can. Don Nelson, WAM clubmember, owns and flys his full scale Cessna and has graciously offered to fly clubmembers and guests at a reduced rate from that customarily charged. If interested in setting up a date, call Don Nelson at 848-1806 for further information.

8. MISCELLANEOUS

Do you have problems putting in those windows in your favorite project? Is it beautiful until you attempt the windows only to have them full of fingerprints, hot stuff, and, in general, a mess?

Try "Tacky Glue". This is a white flue similar to RC-56 (do they even make this stuff anymore?) and is a very thick, tacky consistency, hence the name. It grips quickly and firmly and drys crystal clear yet remains pliable. I found it works well if you get a fingerprint on the window, no problem. Just wash it off with a damp paper towel. I think you might like it. Tacky is available at most craft and hobby stores.

9. SCHOOL FLIGHT PROGRAM

The WAM has its first 1989/1990 date. It will be at Carrolltowne Elementary School on October 11, 1989. There will be 155 kids in the class!

A note of interest, Howard and Baltimore Counties have asked us to do this in their schools, but regrettably, we had to decline since we are now scheduled into every elementary school in Carroll County.



FAMILIAR SCENE AT WAM FIELD LATELY

2



THE TALESPINNER



WESTMINSTER AERO MODELERS

Pres.-Milt Peacock 833-3122
V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA
Chartered Club 336
(FORMED 1955)

* Volunteer Positions

OCTOBER VOL 5 NO 10

NEXT MEETING — NOV. 14

PREZ SEZ

SPECIAL NOTICE - In accordance with the by-laws - this is official notice of meeting to nominate 1990 officers on November 14, 1989 at 7:30 P.M.

CORRECTION in Sept. Talespinner - Delete the last paragraph of section 4 AMA News. Should have been: 5-MMA NEWS (Md. Modelers Assn.) "We should be getting our ballots for voting for AMA President. The MMA is supporting the re-election of our present president, Mr. Don Lowe, who is running once again."

It is with regret that this misprint occurred and an apology has been sent to Mr. Howard Crispin who also is running for AMA President. In this free land in which we live, it is the right of any person or organization to express their views, pro or con. Although we (WAM) belong to MMA, we are not governed by them, however, we do report to our members what occurs at MMA meetings.

NOTE - By this time, you should have received your AMA ballot to vote for the 1990 AMA President. Do not waste a vote. VOTE-VOTE for the man of your choice. May the best man win. But VOTE! VOTE! VOTE! Be heard.

It's not too early to mark your calendar - December 3, at 5 P.M. It's our Annual Dinner Meeting held at Frocks Sunnybrook Farm on Bond St. in Westminster. Prior to the meeting, a fellowship hour with a cash bar is in order, then a nice country style dinner, followed by a short meeting with a few awards then the election of your 1990 officers. After the meeting, Mr. Al Ellis, the father of RPV's (Remotely Piloted Vehicles) of the AAI Corp. will speak to us, hopefully along with video. It should be interesting to all. NOTE: The entire family is welcome to attend - \$10.00/adults, \$5.00 under 12 yrs. We do need a head count to properly prepare, so Ray Miles (781-4937) will take your reservation and if possible, please pre-pay. It really helps.

You just can't keep a good plane down. It was reported in the Sept. Talespinner that I totaled my blue Sport 40 on Big Bird Sunday. I would like you to know that the blue bird was flyin' again the following Thursday - Mr. Reporter, you have a kit of this plane. You should build it. You'll see that it is durable.

Right after the November meeting, I will be heading south. I hope to be flying at the R/C World Fun Fly over turkey day weekend. WAM will spread its wings.

As of January 1, 1990, you will have a new slate of officers. They will need your help. Start now to think about what you would like the club to do in 1990. Do you want to have a fun fly/big bird day/picnic/ etc? If so, pick some dates. I don't know about you, but I already have dates committed in 1990.

1990 dues are due by January 1, 1990. Help the treasurer and pay early to avoid the rush. Make checks payable to: Lloyd Briggs - Treas. WAM, mail to him at 915 Lindellen Rd., Reisterstown, Md. 21136.

Nuf said for now - remember the November 14th and December 3rd meetings. They are important.

1. WAM BUSINESS MEETING - OCTOBER 10, 1989

The October business meeting was attended by 19 WAM members. Lloyd Briggs gave the treasurer's report at \$720.93 with no outstanding debts.

Jim Umstead reported on the MMA meeting at Ron Ware's store "Your Hobby Center". The MMA is sponsoring a fun fly which will be held at the CBRC field, Arden Field on November 12, 1989. There appears to be a lot of problems with area club flying fields. R/C Modelers of Baltimore (MARC show sponsors) is losing their long held field at Sweet Air and the Howard County Club has lost its field. They both have new locations, however must begin again from scratch to develop the sites. South Carroll Club is also without a field since they had been flying at the old Hernwood land field in Baltimore County and it is closed for environmental tests.

Three applications for membership were considered and all three were approved. The three new members are: (1) Roy Steinberg, (2) Jim Garrett and (3) Roger Newcomer. Also attending was a guest, Michael Dunphy and his young son.

The WAM sent a note to Bobby's Hobby Lobby thanking them for their generous donation of the Monokote sealing iron toward our club fun prizes.

Milt Peacock wrote several members who have failed to pay their 1989 dues to date reminding them that they risk losing their membership unless this matter is corrected.

It was announced that there was still a large amount of hobby kits/supplies remaining from Bill Urban's estate. If anyone is interested, call club officers or Ray Miles for more information.

The annual election/dinner meeting was discussed. The meeting will once again be held at Frock's in Westminster. The menu was discussed and decided that also once again we would have the combination of roast beef and fried shrimp. The price for the affair will be \$10.00 per person with those under 10 years of age half price. There promises to be a guest speaker with a very appropriate subject, Remotely Piloted Vehicles, RPV's or as the new name in vogue, Unmanned Aerial Vehicles, UAV's.

Club business cards were discussed. The idea was tabled for the moment while Milt Peacock and Jim Umstead look further into prices and quantities, etc.

A discussion was held regarding starting time for the WAM business meetings. It was decided that during the winter the WAM business meetings will begin at 7:30 P.M. the second Tuesday of each month.

Clubmember Byron Colderia was presented with his solo certificate. The club 50/50 was won by Dale Johnson.

2. WAM OUTSIDE EVENTS

No outside events to report this period.

3. WAM FIELD ACTIVITIES

There probably is more field activity than ever before. Several instances there have been as many as 5 planes in the air at a time. This makes it ever more important to stand in the designated flight boxes to insure that we maintain spacing to preclude interfering with each other. We also have to remember that the field is closed on Mondays and Tuesdays.

As promised - a full report on "Big Bird Day", September 23 by Bill Hasert.

As in any flying event, the weather becomes critical and it looked like we might be blown out again. The day was sunny but with a strong cold wind blowing North to South, straight up the runway.

Members started to arrive after 12:30 P.M. Jeff Millman was already on the field flying his "4-A26 Biplane" and his "Pitts Special". By 1:00 P.M. the flight line had Jeff's two planes, Paul Schafner's "Cub" and "Eagle", Milt's "Seamaster" and "Sportster", Art Perry's "Citabria and Senorita", Lloyd Briggs "Phaten 190" and the "Waco". Also on deck was the club "Cub".

Jeff started things off with his "Pitts Special". The ship is beautifully built and in flight you think it's full scale, aerobatics and all.

After Jeff, Milt Peacock flew his "Sportster". The ship is an old veteran and performs well but this wasn't its day. Taking off into a stiff breeze, Milt climbed fast but his engine quit at about 200 feet. He did not have enough altitude to circle around and approach upwind. It was dead sticks with the wind behind him. Coming out of a shallow dive to gain speed, the ship struck the ground in a horizontal position but hit so hard it literally disintegrated. The wings sheared off, and the fuselage broke in half just forward of the wings. It was a total wipe-out. Milt just put all the parts in a plastic bag and carried it to his car.

Later in the day, Milt flew his "Seamaster". The ship flies well and its unique flying boat design makes it a standout in flight.

Another good flying aircraft was Paul Schafner's "Cub". I should say HOT CUB since it has a .65 engine up front. Paul is a good pilot and with all that power he had it doing it all - knife edges, inverted figure eights, hammer heads, etc. It all looked great. Later Paul flew his Eagle. It's not as hot as the "Cub" but it's a good performing ship as Paul showed us.

John Schafner flew his Blue Eagle later when the wind subsided a little, but gave us heartburn on his landing approaches along the edge of the field. Those corn stalks really fascinate him. After several fly-bys John found the center of the runway and all was well.

Art Perry brought his "Senorita" and "Citabria". It was to be the first flight for the "Citabria" and Art asked Jeff Millman to check the ship out. The Citabria came off the runway halfway down in a steep climb, did a wing over to its right at 50 feet, passed over the flight line and nosed down into the embankment and road at the field steps. Damage to the aircraft was considerable, but repairable. Jeff is an excellent pilot and it was difficult to determine what went wrong but the maiden flight of a new ship is unpredictable.

Speaking of unpredictable, after replacing a bad spark plug, Lloyd put the club "Cub" in the air. The plane literally jumped off the runway but the engine was not performing well so Lloyd didn't do anything fancy. After considerable time in the air, the engine quit so Lloyd brought her in, in a beautiful dead-stick landing. We later found out that the elevator servo cable flexes in a power dive when pulling up because of elevator air

pressure. Lloyd had to reduce power and air speed to get full response on "up" elevator. We will have to beef up the short cable. Because of this condition, only one flight was made by the Cub.

Lloyd also had a chance to fly his big "Phaten 190". It is a good looking ship and flies as good as it looks.

Bill James flew an "ARF Starhawk" and surprised everyone with its performance. In the hands of a good pilot, the newer ones can be good flyers.

One other ship received a good bit of attention. It was a hand-me-down flown by Wayne Creasy. The ship is a throw back to the early free flight days. It was called "King Bird" but should have been called "Wasp". It sure looked like the bug with its large windshield and dehederal like you would never believe. It had to be 30 degrees plus. Once airborne, it flew well but it was a strange looking bird.

During the event, soda was on hand for members and thanks to Mrs. Peacock, Mrs. Hunter, and Mrs. Schafner we were able to enjoy a hot dog or two. It was appreciated by all.

At 5:00 P.M. the wind subsided quite a bit and Bob Hunter was able to fly his Electric Play Boy. Ken Hands was also able to put a smaller ship in the air.

In all, it was a good day we lucked out on the weather. 17 members attended the affair which broke up at about 5:30 P.M.

Attending were -

Ray Miles	Art Perry
Milt Peacock	Bob Hunter
Bill Hasert	Dave Kenny
Wayne Creasy	Jeff Millman
Bill James	John Dorl
Ken Davis	Lloyd Briggs
Paul Schafner	Roy Steinberg
John Schafner	Ivan Goldberg
Ken Hands	

4. AMA NEWS

Last Month's Talespinner incorrectly identified the AMA as supporting political candidates. Since the Maryland Modelers Association initials are similar ie. MMA vice AMA this was a transposition of letters. The AMA per se does not support nor oppose any candidate in their quest for office.

AMA membership continues to grow toward the 150,000 member figure. It only represents the membership and each member should voice their vote. When you renew your membership this year, be sure to check off your preference and vote for either Mr. Don Lowe (incumbent) or Mr. Howard Crispin for AMA President. Mr. Crispin is the present AMA District IV Vice-President. The WAM is in AMA District IV. When you do vote, note that ballots go to a different address than the membership renewal.

5. MEMBERS IDEAS/PROJECTS/SAFETY

With the coming of the building season, we once again should become aware of our shop hazards for they are many and varied. Generally all one has to do is apply good common sense (all modelers have some of that, don't they?) and the rest will take care of itself. Simple things like ventilating while spraying paint or using glues or epoxys with toxic fumes. Unplugging your soldering iron when finished. Not leaving your modeling knife or razor blades lay around when not in use, etc., etc.

An interesting item on sound was found in a National Safety Council bulletin, July 1989. As you read this bear in mind that the AMA guideline for "quiet" model operation is 90 dba at 9 feet distance from the plane. Presently many of our engines register near the 100 dba mark with many competition engines far above that. Small wonder we lose flying

fields. The article in part reads:

Industrial noise is measured in decibels, on the "A" weighting scale. This measurement expressed as dB(A), mimics the way our ears hear noise. (We hear noise in the high frequencies more effectively than noise in the low frequencies.)

Workers exposed to noise levels of 85 dB(A) averaged over an eight hour period must be provided with optional hearing protection. at 90 dB(A), hearing protection must be worn. Normal conversation, for example, registers 60 dB(A) on a sound level meter. A jet plane taking off registers 150 dB(A). Since the noise level doubles with each five-decibel increase, a worker may be exposed to 95 dB(A) for only four hours. 100 dB(A) for two hours, and so on. Workers should never be exposed to noise in excess of 115 dB(A).

6. AREA EVENTS OR NEWS

- | | | |
|-----------|---|--|
| * Nov. 10 | Swap Shop and Auction
Harrisonburg, Virginia
(map at end of newsletter) | - Swap Shop - 10:00 A.M. to 2:30 P.M.
Auction 3:00 P.M. until |
| * Nov. 11 | Carrolltowne Mall Show | 10:00 A.M. |
| * Nov. 14 | WAM Nomination Meeting
Don Nelson Home | 7:30 P.M. |

7. FOR SALE/WANTED/SWAP

Call Milt Peacock, Ray Miles, or Lloyd Briggs for information regarding the hundreds of modeling items which remain unsold from clubmember Bill Urban's stock. All proceeds of these sales are given directly to Mrs. Urban. A couple of items are:

- | | |
|--------------------------------------|-------------|
| * Boat Kit - Blue Nose Schooner | \$60.00 |
| * Model Fuel - K & B 100 - 4 gallons | \$6.00 each |
| * Model Fuel - 10% Nitro - 1 gallon | \$6.00 |

8. MISCELLANEOUS

It appears that we are fielding a new newsletter team to enable the continued publication of the Talespinner. Presently it shapes up with Dale Johnson, editor, Mrs. Peacock handling typing and Bill Hasert doing reproduction and distribution.

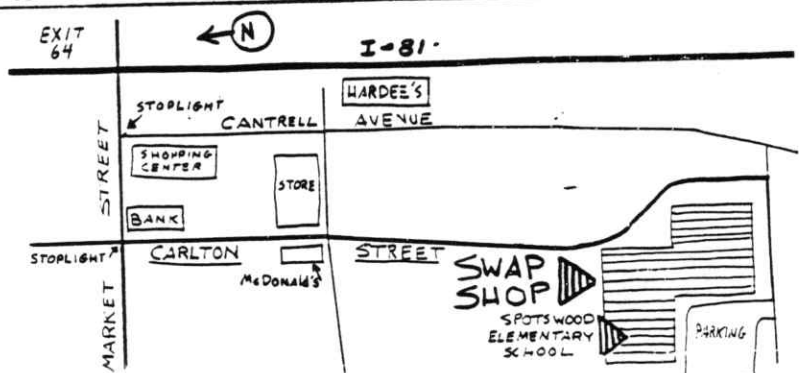
9. SCHOOL FLIGHT PROGRAM

Ray Miles reported on the schedule-Carrolltown Elementary-Oct. 11, Northwest Elementary-Oct. 25 and Manchester Elementary-Nov. 1. Ray issued an invitation for new participants, especially if you could fly control line. At some schools, there simply isn't room to fly R/C so control line is the only other powered demonstration available.

10. NEWS ITEM

at 3:00 A.M. the morning following the MMA meeting held at Ron Ware's hobby store "Your Hobby Center" it was totally destroyed by fire. It is not known to date the cause of the fire. One thing known is the shop will definitely be missed. I'm sure he plans to reopen. Although he may reopen, he will no longer have the breadth of stock we had all come to expect since the former owner "Marconis" had been established for years and had carried just about everything. Many items Ron had in stock aren't even available anymore

We wish Ron well in his efforts to bounce back.



A. R. Perry
105 Danbury Road
Reisterstown, Maryland 21136



John Shaffner
1811 Miller Road
Cockeysville, Md. 21030



THE TALESPINNER



WESTMINSTER AERO MODELERS

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V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA

Chartered Club 336
(FORMED 1955)

* Volunteer Positions

NOVEMBER VOL 5 NO 11

NEXT MEETING DEC-3!

PREZ SEZ

It's tough to write an article for December this early as this is the day after our November meeting. As those of you who were at the meeting know, I will be out of town until the day before our Dinner Annual Meeting on December 3rd so if I don't get my 2¢ in now, it won't get in.

It was great to see so many members turn out to the nomination meeting last night. We currently have 50 members and 26 were at the meeting. Seating was tough, but we managed. I was sorry to bug out so fast after the meeting but I had two to attend and just had to run. I really would have liked to chit-chat a little.

The flying season is drawing to a close and daylight is at a premium but a few die-hards are still at it. As was pointed out at the meeting, just watch out for the combination of frequencies. It can be disastrous.

I have a couple of places lined up (if the weather cooperates) to do some flying in Florida. Will try to get the club name on the map again. R/C World always has a 4 day fun fly over the Turkey weekend and I hope to be there. I know that not too many of our club members go to other locations to fly or even just visit, but it's a lot of fun and you get to know lots of fellow modelers.

I forgot to mention it at the meeting but the Baltimore Soaring Society, and WAM was invited to join them, had a tour of the Maryland National Guard Air Facility at the Martin Airport a few Saturdays ago, but I couldn't seem to get anyone to go. I went, and I'm here to tell you that it was your loss not to be there. We had a movie showing the workings of the guard and how they fit into the scheme of the military, a visit in their C-130 and other things of interest. It was worth the trip.

I don't know if this will reach you prior to the dinner meeting on December 3rd but if it does, remember that we will elect a new slate of officers to run the club in 1990. Be there and be heard. There are a few surprises in store, also, but you won't know what they are unless you are there.

Nuf said for now. Have a great Thanksgiving. May we all be thankful for small blessings.

1. WAM BUSINESS MEETING-NOVEMBER 14, 1989

The WAM met at Don Nelson's home with 26 members present. Milt reported on several events/happenings that have occurred over the past month or so. Jim Umstead reported that there was no meeting of the Maryland Modelers Association, MMA, since their normal meeting place, Ron Ware's store, "Your Hobby Center" burned. He did report that they planned to meet next month at a to be determined location.

Ray reported that, to date, over \$3000 worth of modeling supplies, kits and materials from the Bill Urban estate had been sold and the money turned over to Mrs. Urban. He further reported that he expected to finish off with about another \$1000 worth of sales. We can thank the VFW and other organizations who took most of the plastic model kits off our hands to give as Christmas gifts.

A sample of a club business type card was passed around for all to see. The card has the club name and logo as well as the AMA logo on it. It would also contain a line for individual clubmembers to print in their names and addresses and phone numbers if they wanted. It would cost \$18.00 per 1000 and as discussions revealed, would be a very nice item to have to pass out at events such as the MARC show or air shows such as last years "Sky Spectacular" held at the county airport. The decision was made to purchase 1000 and if they proved as beneficial as thought, we could always buy more.

Don Nelson reported that everything had been arranged with Frocks to handle the clubs annual dinner election meeting. Ray Miles conducted a quick poll of the members attending and he had about 38 confirmed attendees already. Jim Umstead volunteered to handle the door prize tickets.

Clubmembers Ray Steinberg, Dave Stahl and John Shaffner received their solo certificates. All three were trained by Paul Shaffner, John's son. Paul is to be commended for his good work. Two clubmembers have been dropped from the rolls due to non-payment of their 1989 dues.

Nominations for club officers were taken to be voted upon at the annual dinner/election meeting in December. Nominations were:

For President	- Milt Peacock Bill Hasert
For Vice President	- Jim Umstead Ray Miles John Dorl
For Secretary	- Wayne Creasy Dave Kenney
For Treasurer	- Lloyd Briggs Paul Shaffner

The membership was reminded that nominations may be made from the floor at the dinner meeting. So if anyone would like to expand the slate, feel free to nominate.

2. WAM OUTSIDE EVENTS

The WAM participated in the Carrolltowne Mall show with the South Carroll club. From all indications, the show was well set up, well attended and many static aircraft were on display. This is the second year for this event. It would be nice if it would continue as an annual event since all reports are that the clubmembers of both clubs enjoy doing it very much.

3. WAM FIELD ACTIVITIES

Flying still taking place although the weather has worsened. Remember the field rules with regard to days and hours of operation. Although activity at the field is lighter than in the summer, rules still apply.

4. AMA NEWS

Ray Miles reported that the AMA has assessed each club \$10 for insurance. He will take care of this.

If you received your dues notice, you should have seen a ballot enclosed. This is your way of having a direct voice in how the organization is run. If we do not cast a vote of preference for our officers, than we can't really grumble about anything our organization does. This is important since the AMA is marching along toward 200,000 members; making noises of purchase of a flying site to be as a permanent site to hold the national contests; become our own insurer through self insurance and owns prime real estate in Reston, Virginia as our headquarters and museum.

The AMA is big time and will only get bigger so let's have our say with our votes.

5. MEMBERS IDEAS/PROJECTS/SAFETY

A safety publication recently reported where a fire just "erupted" in the work area of a large plant. The fire, it seems, started in one of the workbenches of the plant maintenance shop and was particularly odd in that no one could pinpoint the cause. Some-time later, it suddenly dawned upon the plant safety official what the cause was. The drawer had been one where many items were kept for easy access. One of these was items used with electric drills, sanders and saws. Apparently, someone had also placed a couple of the portable tool power packs of Ni-Cd Batteries into the same drawer with drills, bits, chuck keys, etc. Also found was remnants of steel wool apparently for cleaning tool bits, etc. The safety committee concluded that one or more of the power packs were shorted out either on the tools or steel wool resulting in the setting of the fire. So what you say? Well, I'm sure that virtually all of us have spare battery packs or spare cells lying around our shop. They contain enormous amounts of energy just waiting to be released. They should be kept separate from other metal objects or materials so they can't accidentally short out causing a fire in your home.

6. AREA EVENTS OR NEWS

The annual dinner/election meeting of the WAM will be held at Frocks in Westminster on December 3, 1989. Frocks is on Bond Street extended in Westminster which is south. It will begin at 5:00 P.M. and runs usually about two (2) to two and half (2½) hours. It has in the past generally been a very enjoyable event where clubmembers and all family members have a good time, get to hear an entertaining speaker on the subject of flight, flying or modeling and enjoy a super meal as well. The dinner is served sit down with shrimp and roast beef and vegetables and dessert in a home style atmosphere. There will be door prizes and awards and generally something for everyone, so bring along the family and enjoy. This year the price is \$10.00 for each adult and \$5.00 for children under 12. This years speaker is into R/C aircraft in a big time way. We're sure you will enjoy it. See you at Frocks on December 3 at 5:00 P.M. Please call Ray Miles on 781-4937 or Lloyd Briggs on 833-7450 and tell them how many you plan to come with to insure that Frocks has it all set up for us.

7. FOR SALE/WANTED/SWAP

The club has club hats for sale at \$4.00 each. These are a ball style cap with the club logo and name on the front. Also, we have embroidered patches about 9" or so across of the club logo suitable for the back of your jacket, etc. These run about \$7.50. Both are available through Milt Peacock or at every club meeting.

8. MISCELLANEOUS

We received a call from the Sunday Fliers Club and their member, Jack Nemsick reports that they are going to R/C World near Orlando, Florida on February 17 through the 25th. They have a condominium rented and have made arrangements for their flying time. They have room for up to four (4) additional people and are soliciting flying enthusiasts to go along and share the flying time and expenses. If you are interested in this opportunity to visit a great R/C place and enjoy your sport/hobby give wither Jack Nemsick on 866-2524 or Tom O'Bringer on 282-3862 a call to make arrangements.

9. MODEL AIRPARK UPDATE-SCHOOL FLIGHT PROGRAM

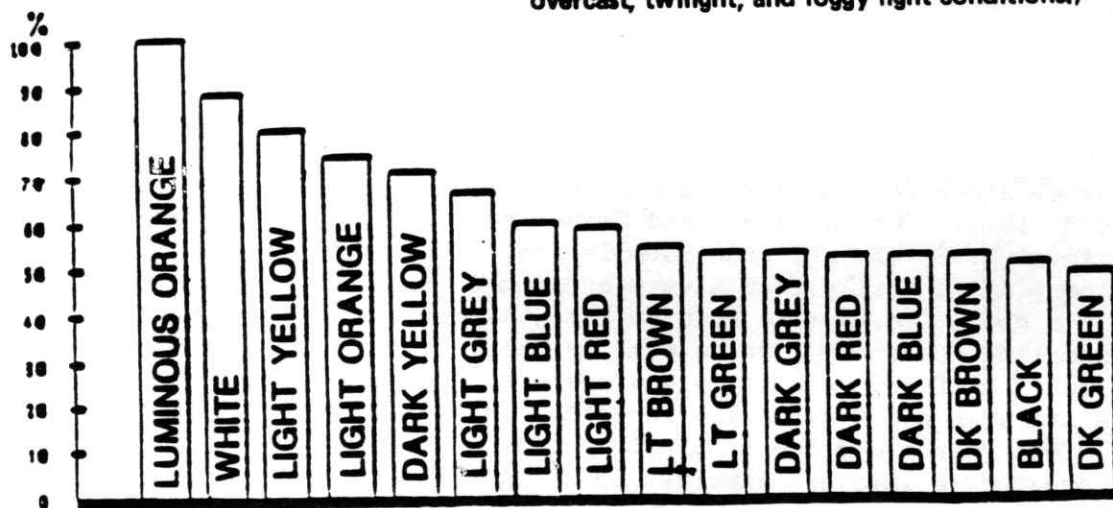
Clubmember, Bud Redman reports through Ray Miles that all remains on track for flying at the John Owings site next year, 1990.

Ray also reported that due to weather, they could only fly at two of the scheduled schools but that the schedule is intact and in place. He also reported that they still could use another control line flyer on the "team".

MARSHALLTOWN FLYERS

Garry Brandenburg, Editor
Albion, IA 50005

INDEX OF VISIBILITY



Source: Loops and Lies edited by Jim Chaffee, Flover, Wisconsin. Quotes Dr. George A. Obsuth: "The ability to fly an R/C model well depends a great deal on how well you can see it! The above chart on coloring and marking gives you information about making your model more visible."

HEY 'DON! CAN YOU
SHOW ME HOW TO DO A
"LOMCEVAK"?

SPELL IT!



LUM ...
LÖMSHU ...
LUMSHA ...

NOPE!
NÖPE!
NÖPE!



HEY DON! CAN YOU
SHOW ME HOW TO DO
A LOOP?



dko

A. R. Perry
105 Danbury Road
Reisterstown, Maryland 21136



John Shaffner
1811 Miller Road
Cockeysville, Md. 21030



THE TALESPINNER



WESTMINSTER AERO MODELERS

Pres.-Milt Peacock 833-3122
V. Pres.-Jim Umstead 356-5929
Secretary-Art Perry 833-1159
Treasurer-Lloyd Briggs 833-7450

Newsletter-Art Perry * 833-1159
AMA Liason-Ray Miles * 781-4937

AMA

Chartered Club 336
(FORMED 1955)

* Volunteer Positions

VOL 5 NO. 12 DECEMBER 1989

NEXT MEETING JAN. 9

PREZ SEZ

Christmas is but a few days away and the new year is upon us. The presents have been opened by the time you read this and I hope that Santa made everyone happy. I saw Santa passing by with a big Ryan STA sticking out of his sack. I think he was heading for Boring. Am I right?

Joy and I wish everyone the very best of health, good fortune, and happy days during 1990 and all that follow.

From what I have heard the Christmas Dinner and Annual Meeting was enjoyed. Wasn't that great of our speaker, Al Ellis, to have a drawing just for the kids. Remember mom and dad, the money is to be used in the interest of model aviation. That was the rule as set forth by the donor. Start them in a hobby that will keep them off the street corner. If you need help, call us.

Congratulations to the newly elected officers for 1990. For the benefit of those who did not attend the Annual Meeting, the 1990 officers are - Pres.-you are stuck with me again for another year. V.P.-Raymond Miles, Sec'ty.-Wayne Creasy, Treas.-Lloyd Briggs. Please give your officers and the club your 100% support in 1990.

To our outgoing officers, James Umstead and Arthur Perry, our heartfelt thanks for all your efforts in the past. Art has plans to move to another part of the country but we hope that he will stay in touch with us. Jim, now you have one less excuse not to fly. So - - - .

Put on your thinking caps and lets hear your thoughts about what activities you want this year. A field trip during the cold weather - fun flys - cook out - whatever. Also, look at the calendar for dates. We will discuss this at the January meeting.

Ace R/C offered us some of their products at much reduced cost for the club. We have ordered their T-34 kit which I have seen and know it flies well as well as looking great. We will decide how to award it in the near future.

How did you like the plaques? Much of the credit goes to John Dorl. He had a friend print them for us and John and I did the rest. We also made them for his soaring club.

We had fun making them and we hope that everyone liked them. The cost to the clubs - \$ Zero.

A few of you received a little surprise package. I had a ball making them and I hope you enjoy them in the light intended. If you would like to receive one next year, just be spectacular. I'll say no more.

As you know, we will have to handle the TALESPINNER a little differently this coming year. Details are being worked out but more of us are going to be involved. Art and Sarah did a fantastic job of putting out that paper, and it will be a hard act to follow. But with a little effort put forth by some of us, we will get it done. Art and Sarah, many thanks for a job well done. We will miss you.

Remember, that we have a call list and we may have to use it before the winter is over. I know we have some new members and I will take care of them. If the weather is bad, call me first. I see no point in taking chances.

Again' I hope everyone had a great holiday. Nuf' said this time.
Milt.

1. WAM BUSINESS MEETING - DECEMBER 3, 1989

The annual dinner election meeting was held at Frocks in Westminster on Sunday, December 3rd. Approximately 65 members and guests attended. Several of our members could not attend due to illness, otherwise the crowd would have been larger. This year there were many, many items of recognition. We had a fine presentation of UAV'S, unmanned aerial vehicles, by Mr. Al Ellis of AAI Corporation in Cockeysville, Maryland. Al is the father of the modern UAV and indeed designed the highly successful ones for Israel when they cleaned out the Baekaa valley. He was accompanied by his wife, Aileen. Clubmember, John Schaffner, gave the invocation. Al Ellis, our guest, graciously donated his honoraria to a youngster in attendance by way of raffle. Thanks, Al. Elections for 1990 calendar year club officers was held with the following results. Those underlined were elected to serve the WAM for 1990.

For President	-	<u>Milt Peacock</u> , Bill Hasert
Vice President	-	<u>Ray Miles</u> , Jim Umstead, John Dorl
Secretary	-	<u>Wayne Creasy</u> , Dave Kenny
Treasurer	-	<u>Lloyd Briggs</u> , Paul Schaffner

Everyone was reminded that 1990 WAM club dues are also due. Don't procrastinate.

As usual the event was recorded for posterity by photographer, clubmember, Bob Hunter. Bob does this every year on behalf of the club. The next time you see him, say thanks.

The hefty 50/50 was won by who else? Ray Miles. This is the third time with two years in a row.

2. WAM OUTSIDE EVENTS

There were no outside events that the WAM participated. However, after the last meeting, Milt Peacock went to R/C World near Orlando, Florida to participate in one of their affairs. Milt reported that it was OK except it seems to dwindle a little each year and there were irregularities in the selection of "winners" of the goodies. Kind of a shame since in the past, things had been better. Maybe coming events will improve to their former quality.

3. WAM FIELD ACTIVITIES

While we continually are given the word that the John Owings site should be ready for 1990 flying, we certainly hope that Don Nelson won't decommission Nelson field until we get the new one. The WAM has been so fortunate to have a field over all these years through the generosity of the Nelsons. While club after club around the country has lost flying site after site, we have had a good place to fly. Count our blessings.

4. AMA NEWS

As you all probably already know, the executive director, Mr. John Worth, is retiring. The new executive director will be Mr. Vince Mankowski. Vince has been the deputy director for many years, set up or rather managed the Nats events over several years and is extremely well versed in the goings on of the AMA. It is believed that Vince will carry on the good work that John has done.

If you haven't sent your dues in right now is a good time to do it. As you are aware, it is a requirement of the WAM and use the club flying site, to be a member of the AMA. This affords you the flyer, as well as the flying site owner, insurance coverage against unforeseen incidents.

5. MEMBER IDEAS/PROJECTS/SAFETY

In our part of the world it could be said that this is the building season. Since there are those hardy souls that have equipped their favorite plane with skis or are out there hand launching. These are in the minority. So we all should be concerned with our shop safety. The usual listing is to be cautious of the electric space heaters. With glues, solvents, balsa wood, plastics, fabrics, soldering irons, cardboard and all the dust, etc. that we raise we can generate a genuine fire hazard very quickly. It would be advisable to have a small fire extinguisher in the immediate area where you work.

You should invest in enough tools to allow you to build without having to take them from your field box. Since you depend upon all the items in your field box while at the field, why not invest a few dollars in shop tools. This will insure that when you do decide to go back out to the field in the Spring, all your necessities will still be in your box. Sure you can use something from the box but don't depend on it for building tools.

If you don't plan to use any engines over the winter, it is good advice to properly put them aside. Don't just leave them in a plane to gather dust. It's O.K. to leave them in a plane but do something to protect them. A good after run oil that is an excellent rust inhibitor is Marvel Mystery Oil found at almost any store where automotive products are sold. This is much, much better than 3 in 1 type oils since it was designed to be burned in internal combustion engines. Squirt several drops down the intake and exhaust, turn the engine over several times, do it again and again until the inside is thoroughly soaked. You want the bearings to become flooded as well as all moving parts where they meet, ie. cylinder/piston walls. Then wrap the engine in several paper towels with rubber bands around and place them in a plastic bag if out of the plane and set it aside. If still in the plane, wrap with paper towels and rubber band. You will find that your engines will be in perfect shape when you take them out again.

6. AREA EVENTS OR NEWS

None to report this month other than the
WAM BUSINESS MEETING ON JANUARY 9, 1990 AT DON NELSON'S HOME AT 7:30 P.M.

7. FOR SALE/WANTED/SWAP

As far as known, all the modeling/hobby materials from Bill Urban's estate have been sold. The club members who took it upon themselves to undertake the task of liquidating the rather large, varied inventory are to be highly commended. The WAM truly is a group of sensitive, caring persons.

If you have items for sale or are looking for an item, advertise it here.

8. MISCELLANEOUS

Everyone is aware that the AMA is growing at a steady rate. Not only is our AMA growing, but the hobby/sport appears to be growing worldwide. While many locations in the world don't have flying sites or image problems, many do. Several countries are so populous that there simply isn't much room to fly. The U.S. is rapidly getting that way. Sure we have plenty of open space, however, much is far removed from our urban areas where the modelers are or owners simply have had it with trespassers tramping down crops, etc. It therefore behooves us all to make sure that we can obtain and keep public

facilities on which to fly. If the John Owings site does indeed finally come into being in 1990, we all must strive to keep it. Our hobby is likened to the smoker in a restaurant these days. Although not smoking, if someone is spotted with cigarettes the grumbling begins. People want to force their wills around. Many people grumble about the noise when they simply see a model much like the anti smoke fanatic. Therefore, we must counter-act with PR. This brings us to a recent article in the AMA national newsletter by the AMA's director of public relations, Mr. Geoffrey Styles.

If you look in your dictionary, you'll find that "public relations" is identified as "the promotion of goodwill or rapport between a person, firm, or institution and other persons, special publics or the community at large."

How do you stack up in your community?

Let me tell you about a club that has reached out and touched a whole lot of people, including some of the more influential people in their communities. Remember the AMA Public Relations Guide? It was given free to all clubs last year and again in 1989. This club I am going to talk about has been using it.

WESTMINSTER AERO MODELERS (MARYLAND)

This club has become very involved with their countywide school system. They conduct classes for students. They take experienced modelers and nice aircraft models into the schools and talk about the airplanes, the construction, the design, and the flying. Where they can, they actually fly models to show students that what they say is real and fun. They have been televised! Yes, that's right! They have been shown on area television and the image they have developed is one of caring, participating, sharing knowledge, and of helping kids by providing them with a career choice. They talk about all aviation, aerospace, successful and famous people, and then tell the students about all the career choices they have in the aviation field.

The impact of this determined effort by the Westminster Aero Modelers goes far beyond the classroom. The adult members of the communities where the sessions are held are getting a positive view of the club, the sport and the type of people involved in aero-modeling.

Our collective hats are off to this club.

Now, after you have read this, thought it over and hopefully decided that you too would like to contribute, give Ray Miles a call. I'm sure that he can use some more help with the school flight program. I know for a fact that he could use a control line flyer to help Lloyd Briggs out. You don't have to do all those stunts, just go round and round - it's only a demonstration not an air show. Ray has scheduled the team into every elementary in the County.

Lastly, this in all probability, will be our last issue of the Talespinner with Sarah and I producing. I am retiring the end of the year and will no longer have access to the reproduction facilities and materials. However, do not despair - the WAM has made alternate arrangements and God willing and the creek don't rise, the Talespinner will not miss an issue. We began the Talespinner in October, 1984, so we have gone over five years without missing a single issue.

We have been published in the AMA's national newsletter on four separate occasions and were selected the Model Airplane News "Club of the Month". My only regret is that we were never selected to the Aero honor society by the national newsletter. I guess that honor must go to the new Talespinner crew. One last request. Please support your editor and crew. It is a most difficult task without the average clubmember help. Be a reporter, participate, share and who knows even write an article. It really isn't that difficult. Most all articles are written by people just like yourselves. It's been fun.