



THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President - Milt Peacock 833-3122 Treasurer - Lloyd Briggs 833-7450
V. President - Ray Miles 781-4937 Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Newsletter - Jim Garrett 876-0428 AMA Liason - Ray Miles 781-4937

Next Meeting:

Feb. 13, 1990
7:30 PM

Volume 6 Number 2

AMA Chartered Club 336

Formed 1955

Prez Sez:

Milt Peacock

A club serves many purposes. It is a place to meet with those who have the same interest as you -- help is usually available to assist you with a problem or you are there to help others with their problem -- it's a place (in a club such as ours) to be able to fly your masterpiece -- you can participate in organized events -- etc. I could go on but I believe you get the idea.

Now to the people who belong to the club. (Not just our club. ANY club.) We have the "Givers" and the "Takers." The "Givers" are the elected officers, the Chairman of an activity, those who actually *volunteer* to help the chairman set up/take down, etc. Some are able to donate material things for the benefit of the club i.e.: boundary posts, balloons, frequency boards, etc., others have access to printing facilities, the list goes on and on.

Then we have the "Takers." They come to enjoy the events, have a soda, fly their aircraft after the field has been policed, and this list also goes on. They enjoy being with the crew but disappear when clean-up time comes. They contribute only their own "pleasure hours" to themselves.

We are fifty (50) members strong yet only a handful did all the work last year. Don't misunderstand, every little bit of help is appreciated, but some of those workers do not have the same available time this year (1990) as they had last year. So it is going to be up to some others to pick up the load. **WE NEED YOUR HELP.** Please don't be bashful and feel that just because you are among the newer members of our club that you

can't do much. Every little bit, no matter how small you may think it is, helps get the job done.

The dissertation is mainly for those who were unable to be at the January meeting. Those present decided, again in 1990, to have the two (2) Fun Flys and also the Big Bird Day. This year each event will have its own chairman. It will be their job to organize the entire event, from deciding what will take place and locating the items needed, to getting it set up & cleaned up, etc.

Last year I had an excellent crew. Some I asked to do certain things and others just came and worked knowing many things had to be done. Everyone worked together and had fun (I think) getting the job done. It was just GREAT to have all that help.

So - for 1990 - put these dates on your calendar and plan to help the respective chairman...

- June 24 - Paul Schaffner
429-1911 - Fun Fly #1
- Aug. 26 - Dave Kenney
484-5054 - Fun Fly #2
- Sept. 23 - Roy Steinberg
833-1679 - Big Bird Day

Everyone - lets all be "Givers" and come out, contribute, and have fun. If everyone pitches in and does a little, the whole job is easier.

I know down inside that all the people who gave their time last year will be there again this year. This is really the greatest way for you younger guys to get to know the fellows that have been around awhile.

I noted that some hearty souls have been getting in a little flying. Just play it

Reminder . . .

DUES 'R DUE NOW !!

safe and don't fly alone. We were lucky last season with only a couple minor mishaps, but I think that even ##### will admit it's easier to find your pride & joy in the corn field when someone is there to help.

Nuf said this time. Milt.

WAM BUSINESS MEETING

Wayne Creasy

January 16, 1990

The WAM met at Don Nelson's home with 21 members and 3 guests present. Ray Miles read the card sent by Marilyn Urban thanking the club for our help in selling Bill's models, etc. The treasurer reported that \$837.02 is presently in the treasury. An excess of \$51.00 from the Annual Dinner Meeting in December was also reported. **Dues are due now.** Please send them to Lloyd Briggs at 915 Lindellen Road, Reisterstown, MD., 21136, **ASAP!!!**

Ray Miles reported on the latest developments with Carroll County in reference to the future Air Park at John Owings landfill. (Look under MISCELLANEOUS NEWS for details.) A meeting is scheduled at Milt's home on January 25 to review the plans. Ray reported that the school program has been presented to 3 schools so far this season with more dates coming in from the remaining schools.

Jim Garrett has accepted the job of editing *The Talespinner* and will need

lots of help. Other reporters are Ray Miles - AMA, School Program, Air Park, Dale Johnston - Model Meets and Air Shows, Herman Gross - WAM Field Events and Outside Events, Dave Kenney - Radio Update News, Bill Hasert - Printing and Mailing, Milt Peacock - Mailing Labels and Assistance with typing. The editor needs all the help he can get. If you have something for the news, get it to Jim prior to the 4th Tuesday of the month. It would be a big help to submit the articles typed so they can be used in a paste up in the layout. It's your newsletter, so help the editor.

A discussion about a possible change in our meeting location was brought up. The club has grown so large that it has become difficult for everyone to fit into Don's meeting room. After some pros and cons were submitted it was decided to try another location and then discuss it further.

The March meeting will be held at the Westminster VFW on March 6.

NOTE: It will be the 1st Tuesday of the month.

The meeting will be in the Dining Room on the first floor. As you come in the front door you will see a sign on the next door "Dining Room." A map will be in the next *Talespinner*. The February meeting will still be at Don's on February 13 at 7:30 PM (2nd Tuesday).

The 50/50 prize drawing was won by Dale Johnston.

AMA News

Ray Miles

All is quiet and up to date between the club and the Academy. They have been given the names, etc. of our 1990 officers. By now everyone should have received the member package from the AMA. Note the coupons in the colored section of the material. You may find something of interest there, even though they are a bit sparse this year.

Be sure to pay your 1990 AMA dues. You **must** have a current card to fly your pet creation anywhere.

Coming Events

February 24-25 - WRAM Hobby Show - White Plains, NY.

Howard County is planning a bus trip to the show. For details contact Steve Rothchild on 242-2036 or Mr. Hines on 740-4622.

March 3 - Harford County R/C Auction & Flea Market

To be held at the Bel Air Middle School. \$2.00 admission.

March 10 - Flea Market - Lebanon, PA.

For details call Herm Gross on 356-5929 or Lloyd Briggs on 833-7450.

March 31 - Flea Market - New Oxford, PA.

Contact Herm Gross or Lloyd Briggs.

April 6-8 - Toledo Hobby Trade Show, Toledo, Ohio

WAM Events

June 24 - Fun Fly #1 - Chairman, Paul Schaffner 429-1911

August 26 - Fun Fly #2 - Chairman, Dave Kenney 484-5054

September 23 - Big Bird Day - Chairman, Roy Steinberg 833-1679

June 2-3 - MARC Show - Timonium, MD

For Sale/Wanted/Swap

ACE 4/60 -70" span, U/need 45-61 engine,

tank, 4-channel radio \$195.00 Coverite pocket thermometer - \$5.00 Hobbico

D/C Multi- charger slow/fast/discharge 4-7 cell packs \$30.00 McDaniel

Ni/Starter w/charger - \$20.00 All of the above - Milt Peacock, 833-3122

Sig Kadet II - new - in box - \$40.00 contact Jim Lascola, 876-9269

Surflight - Cessna Skylane 180 (.30 size) Jim Lascola, 876-9269

Miscellaneous News

School Flight Program

Ray Miles

As of this newsletter no school dates are scheduled for January. Things should start to loosen up by February. The club and "Flight Crew" will be notified as soon as dates are established.

Model Airpark

Ray Miles

As Gabriel Heater used to say, "Ah, there's good news tonight." You youngsters under 45 do not know what that implies. The Air Park Board has been in contact with the county officials and we have been informed that the State has approved the close out submitted for the "John Owings" landfill. That means the bureaucratic maze has been completed. Also, and most important to us, is that the state also approved the intended use of the area for a county

Model Air Park. It seems that it is a reality now as you will also concur with the following. The Department of Recreation draftsman, Bruce Dutterer, has been working with an engineering firm and is drawing up the final layout. In talking with both Bruce and John Little, Recreation Department Director, the county is only awaiting for the official notification by the State. Copies of the most current drawings are forthcoming so that both WAM & SCAM can review and incorporate all the things that we would like to have in the area and how we would like the area to look upon completion. Items such as, picnic tables, fireplaces, impound structures, frequent board, bulletin board, safety signs, etc. In this way we only have to deal with Bruce when proposed projects are to be installed. We are very pleased that we have reached this stage of the project. The operation of the area is already in place. Both clubs are actively engaged in making sure that the Air Park will be as close to what we want as possible. After all the long months of only being able to say, "Everything is on track," it is a relief now to say, "It was more on track than we knew." It is now in sight for 1990.

Talespinner Trivia

Early Aircraft Engines

Dale Johnston

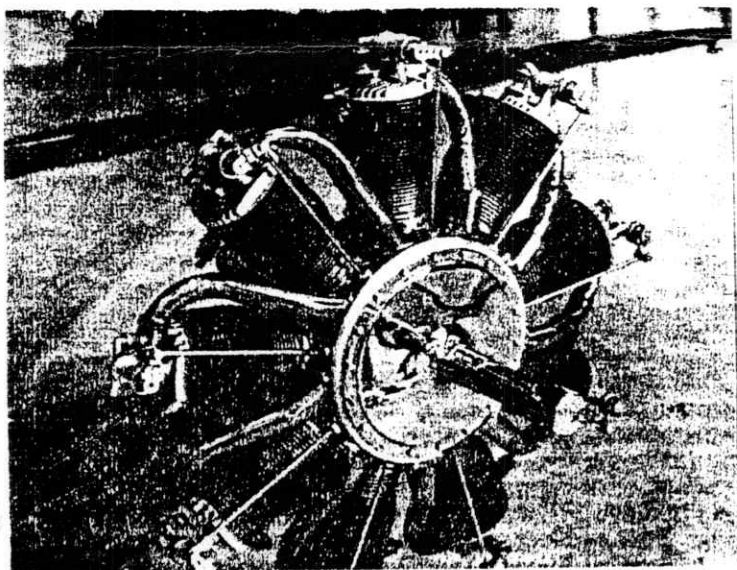
One big problem faced by early airplane builders was finding engines that were light enough. Internal combustion engines with sufficient power were being used in automobiles of the period, but most of these were much too heavy for the fragile aircraft. The Wright Brothers had to design their own in order to achieve an adequate power to weight ratio. It was a (more or less) conventional design, i.e. an in-line water cooled engine.

The Europeans seized upon a not-so-conventional design, very early on, i.e. the rotary engine. It had been tried in cars and was air cooled and could be made very light and compact. (Do not confuse the rotary engine with the radial engine which came into use after WWI.) The rotary was so named because the entire engine rotated with the propeller which was bolted to the crankcase!

The Gnome Rotary was the first to make its impression on the aviation world. A 5 cylinder model was built in 1908 followed by the 7 cylinder, 50 HP classic of 1909, which weighed only 165 lbs. A 9 cylinder 80 HP model soon followed. Gnome Rotaries were used by Louis Bleriot in his pre-WWI monoplanes and were exported to every country that built airplanes during that period.

Rotaries were unmatched for lightness in relation to power in the medium horsepower class, and were developed and used extensively by the Allies in WWI aircraft. Among these were the LeRhône, the Clerget, and the Bently. They were ideal engines for the early small, light aircraft, but the design became "maxed out" at higher horsepower ranges due to problems of overheating, and the overwhelming torque and gyroscopic effect of the larger rotating mass. Gnome and LeRhône rotaries of 80-160 HP were used in the French Nieuport. Clergets, used in the Sopwith Camel, ranged from 110-130 HP. Bently was able to "push" the design to 150 HP, and in 1918 built a 230 HP model for the Sopwith Snipe. The small rotary engines were relatively easy to turn over by hand, and once the mass started to rotate, inertia kept it going to facilitate starting. The breeze created by the spinning cylinder provided excellent cooling. They were very smooth running, due to the large fly wheel effect of the entire engine turning.

Rotaries took in air, fuel and lubricant through the hollow crankshaft like a 2 stroke engine. One popular *misconception* is that they had no throttle. In fact, most had air and fuel controls arranged in a throttle quadrant like WWII fighters. The rotary responded very slowly to its throttle, however, and only broad settings were used, i.e. take-off, cruise, and landing. A "blip-switch" was used to turn the ignition off and on momentarily to provide the more precise speed control needed for landing and taxiing.



The most famous, the most successful and the most widely used and imitated of the WWI rotaries, the 80 hp LeRhône

WAM Field Events

Herman Gross

Let the weather warm up a few degrees and what happens? - Someone is going to think its warm. Then the batteries get charged up, the dust wiped off the pride & joy and its away to the field only to find the wind blowing in an unfavorable direction, plus 15 knots in force, and after 15 minutes in the air the fingers are frozen. But needless to say, we have some of those type persons in WAM. Some have been flying but I assure you, its no problem obtaining the frequency pin. I won't mention any names for fear of missing someone. Note the dates of future field events and plan to participate.

WAM Outside Events

Herman Gross

A meeting was held on January 25th at Milt Peacock's home to discuss the necessary equipment and facilities needed for the new flying field at John Owings Landfill. Those in attendance were Ray Miles, Dale Johnston, Paul Schaffner, Wayne Creasy, Lloyd Briggs, Wm. Hasert, and Herman Gross.

By the time you read this, some of the club members will have attended an auction & flea market in Uniontown, Pa. on February 3rd. Refer to your AMA magazine and in the *Coming Events* section of this newsletter for details, dates, and locations of other events.

Special Notice

Hey folks !!
We have a new hobby shop
is the area.

Its called *Hobby City* and its located in Hechinger Square at 7025 B Security Blvd., Baltimore, Maryland, 21207. Their hours are Monday thru Saturday, 10am till 9pm, and Sundays from 12pm till 6pm. You can call the proprietors, Hossein & Zina Fatima, at 944-1202.

We wish them the best of luck!

Jim Garrett
1523 Hughes Shop Rd.
Westminster, Maryland 21157

To:

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030





THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

March 6, 1990

Westminster VFW

7:30 PM

OFFICERS

President - Milt Peacock 833-3122 Treasurer - Lloyd Briggs 833-7450
V. President - Ray Miles 781-4937 Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835 AMA Liason - Ray Miles 781-4937
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Volume 6 Number 3

AMA Chartered Club 336

Formed 1955

Pres Sez:

Milt Peacock

The weather sure gets the fingers itching and if the wind don't blow and I can get the cob-webs off the plane, I might be able to join some of the other die-hards and get some flying in. Just remember, do it with a buddy. Play it safe.

I'm sure that Ray will update you on the progress of the "John Owings Project" (JOP) so I won't go into detail with that, but I would like to point out a couple of things. It appears that we may be able to have access to the site by mid summer. This does not mean it will be ready to fly on. The county is going to prepare the site as to grading, seeding, and I assume the access gate, BUT the actual creation and maintenance will be up to us (meaning the clubs). Plus the grass must grow. This means that we will have to actually lay out the area, erect the safety fences, which isn't going to be too easy as there will only be a foot or so of earth to plant a post into, build a TX impound box, frequency pin board, and many other items.

Then comes the cost of a storage shed at perhaps \$1,000, a lawn tractor/mower & roller, trim, etc., etc.

Fellows, we are looking at a lot of BUCKS. At this time neither club treasury can do what has to be done. SCAM realizes this too. In all likelihood, we will have to come up with some fund raisers, solicit contributions, or whatever else we can come up with to build the facility. It's going to be a big job, but if we all pitch in and help out, I know we will succeed.

This leads to the main topic of discussion to be had at our March 6 (1st Tues.)

meeting at the Westminster VFW. I have checked with about 15-20 other clubs, and found that the lowest dues of any is ours at \$15/yr. The next is \$40/yr. Now this does not say that we should raise ours to agree with the other clubs, but on the other hand we do not want to obtain new members because we are so cheap. Many of you do not realize how much it costs to run your club. It takes 3 members' dues just to get our charter, insurance, officer patches, and MMA dues. The Talespinner costs a members dues each month to put out. That is 31% of our annual income. We still have other mailings, cards, supplies, printing, etc., to pay for. We get a lot done gratis, but much we must pay for. Wouldn't it have been nice to have had some prizes for our *Fun Flys*? We didn't have the funds to afford that. Most of the items we use in the school program are donated by the team, which is great.

All of this points up to the fact that we must take a serious look at our future finances. I think that it is safe to assume that the "JOP" will become a reality in the not too far future, and we cannot wait until the last minute to get ready for it. The time is now to either raise the dues or create an assessment to every member or both. If we are going to be a part of the "JOP", and believe me, we are committed to be a part of it, we must be prepared. Think about it and be realistic.

This brings a little embarrassment to me as a member of our '89 By-Laws Revision Committee. The by-laws state: *The amount of the annual dues will be*

determined by, subject to changes and revisions, the approval of the general membership. However, there is nothing in the by-laws pertaining to the amount of dues that must be paid up front by a new applicant for membership. In the past, we have prorated the remaining months of the year and believe me, it does nothing but complicate the issue for the Membership Chairman, and Treasurer. We should revise the system that 100% of the annual dues be paid thru June 30 and 50% paid if application dates is after July 1. This will take a by-law change, but so what. We will talk about that, too.

When I sat down to write this, I said "Self, I don't have much to say. The time has been too short since the meeting." Boy, was I wrong, but that wasn't a first. Nuf said - safe flyin' - Milt

Need Help Flying?

Make an appointment with an instructor!! Just don't go to the field and expect an instructor to be there.

Lloyd Briggs
833-7450

Ray Miles
781-4937

Don Nelson
848-1806

* Dale Johnston
848-5279

Holly Obrecht
795-8123

* Milt Peacock
833-3122

Paul Schaffner
429-1911

* Available During
the Day

WAM Business Meeting

Wayne Creasy

The WAM met at Don Nelson's home with 21 members and 3 guests present.

Milt and Ray reported on the various meetings being held to discuss the new field at the John Owings Landfill. These meetings are being held in order to give input to County officials as to what types of facilities the clubs want at the new site.

Milt reported on the MMA meeting which he attended in Dundalk on January 31. His report included information on a new field being readied for the Baltimore Modelers club, MMA's participation in the *MARC Show* in June, *MMA Fun Fly* on April 29, and discussion of a proposed flea market to be held in October. WAM voted and agreed to participate in the event.

The Treasurer's report stated a balance of \$970.21 with 30 members having paid dues to date.

Ray Miles reported that all 13 schools are booked for the school program and asked for volunteers to assist.

Milt brought up a discussion of putting a cap on the membership due to the growth of the club. It was voted on that at this time no action would be taken. Milt also asked members to think about the possibility of raising dues and to be ready to vote on this at the March meeting.

Some discussion was held on changing the format of our meetings by having a board of directors to study issues before meetings in order to save time. It was voted on to leave the format of our meetings as they are.

Milt informed members that they *must* have a valid AMA card to fly at the field and that cards would be checked. Also, noise restrictions would be monitored.

**The next meeting will be
held on March 6 at 7:30
p.m. at the VFW on Poole
Rd.**

The 50-50 was won by guest, Steve Barr. Dave Stahl won the drawing for the T-34 Sport Kit from Ace R.C.

Coming Events

March 1 - Flea Market - Meade Modelers, Starts at 7:30 pm on Louellen Dr.

March 3 - Auction - Harford Co. RC, Starts at 10am at the Belair Middle school.

March 10 - Flea Market - Lebanon, PA.

For details call Herm Gross on 356-5929 or Lloyd Briggs on 833-7450.

March 17 - Flea Market - RCMB club. Stars at 9 am at the Loch Raven Middle School

March 31 - Flea Market - New Oxford, PA. Contact Herm Gross or Lloyd Briggs.

April 6-8 - Toledo Hobby Trade Show, Toledo, Ohio

April 29 - Fun Fly - Maryland Modelers Association. More info to come.

WAM Events

June 2-3 - MARC Show - Timonium, MD

June 24 - Fun Fly #1 - Chairman, Paul Schaffner 429-1911

August 26 - Fun Fly #2 - Chairman, Dave Kenney 484-5054

September 23 - Big Bird Day - Chairman, Roy Steinberg 833-1679

For Sale/Wanted/Swap

Club Hats - \$5.00

Ace 4/60 - 70" span, U/need 45-61 engine, tank, 4-channel radio \$195.00

1987 Starcraft pop-up travel trailer - 17.5' open, sleeps 6, used 3 times.

For more details and inspection, call for appointment. A good buy.

All of the above - Milt Peacock 833-3122 Anytime.

Wanted - Muffler to fit an Enya .80 4-cycle - Jim Garrett 876-0428

Talespin Trivia

Early Aerobatics

Dale Johnston

Biplanes achieved some of the earliest success in powered flight. Henry Farman, who was the first to be credited with a powered flight of over 1 kilometer in Europe; Gabriel Voisin, who built the plane flown by the first Englishman to fly in Britain; and of course, the Wright Brothers, who were first of all, flew biplanes. The first person to fly across the English Channel, however, did so in a monoplane in 1909. He was a Frenchman named Louis Blériot.

Louis was a prosperous manufacturer of automobile accessories who became seriously and permanently "bitten" by the "flying bug." He teamed up with Voisin on some of his early efforts (mostly biplanes) but later went off on his own to pursue the monoplane design. He achieved success in his Blériot XI, with which he flew the English Channel. The engine in this airplane was a three cylinder Anzani, which was subject to

overheating. It is said that if it had not rained to cool it off, Louis would have ended up in the Channel instead of on the other side!

The airframe performed superbly and when married to the Gnome rotary engine, became a combination that was hard to beat.

Blériot XI's were marketed all over the world in a choice of several configurations. In fact, the worlds first aerobatic team flew them. It was formed in France during October of 1913, and consisted of three pilots: Adolphe Pégoud, John Domenjoy, and Edward Peireyon. They performed before crowds of up to 200,000 people doing tailslides, roll-outs, vertical s's, loops, and inverted flight. Pretty impressive, considering they had 70 horsepower engines and used wing warping for lateral control.

Miscellaneous News

DUES ARE PAST DUE

In accordance with WAM's by-laws - Article V, Section 2 Dues, Paragraph C - *All dues and fees must be paid for the current year to maintain a valid membership in WAM. All dues are due on January 1st of each year and payable by March 1st of the same year.*

Paragraph. D - *Any member failing to pay the required dues within the designated time shall lose all benefits and privileges of the club until such time the dues are made current.*

Our dues are much less than half of any other club that I know of. There is no reason that if you have any intention of continuing your membership in WAM that they are not paid on time. Everyone knows that this is not a cheap hobby, however, nothing is as less costly than the dues in our club. If you wish to discontinue your membership in WAM, please notify one of the officers, so that we may update our 1990 roster.

If you have a temporary hardship, call us and we will work with you. Approximately 20% of our members are delinquent, and they are not being fair to the other 80%.

Needless to say - no names are, nor will be mentioned. Lets everyone be current. *Milt*

Get into the habit of carrying your AMA card with you.

I am trying to get a new frequency board that will sound off if someone take a pin that will create an interference and you will need your AMA card to use the board. For that matter, almost any other place that you go to fly asks for your card. Last year we discovered that a couple members did not renew their AMA membership which negates our insurance if they should fly. It is every member's duty to check every visitor for a current AMA card if he wishes to fly. It is our field so they MUST comply. *Milt*

The 50/50 drawing at the club meeting is being replaced with a new concept.

Every current member's name will be placed in a box. At each meeting a book will be available and for \$1.00 you may place your name in the book for that

date. At the end of the meeting a name will be drawn as a possible winner.

The name drawn must be entered in the book to actually be the winner. In other words, *you must be at the meeting and have placed your name in the book to be the winner.* Instead of splitting the cash, a prize will be given, i.e.: a kit, engine, radio, etc. The money available will determine the prize that will be given. This may sound complicated, but

it is really very simple. Attend the meeting, pay your buck, sign the book, and be lucky. We will start off with an ACE "4-40 Bipe" as the prize. Hopefully, we will have enough money in the pot for an equally valuable item next time.

By the way - any time anyone wishes to stop by and look at the 50/50 account, which I have maintained, feel free to do so. *Milt*

Maryland Modelers Assoc. (M.M.A.)

Ray Miles

The M.M.A. meeting held Jan. 31, 1990 at 8:00 p.m. was held at the "Bear Creek Inn", somewhere on Wise Ave. near North Pt. Blvd. Six clubs were represented. Ron Ware chaired the meeting and reported that things are progressing with his store, and that the next meeting will be held there on Feb. 28, 1990. It was suggested that it might be more feasible to hold these M.M.A. meetings in different areas to accommodate the clubs that have so much driving to do. (Our travel distance is about 70 miles round trip as it now stands.)

The M.M.A. will hold the Association's "Fun Fly" on April 29, 1990 at their field in Millersville. Maps will be forthcoming.

The M.M.A. is toying with the idea of holding a flea market sometime in the latter part of October. Details are being worked on concerning club participation, fees and rebates, etc. Ron also suggested that each club submit a calendar of events to him at each M.M.A. meeting so he can put together a newsletter to be distributed to each club for their information. This year the M.M.A. will again man a table at the M.A.R.C. show. Each club was requested to have literature available and a logo sign. All of these we did last year.

The meeting adjourned about 9:30 pm.

Area Club News

R.C.B.M. Their new field is now open in Parkton, Md. They will hold a flea market on Mar. 17, 1990 starting at 9:00 a.m. at the Loch Raven Middle School. Are planning a memorial "Float Fly" sometime in May.

C.B.R.C. Will hold their annual air demo at the Andrews Air Force Base on May 18, 1990.

Meade Modelers Flea market and auction on Mar. 1, 1990 starting at 7:30 p.m. on Louellen Dr. The annual 4th of July Fun Fly will be held on range 3 at Fort Meade on that Wednesday starting at 10:00 a.m.

Harford County R.C. Will hold their auction at the Belair Middle School on Mar. 3, 1990 beginning at 10:00 a.m.

M.A.R.C. The annual show at Timonium will be on June 2 & 3, 1990. No free admissions this year. Swap tables available. They also donated \$100.00 to the M.M.A. for their proceeds of last year.

W.A.M. See WAM Events

S.W.A.P. Reports their new field is now open off Patapsco Ave. behind the container facilities a little way up the street from "Your Hobby Shop".

S.C.A.M. Some flying being done behind the South Carroll High School and Winfield Volunteer Fire Co.

AMA News

Ray Miles

WAM is now renewing their charter, an ongoing annual event. All else is quiet.

School Flight Program

Ray Miles

It has finally happened. Everything broke loose during the latter part of January. The remaining 13 schools have been scheduled for the class on "Flight". The schedule for March follows. Team members please make note:

Wed. Mar. 7, 1990
Mt. Airy Elementary
Wed. Mar. 14, 1990
Hampstead Elementary
Wed. Mar. 21, 1990
Charles Carroll Elementary
Wed. Mar. 28, 1990
Elmer Wolfe Elementary

All classes start at 9:30 a.m. this year. The set up time is scheduled for 8:30 am at each school. This enables us to completely set up and get ourselves together before the kids arrive. We do have a core of people in this effort, however, should anyone want to participate and has the time, you are urgently welcome. Also, we are in dire need of an experienced C/L pilot. There are about 5 schools where this is the only type of flying that can be done due to the lack of space and safety reasons. We lucked out last year when rainy weather occurred at these schools. But, that was luck. If you have a free morning from 8-12 we can use you. Please call me at 781-4937 if interested or available.

Special Note

Ray Miles

Club member Don Berwager was in a bad auto accident the first part of February. He is now home, but is one sore pup. "Ole Blue" his pet, was totalled.

Speedy recovery fellow!

Battery Care - Part I

What do Battery Ratings Mean?

Jim Garrett

I've been involved in the RC hobby, on and off, for about 15 years now. It constantly amazes me (and unfortunately my wife too) just how much money you can dish out in the name of recreation and fun. At today's prices, an average trainer, equipped with .40 engine will cost you about \$150. Now add in the cost for the "accessories" to build it, such as glues, wheels, linkages, and a couple rolls of covering. Maybe another 50 bucks or so, right? And what good is all of that if you don't buy a radio? Write a check for another \$175 for a decent 5 or 6 channel job. (Let's not even consider what it costs for good field equipment and fuel.) Are We Having Fun Yet? And we still have to take xx number of hours to put it all together. You can fill in the bottom line cost yourself.

All of this is to say that we put a lot of time and money in the air every time we fly. Now, it's easy to see if there is enough fuel in the tank, if the CG and control surfaces are set correctly, and if the engine is idling reliably. But, it's not so easy to tell if the batteries, both in the plane and on the ground, are up to snuff.

What do you know about them? You think that charging them up overnight, before every day of flying is enough? That will keep you going for a while, but, sooner or later...CRASH!! Your beautiful creation is a kit again. Was the crash battery related? How can you tell? What can you do to avoid it? Well, there's no simple answer to the last two questions. But, by understanding some of the basics of ni-cad batteries, maybe we can avoid a battery related crash to begin with. First, let's look at what ni-cad batteries are and how they are rated.

As you know, Ni-Cad stands for nickel-cadmium. In a ni-cad cell (not battery, a battery is a connected group of cells) electrical energy is first converted into chemical energy. This process is called charging. We convert the stored chemical energy into electrical energy to power our radio equipment as the cells discharge. Because we can repeat this cycle over and over, ni-cads are considered secondary cells (a carbon flash-light battery is a primary cell; you use it

once then throw it away). Once a ni-cad is fully charged, its cell voltage measures about 1.3 volts. During discharge, this voltage quickly drops to its nominal cell voltage of 1.2. The cell will remain at this level during the rest of the discharge period until it reaches total discharge at typically 1.0 to 1.1 volt per cell. Once a cell reaches this point, its voltage drops real fast. The rechargability, together with the long discharge period and steady voltage is one of the reasons designers use ni-cads. Your receiver uses 4 cells or 4.8 volts, the transmitter - 8 cells or 9.6 volts.

Ni-cad cells are designed to handle specific charge and discharge current rates. This specification is known as the C rate. A fully charged ni-cad cell will use up all of its capacity in one hour when discharging at its C rate. For example, most receiver battery packs are rated 4.8 volt, with a C rating of 500 milliampere-hour (1mah equals 1/1000's ampere drain per hour.) This means that if the receiver and servos drew 500ma continuously, the fully charged battery pack would supply 4.8 volts for one hour before reaching its discharged voltage rating (4.0 to 4.4 volts per pack.) Now, we rarely operate our batteries at the full C rating. Discharge rates might be about 250ma, or 0.5C. At this rate, a fully charged, 500mah battery would last about 2 hours... 500mah/250ma = 2 hr. We normally charge at the 0.1C rate - 500ma transmitter and receiver batteries charge at 0.1 x 500ma or 50ma. This charge rate usually lasts for 14 to 16 hours. Notice that if all were perfect in the world, the cells would be fully charged in 10 hours; 10 hours times 50 milliamp per hour equals 500 milliamp-hour. But, because the electrical to chemical conversion is not 100% efficient, you have to put more electrical energy in than you can take out. In fact, according to most battery manufacturers literature, you have to return about 140% of the electrical energy that you use during a normal discharge cycle to return the battery to full charge again.

That's enough for now. We'll talk

Contest Report

Loyal Palm Scale Meet

Dale R. Johnston

I hesitate to write this report because in many ways it will sound negative. Most contests are a lot of fun and that's why I go to them, but the circumstances surrounding this one (mostly due to the weather) turned out to be rather unpleasant. It is my nature to "tell it like it is."

My wife, Betty, and I arrived at Sarasota, Florida on Friday afternoon and after an unsuccessful attempt to locate the motel shown on the Contest Directory map, we tried our luck at finding the flying site. We were much more successful in this second venture and found the field, which was located adjacent to a (rather fragrant) sewage disposal facility. The runway was situated between a hill on one side, and a drainage ditch on the other. This made it impossible to take off into the wind because on the day of the contest, there was a crosswind.

For those of you who do not participate in contests, let me say that they are very different than sport flying. You are under a lot of pressure to fly at a contest, even though conditions may be very difficult. If, for example, it is too windy to fly at the club field, (most sport flying shuts down at about 10 knots), you simply go home and come back when it's calm. Not so at a contest. You either fly anyway, or don't have the contest! (AMA guidelines say that contests can be held in winds up to 40 MPH. This must be based on the inability of pilots to stand erect at that velocity, because *no one* flies R/C planes when it is that strong!) Anyway, this gives Contest Directors a lot of leeway.

I have flown my Nieuport 11 in 15-20 knot winds without much trouble, when I could take off and land directly into the wind. I don't know what the actual velocity was at Sarasota, but I think it was stronger than that, which proved to be disastrous for a lot of model airplanes, including mine.

The contest was scheduled to start at 8:00 sharp, and flyers began to arrive before 7:30. We could easily have started flying by 9:00, but it was almost 10:00 before the first plane left the ground.

The first pilot was Dick Graham, designer of the Sig Liberty Sport. Dick was flying a model slightly larger than the kit. Now, the Liberty Sport is a modern sport biplane, much better aerodynamically than my WWI Nieuport, and he almost didn't get it off! After several gyrations on the ground, and a few near snap rolls after lift off, he banked sharply to avoid the hill, and flew around on the other side of a large tree. I was second up, and after watching Dick, should have had the good sense to drop out. As I applied power to the Nieuport, the wind began to blow it down the runway sideways. I should have given up then, but allowed my pit crew (Betty) to retrieve the airplane for another try. This time I applied *full* power and as the Nieuport lifted off, it churned around in an uncontrollable fashion. It seems the wind was not only terribly strong, but also tumbled down the side of the hill. If wind were water, it would be sort of like trying to take off under a waterfall! Anyway, that's my excuse for smashing up my airplane. After me, a 1/4 size T-3 Cub was blown over on its way to the runway. Some of those who did make it up, couldn't get back down. I watched a 1/4 size Starduster make 6 (count'em 6) attempts to land before he made it. Several planes ended up on the other side of the drainage ditch. We soon tired of watching the carnage and left.

If conditions were different, it might have been a great contest. Twenty four contestants brought a wide variety of models, from ducted fan jets to J-3 Cubs, several of which were national class. I was able to say "hi" to several pilots I had flown with before, e.g. Mel Whitly, a "Scale Master" veteran who always attended my contests in Austin, and I have already mentioned Dick Graham.

In the future I will surely be able to report under much better conditions, giving you more details about the planes and pilots themselves. In the meantime, go to the contests yourselves, if only as spectators. It can be a real learning experience.

Newsletter Items

So, How Do You Get Something Into The Talespinner?

Jim Garrett

Easy, if it fits into one of the following areas, then call the appropriate person:

Pres Sez - Milt Peacock - 833-3122
WAM Business Meeting - Wayne Creasy - 857-4373 or (w) 848-0440
WAM Outside Events - Herman Gross - 356-5929
WAM Field Events - Herman Gross 356-5929
AMA News - Ray Miles - 781-4937
Newsletter Editor - Jim Garrett 876-0428 or (w) 291-3209

If it's something on member ideas, projects or safety, you can call any of the above. Maybe you have something you want to sell, trade or buy. Or maybe you got wind of an event or show that you would like to share with everyone. Whatever it might be, if you want to get it out, all it takes is one phone call.

How about a short review about that last plane you just put together or the new computerized radio you're trying to program? If you're new to the hobby, maybe there's a question about how to do something, or if you're an old pro (my wife wouldn't let me say f--t), I'm sure that you have some slick shortcuts that you've accumulated over the years that you can pass around. *Send Them In!! Other People Are Interested!!*

They can be hand written, typed, or whatever (it must be in English). Remember, this newsletter is for **YOUR** enjoyment. Please help make it enjoyable for everyone.

**Is Your
AMA
Current?**

Learning To Fly . . .

Stalls

John Schaffner

The following is based on material
from Roll Around a Point
by Duane Cole

Everyone who flies knows the value of understanding stalls. They are basic to learning to fly and apply to flying every airplane, RC models or full scale. Altitude is lost quickly when the airplane stalls, so you will need plenty of it when practicing to ensure a safe recovery. A stall at low altitude (as on final approach) is almost always a disaster.

To execute a power-off stall, retard the throttle to idle and bring the nose up above the horizon and hold it there steady. As the airplane slows and the flow of air over the wing decreases, the ailerons will lose their effectiveness and you will have to use the rudder to keep the wings level. When the stall occurs, release back pressure on the stick and allow the airplane to dive until it regains flying speed, then bring it back to straight and level and open the throttle to cruise power.

Power-on stalls can be performed in a similar manner, provided your airplane is not one of those hot-dogs that will continue climbing just hanging on the prop. In the case of a "scale" flying type, when flying with cruise power it will simply take longer to slow to the stalling speed and recovery will be sooner, with less altitude lost.

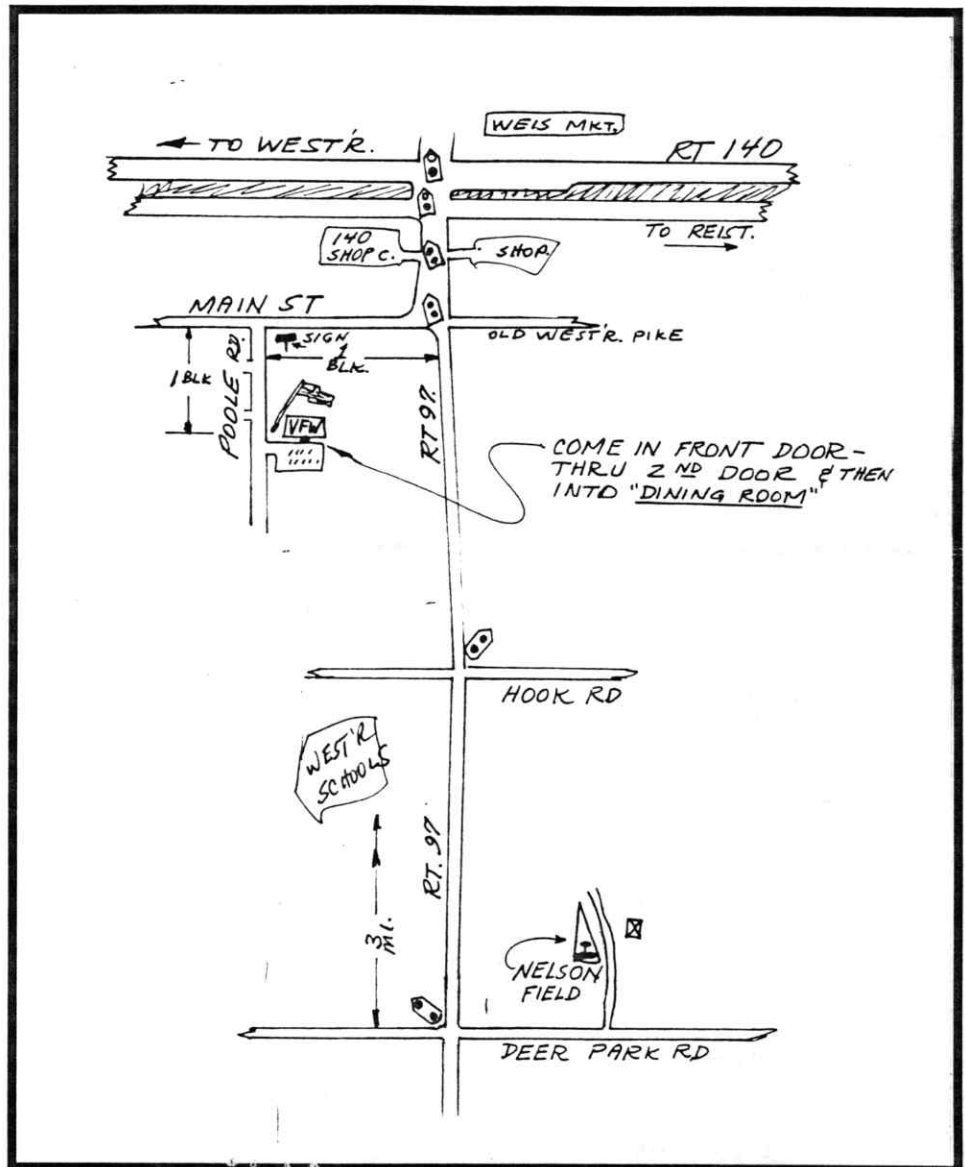
Many years ago it was written, *Thou wilt maintain flying speed, last the earth come up and smite thee.*

Next month: Spins

Here's one for the old timers:

During the "big one" in the Pacific theater a USN Hellcat pilot on his first combat air patrol became engaged with a flight of Zeroes. During the melee he managed to shoot down five of them.

He returned to a carrier and landed and leaping to the deck shouted for all to hear, "I'm an ace!!, I'm an ace!!, I just shot down five Zeroes!!!" An officer approached him from the "island" and bowing very politely from the waist with hands together responded, "Ah, soooooo."



REMINDER,

The next meeting will be on
March 6th at 7:30 PM.

The new location will be the
VFW Hall on Poole Road.

Use the map for directions.
See ya then!!



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

April 3, 1990

Westminster VFW

7:30 PM

OFFICERS

President - Milt Peacock 833-3122 Treasurer - Lloyd Briggs 833-7450
V. President - Ray Miles 781-4937 Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835 AMA Liason - Ray Miles 781-4937
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Volume 6 Number 4

AMA Chartered Club 336

Formed 1955

Prez Sez

Milt Peacock

It's amazing how 80 degree weather can dust off the wings, charge the batteries, and get ole man winter out of our system. Case in point was last Sunday (3/11). I thought I would be early at "Nelson Field" at 1:30, but found a dozen or so aircraft and pilots already there having a great time tearing up the sky.

This brings up a safety problem. When so many radios are on the field at the same time the odds are that a duplication of channels must exist. There is no way of knowing who has what frequency in operation. When a large number of radios are on the field at the same time it only makes sense to have the frequency pin board on the field. If I don't have the "pin" for my channel, how can I feel reasonably safe in flying my plane?

As most of you know, we have a "Frequency Board" stored in Don Nelson's shed located on the left rear corner of his lawn (looking from the airfield). Lloyd Briggs and I each carry a small one in our cars, but if we are not at the field, I don't think it is unreasonable for someone to get the board from the shed, if for no other reason than to try to protect yourself and your "investment." I hope that you never experience being shot down by radio interference. I have, and it was confirmed that someone else was on my channel, and I'm here to tell you that you will not be happy.

It might be a good idea if some of you frequent flyers would take an hour or so and make a F/B such as Dutch and I have. All that you need is a few clothes pins, a piece of plywood approximately 4x18 inches, a piece of 1/2" tube for a

post, 2 screws and a magic marker. It's easy to make and someday it just might save your airplane.

PLEASE, if you get the F/B from the shed and you want to leave while others are still flying, please ask someone to be responsible to take it back to the shed at the end of flying. Be sure to put it back just like you found it, covered and against the left wall in the shed out of Don's way. He does us a favor to permit it to be stored there, so don't mess up the privilege.

As the season approaches many events start to show on the calendar. The *MARC Show*, our *Fun Flys*, the *MMA Fun Fly*, etc. You can add to your enjoyment of the sport by attending some of these events.

We, the club, have reserved 3 tables at the *MARC Show* flea market on June 2 (Sat. only). Clean house and bring your goodies to sell at the tables. Your junk is the others guys jewel. The club asks that you donate 10% of your sales to support the cost of the tables.

Remember that we now meet on the first (1st) Tuesday and at a new location - Westminster VFW at 7:30 p.m.

Nuf said. Enjoy good & safe flying.

Drawing Winner

The name drawn at the March 6th meeting was **John Lowry**. Unfortunately, John was not present to receive the booty.

Remember - You must be present at the meetings in order to win!!

WAM Business Meeting

Wayne Creasy

The March meeting of WAM was held on March 6, 1990 at 7:30 p.m. at the Westminster VFW. There were 29 members present and two guests, Don Olson and Dr. John Clemson. Don Berwagger was presented with a certificate of appreciation from the club which he had held-over from the December meeting. Art Perry and his wife, Sarah, were both presented certificates as *Editors of the Month* from the *AMA Society of Newsletter Editors*. Art was our newsletter editor for 5 and 1/2 years. These certificates were awarded through Jim McNeil who had contacted Milt. Jim had started the AMA National Newsletter.

Lloyd Briggs gave the treasurers report as showing \$112.50 paid in and a balance of \$1014.15. Forty-two (42) members have paid to date. It was noted that several members were now past due on dues.

Three new members were approved for membership as follows, James Lehr, Bob Barr, and Steve Barr.

It was discussed and voted on to send out notices to members on a proposed assessment of \$50.00 per member to be voted on at the April meeting. These funds would be used to support our share of expenses for lawn equipment, etc. for the new field. It was also agreed to notify the membership in this same letter of a change in the proration of the dues for new members.

It was reported that Elmer Raiman had resigned from the club.

It was voted on and approved to have all future meetings at the Westminster

VFW on the first Tuesday of each month. Appreciation was also expressed to Don Nelson and his wife for the use of their basement during the past years.

All members were urged to attend a cleanup day at the club field on Sunday March 18 at 2 p.m. Members were urged to bring rakes and trash bags.

The meeting adjourned at 9 p.m. and continued with a special presentation by Dr. John Clemson and Don Olson on the uses of carbon fiber cloth and material in airplane construction and how they are experimenting with it on an R.C. project.

MMA News

Milt Peacock

The Feb. 28th meeting was held at the Bear Creek Inn with 6 clubs plus Bob Babura AMA AV/P in attendance. Ron Ware conducted the meeting.

Planning for the *MARC Show* continued. John Dorl will be the booth coordinator. Each club will furnish their own sign with logo etc. to be hung on the back wall of the booth (18" w x 24" l). Milt Peacock is making a partial state map encompassing the areas each club covers. It will only show the major roads pointing out the general area where the club flies. It is up to each club to furnish a handout detailing information they wish to announce.

Each club should have members to man the booth. Last year we really needed Sunday people.

Speaking of the *MARC Show*. **Everyone pays admission. No freebies.**

Starting in March, each club will take turns hosting the MMA meeting. This means furnishing a location only. The March meeting will be hosted by WAM and will be on March 28, 8 p.m. at the Westminster VFW. April 25th meeting hosted by SCAM at PJ's in Carrolltown Mall.

MMA 1st Annual Flea Market - Location Westminster VFW - Oct. 6th 10 a.m. - 3 p.m. Adm. \$2.00 - Tables \$10.00 - limited # of tables. First paid - first reserved. Contact Milt Peacock, 2313 DaLib Rd. Finksburg, MD 21048 833-3122 between 10 a.m. - 9 p.m. Make checks payable to C.M. Peacock/MMA.

All participating clubs will share in the profit/loss (we can't lose as the hall

Coming Events

April 6-8 - Toledo Hobby Trade Show, Toledo, Ohio

April 25 - MMA meeting. Hosted by SCAM at PJ's at the Carrolltown Mall.

April 29 - Float Fly. RCMB at the Gunpowder State Park. This is a memorial to Ed Montague. See Milt Peacock for details

May 3 - Flea Market. Sunday Fliers. Free tables and admission. At the Grange School in Dundalk. Milt Peacock 833-3122

May 6 - Fun Fly - Maryland Modelers Association (MMA). CBRC Millersville Field. **NOTE THAT THIS IS A NEW DATE.** Watch for more details.

May 18-19 - Airshow at Andrews AFB. Milt Peacock 833-3122

July 4 - Fun Fly, Meade Flyers, Range #3, Fort Meade

August 26 - Scale Contest, CBRC.

October 6 - MMA 1st Annual Flea Market, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

WAM Events

June 2-3 - MARC Show - Timonium, MD

June 24 - Fun Fly #1 - Chairman, Paul Schaffner 429-1911

August 26 - Fun Fly #2 - Chairman, Dave Kenney 484-5054

September 23 - Big Bird Day - Chairman, Roy Steinberg 833-1679

For Sale/Wanted/Swap

Club Hats - \$5.00 - Available at club meetings

Contact Ed Fauth, 795-0482, for information on the the next 5 items.
All items negotiable.

Futaba Radio - AM, 4 channel, 72 mhz, New in box, \$75.00

Hunter 1/8 scale off-road racer - w/Futaba 2 channel radio, 75 mhz, powered by NU

21CX motor, carrying case included, only run once, \$175.00

OS FS-61 - w/muffler, and OS radial mount, new in box, \$125.00

SuperTote - w/Deluxe power panel, 12 volt starter, 12 volt fuel pump, maintenance-free battery and charger, one gallon of fuel, Like New, \$50.00 for everything.

Cherokee-40L - Will take .40 - .45 2 cyc engine or .60 - .65 4 cyc engine, 90% complete, new in box, \$70.00

P-51 - 1/9 fun scale, New, U/ need 35-40 engine, tank, 4 channel radio, \$165. Milt Peacock 833-3122 Anytime

Wanted - Muffler to fit an Enya .80 4-cycle - Jim Garrett 876-0428

cost \$0) with 1 share to MMA. Participating means warm bodies to work the event; buy club table; help set-up/clean-up; etc. The event benefits everyone - so everyone must help.

Hopefully we will have donated door prizes - Chrm. Ron Ware.

MMA will have 50/50 for benefit of MMA only - Chrm. ??

MMA *Fun Fly* date change. NOW May 6th at CBRC Millersville field.

AMA News

Ray Miles

Everything is up to date and in order at this time

School Flight Program

Ray Miles

We are now in full swing until the end of May with the classes. We are always looking for a few hands to help. After all, the regular people do, at times, run into conflicting arrangements, and it is a relief to know others are available to take up the slack. This is somewhat difficult with the times involved we realize, but nothing comes without some dedication.

School locations and dates: All beginning at 9:30 a.m.

March 21, 1990 - Charles
Carroll Elementary School
March 28th - Elmer Wolfe
Elementary School
April 4th - William Winchester
Elementary School
April 11th - Mechanicsville
Elementary School
April 18th - Freedom
Elementary School

There are no rain dates. All classes are held indoors. Only the weather curtails any flying demonstrations, and we are not anticipating any snow days.

Those will have to be rescheduled.

Learning To Fly . . .

Spins

John Schaffner

Tailspins are pretty spectacular and are crowd pleasers when done successfully. If you have seen one performed you may have noticed that the airplane is literally falling out of the sky, so once again, when you get up the courage to try a spin, have plenty of altitude. A very old pilot once said, *The two things that do you the least good are the altitude above you and the fuel at the field.* So let's do it!

Close the throttle and bring the nose up to a power-off stall altitude and hold it there. Just before the stall occurs, apply full rudder (either way) and hold there and keep the stick all the way back. The airplane will begin its spinning decent.

After two turns (or more if you have the altitude), stop the spin with brisk, positive action by applying full opposite rudder and pop the stick forward momentarily to break the stall. As soon as rotation stops, return the nose to normal flight altitude and apply cruise power. A spin induces no undo strain on the airplane.

If full rudder is applied too early, or if the stall occurs before the rudder is applied, a tight spiral may result. This does impose high "G" loads and should be broken by releasing back pressure on the stick and rolling out with ailerons.

Next month: Chandelles

Model Air Park

Ray Miles

There have, at this point, been no contradictions of any previous conditions announced concerning the current status at the closed John Owings landfill by the county in regards to the model airpark.

The two members on the Model Airpark Committee (M.A.C.) from the SCAM, plus Milt and myself met with Bruce Dutterer (Recreation Department Draftsman) and Keith Kirschnick, (Assistant Director of Public Works Department) on February 15, 1990.

To make the final close out, a liner is to be applied to the current rough grading, and several feet of dirt is to be put on top of it. Keith agreed to locate vents so they will not pose any problems on the air strip. Also, the top will be exclusively for R/C, rolled flat and seeded. Keith also accepted our recommendations that the C/L circle be changed to the area now designated for parking.

This will accept a 90 foot radius circle, it is flat, and well below top of the hill, eliminating windy conditions for that operation. Keith also informed us that he, as a youngster, flew C/L and he fully understood our position (A little luck here) and on what we were talking about.

The basic problem with the access road has yet to be fully resolved. Keith understood our position on that and said he would see what could be worked out to make this site 100% as far as the layout goes.

So I suppose all is in order and progress, however slow, is being made.

1990 WRAM Show, Westchester, NY.

Bill Hasert

Thanks to Howard County R/C, there was a bus available to see the WRAM show on February 24th in Westchester, NY. It was held at the newly renovated Convention Center.

Milt Peacock and Bill Hasert made the trip. The bus left Columbia at 6:30 a.m. and made a stop at White Marsh to pick up the fellas on the east side of Baltimore.

The cost was \$31.68, that is to all but Milt Peacock. He made the trip for 16 cents. Mr. Lucky won the 50/50 drawing for \$31.50. In addition to the 50/50, drawings were made 4 times on the way up, for 16 prizes donated by Doug's Hobby Shop in Waldorf.

We arrived at 10:30 and purchased convention tickets at the door. In order to allow greater space between aisles on the main floor, a large number of exhibitors had their displays on the lower level. The upper level, above the main floor, formerly the Swap Shop Room, was now a static display room.

On the main floor level, but off the floor to the right, were two large side rooms. Once was an additional static display room with marine models as well as aircraft. The other room was the Swap Shop. It was the busiest place in the house. The whole show was busy with wall to wall people. There were beautiful aircraft and some great stuff in the new products line, besides the hard to get items. Everybody left carrying something. "Byrons" had the biggest booth and the highest kit price to match, but the little guys were there too.

A few of the outstanding statics were a Grumman Wildcat, a Boeing PT-17, a Berliner P-16, a WWII Marine Corsair, a WWI Nieuport 28, and a WWI Dehaviland DH-10. Also present was a WWI Fleet type Submarine, and the destroyer Arleigh Burke.

We loaded to go home at 4:00 p.m., checked everyone present on the roster, and shoved off leaving no one behind this year. Later we stopped to have dinner. After arriving in Maryland, we dropped the fellas off at White Marsh and then pulled into Columbia at 9:30 p.m. It was colder and whiter than when we left.

It was a great show and if you've never gone, you ought to try it. You see beautiful aircraft. The only criticism that might be made was that the Swap Shop area was mobbed. For the quantity of items being moved it was just too small, but then it has always been too small. - *Bill*

Early Airplanes

Dale Johnston

In the 10 years prior to World War I, air machines had changed very little from the ones that first achieved powered flight. At the outbreak of the war in August 1914, there was a hodge-podge of various types, in small quantities in the hands of the opposing forces. Most of these were barely one step up from the *Wright Flyer* of 1903. During the 4 1/2 years of WWI, the airplane underwent intensive development, and by the end in 1918, contained all the elements of modern conventional aircraft.

The initial mission given to aircraft in the "Great War" was reconnaissance, and it quickly distinguished itself in that role, which remains one of its most important jobs to this day. In fact, the state-of-the-art at that time limited aircraft performance to very little else. Some of the first WWI aircraft included the French Voisin *Morain*, and *Caudron*, while the Central Powers had the *Taube*, *Rumpler*, and *Aviatic*.

The British were slightly ahead in design, having the Bristol *BE2*, Sopwith *Tabloid*, and *Avro 504*, which were more like the first generation flying machines that appeared in 1915, designed primarily for ground support. The inevitable happened very early on, i.e. flyers began using their guns to shoot at enemy airplanes as well as ground targets, and the need for fast, maneuverable, air-to-air fighters became apparent.

Among the first Allied fighters were the Vickers *Gun Bus* and the Nieuport 11, *Bébé*, neither of which had satisfactory gun installations. Roland Garros, of the French Flying Corps, had already shown that a fixed, forward pointing machine gun that fired through the arc of the propeller was the most effective way. The Allied Command initially refused to adopt Garros' finding, much to their own detriment. (The Germans were not so slow to "catch on").

The *Gun Bus*, which was a pusher type airplane had its Lewis Gun mounted on a swivel, forward of the cockpit.

The *Bébé's* gun was mounted on the top wing, above the propeller. Their German contemporary was the Fokker E-III *Eindecker*, and although it was a much inferior aircraft, it dominated the skies due to its fixed forward firing gun which could be sighted much more accurately.

The accompanying chart (see attachment) shows the progression of aircraft through the war, during which air superiority shifted back and forth, until the Central Powers were finally overwhelmed by the Allied numbers. The *Fokker Scourge* lasted until the allies fielded their second generation of fighters, which included the Sopwith *Pup* and Nieuport 17. These had the same basic gun installation as the *Eindecker*, synchronized to fire through the propeller arc.

The Germans regained control of the skies in the spring of 1917, mainly due to the *Albatros*, which outperformed everything the allies had in both speed and fire power. During "Bloody April" they downed 150 allied aircraft, 21 of which were credited to Manfred Von Richthofen, (The Red Baron).

Their success terminated, however, with the advent of the *Spad*, *SE5*, and Sopwith *Camel*. The *Camel*, which was the biggest killer of the war, racked up 1,294 enemy machines between July 1917, and the signing of the Armistice on November, 1918. The Germans countered with the Fokker D-VII, which some say was the best fighter of the war, but they were too few and too late.

Battery Care - Part II

Chargers

Jim Garrett

Talk about beating me to the punch! Just as I was going to talk about the different types of chargers and charging techniques -- I pick up the April Model *Aviation* -- and there, on page 36, George Myers' *Radio Technique* column goes and spoils it for me. Well, that's how it goes.

George has some excellent material on the subject, so I won't repeat it here. Check it out though, it might save your plane someday!

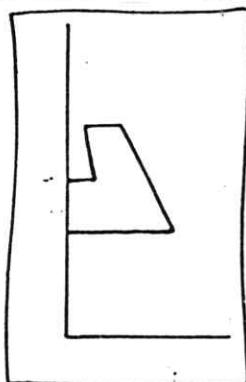
Special Thanks

Sunday, March 18th
Field Clean-Up Day

A special *Thank You* goes to the field clean-up crew who showed up on a cool, windy Sunday afternoon. Although it was too breezy to fly, these guys did a great job of raking and picking up the trash and corn stalks that have wandered around and onto the flying area during the winter months.

These guys worked quick, too. I got there at 2:20pm to help and found everybody grouped around chewing the fat! The work was done! Those present were Bill Hasert, Wayne Creasy, Bob Allen, Lloyd Briggs, Ken Hands, Roy Steinberg, Bill James, and Milt Peacock. - *Jim*

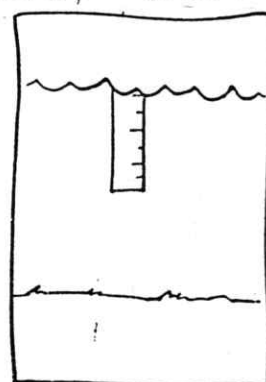
AVIATION DOODLES



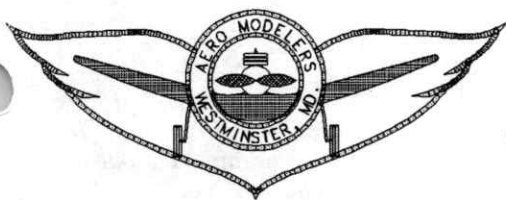
1. INVERTED LARGE RATE
2. MOONEY IN SHORT
HANGAR.



1. HORIZON AS SEEN
BY PILOT WITH VERTIGO.
2. (YOUR CAPTION)



1. HELICOPTER MAKING A
PRECISION APPROACH.
2. CLOUD WITH ITS OWN
RAIN GAUGE.



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

May 1, 1990

Westminster VFW

7:30 PM

OFFICERS

President - Milt Peacock 833-3122 Treasurer - Lloyd Briggs 833-7450
V. President - Ray Miles 781-4937 Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835 AMA Liason - Ray Miles 781-4937
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Volume 6 Number 5

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

Even in the far away land of Barefoot Bay, Florida I think of you guys with a rainy day and me with 80° and sunny - no wind, and heading for the Cape (Canaveral). I must be sick.

John Dori, Pete (B.A.S.S. Club) and I went to the Toledo Show and had a great time. Much to see and I met a lot of nice people. We came home Friday night (April 6), and Saturday morning (April 7) Joy and I jumped in our RV and headed for "EAA Sun & Fun" in Lakeland, Florida. It's the same as Oskosh, Wisconsin except in Florida I must have walked 1000 miles looking at airplanes beyond description. Some I'll bet you never heard of. In any event, we had a great time. My legs tell me I had better have had a great time. AMA & Sig had a booth at the show. I had a long talk with Hazel Sig and she told me that a good portion of the attendees of the EAA Sun & Fun are modelers. So...

Hazel and Max had their home-built *Space Walkers* there. They raced in the "60 Race" but --- well, they were there. Hazel said she was the last to take-off and no one passed her. But she was in there.

This is a poor weekend for modeling activities and after 3 Alexanders I couldn't go anyway. We will probably head north in a few days and I will be at the next meeting.

Speaking of which, I urge all to come to the May meeting. Howard Crispin, District IV Vice-President, may attend with a message from AMA. For those of you who have never met your AMA representative, here's your chance. I'll not get on a band wagon this issue. Come out, join us, fly, have fun, be safe and I'll see you in May. *Milt*

TO: All Members

FROM: Westminster Aeromodellers School Committee

Each and every week we receive many thank you notes from the third grade children at the various schools and thought you might appreciate some of the many excerpts.

Dear Mr. Miles and friends

I leamd lots of stuff. Come back soon.

Your friend, Megan

Dear Mr. Miles

The planes wear awsome. I liked them weary much

Your friend, Jason

Dear Mr. Miles and friends

Thank you for coming to Mount Airy Elem. School. I have a book about Charles wachim-kalet who flew to Paris non stop. I liked it when you flew the modle airplane.

Yours truly, Susanna S.

WAM Business Meeting

Wayne Creasy

WAM met on April 3rd at 7:30pm at the Westminster VFW. There were 24 members present and 2 guests.

There was a discussion of the Maryland Modelers Association (MMA) meeting on March 28th and all upcoming activities including the *MARC Show* in June. Reports were given on the school program and the status of the new air park.

The proposed by-law change on New Member Qualifications was voted on and approved. The New Member Registration Fee was voted to be \$5.00. The proposal for the assessment of \$50.00 to maintain the new air park was also voted on and approved.

In regard to the Model Airpark, it was voted on and approved to increase WAM's representation on the Model Airpark Committee by two members. Jim Garrett and Herman Gross volunteered to fill these two positions.

John Dorn introduced Joe Bedosi from the *Baltimore Soaring Society* who gave a presentation on covering with Monokote.

The meeting was adjourned at 9:00pm.

Monthly Drawing Winner

The name drawn at the April 3rd meeting was **John Dorn**. John won an ACE 4-60 biplane.

Remember - You must be present at the meetings in order to win!!

AMA News

Ray Miles

The Club has received AMA Application forms and reorder forms. These are for new applicants only. Also, the 1990 patches have arrived and have been distributed to the officers. The Charter for 1990 is also in our hands, so were in good shape.

Model Airpark

Ray Miles

I haven't received any updates or revisions to the proposed field at John Owings. I suspect that when I do it will be the final one. Let's hope that our recommendations are accepted intact. *We hope all's well on the airpark front!*

County Liaison

Ray Miles

There has been no communications in this area since last month. This is not what you would call an ongoing event.

The Model Airpark Committee (MAC) is the vehicle for this, and as I sit on that committee, any information will be relayed. In regard to the MAC, we need two more bodies to give this group a look of legitimacy. This group will only be responsible for decision making, and not as chairpersons for any project that may be determined to be acted upon at the new field. (Editors note: See the Business Meeting report for more about this.)

The South Carroll Aero Modelers (SCAM) will also appoint one more person from their group to round this committee evenly between both our clubs.

New Members

A welcome is in order, although belated, to three new members to the club. They are James Lehr, and Robert and Steve Barr.

School Flight Program

Ray Miles

We thought it would be of interest to the club members in general to see some of the letters the girls and boys send to us after we visit their school. So, hopefully, some will appear in this current issue.

The reason to print only a few is obvious, but, the letters from any one school are of the same theme and basically say the same things. Once in a while a "goody" comes along, and these I think are "chucklers." Remember - These are only 8-10 year old kids.

See some of the letters throughout the newsletter.

Dear Mr. Miles,

I thank you for coming. I liked the remote control planes. Especially the one that flew through the air. I thought it would hit my head.

Your writer, Dana

Dear Aero Modelers,

I liked when you talked to us about the Y force and when you talked about how a plan flies. I liked when you talked about kinds of models, like the Dove, training planes, Skeleton model of plane, sports planes, Fighter planes, rocket. My favorite part is when Mr. Peacock flew the remote control airplane.

Your friend Paul

Coming Events

May 3 - Flea Market. Sunday Fliers. Free tables and admission. At the Grange School in Dundalk. Milt Peacock 833-3122

May 6 - Fun Fly - Maryland Modelers Association (MMA). CBRC Millersville Field. *NOTE THAT THIS IS A NEW DATE.* Watch for more details.

May 18-19 - Airshow at Andrews AFB. Milt Peacock 833-3122

July 4 - Fun Fly, Meade Flyers, Range #3, Fort Meade

August 26 - Scale Contest, CBRC.

October 6 - MMA 1st Annual Flea Market, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

WAM Events

June 2-3 - MARC Show - Timonium, MD

June 24 - Fun Fly #1- Chairman, Paul Schaffner 429-1911

August 26 - Fun Fly #2- Chairman, Dave Kenney 484-5054

September 23 - Big Bird Day - Chairman, Roy Steinberg 833-1679

For Sale/Wanted/Swap

Club Hats - \$5.00 - Available at club meetings

P-51 - 1/9 fun scale, New, U/ need 35-40 engine, tank, 4 channel radio, \$165. Milt Peacock 833-3122 Anytime

Wanted - Muffler to fit an Enya .80 4-cycle - Jim Garrett 876-0428

Learning To Fly . . .

Chandelles

John Schaffner

Now here is a maneuver that we should all be able to do, even accidentally.

To perform the Chandelle on purpose we begin with a dive. With cruise power and the nose down about 30°, we will let the airspeed build up and then roll into a 30° bank and turn. When the bank is established, come straight back on the stick and advance the throttle to maintain the climb. Since this portion of the maneuver is part of a loop in an oblique plane, there should be no variance of the bank. Continue the pull-up until you have turned 90°. At this point, with stick and rudder, begin to roll-out, paying particular attention to maintaining the established angle of climb. At 180° from the point of entry, the wings should be level and the airplane in a climbing attitude just above the stalling speed. Lower the nose to level flight and reduce the throttle to cruise power. You should have a noticeable gain in altitude. Since these descriptions are primarily intended for scale flying, reference is frequently made to *stalling* speed. You guys with the over-powered airplanes just have to govern yourselves accordingly.

Next time: Loops

Stupidity Strikes Again !!

I'm sure we all have an incident that, well ... because it may not have been the most intelligent thing we ever did, we may not be so happy to talk about it. Right? You know the kind of thing I mean. Well . . .

I had just gotten home from a hectic day at work, you know, the kind of day that demands the relaxation of flying your pride 'n joy.

Since my flight box was built to carry fuel in a can, and my fuel comes in gallon jugs, I have a half-gallon bottle that fits nicely in the box, but must be filled with fuel. (I guess I'm too lazy to carry the gallon jug separately.) Of course the bottle needed filling again, so I picked up the jug that contained the blue-colored liquid and proceeded to pour it into the flight-box bottle. Did you know that windshield-washer solution and 15% nitro fuel, when mixed together, form a cloudy, blue-white liquid that's totally useless?

STRIKE ONE: *Always keep containers labeled as to their contents!*

Well, I cleaned out that garbage, fueled up and headed to the field (cursing myself all the way.) I arrived to my practice area - Ahhh! deserted as usual! - and prepared for the first flight. Now, this particular bird had been totally overhauled about 4 or flights ago. Although it handled pretty well, it still needed a tweek here and there to really be right. But, that's ok! I came out to fly and *dammit I going to fly*. It's a little breezy, but that's ok too. I need to practice doing circuits in a breeze. I did two tanks of fuel practicing tail-in hovering circles - the bird feels *fairly* good - I feel pretty good (after the rotten day I've had, I deserve this relaxation.) **Let's fly higher!**

STRIKE TWO: *Know your limitations and never fly with a rotten attitude!*

I had the ship up to about 75 feet and hovered it there. How happy I was to have progressed to this point. I did one circle, two circles, *three* circles . . . Oh-Oh, I've never had it in this attitude before . . .

STRIKE THREE - YOUR OUT!

Ray Hostetler, the former RCM *Hover* columnist, describes the gyrations of an RC helicopter after it hits the ground as "the dying chicken routine." And you know, he's right! Parts fly everywhere while the thing "beats itself to death." So far, I'm out about \$175 in parts and more than a few hours of putting it back together.

Like I said in the beginning, I'm sure we all have experiences that we're not proud to talk about. But, to be honest, this one was too good to keep to myself.

EDITORS NOTE:

The authors name has been withheld to protect him from his wife.

Dear Mr. Miles and friends,

Thank you for coming to share your model planes with us. One thing I most enjoyed is seeing you fly your model planes.

I learned that that the write brothers built the first airplane.

Sincerely, Jason Peltzer

Dear Mr. Miles and Friends,

Thank you for coming to share your model planes with us. One thing I most enjoyed is when the airplane was flown. I learned that the Amilia girl was lost.

Sincerely, Jonathan Blum

Dear Mr. Peacock,

I loved when you ticked off Mr. Miles. Those airplanes were real neat. Could you please send back a letter. Also could you send instructions for building a plane Thank you.

Sincerely, Jason W.

Dear Dr. Goldman,

I really liked your assembly about airplanes and model planes. Thank you very much. My favorite plan was the bird. I liked them all. I have ridden the plane 6 times. Oh. I am one of your patient. My name is Emily Brooks. I came in November I come again in April.
From, Emily

Dear Mr. Peacock,

Thank you for coming to our school and showing us lots of planes. That was awesome when you made the plane go way up in the air and make a crash landing.

From, Justin Bell

Dear Mr. Peacock,

I enjoyed your assembly. You are a good speaker. I didn't think it was funny when your plane crashed. Your airplanes are cool

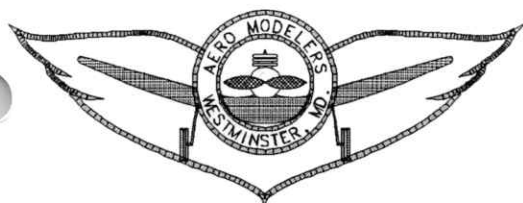
Your buddy,
Heather Davenport

Jim Garrett
1523 Hughes Shop Road
Westminster, Md. 21157



To:

John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

June 5, 1990

Westminster VFW

7:30 PM

President - Milt Peacock 833-3122

V. President - Ray Miles 781-4937

Membership - Ed Goldman 848-3835

Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

OFFICERS

Treasurer - Lloyd Briggs 833-7450

Secretary - Wayne Creasy 857-4373

VOLUNTEERS

AMA Liason - Ray Miles 781-4937

876-0428

Volume 6 Number 6

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

Hasn't it been breezy!! It has really been difficult to try to fly this month. Some of us die-hards got in a few flights but it was touch & go. Hopefully we will be seeing some better weather this month.

As you know, we try to fly my *Kadet* at each one of the schools as part of our school program. Well, the kids at Robert Moton School could not have been more excited than I was during our demo. The cloud layer was much lower than anticipated and suddenly at the snap of your fingers the *Kadet* disappeared into the clouds. The panic of the moment said to pull up and then spin down and hope we see it before it was too late. Lady Luck was with me as it finally reappeared about a hundred feet or so from where it disappeared. I would guess it was out of sight about 5 seconds, but it seemed like forever. I don't recommend the maneuver.

As many of you know, Howard Crispin did visit with us at our May meeting. He spoke to us about what was going on at AMA HQ along with the progress with the purchase of property in Indiana. It seems to be going along well.

We, our club, was presented with a plaque from Howard and the AMA known as the AMA Club "Award of Service." This is as a result of the efforts put forth by the fellows on our Carroll County School Program. The regular team consists of Ray Miles, John Dorl, Jim Umstad, Herman Gross, Ed Goldman, and myself and standbys Lloyd Briggs, Don Berwager, and Ken Davis. It's a lot of work but also a lot of fun. Hopefully we will be able to display the plaque where we hold our meetings. Many thanks guys, you earned it for the club.

Don't forget that we have three (3) flea market tables at the *MARC Show* for you to sell your oldies but goodies. We bought an extra table this year so don't let us down. The club requests 10% of your sales to offset the cost of the tables.

If you have a nice plane to show, bring it along and put it on display in the Static Show.

The first *Fun Fly* is coming up. Get your birds in tune and come out on June 24th. We have had a great time in the past. I'm sure that Paul Schaffner, Chrm. has some fun lined up for us.

We will need a few volunteers to man the MMA booth at the *MARC Show*. Come out and help. I have \$1.00 discount tickets to the show if anyone needs them.

Nuf for now. See you at the field and the *MARC Show*. - Milt

Business Meeting

Wayne Creasy

WAM met on May 1, 1990 at 7:30p.m. at the Westminster VFW. There were 23 members present and 2 guests.

Milt introduced Mr. Howard Crispin, the AMA District Vice President, from Charlottesville, VA. who attended our meeting to present our club with a Certificate of Achievement for the Carroll County School Program which WAM has been implementing. Mr. Crispin also reported on the new AMA National Flying Site in Muncie,

Indiana which is due to be completed over the next five to seven years. He also discussed other topics of interest including 1991 radio requirements, field noise problems, and the importance of good public relations from local clubs.

Raymond Brothers was voted in as a new member.

At the next meeting we will discuss implementation of an Honorary Membership program for the club.

The meeting adjourned at 9 p.m.

Our Students Write ...

Dear Fly Boys,

Thanks for coming to Freedom. I really enjoyed the show. These are what makes a plane fly. lift, drag, thrust, gravity

Sincerely, Mark Groff

Monthly Drawing Winner

The name drawn at the May 1st meeting was **Roger Newcomer**. Roger won an ACE Bingo airplane kit.

Remember - You must be present at the meetings in order to win!!

AMA

Ray Miles

Ed Goldman, our Membership Chairman, has received additional AMA membership applications.

County Liaison

Ray Miles

The model airpark updated layout has not been received yet.

Maryland Modelers Association

Ray Miles

The following dates are for events to be held either by an individual club, or the M.M.A. Association.

May 5 - *Your Hobby Shop* Opening.

June 2&3 - *MARC Show* Timonium.

June 2&3 - *RCBM Field* Dedication. Rain date June 30.

July 4 - Meade Modelers Show Range #1.

SCAM's New club field is located off of Houcksville Rd.

Howard County Club's new field is now in doubt.

The reported net worth of the AMA is approximately \$9 million.

Some information on Muncie, Indiana land area (printed in the Model Aviation Magazine.)

Next MMA meeting at Ron Wares new store on Wednesday, May 30th at 7:30 p.m.

School Flight Program

Ray Miles

I know all of you must have read some of the excerpts from letters the boys and girls have sent us from the schools we have visited. Some gems I'd say. Jim has purposely left the wording and spelling intact, so don't blame him for grammar or spelling. I think you will get a "kick" out of reading them. We will include more as they are received.

The dates listed below will conclude this year's agenda.

May 2 Sandymount Elem.
May 9 Westminster Elem.
May 16 Robert Moton Elem.
May 23 Eldersburg Elem.
May 30 Uniontown Elem.

All are on Wednesdays at 9:30 a.m. We think that this year the program has been significantly improved, streamlined, and enhanced.

Of course over the summer some display repairs have to be made, new models constructed, etc. If any members have any ideas for improvement, please let me know. Or, if you can participate *Please - You Can Be Used*. We've been spread pretty thin on several occasions. If you know of any group or organization that may be interested in what we do - speak up. We're flexible! This project is suitable through the 8th or 9th grade level.

Just a Reminder ...

July 1st is coming fast! If you haven't paid your \$50 Assessment yet, remember, it's due by July 1st.

Please send it to the Treasurer, Lloyd Briggs as soon as you can.

Coming Events

July 4 - *Fun Fly*, Meade Flyers, Range #3, Fort Meade

August 26 - *Scale Contest*, CBRC.

October 6 - *MMA 1st Annual Flea Market*, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

WAM Events

June 24 - *Fun Fly #1* - Chairman, Paul Schaffner 429-1911

August 26 - *Fun Fly #2* - Chairman, Dave Kenney 484-5054

September 23 - *Big Bird Day* - Chairman, Roy Steinberg 833-1679

For Sale/Wanted/Swap

Club Hats - \$5.00 - Available at club meetings

Challenger -720 7 channel radio. New. Ch-40. \$150. Milt Peacock 833-3122

Fuel - 1 gallon Byron 10% synthetic lubricant. \$9. Milt Peacock 833-3122

More letters from elementary students about the School Flight Program:

Dear Friends,

You explain diffent then Mis Reck. Be I like your ways better. I like your way because it is complicated. Is it complicated to fly it. It was very neat.

Sincerely, Bradley

Dear Gentleman,

Thank you for bringing your planes to Windfield. I'm sorry I didn't get to see, or here anything at the beging of the show but I was at the Doctors But I did see when you flew the plane. That was Interesting. I liked when the plane crashed. It was a neat show.

Sincerely, Sarah Kapp

Dear Gentlemen,

Thank you for bringing your planes to Windfield. It was nice looking at real little planes. It was so nice when you made a show with the planes. The one I liked best was the dove.

Sincerely, Sarah Jenkins

About the Fun Fly ...

Paul Schaffner

Just a reminder - June 24th is the first Fun Fly of the summer. So . . . Charge them batteries, fuel up and practice. A list of events, with rules, will be at the June meeting, so be there or be square.

There will be two categories: Advanced and Novice. Come on out!

The first event will start at 1:00. If you would like to get there earlier (10:00) to set up, it would be appreciated. Call me at 429-1911 if you would like to help.

Dear Mr. Miles

I appreciate showing my the airplanes. I can tell my brother what you showed me because my brother might be in the Navy. I learned and saw different planes. I leamed that a plane can travel on one tack of gass. I think that my brother will enjoy what I am going to tell him.

Dear Gentleman

Thank you for bringing your planes to Winfield. I liked the plane that the Gummes flew and the one Amarthart flew almost flew around the world.

Sincerely, Stephan Hammel

Dear Westminster Aero Modlers,

Thank you for showing us the modles and the diminshon with the glider.

Your friend, David Wallace

Dear Westminster Aero Modlers,

Thank you for bringing in all those bodacious modle airplanes. The part I liked best was when you flew the plane it was awesome.

Your friend, Adam Pajak

Dear Fly Boys,

Thank you for coming. I had a real nice time. I learned that there is a plane called the Jenny. Thanks again.

Sincerely, Jenny Berarducci

Dear Mr. Miles,

I like how you talked, I learned alot from you that day. I do not like planes that munch but when I came theirr I liked them alot. I do not know wicth airplane I like the most I really like them all. Thank you for Comeing!!!!

Kaysi Lynn Reeder

Learning To Fly ...

Loops

John Schaffner

Here we go Loop-d-loop. Sounds easy. Looks easy. Is easy! But, there are loops and then again, there are *loops*. The loop was one of the first aerobatic maneuvers that I tried and did it successfully. Of course, it was a loop, but it was anything but that graceful figure you will see at the air shows. My airplane look like a puppy chasing its' tail. Here is how the book says it should be done.

To begin a loop, dive to gain additional momentum, but we will not consider the dive as part of the maneuver. When extra speed is reached, level off momentarily before applying back pressure. Apply back pressure on the stick coordinating with increased throttle as needed. The speed will decrease on the way up making it necessary to use more back pressure on the stick. Approaching the top of the loop, the airplane will slow down and gravitation al pull will become greater as centrifugal force is lessened. To overcome these effects and to keep the loop round, let up on the back pressure just before reaching the top. After passing the apogee of the loop back pressure must be reapplied to keep it nice and symmetrical on the back side. As the airplane picks up speed coming down the back side, reduce throttle to cut down on the G-force resulting from the increased back pressure on the stick. Try one straight on facing you to see if you can enter and exit the loop over a reference point on the ground. That's when you're good.

Next month - The Immelman.

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



To:

John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.

65



THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Ray Miles 781-4937

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Next Meeting:

July 3, 1990

Westminster VFW

7:30 PM

Volume 6 Number 7

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

Don't forget the John Owings Airpark Assessment (\$50.00) is due by July 1. Make checks payable to -Lloyd Briggs-Treas. WAM.

Fellows, this was again discussed at the June Club meeting and even though it now appears that it will be September at the absolute earliest, and that is far from positive, that we will be able to start on it, the fund must be available. For the benefit of those of you who did not attend, we discussed extending the deadline. The idea was defeated basically because any of us involved in this expensive hobby should be able to come up with \$50.00 in three (3) months time toward a nice place to fly and on top of that it would not be fair to those new members who are joining us now who must pay the assessment up front. This money is earmarked for the Airpark ONLY. It cannot be used for anything else. The money will be returned to you if the Airpark fails to materialize.

IF YOU DO NOT PAY THE ASSESSMENT BY JULY 1 YOU WILL LOSE ALL CLUB BENEFITS. THIS MEANS NO PAY - NO FLY. A few persons will have a list of names of those failing to

abide by the rules. Sorry but that is what the members present at the meeting decided.

You may feel that the following is sour grapes but it must be said.

I have been told that there was a conversation on the flying field by a member that it was felt that the officers were not telling the membership all that they know or what is going on. "They knew that we would not get the John Owings site this year." Gentlemen, that is hogwash. I assure you that as soon as we know anything, not just the Airpark, but anything pertaining to the club, you are made aware of it at the next meeting where it can be discussed with all the pros & cons. We have no secrets. I'll be blunt - get off your can and get to the meetings and get the straight poop. Be man enough to express yourself in person and not give out with wrong information in the parking lot. We invite your ideas and comments. It's your club and you should be heard but at the meeting and not somewhere and to those who do not know the whole story.

It has also been said that some members do not like the way "that bunch" runs the club. Again to be blunt - we are doing the best job that we know how to do within the means that we have to work with. Speaking for myself - if I can keep 51% happy and satisfied, then I'm content. If someone else wants the job - step up and if the club approves I'll step out. Guys, the pay ain't that great.

Isn't it odd that at a meeting I ask - "any old business?" You can hear a pin drop and of course most of the time there is something to go over. The same things with "any new business?" rarely a word, and of course we always have something. I just can't believe that no

Business Meeting

Wayne Creasy

WAM held its June meeting on June 5 at the Westminster VFW at 7:30 p.m. There were 20 members present and 2 guests. It was discussed how much Howard Crispin enjoyed the school program which he attended after our last meeting. Our club is receiving a lot of local and regional attention brought on by the implementation of the school program.

The MARC Show was reviewed and Milt announced the donation of 2 planes by *Today's Hobbys* for the school program. They were the *F4s Tiger II* and the *Phantom F4E* jets. John Schaffner volunteered to build one of the planes.

A report was given on the MMA (Maryland Modelers Assoc.) which was held at Ron Ware's on May 30th. His remodeled store, *Your Hobby Center*, has reopened for business. SCAM's (South Carroll Aero Modelers) new field is now ready and is located off of Houcksville Rd. The MMA flea market will be held on Oct. 6 at the Westminster VFW.

Ray Miles reported that no new information was available on the John Owings field but we're still hoping to have more developments by the fall.

Marco Held was voted in and accepted as a new member.

The school program has been completed for Carroll County for the year. The last presentation will be held for the entire student body (grades 1-5) at the Middle River Elementary school on June 13. (The club still needs a control line flyer for the school program) It was

Special Note:

Art Perry's new address is as follows:

Art Perry
2530 Ocean Pines
4 Sandy Circle
Berlin, MD 21811

Phone: (301) 208-0560
Best wishes in your new home!!

Continued on Page 3, Col. 2

Continued on Page 2

voted on and approved to purchase Award of Service patches for participants in the school program.

There was a discussion about the assessment for the new field and that it was due by July 1. It was reiterated that these funds would not be used if the field did not become a reality. A motion was made and rejected by the membership that the deadline for assessment fees be extended to September 1.

Roger Newcomer and Wayne Creasey received their solo certificates.

It was proposed that we try to get a speaker to talk about the NASA Space Telescope for our December annual meeting.

It was voted on and approved to establish an honorary membership program and a committee was established to propose the necessary bylaw changes.

John Hall's name was drawn for the prize of a Balsa USA *Moonraker*. He was not present so the prize will be carried over to the July meeting. The meeting adjourned at 10:00p.m.

AMA News

Ray Miles

Everything at this point in time is current. The 1990 roster update received from AMA & is being updated & corrected.

County Liaison

Ray Miles

Nothing has taken place at the Johns Owings site up to this point in time.

School Flight Program

Ray Miles

This past month the WAM completed our 2nd year in presenting the "Flight" class to all 3rd grade science classes in each of the 16 elementary schools in Carroll County District IV. V.P. Howard Crispin and his wife attended the class at the Sandymount School on May 3rd. That session went very well, and we seem to think that he not only enjoyed and approved of the

Coming Events

July 4 - *Fun Fly*, Meade Flyers, Range #3, Fort Meade

August 26 - *Scale Contest*, CBRC.

October 6 - *MMA 1st Annual Flea Market*, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

WAM Events

August 26 - *Fun Fly #2* - Chairman, Dave Kenney 484-5054

September 23 - *Big Bird Day* - Chairman, Roy Steinberg 833-1679

For Sale/Wanted/Swap

Club Hats - \$5.00 - Available at club meetings

DuraPlane II - Like new, already assembled & covered w/pushrods installed. You need a .25-.40 engine & radio. Wayne Creasy - 857-4373.

Kyosko Cardinal Electric Plane - With engine. Needs servo tray. Assembled with many spare parts. Like new. Wayne Creasy - 857-4373.

2 Kyosho 7.2 volt battery packs - Used four times. W/ Kyosho adapter connectors. \$15.00 each. Wayne Creasy - 857-4373.

Kyosho 8.4 volt battery pack - Used one time. W/ Kyosho adapter connectors. \$30.00. Wayne Creasy - 857-4373.

Hobbico AC/DC Multicharger - W/ discharge switch. Operates from car or household current. Like new w/spare fuse and adapters. \$30.00. Wayne Creasy - 857-4373.

clubs effort, but was also generally impressed. We hope so.

So now the time has come to regroup, repair, rebuild for next year. You would be surprised (no you wouldn't) of the abuse these display models take in the course of a year. I will be calling a team meeting very shortly to analyze this past year, exchange ideas, develop new programs, and expand our horizons. You'll see what I mean further in the column. But I do want to take a few lines to extend my appreciation, and to personally thank all of the people that have made this program not only work, but be successful. Your dedication and efforts cannot be put in words, but you are the ones that give unselfishly of your time, labor, and all the rest to the program. So, Milt, John, Ed, Jim, Herm, thanks, tons.

John Dorl scheduled an additional class for us that was held on May 3rd, at the "Stella Maris Hospice" for disadvantaged youngsters. There were about 8 of them present, so we had to radically adapt the situation. It also went well. The teachers appreciated our effort, but more importantly, our concern. That experience was an eye opener.

And now for a blast. After leaving the above, Milt, John, and I drove to the Middle River Elementary School for a prearranged meeting with the principal of the school. This was also arranged by John. Talk about involvement, he's got it. Anyway, we had our uniform attire on, and when we entered the building we literally "dumbfounded" the administration. The interest we sparked was unbelievable. They could not have

Continued on Page 3, Col. 1

been more receptive, could not do enough for us, and were more than impressed. We have a scheduled date of June 13, 1990 to present our program to the entire school on their activity day. John, with members of his BASS Club are to conduct a "finger kite" seminar for the 1st and 2nd grades, and the WAM will conduct our "Flight" program for the rest of the school, 3rd, 4th and 5th grades. There will probably be people from "Martin Marietta", the press, we don't know from where all, but this will undoubtedly be the biggest event our club has ever attempted. We extended invitations to the clubs in Balto. County to attend, which we felt was not only right, but a must, and to show these clubs what we do, how we do it, should they be interested in pursuing anything along these lines in Balto. County after all, we were in their territory.

We are in the process of contacting the Carroll County Representative to the Boy Scouts (including the Cubs) to initiate some sort of cooperative effort between them and ourselves, as to the possibility of holding these "flight classes" for them. This can no more than enhance our image with the county. My own personal view on this involvement, at deep down, all the county does is give us lip service. I foresee no fruition at all from them. (Please understand, I'm hoping, but am not holding my breath).

Also, to close out this column, keep your eyes on the *Carroll County Times*. I had a knock down, drag out round with them a while back, about lousy, inaccurate, couldn't-care-less, coverage etc. They're to give us another go at the Eldersburg School on May 23, 1990. We'll see how that turns out. Finesse, I do not have.

MMA

Ray Miles

Met at Ron Wares on May 30, 1990. Now store is attractive, bright and well layed out. Nice Job.

Discussed MMA booth to be manned at the *MARC Show*. On June 2 & 3. Also materials needed to be set up on Friday, prior to show. The WAM School *Kadet* will be used in MMA booth. All parties agreed.

The Philadelphia Show (Richter) was disappointing for buyers, OK from

dealers viewpoint, but one could get to talk with the manufacturers.

1st annual MMA *Flea Market* to be held on Sat., Oct. 6, 1990 at the VFW Hall (where we meet). There will be 50/50 raffle. More will unfold later in the year.

Club Reports:

SCAM's new club field is off Houcksville Rd.

Meade Modelers 4th of July Show Range 1 (range 3).

RCMB's new field opening is on June 24.

WAM June 13 school program at Middle River Elementary.

WAM Club *Fun Fly* - Nelson's June 24.

CBRC Recapped Andrew Air Show was successful.

BASS Same as WAM.

Meeting adjourned 9:15 p.m. Next meeting June 28, 1990 at the Hazelwood Inn off Belair Rd.

Prez Sez from Page 1

one has any thoughts of what you may like the club to do, or not do, to have an affair, to have some hot- dogs, soft drinks at the fun fly, etc. Perhaps an inner club contest? It's not up to the officers to come up with the ideas. It appears that just because it has been that way lately some person(s) feel we are not doing the job right. Come to the meetings, express your thoughts, be a part of your club.

The *MARC Show* is history for '90 and thought it was good one. WAM members made a good showing at the show. Seems that we always saw an orange and white hat going by. Ron Ware, director of the Maryland Modelers Association, expressed his thanks for our members efforts in manning the MMA booth. I also thank you.

We miss seeing some of our members at the field this year and also at the meetings. We have had a little wind but most of the time flying has been good.

Ed Goldman is working on a new thought - "Honorary Membership" - that could be granted to someone of importance to the club. In my opinion - no dues involved, no club privileges, just the distinction of their being an "Honorary" member, i.e. AMA Pres., VP, MMA Director, News Media Editor, TV Manager, etc. It costs us nothing but a stamp and a letter and we could reap a benefit. Who knows. We will discuss it again at the July meeting.

I do think I have said enough. I'm sorry if what I have written this month does not sit well with anyone but those who know me know that I say it as I see it and I expect you to do likewise. The only thing I ask is say it in the proper place. Nuff said - Good Flyin' - Milt

School Flight Program News

Milt Peacock

As many members knew, our school team was invited to take our program to the "Martin Blvd. Elem. School" in Middle River on June 13, at 1 p.m. Since we were out of our area, Carroll County, I called the Radio Control Modelers of Baltimore, Sunday Flyers; Baltimore Area Soaring Society, and the South West Area Parks clubs and advised them of the request by the school and also invited them to participate along with us. We met with Ms. Karen Schafer, Principal, and Ms. Kate Sypes, a teacher, and plans were made. Ms. Sypes is a personal friend of John Dorl which is really how they discovered our program. The other clubs welcomed us into their area and agreed to help out. Since this presentation was to be to the whole school and not just one grade, we needed help.

The day arrived and gratefully so did the help. The BASS took the younger kids into the cafeteria and showed them how to make "Finder Kites" etc. Members of RCMB; Sun. Flyers; & BASS, assisted us with set up, hand outs, gave magazines, etc. with the remainder of the school in the gym. I don't know how many children were there, but it was a lot.

When flight demo. time came we were again in luck. It was a small area but I felt that I could get in & our safely *IF* the wind was in the right direction. It was and we did. First, Bob Zampini, (Sunday Flyers) flew his helicopter inside the chainlink tennis court enclosure. Then Joe Radoci (BASS) set up a winch and flew a sailplane.

Continued on Page 5, Col. 1

Learning To Fly . . .

The Immelman

John Schaffner

The creation of this maneuver is credited to Max Immelman, a German World War I aviator. Since his name has become standard usage in the language of aviation, it is only appropriate that we know something about him.

He was born on September 21, 1890 and by the outbreak of World War I was already an experienced aviator. He was the first of Germany's pilots to down 5 enemy aircraft in combat. He began his military flying career in September of 1944 with spectacular "bombing" raids on Paris, France. Swooping low over the city in a *Taube* monoplane, he dropped sandbag "bombs" to demoralize residents, and leaflets demanding that Paris be surrendered to the advancing German forces.

When opposing airman later began to fire on one another instead of just waving on reconnaissance missions, Immelman developed a tactic for which he gained notoriety. He would lie in wait above the clouds behind German lines until British or French planes invaded the airspace below. Then he would dive through the clouds to attack them.

After the invention of the Fokker synchronized forward-firing machine gun in 1915, Immelman became even more feared in aerial encounters. With his Fokker *Eindecker*, he downed the first enemy craft on which he fired and went on to score 15 victories during the war.

Immelman earned immortality by perfecting a maneuver to escape enemy fire or to make a second firing pass at an enemy plane before it could escape. After his usual tactic of diving at his target from above, he would pull into a nearly vertical climb, firing at the target again on the upward pass, then execute a half roll at the top of the half loop. That maneuver, known as the Immelman, is a standard part of the aerobatic pilot's repertoire today.

Immelman's outstanding combat record probably can be attributed as much to an uncanny sense of knowing when to engage the enemy and when to run, as it can be to aeronautical skill. However, on June 18, 1916, that intuition failed the "*Eagle of Lille*." Diving out of a cloud behind what he thought was the last in a flight of British *F.E. 2b* biplanes, he was caught unaware by a British pursuit plane that had also lain await in the clouds. The faster British airplane caught up with Immelman and he was killed. He had not yet reached his 26th birthday.

And now, back to doing it.

The Immelman can be described as a half loop with a half roll recovery 180 degrees from its direction of entry. The dive for speed and the pull-up are done in much the same manner as the loop. However, to provide for more speed at the top, a greater speed must be attained in the dive. At the top of the loop hold in forward on the stick to establish inverted level flight momentarily. From the inverted position we will execute a half slow roll. Since rudder action is reversed when the airplane is inverted, begin with aileron and opposite rudder. Forward pressure used to hold the nose up while inverted will be maintained until the wings have rolled to an attitude perpendicular to the horizon. As the knife-edge position is approached opposite rudder pressure is reduced. At knife-edge we will apply rudder in the direction of the aileron and gradually reduce forward pressure to allow the airplane to return to level flight horizontally as well as laterally.

Next month: The Hammerhead.

Product Review

Ace R/C Inc. DIGIPACE I

Jim Garrett

I take great pains in the care and feeding of the nickel-cadmium battery packs in my r/c equipment. This includes proper charging techniques, routinely monitoring battery pack voltages, and insuring that all connectors are clean and tight. It really does not take long to perform these checks, and so far I've been lucky (knock on wood) in that I haven't yet had an accident that I can blame on the batteries. But, even though I'm doing my part to avoid a mishap, are the batteries doing theirs? With proper attention, nicads will deliver hundreds of charge/discharge cycles, but, like everything else in life, batteries age too, and at some point, the batteries' capacity to hold a charge will reduce to the point where they must be replaced.

The Ace R/C *Digipace I* is one of many devices on the market that will aid you in determining the condition of your batteries, and also will help you to keep them in good shape. One of the features I found most attractive is that it will do it automatically. All you have to do is connect the battery packs to the *Digipace* (one Rx and/or one Tx), set one switch for the Tx cut-off voltage (it will handle 12, 9.6, or 6 volt transmitter packs), set the charge rate for the Rx battery (either 50 milliamperes (ma) or 120ma), hit the Discharge Enable switch, and walk away. The unit will apply a constant discharge rate of 300ma to each battery pack. An LED (light emitting diode) will tell you that the batteries are in the discharge mode while a timer will display the total discharge time so far for each battery. When the batteries have reached the total discharge state, 4.4 volts for the receiver side and 11, 8.8, or 5.5 for the transmitter side (that's why you set the cut-off voltage with the switch), the unit will automatically switch to the overnight charge rate for each battery. You will be left with a display of the total discharge time, one for the Rx and one for the Tx. By converting the time display to hours and multiplying the result by 300ma, you can calculate the actual capacity of battery pack.

Continued on Page 5, Col. 3

DON'T FORGET!!

The \$50.00 Field Assessment
Is Due on:
JULY 1, 1990

New Member:

We have another new member
of WAM. His name is Marco Held.

Welcome to the Club, Marco!

Then I flew my club *Kadet* as a power R/C. Did I say *power*? Power is what I *didn't* have. The grass was high which made it tough to get off but I lost lots of power when airborne. I nursed the plane a bouncy landing, But it was in one piece and safely down. I found a piece of grass in the carb. which apparently caused the problem.

I speak for our own team which were present (Ray M; Jim U, Herman G, John D, and me) when I thank the other clubs members for their help.

BASS - Walter Pasciak Mike Miecznikowski Phil McShane Henry Phipps Joe Radoci Don Olson

RCMB - Dave Mitchell

Sunday Flyers - Robert Zampini

Hopefully I didn't miss anyone. We all had a great afternoon.

WAM is on the map with this program. The team has put forth a lot of time and effort into it and it is getting better as we go along. We had a donation of two knit from Today's Hobbies Inc. for an *F4E Phantom* and a *F5E Tiger II* jet models which we did not have yet. John Schaffner volunteered to build one and I will build the other.

Our season is over and I wish to say to each of the team member - Ray Miles, John Dorl, Herman Gross, Jim Umstad, Ed Goldman, Ken Davis, Don Berwager, Lloyd Briggs, the club thanks you. Vacation time and then the '90/'91 season.

Bilge Water . . .

Milt Peacock

Bill James is certainly a dedicated flier. On June 6 he was busy fling in the AM (only to dent his plane) but then in the PM gets married. Congratulations to both Bill and Pam. We wish you all the best.

A big thank you goes to Bill Hasert for printing our club fliers and other items. Its work like this that helps keep the club running.

Many thanks to Bill Welling for the museum listings.

Marc Held - Welcome to the club but watch where you point that buzz saw you fly.

The *MARC Show* flea market was a success. I know at least 6 members sold some of their excess items. The sales swelled the club treasury by \$38.00 which is not the intent of the club renting the tables. The intent is to give YOU the chance to sell your unwanted items without having to rent a table. We share the cost of the tables by giving the club 10% of your gross to offset the cost to the club. Most members felt that was fair when we first started it some years ago and MOST still do.

WAM did themselves proud when it came to working at the MD Modelers Assn. booth at the *MARC Show*. Out of the 12 persons who gave their time, 4 were from WAM. Many thank to Jim, Lloyd, Herman & MP. DCRC and PGRC both asked to join the MMA. The MMA has given the clubs a place to air their problems and to possibly help each other with expressing their opinions or experiences with a like problem or situation.

The National Flying Site ground breaking will be July 23rd in Muncie, Indiana.

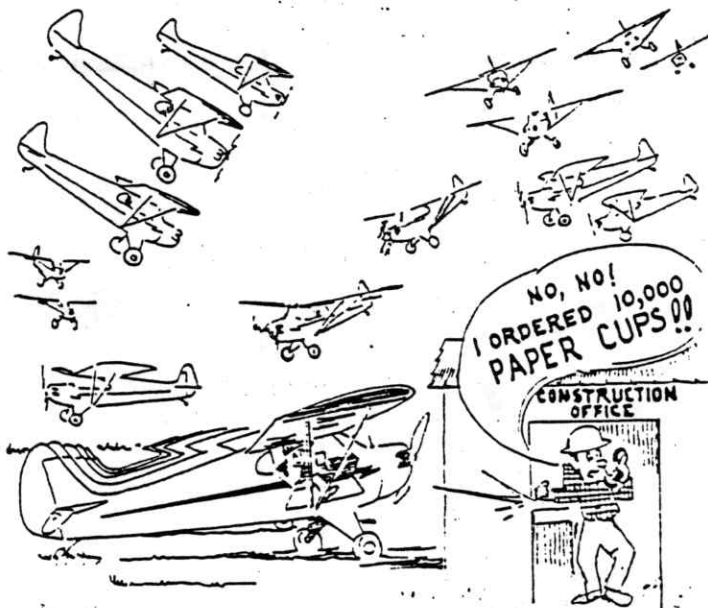
I just learned that Grandpa Lloyd Briggs is again a grandpa. On June 13 Brandon Lloyd Briggs came along. Grandma Phyllis and Grandpa Lloyd are doing fine. Congratulations from all of us.

Review from Page 4

Example - say I connected a fully charged receiver battery to the *Digipace* and started a cycle. I come back later and see the green Charge LED lit up, that tells me the cycle is complete. The Rx discharge time shows 90 minutes. 90 minutes is 1.5 hours so 1.5 hours times 300ma is 450 milliamp-hours (mah). That's the actual operational capacity of the pack. If the label on the pack says 450mah or less, I know I'm in good shape. If the pack says it's a 500 or greater mah capacity, it might be a good time to change batteries before I have to change planes. By using the *Digipace* occasionally, you can determine the true capacity of your batteries and detect aging cells. And if you think your batteries are a victim of the dreaded nicad *memory* effect we here about, a couple of cycles will have you as good as new.

The overall quality of the unit is excellent. It uses commercially available parts inside (you take everything you get apart when it's new, don't you?) The accompanying manual is extremely well written and informative. There's even a schematic diagram and theory-of-operation manual included which is a great help if it ever breaks. The only thing you have to add are the connectors to attach to your batteries.

Overall, I think it's a great piece of equipment and I highly recommend it to anyone who cares to keep what they have flying flying.

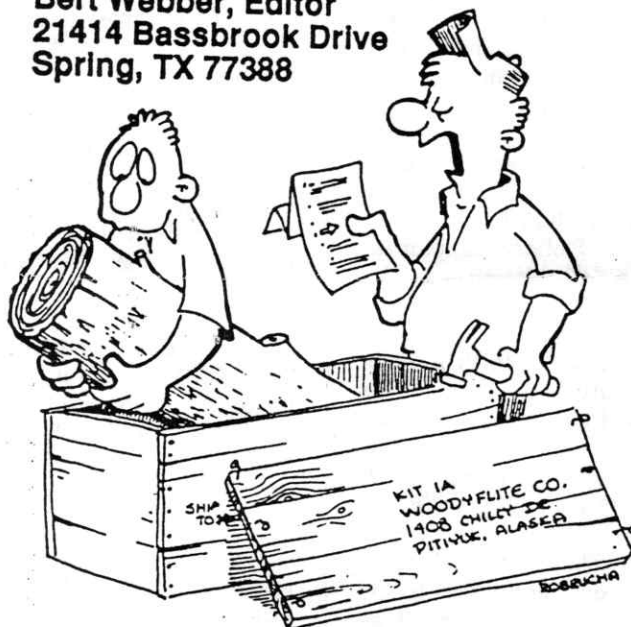


Just for Laughs....



F-Troop of Southern California
Pete Sepulveda, Editor
 12740 East Andy Street
 Cerritos, CA 90701

Jetero R/C Club
Bert Webber, Editor
 21414 Bassbrook Drive
 Spring, TX 77388



"This basic kit contains the finest Sitka spruce
 in its natural form. . ."

Central Ohio Radio Control Society
Gene Althoff, Editor
 346 Gentlewind Drive
 Westerville, OH 43081



"Couldn't find a bird to save his life, but models—
 that's a different story"

Chesapeake Bay RC Club
John Jakubowski, Editor
 6719-1/2 Boston Avenue
 Baltimore, MD 21222



MOM!! POP'S LOCKED HIMSELF IN THE BATHROOM AGAIN... AND HE WON'T COME OUT!!!

Where To See—And Hear—Them

Felly Aviation is just one of the places where warbirds live on. Check the listing for a collection near you.

- **Champlin Fighter Museum**
4636 Fighter Aces Dr., Mesa, AZ 85205
Phone: (602) 830-4540
Open: 10am-5pm, except holidays
- **Pima Air Museum**
6000 E. Valencia, Tucson, AZ 85706
Phone: (602) 574-0462/791-2929
Open: 9am-5pm, daily
- **Planes of Fame Air Museum**
7000 Merrill Ave., Chino Airport, CA 91710
Phone: (714) 597-2722
Open: 9am-5pm, daily
- **New England Air Museum**
Bradley Intl. Airport, Windsor Locks, CT 06096
Phone: (203) 623-3305
Open: 10am-5pm, daily
- **Smithsonian Institution
National Air and Space Museum**
Washington, D.C. 20560
Phone: (202) 357-2515
Open: 10am-5pm, daily
- **U.S. National Museum of Naval Aviation**
Naval Air Station, Pensacola, FL 32508
Phone: (904) 452-3604
Open: 9am-5pm, daily
- **Weeks Air Museum**
14710 S.W. 128th St., Miami, FL 33186
Phone: (305) 233-5197
Open: 10am-5pm, Saturday-Sunday
- **Frasca Air Museum**
Frasca Field, Urbana, IL 61801
Phone: (217) 367-8441
Open: By prior permission only
- **Valliant Air Command**
6600 Tico Rd., Titusville, FL 32780
Phone: (305) 268-1941
Open: Not yet open to the public
- **New England Escadrille**
P.O. Box 605, Kendall Square Station,
Cambridge, MA 02142
Phone: None available
Open: By prior permission only
- **Kalamazoo Aviation History Museum**
3101 E. Milham Rd., Kalamazoo, MI 49002
Phone: (616) 382-6555
Open: 10am-5pm, Monday-Saturday;
1pm-5pm, Sunday
- **The Air Museum—Planes of Fame East**
14771 Pioneer Trail, Eden Prairie, MN 55344
Phone: (612) 941-2633
Open: 11am-5pm, Saturday-Sunday, Memorial Day through Labor Day, or by appointment
- **Cradle of Aviation Museum**
Mitchel Field, Garden City, NY 11530
Phone: (516) 222-1181
Open: Noon-5pm, Friday-Sunday, May-Oct.
- **Intrepid Air-Sea-Space Museum**
Intrepid Square, W. 46th St. and 12th Ave.,
New York, NY 10036
Phone: (212) 245-2533/0072
Open: 10am-5pm, Wednesday-Sunday
- **National Warplane Museum**
P.O. Box 159, Geneseo, NY 14454
Phone: (716) 243-0690/9887
Open: 9am-5pm, Monday-Friday;
10am-5pm, Saturday-Sunday (call in advance)
- **Old Rhinebeck Aerodrome**
42 Stone Church Rd., Rhinebeck, NY 12572
Phone: (914) 758-8610
Open: 10am-5pm, daily, mid May-October
- **U.S. Air Force Museum**
Wright Patterson Air Force Base,
Dayton, OH 45433
Phone: (513) 255-3284
Open: 9am-5pm, daily
- **Wings of Freedom Air and Space Museum**
Willow Grove Naval Air Station,
Willow Grove, PA 19090
Phone: (215) 443-6039
Open: On permanent display along fence
- **Combat Jets Flying Museum**
8802 Travellair, Houston, TX 77061
Phone: None available
Open: By prior permission only
- **Breckenridge Aviation Museum**
P.O. Box 338, Breckenridge, TX 76024
Phone: (817) 559-3201
Open: 8am-5pm, Monday-Friday
- **Confederate Air Force Ghost Squadron
Flying Museum**
P.O. Box CAF, Harlingen, TX 78551
Phone: (512) 425-1057
Open: 9am-5pm, Monday-Saturday;
Noon-5pm, Sunday

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



To:

John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.



THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Ray Miles 781-4937

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Next Meeting:

Sept. 4, 1990

Westminster VFW
8:00 PM

Volume 6 Number 9

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

The summer seems to be flying by and not a whole lot of flying being done. Quite a few fellows that were so active last year have not been around this year. The weather has not been the greatest and the fun fly has been blown out but we will miss seeing you.

At the last meeting the treasurer reported that 34 members have paid the assessment prior to the deadline. This means that 17 have not, for whatever reason, have not met the obligation. Remember two things - 1 - the money is earmarked for the John Owings Field and cannot be used for anything else. 2 - You cannot fly at Nelson Field until the obligation is paid. This has been discussed at several meetings and it is the members decision that this be enforced.

Please take a moment and reflect on the memory of an old-timer member of the club, John Lowery, who passed away in June. We extend our condolences to his family.

Lloyd and I attended the July 4 Fun Fly at the Meade Modelers field. It was windy and hot. They lost their old field and this is new to them, but it appears that they may lost this one also in the not-too distant future.

The R/C Club of Balto. opened their new field in June to the tune of \$17,000. And to think some of our members gripe at \$50.00.

The Sunday Flyers dedicated their new field on Batavia Farm Rd., Balto. Co. on July 15. Bob Allen and I represented WAM at that affair. Balto. Co. helped them with that location but the club still sunk their money into it to make it materialize.

South Carroll Aero Modelers assessed their members to have a place to fly and after investing their bucks found a problem when it came to using it. ONE neighbor complained, and guys, that is all it takes, ONE.

Keep these things in mind when you feel like griping about our facilities or what we MUST do to be able to maintain a flying site.

I just returned from Olean, NY where I attended the STARS Scale Rally. The town of Olean closed their airport to full scale traffic from 9-5 for the event. Your model must be a replica of a full scale plane in order to fly there. I would guess there were at least 200 planes there of all description. The whole thing is very low key and much fun. They also give the pilots a free chicken dinner to boot. If flew my new T-28 there and felt like Wayne with knocking knees on the first flight which ended up dead stick. Wow!!

Don't forget our Fun Fly, Paul Schaffner Chrm., on July 29 noon.

See you at the field - Milt

1991 IS APPROACHING ...

and odd number frequencies will soon be available which creates a problem with the wide band sets. The W/B sets will still be legal but a good possibility of interference exists. SO - think about getting your radios updated. We will have to come up with some field rules to be implemented in 1991 to not shoot down a friend who is still using a W/B receiver.

Business Meeting

Wayne Creasy

WAM met on Tuesday July 3, 1990 at the Westminster VFW at 7:30 pm.

There were 19 members present and 2 guests, Mr. Rusty Metcalf and Mr. David Rossi.

Ray Miles reported on the new field at the John Owings Landfill. The State has attempted all recommendations made by our committee in February and the County Consultants have received the go ahead to start completion of the facility.

Ron Giddings and Pat Viel were voted on and accepted into membership.

Members were warned against using channel 44 at the field since there have been several crashes which were felt to be interference related.

Members were urged to read the article under district news in the AMA Model Aviation Magazine for July. This article is concerning Howard Crispins

IMPORTANT NEWS -- READ PAGE 5 FIRST!!

visit to our club and his favorable response to our school program.

Members were reminded not to park on both sides of Nelson's Rd. and to avoid flying over Don's house.

Our meeting time for the rest of the summer was adjusted to 8 p.m. instead of 7:30.

The June fun fly which was not held due to wind conditions was rescheduled for Sunday, July 29 at 12 noon.

To date, 34 members have paid assessment fees.

The meeting adjourned at 9:45 p.m.

ARF, A.R.F.

Wayne Creasy

I was talking with a couple of the fellows at the field the other day and got the idea that it might be nice to share some of my experiences with A.R.F. (Almost Ready to Fly) planes. I know that most of the members fly kit built or even scratch built planes, but I personally prefer the ARFs.

It is primarily because I like the fact that they can be built quicker and in some cases are no more expensive than the kits. When one like myself, who just recently received his solo certificate, starts this hobby the last thing on your mind is your first crash. Well, believe you me it happens and its devastating not necessarily because you lost your first plane but because you have nothing else to fly. So with kit planes you could take 3 to 6 weeks to get back into the air. This is not the case with ARFs which can usually be finished in 6-9 hours.

Not all ARFs are "junk" as one person inferred to me. There are many different levels of quality just as there are in regular kits. They range from bare bones planes such as the Hobbico *Sturdy Birdy* to the *Telemaster 70* from Hobby Lobby. Hobbico makes an all wood series of planes called AWARF (all wood - ready to fly) which fly well and are repairable. Flitecraft makes several models which are built out of a vinyl/plastic combination. These are

very durable planes. Some of the kits even require covering so your must read the ads carefully.

Just as there are fast food products, and TV dinners so exist the ARF planes. ARFs used to only be made in trainer models but now they can be seen in low wing sport versions as well.

So fellows don't be ashamed to bring your ARFs out to the field and fly them.

In later issues I will try and review some of the kits I've built and maybe this information can help a member decide whether or not he desires to purchase that particular kit.

School Flight Program

Ray Miles

The final presentation of the WAM's "Flight" program was given at the Martin Elementary school in Baltimore County on Wednesday, June 13, 1990. The BASS Club conducted their "Finger Kite" seminar to the 1st and 2nd graders, and WAM. their "Flight" class to the 3rd thru 5th grades. Both classes were well received, and well presented. Participation by other clubs was well in evidence. Bob Zampani of the Sunday Flyers, put on a helicopter demo, Joe Redosi of the BASS Club flew his sailplane, and "Old Reliable" Mile Peacock, of the WAM flew his trusty *Kadet*. The weather cooperated 100%, and all went without a hitch. Others that supported this effort were the CBRC & RCMB Clubs. We thank all who contributed to make this one successful

day. We hope that this may help in whatever manner to get programs of a similar nature started in other areas.

In Memorial

It was with deep regret to have to say good-bye to another one of our club members. John Lowry left us on June 27, 1990. We send our condolences to Mrs. Lowry, and family. Flowers were sent to the family in the clubs name. John will be missed, his humor, and positive outlook has left its' mark.

MMA Report

Ray Miles

The M.M.A. met on June 27, 1990 at the Hazelwood Inn off of Belair Rd. This meeting was hosted by the BASS Club, and what hosts they were. The Presidents Report is as follows:

The Oct. Flea Market to be held at the VFW in Westminster is getting in full swing. 50/50 tickets are available. The WAM Club will place directional signs at designated areas for those unfamiliar with our neck of the woods. Set up times, etc. will be homed in on later. Doug Harper, from the DCRC Club was in attendance, and expressed their clubs interest in joining the MMA. Doug is show team pilot with the DCRC Club. Ron Ware outlined to him the aims and purposes of the MMA. Ron reported that the MMA booth at the MARC show was excellent, and received many favorable comments. That booth had a lot more class than

Coming Events

August 26 - *Scale Contest*, CBRC.

October 6 - *MMA 1st Annual Flea Market*, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

WAM Events

August 26 - *Fun Fly #2*- Chairman, Dave Kenney 484-5054

September 23 - *Big Bird Day* - Chairman, Roy Steinberg 833-1679

last year. Much more professional, club logos, location information, the whole picture. Several clubs garnered several applications for membership because of it. The only short coming was the lack of "bodies." More could have been used. Also the attendance was up about 500 from last years figure.

Club Reports

RCMB

RCMB reported that their field opening and dedication was one huge success. County official were there, and they were tremendously impressed. This is one of the best fields anywhere, and as usual, the county people had absolutely no idea of our numbers, and what we are all about. So congrats go to the club. They are looking forward to the Hernwood Landfill recapping to come about, and when that occurs, Baltimore County will have provided 4 model airfields in that county. Not one, but four.

DCRC

Doug informed the MMA that in Montgomery County there is a law on the books pertaining to model airplane noise. It must be acceptable, as there seems to be no problems. They also are interested in joining the MMA.

SCAM

These people are now flying at the new field off Houcksville Rd. The horse problem is about resolved, when the club became aware of the problem and acted accordingly. Good Neighbors.

Howard County R.C.

Their field will be lost to developers eventually.

SWAP.

Their new field is in operation after the designers were made aware that laying out a field cannot be done on a drawing board. The county agreed to redesign the layout when it was brought to their attention that flying can be done over woods, fields, dumps, water, but not over people, as it was originally layed out. Again, no one either is listening, or does not understand plain English. All public officials surely can twist things into a ball of confusion.

WAM

We extended thanks to all who helped with the Martin Elementary School. (See school program). We also brought up the Westminster "Air Spectacular" to be held at the Westminster airport on Sept. 1 & 2, 1990. Even though we have not received a formal invitation, the DCRC Club said they would be interested in putting on their air team show. More next month on this.

The meeting was adjourned at 9:30 p.m. the host club, BASS then proceeded to set us down to soda, suds, and steamed crabs. Some class. The next MMA meeting will be on July 25, 1990, at Ron Wares store. Also Bob Zampani deserves our thanks for his part in hosting the BASS meeting at the Hazelwood Inn - Many thanks Bob.

AMA News

Ray Miles

All corrected roster forms have been received from the academy, and all is in order. I imagine all of you saw the spread in the *Model Aviation* by Dist. IV. V.P. Howard Crispin. A nice article. Thank you Howard. I know that you get a copy of this, and we are grateful for the coverage you gave us. It was a pleasure to have you with us, and also a big thank you for the club award. We suppose big things come in small packages.

County Liaison

Ray Miles

I made a trip the John Owings landfill to see for myself what progress if any has taken place. Absolutely zilch. Nothing has been moved, touched, or in any way begun. My next call was to Bruce Dutterer, the county draftsman. It has been 13 weeks since I last spoke with him, and at that time he told me they expected to hear something in 2 weeks. I want to see how long 2 weeks actually is. After talking with Bruce, everything above is as written. Still no O.K. from the state. But he did say that the capping of the fill must be done by times mandated by the State, and they are waiting to go on it when notified. Then the field layout, seeding and rolling will begin. However, I still do not know if the recommended changes we submitted in Feb. have been accepted, or re-sketched, or what, at this time.

July 3, I just heard from the county people. All of the recommendations as to field changes were submitted to the State and accepted. There are no problems there. All of the close out material including the flying area changes plans are drawn concerning all aspects of the landfill. No one, according to Bruce, foresees any problems with our recommended changes. When that step is completed, the public works people will start on lining the fill, and start on the air field. Bruce is to let me know when the consultants report is received.

What Happened To My August Talespinner!?!?

Jim Garrett

Sorry about that folks...

July was a verrry busy month for me. A 5 day business trip turned into a 3 week out-of-town fiasco (if you'd consider Spokane, Wa. out-of-town enough.) Needless to say, the newsletter didn't get done. I'll makeup all of the articles I've received for the August issue in future issues. Jim

Learning To Fly . . .

The Hammerhead Stall

John Schaffner

The hammerhead stall is a beautiful maneuver to watch, especially when it is done with smoke. To accomplish it with precision requires a high degree of proficiency in planning and timing.

Begin with a shallow dive to pick up additional speed then come back on the stick and apply power. When the airplane is climbing vertically, you will be ready. Just prior to stalling apply full rudder to pivot the airplane. You may need a bit of opposite aileron to prevent the outside wing from developing lift and rolling in the direction of the applied rudder.

The timing of the rudder is very critical. If application comes too early the plane will fly over the top as in a wing-over. If you wait too late the plane will begin sliding backward before rotation. Much too late, a tail slide and whip stall will result.

As the airplane changes its flight path from up to down, neutralize the rudder and close the throttle. Begin your pull out before excessive speed has built up. Level off and resume cruising speed.

Remember, you must execute while the airplane still has enough momentum and enough air passing over the rudder to give you control. Propeller forces will make a difference between turning left or right. When you turn to the left, allow the engine to assist in pulling the airplane through the vertical turn. If you turn right, reduce engine power just prior to making the turn, but before forward momentum is lost.

Next month - The Cuban Eight

A wise old Micro-Henry once said:

*There are those who have been
up a tree, and there are those that
will be.*

If (when) it happens to you call Jerry Harrison at 1-(717)633- 6131, 46 Fairview Dr. Hanover, Pa 17331

Jerry is a former member of WAM and is very sympathetic to our needs when this happens. He will not ask a fee for his services, but he is surely worth something when he retrieves your considerable investment from than mean old tree.

**Member Matt Clement
has enlisted in the
USAF. Good luck Matt,
and mind the country
for us!**

The Air Races

John Schaffner

Aug. 22-29, 1909, just six years after the Wright brothers made the first powered flights, the first International Air Meet was held at Rheims, France attracting over 100,000 people daily. Among the entrants was Louis Bleriot, who earlier that year had been the first to fly the English channel. He showed up with five machines of his own design. One, built for the speed event (The Bennett Cup) was powered with a V-8 60HP E.N.V. engine.

Hubert Latham was there with two *Antoinettes*, the most streamlined design at the meet, powered with 50 HP.

A new *Voisin*, which looked like a huge boxkit was entered. It has only lateral stability, leaving it impossible to bank or maneuver properly in turns. Louis Paulhan showed with a *Voisin* powered with a 7-cyl Gnome rotary motor which revolved with the propeller. This system was fine for cooling, but sacrificed much power to turn the engine.

Two Wright machines were entered with the advantage of having no landing

gear to drag. They were still being launched from mono-rail trolleys.

Henri & Maurice Farman brought two enormous biplanes. They were powered by Gnome rotary engines of only 35 HP to drive a mass of wood, fabric and wire through the air.

Glenn Curtiss, the lone American entry, was there with the smallest aircraft, a pusher biplane with but 26 feet span and powered with a 50 HP V-8 water cooled engine designed by Curtiss.

The most unique aircraft of the meet were three R.E.P. monoplanes, designed and built, including 35 HP radial engines, by M. Robert Essault-Pelterie. The fuselage and cantilever wing were built with steel tubing covered with fabric. They carried 4 bladed props and had bicycle landing gear with wheels also installed on the wing tips. (B-47 style)

The Rheims meet was a great success. There were prizes for time and distance covered, one for altitude, and a daily contest for speed over a measured course.

Hubert Latham set the altitude record by ascending to 503 feet. Most machines there could go higher but the flyers were still earthbound, exploring altitude foot by foot. They thought it to be unsafe to fly high, and seat belts had not been even considered at the time.

(Imagine flying in rough air on one of those, just holding on by gripping the seat by exhaling a lot).

The air was rough through most of the meet and at one point there were 12 crashed aircraft on the field.

There were 38 airships at Rheims and 36 actually flew. There were no deaths and the injuries were minor. The slow speeds and light construction absorbed the impact when an aircraft crumpled in the dirt.

On Aug. 27 at 4:25 in the afternoon, Henri Farman rumbled around the course for 3 hours, 4 minutes and 56.4 sec. covering 118.5 miles setting a time and distance records. After landing, Farman was so cold & stiff from sitting on the front of his plane for that long, he had to be carried to the celebration in his hanger. A couple of brandies and he was good as new.

Curtiss and Bleriot see-sawed throughout the meet for the best speed. On the 28th Curtiss took off into very turbulent air to make his final attack on the silver trophy and \$5000 grand prize. (No seat belts either, folks). Roaring

across the starting line at about 45 feet with the engine wide open, the plane launched about so hard Curtiss was flung from his seat. He hooked his feet in the frame and flew the two laps at an average speed of 47.7 mph and landed with the record. Bleriot was 5.4 seconds behind. The Gordon Bennett Cup belonged to the United States, to be contested for one year hence.

Stay tuned, folks.

CENTRAL ARIZONA MODELERS
Dick Scaff
P.O. Box 146
Sedona, AZ 86336



SPECIAL ATTENTION

Please make an extra special effort to attend our regular Business Meeting at the VFW Hall at 8:00pm on Tuesday September 4, 1990. Mr Keith Kirschnick, the Assistant to Mr. Jack Sterling, the County Public Works Director, will be in attendance to answer questions regarding the status of the new Model Airpark at the John Owings Landfill. Bring all of your questions. We are also attempting to have one or two other county officials at this meeting, but that has yet to be confirmed. We have requested as many members of the SCAM Club as possible to also attend that evening as this concerns them as well as ourselves.

**THIS IS OUR FLYING FUTURE
LET'S HAVE A PACKED HOUSE!!!**

NUMBERS DO IMPRESS!!!

OFFICIAL NOTICE TO MEMBERSHIP

In accordance with our Constitution & By-Laws, Art. XVII, notice is hereby given that the By-Law Committee has proposed a new By- Law to create an "HONORARY MEMBERSHIP" as shown below.

The proposed change will be discussed and voted upon at our regular September 4, 1990 meeting.

PROPOSAL FOR HONORARY MEMBERSHIP

This proposal is to amend our Constitution and By-Laws to include a new membership classification, entitled "Honorary Member."

To achieve this new membership classification, add to Article V, Section 1 - Classifications:

F. Honorary Member - This membership shall be bestowed upon an individual whom the club wants to recognize, and such membership shall require approval by a majority vote of those present at a regular monthly meeting. The length of such membership shall extend thru the current calendar year. Such membership shall not include flying privileges, and does not require AMA membership. Current members of WAM are not eligible for this membership.

It is also necessary to add to Article V, Section 2 - Dues, the following:

7. Honorary Members - No dues or assessments.

HELP FROM THE CLUB WORKSHOP....

MERCER COUNTY RADIO CONTROL
Raymond Laue, Editor
Route 2, Box 73 Larrison Road
Wrightstown, NJ 08562

RECIPE FOR PAINTING AN AIRPLANE by Diane and Dave Gauss

INGREDIENTS NEEDED

One patient wife / two truckloads of sandpaper / a list of excuses for the one patient wife / one kitchen table, floor, dining room, living room, and a large sofa / one attic (alias high-tech drying system) / one spray booth or bathroom / one spray gun or throwing device / and all the thinner available between New York and Florida.

CAUTION

If you are missing any of these items, especially number 1, do not attempt as this may be hazardous to your health!

PROCEDURE

Let's remember that a good finish starts with a good base. Fill any imperfections with a lightweight filler and sand flush. Since it would not be a good idea to paint just the wood, I found working with 1/4 ounce Fiberglas cloth a good base covering. DO NOT apply the cloth with resin. K&B makes a great two-part clear matte paint which, if thinned about 50% and painted on while applying the glass, works magnificently. One coat to wet the glass as you apply it will be sufficient. You need not fill the glass fibers.

Now you need to utilize your paint throwing system (I highly recommend a Badger touch-up gun), using a primer compatible with your finishing system. I found using K&B from start to finish was the best bet. Spray a thin coat on your glass. Now you should make sure that a clear path to the 2 trucks of sandpaper is available. After each coat of primer has dried, using a sanding block you must sand down until the top fibers of the glass are exposed. Go hug your patient wife after this job. I guarantee an interesting response.

After several coats of primer, having sanded after each, you should have filled the weave of the glass with no buildup on top. After the final sanding, the surface should be smooth, but you should be able to see the top fibers of the glass cloth.

The key to this whole project is keeping down the weight. If you have carefully followed the steps for priming, you will need only very thin coats of paint to gain a glasslike finish. Again, using K&B epoxy paint and thinning about 30%, spray a very thin top coat. I found hanging dropcloths from the basement ceiling worked wonders for keeping the dust out of your finish (instant cheap paint booth). Two thin coats with a 600 wet-dry rubdown in between is fine. Do not overdo the paint. Here is where you need \$1,000 to buy your drying kiln, or you can use your attic, if you prefer. You must harden the surface of the paint before continuing.

Having now completed the easy part and being fully convinced that you are almost done, get ready to work!! The whole success of the finish hangs on the rub down of the final surface and waxing. This is done with a series of wet-dry sandpapers, starting at 600 and progressing through 1,000. Be very careful at this time not to rub through the paint!! Once the whole plane is sanded, your arm should be about 2 feet longer than when you began. If not, start over. Something went wrong. Now you need to recruit the patient wife, who by now is telling you to get your junk the H— out of her kitchen, dining room, living room, etc. This is done by addressing the real problem. She is now madly jealous of not being included in all of this fun. Along with the extra hands you will need several tons of rags or all the kitchen towels you can convince your wife is her contribution to a history-making effort. Using white polishing compound (available in most automotive stores) and a damp rag, apply a small amount of compound to an area about 4 square inches. Rubbing with rapid strokes, the area should begin to dry, generating friction and heat which brings up a glasslike shine.

The final step to insure long-lasting beauty of your finish is a good coat of any quality paste wax.

P.S. The need for the one large sofa? Let's just say you should NOT promise that the towels will look like new when you finish with them.

All You Ever Wanted to Know About BALSA

But Were Afraid to Ask!

by Frank Garcher and Jim Newman

If you decide to carry on building model airplanes for the next 200 years, you need have no fear of a balsa shortage. In spite of current rumors to the contrary, that is the estimated quantity of balsa currently in the forests of Ecuador!

Even so, the Industry is not sitting still and trusting in Divine Providence for a continuation of this happy situation, although there are still vast areas of Ecuador as yet untapped. For a number of years the Industry has worked toward a program of planned reforestation and has experimented with the planting and cultivation of balsa trees. This alone is a difficult task because the trees normally grow singly or in very small groups. The balsa tree has a rapid growth rate and within one year can be greater than 15 feet tall, eventually reaching 90 feet within the following 10 years. Felling between the 6th and 10th year yields the better grades of balsa because after about the 10th year the tree is very susceptible to rot and fungus. It is a continual effort to determine a means of cultivation whereby trees will grow in sufficient numbers to allow normal logging operations and now, after years of effort, there is showing a measure of success.

Because of its sparse growth, the usual "production line" techniques used in the logging industry cannot be made to work. The South and Central American jungle country in which the trees are found makes normal transportation impossible. Instead, the balsa trees must be sought out, felled, and dragged to water by oxen. At the riverside the logs are formed into rafts and floated to the sawmill. But, by nature, balsa can be considered a delicate substance and for the wood to be of good quality the time between felling and processing can be no more than two weeks or fungi and infestation will take their toll.

Once the logs are sawn into conveniently thick boards, they are very carefully kiln dried, under closely controlled conditions so that all fungus spores and insects are killed. Once dried out, the boards will be 80% lighter than their original weight. This is easily explained when the structure of the tree is understood, since the whole thing is nothing more than a big bunch of tubes up which the moisture travels. Modelers use only a very small percentage of the wood processed which, in a way, is fortunate, because a tree yields only about 15 to 18 percent of model grade balsa, the remainder going for industrial use—from space vehicles to toothpicks.

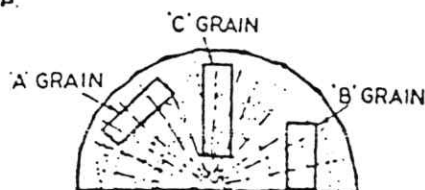
Although the mills are sawing more balsa than ever before, the demand has grown so rapidly over the past few months that consumption is exceeding the rate of processing. With the current production facilities this

is bound to have an effect on the model industry, of course, until new sawing facilities come into operation. Already 4" and 6" lumber is at a premium and the situation will remain tight until the new plants are completed. The amount of 4" and 6" wood that is generated by a tree will never fill the demand caused by modelers. It is predicted that before long we shall be gluing logs together to fulfill the need.

Midwest Products has carried out considerable research into gluing techniques for balsa blocks and found it to be perfectly feasible. Once processed, there is not too much difference between that and a sheet of "natural" balsa. Of course, they match logs as closely as possible and in model use, certainly, there is nothing against this system because the wood fractures long before the glue joint.

The right choice of wood goes a long way toward building a troublefree model, so it is helpful to know a little about the wood you are handling. For instance, many modelers, when shopping for balsa, select wood according to the duty it is expected to perform. You will see them carefully "weighing" a strip or a sheet in their hands, testing it for flex or stiffness. They have a good idea what they require, but all too many do not know the reason why the wood performs the way it does.

Take a look at the end of a log. On it you will plainly see the rays and rings which have a direct bearing on the type of balsa wood. Cutting the planks from the log in certain ways produces three basic grain types, A, B, and C, and a stronger model will result from intelligent use of these.



Showing how the three primary grains are obtained from a balsa log.

"A" Grain

Balsa sheets cut in this way show characteristic long grain lines running parallel with the long edge of the sheet. This type of cut produces very flexible sheets which curve very readily, like around a leading edge, for example. Except in very light weight models, this would be the wrong cut to use for wing ribs because its great flexibility also allows warpage and crushing. However, "A" grain is ideal for turtle decks, leading edges, forming tubes, and fairly flexible wing spars. Do avoid using it for flat sheet fuselage sides and all sheet wings and tails.

"B" GRAIN

This balsa shows much shorter grain lines and generally feels much stiffer. This is a very useful cut of balsa, combining some of the qualities of "A" and "C" grains. Specify "B" grain for trailing edges, tough fuselage sides, formers, wing ribs, planking and sheeting wing leading edges of heavier models.

"C" GRAIN

This balsa shows a distinctly mottled appearance, best described as Mother of Pearl chips! Balsa cut in this manner is extremely stiff, bends very little and splits easily, but used intelligently will produce by far the lightest and strongest models. Always use it for wing ribs because of its high resistance to warps. Makes excellent all sheet wings and tails for the same reason. If you contemplate using tubular fuselages on indoor models, this is the cut to use by soaking, rolling, then light baking. Avoid using "C" grain where impact shock is likely to be troublesome, e.g., hand launch glider fuselages, wing spars, or tubes other than "indoor".

Balsa density is directly related to strength. That is, the heavier it is, the stronger it becomes. This means that the modeler must be very critical in his selection, using only very dense wood where great loads are encountered (wing spars, for instance) and very, very light wood in unloaded areas such as fuselage, turtle decks, fairings or fillets, or wing tips.

Balsa, for the purposes of grading is graded by the Industry into density groups although the modeler prefers to use the terms "soft", "medium", or "hard". Specifically, these generalizations are as follows:

GRADING	SOFT	MEDIUM	HARD
Density In lb./cu. ft.	6-8	9-12	12-15

The serious-minded competition modelers will grade balsa wood into even tighter groups, for instance:

GRADING	LIGHT	MED. LIGHT	MEDIUM	MED. HARD	HARD	VERY HARD
Microfilm and penny plane. Indoor HL gliders. Block tips all models.	Hollowed out turtle decks. "Solid" RC model canopies, cowls. Leading and trailing edges to foam cores. Rubber model props. Solid (Jedelsky) wings. Fill between stringers. Wing sheeting. Triangle section strip (fuselage corners).	Thick leading and trailing edges. All sheet fuselages. HL glider wings and tails. Planking. Wing ribs.	Nonstructural stringers. Wide 2 piece trailing edges. U.C. solid wings. Large longerons (5/16" sq. upwards) Spacers on stringer fuselages.	Longerons (gen. purpose). Small solid trailing edge sections. Deep spars.	Small size longerons (1/8" sq. down). Secondary wing spars	Small section spars on multispar wings. Glider nose blocks. HL glider leading edges.

GRADING	VERY LIGHT	LIGHT	MED. LIGHT	MEDIUM	VERY HARD	HARD	VERY HARD
Density In lb./cu. ft.	6 and below	6-8	8-9	9-10	10-12	14-15	16 upwards

RC modelers, in general, are not quite so "weight conscious" as modelers used to be years ago, nevertheless, there are still the glider and Wakefield boys who look for the odd fraction of an ounce here and there. The "indoor" fraternity are the most selective group ever and a whole article could be devoted to their requirements alone! For starters, the table shown at the bottom of the page is given to help the builder select balsa for specific areas.

Selection of balsa, particularly at dealer level, can be a lengthy process not to mention testing the patience of the dealer and other customers! When picking out wing sheeting it is important to match left and right hand wing skins if trimming problems are to be avoided. You may be extremely fortunate and find a number of adjacent sheets in stock, which obviously were sawn consecutively from the same log. The same care must be exercised with fuselage sides if a symmetrical fuselage is to be achieved because one hard and one soft side will "pull" towards the harder sheet and a built-in turn will result.

To obtain matching strip balsa is an even greater problem, percentage-wise, generally the dealer having a huge bundle in his rack. Once again, spar stock should match, likewise the four longerons in a fuselage. Stiffness of strips can only be determined

by actual test, for example, anchoring one end to a bench and hanging a small weight on the other and comparing the degree of curvature—but this is not convenient in most hobby stores. In any case, the "friendly" dealer will rapidly become less friendly as he views the steadily mounting pile of fractured spars at your feet! Because of this, old hands prefer slicing their own strip and spars from one good sheet but even this has its practical difficulties if one does not have access to a good table saw when the balsa sheets gets to be thicker than 1/8", because it becomes awkward keeping the knife square to the balsa.

NOTE Builders should bear in mind that in addition to grading, A, B, or C grain is an important consideration. For example: Wing ribs, use "medium light" and for stiff warp resistant structure selection "C" grain (Quarter Grain).

JUST FOR LAUGHS—

MILE HIGH R/C CLUB

Al Duffy, Editor

15130 East Greenwood Place
Aurora, CO 80014

THE HISTORY OF Balsa Wood and Model Aviation

In the beginning, God created the heavens and the earth. And rested. And God created man, and rested. Then the Lord God made woman. And since that time, no one has rested.

And it came to pass, as the trees grew and covered the earth, that God said, "Let there be light." And one of the trees said, "I will be light." And the balsa wood tree grew and prospered and populated the earth. And God saw what he had made, and that it was good.

And it is truly written that the serpent did beguile Eve, and she ate of the forbidden fruit, as did her husband, Adam. And the Lord God came down to walk in the garden in the cool of the day, and asked his creation, "Hast thou eaten of the fruit of the tree?" And Adam blamed Eve. And Eve blamed the serpent. And the serpent didn't have a leg to stand on.

Then the wrath of the Lord rose up and he cursed the serpent, proclaiming that the serpent should crawl on its belly all the days of its life, and that man would smite its head, and it would bruise man's heel.

And it came to pass, that man multiplied on the face of the earth, and so did the serpent. And man said, "I will invent a tool to bruise the serpent's head, as the Lord God hath said." And he made a tool from the balsa wood tree and found it easy to carry in his quest for a serpent to bruise. Man called the new tool a "club". And soon man found a serpent and said, "Holdest thou still, whilst I bruise thy head." And the man did swing his club at the serpent, but the club did break, and fulfilling all that the Lord God had so prophesied, the serpent did bruise the man's heel. And man gave up on his invention, the balsa wood club, hoping that perhaps the Japanese would improve upon it and import them into the land of Canaan.

As the man rubbed his heel, he hacked his club into pieces with his other new invention, the X-Acto knife. One of the pieces was round in shape like unto the sun and the moon. And it rolled down the hill. The man said, "I have a new invention. I will call thee a wheel." And soon it came to pass that men all over the earth were making wheels of balsa wood trees. The Makasites fastened nine wheels on each side of a log and called it an "eighteen wheeler". One of the Makasites, who was called Nader, sat down on the eighteen wheeler. It rolled down a steep hill and all the balsa wheels broke. As Nader picked the splinters from his lower parts, he was heard to proclaim: "Thou art unsafe at any speed." (Many years came to pass before his descendant, Ralph, wrote a book

about the Chevrolet Corvair and used that statement as his title.)

Meanwhile, in the land of the Jebusites, a man called Honda had hollowed out a large balsa log and put four balsa wheels on it. It would seat four of the Jebusites and one Amelikite comfortable. And the Jebusites and Amelikites would come from miles around to sit in the new invention and drink from the fruit of the vine. And after they had drunk, they got along so well that someone named the invention the Honda Accord. That it endured for many years is proven by the statement in the New Testament. "They were gathered in the upper room, all in one Accord."

As man looked for new items to invent, he noticed a Pterodactyl soaring overhead. He said, "I will build a copy of the Pterodactyl, and I will call it a 'model' and it will be good." So man cut a balsa log into many sticks with his X-Acto knife. He melted tree sap in a boiling pot. He saw that it was sticky and was good for fastening the balsa sticks together. He thought, "I will call it 'Sticky Stuff'". But he was overruled by his marketing and advertising consultant, Benjamin Boehnke, who said that the name "Hot Stuff" would sell better.

And it came to pass after many days that man fashioned a likeness of a Pterodactyl from the balsa wood sticks and hot stuff, and man's wife helped him cover it with real feathers from a real Pterodactyl, insisting that any other kind of feathers would not qualify for a true scale finish. And man threw his model from a tall tree. And it flew. And man saw that what he had made was good. And the Lord God looked down from heaven and saw that it was good. And people came from many lands to see the man fly his model Pterodactyl, and all agreed that he was the wisest in the land.

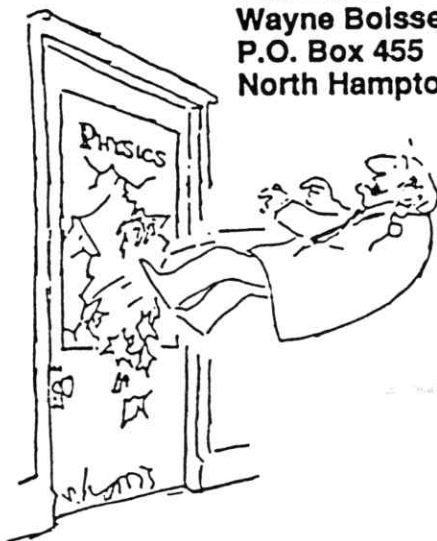
Then one day as the man launched his model Pterodactyl from an especially tall tree, the model suddenly dove to earth and was destroyed. "What happened?", screamed the Jebusites. "What happened?", screamed the Canaanites, the Amelikites, and the Realuptites. "I was glitched," said the man soberly. "He was glitched," said the Jebusites. "He was glitched," said the Canaanites, the Amelikites, and the Realuptites, none daring to ask what meaneth the word, "glitched," lest they appear stupid in front of the wisest man in the land.

And thus was model aviation born on the earth and continues to this very day.

(Author unknown, but he had to be a modeler.)

R.C. ACES
Wayne Bolsselle, Editor
P.O. Box 455
North Hampton, NH 03862

"It all started when I bought a simple single channel radio and a model airplane kit. Then I got two channels and a bigger engine. Next it was three channels, then four. I mortgaged the house to get a five channel set. Sold my car, sold my stocks, sold everything I had to get a six channel rig. When manufacturers came up with 8 channel sets, I just walked away from it all!"



"... is how jet propulsion works."



MIAMI VALLEY RC CLUB
Linda Givens, Editor
5304 West Riverview Avenue
Dayton, OH 45406

MOD-NUTS *as viewed by Roland*

BRAINBUSTER FF CLUB
Abram Van Dover, Editor
112 Tillerson Drive
Newport News, VA 23602



"Weight? No problem! It's going to be a control line job."

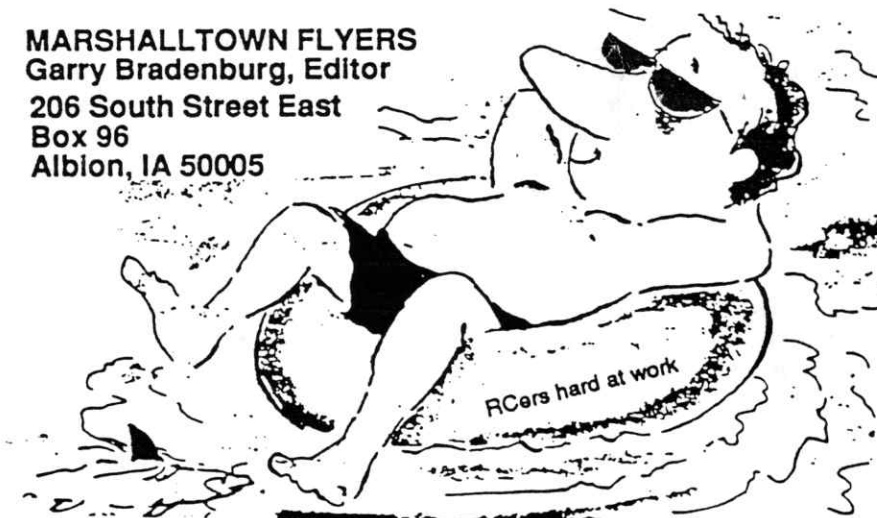
We're on final!
 Now, remember, when we
 touch down, run like hell!



Doc NEER - ED.

MARSHALLTOWN FLYERS
Garry Bradenburg, Editor
206 South Street East
Box 96
Albion, IA 50005

ROMEO AREA RC CLUB
Peter Gayner, Editor
1835 East Snell Road
Rochester, MI 48064



"Mr. Phillips, the splinters in your palm tell me that you are building your models with pine instead of balsa"

RENEW NOW PAY LATER

AMA OFFERS NEW RENEWAL SERVICE TO AMA MEMBERS

AMA is pleased to announce a special renewal service for 1990 AMA members. Starting July 1, 1990 and continuing for all of July, August, and September, AMA members who have current 1990 licenses can renew direct with AMA HQ through a toll-free 800 telephone number. The number is

1-800-832-8312.

A special operator will answer your call from 8 a.m. to 4 p.m. EDT. The service is restricted to 1990 members who want to renew using either Visa or MasterCard charge cards. No other service is offered through this toll-free number and calls cannot be switched to other AMA departments.

Your charge account will not be billed with the cost of membership until after October 1, 1990. Your AMA license will be mailed to you early in October so you can be the first person at the field to have a 1991 license.

You will help AMA spread the renewal workload, thereby saving money for your national association. You will get your card early and there will be no cost to you until October 1990.

Remember—hours of operation will be from 8 a.m. until 4 p.m. Eastern Daylight Time.

Months of the operation will be July, August, and September 1990.

**Hold AMA costs down.
Get your license early.**

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



To:

**John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030**



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 8:00 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.



THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Ray Miles 781-4937

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428

Next Meeting:

Oct. 2, 1990

**Westminster VFW
8:00 PM**

Volume 6 Number 10

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

This month has been a little slow compared to others. Ray Miles and I attended SCAM's meeting to tell them about the John Owings Airpark progress. It's interesting sometimes to visit another club and listen to what they have to say and what their problems are, and we all have problems.

Sometimes problems crop up very suddenly and a decision has to be made in very short order. In the past, the officers of the day somehow made the decision to the best of their ability and hoped no one got upset. I have had several occasions in the past 1 3/4 years when something had to be decided NOW. I phoned each of the other offices available at the time, discussed the problem, and we made the decision. Many times it affected the club as a whole. Most recent case in point was the "NO FLYING BEFORE 11 AM" rule. It was brought about by an inconsiderate flyer flying over Dons home at 9 am. This is a NO NO. It had to STOP and STOP NOW! We could not wait for a club meeting. We did discuss the ruling at the meeting and now it has been approved by the membership.

Fellows - save our field. It's all we have. Use your head and think about the other guy. I sure wouldn't like it at 9 am and I don't think you would either.

It was touched upon at our last meeting to form a "Board of Governors" or "Executive Committee," call it what you may, that would have the legal authority to conduct club business between meetings. Think about it - we will discuss it more in October.

We hope to have more concrete information on "Name Badges" for each member at the Oct. meeting. We will need them at the John Owings site and it's not a bad idea now. There have been several persons who show up at the field to fly and seem to be strangers. Many times they are. Again, it's up to each member to make sure who uses our field and that visitors do have a current AMA card. No Card No Fly. Don't be bashful - ASK & SEE.

Lastly, be thinking about your 1991 offices. November is the nomination month and I know that you will need a new President to say the least. A lot of good officer material exists.

Nuf for now -- see you at the field.

Special Note ...

I know we all would like to wish a speedy recovery to Bill Hasert. Bill had some (hopefully) minor foot surgery performed during mid September.

Hope you get back on your feet (pun intended)

REAL SOON...

Business Meeting

Wayne Creasy

W.A.M. met on Tuesday, Sept. 4, at 8 p.m. at the Westminster VFW.

There were 28 members present and 7 guests. John Tenneyson & Hank Flagg from SCAM were also in attendance.

This was a special meeting in which representatives from the County Government were in attendance to inform members about the status of the John Owings field. Those attending were Keith Kirshnick, Jeff Griffith, and John Little.

As to summarize the discussion, it was noted that the current hold-up is the placement of the liner on the landfill. Construction on this should start by March 1991, and be completed in 6 months. The main reason given for the delays was red tape from the State. The plan of the airpark was shown to the membership during the break. It was suggested that our membership should vote and keep the issue of the landfill in front of elected officials.

Regarding regular club business, Milt thanked all the members who participated in the Sky Spectacular Air Show.

Frank Juiffe was unanimously voted into membership.

It was voted on and passed to implement an Honorary Membership for WAM

Members were reminded not to park in front of the mailbox on the corner of Mr. Nelson's road.

The meeting adjourned at 10:15 p.m.

School Flight Program

Ray Miles

Most model repairs have been accomplished for the coming school year. Several new displays have been added. Pictures have been sent to the manufacturers who donated the kits to us. The first school class will be in October, plus two special interest program.

AMA Liaison

Ray Miles

No report - is current to date.

Maryland Modelers Association

Ray Miles

Meeting was held at PJ's in the Carrolltown Mall on Wed. Aug. 29, and was Chaired by Ron Ware.

Items discussed: All is in place for the Sat. Oct. 6th flea market, to be held at the V.F.W. building in Westminster. Fourteen tables have been rented so far. Plan that date to bring your sale items. 50/50 ticket sales are good. Please turn in all monies and stubs to me (Ray) so I can get it to the ticket Chairman. Milt has probably handled about 90% of the entire preparation of this affair. Some gem we have. Also, an ad will show in Model Aviation Magazine.

Club Reports

BASS - No report

Meade Modelers - Their meeting place and field are history.

SCAM - They renewed their field lease in Hampstead for another year.

WAM - We covered Sept. 1-2, Sky Spectacular. Also made mention of our Sept 4th meeting that will include some county officials.

RCMB - Their new field is operating very smoothly and controlled very well.

Coming Events

October 6 - MMA 1st Annual Flea Market, 10am-3pm, Westminster VFW, Admission \$2, Tables \$10, limited number of tables available, Milt Peacock 833-3122

December 2 - Annual Christmas Dinner Meeting, Frocks. More details next month.

For Sale/Wanted/Swap

Club Hats - \$5.00 - Available at club meetings

Harford County R/C - Had a good meeting with their public officials. Now the word is - WAIT. Same scenario.

Howard County R/C - Float Demo on Aug. 19th was well received by county people. They will host a Float Fly at Centennial Lake on Sept. 29th 9-1 p.m.

Sunday Flyers - No report

CBRC - Had a very successful 1/4 scale meet in Arden. Best one yet, outside of the one individual who they say screws up while flying where there is to be no flying. It was a good event.

AMA - Represented by Bob Babora. Assoc. Dist. IV VP. He covered items that will be in Model Aviation under Council Meeting.

SWAP - Running into some field problems in no access to Lagoon for fisherman. Nothing but problems that surface from all 360 degrees.

County Liaison

Ray Miles

Please read accounts of this under the meeting recap.

We would like to welcome another new member to the Club. Frank Giuffre was officially voted in at the September meeting.

Welcome, Frank. Let's see alot of you at the field!

Hey Folks, Winters A'Comin -

Jim Garrett

That's right, and that usually means building season for most of us. How about dropping me a line to let everyone know what your latest creation will be.

Remember, we have alot of new members in the club who also may be trying their hand at a new kit and may be completely baffled. We all know how good some instructions are.

Remember the first kit you ever put together? I sure do! I had all kinds of questions and problems that with a little friendly help and advice would have made the experience much less traumatic. It probably would have flown better too.

So come on! Give me something to fill these pages with! Who knows, maybe you can help keep someone else (or someone could keep you) from making a dumb mistake on that next plane.

I tell you what I got. How about a J-3 Cub. It's the Carl Goldberg Anniversary Edition. I'm still trying to decide as to whether to do in Cub yellow, or the military L-4 configuration. It's gonna get pulled around by a 4 stroke Enya .80. I just can't seem to decide between the full or clipped version.

Any suggestions guys...

The Bennett Cup Race of 1910

John Schaffner

Since the first air meet in 1909 at Rheims was won by American, Glenn Curtiss, then the United States was privileged to host the second. It would be held in October, 1910 at Belmont Park Race Track in New York State. Although aviation had been born in America in 1903, it was the Europeans, especially the French, who were the ones to "take off" (pardon the pun) and run with it. Shortly after the 1909 race, Bleriot beat Curtiss' time by seconds, setting a new record of 47.8 mph. James Gordon Bennett would again provide the trophy and prizes offered for duration, speed, distance, and altitude.

Again most of the world's great airmen came to participate. Orville Wright made an unofficial dash at 70 mph in a *Baby Wright Racer* with the engine not running at full throttle. Roland Garros, probably the best of the foreign pilots, gave exhibitions in a *Demoiselle* designed by Brazilian, Santos-Dumont. The tiny aircraft had a seat beneath the wing between the wheel and an engine mounted at the mid-point of the wing. Santos-Dumont was giving a set of plans to anyone with the desire to build one.

A Captain Baldwin, who learned to fly heavier-than-air aircraft at age 60 was there. He was a balloonist, dirigible pilot, tight rope walker and parachute jumper. He charged a dollar a foot starting at 2000 feet to make a jump. He piloted an all-steel framed aircraft called the *Red Devil* at the meet.

Hoxley and Johnstone tried for the altitude record. Johnstone climbed highest, to 9,714 feet to be the winner. During the contest, they encountered winds at altitudes that drifted them tail first away from the field, forcing them to land many miles away from Belmont. Possibly an early encounter with what we know now as the jet-stream.

Eight pilots entered the Bennett Cup Race to see who would complete 20 laps of the 3.1 mile course in the best time. Claude Grahame-White of England was off first on his Bleriot. His time was 1 hour, 1 min. 4.47 sec., averaging 61 mph for the 62 miles.

LeBlanc of France was off next in his Bleriot at a fast pace. For 19 laps he was

faster than Grahame-White setting a new record of 71 mph for one lap. Then on the last lap he lost control of his machine and flew into a telegraph pole. Leblanc escaped with minor injuries, but his Bleriot was demolished.

Ogilvie of England was next in a Wright-C, but was forced to land with ignition problems. After losing 54 minutes he completed the race averaging 51.6 mph for time in flight. Not bad for a 35 hp Wright engine. His total time for the race was 2 hrs., 6 min. and 36 sec. for an official speed of 29.4 mph. The contestants were only given one try by the rules.

Brookins of the U.S. was up next in the fastest entry, the *Baby Wright Racer*. But on the first lap at 200 feet in front of the grandstand his engine stopped cold. He lost flying speed, stalled and dropped like a shot duck, hit the ground hard, rolled up into a mass of junk and miraculously walked away with a few bad bruises.

Hubert Latham, of France, in his *Antoinette* completed the course after one long stop for engine trouble using 5 hrs, 48 min. & 53 sec.

J. Radley, of England, had to land early when his Bleriot developed engine trouble.

Just before the deadline, ending the seven hour racing period, U.S. flyers Moisant and Drexel, both on Bleriot, started off in a last attempt to keep the cup in America. Drexel was forced down after only 7 laps. Moisant managed to complete the full course in slow time, averaging only 31.5 mph securing second place. Ogilvie took third place. Grahame-White was declared the winner and took the Cup to England where the next race would take place.

Having the races in the U.S. gave aviation the boost it needed. The Curtiss and Wright companies took many orders as did Bleriot who also sold manufacturing rights to companies in England and the U.S. on a royalty basis. The U.S. Army & Navy also showed some interest and experts were predicting speeds in excess of 100 mph.

Tune in next month to find out if it actually happens.

Learning To Fly . . .

Cuban Eight

John Schaffner

From the ground the Cuban Eight properly done is seen as a figure eight on its' side. Its execution could be described as two continuing Immelmann turns with nose down recoveries from opposite headings. There are some differences between the Immelmann and one half of a Cuban Eight. The eight can be entered with slightly less speed and it is ended on a descending line instead of a horizontal line.

To begin, put your airplane into a shallow dive and pull up as you would for the Immelmann, but instead of stopping after half a loop, continue on for three-quarters of the loop establishing an inverted 45 degree dive. At the presumed intersection point of the eight, execute a half slow roll to the upright position, wings level, still descending at 45 degrees. After establishing this line, and entry speed is resumed, the second half of the maneuver will be a repeat of the first.

Next time: The Slow Roll

A Quiet Reminder:

Milt Peacock

I attended a "Public Hearing" in Belair recently which was held by the Maryland Department of Natural Resources so the public could discuss the use of a proposed State Park to be developed in an area known as "Bush Declaration." Part of the area is being considered for a model airport. It's the same old story, *Put it in someone else's back yard*. Unless you attend one of these functions you wouldn't believe some of the reasons people use to speak against a model airport. Everything from the incompatibility with the existing wildlife to a bunch of drunks leaving their trash behind. The "redneck" that said that turned several others onto our side as some defended us as to being very responsible citizens who actually improve on a location.

The point is fellows - PROTECT WHAT YOU HAVE !! IT AIN'T EASY TO GET ANOTHER!!!!

HOW TO ADJUST YOUR RC CARBURETOR

by Ron Clem

It seems almost like reinventing the wheel to be writing about carburetors. But each year, we acquire more "new" (to our hobby) people who have little or no experience with model engines. A refresher course seems to be in order.

The purpose of RC (or other) carburetors is to provide a proper mixture of fuel and air to the engine during all phases of engine operation, from idle to full power. Most people have no trouble adjusting the top end, full power needle setting, so we'll concentrate on the idle end of things.

There are four different types of carburetors that I'm aware of: 1) the air bleed, 2) the two-needle, 3) the Perry, and 4) the Fox. Let's take them one at a time. OK?

1) **Air Bleed:** This carburetor has a small hole, usually in the front, with a small threaded screw/spring running through the hole from the side of the carb. This screw adjusts the amount of air flowing through the small hole to regulate mixture at idle. The other small screw that is located on top, going down, is the throttle barrel stop screw, meant only for establishing a positive point of closure for the carb. Most guys don't use it, electing to regulate that function from their transmitters.

2) **Two Needle:** This is the most popular type of carburetor used today and has been used for at least 18 years that I know of. Two-needle carbs operate by having a throttle barrel that not only opens and closes, but moves in and out of the carb body at the same time. The idle needle is located in the center of the rotating barrel, horizontally, and, when the throttle barrel is closed, the idle needle fits very closely inside or adjacent to the end of the high speed spray bar, thereby regulating the fuel, not air, at idle.

3) **Perry Carb:** This carb has been on more different engines than any carburetor made, but isn't often seen today. It operates much like the two-needle carb in regulating fuel at idle, but is very sensitive to adjust.

4) **Fox Carb:** When I think of Duke Fox, I perceive a man who was/is looking for the perfect engine and determined to experiment until he invented it. Duke Fox's engines and carburetors have been different, I'll give him that. Duke Fox's engines have had all types of carburetors, from the air bleed, two-needle, three-needle, and what looks like an air bleed, but is really a fuel-regulated air bleed carb. If you have a Fox and are having trouble idling, try to determine what type you have from these descriptions before adjusting it!

Now that we've described the types of carbs, let's talk about adjusting them. For you fellows who may complain that I missed a type of carb, well, we're interested in the 99% of carbs in use, not your horse-manure-

powered, three-port, bell clapper arrangement you're thinking of bringing up!

Regardless of the type of carburetor, the requirements are the same. You must have an engine that has good compression and is in overall top shape to get a very good idle. You must have clean fuel with nitromethane ranging from 5 to 15%. More nitro than that is just extra money than most of us need and is harder on glow plugs.

Make sure you're using a propeller that's recommended for your engine. Start your engine, let it warm up at low rpm for 15 seconds, then go to full throttle. If you haven't disconnected your glow plug battery by now, do so. Adjust your main needle valve for maximum rpm, then turn the needle to the left to enrich the mixture about 500 rpm. If you have a tachometer, use it! Now slowly go to idle on the stick (transmitter) with high idle trim. Now slowly bring the throttle trim down to get a nice idle. Look at the exhaust at idle. It should be a little "smokey" which means it's a little rich. If it idles reliably and transitions to full power at that setting, fine. If not, adjust the mixture a little leaner until it does. Air bleed carbs—turn 1/2 turn to left (more air), two-needle carbs—turn idle needle right 1/4 turn (less fuel), Perry carbs—adjust a horsehair toward the "—" side, and Fox—well, whatever carb you have—if it's lean and dies, adjust the opposite way.

After each adjustment like this, go to a short burst of full power to clean the engine out. Move from idle, to full power, to idle slowly. Engines don't like to be "jerked" from one power setting to another. Remember also to remove your glow plug battery, as it will give you false settings by giving the glow plug more voltage (heat?) than it will normally get. If you're running four-stroke engines, idle your engine as rich as you can and still maintain reliability. Some two-needle carbs on four-strokes will cause detonation if idled too lean, because the two needles interact with one another. Idles great, but throws the prop when you advance the throttle? Try enriching the idle mixture. Some of these engines are very sensitive and require patience to adjust correctly. I recommend a hot plug and 15% nitro fuel for four-strokes.

Another thing we haven't discussed here is mid-range. Mid-range is the throttle setting from just above idle to about 1/2 power. Most engines don't have carb adjustments for mid-range problems, such as bogging down on take off, or throwing the prop due to going lean. These particular problems have to be compensated for by the fuel mixture and high speed needle valves, and to a lesser degree, glow plug/prop combinations. Because of limited space, we can't discuss this subject in depth.

This article has been written in general terms and is meant to be accurate and informative, and if I have accomplished that, I'll be happy. Although I don't "officially" do engine clinic anymore, I'm still happy to help with engine problems when I'm at the field. My job no longer permits me to attend club meetings, but I'm with you in spirit. Fly on!

The Mid Atlantic Air Museum

presents its

Fall Aircraft Display



FEATURING



The 918th Bomb Group - bringing history to life portraying soldiers and aviators of World War II in a fascinating and incredibly realistic manner.

Cockpit Tours - of the Museum's massive P2V-7 "Neptune" bomber, and an opportunity to view the inside of a classic Douglas DC-3.

Exhibits - special displays of military vehicles and encampments, plus all of the Museum's extensive regular exhibits.



Refreshments - food and beverages will be available.

Saturday and Sunday, October 13th and 14th, from 9:30 am to 4:00 pm. Adult Admission: - \$2.00

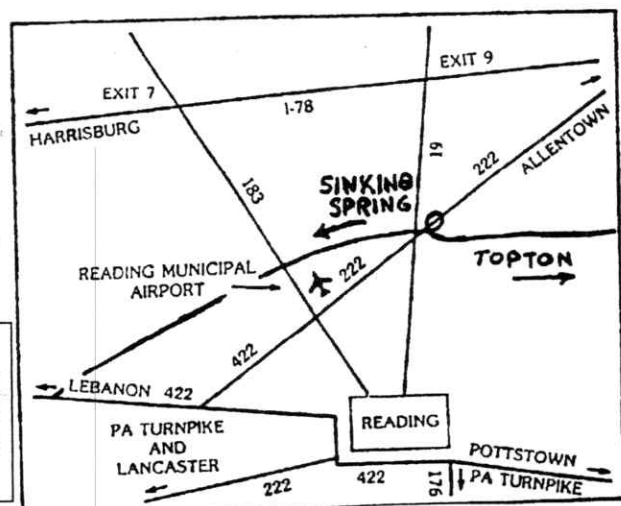
R.D.9
Box 9318
Reading, PA
19605



(215)
372-7333

DIRECTIONS:

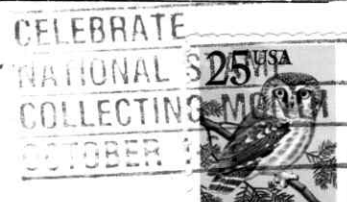
From Route 183, enter airport complex at MacArthur Road (Meridian Bank), right turn on Fisher Road (Federal Express), to top of hill, right turn to Museum parking.



THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



To:

John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.



To: Westminster Aero Modelers

Nov.6,1990

From: C.Milton Peacock - President

Subject: NOTICE OF ANNUAL / ELECTION MEETING

In accordance with Art. XII, Section 2, of our by-laws, be advised that our Annual Meeting of the club will take place on Dec. 2,1990 (Sunday) at 5:00 PM at Frocks Sunnybrook Farm, Bond St. Westminster, MD.

Main order of business is the election of your officers for 1991. We will also have a presentation of awards for 1990.

As usual, your family, children, and friends are invited.

Dinner will be served country style = shrimp / turkey / and all the other goodies. No one goes away hungry. Just ask anyone who has been there.

Cost: Adults = \$10.00 / Children under 12 yrs.= \$5.00.
Cash bar will be available.

We must have a head count by Nov. 24/90.

Call - Ray Miles - 781-4937

or

Lloyd Briggs - 833-7450

Part of the program will be the clubs "School Flight Program" that we present to all of the Carroll Co. Schools. Admittedly it will be somewhat abbreviated in the interest of space and time. We continually talk about this show and some members felt that many would be interested in seeing what we do.

I also have something else in the wind but at the time of this typing it has not gelled yet. Everyone likes surprises and I hope you will like this one also IF it pans out.

Put this date on your important calendar and join us. We will enjoy your company.

NOTICE: We Will NOT have a meeting on Dec. 4,1990 (first Tues in Dec.)



THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Ray Miles 781-4937

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VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428
AMA Liason - Ray Miles 781-4937

Next Meeting:

Nov. 6, 1990

Westminster VFW

7:30 PM

Volume 6 Number 11

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

Please welcome our newest members - Calvin Bonnett, David Earnest, & Leonard Strickland. We are growing.

This year, 1990, marks the 35th birthday of this club and it has grown to a membership of 57 enthusiasts. It is interesting to note that 60% or 34 of those members have joined the club within the past two years. So, look out oldtimers, you are becoming the minority. I've been around longer than that 60% group, but I'm not one of the real oldtimers either. We are working on trying to determine the date of membership of everyone so that it can be recorded on the roster. Anyone whose date of admission is prior to Sept. 1988 and knows the month & year that they joined, I would appreciate a call with that information so that we can update our list.

For the benefit of those who were not at the October meeting, we discussed the idea of creating an Executive Committee/Board of Directors, call it what you may, that would have the legal power to act in behalf of the club at any time. As stated above, we are constantly growing. In July of 1988 we had 23 members and now we average that many at a monthly meeting.

If the club's future activities materialize, there will be many decisions that will have to be made that cannot wait until the next general meeting. Hence, the necessity of a smaller group that can be called together on extremely short notice that would have the authority to act on behalf of the club. Needless to say, the persons on that committee must be carefully selected and be dedicated to the welfare of our club.

A committee consisting of John Schaffner, James Umstad, and William Hasert has been appointed and are actively working on the creation of an "Executive Committee." If you have any constructive comments pertaining to this, please give them a call. We welcome your comments.

I think that you will agree that Jim Garrett is doing a bang-up job in editing/publishing our *Talespinner*. I have noticed that the contributions of articles for the paper have slowed to a crawl. Many of you said you would send material to Jim each month and have failed to comply. We can't expect him to do it all. Jim goes to school two nights a week and yet still finds time to edit, set-up, print, address, mail, etc., etc., your newsletter.

I'm sorry to say that I will miss our November meeting as I must be in Florida the first week in November. Ray Miles will preside over the meeting in my behalf.

Things to think about for the November meeting:

1. Per the By-Laws, two (2) persons must be nominated for each office - President - Vice President - Secretary - Treasurer.
2. Everyone seems to enjoy meeting at the VFW. At least I have not heard any complaints. As I reported to you prior to our meeting there, it costs us "\$0" to use the facility. Many of us support the refreshment bar which is appreciated by me and the VFW. I would like you to think about making a contribution to the VFW in December for the use of the facilities. I think a \$100 contribution toward their community activities would be in order. Where can a group our current size meet for \$8.25 a month? In my house, your house, have the obligation every month? NO WAY!!!

3. I have asked Ray to bring this up at the November meeting, but to give you time to think about it - would you be interested in the club spending \$100-150 to buy 10 Christmas gifts to be given as we did last year (luck of the draw). Last year I had money in the 50/50 pot and used that to buy the gifts. As you know the system was changed and a kit etc. was given each month. Financially that did not pan out as expected and the pot is barely surviving and no funds are available this year.

I really believe we should go back to the 50/50 each month and the proceeds from that be used toward Xmas each year. If you agree with this, start this month (Nov) the pot is poor.

MARK YOUR CALENDARS NOW !! Dec. 2, 1990 - 5:00 pm Frocks Sunnybrook Farm, Westminster. Our Annual Meeting - Election of Officers takes place. Dinner is country style - shrimp & turkey and all the goodies. Bring the wife and kids, your girlfriend or whomever you choose. The cost - adults \$10.00, children under 12 - \$5.00. Cash bar prior to dinner.

I can't tell you at the moment what the Christmas program will consist of as it is a little up in the air at this point.

I think that I have given you enough to think about for this month, so I'll quit by saying - Nuf said. Milt

MMA News

Ray Miles

The Sept. 26th MMA meeting was held at the VFW in Westminster, chaired by Ron Ware of the SWAP Club, with 9 clubs represented.

The first thing on the agenda was the upcoming 1st Annual Flea Market to be held at the VFW in Westminster on Sat. Oct. 6, from 9-5. All table space has been rented (29). Directional road signs will be in place. The VFW Ladies Auxiliary will have eats available. Set up time will be about 8 o'clock on Saturday morning.

To date, approx. 1,000 50/50 raffle tickets have been sold, and one lucky person stands to go home with about \$500. By all estimates, a very good turn out is expected, all expenses paid and this project is in the black. A table will be set aside for the raffle the raffle, so in all probability the prize will increase.

Club Reports

Sunday Flyers - No report

Harford County R/C - Oct 27th 2nd Annual Flyin at their field from 9 - .

Howard County R/C - Float fly at Centennial Lake in Columbia on Sat. Sept. 29. It has taken place, and went well. Calm Day - good flying. Milt and I attended that and Milt flew his Sea Master.

RCMB - They are holding their annual picnic on Sun. Sept 30th, everyone invited. All food etc. is priced at 25 cents. It is worth the trip for that. This will be held at their field in Parkton, MD.

CBRC - Will hold their yearly auction at the Indian Creek School on Friday Nov. 2 at 7:00 p.m. This is near their field in Arden. Admission \$2.00 person.

SCAM - Nov. 3, 1990 Mall Show at the Carrolltown Mall from 10 - 5. WAM has been invited for static display as we have for the last 2 years. Set up time about 8:30 a.m.

WAM - We covered the commitment of the John Owings site by Carroll County. Recapped *Sky Spectacular*.

Meade Modelers - They are talking again with the Army, and appropriate people and they may be on track to re-

establish another site in the Fort Meade area.

SWAP - Ron showed the layout they have gotten from Balto. County people in regards to their new field off Patapsco Ave. The county has \$100,000 allocated to this development. Ron read a letter someone sent to AMA regarding insurance. Much of this has to be addressed and will probably be explained at a later date.

The next MMA meeting will be hosted by the Harford County R/C Club at Georgetown North in BelAir.

AMA News

No report

County Liaison

As you all probably know by now, and as appearing elsewhere in this issue, it will not be duplicate.

Business Meeting

Wayne Creasy

WAM met on October 2, 1990 at 8 pm at the Westminster VFW.

There were 22 members present. A letter from the County officials who attended the September meeting was read by Ray Miles. This letter confirmed the use of the Carroll County (John Owings) landfill for our use and that it would be completed as per our specifications.

The tentative schedule for the school program was announced and members who are free during the days should feel free to join in.

Ken Davis and Dave Kenney reported on their continuing research into finding a supplier for club name badges.

A committee was appointed to work out the details in regard to the bylaws to set up a proposed Board of Directors for the club. It was proposed by the membership that this Board of Directors be made up of the elected officers of the club.

David Earnest, Calvin Bonnett and Leonard Strickland, were unanimously voted into membership in the club.

The Christmas meeting was formally announced to be held on Sunday, December 2 at 5 pm at Frocks.

Nomination for officers for 1991 will be accepted at the November meeting. The vote for new officers will be held at the December meeting.

It was voted on and approved that the entrees for the December dinner would be Shrimp and Turkey and that costs would be \$10.00 per person and \$5.00 for children under age 10.

Ray Miles won the Balsa USA *Smoothie* in the drawing.

The meeting adjourned at 9:55 pm.

Coming Events

November 3 - Mall Show at Carrolltowne Mall, Setup time 8:30am

December 2 - Annual Christmas Dinner Meeting, Frocks. See Pres Sez for details

School Flight Program

Our 1st program will be on Wed. Oct. 10 at the Carrolltown Elementary School beginning at 10:30 am.

County Commissioner, Jeff Griffith, will be in attendance as he seems truly interested and appreciative of what we are doing.

On Wed. Oct 17th, a special program will be held for a home study group at Grace Bible Church in Manchester. Wed. Oct. 24th school program at Taneytown Elementary School.

Sat. Oct. 27th, another special program will be held at the request of the Charles Carroll Elementary Schools PTA of all things that group heard about us through the program we did at the Martin Elementary school in Essex last June. Something seems to be out of whack here!

Learning to Fly ...

Slow Roll

John Schaffner

If you have been able to perform the maneuvers we have had already discussed in this column, then the slow roll should be a snap (no pun intended).

The motions on the controls will be like those used to get off your back in the Immelmann and Cuban Eight.

To begin, lower the nose slightly to increase air speed. Then, smoothly bring the nose up as in a gently climb. Apply aileron as you would to begin a turn, but as the airplane approaches a 45 degree bank move forward on the stick and apply some opposite rudder. To maintain a straight ahead line of flight, and keep the airplane from diving while inverted, continue with forward stick pressure. As the airplane continues to roll past inverted, reverse the rudder to keep the nose up in the knife-edge position and start to slack off the forward pressure on the stick as the airplane approaches a normal cruising attitude. There, wasn't that easy?

Next Time: The Split - S

Special Note

As we announced several months ago, our member, Matt Clement, went to work for Uncle Sam. He is currently at Lackland AFB and expects to graduate Basic Training Oct. 26, 1990. It is my privilege to report that Matt has been selected for the "Honor Flight" in his training group.

After basic, Matt will be attending technical training classes in the Civil Engineering field at Shepard AFB, Texas.

His current address is:

A/B Clement, MP
PSC #3

3706 BMTS FLT 2024
Lackland AFB, TX 78236-5360

Write to Matt. there is nothing quite like hearing your name at mail-call.

James Gordon Bennett Cup Race - 1911

John Schaffner

Another year has gone by and if you remember, the 1910 race was won by the Englishman, Grahame-White so we now find ourselves at Eastchurch, England, July 1 for the big event. There is a crowd of about 10,000 arriving by train, motorcar and even a few flew in.

By this time (1911), about 1,000 airplanes had been built and successfully flown. Bleriot had sold over 300 of his planes. M. Nieuport went into business building monoplanes that were the most advanced for the time. He started something new - streamlining. Bleriot and Nieuport were in direct competition at the race. There were some familiar names on the racing roster. Hamel and Ogilvie from England, Nieuport of France and Weymann of the United States all were making test flights on the day before the race.

Weymann was piloting a Nieuport powered by a 100 hp Gnome rotary engine and Hamel flew a Bleriot equipped with the same engine. When the test flights proved the Nieuport faster, M. Bleriot clipped the wings on Hamel's ship down to 17 feet span in an attempt to increase its speed.

Hamel was first to go in a bid for the Bennett Cup, a course 3.75 miles around for 25 laps, a total distance of 94 miles. Upon entering the first turn past the pylon, Hamel's plane apparently stalled and crashed to the ground with sufficient force to totally disintegrate. Hamel was thrown clear of the tangled mess and walked away with a few bruises.

Chevalier was next to try in a 28 hp Nieuport. He completed almost 12 laps before his rough-running motor quit and forced him down, wiping out his landing gear.

The American, Weymann, was off next in his Nieuport and flew the course in 1 hr. 11 min. 36.2 sec. for an average speed of 78 mph. Everyone was impressed by his performance.

The entrants this year were permitted two tries to complete the course so Chevalier took off for another shot. This time his motor quit after only a few minutes and he became an also-ran.

Ogilvie flew next in his 50 hp *Baby Wright*, the only bi-plane in the race. He completed the course but the *Baby* never even threatened the speeds made by the monoplanes.

Leblanc, flying a clipped-wing Bleriot similar to Hamel's, was able to finish the course by taking the turns wide and carefully. The Bleriot was a bit faster with the short wing, but it was at the cost of stability and control.

At the finish, it was Weymann at 78 mph, Leblanc with 75.8 mph, Nieuport with 75.1 mph & Ogilvie at 53.3 mph. We are still looking for 100 mph, maybe in 1912.

Remember ...

New officers will be elected at the December 2nd Dinner Meeting at Frocks.

Be sure to have some idea as to who you would like to see hold these offices.

Or better yet, why don't YOU run for or accept nomination for an office. This is YOUR club and it needs YOUR participation to succeed!!

ARF-ARF

Bench and Field Review - Telemaster 70

Wayne Creasy

Distributor - Hobby Lobby International Brentwood, TN

Wing span - 70 in.

Length - 47 in.

Flying Weight 5 1/2 lbs.

Recommended Engines 35-45 2 stroke

45-61 4 stroke

Price \$174

I first became interested in this plane by seeing the colorful full page ad from Hobby Lobby in RCM magazine, so as usual I had to have one. The plane arrived in a large colorful box, and as soon as I opened it I realized it was well worth the money. The plane is prebuilt and covered by a builder in Ohio and is put together as nicely as any kit built plane I've seen. Pushrods are already installed so you only have to join the wing halves, install the tail feathers and put in the servos and engine. All accessories including the spinner, tank and landing gear are branded items such as Sullivan and DuBro. I spent about five hours assembling the plane and had no problems with it except for the aileron servo. The directions called for channel-loc tape which is a type of heavy duty velcro. This didn't appear to be strong enough so I used the Futaba servo tray that came with my radio.

Finished, the plane is big and impressive. I installed an OS .48 Surpass 4 stroke engine. (I have been wanting to try a four stroke for a while after seeing Paul and Bob use these in their planes.)

Before going to the field I checked the CG which showed that the plane was tail heavy so I added nose weight. This was a mistake because Dutch tried to take it up for me and it had a difficult time getting off the ground. After re-reading the instructions, I moved the battery and receiver under the fuel tank and found that I could remove the weight. This time around the plane lifted off easily at 1/2 throttle. The plane is a tail dragger so you must hold up elevator while taxiing.

The plane flies great and the engine seems perfect for this plane. The large ailerons make turns easy and controllable. You should add more throw to all surfaces then is recommended in the instructions. I would also suggest replacing the bolt-on axles with more permanent axles as the bolt-on type come loose after a few flights.

I would overall rate this as one of the nicest ARFs I've ever seen or built. I'd recommend this plane to anyone. Happy Landings!

Next issue: Royal Air 40s



"It's OK...that's just a little ritual when he makes a good landing..."

GREATER SOUTHWEST RC CLUB
Phil Harbour, Editor
P.O. Box 1355
Bedford, TX 76021

How Air-Literate Are You?

Here's a short quiz to test your knowledge of aircraft stability. It's just for fun, you know, something to pass the time with your wife or girlfriend. Ready? Let's go ...

1. The opposite of dihedral is called _____.
2. Match the three dimensions with the correct motion.

Pitch	Directional Stability
Roll	Longitudinal Stability
Yaw	Lateral Stability

3. There are two different types of aircraft stability: *Automatic* and *Inherent*. What is the difference?

4. Is there a difference between CG (center of gravity) and CL (center of lift)? If there is, what is it?

5. True or false? *Angle of attack* is defined to be the angle formed between the wing and ground as the airplane attempts to land.

6. Wing lift is due to a/an _____ in air pressure under the wing and a/an _____ in air pressure over the wing.

7. Which airplane design (A or B) would be better for a beginner and why?

- A. Large dihedral angle and low CG.
- B. No dihedral angle and high CG.

8. Pick the *most correct* answer. Ed Goldman usually flies with his eyes _____. (open or closed)

Well, how'd you do? Remember, this was just for fun so no grading is required. The correct answers will be discussed over a cold beer at the next meeting. - Jim

THE QUARTER SCALE SCENE



"No, no! The one on the left—pull it back!"

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at (301) 866-2524 for more info and to sign up.

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.



THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Ray Miles 781-4937

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - Wayne Creasy 857-4373

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21157 876-0428
AMA Liason - Ray Miles 781-4937

Next Meeting:

Dec. 2, 1990

**Frock's SunnyBrook
Farm - 5:00 PM**

Volume 6 Number 12

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

This may well be my last opportunity to shout off to ALL of you about what's on my mind. I had a fine trip to Florida but it's always great to get back home and back into the groove of things.

I was disappointed to hear of the poor turn out at the November meeting. It is obvious that many of you feared being nominated for an office in the club. It must be nice to sit back and reap the goodies, whatever they may be, and do nothing. Personally I have never done that. I believe that I have held an office in every organization that I have belonged to. For the glory - HELL NO!! I don't care what the purpose of the organization is, you only get out of it equal to what you put into it. Hopefully you believe that I did put something into WAM this past two years. Hopefully you feel we have moved along. High on my list of "aims" was to put WAM on the map. I think WE have done that. Believe me when I say that well outside of Westminster - we are known. Just recently I was told that a TV reporter interviewing a politician brought up OUR name which I feel was great. We want the County to do something for us but if the persons involved questions "Who is WAM?" we get nothing. Enough said. I am grateful to all of those before me that have helped make our club great and I hope I have helped. Now it is up to you to determine who does it next year. Come out and vote. If you don't vote - don't gripe later. If you don't come out to vote you will also miss a good dinner.

Great, you decided on the "Name badges" with the exception of the color. That WILL be decided at the dinner meeting. It takes time to get them made, engraved etc.

I would be remiss if I didn't sincerely THANK everyone that worked for the club this past year. The fun fly chairmen, the soft drink man, those who helped set up our affairs, the "School Program" crew, the MMA flew market crew, on and on. I'm afraid to mention names as I know I would miss someone. Again I thank YOU, for it was "YOU" that made everything happen. I will mention one name - JIM GARRETT - who came to the rescue last Jan. and who not only undertook the job of editing *The Talespinner* but redesigned it, typed it, printed it, folded, stamped, mailed it, and it too receives great accolades. This isn't to say the Art Perry didn't do a good job because he did. It's that Art moved to Berlin, Maryland and could no longer do the job and one of our members saw a job had to be done and OFFERED to do it.

Don't forget to call Ray Miles 781-4937 or Lloyd Briggs 833-7450 with your reservation for our Annual Meeting Dinner at Frocks. We will have a speaker from Hopkins on the Space Telescope.

Thanks again for your support these past years and I wish you the best in 1991.
Nuf said - Milt.

Business Meeting

Wayne Creasy

WAM met on November 6, 1990 at 7:30 pm at the Westminster VFW.

There were 17 members present. Vice President Ray Miles presided over the meeting in the absence of President Milt Peacock.

There were reports given on the Flea Market and the Mall Show which was held at the Carrolltown Mall on November 3rd.

John Schaffner reported that the committee studying the establishment of an executive board would be ready for its final recommendations at the January meeting.

The proposal for name badges was tabled until the January meeting.

The membership voted on and approved making a donation to the VFW for the use of their facilities for the year.

Members were reminded again of the December 2nd dinner meeting to be held at Frocks. Members were urged to sign up and pay in advance.

The floor was opened for nominations for officers for 1991. It was voted that other officers could be nominated at the December meeting as well. Results of the nominations were as follows:

President: Milt Peacock
Wayne Creasy

Vice President: Wayne Creasy
Ray Miles
Ken Davis

Have a Happy & Safe Holiday Season !!

Secretary: Ed Goldman
Herman Gross
John Schaffner

Treasurer: Lloyd Briggs
Bob Allen
Frank Guiffre

Wayne Creasy won the 50/50 drawing. The meeting adjourned at 9:20 pm.

AMA News

Ray Miles

There has been no official transactions between the AMA and our club. The 1991 dues applications have been sent to everyone. There is some new wording regarding the renewals for the coming year, nothing all that major. There has been clarification on the insurance coverages that have greatly confused many people, but this probably will be explained further on in the newsletter.

MMA News

Ray Miles

The last meeting was held in Belair, MD. on Wed. Oct. 30, 1990. The main topic on the agenda was the flea market that was held on Oct. 6, 1990 at the VFW in Westminster. This by all indications was one huge success. It was agreed that a ton of thanks goes to our own Milt Peacock, our leader, for without him, his contacts, his expertise, his dedication, all of the things this man has, it would not have been or would not have turned out the way it did. There have been absolutely no complaints heard from the VFW people as to the manner in which this effort was conducted. Nothing but the highest praise for the professional manner and conduct, not only of the committee, but for the people that attended. No parking problems, thanks to our people, out on the lot. No fisticuffs, it was simply one good event. It was a financial success as well. There was a 50/50 winner who received \$600.00, the MMA realized a \$800.00 or more profit, the VFW Ladies Aux. with only 3 or 4 hours work,

Coming Events

December 2 - Annual Christmas Dinner Meeting, Frocks. See Pres Sez for details
January 19 - Bus Trip, See the last page.

cleared over \$200.00 which they were extremely pleased with. Most of their efforts with other events result in 8 to 10 hours of extremely hard work with the same results as with the MMA. It was voted on and accepted by the MMA to donate \$100.00 to the VFW as a token of our appreciation for their cooperation.

Prorated amounts to be distributed to each club participating in the flea market were made, as a profit was realized from this event. A check in the amount of \$61.10 was given to each club at this time. Some chose to give it back to the MMA. WAM club officers however, decided to accept this money, because of the extended effort of our club, to be put into our clubs treasury. To each his own.

Because of the involvement of this effort, it was clearly obvious that some sort of accountability be established in order to handle the money, duties, etc. of this organization. A President, V/P, Sect. and Treasurer were elected, so that all of our activities can be monitored properly. It was also agreed to start the groundwork for another flea market for next year. There were no club reports, as the above concerned all clubs represented. The next meeting will be on Wed. Nov. 28, 1990 at the Hazelwood Inn on Belair Rd.

County Liaison

Ray Miles

Nothing to report on field progress. You will be kept updated on this matter as it happens.

School Program

Ray Miles

October certainly was a busy month for the WAM School Team. The first session was conducted at the Carrolltown Elementary School in

Eldersburg. That class contained 175 youngsters. Jeff Griffith, County Commissioner was in attendance, and was impressed with what took place. Next, a class was held in Manchester for a home study group. These are the parents that educate their children using state guidelines, instead of having them attend public schools. This had to have been one of our most outstanding classes. These kids were smart, attentive, polite, all that one could have asked for of a audience. Not only that, the ladies baked us cakes, that were out of this world, provided coffee, and to the amazement and to a dumbfounded school team, donated \$75.00 toward our program. This was just unbelievable, that such generosity was forthcoming. A letter of appreciation was sent to them, and they also expressed an interest in making this an annual affair at their study group. Just outstanding.

The following week the program was presented to the Taneytown Elementary School. There were 145 young people there. Each year more and more growth is noticed. That class went well also. On Sat. Oct. 27, we were at the Charles Carroll PTA festival. This turned out to be a disappointing experience. A good turnout for the PTA, but a dismal showing as it pertained to us. But, all of this goes with the territory. The chairperson was extremely interested, and offered her apologies to us for the group. She did however, say a contribution would be sent. So that's how the chips fall. Overall, a good, busy month. Plans are currently being made for a presentation to a 4-H group in Feb. 1991. I suppose things will be quiet until the spring.

An interesting idea is now being undertaken by the people involved with this school effort. We are trying to compose a handout, not unlike the AMA literature, but one that will promote the WAM in our community. Ideas are being formulated, and this we are sure will come about.

Learning to Fly . . .

Split - S

John Schaffner

Don't try this one from a low altitude guys, else you can spell it "SUICIDE".

We put the Split-S together from a half roll to an inverted attitude and then recover with a half loop. So you can understand why it would be very risky to attempt this at low altitude.

To begin the maneuver, position your aircraft in straight line flight and roll to the inverted attitude. Next, throttle back to reduce airspeed to what you would normally have at the top of a loop. Slow, right? Else, when you make this next move your airplane will be in a power dive. OK, from the inverted, slowed-down position, come back on the stick and execute the half loop. You should recover in a direction 180 degrees from initiation of the maneuver.

If this is too tame, then try it from a snap roll. You had better be quick. Like kissing a ducks tailend without getting feathers in your mouth. But that's another story.

Next time - Reverse Cuban Eight

Reminder . . .

1991 means new changes in the radio requirements. Are you up to date? Remember, as of Jan. 1st ALL 50 channels are available for ANYONE to use. It's up to you to protect your own stuff!

Field and Bench Review

Wayne Creasy

Royal 40S

Recommended Engine: .40 - .45 2 stroke

Price: Varied from \$89 to \$99

Available from: All hobby dealers (Dougs Hobby Shop usually has the lowest price)

In my dealings with ARFs (*Almost-Ready-to-Fly*), I consistently return to the Royal Products line. In overall quality and ease of construction these planes are hard to beat.

In building this plane there are several areas that one should pay attention to in order to build a more trouble free plane. First, the wire landing gear wires are not very strong and after several flights you will be constantly rebending these, so I replace them with a standard aluminum gear and then drill the fuselage to install it. Secondly, the pushrods in the kit are of the dowel and wire variety which work OK, but I prefer the Sullivan *Gold n' Rods* which are easier to install and less sloppy in control throw. Thirdly, the covering on these planes has the tendency to sag after it's exposed to sunlight so be prepared to reheat and adjust the tension of the wing covering.

This plane can be constructed in about 6 to 10 hours of work and is repairable since it is of all wood construction. This shoulder wing model has the wing sitting low on the fuselage, in fact, it is flush. The wing airfoil is symmetrical on this model which is to improve aerobatic potential. I would not recommend this for a beginner plane since a beginner should purchase the 40T model which has a flat bottom wing.

On this particular model, I installed a new Merco 50 size engine. This is an English made engine available from Hobby Lobby International. This engine has not yet developed the power I have hoped for, but I will discuss it in a later review. A 40 sized OS will do quite well in this plane.

All parts come with this kit and construction is basic, such as joining the wings, installing tail feathers, pushrods, radio and engine. The engine mount has clamp-on attachments so you don't even have to drill the motor mounts.

This is a very forgiving airplane to fly. The main problem is pre-trimming the plane. I have flown four of these planes in different models and all of them have needed radical aileron trim once they're in the air. This is just something I've learned through experience and does not make the plane any less desirable.

If you have any questions about this plane, give me a call. Happy Landings!

Next issue: Cambridge Models - *Bulldog ARF*

TEN WAYS TO KILL AN ORGANIZATION

1. Don't come to the meetings.
2. If you do, come late.
3. Never volunteer for anything.
4. Never accept an office. It's easier to criticize than do anything.
5. Don't try to get new members. Let others do it.
6. Hold back your dues as long as possible, or don't pay at all.
7. Don't speak at the meetings. After the meeting, tell everyone what you disagree with.
8. Don't do anything for your club, let others do it for you.
9. Don't do anything for a fellow member, always look after yourself.
10. Don't come to the club when there is work to be done; come when something is free.

If you follow the above advice, your club will be guaranteed to fail.

James Gordon Bennett Cup Race - 1912

John Schaffner

Since Charles Weymann of the United States won in 1911, the next meet would be in his country at a place known as Clearing, which was near Chicago.

The French had been working very hard to produce an airplane that would win the next race, but the Wright Brothers and Glen Curtiss's company had orders to fill. So guess what? The almighty dollar had its effect on the Americans so they could not find time to produce an entry for the race. Sound familiar?

The French company, Deperdussin, had a designer named M. Bechereau who selected all of the good features from the existing airplanes, came up with some of his own, and produced the most streamlined design of the time. The engine in the first model built was a 50 hp Gnome rotary and when it was flown by Jules Vedrines at Paris, France Feb. 22, 1912 it reached a speed of 100.22 mph.

The airplane was a mid-wing monoplane with a round fuselage that tapered from the cowl on back to the tail. The wings were externally braced with stranded steel cables running from cabans, struts, and landing gear. Nobody had designed the ailerons yet as we know them so roll control was achieved by wing warping by turning a control wheel. Bechereau also covered the spoke wheels and applied a streamlined shape to the gear legs and struts in an effort to aerodynamically clean up the aircraft. The rudder was controlled with a foot bar, essentially what we still use today in all aircraft.

When time came for the race, the French sent their three fastest planes, two Deperdussins and a Hanroit monoplane. Vedrines Deperdussin was powered by a 160 hp, 14 cylinder Gnome rotary (2 rows of 7 cylinders each). Prevost flew a similar Deperdussin powered by a 100 hp Gnome and Andre Frey flew the Hanroit which looked like the Nieuport that won the 1911 race. It also had a 100 hp Gnome rotary.

The French had no competition. There were no entries from the U.S. The English were not able to come to the U.S. The outcome, except for order, was academic.

On September 9, 1912, Vedrines got off at 10:00 am followed by Frey in the Hanroit and then Prevost next. The course was laid out to fly 30 laps for 124.8 miles.

Vedrines easily completed in 1 hr. 10 min. & 56 sec. averaging 105.5 mph. Frey had to drop out with engine trouble after completing 23 laps at an average speed of 94.3 mph. Prevost finished the course averaging 103.8 mph.

During the race, Vedrines set a record for flying 20 km at a speed of 107 mph.

(As a side note I will mention here that no aircraft up till now had a windshield of any type installed).

So next year the meet will be held at Rheims, France. Hope to see you all there.

Who Was He?

John Schaffner

In 1909, July 30, at Ft. Myer, Va. an Army Lieutenant flew with Wilber Wright for the acceptance test of the first airplane bought by the U.S. Army. He subsequently received 54 minutes of training time.

The airplane was crated and sent to Texas along with the Lieutenant and his crew. His orders were: "You are to evaluate the airplane".

Just take plenty of spare parts and teach yourself to fly. He was authorized to spend \$150 for one years maintenance. This was the nations first Air Force budget.

In 1911 he designed the first airborne radio receiver and carried out the first airplane reconnaissance flights. In 1913 he was assigned to the Signal Corps Aviation School at San Diego and in 1916 commanded the first Aero Squadron at Ft. Sill, Oklahoma. In 1917-18 he was Chief of Air Service, AEF and Services of Supply. In 1925 he served at Mitchel Field NY; as Assistant to Chief of Air Corps in 1927; Commander of Air Corps exercises in 1931; and Chief of the Air Corps until he retired in 1935 as Major General.

Who was he?

This is a thank you note that was received after a presentation of the School Flight Program at the Home Study Group in Manchester . . .

Dear Mr. Peacock and Associates,

Thank you again for a most wonderful presentation this past Wednesday for our Home School Group. Many parents spoke to me afterwards to mention how impressed they were with the organized manner of your demonstration. You cordial attitude toward us, enthusiasm, and your great knowledge of the history and theory of flight has made this event perhaps our most memorable! I do apologize for distractions on the part of toddlers. But as a mother of one myself, I found it difficult to leave the room and miss out on anything! It is rare to come across dedicated individuals who enjoy what they are doing and can share that joy so skillfully with others. Thank you again for sharing with us and I do hope you will consider visiting with us again in the future.

*Sincerely,
Alice Davis*

Hey People, WE GOT A FIRST CLASS PRODUCTION HERE!! All of the guys who put the program together and all of the guys that volunteer their time to make it possible deserve all of the credit. They are the ones who are really putting us on the map.

HELP FROM THE CLUB WORKSHOP....

114TH JAYHAWK SQUADRON

Dick Dehn, Editor

9809 West 104th Terrace

Overland Park, KS 66212

by Kirk Gullach

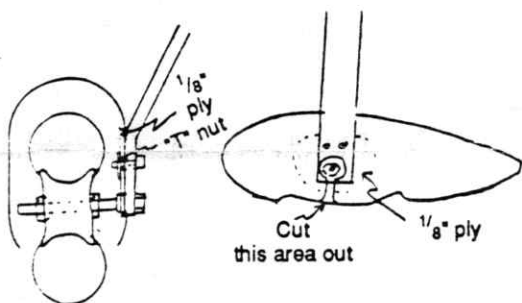
This is the easiest way I have found to mount wheel pants securely that also affords easy access to the wheels.

1. Cut from scrap (2) 1/8" ply, approximately 1 1/2 x 1 1/2 and epoxy inside wheel pants. Make sure you fill the void between the pant and ply.

2. Cut out an area that will let you slide the pant over the axle and rest on the axle. Keep your wheel exposed as much as possible and still look good. Your pant will last longer if you do.

3. Drill holes in the gear blank (wire gear will need a plate silver soldered to it).

4. Position pant and drill holes in pants, install "T" nuts. Make sure you use "Locktite".



SOUTH BAY SOARING SOCIETY

John Dvorak, Editor

1638 Farrington Court

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Strength of Glue Joints

by Reinhard Lahde and Bob Bayard

In the process of continuing some work that one of us (BB) started on the strength of wing spars, we felt the need to find the best way to glue strips of carbon fiber/epoxy laminates to each other and to other material such as spruce. This note reports our findings on glue strengths for aliphatic glue, gap-filling cyanoacrylate and fast (5 minute), medium (30 minute), and slow epoxy. The slow epoxy is the kind that sets up in about three hours and is best left overnight to harden.

The strength we were interested in is shear strength, the ability of glue joints to resist sliding or breaking along the glued surface. A typical test sample is shown in the sketch. In this case, a strip of carbon fiber

laminates is glued on its upper and lower surface to spruce. We have tested not only CF/spruce but also CF/balsa and CF/CF joints.



Epoxy does not bond well to the epoxy surface of the carbon fiber/epoxy laminate if the laminate surface is even partially unsanded. Cyan is somewhat more tolerant of some shiny surface spots on the laminate. Best, of course, is to sand the laminate surfaces until no shiny spots remain. The results we report here are based on "no shiny spots" laminate preparation, though the reason we know about this shiny-spot-problem is that we were not too thorough in our sanding in the earlier phases of our inquiry.

The best joints are made with the least glue, by clamping the two pieces and squeezing out excess glue. When we made joints with thicker glue, the glue pulls apart in chunks rather than shearing along the whole surface. The strength is very low, no more than about one-fourth the strength of a well-made joint.

A good joint between CF and balsa fails by pulling silvers of balsa off the piece. The glue is not torn. Bonds between these two materials are the weakest of all.

Glue joints between CF and spruce are much stronger than CF/balsa and fail by a combination of pulling some splinters out of the wood and shearing some of the glue itself. Joints between CF and CF fail mostly by separating at the glue-laminate interface, even for well sanded surfaces. The strength of the CF/CF joints is close to that of CF/spruce, maybe a bit more. Some of these joints taxed our tension machine and it had to be re-engineered in order to break all of the samples.

Glue	Average Strength (psi)
Aliphatic	1220
Epoxy fast (5 minute)	1530
Epoxy medium (30 minute)	2190
Epoxy slow (3 hour)	3410
Cyanoacrylate	6500

Aliphatic glue makes the weakest bond of the glues we tested. Next is 5-minute epoxy. The fast epoxy is somewhat weaker than the slower epoxies. The cyanoacrylate is the strongest by quite a bit, being about twice as strong as the slowest epoxy and four times as strong as the fast epoxy. The average breaking shear stresses for our sample of CF/CF and CF/spruce are given in the table.

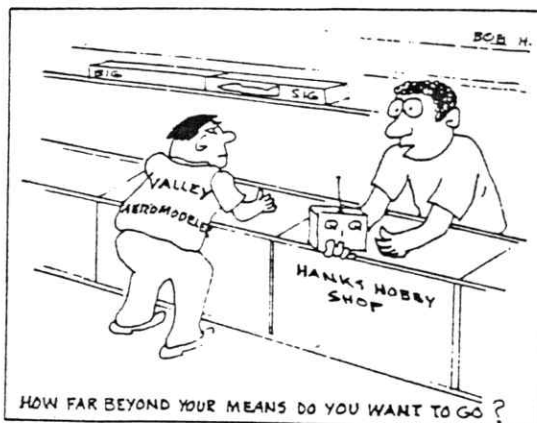
In summary, if you want a good joint between CF/epoxy laminate and spruce or other laminate, sand until all shiny spots disappear, clean it, put slow zap on it and squeeze the extra glue out. That's your best joint.

JUST FOR LAUGHS.....

SAN DIEGO AERONEER
Jim Alaback, Editor
2366 Nacido Drive
San Diego, CA 92128

VALLEY AERO MODELERS

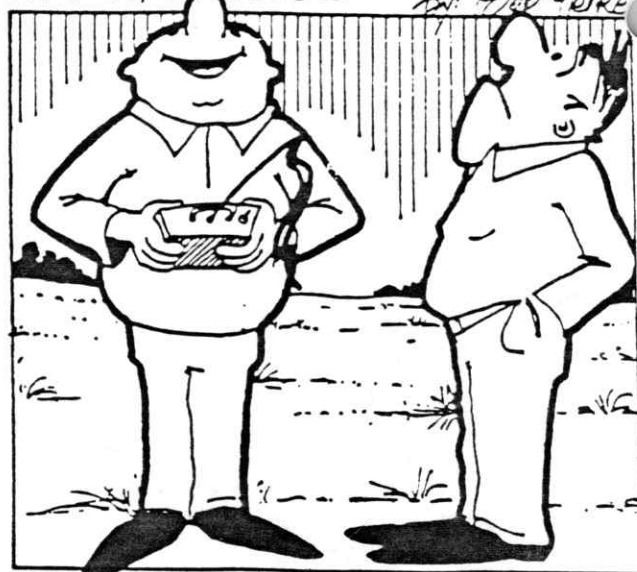
Jay Strauss, Editor
528 Maple Street
Appleton, WI 54915



contributed by Bob Huelsbeck

MY R/C CLUB

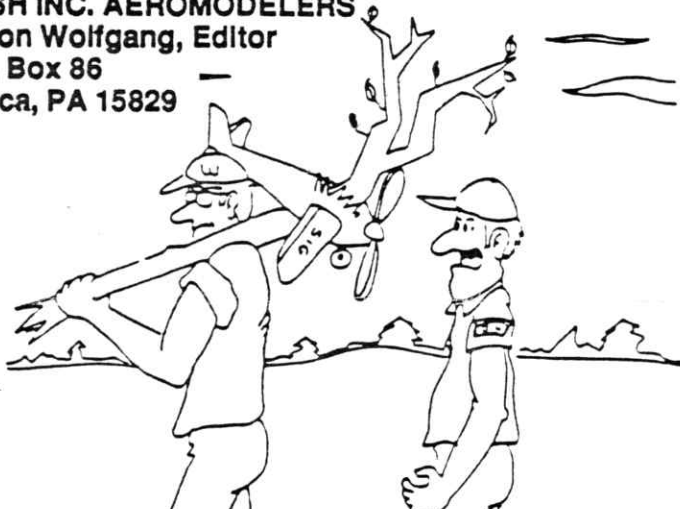
by Bob Horke



...This is the part about "Pursuit Of Happiness"...

CRASH INC. AEROMODELERS

Randon Wolfgang, Editor
RD 1, Box 86
Corsica, PA 15829



"...and about that time I says, "Wilbur, don't you think you're a touch close to them trees?"

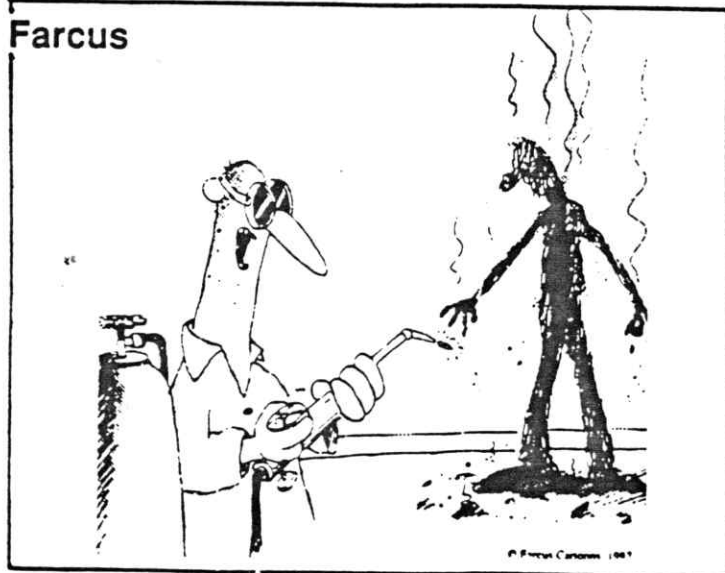
SANTA BARBARA RC MODELERS

Bob Eldridge, Editor
1144 Portesuello Avenue
Santa Barbara, CA 93105



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-Boeing News



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OR MONTHLY MEETING

Sunny FLYERS

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21157



To:

John Schaffner
1811 Miller Rd.
Cockeysville, Md. 21030



The **WESTMINSTER AERO MODELERS** meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminster VFW Hall, off of Poole Road in Westminster.
Visitors are welcome.