



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

FEBRUARY 5, 1991

Westminster V F W

7:30 PM

OFFICERS

President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Rd. Finksburg Md. 21048

AMA Liason - Ray Miles 781-4937

Volume 7 Number 1

AMA Chartered Club 336

Formed 1955

PRES SEZ - -

Another Annual Election has passed and it seems that no matter how hard you campaign you can still lose, meaning that I'm still Pres.

Please welcome aboard your other officers and chairmen -
Vice Pres.-Wayne Creasy Secty- John Schaffner
Treas.- - - - Lloyd Briggs

Comm. Chrm - (These are appointed for calendar year 1991)

Car.Co.Rep.= School Flt. Prog.= AMA Rep - Ray Miles-781-4937

MEMBERSHIP- Ed Goldman RADIO TECH- Dave Kenney

PROPERTY- Bob Allen TALESPINNER- A whole bunch for now

FIELD SAFETY & SOUND CONTROL- Paul Schaffner

OFFICIAL CLUB ADDRESS- Ray Miles- 6761 Marvin Av.- Sykesv'l, MD 21784

These fellows will need help, so when asked to assist them remember its YOUR club and not only say YES, but do the job.

I want to thank the "also-rans" Ray, Ken, Ed G., Herm, Bob, & Frank. Please try again for '92. It is mandatory that Lloyd & I step down at the end of '91.

I have a couple of important proposed changes in the by-laws to be voted upon at our Feb. 5 meeting. BE THERE and express your opinion and vote. (additional info. in another column.)

Fun fly dates have been assigned and we will need a chairman for each. If you would like to do the job, please volunteer NOW. We have information to assist you and the workers are there to help set-up. So why be the coolie - be the boss. (See Sect'y report for dates)

I have asked Paul Schaffner to up/date our "Field Rules". If you have any constructive thoughts - call him - 429-1911. For several reasons we MUST revise our flying habits at Nelson Field. So - fliers - come to the monthly meetings and contribute and know what is going on in '91.

My aim for "Ninety-One" is - "Nothin' Sits on Square One". This means that when something needs to be done, decided, erected, eliminated, whatever, its going to happen NOW. For example - we played with the name badges since last Aug. and it almost cost us more \$ to get them. We have a great group of guys who work together.

Hopefully everyone enjoyed the dinner at Frocks. I'll be truthful and say I sure didn't. He must have cooked that roast beef (?) two weeks prior to the affair. Hopefully your table received better than mine. There were several other inexcusable problems that occurred. I'm not going to air them here but - - - I have access to two other locations with quality food, no-cost meeting room and open dates. They are "Friendly Farms" on 140 and the second floor of the VFW. I certainly am not trying to push the VFW down your throat, but you have to admit that they have been good to us. It costs us \$0.00 to meet there, clean-up fee only (\$35) to use the upstairs hall, and available for other meetings (MMA) at \$0.00. True, we made a contribution to them last year, BUT that was voluntary on our part. Personally I feel we should support them if we can. We will confirm the location for the 1991 Annual Meeting at our Feb. mt'g.

Nuf' for now - Milt Peacock - Pres.

WINNER OF THE JAN/ 1991 50/50
"Ron Bowen" (Not present)

LOOK

Due to Jim Garretts other commitments and his college studies (and that is #1) he will be unable to publish the Talespinner for the next 6 months. We have a crew that is going to type, photo, print, fold, stamp, etc. for this period. We now more than ever need your cooperation to keep our publication alive.

Please send all contributions/ articles/ etc. to Milt Peacock - 2313 Da Lib Rd.- Finksburg, MD 21048 A S A P

CUT OFF DATE - TWO WEEKS BEYOND CLUB MEETING DATE

Every committee chrm. should be able to scribe a para. or two.

Your editors - Milt-Wayne-Dave-John- and YOU

A NOTE FROM = WAYNE CREASY, VICE/PRESIDENT,

I want to take this opportunity to thank all of you for helping make my first year as an officer a successful one. I hope that I can meet your expectations in the coming year as Vice President and hope each and everyone of you will help to make this coming year a success for our club. We have every reason to be extremely proud of WAM, especially in relationship to our contributions to the community through the school program. You will be surprised how satisfying it will be to get involved with the clubs activities and participate.

Once again, thank you for your help and I look forward to your support in the coming year.

I hope each of you and your families had a joyous holiday season.

WE NEED A VOLUNTEER TO DO AN EASY JOB. - Milt P.

'91 is here and we need a couple of new frequency boards that can be easily transported. I made the small ones using clothes pins that seemed to do the job however now we have the "odd #'s" to be added.

How about it craftsmen, who will undertake the project? DON'T make it BIG.

PS: Does anyone know where mine is now making its home ?

SPEAKER & DEMONSTRATION = Feb. Mtg.

Mr. Humphrey Jones will speak and demonstrate the art of Fibreglassing by using some household items. It may surprise you. Come and see! ! !

***** NOTICE - ALL MEMBERS *****

In accordance with Art XVII of our by-laws - a proposal to create "Art. XVIII - EXECUTIVE BOARD" - as printed below will be voted upon at our Feb. 5/91 meeting.

Please note that we are considering reprinting the by-laws and we MAY VOTE UPON MINOR CHANGES not printed below to correct a few errors that are in the present printing. If you have any comments or constructive thoughts about the current by-laws, BE AT THE FEB. MTG. or contact a club officer or hold your peace. - Milt P. - Pres.

By-law Proposal = Create - "EXECUTIVE BOARD" - 1/1/91

Art. VI - CLUB OFFICERS

Section 1 -
ADD E. - General member of the Executive Board.
ADD NOTE - No one individual may hold two (2) elected offices during the same calendar year.

Art. VII - DUTIES OF ALL OFFICERS

Section 1 - Elected officers.
A-ADD TO END OF PARA. - The President is a member of the "Executive Board" and shall preside at all meetings of the "Executive Board".
B-ADD TO END OF PARA. - The V.P. is also a member of the "Executive Board".
C-ADD TO END OF PARA. - The Secretary is also a member of the "Executive Board".
Secretary shall also record the minutes of the Executive Board.
D-ADD TO END OF PARA. - Treasurer is also a member of the "Executive Board".
ADD A NEW PARA. -
E- General member member of the "Executive Board" - The General Member shall represent the general membership at the "Executive Board" meetings.

Art. XII - MEETINGS

ADD A NEW SECTION -
Section 4 - The "Executive Board" shall meet at any time as deemed necessary by the President or his proxy. The notice of such meeting shall be made by whatever method that is practical to resolve the business required. If necessary, these meetings may be conducted via telephone.

Art. XIII - REGULAR BUSINESS AND QUORUM

ADD THIS LINE IN SPACE BETWEEN XIII & Section 1 - To appear as follows -

Art. XIII REGULAR BUSINESS AND QUORUM

ADD- This article does NOT apply to the "Executive Board".
Section 1 - == == ==

CREATE A NEW ARTICLE-

ARTICLE XVIII - EXECUTIVE BOARD.

Section 1 - The Board shall consist of six (6) members. Five (5) members shall be the Club Officers (See Art. VI, Sect. 1) and the sixth (6th) shall be the most immediate Past President of WAM.

Section 2 - The purpose of the Board is to have the authority to conduct Club business that requires immediate attention or action and cannot be held over until the next regular monthly business meeting of WAM.

Minutes of all Board meetings shall be recorded by the Secretary and reported to the general membership at the next regular business meeting of WAM.

The President shall make practical effort to contact every Board Member prior to any final action of the Board.

Section 3 - No vote of the Board shall be binding with less than three (3) members being consulted. Each members vote must be recorded including all non-contacts.

Section 4 - All decisions of the Board shall be approved by a majority vote of the Board.

Section 5 - The Board shall approve all Club expenditures in excess of Fifty Dollars (\$50.00) that must be considered between regularly scheduled business meetings of the Club. The Board shall have a maximum dollar (\$) authority NOT to exceed one-third (1/3) of the available Club treasury.

The following is another proposed change to be voted upon at the Feb. 5 meeting. Each year there are persons who do not wish to continue their membership and fail to advise anyone. We end up carrying them almost a year at your expense. This also creates a problem trying to keep an accurate roster. Many members feel this scenario should be eliminated, so - - - -

ARTICLE V - WAM MEMBERSHIP CLASS. & DUES & ASSESSMENTS.

Section 2 - Dues.

DELETE - Para. "C" in its entirety.

REPLACE Para "C" as follows.

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 prior to March 1st of the same year.

If your dues are NOT RECEIVED prior to March 1st. you will automatically be dropped from the membership roster. You may reinstate your membership within the same calendar year by paying a full year (12 months) dues to the Treasurer. If you do NOT reinstate within the same calendar year, a new application in its entirety must be submitted with all fees applying.

D. Delete this para. in its entirety.

E. Delete this para in its entirety.

F. Honorary member. Change to be Para "D".

Section 3 - Assessments.

Add the following para.

If the approved assessment is NOT paid within the designated time, that person shall lose all benefits and privileges of the club until such time that the assessment has been paid.

(the reason for this addition is that it was removed by the revision of para. 2)

BUILDING TIPS

HOUSEHOLD TIP FOR REMOVING GLUE (Jack Tatum - SAM #74 - CA)

"Skin-So-Soft" bath oil by AVON will remove that awful "hot-stuff" glue from glass, metal, and most plastics. He recently sprayed some on a counter where the glue had been for almost a year and nothing would remove it. He let it sit a few minutes and it came right off. No kidding!

OIL SOAKED WOOD- (Bobby Traylor- Lagrange R/C)

Broken firewall - fuel soaked tank compartment ? #1 - If not too bad spray some "K-2-R" spot remover on it. Let it dry to a powder and brush it away the oil soaked powder. Repeat if necessary 'til you are satisfied with it.

#2 - If the area is badly oil soaked, then try this. Mix cornstarch with common rubbing alcohol (not the drinking kind) into a paste. Spread it over the affected areas and let it dry overnight (about 8 hrs). Then brush away the oil soaked powder. What happens is that the alcohol is absorbed into the wood. It breaks down the oil and then evaporates carrying the oil to the surface with it. Then the powder or cornstarch absorbs the oil right off the surface into it. When you remove the powder, you also remove the oil. It really does work.

MODEL CLEANING FLUID -

Windex works, but this is cheaper =
dishwashing detergent - 1 oz. rubbing alcohol - - - 8 oz.
ammonia - - - - - 4 oz. water (soft if pos.) - 40 oz.
Shake well and store in a sealed dark container in a cool place.
To use, spray on and wipe off.

HOW TO CLEAN THE SPRAY CAN TIP -

Why waste propellant and paint? Pull off the top, put it on a can of "WD-40" and spray the WD-40 for a second. Cleans the tip and saves paint. Replace it on the paint can for future use.

BUILDING TIPS -

Sanding a problem in small places - use a ladies "emery board". They come in various sizes and are handy for slots, filets, inside corners, etc. you can cut them for special applications.

Storage for small parts - Save your (or ask your photo bug friend to save) 35 MM photo film canisters. I discovered a box which holds many of them neatly. A piece of tape on the top lists the contents.

Does your "Allen wrench" (hex key) spin when tightening a screw ? Simply grind off 1/32" - 1/16" of the end and have a fresh wrench again.

Have trouble holding things down? - Save a old peanut butter can, coffee can etc., one with a lid on it, fill it with discarded nuts & bolts, stones, or anything heavy. Tape the top on so it can't spill. Run a strip of rubber tape across the bottom and it won't slip. Great for holding parts in place, wings down, etc.

WARRANTIES

Warranties have been increased =
Tower Hobbies have products now has one year warranty -
Power panel
Expanded scale volt m't'r.
12 V charger
Photocell tach
Heat gun
Sealing iron
Hand crank fuel pump

Both TOWER Power electric starters now have 2 yr. warranty

HOBBICO has increased warranty to five (5) yrs. on their line of AC/DC Battery Chargers.

Joining O.S. & Super Tigre is IRVINE who announced their new two (2) yr. warranty on MOST of their English made engines.

CARROLL COUNTY REP. REPORT - Ray Miles

I presume that everything is just waiting to happen come springtime. No information to the contrary has surfaced from any area.

ADDRESS CHANGES -

Calvin Bonnett - now "3767" Brice Run Rd, Randallstown, MD 21133

Mat Clement - NEW - A/B Clement, MP 219118491
PSC #5 Box 14291
Shepherd AFB, TX 76311

I spoke to Mat during the Holidays and he is in school studying structural engineering and will be involved in civil engineering. He wished everyone a Happy New Year. (Milt)

DECEMBER MEETING MINUTES

WAM had its Annual Dinner Meeting on Sunday Dec. 2/90 at 5 PM at Frocks Sunnybrook Farm. There were 30 members present and 44 guests.

Milt presented pins to members who had participated in various club events throughout the year. "Most Improved Flier" certificates were presented to Wayne Creasy, Bob Allen, and Roger Newcomer.

The results of the election of officers for 1991 follows=
President - Milt Peacock
Vice/Pres - Wayne Creasy
Treas. - Lloyd Briggs
Secty. - John Schaffner

At the end of a great meal Milt introduced our speaker, Mr. Michael Potter, of the Space Telescope Institute in Baltimore. He spoke about the development and current use of the Hubel Space Telescope and showed slides of it in action.

The membership unanimously agreed to buy the club name badges in the gold color.

Phyllis Briggs (Mrs. Treas.(ED) won the 50/50 drawing.

The dinner meeting concluded at 8:45 PM.

Wayne Creasy - Sect'y. (Note - These were held from the Dec. Talespinner.)

ED:- 10 lucky members received a present from Santa.

FOR SALE - - - FOR SALE - - - FOR SALE

JEMCO AMERICAN EAGLE - 4 Ch.Trainer = Fuse.& wing is framed up = 51" span = 545 sq/in. = .30-.38 eng. = \$40.00

MIDWEST JOPEL D-9 = 3 Ch. Scale Model = wing & fuse. is framed up = 40" span = 296 sq/in. = .10 eng. = \$25.00

Call Ken Hands - 795-2060.

BIG SALE - - - B I G S A L E - - - BIG SALE

1 plastic fuel bottle = 3.00
Hand crank fuel pump w/ coil tubing = 5.00
Engine - O.S. .35 R/C w/muffler & mute = 45.00
(NEW) Engine - O.S. .40 FP w/muff, ext, & mute = 55.00
Engine - O.S. .40 R/C w/muff & mute = 50.00
Engine - O.S. .20 R/C w/muff & mute = 25.00
Sullivan starter = 15.00
(NEW) Sullivan 12/24V starter 45.00
Hobbico Power Panel = 18.00
1.000 Ohm/Volt tester = 10.00
Hobby anvil = 2.00
McDaniels - NiCad Glo Starter w/chgr. = 10.00
Assorted tanks / mounts / muff.parts / etc = all priced
~~Big Sale 20 w/o 6.40 4/stroke Built 175.00 (no radio)~~
~~R/C Kit (?) 25.00 SOLD~~

Call Ray Miles 781-4937 (I'm going to electric guys)

LEARNING TO FLY

REVERSE CUBAN EIGHT by John Schaffner

I'm sure you all remember how to do the plain old regular Cuban Eight, well this is a variation just to put a little more fun into your flying.

Start this one with a little zip, like starting a loop. Initiate with a 45° climb, then roll inverted. As your speed slows come back on the stick as from the top of the loop. Keep it coming around and straighten up when you are at a 45° climbing attitude 180° from entry. Roll it over inverted again and repeat. Just remember to reduce power at the top and restore power at the bottom to carry the airplane through and into the climb for another go around.

Next time: The square loop.

JAMES GORDON BENNETT CUP RACE - 1913 by: John Schaffner

France took home the 1912 trophy without competition, but this is not to say that her aviators were going to just set back and rest on their feat. When the time came to set up the 1913 event, France was at the field with "new and improved" models. But, once again there was much competition. The only other country to challenge Belgium. They sent a pilot, Crombey, to fly a year old, French built Deperdussin. Of course France had their favorites; Prevost, flying a Deperdussin, Gilbert, also a Deperdussin, and Emile Vedrines flying a Ponnier which was similar to the 1912 Hanroit (or 1916 Nieuport). All of these aircraft were monoplanes, open cockpit, and although externally wire braced, were very streamlined for the era. All four were powered with 14 cyl., 160 HP Gnome rotary, twin row engines. The pilots sat up there with their caps on backward and goggles and went all out to win. The 1913 Deperdussins had a large prop spinner to enhance the streamline design and Gilbert even had a windshield. Both new Desperdussins also had a streamlined headrest this year.

The meet was held at Rheims once again for three days beginning 27 Sept. There were "preliminaries" and "trials" and attempts to set altitude and cross country records.

Gilbert of France climbed to 19,033' solo, 14,265' with one passenger and 11,936' with two passengers. (My reference does not mention the type of aircraft.)

On Monday, 29 Sept., the "Cup" race was held, and all four ships were ready. The pilots would fly 20 laps around a closed course, traveling a distance of 124.3 miles, one at a time.

Crombey was the first off at 10:00 AM. He flew very conservatively, making his pylon turns wide and easy. His time at the finish was slightly better than the 1912 winning time, but proved to be only good enough to place fourth out of four.

Prevost was next to take off at 11:15 AM. His Deperdussin had clipped wings installed just before the race that had a span of less than 20'. When flying the course, he stayed low and cornered the pylons as close as he could. Two of his laps were clocked at 127 MPH and he averaged 124.5 MPH for the race.

The other Deperdussin, flown by Gilbert, was off next but was not as fast as Prevost's plane. His try was clocked at 119.5 MPH.

Vedrines was last to take his shot at the record the Ponnier. He had a fast airplane and could possibly have won the race. He was timed 125.5 MPH for one lap. But, he too, was making the turns with too much caution and finished with an average speed of 123 MPH, good for second place.

Note that the high performance these little monoplanes had made them attractive to buyers, however, at this time in aviation history not much was known about stalls and spins. If a pilot piled up in one of the slow biplanes he would have a good chance of walking away, but the little racers were a different story. In fact, neither France nor England would even consider them for military forces. When WW I came along nearly all of the equipment was biplane type, slow and cumbersome.

These 1913 racers had better performance than the trainers in use by the military at outbreak of WW II. Of course, not just anybody could survive flying them.



WHO WAS HE ?

by: John Schaffner

Well, if you did not know, don't feel too bad. Unless you are an aviation history buff, I guess I gave you a tough one for starters. The answer is "Maj. Gen. Benjamin D. Foulois" and he was forced into retirement in the late thirties by political pressure. He remained active in aviation circles though and used his influence behind the scenes toward the advancement of air power up through modern times. If you would like to learn more about this outstanding American be sure to read: "From the Wright Bros. to the Astronauts, the Memoirs of Maj. Gen. Benjamin D. Foulois", with Col. C.V. Glines, USAF.

Royal 40-S Airplane
Price-Varied from 89-99 dollars.
Available from-All Hobby Dealers(Doug's Hobby Shop
usually has the lowest price.)
Engine-.40-.45 Two Stroke.

In my dealings with ARF's I consistently return
to the Royal Products line. In overall quality and
ease of construction these planes are hard to beat.

In building these planes there are several areas
that one should pay attention to in order to build a
more trouble free airplane. First, the 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. This can be done
by redrilling the fuselage. Secondly, the push rods
in the kit are of the dowl and wire variety which work
o.k. but I recommend using Sullivan Gold'nRods 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 10-20
hours of work and is repairable since it is of all
wood construction. This shoulder wing model has the
wing sitting flush on the fuselage. the wing is
symetrical which improves its aerobatic potential
over other models. The Royal Company makes a 40T model
which has a higher wing for beginners. This model
also has a flat bottom wing which is more stable to
fly.

On this particular model I installed a new Merco
.50 size engine. This is a new motor available from
Hobby Lobby. A .40 sized O.S. will perform quite well
in this plane if you desire.

All parts come with this kit and construction
is basic such as joining the wing halves, installing
tail feathers, pushrods, radio and engine. You don't
have to drill the motor mounts since it uses clamps.

This is a very forgiving plane to fly but be atten-
-tive to pre-trimming, especially with the ailerons.

If you have any questions please give me a call.

HAPPY LANDINGS!
NEXT ISSUE- MERCO ENGINES

EDITORIAL - - - - -1991 FREQUENCY ADVICE

Narrow Band is here and here to stay. That means a "GOLD
STICKER" on your TRANSMITTER. The "SILVER STICKERED" wide
band TRANSMITTER is legal until 1993 but you are at risk.

Notice I spoke only of TRANSMITTERS. Just because you
have a GOLD STICKER on your TX does NOT mean that your
receiver is Narrow Band. Many of you who own a Futaba 4ch
Conquest may have a gold sticker on it BUT believe me -
your RX is WIDE BAND. (mine was) It still must be
converted to "NB". It didn't cost that much to change.

There has been enough printed in simple language
covering the subject in every magazine. I can't believe
some of the questions that still are being asked.

Nothing is cheap today BUT it is darn cheap to
convert a TX & RX and know that you are SAFE. Fellows its
YOUR hard work up in the air that is going to pay the
price if you are flirting with WB radios. It will be like
playing Russian Roulette in many respects

I firmly believe that WAM should consider passing a
"HARD NOSE RULE" that everyone MUST have either a SILVER
or GOLD STICKER on his radio in order to be able to fly
on our field. This will say that he has at least gone to
the trouble to have his equipment frequency checked. Who
knows how far OFF frequency the radio is WITHOUT any
sticker. Free checking has been around for years now and
there is no excuse for not having yours checked.

I think that it is EVERY members duty to play the
game as safe as we can. I am sure not going to fly when
some ding-a-ling (pardon the expression) who is too lazy
to cheap to consider his fellow club members.

Think about this coming problem. We will consider
some action for your pleasure soon. Its your Club,
friends, and equipment. Lets be kind to one another.

These are as written, unedited.

Dear Mr. Miles and your crew.

I liked your show.

It was neat. It was so nice of you to take time out of
your own spare time. I learned a lot from your show that
I did not know about. I liked your stuff. It nice and cool

Here are some questions for you all

- 1-How much money did you spend on that stuff_____?
 - 2- How many planes do you have in your company_____?
 - 3- How many years have you been doing this job_____?
 - 4- Where did you get all that stuff_____?
 - 5- Do you ever have to paint them a gain_____?
 - 6- Did you ever have any of your planes wacked_____?
 - 7- How did you get all those people to help you ?
 - 8- How did you get started ?
 - 9- About how long does it take you to make a real big
plane that people fly ?
 - 10- How long does it take a rocket do get to the moon ?
 - 11- Can planes go to the moon or to any other plantes ?
- Sincerely and Love = Jasmine Runkles

Dear Aeromodelers,

Thank you for showing us how airplanes, helacockters,
and hot air ballons work. Thank you for flying the
airplane. Thank you for teaching us.

Your friend = Chris Boone

Dear Mr. Miles,

Thank you for the show.

Thank you for talking about planes.

I learned that Charles Limber flew across the ocean.

I liked the navy plane. Does all navy plane green ?

How do you get gas in a plane ?

I liked the plane you flew.

Love = Julesha Luby

Dear Aeromodelers,

Thank you for coming to are school. I enjoyed learning
about grauedy, lift, drag, and thrust. It was fun
watching the hot air balloon go up. I learned that hot
air balloons are filled with hot air. The best part was
watching the plain fly. I learned alot from you. You guys
know alot. You people are smart.

Your friend - Tiffany Ann Shipp

BUILDING TIP - from the workbench of John Schaffner

The next time the MRS. throws out one of those trigger
operated spray bottles (ie: Windex, Glass Wax, etc.),
salvage the pickup tube on the inside. They will come in
handy for guides, spacers, grommets, etc. Also, think
about the tube from a discarded ball point pen, brass or
plastic. They will clean up with little effort.



Please use crayola and print clearly!



Editor's Note: For those who have a complaint about the newsletter, please explain your problem in detail in the space provided and mail it immediately.

COMPLAINTS

L5)

THE TALESPINNER

Newsletter of the
WESTMINSTER AERO MODELERS

% Milt Peacock
2313 Da Lib Rd.
Finksburg, MD 21048



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 West'r. VFW Hall, 519 Poole Rd., Westminster, MD. Visitors are welcome.



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Next Meeting:

MARCH 5, 1991

WESTMINSTER V F W

7:30 PM

Volume 7 Number 2 Feb/91

AMA Chartered Club 336

Formed 1955

NOTICE - TO EVERYONE

The following revision to our by-laws was voted upon and carried at our Feb. meeting. **PLEASE TAKE NOTE.**

Ref: Art.V, Sect.2, Para.C = (now reads)

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 prior to March 1st of the same year.

If your dues are NOT RECEIVED prior to March 1st you will automatically be dropped from the membership roster. You may reinstate within the same calendar year by paying a full years (12 months) dues to the Treasurer. If you do NOT reinstate within the same calendar year, a new application in its entirety must be submitted with all fees applying.

Some dues have not been received by the Treasurer. Procrastinators = Please send your dues to: Lloyd Briggs - 915 Lindellen Rd., Reisterstown, MD 21136. Don't be a drop out. We still want you to be a part of the club.

★ PROPOSED BY-LAW CHANGE: ★

It was discovered during the typing and proof reading of the by-laws for re-printing that part of the Article V by-law as printed above occurred. As it now reads it does not accomplish the purpose of the change.

The "Executive Board" met and unanimously agreed to the following proposed change to be VOTED UPON at the March 5 meeting.

Delete Art.V, Sect.2, Para.C - 3rd para. only.

Replace with - (the change is in bold print)

If your dues are NOT RECEIVED prior to March 1st you will automatically be dropped from the membership roster. You may reinstate within the same calendar year by paying a full years (12 months) dues **plus a \$5.00 reinstatement fee** to the Treasurer. If you DO NOT reinstate within the same calendar year, a new application in its entirety must be submitted with all fees applying.

NOTE: If the proposed change is approved and passed by the membership, it will become effective immediately. (March 5, 1991)

MARCH SPK'R. Mr. Charles Harper - "Technology Seminars Inc."
Subject - "Electronic Packaging."

Note: If you know someone that would speak to us or if you have a subject that you would like addressed - Contact Chrm. John Dorl 252-0715 or Milt P.

Golly, let the temperature get above 50° and out come the airplanes. I'm sure you remember that we had a couple WARM days recently and, along with several other die-hard members, we got to flex the fingers on the sticks. Boy, can you (I) get rusty. Whew !!!

I'm here to tell you that we are getting some great members. For some reason, I'm happy to say, some persons are coming up and volunteering to do things for the club. Karl McEvoy's dad, Al, has volunteered to set up and print a new edition of our By-Laws. I typed up the rough draft and with the help of John Schaffner, we proof read them prior to giving them to Al.

In doing the proof reading, I suddenly discovered an oversight and omission in one of the changes that we just voted on last meeting. Every year there are too many members sitting on their - - - and not paying their dues until they feel like getting around to it. That may seem OK to you, but if you were the one that has to make up the current roster, complete the roster forms for the AMA, set up attendance sheets, treasurer records, etc. you would have a different outlook upon the "procrastinating late payer".

Therefore your new "Executive Board" has been in action and recommended a change in Art.V, Sect.2, Para.C (which was on page 3, lower right corner, of the last Talespinner). The change adds a \$5.00 penalty if you DO NOT pay your dues prior to March 1st. We just can't keep operating as in the past. The pay just ain't that great to do all that extra work. We have the CHEAPEST dues around and I'm willing to bet that the "dues procrastinator" don't wait to buy that \$200 radio or \$100 engine etc. I'm sorry, but that's the facts.

*** The recommended change appears on the front page. **

I hope everyone enjoyed and picked up a skill in fiber-glassing from our guest, Hump Jones, last meeting. We are going to try to have something like that at each meeting. If anyone either has a skill to pass on themselves or knows someone who would come and visit with us, please let me know so that we can schedule it.

Flea Markets are again in full swing. Lloyd, Herman, Bill H., John D., and I go to many. Sorry Ray, he also is starting to go along. It makes a fun day and many good buys can be found.

Our "Field Safety Officer" and his committee are working to up-date our field rules. I just received a preliminary copy and I'm sure they will be completed by flying season. I assure you - several changes will be in effect. I also assure you that they WILL BE ENFORCED. We MUST be aware of where and how we fly. We MUST protect our facility. Its the ONLY site we have and its up to each and every one of us to follow the rules and police each other when we fail to comply.

Nuf for this time. See you March 5 - Milt P - Pres.

WELCOME ABOARD

New Junior Member - AARON GILBERT. He is new to the sport so everyone give a helping hand.

NAME BADGES - Milt Peacock

To date I have received a total of 34 orders for our new namebadges. Most have been made with a few still in process. Everyone seems to like them, gold w/black engraving. Again - the cost to you is \$5.00 which includes 2 lines of engraving (Name & AMA #). There is ample space for an additional line of your choice on the badge, however that will cost you an additional \$1.00.

A couple persons promised to send me a check for \$5.00 which I have yet to receive. Please do what you promised. I trust you but I need my money too.

For those who have not yet ordered your badge, please SEND me \$5.00 and your name, as you wish it, Wm. or William or "Bill" and your AMA # and when I get 5 or more I will order them for you. Send to 2313 Da Lib Rd., Finksburg, MD 21048. DO IT NOW !

We had 27 members present plus one guest, Mr. Humphreys Jones, AMA 125, of the Balto. Area Soaring Society.

V/P Wayne Creasy reported on the MMA Business Meeting. The MMA will hold its 2nd Annual Flea Market Oct. 12/91 at the West'r. VFW. (See MMA column for other info.)

Treas. Lloyd Briggs reported that we are in the black. There are still several members that have not paid their 1991 dues. In fact there are several that have not paid their "assessment".

The AMA video will be continued at \$10.00/copy. Transmitter frequency checks will be available at the MARC Show on June 1-2 for a small fee. Emphasis is being placed on the using of the new ODD number channels lest the FCC reassign them to other usage.

New applicant - Aaron Gilbert - was unanimously voted into membership.

Paul Schaffner asked for input from anyone having suggestions concerning the "Field Rules".

Ray Miles reported the School Program was presented to a good crowd at the Church of the Ascension in West'r. Beginning 5 March thru June, dates have been set up to present the program in the C/C Elementary Schools. A "handout" is being prepared for public distribution by the School Program Committee.

Bob Allen asked that anyone holding club property to contact him.

All of the proposed changes in the by-laws were approved unanimously by the membership.

(Editor note: Our By-Laws have been brought up to date. Al McEvoy, dad of Karl McEvoy has volunteered to set-up and print them for us. Many thanks Al.)

The membership voted to have our Annual Dinner Meeting in December at the West'r. VFW Home. It is anticipated that the cost would be \$12.50 ea. and \$6.00 for children. (This may have to be revised.) The menu will be chosen at a later date.

Cdr. Dick Myers, of the VFW, was voted to receive an Honorary Membership in WAM for 1991.

Bob Allen and Ken Davis were nominated for the position of "General Member of the Executive Board". Bob Allen was elected and will represent the general membership in the transaction of business.

The membership expressed no interest in purchasing the 23 channel separation checker from RDC.

Volunteers to Chair the flying events were received and are listed under "Field Activity Dates" elsewhere.

A discussion about what to do with the "Club Cub" was had and is to be continued at the March meeting under old business.

Our guest, Humphreys Jones demonstrated the techniques of applying epoxy and fiber-glass over a planked surface using toilet paper to blot up the excess, to our members. Very interesting.

Winner of the 50/50 = Bill Welling. Present - \$11.50
Respectfully submitted - John Schaffner, Secty.

FLASH !

As many of you know, the membership approved the creation of an "Executive Board" to assist in the operation of our club. Part of that creation was a new elected member to represent the general membership. At the Feb. meeting Robert Allen was elected as the "General Member" to the Board. I'm sure he will do a good job for us.

Many thanks to Ken Davis who was also nominated.

COMING EVENTS

March 2 - Harford Co, Flea Mkt. & Auction
March 9 - Lebanon Pa. Flea (good one)
April 5-6-7 - Toledo OH. Trade show.
April 13 - New Oxford PA Flea Mkt.
April 12-13 York Area R/C - Galleria Mall Show
April 19-20 " " " - York Mall Show

MARYLAND MODELERS ASSOCIATION
By Wayne Creasy, Vice-President

The M.M.A. met on Wednesday, January 30 at 7:00 p.m. at Fratellis' Restaurant in Glydon, Maryland.

One of the clubs raised the question of what would happen if several of their members did not want to join A.M.A. Bob Babura, A.M.A. rep., said that their club would lose its charter if that happened.

It was announced that the M.M.A. Flea Market will be held this year on October 12 at the Westminster V.F.W.

Hartford County R.C. Club announced the sale of raffle tickets for a Goldberg Ultimate Bipe. This raffle is being held in conjunction with their R.C. Auction which will be held on March 12.

The M.A.R.C. Show will be held this year on June 1 and 2.

S.C.A.M. announced the acquisition of a new 76 acre flying site adjacent to London Fog.

The A.M.A. rep. made the following announcements:

An Ad Hoc Committee has been set up to handle member complaints.

Contest Directors must now have 3 years continuous membership in A.M.A. in order to be eligible.

The A.M.A. Nationals will be held in Lawrenceville Illinois this year.

The new Sound Handbook has been completed by A.M.A. and will be mailed to all clubs soon.

The next meeting will be held on February 27 and will be hosted by the Sunday Flyers.

AMA LIAISON - Ray Miles

There have been some recommended or contemplated insurance coverage changes at the AMA in regards to language, terminology, and the like, because of the uproar from the general membership concerning liability. There may be more on this subject elsewhere in this newsletter.

Editor note: A special page concerning insurance is part of this issue. READ IT. IT'S IMPORTANT.

SCHOOL FLIGHT PROGRAM - Ray Miles

We have now heard from all 16 of the elementary schools during the last few weeks. All scheduling has been completed for the remaining schools to receive our program. The schedule for MARCH follows:

Wed. Mar. 6 - Wm. Winchester Elem. - @ 9:30 AM
" " 13 - Charles Carroll " - @ " "
" " 20 - Winfield Elem. - - @ " "
" " 27 - Mechanicsville " - - @ " "

All team members please mark your calendars for these dates. 9:30 is when the class begins. As in the past we generally arrive about one hour earlier to allow for set up and any contingencies that may arise. The scheduling for APRIL will appear in the next issue of the "Talespinner".

Our "Flight Program" that had been set for Feb. 2nd for the "4-H" group at the West'r. High School, had to be canceled because of the lack of interest shown by the members of that organization. The time and effort necessary to set-up, conduct, and dismantle, was not warranted for only 10 persons, however the time was allocated for us to do this. We politely declined. Do not let this discourage anyone from accepting a request for our program. If anyone in our club is approached, please contact me at 781-4937 so I can follow up on the request.

FIELD and BENCH REVIEW
by Wayne Creasy

TOPIC: Merco .50 Model Engine

AVAILABLE FROM: Hobby Lobby International
Brentwood, Tennessee

PRICE: \$109.00

I was first told about this engine by Trent DeVault, Manager of Hobby Lobby, when I was ordering a plane kit about 4 months ago. I was told that they were new and that Hobby Lobby had been trying to get the distributorship for a couple of years. Merco Engines are made in Lancaster, England by a company that has been in business for 20 plus years.

He talked me into buying one and sent it to me in two days. I wanted to speed up my Royal .40 plane so I decided to put the Merco in that. I had been told that it was a long-stroke engine so I decided to use an 11-7 propeller. The muffler had no pressure tap, so I had to drill and insert my own. This is a bearing and ring motor so Trent had advised that I run about 2 gallons of fuel through it for proper break-in. This seemed excessive to me so I ran my usual 2 tank fulls through it and flew the plane.

The positive side to this motor was that it started easily, was extremely easy to adjust and was very quiet.

The negative side to this motor was that it never developed the 13000 r.p.m. level that the manual said that it would. After many flying sessions, new fuel, adjustments, and refitting the tank I could only get 9600 r.p.m.

I sent the motor back to Hobby Lobby and they said that they did not know what was wrong. They sent me a more expensive Enya .45 in its place.

Maybe I just got a bad one but I can't in good conscience recommend this motor to anyone. I will say that the folks at Hobby Lobby are extremely good to deal with so I do recommend them.

HAPPY LANDINGS!

NEXT ISSUE: Cambridge Models "Bulldog" A.R.F.

FOR SALE

Radio Shack TRS 80 computer; includes cassette, 13" B&W TV, books.. Like new, good starter set up for youngster. BARGIN PRICE = \$200.00

Westinghouse double oven, 4 burner electric range, like new, (we remodeled) = \$400.00

12 V motorcycle battery - \$10.00

Airtronics receiver - Gold Stickered, #92785, 72 FM, Ch. 56 narrow band, 8 plug in stations = \$90.00

Hand crank fuel pump w/coiled tubing = \$5.00

O.S. 35 R/C w/muffler & mute = \$45.00

O.S. 40 R/C w/muffler & mute = \$50.00

O.S. 20 R/C w/muffler & mute = \$25.00

Sullivan starter (std) = \$15.00

Sullivan 12/24 V HD starter = \$45.00

Hobbico power panel = \$18.00

1.000 O/V tester = \$10.00

O.S. 40 FP R/C w/muffler & mute = \$55.00

Other odds and ends.

Call - Ray Miles - 781-4937

FIELD ACTIVITY DATES - Put on your calendar NOW

FUN FLY - June 16 - Chrm. Roger Newcomer - 876-2641

FUN FLY - August 25 - Chrm. Dave Kenney - 484-5054

BIG BIRD DAY - Sept. 22 - Chrm. Bob Allen - 876-3580

These fellows will surely need your help. Give them a call and be a part of the action. Remember - it's FUN.

The Last race was held in 1913 and then World War I intervened. It seems that whenever a war comes along, the "new & improved" versions of every tool of war go through a lot of changes, and aircraft are no exception.

You may recall that the Frenchman, Deperdussin, had dominated the races of 1912, 1913, & 1914. We will not hear from him again. He went to jail on charges of stock swindling. His company including the bright designer, Louis Bechereau, was taken over by Louis Bleriot. Bleriot re-named the company, "Societe Pour Aviation et Derives" (SPAD). The SPAD is well known as one of the best aircraft to come out of the war.

There were some interesting ideas sent to the 1920 race by the USA. The Dayton-Wright RB-1 had the first retractable landing gear and a cantilever wing with adjustable camber. The pilot was fully enclosed and could see only by looking out of the side windows. He had a mechanical device to crank the wheels up and raise up a leading edge "slat" and trailing edge "flap". This aircraft still exists and can be seen at the Ford Museum at Dearborn, Michigan.

Curtis sent two aircraft that were ordered for the race by Texas oilman S.E.J. Cox. One was a biplane and the other a high wing monoplane. Both fuselages were identical, plywood monocoque, equipped with 435 HP Curtis V-12 engines, having rectangular radiators on the side for cooling. The Cox planes also had enclosed cockpits and the biplane's wings were cambered both top and bottom. Both Cox planes had extremely high landing speeds and when the team saw the field they had to fly from they didn't even take the monoplane out of its crate. The Cox biplane took off from a field outside of Paris to fly to the race field at Etampes. As it rolled through the high grass it struck something that damaged the landing gear. When pilot Roland Rohlfs attempted to land at Etampes the gear collapsed and the aircraft rolled into a pile of splinters. Scratch two. Rohlfs' injuries were minor. The U.S. Air Service entered a Verville Scout VCP-1 having a new Packard V-12 rated at 638 HP at 2800 RPM. It had a rectangular radiator hanging under the lower wing at the fuselage. This plane was a souped up pursuit type. Prior to this, 300 HP was considered the practical limit for pursuits.

The British & French entries were "souped up" war time biplanes, Nieuports, SPADS, DH's, Borel, and a Martinsyde.

The day of the race was 28 Sept. 1920 and people began arriving at 7:00 AM to be greeted with a low overcast and very poor visibility. The sun did not break through until after 1:00 PM but by 1:25 PM Kirch of France was taking off in his Nieuport Model 29.

Kirch was followed by Bernard de Romanet of France flying a SPAD Herbemont. Sadi-Lecointe, also of France, was next in another Nieuport 29. The little Dayton-Wright piloted by Howard Rinehart, took off next. Rinehart cranked his wheels up and trimmed his wing and flew across the starting line and down the course. The U.S. Army entry, a Verville-Packard, was off next piloted by Maj. "Shorty" Schroder.

By this time Kirch had been clocked at 181.5 MPH for his first lap, and even though he set the record for the fastest lap, he was forced to land before completing three laps.

As a side note here, Kirch's Nieuport had its cockpit smoothly covered over for stream-lining and the pilot was only able to see by using a small teardrop shaped window on each side of the fuselage. Is that "hairsty" or what?

De Romanet, in his SPAD, made his first lap at a speed of 162 MPH, but then had to land for an engine problem. He got back in the air after this pit stop but the total time was counted and this reduced his "official" speed to an average of 113.5 MPH. An oil leak developed on the last lap and De Romanet finished the race drenched in engine oil. His courage won him second place.

When the Dayton-Wright came around after the first lap, Rinehart was seen to be extending his landing gear. After landing an inspection showed a broken cable that prevented him from turning left. Scratch another one.

The U.S. Army Verville-Packard also landed after the first lap with an overheated engine and a leaking carburetor. That did it for the U.S.A.

Raynham, of England, also only completed one lap in the Martinsyde landing with a broken oil pump and an overheating engine.

In the meantime, Sadi-Lacointe was cruising around the course to complete the race with a average speed of 158.5 MPH. His machine was in perfect condition, the pilot knew the course, and France retired the Trophy having won three times. So much for the Bennett Cup.

LAST MINUTE NOTES

It may appear that we are harping a lot on the collection of dues along with the dropping of members, however that is far from the case. The point being that a lot of work occurs behind the scenes pertaining to rosters, bookkeeping, mailing lists, etc. that can be eliminated IF everyone would help by paying their dues on time. We don't want to lose members. At this moment we have 58 members on the roster and we want to keep 58.

If those who have not yet paid their 199 dues have a problem or hardship, PLEASE call either Lloyd or me to work out the problem.

If we can't help one another - then why bother. - - Milt P. - -

INSURANCE

Please read the "Insurance Summary" attached. There are a few important changes - be aware.

RADIOS

Don't delay - get 'em up-dated before the season of fun gets here. Remember - it's your airplane and money and labor that goes @#%&#

NEWS ABOUT OUR KNOWN MILITARY MEMBERS

- Milt P

As you know, Mat Clement, is serving in the USAF and was at Shepherd AFB in TX. I saw his Dad, Fred, and was told that Mat is leaving for Korea on Feb. 19/91. He asked that all of Mats mail be sent to his home address - 111 Maplehurst La., Monkton, MD 21111 - and it will be forwarded to Mat.

Mat, we all wish you well and a safe tour.

If you know of any other member who may be in the service, please advise me who they may be. Drop them a card or note. I'm sure they like to get mail and news from home.

THANK YOU - VOLUNTEERS -

Our thanks to - Dave Kenney - Talesp'n'r. printer

Roger Newcomber & Ken Davis = they are making new frequency boards.

Bob Allen = I made a new sign for our field and Bob is framing and mounting it.

It's really nice to have - VOLUNTEERS



1810 Samuel Morse Drive,
Reston, VA 22090

Revised INSURANCE SUMMARY



This information is merely a brief summary. Complete details of coverage(s), reporting periods, and exceptions are contained in master policies on file at AMA HQ, available for \$2.00 per policy for handling and postage.

— THE FACTS ABOUT AMA'S INSURANCE —

For Individual Members

**** Comprehensive General Liability Coverage ** (Effective March 31, 1991)**

AMA Liability Protection applies to bodily injury or property damage caused by an AMA member. Any AMA member who causes an accident must report that accident promptly to the AMA Headquarters and complete a written claim report within sixty (60) days.

1) Applies to accidents arising from the operation of model aircraft, rockets, cars, and boats, in accordance with the AMA (or NAR) Safety Code.

2) Policy limits are \$500,000 for each occurrence involving bodily injury and/or a \$500,000 limit for property damage with the exceptions of claims involving model cars, boats, and rockets where a limit of \$100,000 per occurrence is provided. The policy provides an overall limit of \$1,000,000 for all claims occurring during the policy period which applies individually and collectively to all insureds and is provided only for accidents arising from the operation of models in accordance with the Official AMA Safety Code(s).

3) Covers activities whether competition or sport, provided that the original suit for damages is brought in the United States of America.

4) There is no coverage if the member is not in compliance with the AMA Safety Code when the injury or damage occurs. Also, there is no liability coverage for an AMA member-to-his-own-family (Household and Relative) claims or suits.

5) Is "excess" to any other applicable coverage, such as homeowner's.

6) Has a \$250.00 deductible (property damage only).

**** Accident/Medical Coverage ** (Effective January 1, 1991)**

The Accident/Medical coverage applies to injuries resulting from flying or model operations regardless of who causes the accident. It reimburses an AMA member for medical expenses (also the beneficiary for loss of life). The Accident/Medical coverage works as follows:

1) Provides up to \$25,000 for personal injury, and up to \$10,000 for dismemberment or death.

2) Operates directly—does not require claim action by another person.

3) Pays upon submission of bills or other documents certifying cost of treatment and that injury was caused by model operations.

4) Reimburses only for those medical expenses not covered by any other health plan.

5) Has a \$50.00 deductible.

**** Fire, Vandalism, and Theft Coverage ** (Effective October 8, 1990)**

1) Provides up to \$1,000 for loss of aircraft models and accessories, including RC equipment. All theft loss claims must be accompanied by a police report. NOTE: There is no coverage if theft was from an unlocked vehicle or dwelling. There must be signs of forcible entry.

2) Has a \$100.00 deductible.

3) Is "excess" to any other applicable coverage.

Claim forms and step-by-step filing procedures are available from AMA HQ. Call (703) 435-0750, and ask for the Claim Representative in the Special Services Department. All claims need to be reported immediately.



ACADEMY OF MODEL AERONAUTICS

1810 Samuel Morse Drive Reston, VA 22090 (703) 435-0750

SPECIAL NOTICE

AMA membership insurance benefits for Liability coverage will be changed effective March 31, 1991. The text in the box below provides a brief summary of the current liability coverage that is in effect through March 30, 1991.

This **REVISED** Insurance Summary provides the latest changes to the Liability and Accident/Medical Coverage. Please also note that each of the three policies provided to the individual member carry different effective dates.

January 1, 1991 through March 30, 1991 Comprehensive General Liability Coverage

AMA Liability Protection applies to injury or property damage caused by an AMA member to someone else. Any AMA member who causes an accident should report that accident and file a claim when liability is incurred.

1. Applies to accidents arising from the operation of model aircraft, rockets, cars, and boats, in accordance with the AMA (or NAR) Safety Code.

2. Policy limits are \$500,000 for each occurrence involving bodily injury and/or a \$500,000 limit for property damage with the exceptions of claims involving model cars, boats, and rockets where a limit of \$100,000 per occurrence is provided. For model aircraft, AMA coverage is basically up to one million dollars per accident. The policy provides an overall limit of \$1,000,000 for all claims occurring during the policy period which applies individually and collectively to all insureds and is provided only for accidents arising from the operation of models in accordance with official AMA Safety Code(s).

3. Covers activities whether competition or sport, provided that the original suit for damages is brought in the United States of America.

4. Includes member-to-member as well as member-to-nonmember accidents.

5. Is "excess" to any other applicable coverage, except is primary for designated flying site owners.

6. Has a \$50.00 deductible (property damage only).

WHAT IS A "DUAL CONVERSION" RECEIVER ?

R/C mfgrs. have been building single conversion R/C receivers with a 455 KHz I.F. since the inception of R/C superhet rcv'rs. in early 1960.

Superheterodyne rcv'rs. were developed to improve signal selectivity. A single conversion rcv'r. basically has one quartz crystal fixed-freq. determining component in an oscillator circuit. The freq. generated by the crystal oscillator is applied to a mixer stage which mixes the oscil. freq., generated by the crystal oscil., with the incoming transmitter (TX) signal.

For simplicity, we can think of the mixing action as the subtraction of the two sigs., although it is more complex than that. The result of the subtraction is called Intermediate Freq. (I.F.). The IF is lower in freq. than the other two sigs., although it still contains the modulated intelligence.

For instance, if the incoming TX sig. is on RC Ch. 12 (72.030 MHz), the rcv'r. crystal oscil. could possibly be operating on 72.485 (72.030 +.455 = 72.485)(it can be either higher or lower)). The difference between the two sigs. is .455 MHz (which is 455 KHz), the IF, which is much lower in Freq. than what was originally transmitted. It can now be easily amplified in the rcv'r. It so happens that 455 KHz is the universal freq. used in RC single conversion rcv'rs. by all RC mfgrs.

After amplification by the rcv'r. IF stages, the intelligence is then extracted, applied to a decoder IC, and fed to your servos. Most sin/conv. 455KHz IF rcv'rs. have been adequate in the past but there is one peculiar phenomena inherent in their design known as Image Freq. Even tho a sin/conv. rcv'r. may be advertised as narrow band FM or AM, it's still immune to potential Image Frequencies.

What is Image Freq.? It's a freq. that passes through the rcv'r's front end RF tuning circuits, mixes with the rcv'r oscillator freq., & looks exactly like your desired transmitter freq.

As an example, The image Freq. for RC Ch 12 (72.030) is 72.940 MHz (assuming the rcv'r. local oscillator is on the high side). That's the reason R/C Ch 58 (72.950 MHz) is not yet in use. A TX on Ch 58 could potentially interfere with a rcv'r on RC Ch 12 since it is only 10 KHz displaced from the actual Image Freq.

Con't. next column

This can happen because the Image Freq. of 72.940 will mix in the rcv'r with the crystal oscil. freq. of 72.485. The diff. is 455, the same thing we get from mixing our own TX sig (72.940-72.485=.455 KHz).

We obviously don't want this undesired freq. to get through our rcv'r since it can cause glitching & loss of control. What can we do to prevent it? The solution is to design the rcv'r with an additional oscil. & mixer stage ahead of our normal 455 KHz I.F. mixer. The new I.F. is selected so that the Image Freq. (we still have one) falls outside of the rcv'r front end RF tuned circuits. This rejects the Image Freq.

This is what a DUAL CONV. RCV'R. does. It converts the desired TX freq. down twice therefore the dual term. The additional crystal oscil., mixing stage, and associated components makes the rcv'r more complex & costly, but it's worth it.

Continued next month. No more space. -Milt P.

CAROLL COUNTY LIAISON - Ray Miles

There is nothing new concerning the John Owings landfill site. Last fall we were told by Mr. Keith Kirschnick of the Public Works Dept., that the liner work would commence until at least March, when the temperature will remain above 40°. I do not know if this pertains to the preliminary grading and preparation to the laying of the liner or not. We will find out, no doubt.



LEARNING TO FLY - John Shaffner

The Square Loop

Doing this one will depend a great deal on your airplane. You will need one that has a high power to weight ratio and can withstand the G's imposed by yanking it around 90° corners.

You will enter this maneuver from the horizontal with enough speed to do a 90° pull up and climb vertically to complete the bottom and one side. Before losing too much speed in the vertical climb, you want to execute another 90° turn to the inverted and fly inverted to a position directly over your point of entry. On reaching that position, execute another 90° turn to vertically down and reduce throttle to idle. Upon reaching the altitude at which you entered the maneuver you want to make another 90° turn to return to level flight. In order to make this pull out nice and crisp, apply throttle along with the back pressure on the elevator to get the tail down quickly.

Start your square loop into the wind and go for it, just remember to throttle back on the down side to avoid excessive G's when you pull out level.

Next time - Snap Rolls





THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

APRIL 2, 1991

WESTMINSTER V.F.W.

7:30 PM

President - Milt Peacock 833-3122

V. President - Wayne Creasy 857-4373

Membership - Ed Goldman 848-3835

Newsletter - Milt Peacock 2313 Da Lib Rd. Finksburg, Md. 21048

OFFICERS

Treasurer - Lloyd Briggs 833-7450

Secretary - John Schaffner 584-2754

VOLUNTEERS

AMA Liason - Ray Miles 781-4937

Volume 7 Number 3 March/91

AMA Chartered Club 336

Formed 1955

NOTICE -

The By-Law change as proposed in the Feb. issue of the Talespinner was voted upon and approved by the membership present at the March/91 meeting.

PLEASE TAKE NOTE: The change states that if you do not (includes 1991) pay your annual dues prior to March 1 of the current year a reinstatement fee of \$5.00 will be required.

++ * + * + * + * + * + * + * + * + * + * + * + * + * + * ++

MEMBERSHIP STATUS = Our membership now stands at 49. I'm sorry to say that for reasons of their own, the following persons did not renew their membership for 1991.

Robert Barr

Steve Barr

Raymond Brothers

John Hall

Tom Hardesty

Dale Johnston

Lonie Lascuola

Jeff Millman

Robert Moore

Roy Steinberg

Pat Viel

PREZ SEZ -

Flyin' weather is upon us. It's warmer, less wind, and the new birds are appearing on the field each week. St. Pattys weekend saw quite a few fliers along with many new creations.

Very shortly we should be sporting a new sign at the field. (Bob A. & Milt) We also have a member (Wayne) who promises to keep the grass cut around it and the steps.

The latest club roster is a part of the Talespinner. We will list new additions in the newsletter each month so you can keep it up to date.

Hopefully we will have a new reprinted copy of up-to-date by-laws thanks to Al McEvoy.

I wish to thank the by-law committee, Chaired by John Schaffner, for a difficult job all done. (Bill Hasert & Jim

Umstad) They must have done a good job, I don't remember any gripes. Thanks again fellows.

Note about April Mtg.- You were given a copy of the proposed "FIELD RULES" at our last mtg. as worked up by Paul Schaffner his Comm. We will discuss and vote on them at the April mtg. It will then be the responsibility of each of us to enforce them. Its called - **"Save Our Field"**. Read the magazines - XXX Club lost their field. You see it all the time. Lets not jeopardize what we have for a stupid reason. Its up to you & you & you. All of us.

Dave Kenney is hard at work on a radio freq. system. We are **NOT** outlawing the "odd Ch.#'s" I feel that clubs that do not allow the odd #'s are just fighting the system that

so many worked so hard to get.

I have a wiring diagram on how to power your recv'r. and servos with separate batteries & if you want a copy call me.

The "School Flight Program" is going full blast every Wed. with Ray Miles heading up the crew. Ray also has news on "John Owings". (see his column)

WE NEED TEN (10) MINUTES OF YOUR TIME. Send me items for the "Talespinner". If you have a building tip, news of a new item, a Kilroy item such as "Guess who came to fly with no radios?" (We'll keep the source secret), anything of interest. THE SAME OLE' CROWD is wearing thin. Be a part of it - contribute no matter how small an item. I'll print it. Great - I'm out of space. See ya at the mtg. & at the field.

Milt. P. - Prez.

MODEL AIRPARK NEWS

by - Ray Miles

COUNTY LIASION- THERE HAS BEEN MUCH CONCERN EXPRESSED IN THE CLUB AS TO ANY CURTAILMENT OF THE AIRPARK BECAUSE OF THE CURRENT BUDGET CUT-BACKS. ALSO, CONCERN HAS BEEN MADE ABOUT WHETHER THE S.C.A.M. ARE STILL COMMITED TO THE JOINT OPERATIONAL SETUP AS ORGINALLY PLANNED.

I HAVE BEEN IN TOUCH WITH MR. KEITH KIRSCHNICK, THE ASSISTANT PUBLIC WORKS DIRECTOR. WITHOUT GOING INTO DETAIL, WHAT HE TOLD ME WAS THAT THE LANDFILL CLOSE OUT WAS MANDATED BY THE STATE. IT HAS TO PROCEED, AND WILL NOT BE DELAYED, OR ANY FUNDING CUTS MADE. IN FACT BIDS HAVE BEEN LET ON THE WORK. THEY ARE SUPPOSED TO AWARD THE BIDS IN APRIL, AND ACTUAL WORK IS TO BE STARTED IN LATE MAY OR IN EARLY JUNE. WHEN THAT WORK IS FINISHED, ALL GRADING WILL HAVE BEEN COMPLETED, LINERS INSTALLED AN FILLED, THE AREA WILL BE SEEDED AND ROLLED FOR R/C USAGE ON THE TOP OF THE FILL. LOWER DOWN, A GRADED, ROLLED, SEEDED AREA WILL BE LAID OUT FOR C/L USAGE. THE ENTRANCE WILL COME IN FROM THE JOHN OWINGS ROAD SIDE LEADING TO A DESIGNATED PARKING AREA. AT THAT POINT THE FACILITY WILL BE TURNED OVER TO THE DEPT. OF REC. AND PARKS.

NEXT I SPOKE WITH MR. BRUCE DUTTERER OF THE PARKS DEPT. WE STILL VERY MUCH WANT AN ENTRANCE FROM THE HUMANE SOCIETY AREA. I URGED HIM TO PURSUE THIS WITH VIGOR, AS THERE ALREADY A ROAD BASE IN THAT SECTION. MORE FOLLOW UP ON OUR PART IS NECESSARY TO SEE THAT THIS IS DONE. EVEN IF IT MEANS "SHOW US THE BASE, AND WE WILL STONE IT"

TO ANSWER THE TWO CLUB COMMITMENT, MILT AND MYSELF ATTENDED THE S.C.A.M. MEETING ON MONDAY, MARCH 4th. THE ABOVE INFORMATION WAS RELAY- TO THEM, AND MILT WANTED TO KNOW WHAT THEIR CBWB'S INTENTIONS WERE. BOTH THEIR PRESIDENT AND GENERAL MEMBERSHIP ARE VERY MUCH IN THIS WITH US. WHAT THEIR FINANCIAL SET UP IS, WE ARE NOT CONCERNED WITH. SO WE ARE NOT IN THIS ALONE. BETWEEN BOTH OF OUR CLUBS' THERE IS EN- OUGH JOB DIVERSITY, THAT MOST ANYTHING NEEDED OR REQUIRED CAN BE ACC- OMADATED, NAMLY MANPOWER, AND CUT RATE MATERIALS.

IN PROGRESS BUT WITH NOTHING TO REPORT, WE ARE NOW CLEARING THR- OUGH THE DEPT. OF REC. AND PARKS, A REVIEW OF THE ORGINAL OPERATIONAL SET UP, AND ALSO TO MAKE SURE JUST WHAT BOTH PARTIES EXPECT FROM EACH OTHER. THERE IS TIME ENOUGH TO DO THIS, BUT IT HAS TO BE CLEARLY UNDER- STOOD BY ALL CONCERNED SO THIS WOKS SMOOTHLY AND EFFICIENTLY.

TO SUM UP: THE AIRPARK PROCEEDS, BOTH CLUBS' ARE COMMITTED, AND THERE IS NO TURNING BACK. BUT, THIS FACILITY WILL HAVE TO USED BY US, AND USED GOOD, FOR IF IT NOT, THE NATURE CENTER WILL MOST CERTAINLY END UP WITH IT. SO FELLOW CLUB MEMBERS, OTHER THAN MY INVOLVEMENT WITH THE SCHOOL PROGRAM, AND AFTER 20 YEARS IN QUEST OF A FACILITY THAT NOW IS CERTAIN, I WILL NOW BE CONTENT TO STEP BACK, AND LET OT- HERS STEP FORWARD. I WILL NOT SEEK, NOR WILL ACCEPT TO ANY FUTURE IN DEPTH PARTICIPATION, EITHER BY ELECTED OFFICE, OR WHATEVER. THIS IS YOUR CLUB, NOT MINE, OR MILTS', OR WAYNES, OR LLOYDS. IT IS YOURS TO CONTRIBUTE TO AND GO FORTH WITH.

ADDRESS CHANGE

Ron Giddings - 870 Elmwood Ct.
West'r. MD 21157

APRIL - ENTERTAINMENT

VIDEO - AAI'S "RPV"

"PIONEER"



MINUTES OF WAM BUSINESS MEETING - 3/5/91 John Schaffner - Secretary

- 1- 25 members were present plus 1 guest, Charles Harper (Speaker - Electronic Packaging Engineer), brought by John Dorl.
- 2- The Pres. announced that the revised club by-laws are in the process of being printed and will be ready for distribution soon. Many thanks to Al McEvoy, Karl Dad, for the set up and printing.
- 3- The latest batch of badges have been received. See Milt Peacock to obtain same.
- 4- VP Wayne Creasy delivered the news from the recent MMA meeting- details elsewhere in the Talespinner.
- 5- Committee Chrm. were called for their reports.
AMA LIASION - Ray Miles reported on the latest from the AMA - details elsewhere.
CARROLL CO. - Ray reported the good news that the John Owings field project is going forward on schedule.
SFP - The weekly school program is proceeding on schedule - every Wednesday through June.
MEMB'SHP. - Ed Goldman - no new apps. this month.
PREZ- reported on availability of stick-on logos - VERY expensive. Midwest Products offers us "electric" kits at a discount. AMA Video #2 "AMA TODAY" will be available in a month or so.
- 6- The "Honorary Membership" documents have been received for awarding to individuals at the Clubs discretion. A cover letter will go with each.
- 7- **OLD BUSINESS** - disposition of the "Club Cub" was raised and after a discussion it was voted to keep it.
- 8- **NEW BUSINESS**- Prez announced that the has a source for a safety fence that can be used at the field. The by-laws clause concerning reinstatement of delinquent members was discussed and voted on and was passed unanimously. (See Pg. 1, Feb. issue).
- 9- **FIELD RULES** - Paul Schaffner distributed a copy of the proposed up-dated rules to the members present for review prior to adoption. To be discussed at April Mtg.
- 10- **TIPS** - Printed instructions on fiber/glassing techniques were given to members present by Ed Goldman.
- 11- 50/50 winner - Dave Earnest. (Not present)
- 12- Our guest, Charles Harper, delivered a most interesting lecture on "Electronic Packaging", illustrated with projected transparencies.
(ED NOTE: Thanks to John Dorl-projector & Jim Umstad - screen.)

WINNER 50/50 for March - David Earnest - (not present)

Just for Laughs.....

CLOUD KINGS R/C CLUB

Alvin Johnson, Editor

201 Cream Road

Oxford, PA 19363



"The air might be thinner up here in the high desert, but the ground is just as thick, isn't it?"

SCHOOL FLIGHT PROGRAM by - Ray Miles

SCHOOL PROGRAM- THE SCHOOL PROGRAMS SCHEDULED FOR MARCH HAD NOT BEGUN BEFORE OUR MARCH 5th MEETING. THAT COVERAGE WILL APPEAR IN NEXT MONTHS' "TALESPINNER". THE SCHEDULING FOR APRIL IS AS FOLLOWS:

WEDNESDAY, APRIL 3rd	SANDYMOUNT ELE.	9:30 A.M.
" " 10th	ELEMER-WOLFE ELE.	9:30 A.M.
" " 17th	HAMPSTEAD ELE.	9:30 A.M.
" " 24th	MT. AIRY ELE.	**** 9:00 A.M.

ACCORDING TO A RECENT ARTICLE APPEARING IN THE "CARROLL COUNTY TIMES", TWO MORE ELEMENTARY SCHOOLS, (BOTH COMPLETED AHEAD OF SCHEDULE), ARE SLATED FOR OPENING IN SEPT. 1991. THESE ARE IN ADDITION TO THREE MORE ELEMENTARY SCHOOLS UNDER CONSTRUCTION. IT MAY BECOME NECESSARY FOR US TO SCHEDULE TWO DAYS A WEEK IN SOME CASES IN ORDER FOR US TO REACH ALL SCHOOLS DURING THE YEAR. BEFORE THAT IS DONE, IT MAY BE POSSIBLE TO HAVE THREE OR FOUR MORE SCHOOLS HOLD THEIR "FLIGHT" COVERAGE IN THE FALL. THERE ARE TWO SCHOOLS AT THE PRESENT, (BOTH THE SAME ONES), THAT FALL IN THIS TIME FRAME. MOST TEACHERS DO NOT BEGIN TO TEACH THAT SUBJECT UNTIL LATE IN JANUARY. UNDER THOSE CONDITIONS, AND THE NEW OPENINGS NOW, AND IN THE FUTURE, DOES NOT LEAVE US WITH ENOUGH WEDNESDAYS IN THE BALANCE OF THE SCHOOL YEAR TO FINISH UP. WE HAVE TO PUT MORE EFFORT IN THIS AREA.

AN OUTGROWTH OF THE SCHOOL PROGRAM HAS BEEN THE FORMULATION OF OUR OWN CLUBS' HANDOUTS. THE ONES SUPPLIED BY THE ACADEMY ARE OF A NATIONWIDE GENERALIZATION OF AEROMODELING. WE DESIRE TO STRUCTURE OURS TO THIS IMMEDIATE AREA, AND TO OUR OWN UNIQUENESS. THE PRELIMINARIES ARE ABOUT FINISHED, WE NOW ONLY NEED TO PUT IT IN A FINAL DRAFT FORM, ESTABLISH A LAYOUT, AND LOOK INTO THE PRINTING AND FUNDING. ANYONE WISHING TO CONTRIBUTE HIS OR HER EXPERTISE IN THIS, OR ANY OTHER AREA AS FAR AS THAT GOES, IS ENCOURAGED TO DO SO. IT CAN ONLY IMPROVE UPON WHAT ALREADY IS IN PLACE.



Wow! Ole Hank's equipment sure dates
back to the beginning, doesn't it!

CHESAPEAKE BAY RC CLUB
John Jakubowski, Editor
6719-1/2 Boston Avenue
Baltimore, MD 21222

WHAT IS A DUAL CONVERSION RECEIVER ? Continued from last month.

Another item for our concern of modeler-to-modeler interference in the future is Second Order Intermodulation Products Interference. This is similar to the interference you might experience from a modeler operating on a channel adjacent to your channel, except it happens with transmitters using channels that aren't adjacent to the one you are using. This is especially true when you have channels evenly spaced every 20 KHz as we will in 1991 and you are flying a single conversion receiver.

Assume your unit is on CH-30 (72.390 MHz); if CH-53 (72.850 MHz) is on the air, the two TX sigs. will mix in both of your rcvrs. and produce an IF of 460 KHz. Since you both have single conversion rcvrs. that have an Intermediate Freq. (IF) of 455 KHz, the resultant from the mix of CH-30 & 53 will be amplified in the rcvr. This will look like interfering sigs. to both rcvrs., depending on the sig. strength and proximity of TX's to the aircraft. This scenario is true for all 50 channels that the FCC authorized which are spaced 20 KHz apart in 1991. Obviously there is a way to defeat the 2nd Order Intermod problem, and that way is to stop manufacturing single conversion rcvrs. with a 455 KHz IF! Use of a Dual Conversion rcvr. eliminates 2nd Order Intermod. products at 455 KHz because the first IF in a dual conversion rcvr. is 10.7 MHz.

We've discussed the "What" and "Why" of a Dual Conversion (D.C.) Receiver. Now, we'll briefly list the advantages of a D.C. rcvr. over the common single conversion type most R/C mfgs. supply because of cost considerations.

DUAL CONVERSION RECEIVER ADVANTAGES:

- A: Rejection of Image Frequencies as noted above.
- B: Elimination of 2nd Order Intermodulation products at 455 KHz.
- C: Better rcvr. sensitivity because of higher mixer injection level.
- D: Low rcvr. oscillator radiation at the same frequency band, due to the large offset, ie: the first IF is 10.7 MHz instead of 455 KHz.
- E: A D.C. rcvr., if properly designed, can provide a narrower bandwidth than a single conversion rcvr.

The above info. is from a Airtronics Inc. information publication. - Milt P.

A TRUE FLYING STORY - by someone who was there.

A British fighter pilot was shot down over Germany during WW II. Although severely injured, he was placed in a German hospital for care. Upon regaining consciousness, the doctor informed him that his right arm was too bad to save and that they would have to amputate. He replied, "Well, if you have to, O.K., but do me the favor of sending the arm along on the next bomber to raid England and have them drop the arm off over my homeland." The doctor told him that he would need the permission of the Commandant. He later to inform the English pilot that the Commandant had given permission and it would be done.

A few days later the doctor returned to tell his patient that his left arm had gotten worse and they would have to amputate again. The poor pilot again made the same request and again the doctor got permission from the Commandant and the left arm was dropped off over England.

Well, you know how it is, things go from bad to worse.

The doctor returned a few days later to tell the luckless pilot that his right leg had developed a severe infection and in order to save his life it must come off. So, for the third time the pilot made the same request. When the doctor returned he had to tell the poor guy that this time the Commandant had refused permission. His immediate reaction was to ask, "Why?" The doctor replied, "The Commandant thinks that you are trying to escape!"

JRS

FOR SALE-Lion Model Cherokee .40 sized low wing plane
A.R.F. model in excellent condition. Great
low wing trainer-\$100.00.-Call Bob Allen at 876-3580.

One Pair of Dave Brown 4 inch foam tires-\$5.00.
Call Bob Allen at 876-3580

FOR SALE-Brand New already built Royal-Air .40 Low Wing
Plane. Customized with Dubro wheels, golden-rods
push rods-ready for radio and engine-\$200.00-Call
Wayne Creasy at 857-4373.

PRODUCT REVIEW
by Wayne Creasy, V.P.



PRODUCT: CAMBRIDGE MODELS BULLDOG A.R.F. PLANE

SOURCE: Available from Cambridge Model Co.-New Jersey

PRICE: \$149.00

I first saw this plane advertised in the RCM Magazine several months ago as was impressed by its looks. The advertisement even said you could send it back if not satisfied, so I decided to order one. The plane is available in several colors and is ordered directly from the distributor.

This is an English made kit and does not come with very good instructions or a very complete parts pack. So, be prepared to spend some extra dollars for finishing parts.

If you are a beginner or have little building experience, don't order this kit. It requires a lot of improvisation, especially in terms of mounting the wing and installing the push rods. I practically had to rebuild the wing cradle on the fuselage in order to get a good fit. The wing is foam core and to install the ailerons requires another small miracle. I had to make many phone calls to Cambridge to clarify mistakes in the directions. If fact they even sent me a different set of instructions which was more confusing than the first.

Now that it is finished, it is a beautiful plane. (I still don't know if it will fly) I could have easily built a kit plane in the time that it took me to build this. I spent about 40 hours to build it. (The Ad. says you can build it in 10 hours-HA!)

If you are thinking of a new model think carefully before buying this one, however, if you want a really different looking plane and have some patience and building skills then give it a try. HAPPY LANDINGS
NEXT ISSUE: SIG - FOUR STAR FORTY.

MARYLAND MODELERS ASSOCIATION
by Wayne Creasy, V.P.

The M.M.A. met on Wednesday February 27 at 7:30 p.m. at Rezuttios' Restaurant in Essex, Maryland.

There were 13 members present. The main topic for the evening centered around getting ready for the October M.M.A. Flea Market which will be held on the 12th of October at the Westminster V.F.W. For this years event there will be a cash drawing instead of the 50/50 that was held last year. The prizes will be \$300 \$200, and \$100 for 1st, 2nd, and 3rd place.

Bob Babura, A.M.A. representative covered the following: Competition Rule books are available for \$2.00 each. A.M.A. will have a booth at the M.A.R.C. show this year. Through Bob the A.M.A. has available the use of a device to scan fields for possible Pager interference.

Upcoming events were announced as follows:

- 3/09/91 - Lebanon, Pa. Flea Market
- 4/05/91 - Toledo, Ohio R/C Expo
- 4/13/91 - New Oxford, Pa Flea Market
- 4/21/91 - R.C.M.B. Float Fly-Gunpowder State Park
- 6/01 and 02/91 - M.A.R.C. Show - Timonium
- 8/18/91 - C.B.R.C. Scale Event - Arden Field
- 10/12/91 - M.M.A. Flea Market - V.F.W.
- 11/01/91 - C.B.R.C. Annual Auction
- 6/22 and 23 /91 - Howard County Scale Event

The meeting adjourned at 9:00 p.m. and will meet again on March 27 at 7:30 p.m. at Rezuttios Restaurant.

AMA LIAISON
by - Ray Miles

A.M.A.- OUR CLUB CHARTER HAS BEEN RENEWED FOR THE COMING YEAR. ALL OF THE NECESSARY PAPERWORK PERTAINING TO: ROSTER, MEMBERSHIP ADDITIONS, DELETIONS, ETC. HAVE BEEN COMPLETED. EVERYTHING IS IN ORDER FOR THE CLUBS' 1991 OPERATIONS.

THIS SPACE COULD HAVE
BEEN USED -
IF SOMEONE
HAD TAKEN 10 MIN.
TO WRITE ABOUT
- RADIO - FIELD HAPPENINGS -
PERSONAL REVIEW - WHERE
YOU VISITED - YOUR NEW
PROJECT - - - -
ON & ON



"I GUESS THAT MEANS WE CAN'T FLY
ANYWHERE AROUND THIS HERE SIGN!"

BEWARE OF THINGS THAT FLY

OR

WEIRD TALES FROM THE PIT

by- Geo. Reisinger - York Area R/C "Victory Roll"

He arrived home after a hard day at the office. Grabbing the newspaper, he slouched in his favorite chair. He started to speed-read but he couldn't find to hold his attention. He was really keyed up, so he threw the paper down, jumped up, slipped on a light sweater, and went outside to dig and hoe the garden.

He was able to work off some stored energy and his body knew that these muscles haven't been in use all winter long.

Through the evening, he was tense and by bed time he was tired and aching. After falling asleep almost immediately, he had a very restless night, awaking several times and then drifting off again.

About 3 AM his wife was awakened when he loudly moaned and started thrash his arms around, just about knocking her out of bed. He made one frightening scream and sat up in bed.

His alarmed wife asked, "What's the matter Tiger?" He replied, "I had a bad dream." "Wanta tell me about it?", she asked. He hesitated, but said OK.

"It was terrible, there I was out in the garden, and a bee started to buzz around my head. I fanned it away with my hand but it still kept coming back. I thought that if I just stood still it would leave, but in a flash a whole bunch of bees joined the fun."

"Before I could run, and in the blink of an eye, the queen bee flew up the left nostril of my nose. I was frantic and instinctively exhaled through my nose, hoping that I could blow the queen out but instead it buzzed and crawled deeper up my nostril. I fell to the ground as other bees followed in search of the queen. They headed for my sinus to set up housekeeping, that's when I awakened and sat straight up." As he lay there trembling, his wife comforted him saying, "Poor Baby, That was a horrible experience." Then she got him a drink of water and they both went back to sleep.

The next morning as they sat down for toast and coffee, he felt if he didn't blow his nose he would have to sneeze. He reached for the Kleenex and blew his nose. There among the mucus were three dead bees.

He thought he might pass out, so his wife called a doctor. When he arrived, he looked him straight in the eye, then turned to his wife and said, "Give him two aspirins and call me in the morning." "Oh! And by the way, keep him away from that model airplane glue."

York Area R/C - Mall Shows = @ York Galleria - 4/12-13
@ York Mall - April 19-20

AVIATION HISTORY - THE HARD WAY

by - John Schaffner

The famous GEE-BEE racers were built by the Granville brothers in the early 30's. On Sept. 3, 1932, Jimmy Doolittle set the land speed limit in one at 296+ MPH. GEE-BEE's also won the Thompson Trophy Races in 1931 & 32. All seven built eventually crashed, killing five pilots. The last one, owned and flown by a wealthy Mexican sportsman crashed into the Potomac River after taking off from the Bolling AAFB in DC. The pilot drowned before he could be rescued. This aircraft was recovered and is on display in Mexico City.

AVIATION HISTORY- The hard way.

by - John Schaffner

Flight Sgt. N.S. Alkemade left a blazing Lancaster bomber over Germany on 23 March 1944. He was seen at 18,000 feet and was not wearing a parachute. His fall was broken by a fir tree and an 18" snow bank. He didn't even break a bone.

Much the same experience happened to a Russian airman, Lt I.M. Chisov in Jan. 1942 when his IL-4 was damaged by enemy fire. After falling from 22,000 ft. he struck the edge of a snow covered ravine and slid to the bottom suffering spinal damage and a fractured pelvis. He fully recovered and returned to duty.

LEARNING TO FLY - John Schaffner

SNAP ROLLS- A snap roll is essentially a high speed stall and spin on the horizontal plane. The controls will be used to induce the high speed stall under full power. Your airplane will need considerable elevator and rudder travel to execute this maneuver successfully. Now lets do it.

Enter the maneuver flying level. Simultaneously, apply full back stick, full power, and full rudder in the direction of roll. For a faster rate of roll you can apply full aileron travel in the direction of the roll.

Sounds complicated but in order to do it, just "corner" your sticks and make sure you have enough altitude for a "panic" recovery. When forward momentum is lost things could get sticky.

Now, for a normal recovery, Start relaxing pressure on the sticks about 3/4's through the roll. Ailerons to neutral, reverse rudder and forward on the elevator. As the rotation stops retard the throttle to cruise power.

Whenever you get good at this, try recovering from the inverted position with a Split-S or maybe a nice tame slow roll.

Just a parting note - this maneuver imposes heavy G-loads so don't try it unless you have a strong airframe.

Next time - Slow roll on top of a loop.

P-61 "Black Widow" Ready to Come Home

down the mountain. The P-61 remained.

Of some 706 P-61 "Black Widow" aircraft built by Northrop Aircraft, just four remain. Three are "C" models. One is preserved at the Air Force Museum in Dayton, Ohio. One awaits restoration at the Smithsonian Institution. A third is in a museum in the People's Republic of China.



The fourth is P-61B 42-39445... the aircraft piloted by Lt. Southfield on that January day... preserved by its inaccessibility for forty years, while its sister aircraft fell victim to crashes, neglect, and the scrapper's torch."

On that January morning in 1945, Lt. Logan Southfield, of the 550th Night Fighter Squadron, began that flight in P-61B 42-39445.

"Imagine for a moment that it is January 10th, 1945. Even though it is not yet noon, the temperature is close to 100 degrees... not unusual for New Guinea. The roar of two Pratt and Whitney R-2800 engines comes through the open cockpit window of your P-61B "Black Widow" aircraft and mixes with the heat.

You taxi the almost fifteen tons of aircraft to the end of the main runway at Hollandia airfield. You complete the pre-flight checklist: intercooler doors closed, flaps set to one third, emergency hand pump selector neutral, throttles set to 2700 RPM, engine instruments all O.K. You release the brakes and begin the take-off roll...

WHY DO INSTANT GLUES CLOG ?

SEVEN SECRETS for Instant Glues:
This text deals with the clogging of delivery spouts of any brand of instant glue, which some users seem to be plagued with. If you constantly find that your spouts clog please read on.

Some Good Reasons For Clogging:

Background:

The key word is "INSTANT", which, for our purposes means it will cure rapidly if given any incentive. This characteristic is, after all one of the reasons you use glues. The incentives that the user inadvertently provides at the spout tip are the reasons for clogging. There are many such incentives listed below one or two of which, we hope, will be the cause of any clogging you may be experiencing.

1) STORAGE .

New, unopened containers of any instant glue may be stored in the freezer (at or below 32°F. to double shelf life. Always allow the container to warm to room temperature before opening. Once opened, never return to cold storage. Why ?

Moisture is one of the catalysts. Opening a cold bottle or placing a previously opened bottle back in cold storage causes the warm air that has entered the bottle, (carrying moisture with it), to condense the moisture into water. This has a negative effect on shelf life causing the contents of the bottle to thicken and eventually harden and causes the spout to clog very frequently. The thicker these glues become, from the original viscosity, the more frequently clogs occur. Note: This is not to say that the gap filling versions are more likely to clog.

2) APPLICATION .

Keep the tip of the spout from touching the work, especially if dust, from sanding, is present. Each time the spout touches foreign matter, the glue is effectively being told to cure. Foreign matter, if sucked into the spout, can also cause the contents of the bottle to thicken and eventually harden.

3) SEALING .

If an overcap is provided, use it to reseal the bottle between uses. The overcap prevents dust or accelerator overspray etc. from settling on the spout. Never wipe off the spout tip with anything. Lint from cloth or paper products sticks to the tip and causes clogging.

4) ACCELERATOR OVERSPRAY .

Always make sure that accelerator OVERSPRAY doesn't touch an exposed spout. Set glue aside or reseal with the overcap before spraying accelerator.

5) FOREIGN OBJECTS .

Avoid putting pins or nails or anything into spout to try to keep it clear. The trace moisture on these objects is carried into the spout and makes clogging more frequent. Instead, trim off the tip a little with a knife.

Fiberglassing . The Easy Way

Satellite City Industrial Grade INSTANT GLUES

P.O. Box 836, Simi, CA 93065
(805) 522-0062

SPEED

No waiting for slow resins means that your fiberglassing job is finished as fast as you can do the procedure. And, since the cloth stays where you put it, there are none of those time consuming repairs that are often necessary, when a section of cloth lifts during curing, when using typical methods.

"UFO" & FOAM

With New "UFO"™ thin, you can fiberglass right over bare foam. Any other instant destroys foam. For surfaces other than foam, "HOT STUFF"™ Original can be used.

LIGHT WEIGHT

All fibers are completely surrounded and there is no need to fill the weave. Smooth finishes are accomplished by applying easy-to-sand and lightweight automotive paint primer. The extra resin, (of any type), that it takes to fill the weave adds nothing significant to the overall strength but, adds lots of unnecessary weight and is miserable to sand. Do not put polyester resin over "HOT STUFF"™ or "UFO"™. Often the polyester resin will never cure.

NO ITCHING

Because all the fibers are completely surrounded with "HOT STUFF"™ or "UFO"™, cutting, drilling or sanding doesn't cause fraying and sanding doesn't create all of those little fiberglass needles.

NO FUMES

With "HOT STUFF"™, the whole job can be done without the long lasting odor of typical polyester resins. With "UFO"™ there are No Fumes at all!

SPECIAL NOTES:

- How Much Does It Take? -
When Using 2 oz. cloth:
"UFO" - One 50 Gr. does approx. 900 to 1000 Sq. In.
"HOT STUFF" - One 2 Oz. does approx. 1000 to 1200 Sq. In.
- 1) "UFO"™ thick and thin are the Only instant glues that won't attack foam.
- 2) Use only fiberglass or kevlar when applying over foam.
- 3) Use no polyester resin to fill the weave (see "Finishing")
- 4) Use no special primer on foam, when using "UFO"™.
- 5) Use HOT SHOT™ or KICK-IT™ to speed curing.

Prepare the Surface for Fiberglassing:

Spray a very light coat of 3M 77 spray contact cement over the entire area to be glassed. "Very Light" means just that! The contact spray should cover the surface with little pinhead-sized dots, not a coating. So spray from 18 inches to 2 feet away and don't linger on any one spot. The 3M 77 will stay tacky for hours so, there is no rush.

Placing the Cloth:

Pre-cut your fiberglass to the approximate shape needed allowing a little to hang over the edges. Lift the cloth into position and lay it on the surface. It doesn't matter if it isn't perfectly aligned. Starting from a side having more excess than is needed, lift the cloth and replace it in the desired position. Lift the other end and pull just enough to remove folds and wrinkles. Replace while maintaining a slight tension. The cloth can be lifted again for realignment, if necessary. When placement is satisfactory, pass a flat hand over the whole surface to adhere the fiberglass to the 3M 77 and to smooth it out completely. The cloth will now stay put over unusual contours and even inverted.

Applying "HOT STUFF"™ or "UFO"™ (thin):

One 50 Gr. "UFO"™ does approx. 900 to 1000 Sq. In.
One 2 oz. "HOT STUFF"™ does approx. 1000 to 1200 Sq. In.

Both products have a very thin consistency. Tip working surface and start at the top. As one area of cloth is saturated, the glue moves on to another area. Because of this feature, a small amount of glue goes a long way and weight is held to a minimum. The object being glassed should be held or

propped so that the area where glue is being applied allows the glue to run downhill without puddling. Apply the glue in horizontal passes following the glue from the previous pass down towards the portion of the object. As you add glue you'll see the saturated areas instantly become more transparent. When finished, check to see that all of the fiberglass has the transparent appearance. Apply glue to any miss areas. Spray a light spritz of Satellite City HOT SHOT™ over the entire surface. Note: For best results spray from 2-3 feet above and with the bottle to the side of the work. The purpose is to mist on a very small amount of accelerator while avoiding dripping onto the work. Too much accelerator may cause a bumpy surface as the glue cures too quickly. While these bumps are easily sanded off, it's best to avoid them. Satellite City KICK-IT™ may be used instead of HOT SHOT™. If KICK-IT is used more care must be taken, as KICK-IT is the hotter accelerator. After accelerator has been applied wait 30 seconds to a minute, then lightly touch the surface. If cured, lightly pass your hand along the entire surface. Re-spray any tacky areas. Note: You will notice that the cured fiberglass may feel very flexible, especially in areas where ridged support is not present directly below. (Fiberglass done with "UFO"™ over bare foam is a good example as the cured cloth can be dented if poked.) Full cure takes 24 hours and at that point the cloth will be completely set. This does not mean that you have to wait, just don't make dents while preparing the surface for painting.

Finishing the Fiberglass for Painting

With the fiberglassing done, your ready to prepare the surface for painting etc. Do not put polyester resin (commonly called "fiberglass resin") over "HOT STUFF"™ or "UFO"™. Often polyester resin will cure and, extra resin, (of any type), that it takes to fill the weave adds nothing significant to the overall strength while adding lots of unnecessary weight and typical resins are miserable to sand. Smooth finishes are accomplished by applying easy-to-sand and lightweight automotive paint primer. This paint primer can be sanded right down to the cloth.

Satellite City

"HOT STUFF"™ products and 3M 77 are available at all the best dealers.

6) AGE or Foreign Matter .

Shelf life is determined, to a great extent, by the quantity in the container. As a rule of thumb, a two ounce bottle has a one year shelf life at room temperature. As the bottle ages and passes its expected useful lifetime, it begins to thicken. This can also occur because of improper storage or because of foreign matter being introduced into the bottle, as explained above. If you are very familiar with these glues, you know that even glue thickened because of any of the reasons above, is still usable as it were gap filling versions. The older (thicker) the glue the more often spout tends to clog.

7) REPLACEMENT SPOUTS .

Replacement spouts are available for most glues. It is always a good idea to have an extra on hand for those times when you have accidentally ruined the current working spout.

Courtesy of Satellite City.
Makers of "HOT STUFF"™ and "UFO"™
Industrial Grade INSTANT GLUES.

SUPPORT
YOUR HOBBY LOCAL
STORE
THIS
SPACE
FOR RENT





THE TALESPINNER

Westminster Aero Modelers



President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Rd. Finksburg, Md. 21048

AMA Liason - Ray Miles 781-4937

Next Meeting:

MAY 7, 1991

Westminster V.F.W.

8:00 P.M.

SUMMER HOURS

Volume 7 Number 4 April/91

AMA Chartered Club 336

Formed 1955

FIELD CLEAN-UP DAY > May 5 - 1 PM

Rain date MAY 12

Bring your rake - weed wacker - lots of trash bags - & skill. (Sodas 4 the coolies)

PRES SEZ :

I had a fine trip to the Toledo Hobby Show and saw a lot of great looking models, equipment, junk, etc. As you probably know, they have a very large static show in about 15 different categories - military sport scale - non-military - Monokote covered model - Sailplane - best finish - old timers - R/C cars - military boats - working vessels - choppers - on & on. There were some really great entries. A DC-3 had over 19,000 rivets on it and others had unbelievable details on their model. It is almost worth the trip just to see some of these models but again they are "show pieces", not your everyday or even every month piece of equipment.

I didn't see anything earth shaking. Some of the electronic items were interesting such as a gadget that permits you to operate your throttle without the use of your radio (which could be impounded). Quite a few new kits but of the same old plane. Radios are getting fancier. The average flier does not need all those bells & whistles. How many of you have 7 channel sets and only use 4 of them?

If you happen to be in Cleveland, stop by the NASA exhibit which is on the edge of the Hopkins Airport. It was interesting but don't make a trip to Cleveland for that purpose. Its not that good.

Now that daylight time is here we will have time enough to get some flying in after work. Remember - the field is CLOSED on Monday & Wednesday all day and NO FLYING before 11 AM any day.

I heard that already a couple people have helped Don Nelson with his spring plowing. Tis a shame to lose 'em so soon. I assume that Ed Goldman will be keeping track of the "Spectacular Splashes" so he can pass on his cherished trophy in December.

The wind has done its best to disrupt things this spring but some fellows have been braving the situation and have been flying in spite of it all.

The wind has also caused a larger problem. Its called "CORN STALKS, LEAVES, ETC". So put this on your calendar - **MAY 5 @ 1 PM** - Clean up day. Bring your rake, weed wacker, & lots of trash bags. Lets all come out and make the job easier. Sodas will be available for the workers.

I NEED SOME WRITERS FOR YOUR NEWSLETTER. I'll type it, you just write it. Tell us about a new product that you have used. Is it good or bad. Don't think that anyone knows about it. Tell us about "field happenings", your travels, anything.

Nuf' for this time. See ya at the field. = Milt P.

MARYLAND MODELERS ASSOCIATION

by Wayne Creasy, V.P.

The March meeting of the M.M.A. was held on Wednesday March 27 at Rezulleos' Restaurant on East-tern Avenue.

It was announced that everything is on schedule for the M.A.R.C. Show and that M.M.A. would have a booth at the show. The M.M.A. Flea Market is also on schedule and the prize tickets are being printed for the \$600.00 drawing.

All clubs in the M.M.A. agreed to go along with the A.M.A. recommendation to accept the use of the new odd numbered channels. Lack of our use of these channels will result in our hobby losing them.

The Meade Modelers will attempt to have their annual July 4th meet if they receive approval from the Army.

C.B.R.C. announced that the annual Andrews Air Force Base Show will be held on May 10 and 11.

W.A.M. announced that they have been asked to present the School flight Program to the Padonia Elementary School on April 15. This request was made by R.C.M.B.

R.C.M.B. announced that there would be a private firm at the M.A.R.C. Show testing radios for 2.00 each. They will also be hosting their float fly at Gun-powder State Park on April 21. Baltimore County is considering having a Model Aviation Day Event at some time during the summer.

The S.W.A.P. club will hold a fun fly at their field on April 14.

Bob Babura, A.M.A. Rep., announced that he agreed with the emphasis of using the odd number channels. The A.M.A. National Field in Muncie, Indiana will become the National Center for Aeromodeling.

The meeting adjourned at 9:30 p.m.

THIS SPACE IS
"FOR RENT"

RADIO NEWS - READ THIS

I have received information that a 23 Channel interference problem exists with a few Futaba receivers # "R 114 H". There is no way to check your recv'r. except to range check it with the aid of another TX that is 23 channels from yours.

I asked the Futaba reps. at the Toledo show about this and strangely DIDN'T get a "NO" answer. The answer was that it might happen.

If you have up-dated you radio (and you should have by now) this is the 4 Ch. recv'r. that you received.

*** JUST BE CAUTIOUS ***

OTHER NOTES - I saw the latest "JR" radios at Toledo and I'm here to say that if you have their big ?# Ch. set, you will need a flight engineer by your side to flip the switches. There is no way that someone can be sure of what his finger is on without looking at the set. It looks like a porcupine.

AIRTRONICS new "Infinity" is completely revamped. It is streamlined, the switches are "rocker" type with NO labeling, its solid flat black. You can program 4 planes into it and program each unlabeled rocker switch for what you want it to do. Personally I don't like the idea of one TX and 4 different airplane set ups. Suppose you are on Ch. 30 and this day at the field 6 of the 10 there are also on 30. And then what did I set this switch to do? When you add up the cost of a recv'r, switch harness, bat'y., & servos you can buy the whole business for just a few bucks more. (TX, chgr. accessories etc) Another thing, if your fancy TX goes on the blink, you have 4 ships grounded. Its your money, spend it as you wish, but look carefully at the whole picture.

FREQ. CONTROL @ "NELSON FIELD"

We have, thanks to Ken Davis & Roger Newcomer, new freq. pin boards. They may seem a little complicated but they are designed to make everything a little safer. Dave Kenney has reviewed many methods of control and this one seems to be the best. SO - be aware. Make sure that you have the proper pin before you turn on your set. Be aware also of how close you are to some else that is in the air. Our field is small and we are close together. That we can't help but we can be careful about how we operate.

We will have NEW markers to locate flying stations, thanks to Bob Allen, and you MUST stand on the station while flying. NO walking around on the field. Each of us MUST police this action.

NOTE - Most of the other clubs in the area that started out this year saying "EVEN CHS. ONLY" have rescinded that rule and now ALL #s are permitted. This is how it should have been in the first place. You have had more than ample time to get updated. If you sat on your duff you will now pay the price.

At RCMB's field in Parkton, (Exit 33 off I-83) only GOLD STICKERED radios will be allowed after June 1st.

We have not gone to Gold Only yet, BUT, its is in your tea leaves. It's in your future - GET IT UPDATED.

IMPORTANT - If you are in the market for a new radio - buy ODD # Channels. I have talked to all the radio reps. at Toledo and all tell me that the FCC is keeping an eye on the sales of the ODD #'s. Its the old story - if you don't use you will lose. Many other organizations want these FREE frequencies. Do you want UPS or Fed. Exp. using the ODD numbers? Believe me the FCC isn't going to let the unused Chs. stay unused. If you haven't updated yet, then get a new odd #. Just think, the odds are that no-one is on your Ch. today.

FROM OUR EASTERN SHORE REPRESENTATIVE
by - Art Perry

I'm not fully settled yet. Many things to do. My leg is essentially healed as well as its going to be but she still has some weakness with it. She is having a few other medical problems and is scheduled to go into Johns Hopkins on Apr. 23 for an operation.

I haven't gotten to fly since coming down here but I have attended several of the Salisbury MARKS meetings. Seems to be a nice bunch with about 50 members & just got their own field. They have HAD 3 others at the pleasure of the State (or county) Roads Comm. It appears that the 80/20 rule applies. 20% of the members do 80% of the work. It appears that at one of this yrs. Fun Flys, that they have succeeded in getting Nick Ziroli to be a guest, bring a couple of planes etc. and sell some plans - of course the club will foot the bill for his travel & lodging from NY. I thought it a good idea. (Might be a candidate for one of the WAM Annual Dinners). I did get a Goldberg Eagle kit for \$10 at a yard sale and am building it - so all is not lost.

The MARKS Pres. has several 1/4 scale jobs & flies most everything, fun, scale, pattern, etc. One has a 1/4 scale Cessna twin! What a plane. The club is much like WAM - average age about 52 with about 75% retired. They had about 100 members but about 40 split and formed a club in Del. Their newsletter is a one page affair with little in it as it passes from Sect'y to Sect'y.

"Milt, I frankly don't believe most WAM members really know how good the club really is since I suspect most have only attended or belonged to one, WAM. Don't take it for granted, instead of an 80/20 club, try for a 100/100 club."

I plan to be up for the MARC show & will bring some stuff for the Flea Market if its OK (Ed.- YES its OK)

Say Hello to all in the club & I hope to see you soon I hope. = = = Art & Sarah Perry
(Ed. Note = Sarah - Keep your chin up. We wish you the very best & HELLO from all of us.)
Address- 2530 Ocean Pines, 4 Sandy Ci., Berlin, MD 21811

(Ed. note- This is a condensed version of Arts letter)

Tip of the Month

Have you ever made sharp trim features (pointed ends of pinstripes etc.) out of Monokote only to have them lift up while cleaning the aircraft? A solution to the problem is to put a small circle (as from a paper punch) of clear Monokote over the point. It will never lift again. Clear Monokote can also be used to adhere and protect your name and address on your airplane (remember the AMA code requires that you have identification on your planes!) I'm sure there are many other great uses for clear Monokote. Keep some on hand.

If you have any great or even semi-great tips which you would like to share, send them along to your editor, the address is printed at the end of the newsletter.

COUNTY LIASON by Ray Miles

All Honorary Membership Certificates presented to governmental officials were hand delivered on March 20. A certificate was also presented to the commander of the V.F.W. Bids should be accepted this month on the contract to install the cover on the John Owings Landfill.

SCHOOL PROGRAM by Ray Miles

The April 3 school date was cancelled until May. The scheduling for May is as follows: (Team People please take note of some time and day changes that are out of the ordinary)

1. Wed. May 1-Freedom Elem.-2:00 p.m.
2. Tues. May 7-Robert Moton Elem.-9:30 a.m.
3. Wed. May 8-Westminster Elem.-2:00 p.m.
4. Wed. May 15-Sandymount Elem.-2:00 p.m.
5. Wed. May 22-No Schedule
6. Wed. May 29-Eldersburf Elem.-9:30 p.m.

John Kirk of R.C.M.B. referred our club to present a program to grades 3-5 of the Padonia Elementary School. This program was presented on April 15.

COMING EVENTS

April 21 - RCMB Float fly at Gunpowder State Park - show your AMA card at the gate for free car load admission.

May 4 - Harford Co. R/C - open house. 9-4

May 10-11 - Andrews AFB - big blow out for Welcome Home Troops. Special arrangements can be made thru John Jakubowski - 633-7109 if you wish to take a plane down. (Call me first)

June 1-2 - MARC Show at Timonium. See me for a \$1.00 discount pass.

NOTE - WAM will have two flea market tables (Sat. only) for the use of any club member. The club buys the table but requests 10% of your gross sales to go to the club.

May 25 - Patuxant River NAS Air Show 9 This has always been a great show. Pax River R/C club puts on a nice R/C show to start the Navy Show.

SHARE YOUR EXPERIENCES

by Wayne Creasy

I would like to appeal to all of the club members to send us some of your own field and or bench reports. I hear a lot of you do this type of thing up at the field during our bull sessions so why not do it for the benefit of all the members. All of us are consumers and you might be able to save us some money or prevent us from purchasing something that is worthless. It only takes a few minutes to compile your thoughts on a subject and then send it to me for publication. Please have all articles in to me by the 15th of the month. Come on guys, share your ideas!

Field and Bench Review
by Wayne Creasy

Product: Sig Four Star Forty Plane Kit
Available from: Tower Hobbies
Price: \$69.95

As most of the members will tell you I prefer to build ARFs and this happened to be my first experience with a true kit plane. I first became interested in this kit when Bob Allen brought one up to the field. This plane was sleek looking and seemed to fly like a dream. I then decided to embark on my first real kit.

I was very impressed by the quality of this Sig kit. The wood was all top quality and the die cutting was excellent. The most impressive part was the full set of instructions, photographs, and complete instructions on the basics of setting up the plane. I encountered no problems in building the plane, which was a real surprise to me. Covering was the part that I had very little knowledge of so I called on Bob Allen who graciously spent several evenings helping me. Bob can really make covering seem easy.

One of the toughest parts was installing the canopy and I would advise using the RC56 glue instead of C.A. This glue dries clear and also shock mounts the canopy.

For motors I chose the O.S.48 surpass 4 stroke which was recommended by Sig. This seems to be the ideal engine for the plane.

As of this report I have flown the plane five times and it is everything that they say. This is not only my first kit but my first low wing plane so I am taking my time getting use to it. I am using a dual rate radio and currently am flying on very low rates. I am sure that it will perform any maneuver in the book.

Obviously I feel that this is a great kit but I am a slow builder and it took me nearly two months. I am not yet ready to deny myself a good ARF, but I will no longer feel intimidated about building a kit plane. (I just bought a Midwest P51 Mustang) So, you beginners or experts for that matter should give this plane a try.

HAPPY LANDINGS!
Next Issue-?

A REPORT FROM "KOREA"

by - Mat Clement - USAF

Hello from Korea. Here in Osan we have a model club. I can't see spending the money on a model over here due to the very few days that are nice enough to fly plus my schedule. I am helping new flyers out that are learning.

I am going to be home during the month of July. I will make certain I spend a few days with the club. I am going to start class at the U of M while I'm in Korea also got into the flight program to finish up my Private License.

I'd like to thank the club for keeping me involved and informed with the Talespinner while I'm in Korea.

My Address = Matthew Clement

PSC Box 3131, APO San Francisco, 96366
This takes a 29¢ stamp only (NO overseas charge)

Good luck & good fly'n. See ya in July. = MAT CLEMENT

Thanks for the letter Mat. Stay in touch.

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?'"

SWAP SHOP NEWS

I have reserved two (2) tables for the use of any club member at the MARC Show on Sat June 1, 1991

We invite you to bring your excess items to sell at YOUR price. The club would like 10% of your gross to offset the cost of the tables. (Honor system)



EAA Fly-In - -

May 4 & 5 @
Winchester, VA Airport
Lots of interesting aircraft
Breakfast on Sunday Morning

BASICS OF RADIO CONTROL

by RANDY RANDOLPH

Field etiquette for beginners

ALL SPORTS HAVE rules of conduct that are understood and followed by those who participate in them, and R/C airplane flying is no exception. Some rules *must* be followed to create safe flying conditions, and others are simply good manners. To avoid embarrassment, new enthusiasts should know these rules before they make their first flight. Only a few are "critical," so I'll discuss them first.

CRITICAL COMMANDMENTS

Never turn on your transmitter until the frequency is clear and won't interfere with other aircraft in flight. Every flying field has some type of frequency control system (i.e., flags, pins, membership cards, etc.). Whether you're flying for the first time, or it's your first time at a new field, you *must* learn the field's control system before you turn on your equipment. "Shooting down" another pilot's aircraft because of careless transmitter operation is unforgivable and very expensive! Although this rule is primary and irrevocable, it isn't part of the safety code that must be followed to qualify for in-



To show respect for other modelers and spectators, test your engine away from the pit area, but get the frequency first!

surance as a member of the Academy of Model Aeronautics (AMA). That's unbelievable!

Never fly an airplane over spectators, fellow pilots, or the pit area. Although this rule is part of the AMA code, it's violated almost daily at flying fields across the nation. Some pilots like to show off their flying skills by flying in an unsafe manner. Resist the temptation to "flaunt" your new skills! *Ground-check your radio equipment immediately after you install it or make any repairs to the plane.* You don't want to destroy your model on its first flight just because the radio equipment doesn't work properly. To ground-check your equipment, remove the transmitter antenna, turn on the transmitter and the receiver and walk away from the aircraft, checking to make sure that the control-surface movements correspond with the stick movements. They should work properly from at least 50 feet away, though 100 feet

away is preferable.

AIRPLANE ETIQUETTE

Some rules should be observed out of courtesy. Although violating them isn't a "capital" offense, following them shows good manners. Here are some examples: *Engine Noise.* Even engines with good mufflers are loud. Some fields have rules that forbid you to run engines in the pit area because they make too much noise. Even if the rules don't forbid it, you can easily move downwind of the pits before you conduct an engine test. It will be



Wouldn't it be a shame to blow dirt and dust onto these airplanes? Look around before you start your engine!

appreciated by your fellow modelers.

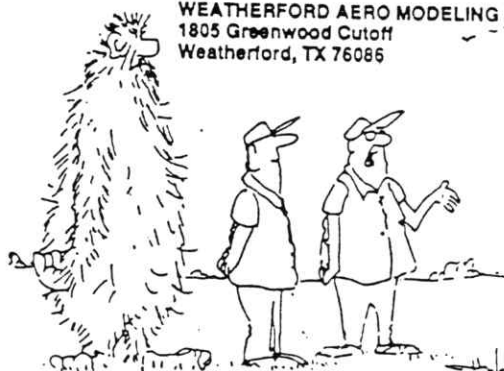
Proper Engine Starts. Starting engines in the pits before a flight is a common practice, and if it's done properly, it's an accepted procedure at most fields. Before you start your engine, make sure there aren't any people or planes nearby. The blast from a prop can send dirt and dust a long way—especially downwind. It's difficult to make friends if you blow dirt and dust on them and their planes, field boxes, engines, or radios. Immediately after you start the engine, pull the throttle back to idle, and if you need to make any needle adjustments, wait until you're well away from the pit area.

Don't be a frequency hog. Prepare your aircraft for flight while you're waiting for your frequency, rather than after you've received the pin. When you have frequency, start the engine, check the control response and make your flight. When you've finished, turn off the transmitter and relinquish the channel to the next flier. This sounds so simple, yet people often forget to release their frequency when they've finished flying.

Flying R/C airplanes is enjoyable, and part of the enjoyment is respecting your fellow modelers and yourself. If you treat everyone as you want to be treated, you'll have more friends at the field.

38 MODEL AIRPLANE NEWS May, 1991.

WEATHERFORD AERO MODELING
1805 Greenwood Cutoff
Weatherford, TX 76086



"This would be a great flying field! It's away from town and open. It's got everything. I wonder who owns it?"

Pennsylvania's MID-ATLANTIC AIR MUSEUM

presents a

World War II Commemorative Weekend

Saturday, June 8 • 9:30 A.M. to 10:00 P.M.
Sunday, June 9 • 9:30 A.M. to 4:00 P.M.

featuring

The Re-creation of a
World War II Airfield

- *Antique WW II Aircraft and Vehicles*
- *World War II Encampment*
- *The 918th and 401st Re-enactment Groups*



- *Meet World War II Fighter and Bomber Pilots and Crewmembers*
- *Aircraft Rides* • *Refreshments and Souvenirs*

Admission - \$4 adults,
\$1 children 6-12
Includes all events both days except concert
The Mid-Atlantic Air Museum
P.O. Box 9381, Reading, PA 19605
(215) 372-7333
Located at Reading Regional Airport



Saturday, June 8 - 7 pm

Bring a blanket or chair and enjoy a
USO-style show featuring the '40's music
of Glenn Miller, Tommy Dorsey, and
other swing favorites performed by

SWING FEVER

Tickets \$5.00

Includes all events and exhibits both days

ADVANCE TICKET ORDER FORM • ***SWING FEVER*** • CONCERT
Enclosed is \$____ (\$5 per ticket includes concert and all events and exhibits)

Name: _____

Address: _____

Mail to:
The Mid-Atlantic Air Museum
P.O. Box 9381, Reading, PA 19605
(215) 372-7333
Deadline for Mail Order tickets: May 15



THE TALESPINNER
 Newsletter of the
 WESTMINSTER AERO MODELERS
 % Milt Peacock
 2313 Da Lib Rd.
 Finksburg, MD 21048

To:

John Schaffner
 1811 Miller Rd.
 Cockeysville, MD 21030



*3 SC Members
 B. Newberry
 1 Darrell Turley
 1 Walt Smith
 1 Spkr ALPine*

COMPLAINTS

Editor's Note: For those who have a complaint about the newsletter, please explain your problem in detail in the space provided and mail it immediately.



Please use crayola and print clearly!

The WESTMINSTER AERO MODELERS meet on the first Tuesday of every month, unless otherwise noted, at 7:30 PM at the West'r. VFW Hall, 519 Poole Rd. Westminster, MD. Visitors are welcome.



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

June 4, 1991

8:00 PM

Westminster V.F.W.

President - Milt Peacock 833-3122

V. President - Wayne Creasy 857-4373

OFFICERS

Treasurer - Lloyd Briggs 833-7450

Secretary - John Schaffner 584-2754

VOLUNTEERS

AMA Liason - Ray Miles 781-4937

Membership - Ed Goldman 848-3835

Newsletter - Milt Peacock 2313 Da Lib Rd. Finksburg Md. 21048

Volume 7 Number 5 MAY /91

AMA Chartered Club 336

Formed 1955

SPEAKER - Mr. Al Ryan - Mr. Ryan will give us a slide presentation relating to the Space Shuttle. Don't miss it.

PREZ SEZ:

Its really tough to write this column. The reason is simple. I use up my thoughts in all the other articles that I create so that YOU have a newsletter. At this moment there are 9 other items that make up this publication and I'll bet there will be a couple more before we go to press.

I must say again - "THANKS" to the field clean-up crew. You did a bang-up job. Dave Stahl will be our grass cutter this season, BUT YOU GUYS WHO VISIT THE FIELD - Clean up after yourself. Recently I picked up at least two handfuls of butts, rubber bands, glow plug packages, chunks of wood, etc. There is NO excuse for that nor should you expect someone else to do it for you. Lets all work together - KEEP IT CLEAN. The wind is still active. Some re-kitting has occurred and the wind took the blame. Unfortunately, it's here to stay. Get used to it. Getting the birds up is easy, its getting them down that is the gotcha!

The word "big" is really relevant. I was told that the "Open House / Air Show" at Andrews AFB was to be BIG this year. Personal opinion - it wasn't. Its a shame but the same thing happened to CBRC (who organized the R/C portion of the A/S) as happened to us at Westminster. They were about 10 min. into their program when they were told to stop because a B-52 wanted to take off. The B-52 was also a part of the AFB show but he wasn't to appear as a fly-by for at least 1 1/2 hrs. The whole show consisted of a F-111 & B-52 fly-by; F-15 demo; F-14 demo; AV8B Harrier demo; Golden Knights Parachute team about 3 times; Thunderbirds did put on their usual good show; Warbirds fly-by (B-17, B-25, AT-6) and a balloon race across the AFB. They did have the Old Guard Fife & Drum Corp., MP dogs, & USAF drill team. So be it - In my opinion the Navy at Patuxent do a better job. I shouldn't ignor the static display however it was the general run of planes with the exception of the B-2.

Our fun fly dates are approaching - practice, practice, practice and you will be the winner.

I haven't seen too much activity at Nelson Field. We try to be there every Tues & Thurs afternoons at a minimum to help others. I have listed our instructors with their phone numbers so if you need help give them a call rather than gamble that one will be on site the time you can get there. We're glad to help.

Try to make the June meting. We have an interesting program for you.

Nuf for now - SEE YOU AT THE MARC SHOW. I have discount tickets if you want any. Milt P. - Pres.

THANKS TO THE "COOLIES"
by - Milt Peacock

What an ambitious bunch of guys !!! The "field clean up" was scheduled for 1:00 PM and last year I was on time only to find most of the job completed. I thought that I would get there early this year so I reached the field at noon only to find the crew hard at work and at least 60% done.

Dave Stahl was on his tractor cutting grass and pulling Frank Giuffre's grass & leaf picker-upper.

Frank Giuffre hard at raking down the slope.
Bob Allen & Wayne Creasy cutting the slope with their weed eaters.

As 1 PM became closer others appeared to join in picking up the debris - Paul & John Schaffner, Jim Lehr, Jim Umstad, Ken Hands and I'm sure I missed someone. My apologies for a poor memory.

Everyone got a gift to take home too. A BIG BAG of fodder - grass - leaves - stones - etc - etc. Even my wife accepted two bags of ?????.

We did have cool sodas to kill the dust from our systems. I really didn't have approval for the club to pay for them and if you don't approve - fire me.

YOUR AIRFIELD looks like a million dollars and for those of you who couldn't be there to help should thank those who did such a great job.

My personal thanks to all of you who came at whatever hour to help. We are really fortunate to have such great members who work so hard for the benefit of all of us.

CARROLL COUNTY LIASION

There is nothing new to report on the Model Air site at John Owings. Bids were to have been let in March & awarded in April. Perhaps by next month I'll be able to get a progress report from the County Public Works Dept. We will be planning our work in the near future.

50 / 50 WINNER for May
Frank Guiffre - Sorry Frank, but you must be there.

W A M INSTRUCTORS

Lloyd Briggs - 833-7450

Paul Schaffner - 429-1911

Milt Peacock - 833-3122

Ray Miles - 781-4937

Don Nelson - 848-1806

Holly Obrecht - 795-8123

We are here to help you any way we can. When you are at the field, don't be bashful - ASK & U will receive.

APRIL MINUTES, John Schaffner
(Ed. note- rec'd. too late for last issue, condensed)

The new copies of the by-laws were distributed. (Ed. note - I mailed copies to those not present.)

AMA is considering changing the renewal dates of membership. A letter was sent to our D/4 VP Crispin with views on that subject and also that it is felt that at least "A" copy of the Competition Rule Book should be sent to each club.

Ray Miles attended the MMA mtg. for Wayne.

Bob Allen & Wayne Creasy are erecting the new sign on Nelson Field. (Note - it is done.)

Mat Clements address - PSC Box 3131, APO San Francisco, CA 96366. He would like to hear about what we are doing. (Ed. note - Take 5 & drop him a line)

Field Safety Officer - Paul Schaffner will be recording noise levels. Note that if you fly at RCMB's field, you MUST be below 95DB and after June 1 - GOLD stickered.

School Program will be at a Balto. Co. School "Padonia" at the request of the RCMB club (John Kirk) on April 15. (We did)

Prez pleaded for "Talespinner" writers. Silence reigned. (Ed. - its YOUR paper - contribute.)

New Field Rules were approved. Copies will be available soon. (READ & ABIDE)

Dave Kenney & Ken Davis showed the new freq. pin board for us to use. Roger Newcomer is also making one. Hopefully we won't have interference.

Club is obtaining two (2) tables for the MARC Show for Saturday ONLY. (Ed. - Done)

Lloyd Briggs won the pot.

The 1989 Paris Air Show was shown on video to conclude the meeting.

May Mtg. Minutes (condensed) John Schaffner - Sect'y.

- 1- Met @ VFW @ 8:00PM = 24 members present, 3 guests.
- 2- Pres. announced that we contracted for 2 flea market tables at the MARC Show- Saturday June 1 ONLY.
- 3- WAM has flyers to distribute at the MMA booth.
- 4- MMA Flea Market (Oct.12) was discussed and cash drawing raffle tickets were distributed.
- 5- Pers. expressed thanks to all those who participated in the field clean up on 5 May.
- 6- Pres. announced that the AMA proposed change in the dues policy was rejected. (Ed-Anniversary Date)
- 7-Ray Miles reported that AMA paper work is up to date and nothing new at John Owings location.
- 8-aEd Goldman - no new membership apps.
- 9-Ray Miles reported on a successful school program presented to Padonia Elem. students and announced the remaining schedule for the school term which included a program at the Lutherville/Timonium Elem School. Check the Talespinner for details.
- 10- Pres/Talespinner editor - needs items for the Talespinner.
- 11- No old business.
- 12- Guest Sean Livingston was introduced and informed the members about his new Hobby Shop in Hampstead.
- 13 WAM Fun Fly starts @ 1:00PM on June 16. Roger Newcomer will need help. (Pray for the sun & NO wind)
- 14- Proposed new committee to plan for John Owings field - Chrm. Ray Miles.
- 15- Bob Allen reported new "flying station markers" will be installed soon.
- 16-Meeting closed - Bull Session commenced.

AVIATION HISTORY - The Hard Way by - John Schaffner

The books generally give credit to three men for developing the first successful hang gliders. They were the German - Otto Lillienthal, the American - Octave Chanute and Percy Pilcher, from England. Lillienthal made more than 2000 successful gliders during 1890-1896 by launching them from a hill. Unfortunately both Lillienthal & Pilcher died after crashing their gliders. Octave Chanute went on to make aviation history in America. There is an AF Base named after him in Ohio.

TEN - "TWO LETTER" WORDS TO LIVE BY -
IF IT IS TO BE, IT IS UP TO ME

W A M SCHOOL FLIGHT PROGRAM Ray Miles

We are now in full swing with this activity. Two more special requests have been received for this program and they will be listed in the schedule below.

Monday - June 3 - Lutherville Elem. = 9:15 AM -
is a special request.

Wednesday - June 5 - Uniontown Elem. = 9:30 AM

Monday - June 10 - Mt. Airy Middle School = 1:25 PM -
This is a special request.

Wednesday - June 12 - Manchester Elem. = 9:30 AM

These dates will conclude all the schools for this season. This also completes THREE YEARS that this program has been presented. (A min. of 55 classes)

An extra special appreciation of thanks go to all the people dedicated to make this effort the success it has been. All participation, regardless of how much one has to give, is what makes this work.

To Milt Peacock, John Dorl, Jim Umstad, Herman Gross, Ed Goldman, and our newest additions Bill Hasert, goes my appreciation for all your hours, expertise, and commitment to this program. Without you - nothing happens. We are fully aware that there are several others in our club that would be with us, but due to enemy #1 (work), cannot make it. However there are persons like John Schaffner who built models and a transport container for part of our display that help make the program a success.

(Ed note) We must not forget Ray. This was his idea in the first place. His contribution to this activity is beyond description. He builds displays, he transports a truck load each time, he lectures to the classes, stores equipment - and more. Our hats are off to you Ray.

We are in process of creating our own "Handout" to be used in lieu of the AMA ones that we now use. Hopefully they will be available for the 91/92 season.

MARYLAND MODELERS ASSOCIATION by Wayne Creasy

The M.M.A. met on April 24, 1991 at Fratellis' Restaurant in Glyndon, Md.

It was announced that some tables have already been rented for the M.M.A. Flea Market. It was also voted on and approved to prohibit dealers from selling at the flea market.

Bob Zampini suggested that each club submit videos to him of club events so that he could compile them into a video which will be shown at the M.A.R.C. show.

June 15 has been set as Baltimore County Model Aviation Day. R.C.M.B. will host this event in conjunction with the M.M.A. fun fly which will be held at the C.C.B.R. field. Hours of the fun fly will be from 10 a.m. to 8 p.m.

The Bass Club will have a sail plane meet on June 29 and 30 at McDonough School.

Members were reminded of the air show at Andrews A.F.B. on May 10 and 11.

S.C.A.M. has relocated their flying site at London Fog.

The cost for having a TX check at the M.A.R.C. show will now be \$5.00.

The meeting for May will be held at Ron Ware's YOUR HOBBY STORE on May 29 at 7:30 p.m.

The average time between throwing something away and needing it badly is about two days.

Laziness has some truly wonderful excuses. Soon I'll be blaming my "Winter Doldrums" on "Spring Fever".

SLOW ROLL ON TOP OF A LOOP
by - John Schaffner

Begin your loop in the usual manor, from a shallow dive. Apply back pressure and throttle and climb into the "up" side of the loop. As your airplane approaches the inverted apply aileron (and rudder as necessary) to execute the slow roll. Remember that the airplane should be following the arc of the loop so a certain amount of elevator must be brought in as you roll right side up to keep the nose down. As you roll inverted once again, stop the roll, and reduce power, and keep the airplane coming down the backside of the loop. As you reach the bottom, level off and resume cruising power.

As you master this maneuver, try it on the horizontal plane, rolling as you fly in a 3600 circle.

Remember always to practice at a altitude that will give you enough room to make at least two mistakes prior to impact.

Next time : Barrell roll.

AVIATION HISTORY - The Hard Way.
by - John Schaffner

On 16 August 1960, Capt. Joseph W. Kittinger, DFC, USAF stepped out of a balloon gondola at 102,200' for a free fall of 84,700' that lasted 4 min.- 38 sec. during which his falling speed reached 614 MPH, even with a stabilizing drogue chute. The wind chill temp. reached -94°F. He deployed his main parachute at 17,500' and landed after a total decent time of 13 min.- 45 sec.. This gondola is in the NASM and is inscribed with the words, "This is the highest step in the world".

His falling speed in that thin air of the stratosphere converts to MACH 0.93. As Kittinger descended into denser air, his speed slowed to less than 200 MPH. He achieved the greatest speed ever attained by anyone not contained in some sort of vehicle.

FOR SALE

Futaba Attack CH-46, 4 channel- 1991 radio
O.S.-35 FP Engine
Flitecraft Solo III ARF (well used)
All for \$140.00
Call Roger Newcomer for details - 876-2641

FOR SALE

ACE = T-34 kit (new in box) 54" span - .35-.45 eng.
foam wing, built up fuse. @ \$69.95 = \$50.00
Sig = 1/4 SCALE FLOATS (new in box) 46" lg. will
support 25# airplane - \$49.95 = \$35.00
Dave Brown = Six-shooter FUEL PUMP - (gas) (new in
box) - \$11.95 = \$9.00
Air Pump, Foot operated, 100 psi, (new) \$9.50 = \$8.00
Walk-man radio by Bently (new) \$10.00
Eng. mount = Hayes - BS-91 (new) - \$4.00
Patio party lights = Owls - (new in box) \$10.00
Fuel - S&W, 50/50 castor/ synth. 1 gal. = \$8.00
Eng. - FOX .36 R/C - (new) \$25.00
Eng. - FOX .50 (no muf-w/spinner) good cond. = \$45.00
Retracts - Spring Air - fire/wall nose gear, 2 main
gear, Heavy duty for 3/16" wire - (no tank,
valves, etc.) L/G units only = \$50.00
Scale = 0-25# weigh your pride & joy = \$5.00
All of the above - Milt Peacock - 833-3122

USELESS INFORMATION -

The U.S. built over 18,000 B-24 Liberator bombers during WWII. This is the greatest number of any one type aircraft built.

(Ed. note) And to think that the B-17 got all the credit. Even the Navy used the B-24 but called it the PB4Y-1. It was a great airplane as I have over 1500 hours in them.

There is only 2 or 3 left in the world today.

W A M F U N F L Y

June - 16 = Chairman - Roger Newcomer - 876-2641

Start = 1:00 PM EVERYONE WELCOME

We will follow the previous Fun Fly Activities, ie; timed ground (taxi) course; number of loops in times interval; etc.

Helpers needed also to "set-up" roughly 2 hours before Fun Fly. Scorers & timekeepers also.

All of you fliers come on out. You don't have to be good to win. JUST LUCKY. Nothing that we do is difficult. You can dream 2 minutes as well as anyone. You taxi every time you fly so what's new to that.

We might (said Milt) MIGHT record your scores for all of 1991 events and see at the end of the year who is the King Pilot. Who knows, we MIGHT even give him something. We will have to wait and see.

Any new ideas for Fun Fly activities are welcome.

Cold sodas will be available on the club.

SAFETY TIP

Rumor has it that some of us are getting into "ELECTRIC" power. One thing to remember is that IF you should get a body part in the way of the prop it isn't the same as with GLOW. With GLOW the eng. may stop BUT with ELECTRIC, the motor just pulls more power and hits you even harder and don't stop. OUCH!!

MORE ON "PROP" SAFETY

I was at Nelson Field recently and saw someone starting and running an engine with his jacket open and flapping within inches of the prop. Fortunately, nothing happened, BUT BE CAREFUL OUT THERE. It's so easy to be careless, and "XXXXXX", you are not alone.

ARE ALL OF YOUR PARTS UP TO SNUFF ? ?

Its the planes parts I'm talking about. Recently a good flier and builder lost (el-smash-0) a fine model. It is believed that a control horn failed, came apart, or something. In any event it is believed that part of the mechanics failed. When you take home "Aviation Toothpicks" it is a little hard to pin down the real reason, however it is still a good idea to check every part frequently. I do!! I do!! I do!! Ha!

FAMOUS SAYINGS - by "DUMBO"

"I always check the "TRIMS" before taking off". I always do except for the times that I don't. We (I) almost had a disaster recently with the plane taking off and going into a climbing looping roll. Dumbo was doing his best to get back into control with the plane on its back heading downhill in a direction that noone wants to be going. It was a time when "PULL UP" meant to push the stick forward. When the smoke cleared Dumbo found the aileron trim all the way to the right and the elevator trim about 1/4 way up. When they are that far out on a reasonably hot airplane ya just can't let go and correct the trim. Very fortunately again, everything ended up in its original condition BUT - ALWAYS CHECK THE TRIMS BEFORE TAKING OFF. Ya can't forget and survive.

FOR THE WORKBENCH - by John Schaffner

You know those jugs of Liquid CHEER and Fabric Softner & other laundry items that your wife uses? Well, before the empty jug goes into the trash I salvage the large cap. They are good for mixing epoxy and paint and keeping those small parts like screws & nuts & bolts from getting lost in all that debris on my work bench. If they are not big enough for you, then there are all kinds of sizes and shapes of plastic containers that you can cut down to fit your needs.

DO YOU REMEMBER THESE?

The Infamous GHQ—Cussed and discussed for nearly six decades, this engine has a special place in model aviation history. First introduced in the early 1930s as the Loutrel, it was nearly state-of-the-art and, produced in limited numbers of quality materials and fit, was a good reliable engine. Then came the events that made this engine famous. It was renamed GHQ and produced in huge quantities at a very low price. This was accomplished by eliminating the expensive precision machining required of any good engine. The result was thousands of engines sold for \$4.95 and finally, for \$3.95, most of which would not run in the hands of amateurs who mowed lawns, shoveled snow, or did other odd jobs to scrape up a few dollars to buy one during the depths of the Depression.

Today, when the GHQ is mentioned, a warm and nostalgic smile, similar to that which occurs when we recall a long-lost love or the foolishness of our youth, is the only response.

Brown Junior (1932-1990)—In 1932, **Bill Brown** produced and sold his first Model "A" engine and thus became the earliest commercial manufacturer of model aircraft engines for the hobbyist.

Over the next 17 years, his factory produced about 100,000 engines of high quality and reliability. The engines were only slightly modified during the entire production run and always enjoyed a reputation for high quality, reliability, and durability. Today many modelers refer to any early spark plug ignition engine as a "Brown", as the name has become synonymous with the first engine-powered models.

Today, Bill Brown still produces ultra-small CO₂ engines in his home workshop in Pennsylvania.

Bill Atwood—Model Engine Designer/Manufacturer Extraordinaire. From 1934 until his death in 1978, **Bill Atwood** was the most prolific designer and manufacturer of model engines in the United States and, probably the entire world.

He owned and operated his own engine factory on several occasions and designed engines for no less than a dozen other manufacturers. In 1945, he was simultaneously working for five different companies.

Bill is accepted by most authorities as the designer of the rotary valve intake system employed in most engines today and his designs were always on the leading edge of engine technology.

The list of his engines includes: Atwood, Cyclone, Phantom, Hi-Speed, Silver Crown, Bullet, Wasp, Torpedo, Champion, Glo-Devil, Triumph, Wen-Mac, Signature, O.S., Cadet, Shriek, Pagco, and Cox/Thimble Drome. The total number of his engines produced is unknown, but surely runs into the millions and all of them enjoy an outstanding reputation for quality, reliability, and high performance. His is a special place in model aviation history.

Ohlsson and Rice (1936-1958)—In 1934, **Irwin Ohlsson** manufactured quality parts for model airplanes. Then, in 1936, he contracted **Harry Rice** to build dies and cast parts for an engine of his own design. That first engine (the Ohlsson Gold Seal) was so successful that Ohlsson and Rice became one of the most famous names in model aviation.

In 1938 and again in 1955, new designs were introduced, modified, and improved throughout the life of the company. Several different versions were manufactured until the demise of the company in 1958.

Now, 54 years after the introduction of the first Ohlsson and Rice engine and 33 years since their last, there is hardly a modeler in the world who does not know of the famous O&Rs.

Forster Brothers—Looking for a few good engines. In 1935,

Forster Brothers of Maywood, Illinois introduced the "Little Hercules" that was virtually the same as the "Forster 99". It was a very good engine known for its ease in starting, good power, and long life. Able to power the larger, heavier models of that era, it was very popular in modeling circles for over a decade.

The only other engine produced by Forster Brothers is the "Forster 29", two of which are on display. It was an instant success in 1940 when it reached the market in significant numbers. Its reputation for giving winning performances never diminished as it dominated competitive events even after production ended in 1948.

Herkimer is O.K. Beginning in 1938 and continuing for about 30 years, the Herkimer Tool and Model Works of Herkimer, New York produced a broad range of quality engines in spark ignition, glo ignition, dies ignition (compression ignition), and CO₂ (high pressure gas). The line included some of the largest engines down to some of the smallest. Before the company ceased production, the total output numbered in the hundreds of thousands.

Although the O.K. Twin was one of the first engines used in radio controlled models, Herkimer never really tried to compete in the RC engine field. As a matter of fact, Herkimer never really tried to compete in high competition of any type but rather opted to produce good quality engines at the low end of the price scale.

Fox Engines—Good Quality at a Good Price. The first Fox engine was designed and manufactured in 1943 at the peak of World War II. The original engine is the only original prototype engine in the AMA museum. The existence of the first ever engine by any other manufacturer is doubtful.

The Fox line of engines met with immediate success and resulted in a long line of moderately priced, high performance, and durable model engines. The prototype Fox 35 was the first engine designed from the ground up to use the then (1948) new removable glow plug. Until that time, all glo ignition engines were converted from spark ignition types. With minor modification, this engine remained the engine of choice for thousands of the top Control Line Stunt fliers for over 20 years.

The Fox line has been ever-expanding and continues to be an example of the best that American industry brings to the world of model aviation.

Slag Engines or How Cheap Can You Get? These inexpensive engines were built primarily to have a low price tag with little other consideration. They were a little over or a little under \$5.00, depending on the marketing strategy at the time. They ran—sometimes—and that was about all that could be said about them. A model change usually consisted of adding a small exterior detail or changing the head fin shape or some other small detail of no consequence to the engine's performance. There were at least six different brand names and a much greater number of models within each brand.

Today some of the best modelers build and fly slag engine models in a competitive event just to prove it can be done.

What's Inside? There is a cutaway display of a two-stroke cycle model engine in the museum. The only parts not visible from outside the engine are the connecting rod and piston. The ports, bypasses, baffles, and how they function to cause the engine to run, is another story. The internals of a four-stroke cycle model engine (like your automobile engine) with timing gears, cam, push rods, rocker arms, valve springs, and valves, is another story, to be sure.

The Engines of England—In England, it has been common practice for model shops and distributors to have engines manufactured in small quantities under the seller's brand name. This accounts, in part, for the large number of different engines that appear in collections of British engines.

The overwhelming number of engines mass-produced in England are compression ignition (diesel) type. The reasons for this trend are many, but include reliability, simplicity, and low-operating cost.

Some of the most famous names are Merco, A.M., E.D., Frog, ETA, D.C., Oliver, Taplin, Elfin, and the world famous, Mills. Many of these engines have been reproduced in Australia, India, and the United States with mixed results.

HOBBY SHOP NEWS

A new shop has opened in Hampstead. It is located at 1302-4 Main St. in downtown Hampstead. Sean Livingston is the operator and, per Bill Hasert, has a good stock for a newly opened store. Phones are 374-4465 / 1-800-421-2199. Good luck - Sean.

The R/C car shop (across from Bobby's) in West'r. has either closed or moved. In any event, the shop is empty.

SUPPORT YOUR LOCAL HOBBY SHOP

They are there when you need them most.

COMING EVENTS

May 25 - Patuxent NAS - Air Expo. Pax Ri. R/C Club opens the show with a show of their own.

June 1 & 2 - MARC Show in Timonium - RCMB sponsors.

June 16 - WAM Fun Fly - Roger Newcomer Chrm.

June 15 - Balto. County Model Aviation Day @ Kirk Field (RCMB's field in Parkton, Exit 33 off of I-83. Upon reaching a stop sign, go directly across the road and straight to the field. DO NOT follow the yellow line.) This is also the Md. Modelers Fun Fly Day. at the invitation of RCMB.

BARREL ROLL

By - John Schaffner

Compared to some of the maneuvers we have described before, the Barrel Roll is relatively simple. The airplane will follow a path like that made by a screw thread. It will be rotating about the longitudinal axis from level wings, 360° back to level wings.

Once again, entry is made from a shallow dive to pick up extra speed. Begin by bringing the nose up and applying coordinated rudder and aileron in the direction of roll. As the wings approach 90° ease off the rudder but continue the roll with ailerons and elevator until the airplane is inverted. As the inverted position is reached all back pressure on the elevator will be removed and perhaps a wee bit of forward on the stick may be necessary to prevent the nose from dropping momentarily.

Continue with aileron pressure as the airplane goes through the 270° (Knife Edge) position and then you will need rudder again to keep the nose up as you approach level flight again.

NEXT TIME - Inverted turns.

USELESS INFORMATION

by - John Schaffner

Hauptmann Hans-Joachim Marseille, born Dec 1919 shot down more aircraft of the Western Allies during WW II than any other German pilot. His final score was 158 victories. On one day (Sept 1, 1942) he was credited with 17 aircraft destroyed. He died when he attempted to parachute from his Bf 109-G which apparently had an engine fire. His chute failed to open. This was 30 Sept. 1942, he was 22 years old.

TALESPINNER FODDER

by - John Schaffner

During the final days of WW I the German Military chain of command began to disintegrate. The haughty officers, all from Imperialist families, found themselves with their hands full with a revolution coming from the enlisted ranks. The reknown Richthofen Squadron was no exception.

When the rebellion came the mechanics refused to work and wanted to take off for home in the Army trucks. The officers ordered the mechanics back to their posts to await proper discharge. The mechanics refused and got into the trucks and left. Angered, the pilots got into their planes and took off. They attacked then trucks with machine guns. The trucks were stopped but the mechanics then ran to the machine gun emplacements set up to guard the field. When the pilots returned to land at the field the mechanics blasted away at them. The pilots shot back at the machine gunners but were prevented from landing. Fortunately no one was killed in this, the last battle of the Richthofen Squadron. The pilots had to find some other place to return to earth. When the planes all left the area, the mechanics returned to the trucks and headed home. They had defeated the most illustrious unit in the world. That was the end of the famous Squadron Von Richthofen.

AMA NEWS

Milt P.

As you know, the AMA was considering changing the effective date for membership to possibly be the "Anniversary Date of Application" from the current method of a calendar year.

The decision was NOT to do this. There will be a change in the procedure but it will only apply to NEW OPEN MEMBERS. Since it does not affect you I will not detail it here as you will be able to read about it in Model Aviation in the near future. If you want details, call me.

GOODYEAR BLIMP INCIDENT

M.P.

The individual involved entered a "no contest" plea and was found guilty of three felony counts. I do not know what the conviction brings in penalties except there was an order for \$49,000 in restitution for damages.

WHAT THE KIDS SAY !!
(as written)

Dear Aero Modelers,

Your show about planes was wonderful! I loved it! How do you make it (the planes). Do you go around the world? Thank you very much for coming to William Winchester! You really fooled the teachers.

Your friend, Kelly XXXXXXXX Age 9

Dear Aero Modelers,

Thank you for coming to our school. I personally have a like for airplanes. I love being in them. I love flying them as much as being in them.

Love, Amy XXXXXXXX

I really enjoyed your program on March 6th 1991. I learned alot from you. I was a pleasent experience for me. I hope every school you go to liked it as much as I did.

Your friend, Erin XXXXXXXX

Dear, Aero Modelers

I liked your model-s of planes & ships. After you showed all the models I went HO! HO! HO! I liked when you came here.

Yours Truly, Stephen XXXXXXXX

Dear to all of airplane

We liked you airplane a lot and I am so happy I saw a model air plane. How do you make them I do not now someone that can make a airplane like you do and how do you get the head in thir is it fun makeing them.

Thank you for airplane -???????????

Dear Mr. Miles

Thanks for showing us the airplanes. I thought they were neat looking. I was neat to see your inventions, and it was fun.

Sincerely - Lari XXXXXXXX

Dear Mr. Miles,

Thank you for showing us that airplane story. I really liked it. Also thank you for showing us the airplanes. I haven't saw some of the airplanes that you shared with us. THANKS AGAIN. XXXX ????

Dear Mr. Miles,

I like the program. a lot, bit I em sorey we did get to see the plan fly.

Sincerely, Michael XXXXXXXX

No person has ever been honored for what he

RECEIVED

Honor has been reserved as a reward for what he

GAVE

It isn't what teenagers knows that bothers us,
it's how they found out.

Dear Westminster Aeromodelers,
I really enjoyed your program! You really must have worked hard on those airplanes they looked really neat Thanks for sharing all the different airplanes! You must really know a lot about airplanes! I love airplanes and space ships! I don't want to be an airplane pilot, but I do want to be a scintist.

Sincerely - Rachel XXXXXXXX

Dear Mr. Miles,

Thank you for coming. I really appreciated the program. I learned a lot. I never new alot about airplanes. Now I know alot about airplanes.

Sincerely, Rachel XXXXX

P.S. I want to thank you again.

* * * * *

(Ed note) We get hundreds of these letters each season from the kids. They are GREAT. I only wish that you could see some of the art work that is included. I am just unable to reproduce it here. We are not making fun of their wording, spelling, etc. It just brings back the era when you and I did the same thing. Hope that you enjoyed them.

FROM THE EDITOR

This is YOUR newsletter. If you would like some topic covered, or something in particular inserted. THEN it is up to YOU to write it - mail or give it to me and we will type it, print it, etc. TAHNKS ← see

from the KIDS
as written

Dear Mrs. Miles

I love the program.

I like you and your friends.

My name is Mara Gallagher.

I was the grill that was seting in the front wieth a one earring.

(Ed note - I'm omitting this name)

Xxxxx X.

I wuns went to lived in haviy But my famly have to go Bak Because My Granmom had a hrd atak Wen We War riding Bak on an Air Plan it drok down bekus one of the engins darok. But the fliers Fist it os We made it to Merlind. Oh ya and Thank you for cuming to Willy We ingoyd you alot have a nis bay. Love- Xxxxxx to Mr. Miles and the Westminster Aeromodelers.

(This gal certainly had her heart in the right place to say the least. Ed)

Dear Mr. Miles and others,

I wanted to just tell you thank you for coming and talking to us.

Your friends, Jamie

P.S. The one in the jean dress.

FIELD & BENCH REVIEW GREAT PLANES TRAINER FORTY

Ed Goldman

Reviewing this kit is easy for me, since I have built three of them. Why did I build three? Because this is, I feel, a great flying plane and I crashed the first two. Actually, the Trainer Forty was the very first radio control model that I built, and the one I tried to learn to fly on. When the first one could not withstand several of the low level maneuvers I put it through, including parking it in a hidden hanger in the bean field of Don Nelson's brother for three months. I promptly ordered another one. This second plane survived many planned and unplanned flight patterns, but could not survive my son's first flight. He was doing fine until he attempted a full throttle inverted dive into the woods behind Don's house. (I mean the woods way behind Don's house). It took being shredded by this high speed inverted dive through several large trees to total it. (It looked real good going in, though).

After that demolition, I called Tower Hobbies to order another, and when they heard my name, they just sent me another one. I didn't even have to tell them what I wanted. Anyhow, my third Trainer Forty made its debut on May 4 with Lloyd Briggs on the radio, and me on the phone to Dial-A-Prayer. As usual, Lloyd did great, and so did the plane. If you come to the field fairly quickly, you will probably have a chance to see it. Don't wait too long, though, or you may have to wait for me to build the fourth one.

Now for the review. As with all Great Planes kits, the plans and instruction booklet are first rate, as are the lumber and accessories (with the exception of those crummy hinges that all kits seem to come with). This is a basic balsa built-up kit with some plywood parts common to most kits. There is nothing unusual or difficult about the construction and it is certainly a very fine first kit for anyone. I recommend using CA glue wherever possible and covering it with Monokote to keep the plane light. Since we use a grass field with uphill takeoffs, I also recommend the use of a .045 engine instead of a .040. The extra zip helps to get the ground speed up for easier and more controlled takeoffs. A Supertiger or ASP .045 is fine, and a .045 helps a bit with the balance since this plane has a long tail moment and tends to be slightly tail heavy. I have not had a chance to use a four-stroke engine, but the plans do show you how to modify the firewall position to accommodate one.

The most important aspect of this plane and the reason it is so versatile is that it is a high-wing plane with a symmetrical airfoil. Using the control surface throws as shown on the plans makes the Trainer Forty a stable and gentle trainer which does not have the floating tendencies of the flat-bottom trainers. It seems to be more stable and less affected by thermals, etc. than planes with flat-bottomed wings, while keeping the ability to land slowly and glide for a long distance should you experience engine trouble.

The real strength of this plane, though, is that as your ability increases and you wish to perform aerobatics with it, all you have to do is increase the throws of your control surfaces and the Trainer Forty (or Trainer Forty Five) will do anything that you want it to do. Rolls, snap rolls, inverted loops, etc. are all possible. But then when you have had all of your fun you can still land it slowly and gently.

As you can tell, this is a plane that I am partial to. But I feel that it is one which is suited for a beginner as well and a pilot of intermediate to advanced ability who wants a solid, stable plane to learn on or have some fun with.



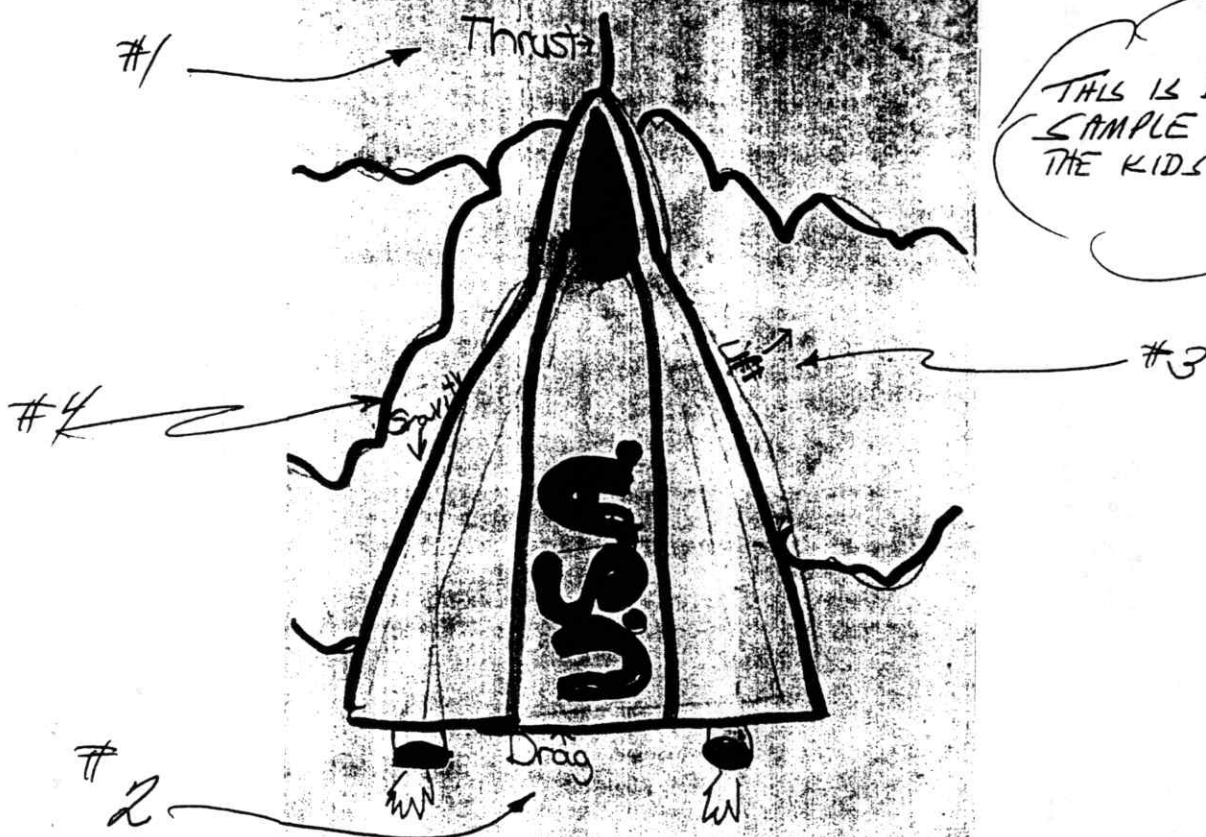
"INVERTED SERVO'S AGAIN - HUH RALPH?"



"BREATHING THAT STUFF IS DANGEROUS AND CRAZY FOR SURE BUT WE'VE GOT TO GET HIM OUT OF THERE BEFORE HE TRIES TO TAKE OFF!"

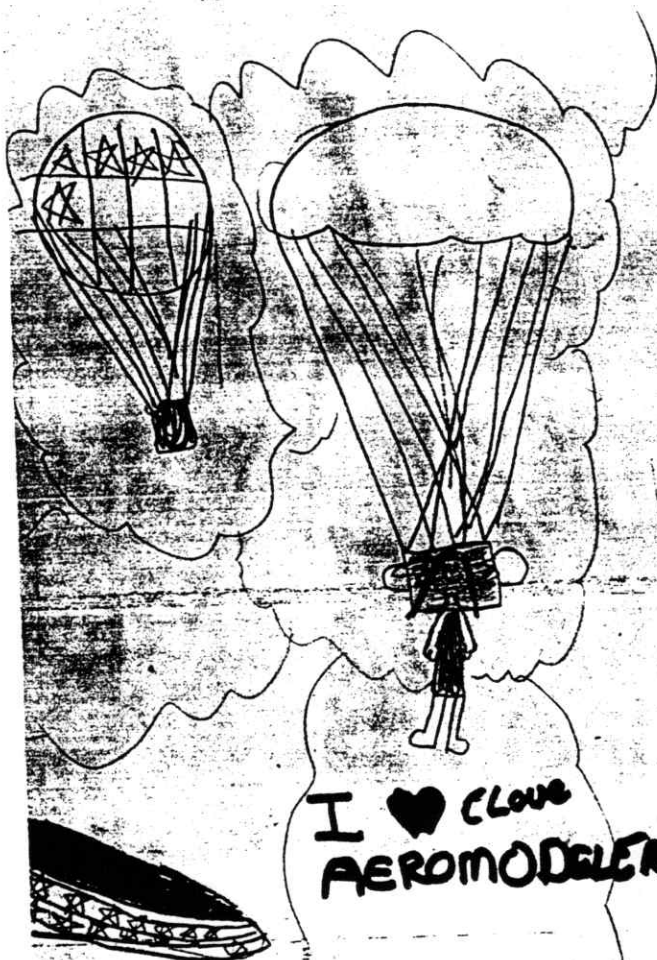
THIS SPACE IS
FOR "RENT"
ED.

This is just a little note to
Say...



THIS IS BUT A SMALL
SAMPLE OF WHAT
THE KIDS SEND TO US.

Have a Happy, Happy, Happy Day!!



Dear Aeromollers,
I really, really enjoyed
your show today. I've learned a lot
about planes & pilots. I've made a poem
for you guys.

I love the Aeromodelers,
I have some to me,
But the wind did blow
and it did snow so
I had to leave.
I will never forget the
Aeromodelers!



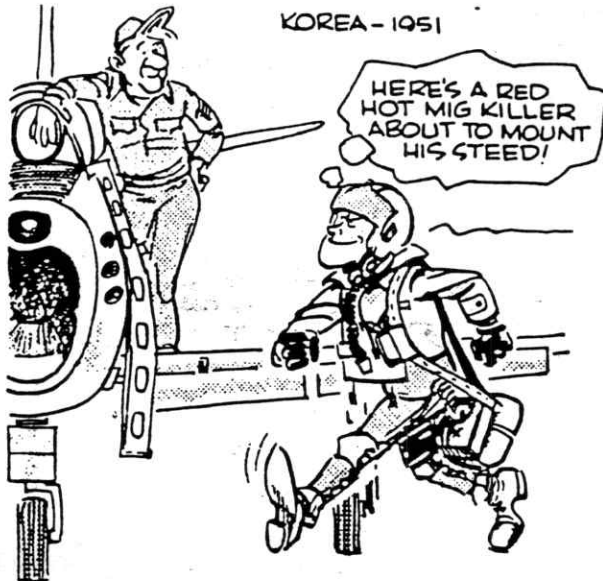
Sincerely,
Carrie Myers
(girl)

Bob Stevens

"There I Was..."

Cartoonist Bob Stevens is ill and may be out of action for several months. In the meantime, we'll rerun a few of his previous panels. This panel appeared seventeen years ago this month. Every fighter pilot in every era has been in a similar situation. Bob waxed poetic in the original introduction:

"Missing an easy enemy kill
May be cause for colossal chagrin
But nothing at all like a critical call
When a fighter jock's all buckled in."



LESSEE,
OXYGEN MASK...



COMMUNICATIONS...



PARACHUTE LEG STRAPS...



HARNES



2nd SEAT BELT...

WHOW G-SUIT CONNECTION...



PUFF BAIL OUT BOTTLE PANT



WHEEZE DINGHY CONNECTION...



OH HELL - PUFF PUFF
NOW I HAVE
TO GO TO THE
JOHN!



Bob Stevens



Newsletter of the
WESTMINSTER AERO MODELERS
% Milt Peacock
2313 Da Lib Rd.
Finksburg, MD 21048

THE TALESPINNER

To:

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030



P-61

ON

THE WAY!



Mid Atlantic Air Museum President Russ Strine has returned from Indonesia after making last minute arrangements and ensuring that the 16 crates containing the P-61 were ready for shipment. A road built by MacArthur's invasion force was used to transport the crates from Sentani to Jayapura, where they were loaded aboard ship for the trip to Baltimore.

Shipping is a vague and unpredictable mode of travel, so an arrival date sometime in April is as definite as can be specified at this time, but after 11 years of struggle, that's pretty precise. Stay tuned!

COMPLAINTS

Editor's Note: For those who have a complaint about the newsletter, please explain your problem in detail in the space provided and mail it immediately.



Please use crayola and print clearly!

The WESTMINSTER AERO MODELERS meet on the first Tuesday of every month, unless otherwise noted, at 8:00 PM at the West'r. VFW Hall, 519 Poole Rd. Westminister, MD. Visitors are welcome.

George Chalkman



THE TALESPINNER

Westminister Aero Modelers

Next Meeting:

July 2, 1991

8:00 PM

@

Westminister V.F.W.

President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Rd. Finksburg, Md. 21048
AMA Liason - Ray Miles 781-4937

Volume 7 Number 6 June / 91

AMA Chartered Club 336

Formed 1955

HEY! JUNE 30! is FUN FLY day - come on out!

PREZ SEZ:

As you read this I will probably be in the sunny South or at perhaps on my way back home. It was reunion time for the Peacock clan in GA. We usually head south in the winter to see our many friends in FL, GA, SC, etc. and do a little flying at RC World in Orlando FL. It will seem a little strange to go this time of the year.

Hopefully I will be able to make the Fun Fly on the 30th. In any event all of you will have an additional two weeks to practice spot landings, loops, 2 min. drill etc. I'm sure that Roger will have something to help sharpen our skills. None of the events are hard to do. Lady luck is a big factor with what we are required to do. So, come on out and enjoy the day.

As many of you know, I am also the VP of the Md. Modelers Assn. (MMA). In that vein, I want to thank all of the WAM members who took part of their time to help man the MMA booth. Jim Garrett, Lloyd Briggs, Herman Gross, John Dorl, Jim Unstad, and whoever else helped out. These were only names on the sign-in sheet. Many many thanks.

For some unknown reason, flying has been a little slow this year. Usually we see a lot of the past winters work but not too much new has appeared this year. Perhaps you are saving them for the fun/fly. We did have a rather good turn out on the 9th. Its been a bit breezy but the grass is short and the sun does shine. Can you ask for more?

SAFETY NOTE: We have had dead batteries, an apparent bad receiver (it had the jitters), broken control horns, wheels coming off, etc. Fellows, check 'em over GOOD. Its easy to goof and it hurts to lose an good ship for the lack of a check-up of the many parts.

For those not at the June meeting, we had to change the fun fly date because of Fathers Day. I thought that fathers could do what they wished that day. I just had to say that. Ouch !!!

Another club has developed a problem with visitors, small kids, people with dogs in the Pit Area. We have a disadvantage of no fence to help control those problems. BUT it is the duty of each and every one of us to

to monitor what happens on our field. We sure as heck do not want someone to get hurt, we don't want our models damaged by an uncontrolled - - - , we don't need dog mess on the ground (dog lovers never clean it up), on and on !! We have an additional duty to see that NO ONE parks within 25' of Mrs. Nelsons driveway. We had a lot of that Sunday. Tell them politely to move and tell them why. If they don't like it, we are sorry, BUT ITS OUR PLACE TO FLY and we MUST protect it and follow the rules. We MUST NOT park on Dons lawn either. These simple rules are for ALL of us. One other thing, When you are loading or unloading from your car, PLEASE close the doors and walk on the extreme edge of the road. There are others that also use the road and we should not impair their way.

I think that I have rambled on enough. I wish everyone a great flying season and that everyone wins first place at the fun-fly.

See ya at the July meeting.
Nuf said !!

Milt P.

MINUTES OF W.A.M. MEETING-June 4, 1991
By John Schaffner, Secretary

WAM met at 8:00 p.m. at the Westminster V.F.W. There were 21 members and 5 guests present. Milt reported on the resolution of AMA dues problems concerning some of our members. Wayne reported on the MMA meeting. Milt emphasized the importance of adhering to field rules and urged members not having a copy to ask for one. It was also announced that the new flight stations had been installed. Three new members were proposed and accepted for membership, they were Glen Smith, Sean Livingston and Robert Jenness.

It was also reported that Tony Pagnotti, from a local T.V. station covered the wam school program at the Lutherville Elementary School. A sincere thanks was given to all participants in the School Program for 1991.

Wayne Creasy and Dave Kenney were to head up the June publication of the Talespinner.

It was requested that members leave the meeting room in good order and to help to keep it that way.

Roger Newcomer proposed that the Fun Fly for June be changed to June 30 so as not to conflict with Fathers Day on June 16. It was voted on and passed.

Solo certificates were presented to Jim Lehr and Dave Earnest.

John Dorl asked for and received permission to buy a ticket for a Crab feast for the cameraman who filmed the school program at Lutherville.

Jim Ulmstead announced that Milt received 2nd prize at the MARC SHOW with his beautiful Stinson 105.

The members viewed a VCR tape of action footage taken from the Pioneer RPV which was deployed in Kuwait. (tape courtesy of Milt)

John Dorl presented his guest, Mr. Al Ryan, who presented a program and slides on the Space Shuttle missions.

The 50/50 was drawn and Holly Obrecht would have won had he been present.

The meeting adjourned at 10:25 p.m.

THANKS! DAVE STAHL FROM ALL OF US WHO FLY AT NELSON FIELD.

LEARNING TO FLY-(INVERTED TURNS)

By John Schaffner

Inverted turns in a full scale aircraft are probably something that takes getting used to, but you hot shots should have no trouble with your RC's.

From straight level flight, execute a slow roll in either direction and level the wings bottom side up. The ailerons will be operating in the normal fashion, so for left turns, move the stick left as usual. Now for the difference. To prevent the nose from dropping you into an inverted spiral you must maintain some forward pressure on the stick. How much will depend on the wing airfoil shape. A symmetrical air foil will behave differently from a flat bottom wing.

If you should lose it and fall off into an inverted dive, just cut the power, roll upright and pull out of the dive to straight and level.

Keep it high until you get the feel of it.

(next month-Slow roll in a 90 degree turn)

MARYLAND MODELERS ASSOCIATION
By Wayne Creasy

The M.M.A. met on Wednesday May 29 at 7 p.m. at Your Hobby Center on Patapsco Avenue.

The general discussion centered around the upcoming MARC SHOW.

An update was given by Milt Peacock concerning the M.M.A. Flea Market to be held in October. Bob Babura, A.M.A. Rep, spoke about the fact that local clubs would be expected to formulate their own local rules concerning the use of wide band radios that have not been converted.

He also announced that the ground breaking the the national field in Muncie, Indiana was held on May 7.

Club Reports included the following events:
CBRC-Scale Contest-August 18 at Arden Field

ROMB-Baltimore Co. Model Air Day and MMA funfly June 15

BASS-Soaring contest June 29 and 30 at McDonough Field

Howard Co.-Float Fly-August 10-Centennial Park

SCAM-Reported on re-location of field

SUNDAY FLYERS-Bd. Montague Float Fly-June 23-Coxes Pt. Park-Rain date-June 30

Hartford Co.-Aug 25-Giant Scale Contest

SWAP CLUB-Fun fly June 8 at swap field

A.M.A. REPORT
By Ray Miles-AMA Rep.

WAM member AMA dues that were in question recently have been corrected by the Academy. Everything else is up-to-date and in order.

COUNTY LIASON
By Ray Miles, Carroll Co Rep.

I have been in touch with Asst. Public Works Director, Keith Kirschnick concerning any progress at the John Owings Landfill. He has the plans that were accepted by his dept. and he is to meet with the engineering consultant the week of June 10, 1991. After that he said, and I quote "We should be on our way".

He is interested in Model Aviation and we chatted for several minutes about sailplanes, electric flight etc. I think it is well worth the club's time to cultivate Keith as he does have a genuine interest in what we are doing.

SCHOOL PROGRAM
By Ray Miles

The week of June 10, 1991 will complete this year school season with our "Flight Program". We conducted classes at all 16 elementary schools in Carroll County, in addition to 5 special requests made of us through out the year. They included a Cub Scout Pack, a home study group, 2 Baltimore Co. Elem. S and a middle school in Carroll County. Again we experienced another successful season, more models, etc. But again, you people make it work and thanks go to all involved, no matter in what capacity you served. Hopefully next year will improve some what, two more school openings will give us 18 total in the County, plus whatever comes our way. John Dorl and Milt seem to be able to stir that pot and it works. Thanks Guys!

WELCOME OUR NEW MEMBERS

We, at our June meeting, approved for membership in WAM the following persons as "Open" members.

Please welcome =

Robert C. Jenness - 374-9628

1619 Packard Dr., West'r. MD 21157

Sean E. Livingston - 833-7608 / Shop-374-4465

P.O.Box 883 Main St., Hampstead, MD 21074

Glenn W. Smith - 829-9560

700 Long Corner Rd., Mt. Airy, MD 21771

Bill Hampt has a new address - 374-4407

16026 Trenton Rd., Upperco, MD 21155

Bill & Nancy, we hope you enjoy your new home.

Milt P.

MARC Show - Swap shop Milt Peacock

Many thanks to - John Dorl - Ray Miles - Ken Hands - Lloyd Briggs - Bob Allen - Jim Umstad - Bill Jackson - Art Perry - Bob Hunter & me - the club received a total of \$89.00 for the use of the two Flea Market tables we rented. I should also add that Bill Jackson donated several hemostats (sp) that were sold and the receipts given to the club. Thanks, Bill.

I would suggest that next year we get 4 tables if we have the same participation. It was JAMMED TO THE HILT this year. Not the show - the tables I mean. Fellows, your contribution is appreciated.

AVIATION HISTORY

By John Schaffner

The first aircraft to successfully span the Atlantic Ocean was the Curtiss NC-4. This huge (for the time) flying boat departed Trepassy, Newfoundland 16 May 1919 with two others of the same type, NC-1 and NC-3. There were four of the type built, but NC-2 was dismantled for spare parts. NC-1 and NC-3 were forced down at sea and never completed the trip. Their crews were rescued by the U.S. Navy. NC-4, under the command of Lt. Cdr. A.C. Read, reached Horta, Azores on 17 May, Ponta Delgada on the 20th, Lisbon on the 27th and finally Plymouth on the 31st. NC-4 has a wing span of 126 feet, length of 68 feet, 3 inches, weighs 28,500 lbs. gross and is powered by four 400 h.p. Liberty engines that give her a maximum speed of 91 mph. I refer to this great aircraft in the present tense because she still exists, restored like new, and is on display at the U.S. Navy Aviation Museum Pensacola NAS, Florida.

MORE USELESS INFORMATION

By John Schaffner

Wiley Post, who gained notoriety from his two record setting around-the-world flights, was responsible for pioneering high altitude flying. He wore a pressure suit while piloting his Lockheed Vega to record heights. The Vega aircraft and Post's high altitude pressure suit are on display at the N.A.S.M., Washington, D.C..

Wiley Post was lost along with humorist Will Rogers at Barrow, Alaska when he took off in marginal weather, lost control, and spun into the icy sea.

FATHER

June 16

4 Years: My Daddy can do anything.

7 Years: My Dad knows a lot, a whole lot.

8 Years: My Father doesn't know quite everything.

12 Years: Oh well, naturally Father doesn't know that either.

14 Years: Father? Hopelessly old-fashioned.

21 Years: Oh, that Man is out of date; what did you expect?

25 Years: He knows a little bit about it, but not much.

30 Years: A little patience; let's get Dad's meaning first.

50 Years: What would Dad have thought about that?

60 Years: My Dad knew literally everything.

65 Years: I wish I could talk it over with Dad once more.

NEWS & VIEWS

by - "Eagle Eye"

Recently one of our new members (and also a student pilot) was instructed on the proper method of landing his pride and joy in a tree !!! My! My! *ggg*

Some of the Nelson Field "PILOTS"(????) are already practicing on landing in the corn. The planes are easier to find while the corn is short. Tsk! Tsk! BUT DON'T STEP ON THE CORN !!!! *Y Y X*

Some of us tweak "needle valves" every time we start an engine. OTHERS have the "needle" jump out, hit the prop, and it flies alone. Does anyone have a metal detector handy ?? Flying alone is costly, ain't it ?

Who was it that said = "We only need two flea market tables at the MARC show." FOUR would have been a better number. Airplanes take a lot of room. Right ??

The "Static Display" at the MARC show paid off for one of our members. He won 2nd place in his class. Hurrah !! Great !! Stupendous !! Now fly it

And speaking of the MARC show - we had another member (as usual) win something in the raffle. You have to pay to win. (Thank you- Hampstead Hobbies, who made the contribution to the loot.)

He said - "Stay away from the BARN with a silver airplane". But no- I had to snaproll it near the barn and it spun down 'til it disappeared. When I found it the pilot was sitting in the shade on the wing tip having a beer. Didn't even break the prop. WOW !!!

Then there was the dead stick of all dead sticks. One of our finest managed to pick his way over a house, between the trees, over the cars, and under another tree to a touch down. "Wer'nt nothin' to it, he said.

We are ready to rock & roll, BUT the pilot said - "The ailerons don't seem to work" and the owner said "I did remember to bring the radio". What did that guy say- Ya gotta be careful out there. Right Mr.J.??

KIT REVIEW- BUZZARD BOMBHELL By John Schaffner

About 100 years ago (1939 to be exact), Air Trails Magazine published plans for this free-flight plane. I built one in the 1/4A size, 33 1/2 inch wing span and powered by rubber. It flew great.

The years went by and somehow this little plane survived the war years, marriage, kids, and all of that. Give the credit to my Mom and Dad.

About 1965, more or less, my kid was of an age when I figured it was time for him to be exposed to the experience of flying air-plane models. We tried the Cox control line models but never were successful in getting one off the ground. Then I remembered the old Buzzard.

We restored the Buzzard and modified it to accept one of the Cox engines from a control line model that never flew. We then took the Buzzard out to try it.

You would have had to have been there to see this thing fly to believe it. It would spiral straight up until the fuel ran out and then sit there and float around. We were very lucky that we did not lose it altogether.

Recently, I found that kits for the Buzzard Bombshell were available through Hobby Horn. My resistance went to an all time low and I sent for the 72 inch version.

The kit is produced by Midway and comes with good quality lumber and easy to read plans. The design is for a free flight model powered by the old ignition motors.

If you were at Nelson Field for the initial flight you would have seen a real "white Knuckle" trip. The plane was really hard to control and if it was not for having an expert test pilot (Paul), I am sure it would have crashed.

Back to the shop for some eye-ball engineering. It was slightly tail heavy so I put another wheel weight in the nose.

The wing angle of incidence appeared to be excessive so I jacked up the trailing edge to where the chord line was level with the horizontal stabilizer.

Since the engine (KandB .45) is at the top of the power requirement (.20 to .40 actually) I placed 3 washers on both top mounts to give a bit of down-thrust.

Last Sunday evening the weather was just right for another test flight so I again turned the plane over to the family test pilot. The changes worked to tame the beast. I even took the stick for awhile. Next time out I may even try to solo!

A FRIEND IN NEED

By John Schaffner

Once again folks, WAM's good friend Jerry Harrison, has responded to a call for help. Many times now, Jerry has not only retrieved our airplanes for us from those "Charlie Brown" trees, but he does it with an attitude of helping out. When Jerry gently lowers your beloved to the ground you can be assured that there will be no further damage to it than whatever the tree caused.

Jerry is not the kind of man who has his hand out when he does this big favor for you, but for a moment, thinks about how many \$'s you have way up there in the top of that impossible tree and be sure to govern yourself accordingly.

Our friend can be reached at:

1-717-633-6131

46 Fairview Drive

Hanover, Pa-17331

Let's hope you don't need him, but don't bet the rent money on it.

STRANGE WW II STORIES

MISSING CREW

October 22, 1940-An empty and undamaged German bomber was found near Edwarton, England. An extensive search of the area by Home Guard, failed to locate any of crew! What happened to the German airmen remains a mystery to this day. Perhaps they just defected to England and faded into the population.

ONE WENT HOME

A Dornier 17-Z attempted to bomb Liverpool, England on October 21, 1940, but became lost in the dark. The pilot flew around over England, bucking storms and extreme turbulence, until his gas was exhausted. During all this, not one British anti-aircraft gun hit the plane. The entire crew bailed out. Only the pilot was ever found and he had to seek medical help for a broken ankle. The other nine men just disappeared.

WAS HE EVER THERE?

A German fighter plane was seen to be shot down one night in December, 1941. An English farmer claimed he saw a Parachute open. The British Home Guard found the plane where it crashed near Eastbourne. The pilot and parachute were not among the wreckage. Though a precise search was made of the area, nothing was ever found of the pilot or parachute!

WOMAN TROUBLE

A British police doctor solved one of the war's strangest plane crashes. A German seaplane, 200 miles off course, crashed into an English vicar's garden. A mine aboard exploded, seemingly being the cause of both men's death. The doctor made a second examination of the pilot's body and discovered a .32 caliber bullet had entered the back of his head. The shot had come from the other man's service pistol! Both men were carrying a picture of the same woman.

HAUNTED PLANE

An RAF lieutenant was engaged in combat with two German fighters over London in April 1940. Suddenly, the engine of his Hurricane cut out. Losing altitude fast, he prepared to bail out. At 2,000 feet he felt an unseen power force his hand to the stick. He could not stop himself from pulling

back on the control. The plane shuddered—the nose came up and the engine came roaring to life! Pulling up into a steep climb, right in his sights was one German plane. Hurricane's guns sent it down in flames. Later, telling his commanding officer of the incident, he was advised that the same thing happened to the last man to fly that plane. This sergeant later was killed flying a different plane while the strange one was being overhauled. This "haunted" Hurricane had first been assigned to an Irishman, who loved it like a baby and worked on it during off-duty time. He also died flying another plane doing repair work on his. Twelve days after the lieutenant told his story, he was killed while on a mission in a different plane!

1992 DUES STRUCTURE ANNOUNCED

The Executive Council announced the 1992 dues structure, as follows, to be effective January 1, 1992:

Youth (includes publication)	\$14.00
Second Adult Membership	22.00
Senior Citizen	30.00
Affiliate	20.00
Open Member	40.00

Open Limited Member and Booster categories have been dropped. Life Member classification will be \$1,500.00.

It should be noted that "no pub" membership classes are true no publication classifications. That is, members will either receive the magazine or they will not receive the magazine. No reprint sections will be mailed.

A further change in the system was announced and applies to NEW Full Open category members only. (The term, *new*, is intended to mean not current or former AMA members.)

When joining AMA for the first time, all Full Open members pay the current Full Open membership rate (currently \$40.00).

On that person's renewal notice for the following year, there will be printed a rate for that year's dues, derived as follows:

First Quarter: Those new members joining the AMA through March 31st will renew at the Full Open Rate (currently \$40.00).

Second Quarter: Those new members joining the AMA April 1st through June 31st will renew at the Full Open rate, less 25% (currently \$40.00 minus \$10.00, for a total of \$30.00).

Third Quarter: Those new members joining the AMA July 1st through September 30th will renew at the Full Open rate, less 50% (currently \$40.00 minus \$20.00, for a total of \$20.00).

Fourth Quarter: Those new members joining the AMA after September 30th will pay the Full Open rate (currently \$40.00), and will receive the remainder of that year plus membership for the following year.

FREQUENCY ALERT

FCC Rule Making Completed

By a report and order released April 10, 1991, the FCC has acted upon the petitions initiated almost two years ago. The new rules will require manufacturers and importers to produce transmitters that conform to the so-called "narrowband" guidelines promulgated by the Academy over five years ago. While the manufacturers have been voluntarily producing most transmitters to these specifications for several years, the approval of these regulations by the FCC will mandate that future transmitter production meets the guidelines.

The report and order contains a specific time frame for implementation of the rules. Briefly stated, it is:

Effective March 1, 1992, all transmitters designed to operate in the Radio Control (RC) Radio Service VHF band and submitted to the Commission for approval under its equipment authorization program, or manufactured in, or imported into the United States must comply to narrowband requirements.

Effective March 1, 1993, marketing of RC transmitters that have not been authorized pursuant to the narrowband standards are prohibited.

Transmitters purchased before March 1, 1993, that meet only wideband standards can be continued to be used until March 1, 1998, at which time their use will be terminated. (This is commonly referred to as a "grandfather period" for equipment use.)

AMA members need to keep several factors in mind as they operate radio control models either as an individual or part of an AMA chartered club.

1. Transmitters currently in the field, if operating properly, are legal by FCC regulations. They may be operated through March 1, 1998.

2. Transmitters operated at any AMA sanctioned event must meet narrowband requirements and have an R/CMA-AMA gold sticker affixed. (27 and 53 MHz excepted).

3. AMA chartered clubs may mandate the gold sticker requirement for their field. Such a rule then becomes part of the AMA Safety Code for that field.

4. None of the FCC requirements address receivers. Basically, the FCC mandates rules for what is put into the air, not what is taken out! A narrowband receiver is a most important ingredient in order for a system to be as interference-free as possible.

5. The Academy suggests that extreme care be exercised when using older wideband type equipment in or near metropolitan areas. The proliferation of high powered commercial transmitters on frequencies only 10 kHz away from modeling frequencies can create a safety hazard.

TIP

WIRE PUSH-RODS

On some servo installations, you want to fit a steel-wire pushrod straight into the servo horn without using a link. Rather than drilling out the horn and possibly ending up with a sloppy fit, heat the wire with a soldering iron, while pressing it into the existing hole. The wire will melt the plastic slightly and expand the hole, making a perfect fit.

Radio installation

... Or so that's what the rubber donut is for!

Part 1

The next 2 months we will try to explore some of the ways to install a radio system in your aircraft. While every installation is unique in some ways, a few basic rules are the same. Planning the radio installation should begin the moment you open the box and unroll the plans. This is where you should decide which type of pushrods and attach points will be used, where, if, any extra supports for control rods must be used, and what size of servos to be used. Back in "the good ol' days"



the radios did not have that new fangled servo reversing switch in the transmitters so you even had pay some thought to the servo rotation direction.

Most all plans show the approximate location

to place the radio, this I feel is more of a guide rather than a hard and fast rule as we try to shift the radio location to correct CG problems without adding any weight. These are some of the basic ideas common to all aircraft:

1. Ensure that the control surfaces are completely free without binding. If they do bind correct it. The extra load on the servo will cause the motor to draw more current and put undo strain on the gears.

2. Ensure the control horn when installed is in the correct location. The holes where the clevis attaches should be in the hinge line. If not, you will not get a even throw and this may cause some binding also.

3. Insure all servo have the rubber grommet installed correctly. These are there to help cut down on damage caused by vibration.

TIPS

Keep a cordless screwdriver with a set of screw bits and drill bits in your tote box. Real handy for those field repairs.

Those round pointed toothpicks are really good for pinning hinges into place reliably. Drill a small hole first, then push them through the wood and hinge, then a small drop of superglue will keep those suckers from ever coming adrift.

ALWAYS CHECK YOUR KIT FIRST FOR CORRECT PARTS before building. This avoids frustration, as you can then call the manufacturer to send any missing or broken parts to you **BEFORE** you actually need them.

4. Attempt to keep the control rods as straight as possible any bend will cause a loss of power transfer to the control surface.

5. Try to use the servo trays provided by the manufacturer, or if you use rails, ensure they are level and parallel with each other; use hardwood or plywood at least 1/4 inch thick.

6. When installing the servos in wood rails drill a pilot hole 1/16 inch this will help keep the wood from splitting.

7. When installing the screws to hold the servo down, always use A washer, tighten the screw to the point where the screw contacts the washer then go a 1/4 turn more. This way the rubber grommet is not compressed and the vibration protection is not lost.

The battery: Most of the time the battery will be placed under the fuel tank in order to help correct the CG. When this is done the battery should be wrapped in a baggy and taped up to keep fuel out in the event a line



splits and you end up filling the fuselage with fuel.

Next wrap the battery in foam rubber to protect it from vibration. The foam should be loose fitting and not compressed. This provides the most protection. Try to run the connector to the back of the 1 bulkhead, this way you can see it for preflights and will keep fuel and oil out of it.

The receiver. Again the receiver must be placed in loose foam to protect it from vibration. The receiver should be placed in a area of the fuselage that is accessible but also away from any servos or connectors that it may get hung on. The antenna should be routed away from the servos to help avoid interference from the Electrical motors.

The antenna should have a strain relief installed. This is nothing more than a button with the antenna threaded through it, leave about 2 inches slack inside the fuselage this will ensure you don't rip the wire out of the case. While on the subject of antennas don't I don't, repeat, don't cut the antenna for any reason or tie it in little knots because it is too long. If you do you will de-tune the receiver and be very susceptible to interference. The receiver should not be allowed to bounce around in the aircraft. Make sure it stays in one place.

Next month we'll hook up the control surfaces.

till next month

... plan ahead!

TIPS

If you catch the corners of your razor saw on the wood when you cut it, here is an idea that might save you some grief. Round off the corners of the blade with a file or grinding wheel. Make sure they are still sharp and you will find that the saw doesn't catch or stick.

Have you ever needed a third (or fourth) hand when you are doing something like soldering landing gear wires? Keep a can of sand handy. You can just poke the pieces into the sand to hold them still while you do your work, and they won't mark, dent, or scratch, either.

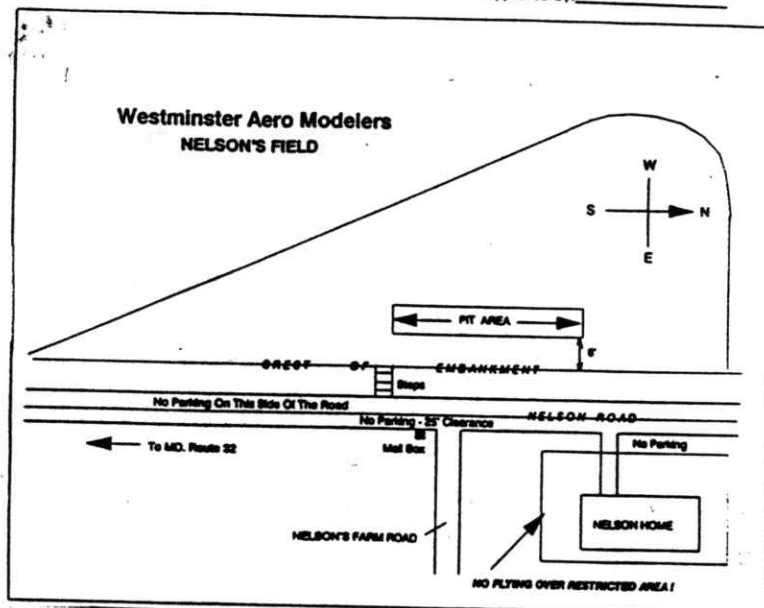
WESTMINSTER AERO MODELERS
FLYING FIELD RULES
for
NELSON FIELD - ROUTES 32 & 97

- Persons flying on this field must be members of the A.M.A. All pilots, both members of the W.A.M. and guest pilots must have a valid A.M.A. card in their possession. The official A.M.A. Safety Code will apply at this site.
- Members shall affix their name, address, phone number, and A.M.A. number to all planes flown at this site.
- All transmitters must have channel numbers attached to the antennas.
- Radio control pilots will remove their frequency pin from the Frequency Board during their flight and return the same pin to the board immediately after the flight. The transmitter is not to be turned on for ~~any reason~~ until the pin is attached to the radio.
- The Pit Area will be defined by a line eight (8) feet in from the crest of the embankment which runs parallel to Nelson Road. The Pit Area will be north of the field steps (toward Westminster - see attached map).
- The Spectator Area will be behind the Pit Area. No spectator will be allowed on the field unless permission is granted by a member.
- There will be a verbal signal given when making a landing and when taking off a radio controlled airplane.
- There will be no low level flying over roads, houses, or the Pit Area.
- There will be no radio control flying while control line or helicopter aircraft are in operation and vice versa.
- Every member of the W.A.M. will have the authority and will be expected to politely, but firmly ask spectators to leave a restricted area of the field.
- Pilots will not attempt a take-off if spectators are walking to or from their cars parked south of the field (toward Sykesville Rd.) and the take-off is to be north-to-south.
- All aircraft will be equipped with mufflers. Members will comply with all measures required by the W.A.M. in its noise abatement program while flying from the field.
- No pilot will make a direct take-off from the Pit Area. All planes shall be taxi'd out to the runway prior to take-off.
- All pilots will exercise courtesy when running engines in the Pit Area so that prop wash is not directed toward neighboring planes. It is also required that the pilot and all other spectators will be behind the plane during run-up of the engine.
- When fueling the plane, all over-flow fuel is to be caught in a container and not spilled onto the ground.
- The field is closed on Mondays and Wednesdays.
- There will be no flying before 11:00 a.m.
- No parking is permitted on the field side of Nelson Road (this includes unloading of equipment) nor in front of the Nelson's home. At all times, a minimum of twenty-five (25) feet of space must be left open in front of the Nelson's mail box (see map).

- All pilots must use Flight Stations as designated and are not to operate a transmitter within ten (10) feet or less of another such transmitter when both are in operation. While flying, pilots must stay at their flight stations.
- Members are responsible for the removal of their own trash and debris.
- All pilots shall range check their planes before the first flight of the day.
- You must be an officially "soloed" pilot before flying without the aid of an instructor. Experienced pilots joining the club must be checked out by a W.A.M. instructor in lieu of solo requirements.
- On the first flight of a new plane, a safety check shall be performed by another experienced modeler to prevent unnecessary dangerous situations (Remember, someone else might see something that you overlooked).

Revision Date: _____

Approved By: _____



PROP WASH from the Vice-President:
by Wayne Creasy

Well guys, hope the newsletter looks o.k. Thanks to all of you who sent in articles. Since Milt is in the sunny south I think I'll take advantage to get in some print space.

Well, I lost one plane this month to lack of being aware of potential problems. Milt had just taken up my BULLDOG for its maiden flight and turned the sticks over to me when I noticed no control at all. It went in hard but my new Enya engine and radio survived. Well I blamed interference at first but the real problem was that the battery connection was loose and had come unplugged. With just one simple check I could have prevented this from happening. (Anyhow, I was covered by my Citibank Visa)

By the way fellows, if you aren't buying your equipment on one of these credit cards with the replacement protection then you are missing the boat. This plan is for real and it works.

We had quite a crowd up at the field last Sunday (June 9). It looked like one of our fun fly days. Jim Lehr was exhibiting his new found solo skills and Roger is back! Come on guys, if you want to solo before the corn gets up you better hurry. Also I would like to ask Bob where that horseshoe is hidden. Frank, that new Corsair looks great! Lloyd needs to teach me that roof approach. Come on out guys!

Please read over your field rules so when we get crowd, things will run more smoothly. Well, time to go back to work on my P-51 so I can catch up to Bob. Boy does his fly great.

HAPPY LANDINGS

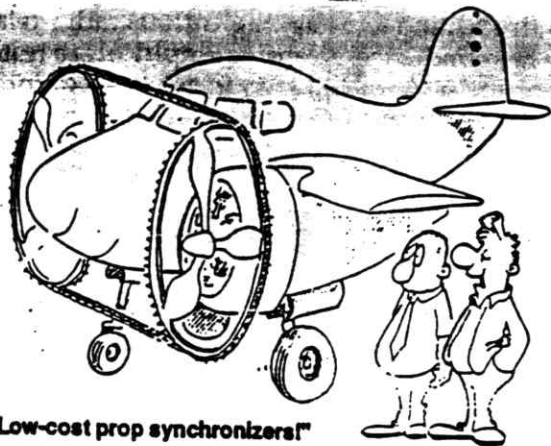
Date 5/1/91

Dear West Minister Aero Modelers Club,
I'm sorry your big plane crashed. I know it must of been embarrassing with all those people laughing at you except me, I wasn't laughing at you. That was really nice of you to give all those little booklets to everybody in the whole school. One day could you come up here again and bring the balloon that the Montgolfier brother's built? Thank you for coming!

Love,
Amy Pitts
3rd grade
Mrs. Hahlt's class



orry about that airplane!



"...Low-cost prop synchronizers"

RADIO CONTROL CLUB OF CONNECTICUT

Ray Hinds, Sr., Editor

140 Edna Avenue

Bridgeport, CT 06610

HOW MUCH DOES THIS STUFF WEIGH?

by Bud Manning

Did you ever ask yourself, "What does my iron-on covering weight?" I have many times, so I finally decided to do something about it.

My Frank Zaic gram scale was dusted off and away I went. This was not intended to be a scientific test, but I think the results are pretty accurate. The test was done using covering material on hand.

Not wanting to waste one foot squares of material, I chose four-inch squares which are one ninth of a square foot, weighed them, and multiplied the result by nine.

The results in grams per square foot: Fabricote, 7.02; Ultracote, 7.02; MonoKote, 6.795; Solarfilm, 3.96; Red Micafilm, 3.375; Clear Micafilm 2.88.

RIVER CITY RADIO CONTROL

Les Hesley, Editor

16 Quincy Terrace

Mason City, IA 50401

HOW TO REPAIR SCRATCHED WINDSHIELDS, CANOPIES, ETC.

by Roy Vallancourt

Have you ever got to the point where your newest creation was ready for painting and in the course of sanding the airframe, you, by accident, sanded the canopy? If you haven't, you do'nt use sandpaper and you don't build aircraft with windshields or canopies.

Well, now that your entire day is ruined by this scratchy situation, take heart and let's try to get a clear view of things. First thing to do is forget about this mishap momentarily and proceed to finish the model in all its splendid colors, markings, etc. When things look great except for the canopy, now's the time to clear up the problem.

Mask off the entire canopy where the framing meets the fuselage using 1/2 inch or wider masking tape. Now sand! That's right, sand the entire canopy using #600 wet or dry sandpaper, using plenty of water. Pay particular attention to areas with severe scratches. Sand the entire canopy until it looks foggy or sort of like fine frosted glass. By this time you may think I'm crazy

FLYING ACES

Lin Reichel, Editor

3301 Cindy Lane

Erle, PA 16506



"I JUST GOTTA SAY IT, bud. This is a lousy flying field."

DING REMOVAL

It is very easy to put little dents into balsa, especially when working on a fuselage just prior to finishing and covering. Sometimes kit parts will be damaged slightly in transit. You'll find that if you put a little water on the dent, it will disappear when the balsa dries out, leaving the surface flat.

hang in there, your pilot will soon see light. At this point, dry the canopy thoroughly. If the tape has become soggy, remove it, and replace it with fresh stuff when everything is dry. After masking (being careful not to touch any of the sanded area), add whatever method you prefer to cover adjoining areas to protect them against overspray.

Mix up some "Hobby-Epoxy" clear with gloss brushing hardener and about 20% thinner. Let this mixture set for about 15 minutes before using. While you're waiting, lock the dog, the kids, and your wife in the closet. Then take out your tack rag and wipe the entire canopy. Now that all the dust (kids, dog, and wife in closet) noise have settled, it's time to spray with your airbrush or whatever. Spray one light coat of your clear epoxy mixture over the entire canopy. Wait five minutes and repeat. Wait another five minutes and apply a wet coat. Presto! You and your pilot can see eye to eye. If things are still a little hazy, apply one more wet coat and quit. If blushing appears, hang in there. It will go away by itself.

A half hour after your last wet coat, you can unlock the closet, but don't touch the canopy. Let the clear set for 24 hours before removing the masking tape, etc. If you have fine dust specks in the finish, wait three days and wax...that's right...wax the canopy with a good grade of automotive wax that contains a fine cleaner. Buff and WA-LAI.

LETTERS FROM OUR SCHOOL FLIGHT PROGRAM STUDENTS

(I wonder whose crash they are talking about?)

Dear Westminster Aero Modelers Club,

Thank you for coming to our school. I enjoyed all the airplanes, balloons, shuttles and rocket. I am sorry your airplane crashed into the tree. Althou it was kind of funny, please send me information all about every thing that flys,

My phone is 831-5667

My adress is 707 robin wood drive
Mt. Airy Ma. 21771

Sincerely,
Teddy Gork



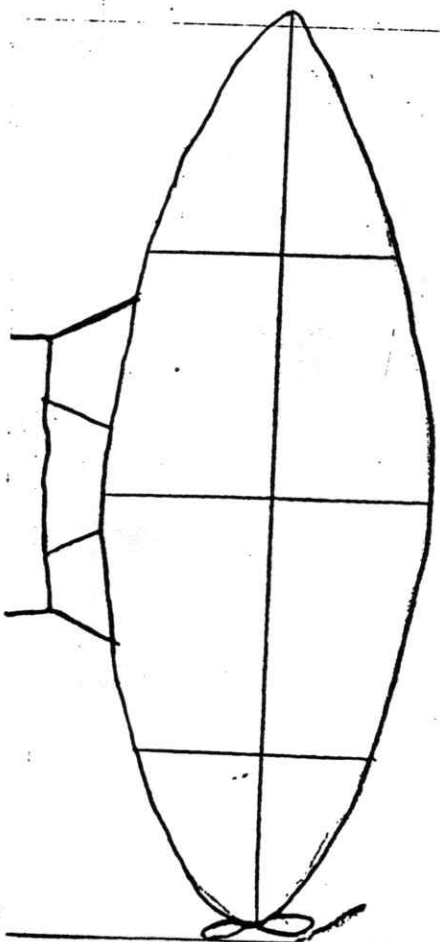
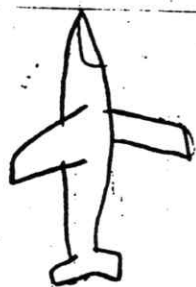
Dear Westminster Aero Modelers club

Thank you for coming. Can you send me information how to make a model airplane with a remotecontrol. I am sorry about your airplane. What was wrong with it? Everybody was laughing at you but I didn't. It was funny when Mr Aaron climbed the tree. You had same good airplanes. How many airplanes have you built?

Sincerely James Knill

4001 Watersville road
Mt. Airy MD 21771

Phone number 544-1804



WESTMINSTER AERO MODELERS



% Milt Peacock
2313 Da Lib Rd.
Finksburg, MD 21048

Newsletter of the
WESTMINSTER AERO MODELERS

THE TALISMAN

John Schafner
1811 Miller Rd.
Cockeysville, MD 21030

To



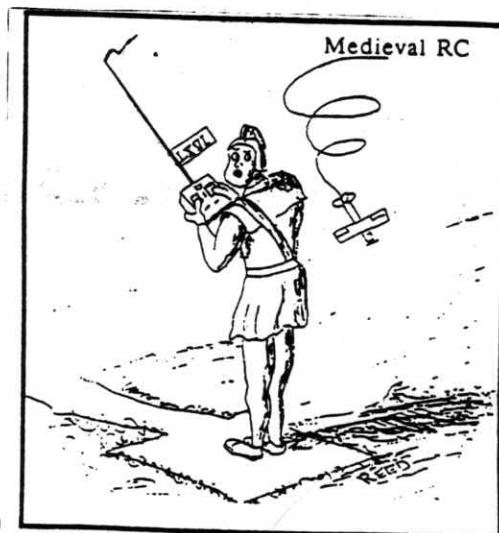
My family's all grown up now,
except my husband, of course.

COMPLAINTS

Editor's Note: For those who have a complaint
about the newsletter, please explain your problem in
detail in the space provided and mail it immediately.



Please use crayola and print clearly!



Awright, you guys! Who turned on Channel LXVI?

The WESTMINSTER AERO MODELERS meet on the first
Tuesday of every month, unless otherwise noted, at
8:00 PM at the West'r. VFW Hall, 519 Poole Rd.
Westminster, MD. Visitors are welcome.



THE TALESPINNER

Westminister Aero Modelers

Next Meeting:

August 6, 1991
Westminister
VFW Hall

President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminister, Md. 21158 876-0428

AMA Liason - Ray Miles 781-4937

Volume 7 Number 8

AMA Chartered Club 336

Formed 1955

IF YOU ABUSE IT - YOU LOSE IT

Pres Sez

The buck stops here. As I said at the beginning of the year, *Nothing sits on square one in 91*. With many members help I think we have accomplished that.

I mentioned the above because some major problems have come to my attention and had to be addressed at the last meeting (July 2). Most of the members of the Executive Committee, had been made aware of them and it was felt we had to act.

Those of you that know me know that I can be pretty blunt. I'm going to lay the cards on the table and if the shoe fits - them wear it. Understand I am NOT pointing any fingers. **WE ARE ALL TO BLAME FOR THE POSITION WE ARE IN.** Part has just plain "happened" as a result of the growth of the club and the growth of the abilities of our pilots. A GREATER PART has been as a result of **CARELESSNESS & INCONSIDERATION ON THE PART OF OUR PILOTS.** I use the word "pilots" and not "members" as those of you that do not fly have nothing to do with the problems.

Last year we had some pilots flying at 9 a.m. That is pure **INCONSIDERATION** toward our neighbors.

I should say this right here. Don't think for one minute that the Nelson family is our only neighbor. True they are across the street, but fellows look around you. I couldn't believe one of our members at the meeting saying "the only other thing around is Bullocks." He was so wrong. The next time you get to the field (hoping that we still have a field) look around you and count the other neighbors. Let me remind you

that ONE man living over a mile away from RCMB's field in a State Park yet, (and who owns a State Park?) forced them (RCMB) to move all the way to Parkton.

Back to the 9 a.m. occurrences. We had to make a rule "No flying prior to 11 a.m.". Now think, who caused that problem and rule? No one but some of our "pilots."

Then, because of the increased use of the field and the many new pilot (most were unknown to our neighbors) that brought about another rule. I think that the land owner had our interest at heart when it was said - "Are all of those persons our members?" We have grown by leaps and bounds the last few years and I hear it all the time for some of us "Who is that guy?" How do you expect our neighbors to know who we are. To my knowledge we haven't had unknown visitors lately, but I know we have had strangers and no one has the guts to confront him as to his right to be there. Hey - this is OUR field. Not a public place. That person(s) does not know our rules nor does he give a damn. We had a visitor last year that I told to stay away from Dons home. He flew again and back over the house he went. At that point I told him to get it on the ground or I would do it for him and to get his butt off our facility. Do we need people like that? Again, **INCONSIDERATION.**

I kinda got off track. The stranger did not cause the problem I'm referring to. It's the increased use of the facility by many, every day, with no let up for the neighbors. This brought about the "FIELD CLOSED MON WED FRI" We hoped that this would help the

situation. Through the kindness of Don Nelson, who just happened to be present when I was erecting the sign, he said the Friday flying would be O.K. I quickly scraped off the word Fri.

All of the above has happened in the past. I thought I would relate it for the benefit of the newer members. As it is plain to see, it was getting snugger and snugger and now it is getting tight.

Engines are getting larger in many of our ships. I'll point to mine. As many know I have a .61 in a .40 plane. Not the best combination I assure you. Others have 120's, 61's, etc. with pipes, small mufflers, you name it. WE are ALL involved. Use your ears. We are loud. If you think it is loud on the field, take a walk down toward the big trees, toward Mrs. Nelson's farm, over to Bullocks, or wherever you choose. We have become LOUD. It's a national problem which is coming home to us. All of this has brought about another rule. It was discussed at length at the July meeting and

EFFECTIVE 7/2/91 - Maximum of 95 db sound.

And we DO NOT mean 96. Read it and weep. But who caused this - the pilots.

Paul Schaffner has the sound meter and hopefully another will be available soon, and YOUR sound will be checked as accurately as we can. If you are above 95 it's a NO GO. If you fly anyway, action to correct that will occur. Paul is in charge of the field and his decision will be supported by the Executive Committee, and hopefully the membership as a whole. It's a dirty

job, but someone has to do it. Don't blame him for what you create.

Next - Again this in a way relates to sound as well as safety. It's not only the crowded sky but where you fly. Some of you are not aware of the fact that Don's home was hit again. Who did it is not important. There have been other near misses. Accidents are going to happen. We all know that. There is always a risk that we take when we fly, but some of it we should control. I have been preaching to you all for a long time. **DON'T FLY OVER DON'S HOME.** Any yet we do it. **IT MUST STOP AND STOP NOW.** There is ample room to fly off either end of our runway or way back over the woods. Even when you do that you will be over the farm house of Mrs. Nelson. SO - in the light of both sound and safety with room for you to fly a new rule has come to be - -

EFFECTIVE 7/2/91 - NO MORE THAN TWO (2) PLANES IN THE AIR AT ONCE.

This gives each pilot a place to fly and also hopefully helps keep the sound down.

This brings up a point which did not come up at the meeting. If you have a new engine to run in - do it at home. We have had a few occurrences of that in the past and I'll be the first to tell you I was sick of hearing that engine running a tank out.

Two things are then occurring. The sound is inconsiderate, and secondly the exhaust killed the grass. Run'em in at home and disturb the ones you live next to. I don't think that is too much to ask. Do the tune ups in your own back yard.

It hasn't been that many years ago when we only flew one at a time out of an unwritten courtesy to each other. The older pilots had to learn to fly with 2 then 3 now 4-5 in the air at once. It is a result of our growth. Now we must pay the price.

To sum it all up...

- 1 - **95 DB maximum.**
- 2 - **Maximum 2 planes in the air at one time.**
- 3 - **STAY AWAY FROM DON'S HOME.**
Trash your plane first.

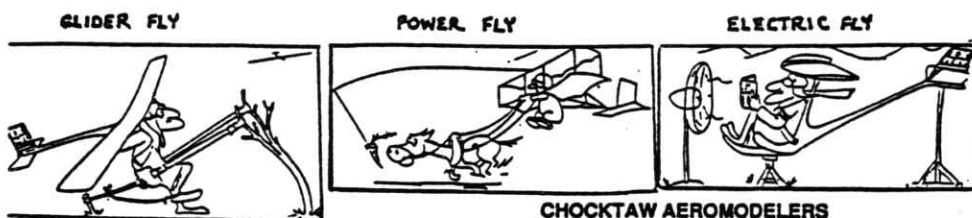
Fellows, it is your airplanes, your actions, your club, But it is **NOT YOUR FIELD.** You have the privilege to fly there through the kindness of Don Nelson. We don't even pay rent for the use of it. Just how much can you ask for. Just use your head and consider the other persons and property around you. This means to keep your feet off the corn also.

If any of you think that I enjoyed writing this - you are sadly mistaken. This has been the most difficult article I have ever done. I don't like it any more than you do, but if you will look past your fingertips you will see that it had to be done. At least I hope that you can see it.

I think I have said enough for this issue. If you wish to call me and discuss it, feel free to do so, but it must be between now and July 24th. (I'll be at the STARS rally in Olean, NY)

I would like to remind you to start thinking about who you would like for club officers in '92. Lloyd and I **MUST** step aside as per our By-laws. There are many good members out here to do the job.

I wish you all a great summer. Fly quietly and safely. Amen. *Milt*



CHOCKTAW AEROMODELERS
Dick Renskers
1010 Coolidge Street
Tulpe, MS 38801

Coming Events

- August 10 - Howard County Float Fly. Centennial Lake.
- August 11 - DC/RC Giant Scale Fly-in. Germantown, MD.
- August 18 - Scale Meet. CBRC Arden Field
- August 25 - WAM Fun Fly. Nelson's Field
- September 6,7 - Carroll County Expo. Cranberry Mall.

The National Naval Air Museum - A Trip Worth Taking.

Milt Peacock

As many of your know, I just returned from vacation. I attended my first "Peacock" family reunion in Thomasville, GA and then went to Pensacola, FL to the National Naval Air Museum. Since it became a "National" museum more bucks have been invested & many changes have taken place. It is really great. One 7 story room is dedicated the "Blue Angels" and there are four A-4's in a diamond formation hanging from the overhead. That room isn't complete yet and is still being used as a lecture room.

The NC-4 is on the main floor and dwarfs many exhibits. It is hard to imagine that such large airplane was built in its time in history. It has a wingspan of 103' with 4 engines. Most photos don't make you aware of the pusher engine on the rear of the center pod. The engines had ladders up to them so they could be worked on during flight.

Another thing is the fact that it is an open cockpit plane. The navigator had to stand in the nose to try to take sextant sun sights. Of course everyone else also sat out in the slipstream. It had to be H-I. They were brave men.

If you get into the neighborhood of Pensacola, you are missing a bet by not going to the museum. Also, take the tour. It is worth the 2 1/2 hours. The tour guide has some stories the will interest you. It is open every day at 9 a m

Bill Hasert was there also a few weeks ago. Knowing Bill, he probably took a load of photos.

AMA News

Ray Miles

Nothing to report.

County Liason

Ray Miles

I have no update on John Owings site. I have been in contact with Bud Redman but to his knowledge he is not aware of any progress, nor has he physically been to the area. The same applies to me. If any of our members live close to the airport or the Humane Society, maybe you could give us a first hand account of what's happening. It is one big hike for me both ways to get there, any assistance will be appreciated.

MMA Report

Ray Miles

June's meeting was held at the Hazelwood Inn of White Ave.

The Oct. Flea Market was discussed. It is all set up with Milt chairing. Ticket sales are slow. Only approx. 180 have been sold. A minimum of 600 must be sold to meet the prize quota. With 13 clubs involved 2 tickets apiece should be enough to reach that end.

John Dorl was appointed to head the MMA booth for next years MARC event.

Club Reports:

Meade Modelers - Their annual July 4th Fun Fly is scheduled, but because of the turmoil with both the civilian and military people at Fort Meade, they have no idea of what's going to happen. A lengthy discussion on the subject evolved.

RCMB - Reported on Balto. County Model Aviation Day. The turnout, even by their own club was not what was expected. Several county officials made an appearance, but it turned out O.K.

CBRC - Scale contest at Arden Field on Aug. 18th

BASS - Scheduled soaring date at the McDonough School on June 29-30. It is history at this printing.

HOWARD COUNTY R/C - Float fly on Aug 10 at Centennial Park

EFFECTIVE IMMEDIATELY

1. There Is A 95db Sound Limit On All Engines.
2. No More Than Two Aircraft In The Air At Any Time.
3. No Flying Over Don Nelson's House.

EFFECTIVE JANUARY 1, 1992

All Radios Used At Nelson's Field
Must Be Gold Stickered.

HARFORD COUNTY R/C - No report

SCAM - No report

SWAP - Current field usage and minor problems discussed. New field is still on go, but not for actual work.

WAM - Covered School Program John Owings and County promo as appearing elsewhere in this newsletter. Meeting for July 31 will be held at Fertellia's in Glyndon. Meeting adjourned at 9:15 p.m. to crabs - suds and sodas.

School Program

Ray Miles

Thank you letters have been sent to all teachers and other persons connected with the Dept. of Education. Scheduling for next year is taking place. At least preparing for it. Letters of introduction have been sent to the two new schools that will be opening. They will be followed up by personal contact.

A meeting will be held by all those involved with the school program to reassess, critique, and plan for next year. We welcome any of our club members to attend. There may be very good suggestions or improvements some of you may have. Let's try to make something good even better.

An opportunity may be available for us to take advantage of with the upcoming Carroll County Bureau of Public Information. We have been asked to support a county airport theme to be held in late August in Ocean City. If what I have envisioned matures, it will be carried in later issues of the *Talespinner*.

Business Meeting

John Schaffner

1. WAM met at Westminster VFW 8:00 pm, 17 members were present and one guest, Mr. George Chollan.

2. Prez Milt opened meeting with a review of items from the MARC show and his visit to the Navy Air Museum at Pensacola Florida.

3. Ray Miles represented WAM at the latest MMA meeting - Details in *Talespinner*.

4. V.P. Wayne Creasy called for reports from committees.

5. Participation on Sept 6 & 7 at the Cranberry Mall affair was discussed - Ray Miles & John Dorl in charge.

6. Application for membership from Dallas Hurley voted on and approved.

7. Ray Miles reports no progress on the John Owens project.

8. Ray Miles reported on a successful school program and plans for 91-92 school year. Ray mentioned at a \$25 donation was received from Luther-ville/Timonium Elementary in appreciation for the presentation.

9. Jim Garrett accepted responsibility again for production of the *Talespinner*. Bless'em.

10. Jim Garrett volunteered to chair the *Fun Fly* in August if Dave Kenny is incapacitated.

11. Dates of future air shows and model activities were announced. Schedule is in *Talespinner*.

12. Solo certificate was awarded to Bob Jenness.

13. Ray Miles mentioned the article

in the Carroll Co. Times concerning WAM member Kevin McEvoy.

14. Discussion on participation with Carroll County Government at conference at Ocean City.

15. Control-loss due to unstickered radios was discussed and a motion was made to require Gold stickers beginning Jan 1, 1991. The motion was passed 16 for, 1 against.

16. Sound problems at Nelson Field was discussed and motion made to limit flying to two (2) aircraft simultaneously. The motion was passed unanimously.

17. Russ Metcalf was picked to win the 50/50 drawing. Russ missed out by being absent.

Meeting adjourned at 10:15 pm.

Kit Review

John Schaffner

*Bill had it and never built it.
Herm had it and never built it.
Milt had it and never built it.
Paul had it and never built it.*

Now I have it and I'm going to build it. It is the Sig kit of the Ryan STA Special. This is the most ambitious kit yet for me. I have started to build, so I am on a runaway roller coaster. Stay tuned folks, this should be a tough one. The plans look good, the lumber is a good grade and an instruction manual is included, but it looks like there is going to be a good deal of bench-top engineering involved. This kit ain't for sissies.

Note:

Murphy's Law was not created by Murphy, but by somebody else with the same name.

Aviation History

Heinkle He162 Salamander

John Schaffner

During the final phase of WWII, the German war machine was in a state of desperation. Drastic measures were conceived to try to slow or stop the allied advance toward the heart of the Fatherland.

On September 8, 1944 specification was issued to the aircraft industry for an aircraft to be produced by semi-skilled labor using non-strategic materials. The contract was awarded on September 29, 1944 to Heinkle.

Sixty-nine days later, on December 6, 1944, the first prototype was flown by Kapitan Peter, Heinkle's chief test pilot, at Vienna - Schwechat.

This was the shortest elapsed time for the development of an entirely new jet fighter plane.

On December 10, 1944 during a demonstration flight before a large gathering of officials, the HE 162 came apart and crashed, killing Peter.

Regardless of this event, the plane was put into production and 116 were built and distributed to Jagdgeschwader I during April 1945. The plane, which was known as the *Volksjager* or "Peoples Fighter" was apparently difficult to fly and in the absence of experienced pilots saw little action in aerial combat.

It was powered by a single BMW-003 turbojet rated at 1760 lb thrust that gave the plane a maximum level speed of 522 mph at 20,000 ft.

An example of the HE162 can be seen at the Smithsonian restoration facility at Silver Hills, MD.

June 30th Fun Fly Blow Out

Roger Newcomer

Well, once again, the *Fun Fly* was blown out by the R.C. GODS! Bill Hasert and Milt set up the tents, tables and chairs, and some brave souls got out their planes and prepared to fly. When the winds died somewhat (?) several brave souls tried going up after some balloons with streamers attached. That was a bust! (poor pun). The wind took them across the field and away before the flyers could get to them! Someone suggested tethering the balloons and trying to pass over the field with their plane and try to hit the balloons. Several people, Milt, Paul Schaffner, Bob Allen, and Bill James tried, with Paul and Bill cutting the tether line several times, and Paul getting the line and balloon caught around the tail of the plane! Luckily, it came off, although it gave Paul a few anxious moments! Bill James managed a direct hit on a balloon, first in the club's history, I believe. Later in the day, some of us cautious, (chicken) flyers got our planes out and tempted the fates. By then the wind had become manageable, but it was late in the day (around 4:00 pm) and the crowd was filtering down. Some YoYo (he flies a red and yellow *Ultra Sport*) was entertaining people with his helium supplemented voice. (And you thought helium was just for the Balloons!)

Anyway, even though the organized *Fun Fly* was blown out, we still managed to get some flying in and have some fun. Many thanks to all who helped setting up and cleaning up afterwards, especially Bill Hasert, Milt, Bob Allen for the drinks, Dave Kenney for the helium, (I had fun with it!), Wayne Creasy for balloon tethering and graffiti, and everyone else I may have forgotten to mention (too much helium). Hopefully all had a good time.

Remember . . .

The next Fun Fly is scheduled for August 25, 1991. Let's all pray to the RC GODS for good weather for this event!

THE R.C. FLYER'S LAMENT

by M. Petrovich & R. Newcomer

Early one morn' I was up with the wind,
Flying in the sky, feeling in like Flynn,
I came in low to give the fates a tease,
When I hung my plane in a 30-foot tree.

Now I've learned the ropes and I have my stuff together,
I only fly in the calmest of weather,
I'm climbing out, pulling on the stick,
When the engine powers down, GOD I FEEL SICK!

The very next day I'd felt I'd learned my lesson,
Never with the fates will I ever be messin'
I kept her high and away from the trees,
When my radio went dead and she flew off in a breeze.

I went hot-dogging one day with my flying machine,
I should've known better cause I was still quite green,
I did a Lomcevak, to my instructor's chagrin,
Then the stab broke off and I augered her in.

I bought the hottest machine in the Tower book,
With a point 45 she can really cook,
But at the end of each flight her wingskins look worn,
Maybe I should stop flying into the corn.

I was bringing her down and setting up to land,
She was gliding swiftly, the moment was grand,
I made my final turn, the power I did chop,
Then smacked the plane into Bullock's parking lot!

So I'm standing there amid the wreckage and ruin,
The boys are grumblin' say I don't know what I'm doin'
Maybe from my wife some advice I should use,
Like git myself a geetar, an' just sing the blues!

(AND THE HUMOR GOES ON....LIKE A FLYAWAY!)

Living History

Bill Hasert

For most of us who love model aviation, our first introduction was with our fascination of full scale aircraft. As young men we marveled at the exploits of the men, women, and most of all, the machines that made Aviation History.

As age has taken its toll, the people have died or faded into oblivion, but some of those great aircraft survived. Today they are living history.

There are some really great Aviation Museums close to us, but a few are worth the extra miles to visit. One of these is the Pensacola, FL Naval Aviation Museum. It is located on the Pensacola Naval Air Station. It is free to the public and is open 9-5 except Thanksgiving Day, Christmas and New Years. The Museum has been there for many years, but became a federally funded National Museum in 1962. It displays Navy, Marine and Coast Guard aircraft.

It has four wings and is still being enlarged today. It is in mint condition as are the aircraft on display. They have the Navy's first aircraft, a 1911 Curtiss Pusher seaplane all the way up to a jet Hornet, and lots of everything in between.

The center piece of the museum is the 1918 4-engine Curtiss Flying Boat NC-4 that flew across the Atlantic in 1919. It is a big aircraft even by today's standards and in magnificent condition, thanks to the Smithsonian. I saw the aircraft on the Washington Mall many years ago after its restoration and wondered where it found a home. Now I know!

There are a number of early birds with her. A Nieuport 28 fighter of WWI used by American pilots in combat, also the American Thomas Morse Scout of the same era, both have rotary engines.

There is a Navy Ford Trimotor and a consolidated carrying Dirigibles AKRON and MACON. There was also the Grumman 1930 Biplane fighter used on the Lexington, real rare bird. Of course there were the two cockpit, traditionally yellow float biplanes that trained so many naval pilots. A staggering Beach 6B-2 TRAVELLER a PB Y Catalina, a Kingfisher Scout and many more.

The WWII aircraft are there too and they were beautiful. The Dauntless, Wildcat, Hellcat, Avenger, Corsair, Hell diver, Tigercat and Bearcat. One wing had the actual wooden flight deck of a Baby Flat Top, as the floor, the island and all.

Outside there were the big birds Martin P5M Marlin, Martin Mars, P2V-7 Neptune, Privateer and a Coast Guard WWII Grumman Widgeon that an enlisted pilot used to bomb and sink a German sub off the coast of Louisiana.

The jets are also there in good numbers, but I guess I have a soft spot for the old prop jobs. They have four Blue Angel Hornets in a diamond formation, 36 inches apart suspended from the ceiling in one center Atrium magnificently done.

They have the Fury, Phantom, Shooting Star, Panther, Corsair jet, Crusader, Boushee, Skyhawk, Butless and many others. It was all great and worth the extra miles to see. You can make Atlanta, GA in one day and the next day you're in Pensacola by mid afternoon. Now Pensacola isn't much of a tourist town, but it has a nice Gulf Beach and the Battleship Alabama is 40 minutes away in Mobile Bay. With it is a WWII fleet type sub, also open to tour. Having served on one, it was of great interest to me.

Milt Peacock also visited the Pensacola museum in June and was just as impressed. He did say, "It sure has changed." You see Milt had seen it many years ago when he was stationed at Pensacola. It was a little bitty thing then, now it's big, great and growing.

Don't miss it! I've visited some of the great ones and this is one of the best.

Learning To Fly

Slow Roll in a 90 turn.

John Schaffner

This is another one that will really tax your concentration and coordination. In order to execute this maneuver consider making your turn wide and relatively slow. Enter the turn as you would normally but continue to roll using rudder at the knife edge position to keep the nose up. At this point you should be one quarter (22 1/2 degrees) around the turn. As you roll inverted, rudder action must be applied to keep the nose coming around and forward pressure on the elevator to keep the nose up. You are now one half way around (45 degrees). Continue with aileron to maintain the roll and at the next position, knife edge, wheels inside, pressure must be applied to elevator, stick forward to bring the nose around the turn and rudder to prevent the nose from dropping. You are now three quarters (67 1/2 degrees) around. Continue rolling through wings level and applying rudder to maintain the turn and your heading should now be ninety degrees from entry. Whenever you get good at this, put four of them together back to back for a rolling 360. Remember, you should be upright and level at each 90 position in the circle for this maneuver to be judged correct.

Next time: Vertical Slow Roll.

Welcome home Matt Clement, even if it is for only 30 days. We can all sleep well because we know the country is in good hands.

Welcome to our latest new member, Dallas Hurley.

"There I Was..."

... FLAT ON MY BACK IN A HOSPITAL, RE -
COVERING FROM A STROKE WHILE THE
SWIFTE ST, MOST SUCCESSFUL AIR WAR IN
OUR HISTORY BLAZED IN THE PERSIAN GULF.
A FAST WAR? WHEN MY LIGHTS WENT OUT.
THE US-LED COALITION WAS EYEBALL TO EYE-
BALL WITH SADDAM'S FORCES ACROSS A LINE IN
THE SAND WHEN I CAME TO, WE WERE MOPPING UP
AND THE IRAQIS HAD RUN OUT OF WHITE SHIRTS
THIS STORY ABOUT A UAY (UNMANNED) AERIAL
VEHICLE) SUMS UP THE WAY THINGS WERE
AFTER JUST 100 HRS OF GROUND WAR WHICH
FOLLOWED THE AIR ASSAULT ...



THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21158



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 - Wayne Creasy 857-4373

Membership - Ed Goldman 848-3835

Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21158 876-0428

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

AMA Liason - Ray Miles 781-4937

Next Meeting:

Sept. 3, 1991

Westminster

VFW Hall

Volume 7 Number 9

AMA Chartered Club 336

Formed 1955

Pres Sez

I think that the Pres had enough to say last month. Hopefully everyone understands what we are trying to do. As many of you know, I have been out of town since the last meeting and have only been able to visit our field once (7/28/91). In speaking to those that were there, I didn't hear too much static. Only two planes in the air at once will take a little getting used to, but there were quite a few times when only one was in the air and other times when the air was clear. I might add that there were eleven (11) planes in the pits, so at least for now I don't see a problem.

A few days after our July meeting, I traveled to Hornell, NY to visit some friends, Dave & Judy Lander. I parked the RV at his home and spent the next few days preparing to go to the STARS (Southern Tier Aero Society) Scale Rally in Olean, NY on July 13-14. It *MUST* be a scale model of a real aircraft in order to fly. Dave has two 1/4 scale *Skybolts*. He has a great smoke system on one and tows a banner with the other. Really fine airplanes. The smoker has a G-38 in it and the tow plane is powered with a G-62. Quite a difference in power but it really isn't noticeable in the air.

I took my 1/5 scale T-28 *Trojan* Navy trainer which received its share of visitor attention. I'll tell you this, I don't fly the T-28 like the yellow bird. I'm very conservative with the T-28.

The STARS is a great event. When you register your aircraft you receive a copy of the rules, pilot, helper, and TX tags, an inspection form, and a ticket for a free BBQ chicken dinner. An additional ticket can be purchased for \$5.00. After your plane passes an inspection,

a sticker is placed on it and you then can fly whenever the frequency pin is available. Only GOLD radios were permitted.

Olean is about 60 miles west of Hornell, so we left at 5:30 am to arrive in time to set up a 10 x 20 sun shade, assemble the planes, register, etc. to be able to start flying at 10:00 am. It was bit cloudy and just prior to 10 am it started to drizzle and 10 minutes later it was a heavy rain. We quickly threw a light weight blue tarp over our planes, weighted the corners, and tried to stay dry. I have read about people letting their stuff out in the rain, but I never thought I would see the day when I did. It was quite a day trying to keep the sun (?) shades empty of water, the wind kept trying to blow the tarp off the planes and it seemed like there was always someones shelter (?) trying to blow over. Well, after 3 pair of wet shoes, untold clothes, and a lot of laughs, the clouds started to break around 3 pm and flying began.

On my first take-off, I was just about to lift the T-28 off when it literally disappeared in a cloud of what turned out to be spray. I had discovered a puddle of water on the runway. I about ---- when that happened. I'm here to tell you that that can shake you up. It caused a bit of a sensation, but who needs it.

There were some beautiful planes there including a *B-17* and a *Lancaster* which when flown together was a real show. There were 136 planes entered and with them all being scale it was great.

Each time that you fly the PA man pulls your info sheet and announces who you are, where from, etc. Westminster has another spot on the map this year.

This event is held on the Olean, NY airport which they close from 10 am to 5 pm each day. It's only about 7 hrs. from here and well worth the trip.

As you will know by the time you read this, I will be in Ida Grove, Iowa at Byrons Expo during our August meeting along with Tom Obringer of the Sunday Flyers. Hopefully the T-28 will fly there also.

Don't forget our *Fun Fly* Aug. 25 with Jim Garrett as Chairman. Hope to see you there. Jim promises no wind.

Think about your 1992 Officers. November isn't that far away. Have a great summer.

Nuf said. *Milt*

Business Meeting

John Schaffner

Minutes of Regular Meeting Aug. 6, 1991

1. Meeting was chaired by VP Wayne Creasy during absence of Prez Milt Peacock. 25 members and 3 guests were present.

2. MMA meeting was attended by John Dorl who reported on the upcoming *Flea Market* and raffle to be held at the VFW Oct. 12, 1991.

3. Dave Stahl was presented with an airplane with motor by the club in appreciation for his mowing at Nelson Field.

4. Ray Miles reported WAM is up to date with AMA.

5. Applicant George Schollian was unanimously voted into the club.

6. Ray Miles reported John Owens project tied up in bureaucratic red tape.

7. VP Wayne Creasy called for committee reports from field safety, School Program, Property and *Talespinner*.

8. Old Business:

AMA rep Bob Babura has been contacted to bring a scanner to Nelson Field to investigate possible radio interference.

Cranberry Mall show Sept. 6 & 7 was discussed by Ray Miles.

Political Convention at Ocean City Aug. 21- 24 was discussed by Ray Miles.

9. New Business:

The probability of having to raise the club dues was proposed to the members and after comments pro and con the subject was referred to the Executive Board. John Dorl proposed that more members consider electric power and sailplanes to relieve the problem of noise. Motion was made and passed to make \$100 available to the school program to update their equipment.

10. *Fun Fly* Aug. 25 was discussed. No or light winds were requested.

11. Upcoming events were announced:

Aug. 10 Howard Co. Float Fly at Centennial Lake

Aug. 11 Giant Scale Fly at Germantown

Aug. 18 CBRC Fly In at Arden Field

12. 50/50 drawing was won by Jim Garrett

AMA News

No incoming or outgoing correspondence between us and the academy has taken place this past month.

County Liaison

Ray Miles

The delay at the John Owings site has been erosion control procedures. Something is out of kilter; as to what, I do not know. This should have been spelled out in the letter when all of the paper work was presented. I later found out the state changed some requirements after the original plans were submitted due to the latest technology in closing landfills.

I am aware of the frustration this situation has caused, but until anyone has experienced what I have for 20 years, please don't take it out on me.

School Program

Ray Miles

A meeting held at Milt's home on July 29th addressed many aspects of what we have done, what needs to be changed, and other aspects of the school program.

Some models are in the process of repair, new boxes were made for easier transportation, and things of that nature.

There have been no classes held yet this year. We attempted to have our club handouts ready for this year, however the final push has yet to be made.

Items of Special Interest

Ray Miles

As reported in the last issue of the *Talespinner*, our involvement with the Carroll County's Office of Public Information & Tourism is on go and about finalized.

The county theme this year is the Westminster Airport. It will be held at the Convention Center in Ocean City from Wed., Aug 21 thru Sat., Aug. 24th. They asked for "Model" support to enhance that theme.

A trial set up will be held at the public works facility early in August. The people connected with the office of Public Information were very impressed with our input and with the model selection shown to them. You may well ask "What, if anything will be realized from this?" My sentiments exactly. Hopefully, we came away with more than expected. John Dorl and I attended their last meeting, and when all areas had been discussed and agreed upon, we requested: one, that booth photos be taken for our club album. (Reply) ; two, the WAM will receive credits, and in addition will be invited to appear on a local county TV program that will promote the Ocean City event prior to August 21.

We then suggested (as a thought only) if our School Program would be of interest to any of the 4 or 5 persons that schedule "Volunteerism" programs on TV. Micki Smith, who conducts one of these programs, said that that has already been discussed, and the possibility of that taking place is being considered, and will likely occur sometime in the future.

Due to the delicate nature of models, Art Perry has volunteered to meet the county people to do the handling, set-up and take-down. As you know, Art lives in Ocean Pines. Possibly several of us will be able to make two, one-day trips. One day to set-up relax and take in the beach bikini scene and return, and do the same on Sat. for the take-down. However, this will be history when this issue is mailed.

The Department of Recreation and Parks will sponsor *Leisure Activities in the County* at the Cranberry Mall (which is enclosed) on Friday, September 6 from 12 noon until 9:00 pm and again on Saturday, September 7 from 10:00 am to 5 pm. John Dorl and myself will chair this, and we will be asking for assistance. A 10' table will be provided for our displays, and again, the "School Display" fits this to a tee. Please mark days and times on your calendar. We will need some man-hours to help accomplish this. This can be set-up at our September club meeting on the 3rd.

I want to emphasize to all club members, that there are many situations that are presented to us in promoting our club and ourselves to the community, and by no means do I want any of you to perceive that the "School Program" precludes everything.

I do not feel this is the case, as you do support it 150%. But, it does seem to be the dominating consideration in the majority of community related activities that come our way. It just fits so many categories. Speak up if you feel differently.

The SCAM has again been approached by the management of the Carrolltown Mall, to have a mall display this year in November. I suppose they will ask us to join them.

Learning to Fly

Vertical Quarter Slow Roll

John Schaffner

Most of you hot-rod aerobatics pilots with *Ultra Sports* and other high-performance airplanes will find this maneuver easy.

The maneuver consists of a high-speed straight and level entry. At a chosen point, apply back pressure on the elevator to achieve a vertical climb.

Next, execute a quarter roll that positions your wings parallel to the original direction of flight. Then, reduce power and execute a hammerhead stall. As you plane descends in the vertical plane, execute another quarter roll and begin a pull-out.

Depending on the direction of the descending quarter roll, your pull-out could be inverted, else the airplane will be flying away in the direction of entry. Practice with enough altitude to allow for panic mistakes until you are proficient. Remember, all that sky above is worthless when you need it the most.

This is the last of the *Learning to Fly* series. I hope that all of you RC flyers have benefited from the series and that you will at least have learned what is possible. Even if you never try to do it all yourself, you will have a better appreciation of the flyer that does.

Happy Landings!

Editor's Note: I sure do thank John for his contributions in making this column possible. It will be missed. Maybe someone else can pick up a new series of topics for future editions ? . . .

Product Review

French Trickler Charging Adaptor

Dave Stahl

A recently bought one of these charging adaptors because I was charging my plane on Monday or Tuesday to fly Tuesday night then something would happen, i.e. wind, that I did not fly on Tuesday. Then Thursday or Friday would come and I would be wondering whether or not I should charge the plane again. With this trickle charge adaptor, you charge your batteries as usual, then power your factory-supplied charger in series with the trickle adaptor. The device reduces the charge rate from C/10 to C/50, so you can leave the batteries on charge indefinitely. I purchased one and it costs \$9.95 plus \$2.00 S&H. When they shipped me the thing, they included a coupon for \$1.95 off (no limit) future purchases thru 9/30/91.

French Electronics, Inc.
P.O. Box 255
Worthington, OH 43085
Attn: Mike

Aerodynamics

John Schaffner

The word aerodynamics is applied both to the study of the disturbances generated in air by the passage of solid bodies, such as aircraft, and to the study of the motion of free aircraft under the influence of air reactions. Do I have your attention yet? Well, I am not going hi-tech on you, but there is something that I'd like to bring up that will definitely make some of the planes that I have seen at Nelson's field (and other places) fly better and be easier on the fly-er. It all has to do with the four basic forces acting on an airplane in flight. **Thrust** must overcome **drag** and **lift** must overcome **weight** (gravity).

Let's talk about drag first. Most kits come with the lumber in basic square dimensions. What I see happen on occasion, is that the builder will cut, fit and cover ailerons, elevators and rudder with careful attention to everything except **STREAMLINING**. This is important guys. As the air flows across the camber of a wing and under it, all is fine until it reaches the trailing edge and finds a 1/4" squared off edge. This condition creates a disruption of smooth air flow, resulting in an area of turbulence and an increase in drag. Bottom line is wasted power (thrust) and performance that could be better. As an illustration of this condition, just hang your hand out of the car window (next time nobody is following close) and move it around to see where you have the less drag.

Another thing that I experienced personally recently, was an out of balance condition (that I brought on myself). A tail heavy condition can make an airplane uncontrollable to the point you may not get it down in one piece. Well, it may come down in one piece but it will go home in multiple pieces. Be sure the CG checks out before that first flight. Better to be nose heavy than tail heavy.

Happy Landings

P.S. Never mind that round thing that Milt causes to fly around the sky.

Travel News

Milt Peacock

Between weekends I had the pleasure of flying with a fine bunch of fellows from the Hornell area.

I had also taken my *Ultra Sport* (Yellow Bird) as an everyday plane and flew at the "Balsa Busters" field in Hornell or it may be called Arkport. This is a new field and they have the same problem as here. NO RAIN. The grass come up in tufts and it's bare in between. It's like rolling on a waffle. Sorry Dave, but it was rough. It is located on the very top of a mountain and the view is breathtaking and there are also trees (large bushes) on one end. It is not as wide nor as long as ours BUT it is flat. You have to land on your toes, or at least it seemed that way 'til you became used to it. I was always on the far edge and even managed to ground loop by hooking the right wing tip in the tall grass. You really learn and appreciate what you have when you fly at other locations. It was also strange to have the last flight at 8:30 pm. Being on top of the hill, the light lasted longer.

They have permanent shelter, tables, privy, safety fences, etc. Another nice thing is that it is a family outing. Most of the wives, kids, parents, etc. come out and have their picnic supper then line up their chairs and watch the flying. It is a real nice sociable get together each time.

I told you about the STARS Rally in "Pres Sez." The following weekend (7/20-21) we packed up and left Saturday morning at 5:30 am to go to Phelps, NY which is about 75 miles NE of Hornell, NY. The "Skyrovers" hosted a "Model Airshow" which is basically a fun-fly to us.

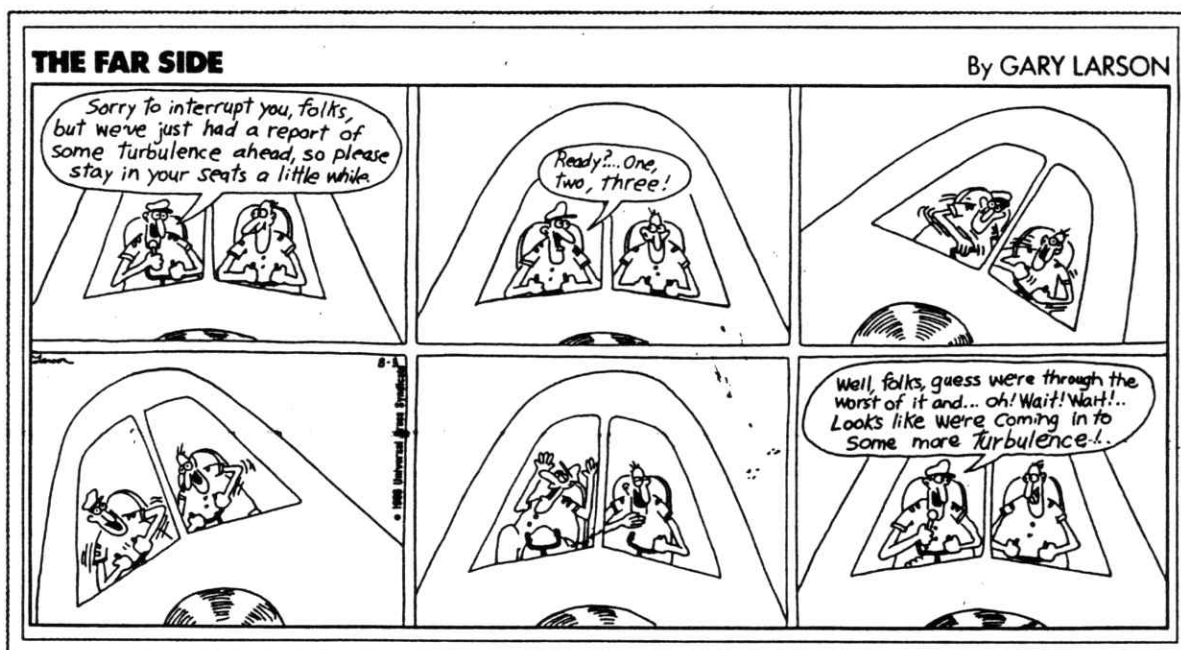
This is another wonderful event. The same basic procedure applies to register your plane(s) (They do not have to be scale at this show) and you are given a raffle ticket. You also receive a ticket each time you fly so the more that you fly the more tickets you have in the drawings. About every 1/2 hour, several numbers are called and you receive a gift. I got a Hobby Poxy kit & a \$10 SR battery coupon.

When flying stops at 5:00 pm the pilots and family are invited to a free picnic. You never saw so much food. You name it and it was there. There was so much food that we had another feed on Sunday.

This club has a limited membership of 55. The dues are \$9.00 a month, however, the club submits and pays your AMA dues out of it. This way they know that you are a valid AMA member. They own 11 acres of flat land which gives them a great runway using yew bushes for a barrier, a chain link fence for spectator control, a pavilion, a cook house, two barn type sheds, and plenty of parking. Really nice. It just goes to show you that if you spend a dollar you can get a good facility.

I can tell you this, sun shade or not it was HOT Saturday, the 20th. Many engines were overheating in the air. I was making a radar speed check-run down the runway when the 2500 went sour. I quickly put it down (thanks to a long runway) but stalled the engine in the high grass. When I reached it to tow it back to the pits I found a 2" diameter hole melted through the ABS plastic cowling. I was lucky that I didn't try to go around again as I am sure the engine would have locked up. The rest of the weekend the T-28 had no cowling. It really wasn't noticeable in the air.

Enough of this trip. Will report on Byrons later.



Try to make the September meeting.

On the agenda are discussions on developing a budget for the club, and if time permits, two videos. The first is about **Operation Desert Storm** and the second is the second offering of **AMA Today**.

Trivia Question

Everybody knows that there were two Wright Brothers. But, did you know they also had a Wright *sister*. What was her name?

Contributions - No Matter How Big Or How Small - Are Always Accepted For The Talespinner

A Casual Observation

John Schaffner

Upon becoming involved with WAM and RC airplanes I was made aware of the number of older people in this hobby. Not that age is necessarily a drawback mind you, it is certainly better than the alternative. Most older folks are worth a small fortune in metals and minerals, with gold in their teeth, silver in their hair, stones in their kidneys, lead in their backside and gas in their stomach. I know this older woman who tells me that she sees five men everyday. She needs *Will Power* just to get out of bed. Then she is in the *John*. During the day *Arther Ritis* and *Charley Horse* visit from time to time. After such a busy day she then jumps into bed with *Ben Gay*. What a way to run an airline.

Just thought I would add that the preacher dropped in to see me the other day. He said at my age I should be "thinking of the hereafter." I told him that I do, all the time. No matter where I am, upstairs, downstairs, out back, in the garage, wherever, I find I am asking myself, . . . Now, what am I here after?

Coming Events

September 6-7, Mall Show,
Cranberry Mall. Details will be given at Business Meeting on September 3rd.

October 12, MMA Flea Market,
Westminster VFW Hall.

November ?, Mall Show,
Carrolltown Mall. Details will be forth coming.

Welcome to our latest new member,

George Schollian

Aviation History

John Schaffner

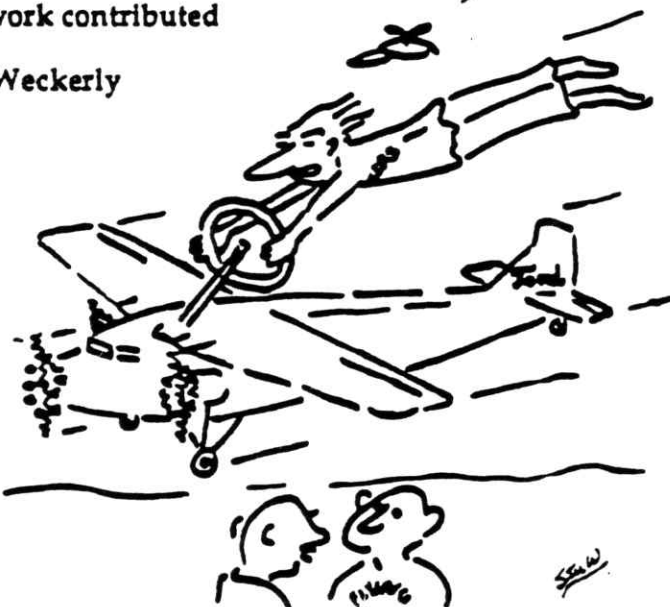
History is something that I never was interested in. Then, one day, I suddenly realized that I had become a part of it. I guess that is what changed my attitude about museums. Now, that leads us to the Smithsonian and NASM, and if you have been there perhaps you will remember the *SPAD XIII* named "Smith IV" that had been piloted by Captain Arthur Raymond Brooks during WWI. Well, maybe I'll write up the *SPAD* sometime, but for now I will just quote an obituary that appeared in the *Sun* on July 21, 1991 -

Arthur Raymond Brooks, a WWI ace who shot down six German Fokkers and whose SPAD XIII is on display at the Smithsonian Institution, dies Wednesday at his home in Summit, NJ. He was 95. He was awarded the Distinguished Flying Cross and the Silver Medal of the City of Paris. He was the last surviving American ace from WWI, according to retired Army Col. J. Duncan Campbell of Harrisburg, PA, a World War I aviation expert. Mr. Brooks worked at Bell Labs in New Jersey after the war.

JUST FOR LAUGHS.....

SIGNAL SEEKERS RC CLUB
 Don Droste, Editor
 25981 Acacia, Southfield, MI 48034

Artwork contributed
 by
 Stu Weckerly



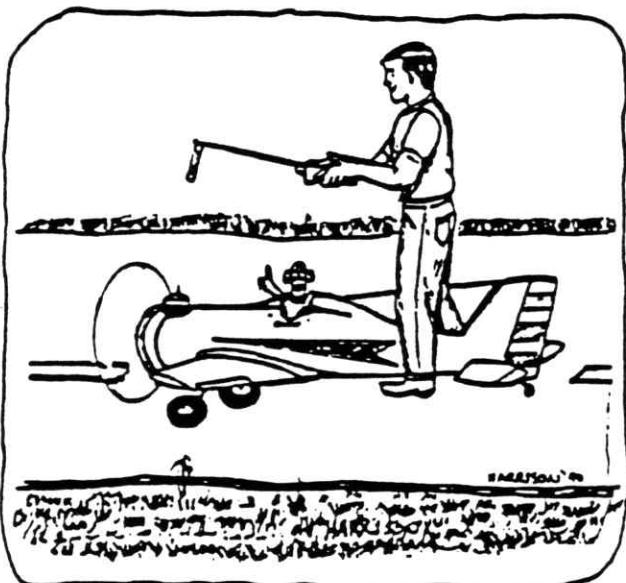
HAVE YOU DRIVEN A FORD-LATELY?

SCREAMING EAGLES RC CLUB
 Jim Bailey, Editor
 P.O. Box Box 694
 Plainfield, IN 46168

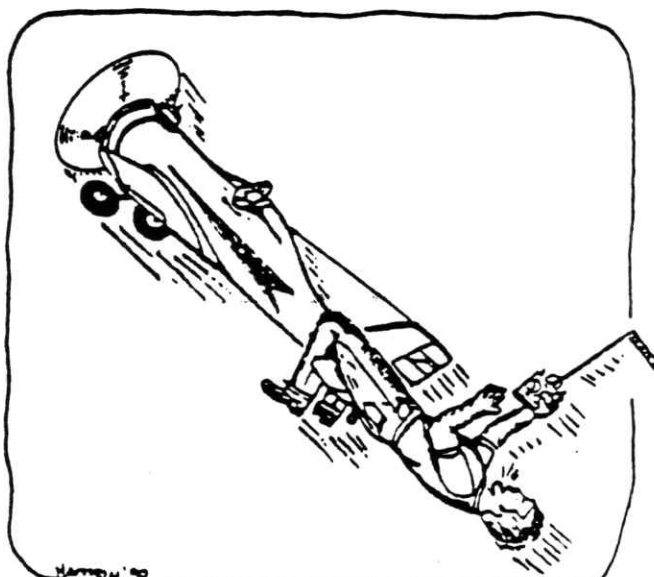


How come Induced drag sets in
 when I mention the lawnmower?

BOISE AREA RADIO KONTROL SOCIETY
 Randy Harrison, Editor
 P.O. Box 8685, Boise, ID 83707



1/4 Scale, Throttle up to Clear Engine



WhoAAAAAAAAAAAAAAAAAAAAA!

HELP FROM THE CLUB WORKSHOP....

R/C GULLS, INCORPORATED
Howard Smith, Editor
30 Knox Avenue
Bangor, ME 04401

Got a broken nylon bolt too far down into the hole to get to it?

Don't give up. Heat the tip of a small screwdriver with a torch until it melts into the screw about an eighth of an inch. Then after all cools, the screwdriver slot you just made allows the screw to be turned out.

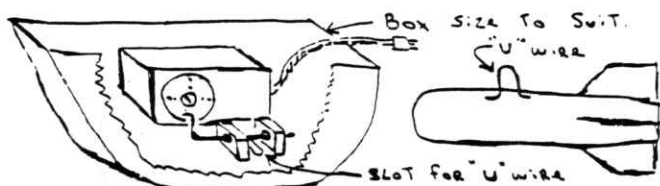
Along the same lines (in reverse), if the screw holes are totally shot, or threads are stripped, pack them with baking soda, microballoons, or balsa dust. Add a few drops of CA glue and redrill or tap, as appropriate. The method will allow a fairly good bite into balsa wood.

Now here's a real tip: How to properly balance out a new airplane. Take your wife out to dinner and a movie, buy her a mink stole or a diamond pendant. That should just about balance it out!

TRI COUNTY R.C. CLUB
John Donnelly, Al Kessner, Editors
4 Cedar Street
Butler, NJ 07405

IT WAS SO GOOD, AL STOLE IT

What is that, you say? Well, during a recent meeting, George Trott showed the group a portable bomb drop mechanism. George made a box that is held onto the bottom of the plane with rubber bands. Inside the box, George mounted a servo with servo tape and ran a trip wire off the servo arm through two guide blocks where the bomb is attached. The bomb has a "U"-shaped wire glued into it. This "U"-shaped wire is pushed through a slot cut into the bottom of the box and between the two blocks. The servo is then moved to one extreme of its travel, trapping the bomb in place. The servo is connected to the receiver with an aileron extension plugged into an unused channel (retract is preferred.)

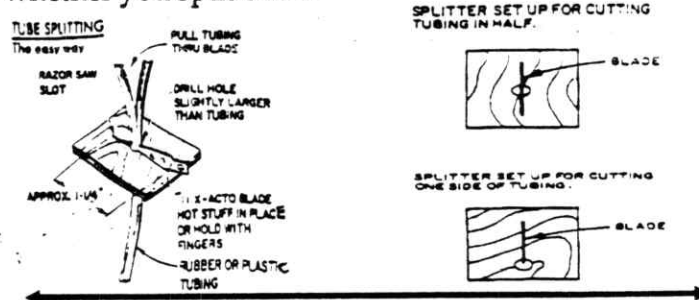


GRASSFIELD R/C CLUB, INCORPORATED
Howard Fries, Editor
3748 Perry Avenue North
Robbinsdale, MN 55422

How many times have you tried to split or cut in half rubber or plastic tubing? The purpose being for use of cockpit coaming on airplanes or rubber fenders on boats. I have tried this many times using just a plain X-Acto knife with some success. However, usually a bloody finger resulted along with that success.

Start with a piece of 1/8" ply, approximately 1-1/2" x 2". Saw a slot in it about 1/4" long using a razor saw or Dremel disc saw. Next drill a hole in the slot just a little larger than the tubing you intend to cut to accommodate the blade thickness. Finally, place a #11 X-Acto blade in the slot. A simple tool is now ready to go to work. The blade can be held with your fingers or Hot Stuffed in place.

Retain the blade with your fingers so you can reuse it for regular use. It takes a total of five minutes to make the tool and split 10' of tubing for a model boat. Note the two set-ups for cutting the tubing depending on whether you split or slit.



PALOS R/C FLYING CLUB
Bob Miller, Editor
P.O. Box 2177
Bridgeview, IL 60455

A BUILDING TIP—from Joe Felonk

From time to time we all use spray paint on our aircraft. When we spray small areas, we may use the can five or 10 times. The manufacturer tells us to clean the tip after each use so it will not get clogged. The method the manufacturer describes is to hold the can inverted until the paint stops flowing and only propellant is coming out. That is fine, but I think it is a waste of paint and propellant. The method I find that works well is to pull the top off the spray can when finished, put it on a WD-40 can and spray WD-40 through the painting tip for a millisecond. It cleans the paint tip quite well with no waste of paint.

HELP FROM THE CLUB WORKSHOP....

EAST BAY RADIO CONTROLLERS
Debbie Donleavy, Editor
23853 Clayton Street
Hayward, CA 94541

by Art Ziebarth

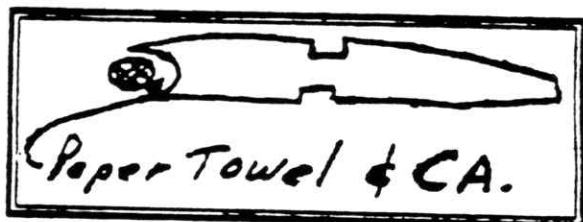
Here are a couple of building tips that you may not be familiar with. I was building a wing and two conditions occurred.

The leading edges on some models are dowels. The area of the rib contacting the leading edge is small and many times there is also a gap between the rib and the dowel. This results in a poor fit or a bad glue joint. Two things can be done to increase the strength in this area.

1) String can be wrapped around the dowel on both sides of the rib and glued in place. This acts as a gap fill as well as increasing the effective area of the glue joint.



2) A piece of paper towel can be placed between the rib and the leading edge dowel as a gap filler. Gluing the paper in place will fill the gap and strengthen the glue joint.



The string and towel are very good wicks for spreading the glue evenly. Can't hurt!

GREATER CINCINNATI RC CLUB
11840 Mangrove Lane
Cincinnati, OH 45246

Some Formulas to Remember

Power loading = Total weight (pounds)/Engine displacement (cubic inches)

Wing loading = Total weight (ounces)/Wing area (square feet)

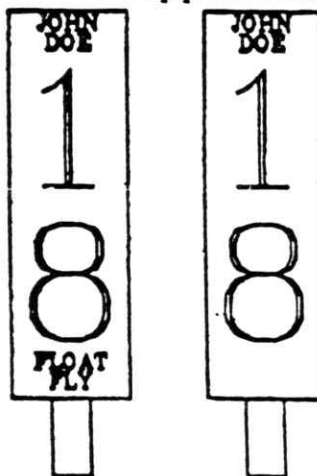
Wing area = Wingspan percent / Average wing chord

Aspect ratio = Wingspan / Average wing chord
Average chord = Wing area / Wingspan OR
Average chord = Square root of area / Aspect ratio

RICHARDSON RADIO CONTROL CLUB
P.O. Box 285
Plano, TX 75074

FREQUENCY CONTROL PINS Construction Notes

- Make out of 1/8 ply
- Flag Size: 1.5 x 5 inches
- Channel numbers: 15" high x 1" wide x 1/4" thick
- Land Tag: White background/black text and numerals
- Float Tag: Light blue background/black text and numerals
- A clear coat will help preserve stick on letters.



IMPERIAL RC CLUB
Gay and Dave Adams
P.O. Box 6662
Lakeland, FL 33807



It was
J-3 Cubs
that put me
in here...

No!!
If I see
Another
"ULTRA SPORT"
I will surely go
MAD!!!

Come!!
Come see the
NEW PLANES at
the field!!





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

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

Newsletter of the
Westminister Aero Modelers
c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminister, Maryland 21157

THE TALESPINNER





THE TALESPINNER

Westminster Aero Modelers

President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

Membership - Ed Goldman 848-3835

Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21158 876-0428

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

AMA Liason - Ray Miles 781-4937

Next Meeting:

Oct. 1, 1991

Westminster
VFW Hall

Volume 7 Number 10

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

The summer is slipping away all too quickly. The days are much shorter and the evening flying is harder to do in the fading light. However I think we have had a fun summer. At least I have, but I've been lucky to have been able to go to Olean & Phelps NY and also to Byrons Expo.

Our June Fun/Fly was blown out but regardless of the wind, our Aug. F/F was a big success. We could have used more contestants as usual, but those who did participate had a lot of laughs. It was fun! JIM GARRETT - you came up with new events that we all enjoyed. Thanks!

The Cranberry Mall display is history and THANKS are in order for the workers who did the job. It is a shame that its the same old crowd doing the work for the benefit of all of us. A couple of hours from a few others would have been great. Everybody wants the County to give us a place to fly BUT when the County asks us to help them - where are YOU?

The Maryland Association of Counties had a convention in Ocean City, Md. last month. The Carroll County Dept. of Information asked us to help them with their display which was highlighting the Westminster Airport. Ray Miles, Bill Hasert, John Dori & I met with them in Westminster for a mock set-up and on Aug. 21-24 John & I took WAM's portion to OC to set-up & bring back. I assure you that our models

did the job with CC's booth. A vote of thanks to that crew also.

Those of you that attended the August meeting know that the subject of a "cap on the number of members" was brought up. It was again brought up as "Old Business" in September and dies on the floor.

Also in August, the subject of "Dues" was discussed and tabled until the Executive met and established a budget. They met, came up with numbers, and it was presented at the meeting. The results will be written in another article, but in 1992 your dues will be \$35.

1991 is fast coming to an end which also means that at the Nov. meeting you will have to nominate two (2) members to each office President/Vice President/Secretary/Treasurer & General Member of EC. We have some good guys out there. Think about who you want.

Which brings to mind *PUT THIS ON YOUR CALENDAR NOW*. December 1, 1991 is our Annual Dinner Mtg. which will be held at the Westminster VFW hall on the 2nd floor. As many of you know, it was bad news at Frocks last year and I'm not going into that.

We will try again to have the video tapes for the October meeting.

Nuf said - Milt P.

THANK YOU

Milt Peacock

A special thanks must go to Ray Miles & Jim Umstad & Jim Garrett & Dave Kenney & Ken Davis & Lloyd Briggs & Me too.

The Carroll County Dept. of Recreation & Parks invited us to participate in the "Leisure Expo 91" which was set up at the Cranberry Mall in Westminster Sept. 6 & 7 from 10 am. to 9 pm.

Jim Umstad brought his great *Er-coupe*, Jim Garrett had his chopper, Dave showed his beautiful F4U *Corsair*, I had my F-18, and Ray brought part of the "School Flight Program" display. I hope I didn't miss anything. Ray has been bitten by the small scale models that we use in the SFP and he had a couple new ones there.

We were in a way BLESSED on Friday evening. We could not let the display set up all night as the mall was still open. I approached Zale Jewelers about permitting us to move our stuff into their store for the night and they said YES. I'm here to tell you that that saved a ton of work. Our hats are off to Dodie Reed, Paulette Schwinsberg & Cindy McDevitt.

I'm not being conceited when I tell you that we had the *BEST* display in the mall. It would have been nicer if we had been on the Caldor end rather than the Leggett end, however I feel it was very well received. Was it worth the effort? All that I can say is - every good exposure is worth it.

We were disappointed that more of our members did NOT show up to give us some relief Friday night and a couple hours on Saturday. It's the same ole' story, most of the work is done by the very few. Sour grapes perhaps, but admit it, - it's true.

Ray, Jim, Jim, Dave, Ken, Lloyd, again my thanks.

Milt P.

Business Meeting

Jim Garrett

The Business meeting was called to order at 8 pm. on September 3rd. with 23 members and two visitors, Dean Sies and Richard Jakubs, present. Milt started by discussing the happenings at the latest CBRC event. He also told us about the success he has had in getting donations from various sources for the School Flight program. About 23 letters were sent to manufacturers and suppliers of RC model equipment. The response has been very good. So far, almost \$800 worth of goodies have been received. Some of the items are radios from Airtronics and Futaba, starter system from McDaniels, UltraCote covering, a kit from Sig, and more. A full listing can be found elsewhere in the newsletter.

Lloyd's Treasurer's Report stated that for August, \$45.24 was paid out, \$63.75 was received for a Club fund standing of \$1310.94. The Field fund is currently \$2300.00.

Ed Goldman reported one new member application from Walter Smith, Jr. His membership was voted on and approved.

Property Manager Bob Allen reports that all club property is accounted for.

In the Old Business department, there was discussion about the expiration terms for current officers. Going by the Bylaws, The President and Treasurer positions MUST be replaced with new blood next year, so be thinking about nominations for these positions.

There was more discussions about a cap on the current membership; this topic was again deferred.

A lot of lively discussion was brought on about the current dues structure of the club. When the dust settled, there was a unanimous vote to raise the dues to \$35.00 starting on January 1, 1992.

Don Berwager was the winner in the drawing at the end of the meeting, but Don was not present.

The meeting ended at 10:15pm.

Radio News

Remember - After this flying season, only **GOLD** stickered radios will be allowed on our flying site. You have all winter to get them updated so there is no excuse not to be current. It's for the good of all of us.

Maryland Modelers Assn.

The 2nd Annual MMA Flea Market is right around the corner to be held at the Westminster VFW on SATURDAY OCTOBER 12 - 9am to 3pm. There are a couple tables left at \$10. Send me a check NOW to reserve a spot. We had a great turnout last year and hopefully it will be better this year.

I will need some warm bodies to help that day also. Your help will be appreciated.

Welcome Aboard New Member

Please welcome Walt Smith as the newest member of WAM. Hope to see ya at the field!

School Flight Program News

Milt Peacock

As some of you are aware of, I have been writing to many manufacturers and distributors asking for contributions of various items to be used exclusively within the *School Flight Program*. I am very pleased with the results to date. Needless to say, I'm sure many letters reached the circular file BUT there are some who responded. To date I have received:

SIG MFG. - *Kadet II* kit
AIRTRONICS INC. - *VANGUARD* 4 CH RADIO + BUDDY BOX & CABLE
GOLDBERG MODELS - *ULTRACOTE* (to cover the *Kadet*)
EAGLE PRODUCTS - TRIM
BALSA USA - *SOLARTEX*
SATELLITE CITY - CA ADHESIVE
HAYES PRODUCTS - ENG. MOUNT, TANK, FILTER
YOUR HOBBY CENTER - HELICOPTER KIT
FUTABA - 4 CH RADIO

Needless to say - think about the generosity of the above when you think about purchasing new items. I personally met with Hazel Sig (*Kadet*) and Jack Albrecht (Airtronics radio) and showed them our album of the SFP.

A *Thank You* has been sent to each contributor.

Articles of any
kind are al-
ways needed
to fill spaces
like this!

A Little Aviation History

John Schaffner

I suppose that anybody who has ever had anything at all to do with airplanes has heard of Glenn Curtiss. This fellow Curtiss got involved with flying just behind the Wright brothers. Like the Wright brothers, Curtiss was also in the business of repairing and building bicycles. He was also into racing bicycles and soon built a reputation as a top notch cyclist. For a short period Curtiss built and sold his own brand of bicycles.

Curtiss was fascinated with speed and soon began installing one and two cylinder gasoline engines on his cycles. In 1903, the year the Wright's made their famous first flight, Curtiss won a hill-climbing meet for motorcycles in New York. He was gaining fame on a national scale as a biker and during the next three years he won many events, not the least of which was a record speed run of 136.3 MPH on a huge motorcycle equipped with a 40 HP, 8 cylinder engine at Ormond Beach, FL.

Curtiss's light-weight engines were just what was needed by anyone with ideas of building an aircraft. He supplied a 5 hp, 2 cyl eng. to Thomas A. Baldwin who needed it to power a small dirigible that made an appearance at the St. Louis Fair in 1904. Baldwin's dirigible became a popular attraction at fairs around the country. Curtiss also negotiated to sell his engines to the Wrights, but was not successful.

Then there was this Canadian fellow living on Cape Breton Island, Nova Scotia who was devoting a lot of his time to the problems involving manned flight. His name was Dr. Alexander Graham Bell. Bell had made and was still making money on a previous patent for a device that became well known as the "telephone."

Bell ordered engines from Curtiss and then invited him to join his group that was trying to build a flying machine in Canada. The group consisted of Dr. Bell, Curtiss, Baldwin (the dirigible man), J.A.D. McCurdy and a U.S. Army Lieutenant Thomas E. Selfridge, who was detailed to participate by President Theodore Roosevelt. (Later on, Selfridge was to have the unfortunate distinction of being the first aviation fatality. He was

killed when he was riding with Wilbur Wright at Ft. Myer, VA. on Sept. 17, 1909.)

Instead of profiting from data and design already developed by the Wrights and other early birds, the group headed by Bell set out to "re-invent the wheel."

After many "cut and try" attempts with very limited success, the Bell group finally got airborne with an aircraft they named *June Bug*. On June 21, 1908 with Glenn Curtiss at the control, *June Bug* made straight ahead flights of 456 ft., 417 ft. and 1266 ft. Thus, Glenn Curtiss was launched into an aviation career that would span many years.

If you are ever fortunate enough to be at Baddeck, Nova Scotia, there is a museum devoted to the work of Dr. A.G. Bell for you to visit. Also, another fine museum is at Hammondsport, NY., devoted to the work of Glenn Curtiss.

Just as a side note - Bell discon-

tinued his experiments with aircraft after the death of Selfridge and broke up his group of aeronauts. He went on, however, with the development of hydrofoils and built one powered by two aircraft engines and propellers that attained speeds of 90 mph on a lake named Bras-D'or.

A Bench-Top Tip

John Schaffner

Recently I have been working on a 72" (Ryan STA) that has considerable dihedral. When working on the top side, I rest it on two rolls of paper towels. They are soft enough to not damage anything, sturdy enough to work on, don't roll out from under and get the wing off the tips.

Executive Committee Report

August 26, 1991 7:30pm

Milt Peacock

Present - President/V. President/Secretary/Past President/General Member
Absent - Treasurer (had to work)

As directed by the membership at the August meeting, your executive met and after several hours put together a lot of financial information pertaining to our club.

A budget for 1992 was developed and after reviewing the expected expenses for 1991, was agreed upon by all. Even though Lloyd could not be there, I had met with him and had the current financial information on hand to see.

The information was typed and printed and everyone at the September meeting received a copy for their own review.

I went over each item with the reasoning for same. A motion was made and seconded that our annual dues be raised to \$35. per annum. The floor was open for discussion and several questions were posed and hopefully answered to their satisfaction.

A "secret ballot" was taken and a 100% affirmative vote was cast. I was a little surprised but very pleased that no one voted NO.

For the benefit of those who did not come to the meeting - we have been operating on a very thin margin. You may think that when the Treasurer reads his report that we are loaded but it isn't the case. We have been very fortunate to have many costly services done for FREE. Those items are still not fully covered in the budget.

Our annual Christmas Dinner usually stands on its own feet and hopefully will continue to do so. There have been times when we had to reach into the til. It also is not in the budget.

It is anticipated that the club may be able to do a little more the for the membership in the coming years, but that remains to be seen. We will probably lose a few members due to the increase and for that we are sorry. However a kit, engine, radio, parts, fuel, etc. costs a lot more than dues.

If anyone wishes to see a copy of the budget, I will have a copy for you to see. We are not going to print it for the world to see.

County Liason

Ray Miles

I placed a call to Keith Kirschnick (assistant director of the Public Works Dept.) about the SNAFU at the John Owings site. I inquired into the Purchasing Department's involvement in the procedure. First of all, the recent erosion control guidelines have been met by the county and have been approved by the state.

Secondly, the bids have been sent to the Purchasing Department and these bids must, according to law, be posted for a set period of time, usually 2 or 3 weeks in the local papers. Keith told me this is the procedure that was supposed to have begun last March.

Several of you have inquired into the possibility of flying at the landfill. I inquired about that also. Keith would have to do more checking in different county departments, so I told him we would keep our hands off so as not to create any waves in any areas.

Maco

- or the Ocean City Convention of Maryland Counties Results.

Ray Miles

I did not attend this as John Dori and Milt wanted to spend the 3 days at the shore. They were perfectly capable of handling everything as only 6 models and 2 stands were involved. Art Perry met them on Wednesday the 21st and helped to hang our models.

I have heard from both Milt and Maggy (Office of Public information), and compared notes:

Milt's Impressions: Without our models it would have been a total disaster. The airport photo was small, about 2 1/2' x 3' (we were under the impression it was to be at least 3' x 5') and it was blurred. The computer flight demonstrator required about 1/2 hour of use in order to be mastered, not at all suitable for the number of people there. Milt gave it a rating of 4 hp out of a possible 10.

County Version: This is the area that is of interest to us. County officials were very impressed and could not thank us enough. Maggy had the ear of the 3 Commissioner's and John Little of Recreation & Parks. She told me that it was made perfectly clear to these people that their success was due to the effort on WAM's part. I do have to admit, good PR but, naggingly, have we been used again? I keep telling myself to *THINK POSITIVELY*.

School Program

Ray Miles

As of this writing the first scheduled school is Carrolltown Elementary in Eldersburg on Wednesday, October 16th at 9:30 am.

Trivia

Answer to last months question! Who was the Wright Sister? - Her name was Katherine. I thought everyone knew that!

Here's another:

Remember the so called *Spruce Goose*? Who were the two notables (one you know) involved with this effort? Answer next month!!

The Schaffner Chronicles...

Answer to Trivia Question:
Katherine

Did you know that Orville & Wilbur also had two older brothers, Reuchlin and Erin? Stuff that in your old windsock!

Still More Aviation History

Calbraith Perry Rodgers was the first to fly across the USA. He flew a modified Wright biplane, named *Vin Fiz* for the grape flavored soft drink company that put up the prize money for the contest. It took Rodgers 84 days to accomplish the feat, having taken off from Sheepshead Bay, NY., on Sunday, Sept. 17, 1911 and finally reaching Pasadena, CA. on Nov. 5, 1911. He had spent 82 hours and 4 minutes in the air and traveled 4,231 miles for an average speed of 51.5 mph.

When Rogers was interviewed at his destination, he was quoted as saying, "*with proper landing places along the route and other conditions looked after, the trip can easily be made in thirty days or less.*"

The *Vin Fiz* was crashed and repaired so many times during the trip that there was very little of the original aircraft that Rodgers started with left.

There is a sad ending to this story. Cal Rodgers did collect \$5/mile flown from the Armour Co. for promoting their soft drink, but there was also \$50,000 put up by the Hearst Co. that specified the trip be completed by October 10 and take 30 days or less that he missed out on. On April 3, 1912, just four months later, Cal Rodgers was flying his plane over the ocean at Long Beach, CA when he ran through a flock of seagulls and lost control and crashed into the sea just off shore. He was dead of a broken neck right near the place he had made aviation history.

Did you know that Glenn L. Martin was the first "earlybird" to install a seat belt on an aircraft. The theory many early flyers adhered to was, "it was better to be thrown clear of a crash than be trapped inside by belts." I seem to recall hearing the same thing when seat belts were introduced to automobiles. Some things never change.

Item of Interest

Ray Miles

The following will have taken place by the time this news letter reaches you. I received a phone call about the 2nd week in August from the office of Public Information and Tourism and asked if I would be interested in being a guest on Micky Smiths **Know you Government** Program that airs on the public access channel 55.

Micki Smith was interested in doing a 12 minute spot on the WAM. Without going into detail, a preliminary meeting took place on August 30th for question & subject preparation. I will try to steer this to our community school involvement.

At any rate, I discussed this with Milt and several others as to their feelings on this beings I was the one involved. I certainly did not want to take it on my own to do this, or step on anyones toes or anything even remotely close to that.

The taping was held on Sept. 5, and will be aired on Channel 55 at 7:00pm Fri. Sept. 13. I think they run these things 2 or 3 times.

I hope I did not screw it up and let you or the club down. You never know who watches these shows.

VP Report

Wayne Creasy

MMA News

Meeting held at P.J.'s in Eldersburg on Wed Aug. 28th at 7:30pm chaired by Ron Ware with 8 clubs represented

MMA Flea Market was discussed. Everything is in place. So far only 11 tables have been rented and ticket sales are slow.

Treasurer Report's \$1,164 balance.

A committee will be formed to send guidelines to all MMA clubs in the procedure for nominations and selecting "Modeler of the Year." This probably will be an annual event.

Ideas were discussed for some sort of MMA project involving clubs. Input for this is requested from each club. Proposals could be Fun Fly, picnic, or some kind of outing etc.

Club Reports:

BASS: Reported an Air Show to be held at the Martin Airport on Sept. 28.

CBRC: Scale meet was a success. John Tennyson won 2nd place in the flying. His brother Ed took 1st place in show.

CBRC is having some ATV problems with those people but seem to have struck a deal whereby those people stay off R.C. operating areas and the club will construct jump ramps for them to use. This should alleviate ground damage to their field.

RCMB: They will host an open Big Bird Day 1/4 Scale or close to it on Sept. 14.

Meade Modelers: All kind of negotiations with Army, NASA and others concerning a site somewhere on Ft. Meade grounds.

SCAM: Nothing to report

WAM: Discussed items that appear elsewhere in the *Talespinner* of events, etc.

Sunday Flyers: Their club Pres resigned and the new interim Pres is Bob Zampini.

Harford County R/C: No report

SWAP: Their new field is supposed to be started this fall.

AMA District Rep. Bob Babura reported that an inspection sheet must be adhered to and approved by AMA for any aircraft over 55lbs. Upcoming club events also were presented. These are listed in MA under calendar.

Meeting adjourned at 9:30 pm. The next scheduled meeting will be on Wed. Sept. 25 at the VFW bldg. in Westminster.

Aside:

**Anybody who goes to
see a psychiatrist
should have his head
examined.**

**As you may or may not
know, Dave Kenney was
in the hospital recently
for some back surgery.**

**He is home now
recouperating and I hear
he is doing well.**

His address is:

**22 Waldron Ave.
Balto. MD 21208**

**Dave, we all hope for a
speedy recovery for you.**

Field Scan News

Wayne Creasy

On Wednesday, September 18, Bob Babura, AMA District VP, and myself scanned Nelson field with AMA equipment to check for potential conflicting radio interference.

We found no major channel interference which would cause a problem, however, there were some strong enough signals on some frequencies to cause problems for anyone with a wide band system. Below are listed the channels on which signals were detected. Please note that there are no guarantees that other signals may appear from time to time. Those channels listed at a decibel reading of S-5 or above can cause interference to a wide band radio.

Those of you with wide band radios beware.

72-73 MHz R/C AIRCRAFT BAND

Location NELSON FieldDate 9/18/91

R/C Channel Freq.	Commercial Freq.	Remarks	R/C Channel Freq.	Commercial Freq.	Remarks
Ch-11 72.010	72.020		Ch-36 72.510	72.520	
Ch-12 72.030	72.040		Ch-37 72.530	72.540	S - 3.5
Ch-13 72.050	72.060		Ch-38 72.550	72.560	
Ch-14 72.070	72.080		Ch-39 72.570	72.580	S - 5
Ch-15 72.090	72.100		Ch-40 72.590	72.600	S - 6
Ch-16 72.110	72.120		Ch-41 72.610	72.620	
Ch-17 72.130	72.140	S-6	Ch-42 72.630	72.640	
Ch-18 72.150	72.160		Ch-43 72.650	72.660	
Ch-19 72.170	72.180		Ch-44 72.670	72.680	S-4
Ch-20 72.190	72.200		Ch-45 72.690	72.700	
Ch-21 72.210	72.220		Ch-46 72.710	72.720	
Ch-22 72.230	72.240		Ch-47 72.730	72.740	
Ch-23 72.250	72.260		Ch-48 72.750	72.760	S-5
Ch-24 72.270	72.280		Ch-49 72.770	72.780	S-6
Ch-25 72.290	72.300		Ch-50 72.790	72.800	
Ch-26 72.310	72.320	S-5	Ch-51 72.810	72.820	S-3
Ch-27 72.330	72.340		Ch-52 72.830	72.840	S-4
Ch-28 72.350	72.360		Ch-53 72.850	72.860	S-3
Ch-29 72.370	72.380	S-4	Ch-54 72.870	72.880	S-6
Ch-30 72.390	72.400	S-5.2	Ch-55 72.890	72.900	
Ch-31 72.410	72.420	S-3	Ch-56 72.910	72.920	
Ch-32 72.430	72.440	S-3.5	Ch-57 72.930	72.940	S-2
Ch-33 72.450	72.460	S-5	Ch-58 72.950	72.960	
Ch-34 72.470	72.480		Ch-59 72.970	72.980	S-3
Ch-35 72.490	72.500		Ch-60 72.990		

Band Noise Level--No Signal

TYPE MONITOR RECEIVER

1 Com

meter and record value in 5 units under remarks column----- Observe signal level over S9 level, indicate

is over S9.

Report By

Bob Baker

ame

Fun Fly Results

Jim Garrett

Our second **Fun Fly** of the year was held on August 25. And guess what! The weather almost cooperated. It was a bit breezy, but not enough to blow us out.

With the help of Roger Newcomer, some variations to the familiar contests were established to separate the men from the boys (and in the case of Ed Goldman, the boy from his plane...).

Seven hardy souls braved the breeze and entered the 5 scheduled events. They were Paul Schaffner, Bob Allen, Lloyd Briggs, Ed Goldman, Jim Garrett, Roger Newcomer, and of course Milt "Horse-shoe up his A__ Peacock.

The first was event was *Break the Balloon*. The object was to hit a tethered helium balloon.

The wind held the balloon straight across the field at about 15 feet above the ground. Paul Schaffner was the **only** one to hit tether to take the event. In Ed's attempt, he didn't hit the balloon or tether, but got 15 points for center-punching the *biigg* tree at the end of the field. Unfortunately, this put Ed out for the rest of the flying events.

Event number two was *Strip the Glow Plug*. One at a time, each contestant started with no glow-plug or propeller on the engine, no fuel in the tank, and no idea where this event came from. You had to put your plane back together, start it, and taxi through a ground course in the shortest time possible. Eagle Eye Dave Kenney acted as the Chief Line Judge and Timer for this and all other events and didn't let much get by in order to keep things fair. This gave rise to some ingenious ideas by some of the contestants in how to gain a competitive edge over the others. Paul thought that if he put the prop on backwards ... naay, that didn't work. Milt figured that he didn't need a full fuel tank... better luck next time Milt. I thought I'd be slick and let the tank fill with my **ELECTRIC** fuel pump while I put the rest of the engine together ... I ended up squirting more fuel into my flight box than into the tank. Paul, Bob, and Dutch made it through 3 of the gates on the course. Me and Roger made it to the fourth gate. Remember that Ed was looking for a chain saw. So guess who won. (And in the shortest time too.) I got second and Roger came in third.

In event number three, *Blind Man's Bluff*, ... well you really had to be there to appreciate the amount of skill, dexterity, and trust that it took to complete the event. Each contestant chose a partner to be his eyes. The contestant was then blindfolded and his partner gives him directions on how to steer his plane through the ground course used in the previous event. Folks, this is you find out who your friends really are. By the end of his turn, Bob thought that Paul had him flying and crashing into the corn. Dutch, while blindfolded, had Milt literally speechless (*or was it breathless?*) at how well he negotiated the course. But when it came to his turn, between Dutch calling for him and that horseshoe, he just couldn't be beat. With Paul calling for him, Bob took second place, and Ed helped me into third.

One Mississippi, Two Mississippi was the fourth event. This was the standard two-minute flight event. Nothin fancy - Milt won with a time of 1 minute and 57 seconds. Dutch was second at 2:14 with me right behind at 2:16.

The last was a combined event: *Loop da Loop* and *Stop on a Dime*. The greatest number of loops in 30 seconds took the first and the closest in a spot landing took the second. Bob did the best with 10 loops and tied with Paul to take the event. Roger and me tied for second.

The final Standings were: Milt with 53 points, Bob and me tied for second with 35 points, Paul at 27 points, Roger with 22 points and Dutch following with 17 points.

All in all a good time was had by everyone. If your interested, highlights of almost all of the events are on a videotape which is being circulated. (Hey Roger - I have an idea for another event. each flyer gets a bucket of soapy water, a bottle of root-beer and well I'll talk to you at the next meeting!)

THINGS TO REMEMBER:

1. Your AMA Renewal.
2. GOLD Stickered Radios after January 1st
3. December 1st Christmas Dinner Meeting at Westminster VFW Hall.

DEC 3 1991

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21158



29 USA



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 - Wayne Creasy 857-4373

Membership - Ed Goldman 848-3835

Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21158 876-0428

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

AMA Liason - Ray Miles 781-4937
876-0428

Next Meeting:

Nov. 5, 1991

**Westminster
VFW Hall 7:30PM**

Volume 7 Number 11

AMA Chartered Club 336

Formed 1955

Prez Sez

Milt Peacock

Where did the summer go? It's not only cool out there, but the wind has come back to haunt us. It seems only yesterday that it was HOT and dusty.

By now you have received your AMA bill for 1992 dues and also a Ballot to vote for your 1992, 93, 94 AMA District. IV Vice/Pres. Exercise your right and send in your VOTE. Be heard. Also remember to pay your AMA dues before Xmas gets all your cash.

Big Bird Day was well attended. Thanks, Bob Allen, you did a good job. I know I enjoyed the day even if I did pucker up with a new airplane. Believe me, it flies easier than a *Kadet*, except it doesn't want to land. You wouldn't believe the amount of down elevator it takes to get it on the ground.

All those who did not attend the October meeting were sent a notice of the upcoming Nomination Meeting on November 5th. Get out there and politic for your candidates for 1992. Be sure to come and express your thoughts.

In scanning the attendance records, there are quite a few members who rarely, if at all, come to our meetings. It makes me curious as to why. Perhaps something doesn't agree with them. I really don't know, but the time is now to come out and nominate and support the "Top Brass" for 1992. If there is some reason that you absentees don't come out, please let us know. Perhaps we can change things so that you would be happier. We do miss you, WWW, XXX, YYY, ZZZ.

Ask the family NOW - we must select

two meats for our Christmas Dinner: roast beef, oriental beef, turkey, stuffed chicken breast, baked ham, meatballs, rum raisin ham.

Select *One* potato: mashed, parsley, scalloped, sweet potato, or rice.

Select *Two* vegetables: corn, green beans, lima beans, succotash, California Mix toss salad, or cole slaw.

Now that is a selection. It must be decided at this meeting.

I'm not sure just who the dinner chairman will be, but please try to bring your money to the Nov. 5 meeting with the number of persons who will attend. We must have an accurate head count by Nov. 24.

Cost - Adults \$13.00 - Children under 12 yrs. \$6.00

Put it one your calendar NOW - Dec. 1st 5pm at Westminster VFW.

Hopefully everyone has had a good summer and fall. I know quite a few members have done a lot of flying. I could be wrong, but I don't think that the "Only 2 in the Air" rule has put too much of a crimp in flyin'. I know that many times everyone is yakin' and not flyin'. The sound level seems to be better too.

The Maryland Modelers Association Flea Market was a success again this year. A few of our members had tables and had smiles on their faces when it was over. This is one F/M that you must come early to. It was about sold out around 12:30.

I would like to know how many would attend, along with the wife and kids (No aunts, uncles, grand kids), a free picnic and fly-in somewhere within reason this coming May. (92). This would include all the clubs in MMA. Please make it a point to tell me.

Nuf for this time. Milt

1992 Dues Notice

As directed by Article V., Section 2 - C : **All dues are due on January 1, 1992 and payable prior to March 1, 1992.**

If your dues are NOT received prior to March 1st you will automatically be dropped from the membership roster. You may reinstate your membership within the same calendar year by paying a full years (12 months) dues plus a five dollar \$5.00 Reinstatement Fee to the Treasurer. If you do NOT reinstate within the same calendar year, a new application in its entirety must be submitted with *all fees applying*.

As approved at the Sept. 91 general meeting, dues beginning in 1992 will be based on \$35.00 per year.

Jr. Member, up to and including 15 yr. olds as of 1/1/92 - \$8.75

Sr. Member, 16-21 yrs. old by 1/1/92 - \$17.50

Open Member, 21-59 yrs. old by 1/1/92 - \$35.00

Senior Citizen, 60 yrs. old by 1/1/92 \$17.50

Associate Member, anyone not belonging to AMA - \$35.00.

Elected Officers for 1992, including: President / Vice-President / Secretary / Treasurer / General Member of the Board - \$17.50

Give the Treasurer a break and pay early. He will thank you.

AMA News

Ray Miles

The roster printout from the Academy has been received and already updated, with the additions of new members not listed, and the deletion of those no longer in the WAM.

There were no misprints or incorrect spellings, AMA numbers, etc. There is nothing anyone in the General Membership has to do. It has been completed.

Aviation Trivia

Last month's Trivia Question was who were the two notables (one of which you know) involved in the *Spruce Goose*? Ray's response is:

The two principle individuals connected with the "Hercules" HK4 *Spruce Goose* were: Most prominent of course, was Howard Hughes. His partner was Henry J. Kaiser, the noted "Liberty" ship builder of WW II. Hence the letter designation HK

New Trivia Question? - Who was the first woman in history to earn their pilots license? Answer - next month. John Schaffner - please note, make'em wait!

School Program

Ray Miles

The scheduling for the month of Oct. for our school program is as follows:

Carrolltown Elementary Wed. Oct. 16, 9:30 am

Taneytown Elementary Wed Oct. 23, 9:30 am (at the Northwest Middle School)

Winfield Elementary Wed. Oct. 30, 9:30 am

We did have a special request program that was held at the Riverview Elementary School in Balto. County. This provided us with a practice session to get back in the swing of things. Mrs. Dolan, of that school, had contacted John Dori of the BASS club with an inquiry. John does not pass up any oppor-

tunity. He and Milt are the two prime sources of our extracurricular activities in this area. The presentation sponsored by both clubs was very well received. Mrs. Dolan video taped most of the program and will send a copy of that tape to us. Due to the rain, no flying took place outside.

We have received a nice thank-you letter from Mrs. Dolan at Riverview, with 3 stacks of letters from the girls and boys, some of which appear in this issue.

Local TV Coverage

Ray Miles

Did any of you see the splendid exposure given us by Channel 3's news coverage of "Leisure Expo" on Sept. 6,7? A copy of that tape was shown at our Oct. 1 meeting. A real thriller.

Channel 55, the public access channel did an interview on the WAM. It was a 12 minute spot that aired on Friday Sept. 13. Other than my looking about 20 lbs overweight it did not turn out too badly. The material we wanted to cover was made. A copy of that tape was also shown at our Oct. 1 meeting. I hope it met with the clubs approval.

County Liaison

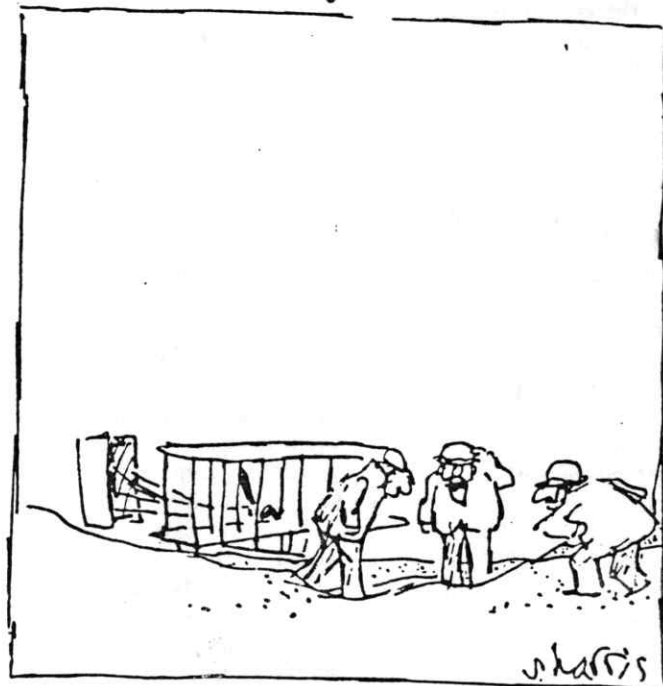
Ray Miles

I am almost tempted to not even go into this situation again this month. Some disturbing information was given me by Keith Kirschnick (Asst. Public Works Director) during the "Leisure Expo" on Sept. 7th. Keith did return my call and this is where we stand. Even though a decision was to have been made last month on which of the two avenues the county was to take concerning the two landfills, nothing has been determined. I am to meet with both Keith and John Little in a few days. They want to offer us an area other than the top of the hill upon which to fly until the problems are resolved on the above. It is in the same Owings area. We have seen it before and agreed it was suitable for our needs.

That area is below the hill part to the west, large enough, with plenty of air space. It is closer to the animal shelter, not too hard to get to, and lends itself for easier grading.

I asked Keith if that is the area, could some grading equipment be brought in the scrape it smooth. He said it could be done.

And on and on and on it goes.



Immediately after Orville Wright's historic 12-second flight, his luggage could not be located.

Aviation History

Other than those people associated with the School Program, I bet none of you know anything of the following.

When and where did the first balloon flight take place in America? Are you ready for this? The year was 1784. The place Baltimore Town, (Baltimore was not yet a city), in the area now known as Mt. Vernon. The passenger on that first flight was a 13 year old boy, Edward Warren. He was none the worst for the "adventure." Betcha didn't know that and probably no one at AMA knew it either! Do we know our stuff or what?

Addium and More Aviation History

Again, what appears below probably none of you know, or at AMA either for that matter. In last months issue John Schaffner mentioned two museums. The "Curtiss Museum" in Hammondsport, NY jogged my memory, so I will pass the following on for what it's worth.

The "Curtiss Museum" accepted documentation, including photos, sent to them by me, for display purposes, of an event that took place in Baltimore, in 1911. What occurred has never appeared in any printed aviation history of our state.

The first flight of a "Hydroplane", The *Lord Baltimore II* took place from Yokels Park (near the Hanover St. Bridge) in 1911. It was an amphibian, both wheels and floats. *Note. The Lord Baltimore I caught fire and burned while under construction.*

This was a home-built (as many were in those days) by Don Swann Sr., a noted artist, and Clyde E. Loose. Don Swann flew this plane only once, very irradically. He broke a prop while trying to land, and wanted no further part of flying.

Clyde Loose (who had never flown) became pilot by default. He took the controls and flew this machine successfully. These were the first flights of its kind in Maryland. Also, the first paying passenger in Maryland was flown by Clyde Loose to go duck hunting at the "Susquehanna Flats" near Conowingo.

What happened to the *Lord Baltimore II*, you ask? It was dismantled and the parts used to build a pig sty in South Baltimore. What an atrocity!

And how do I know of all this? Clyde E. Loose was the son of my Grandmother Loose's brother on my father's side. Hence he was my 2nd cousin, and who am I you wonder?

Raymond K. Miles, Jr.

Interesting Huh! Best of all, I can prove it. I'll bring a picture to the next meeting. I will make this as a model for my winter project. One for an air museum in Baltimore and one for me.

Business Meeting

John Schaffner

22 members and 1 guest were present at the October 1st Business Meeting.

Prez announced that "Thank You" letters had been sent to Zale Jewelers and the State Police for assistance at the Expo at Cranberry Mall.

Milt reported on the MMA meeting - details appear elsewhere in the Tailspinner Treasurer, Lloyd Briggs, reported on the financial status of the club.

Ray Miles read letters of thanks received from Carroll Co. Director of Parks for participation at the Cranberry Mall expo and from Carroll Co. Board of Commissioners for participation at the Ocean City county convention.

Milt commented on AMA renewal and ~~is~~ returning cards to AMA for voting for District Rep.

Ray Miles reported that the AMA roster has been revised and returned.

Ed Goldman proposed Richard Jakubs for membership in WAM. Vote was unanimous in favor of Richard's acceptancee

Ray Miles reported that the John Owens project appears hopelessly tied-up in the bureaucracy.

Prez emphasized that all radios must be gold stickered for 1992 in order to be legal to fly at our field.

Ray Miles reported on the School Program - details are elsewhere in the *Talespinner*.

Jim Garrett requested members to submit items for the *Talespinner*.

Prez reported that he has written to AMA to request the "Competition Rule Book."

Prez noted that big item of business for Nov. meeting will be nomination for officers to be voted on in December for 1992.

Motion to change meeting time to 7:30 pm was passed unanimously.

Prez will order more WAM hats if enough members desire them.

Jim Garrett announced that the guest speaker for the December dinner meeting will be Fred Pierce, curator of Mid Atlantic Air Museum, Reading, Pa.

Prez previewed the menu choices for December dinner meeting. Selections will be made at November meeting.

WAM voted to buy the next video tape from AMA.

WAM voted to sell the radio system currently in the Club Cub.

WAM voted to sell two C/L kits purchased from the Bill Urban estate.

Coming events were announced - details elsewhere in the *Talespinner*.

The meeting adjourned at 9:30.

VP, Wayne Creasy, lost the 50/50 drawing.

When I was a kid, our neighborhood was so poor the only ailment anyone could afford was a fever. You starved that.

We couldn't afford a cold because you had to feed it.

My uncle got real sick and the doctor gave him six months to live. When the doctor found out my uncle couldn't pay his bill, he gave him another six months.

"Big Bird" Day

Bill Hasert

Well, *Big Bird* Day 1991, wasn't blown out, rained out, too hot or too cold. We had a gentle breeze in the morning that became a little stiffer by 5:00pm. The wind blew slightly crosswind. Overall it was great weather.

First on the field at 10:00am was Ken Davis, followed by Bill Hasert, with the *Club Cub*, and the field gear. Within a short time we had quite a few pilots and all field preparations were complete by 12:00.

First off the line was Milt Peacock's brand new 1/4 scale *Stinson 108*. It is beautifully done in blue and white and is of competition quality. The cabin has upholstered seats, rope bound steering yoke, instrumented control panel, etc. -- it's all there.

This was the *Stinson*'s maiden flight. After a little nervous taxiing, Milt opened her up and she lifted off beautifully. After a few maneuvers and a couple of fly-bys, Milt brought her down. During the landing you could hear a pin drop. All conversations ceased and after the ship stopped rolling you could hear Milt's long sigh. The aircraft flew several times during the day, but on one taxi the throttle lock broke, the engine opened up and the ship headed straight for the flight line. Quick thinking Paul turned her around by grabbing a wing tip; that saved a few aircraft.

Bob Allen really had the big bird though, with his *Space Walker*. After solving an aileron servo problem, he was airborne. That is one beautiful bird, sounds great too. Bob was doing crazy stuff all afternoon with his inverted fly-bys and all kinds of gyrations. Dutch looked like he was getting dizzy in that cockpit. One maneuver was cutting it kind of close though. On landing approach, coming from Westminster toward Bullocks, he dropped her down at the edge of the corn field, but it wasn't quite the edge. Landing gear and propeller were chopping corn. Believe it or not, Bob made it through with corn stalk leaves hanging from the landing gear.

Paul Schaffner had his tuned-up *Super Sportster* up, and boy that thing can move. Great maneuvers, beautiful flying. Paul makes it look easy. The tuned-pipe is on the underside of the ship. Paul figured out the ground clearance to a gnats hair but it sure look like he is going to plow the field when landing.

Dutch had his *Phaeton* in the air also. She is one of the big ones and flies great. Another one of those guys that makes it look easy. Love the sound of that ship's engine. Dutch had his blue *Waco* up too.

Did anybody find the corn field? Why sure, but none of it was bad. Dallas' *PT-40* went in and even Paul, just one time.

We had planes all over the place, 20 aircraft in all. James had his *Falcom* and did some fine flying. Dave had his white *Kaos* up. Paul also had a *Kaos*. These aircraft really can fly patterns beautifully as demonstrated.

Wayne had his *Telemaster 70* and *Four Star 40*, Dave Stahl also had his *Four Star 40* on board. He let her out and did fine. Ed Goldman had his *Trainer 40* and *Super Sportster 60* on the field, flew some, but had some engine problems.

Let's see did I miss anyone? Oh yeah, Bill Jackson and his son had an *Eagle Two* and *Pt-40*. Ed Popp a *Phaeton* and Ken Hands a *PT-20*.

Did we have problems? Sure! The *Club Cub* could not fly. The transmitter batteries failed to hold a charge, but when a different transmitter was used we could not get any servo response for the rudder and ailerons. The flight pack was up to charge and juice was going to the receiver. All connections were checked but no movement. The receiver may have problems. It looks like we have to change or rework the flight pack. The old *Cub* was grounded again, but this time not by the weather.

The weather was so good we had a fair number of spectators. They seemed to enjoy the fun with us.

Milt had his scale *T-28* in the air. She sure is pretty and they enjoyed his fly-bys. Very realistic. The ship flies well but comes in hard. It isn't a floater, not much of a glide ratio.

Did we have fun? You bet. It was a good day and no one walked away with a busted ship. We cleared the field at 5:00pm and there was 8 aircraft still flying. If you missed it your missed a good one. See you next *Big Bird* Day.

Stuka Pilot

Book by Hans U. Rudel

John Schaffner

Some years ago (maybe twenty), I read this book, an auto-biography by a man who flew in the Luftwaffe from 1939 to 1945. This may not be a record in itself, but the fact that Rudel flew 2,530 combat missions most certainly is. Most of Rudel's missions were flown in the JU-87 which to quote another author was "already over the hill" when it came on the scene in the middle 30's. It was incredibly slow, it's range a mere 370 miles, it's protective armor was three puny rifle caliber machine guns, and it was an awkward and unresponsive airplane to fly. Captain James McDonald who flew with the USAF over Africa in the winter of 1942-43 recalls jumping a flight of six JU-87D *Stukas* over El Gueitar. "Before they knew it, I was among them. They were so slow and ungainly that it was more like shooting at defenseless targets than war. I blew up four in two or three minutes. They couldn't run. They couldn't maneuver. They couldn't fight back. I would have gotten all six if my ammunition had not run out."

Some changes were made during the production life of the *Stuka*, but very little improvement in performance resulted.

Most of the action that Rudel was involved with was on the Russian front. He was credited with destroying over 500 tanks and innumerable trucks and even the Russian battleship *Marat*.

Rudel's own account of the struggle on the Eastern front is one of the most exciting war books ever written.

**Don't Forget The
Christmas Dinner
Meeting On December
1st At 5:00pm.**

The guest speaker will be Fred Pierce from the Mid Atlantic Air Museum in Reading, PA.

His topics will include the restoration of the CCW-5 Custer Channel Wing and other interesting facts about the museum.

After Airplanes

John Schaffner

September 17-22, 1991, it was my pleasure to be visiting Huntsville, Alabama. The reason for the trip was to attend the annual reunion of the 106th Infantry Div. The hotel at which this gathering of ancient warriors took place happens to be adjacent to the U.S. Rocket and Space Center. Give you one guess where I spent some time. This is a place where you can spend a couple of days and I urge anyone who gets anywhere near Huntsville to make a stop.

The Space and Rocket Center displays include just about every rocket powered vehicle from the V-1 (buzzbomb) to the Shuttle (mounted on the boosters). In front, at the entrance, is one of the retired SR-71 *Blackbirds* and in the outside display area is an X-15, (looks like a mock-up to me), along with a Saturn rocket and examples of all the in-between size rockets.

Inside the museum building you will find displays designed to acquaint the visitor with the intimate, and not too publicized problems that have been faced by the space scientists and astronauts. Currently there is a large display of Russian equipment, including one of their three man capsules.

Included in the museum is an IMAX theater that is currently showing "The Dream is Alive" and "Blue Planet". This IMAX is different from others that I have been in, having a screen that is "dished".

If you are not satisfied with all that, they will take you on a bus tour of the Marshall Space Flight Center, Formerly known as the Redstone Arsenal. This is the place where all the rocket development took place since 1960. Dr. Werner Von Braun and his team of scientists worked there under his leadership from 1960 to 1970. There has been a steady succession of "rocketeers" since. The rocket motor test stands are still being used and our guide stated that when one fires ~~of~~ it can be heard clear across the county.

The guide pointed out the first rocket motor test stand that was build there by Von Braun. It had the number 384 on the sign. This indicated the number of tests that it was used for. The observation bunker about 200 feet away was made from 3 railroad tank cars buried side by side with doors in the rear and a periscope on the front. The guide further stated that this whole complex cost the U.S. government a total of \$64.

Everything was "scrounged" except for some special hardware. Now, that's the way to do business. Things have changed some since then.

We were also taken through the area where the future Space Station is taking shape. This project is budgeted at about \$8.5 billion.

There is a huge water tank where the astronauts are trained in a weightless environment. There is a perfectly flat pad, even considering the curvature of the earth's surface where objects are moved on a cushion of air, etc. etc.

More to follow.

Frequency Alert

Milt Peacock

Robinson Engineering, a supplier of movable cranes, produced equipment that is operating within the 75 MHz frequencies. As far as I can tell you at this time, the power levels are low, generally in the 250 milliwatt range or below (roughly 1/3 to 1/2 the output of an R/C transmitter). In some cases they are also on 72 MHz frequencies.

The listing below are towns in Md & PA in which equipment is known to exist and are on model frequencies.

Axel Johnson Metals Inc.	Morgantown, PA	72.95	72.99	75.81	75.89
Patterson-Kelly Co.	E. Stroudsburg, PA	72.95	72.99		
Creessona Alum. Co.	Creesson, PA	72.75	72.79	72.91	72.95 72.99 75.89 75.99
Lukens Steel Co.	Conshohocken, PA	72.69	72.75	72.79	72.83 72.91 72.95 75.89 75.95 75.99

The following is a list of cities in which there are companies which may have equipment on model frequencies. The exact location is unknown at this time.

Cladue Wells Martin Marietta Info/Comm Sys. Balto. MD

Martins Creek, PA	Thorndale, PA	York Haven, PA	Blandon, PA	Allentown, PA	Hatfield, PA
Beaver Falls, PA	Lyon Sta., PA	Washington, PA	Shamokin Dam, PA	King of Prussia, PA	Phila., PA

I have no idea where most of these towns are, you can look them up yourself if you are interested. I have the names of the companies also and you can call me if you wish to know who they are. Fortunately none are near us, but the cranes could be.

Who knows ? *The Shadow Do!*

Bob Stevens'

"There I Was..."

NORTHROP'S B-2 DOESN'T HAVE AN OFFICIAL NAME YET, BUT IT HAS PICKED UP A COUPLE OF NICKNAMES. HERE'S THE STORY BEHIND THE NAME WE LIKE BEST. SOME ENGINEERS ARE HORSEING AROUND, FLIGHT-TESTING 120TH-SCALE MODELS—THIS IS ALL VERY SCIENTIFIC, MIND YOU—



THE NICKNAME'S STUCK—IN FRONT OF EACH PILOT POSITION THERE IS AN AUTO CONTROL PANEL WITH—I'M NOT MAKING THIS UP—THREE BUTTONS. ONE SAYS "T.O.," THE NEXT, "GO TO WAR," THE THIRD, "BOOMERANG" (i.e., "RTB and LAND"—WHICH THE B-2 DOES WITH THE PILOT'S FEET FLAT ON THE FLOOR!!)



AMAZING? YOU AIN'T SEEN NOTHIN' YET!!
Bob Stevens

PRODUCT DESCRIPTIONS

INSTANT BONDERS

"HOT STUFF"TM and new "UFO"TM *Odorless* 'THIN' have a consistency resembling that of water and are used mainly for bonding parts which fit very well. "UFO"TM is odorless. Those who are sensitive to cyanoacrylate curing fumes will enjoy using new "UFO" in place of regular "HOT STUFF"TM. "UFO" *Odorless* 'THIN' will not attack foam, making foam bonding possible ("UFO"TM *Odorless* 'THICK' is the better choice for bonding foam, however). Fiberglass skins, right on the foam, are practical and easy with "UFO" *Odorless* 'THIN'. (see detailed instructions in "HOW THEY'RE USED")

SUPER'T'TM has a consistency similar to that of syrup and has the ability to fill small gaps between parts which don't fit perfectly. SUPER'T'TM cures at a slower rate than "HOT STUFF"TM, (10-25 seconds depending on the material).

SPECIAL'T'TM and new "UFO"TM *Odorless* 'THICK' are very thick cyanoacrylates with a consistency resembling cold honey. SPECIAL'T'TM and "UFO"TM *Odorless* 'THICK' have greater gap-filling ability than SUPER'T'TM and are much more positionable after contact of parts. The rate of cure is slow enough, (usually 50-60 seconds depending on the material), to allow precise alignment of parts, after assembly. "UFO"TM is odorless. Those who are sensitive to cyanoacrylate curing fumes will enjoy using new "UFO" in place of SPECIAL'T'TM. "UFO" *Odorless* 'THICK' will not attack foam, making foam bonding possible. "HOT SHOT or KICK-IT should be used to speed the cure.

ACCELERATORS

"HOT SHOT"TM is the non-foaming accelerator for use with "HOT STUFF"TM, "UFO"TM *Odorless* 'THIN', SUPER'T'TM, SPECIAL'T'TM and "UFO"TM *Odorless* 'THICK' and with it you can do almost magical things. Why an accelerator when "HOT STUFF"TM & SUPER'T'TM are so fast anyway? "HOT SHOT"TM works in four ways to make "HOT STUFF"TM, SUPER'T'TM and SPECIAL'T'TM easier, faster, stronger and able to bond some of the most unusual materials you can think of. **Easier** - you decide how fast the cure should be even on pitchy woods that often take longer to bond. **Faster** - because "HOT SHOT"TM contains special ingredients which clean the bonding surface and act as catalysts to start the thermal reaction resulting in curing even at low temperatures. **Stronger** - because the cleaner the surface is from the oils that can be found on almost anything, due to handling or oils which are deposited naturally from the air, the better the bond.

KICK-ITTM power cure is an extremely fast acting accelerator for all instant glues. KICK-ITTM does everything "HOT SHOT"TM will do, (see "HOT SHOT" details), in a fraction of the time. KICK-ITTM has an extraordinary on-part life. Parts may be sprayed up to 10 minutes in advance of bonding. Use KICK-ITTM sparingly. A little goes a long way.

SPRAY'N CURETM is completely FREE of all Chlorinated & Fluorinated solvents. SPRAY'N CURETM works just like HOT SHOTTM. It has a 2 minute on-part life after area is completely dry. **Special Note:** Because SPRAY'N CURETM has no Chlorinated & Fluorinated solvents, allow 50 to 60 (at room temperature) seconds for complete drying before bonding.

HOW THEY'RE USED

"HOT STUFF"™ and new **"UFO"**™ *Odorless 'THIN'* -- Assemble the parts first. All alignment will be done before **"HOT STUFF"**™ or **"UFO"**™ is applied. With the parts aligned and held firmly together, apply a small amount of **"HOT STUFF"**™ or **"UFO"**™ to the joint or crack. The size of the part and its porosity play an important role in knowing how much to apply. **"UFO"**™ *Odorless 'THIN'* will not attack foam, making foam bonding possible (**"UFO"**™ *Odorless 'THICK'* is the better choice for bonding foam, however). Fiberglass skins, right on the foam, are practical and easy with **"UFO"**™ *Odorless 'THIN'*.

SUPER'T'™ -- Apply **SUPER'T'**™ in a spiral pattern to one part assemble and align parts, then hold firmly for 10 to 25 seconds.

SPECIAL'T'™ and new **"UFO"**™ *Odorless 'THICK'* -- **SPECIAL'T'**™ and new **"UFO"**™ *Odorless 'THICK'* are very thick glues with greater gap-filling capabilities and have a slower rate of cure than **SUPER'T'**™ making it possible to bond parts which fit very poorly (limited contact area). Because the rates of cure are so slow (50 - 60 seconds), many seconds of alignment time are possible after joining the parts. The amount of time varies, of course, with the material being bonded. Apply **SPECIAL'T'**™ or **"UFO"**™ *Odorless 'THICK'* in a spiral pattern to one part, assemble and align parts, then hold firmly for 50 to 60 seconds. Using **"HOT SHOT"**™ or **KICK-IT**™ reduces cure time to 5 to 10 seconds and, at the same time increases the strength, depending on the material.

"HOT SHOT"™, **KICK-IT**™ & **SPRAY'N CURE**™ -- Use **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™ accelerators with **"HOT STUFF"**™, **"UFO"**™ *Odorless 'THIN'*, **SUPER'T'**™, **SPECIAL'T'**™ and **"UFO"**™ *Odorless 'THICK'*. Important: **"HOT SHOT"**™ or **KICK-IT**™, when sprayed on a surface or object, dries instantly and leaves no visible residue. Don't try to keep area wet. Because **SPRAY'N CURE**™ has no Chlorinated & Fluorinated solvents, allow 50 to 60 (at room temperature) seconds for complete drying of **SPRAY'N CURE**™. 1) For small parts, spray **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™ lightly on one part, assemble parts and apply **"HOT STUFF"**™ and new **"UFO"**™ *Odorless 'THIN'* to the crack or joint. For larger bond areas, assemble parts first, apply **"HOT STUFF"**™ and new **"UFO"**™ *Odorless 'THIN'* to all sides, then spray **"HOT SHOT"**™ or **KICK-IT**™ on the crack or joint where **"HOT STUFF"**™ or **"UFO"**™ *Odorless 'THIN'* was applied and wherever glue appears along the edges. **"HOT SHOT"**™, **KICK-IT**™ and **SPRAY'N CURE**™ make curing really fast, so, keep in mind that penetration is lessened as cure speed gets faster. 2) Very large areas are best bonded using **SUPER'T'**™ or **SPECIAL'T'**™ or **"UFO"**™ *Odorless 'THICK'*. First check the fit of parts to be bonded to see that they line-up as you desire. This is important because bonding time is reduced. Spray **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™ on one part and set aside. Apply **SUPER'T'**™ or **SPECIAL'T'**™ or **"UFO"**™ *Odorless 'THICK'* to the other part in a spiral pattern. The more porous the material, the tighter the pattern should be as some "soaking-in" may occur. Assemble and align parts then hold firmly for ten seconds. Never apply any of the **"HOT STUFF"**™ glues to an area which has been sprayed with **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™. Curing may begin too quickly for a good bond to be made. When working in temperatures below 50° F and for hard to bond materials, use **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™ with all **"HOT STUFF"**™ glues. If too much **"HOT SHOT"**™ or **KICK-IT**™ or **SPRAY'N CURE**™ is sprayed on wet glue, cure is too rapid and glue may appear to foam up or turn white. If this occurs, use less accelerator. A light spritz is all that is necessary.

WHAT
TYPE OF
AIR PLANE
WAS IT
THAT YOU
WERE
FLYING?

Dear friends,
Thank you for bringing
your model airplanes.
And I like your
mroekcnchrole airplanes
to and your hot air
balloon. Yours truly George



Riverview School
Baltimore, Md.
September 25, 1991

Dear W.A.M.,
Thank you for coming
to our school. I like the
model airplanes you brought. Some of you look like
my grandfather.

Your pal,
Kristin Meyer

You Guys
LOOK
LIKE
WHO?



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

To:

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Newsletter of the
Westminister Aero Modelers
c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminister, Maryland 21158

THE TALESPIINNER



Things to Remember ...

1. AMA renewal- Do it NOW, while your thinking about it!!
2. And while your writing the check for the AMA, do another for your 1992 WAM dues.
3. The November Business Meeting is the time for the nomination of officers for 1992. It's YOUR club! Come out and participate, or better yet, RUN FOR AN OFFICE!!
4. Give some thought as to the menu for the Christmas Dinner Meeting.



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

Dec. 1, 1991

**Christmas Dinner Mtg.
West.VFW Hall - 5PM**

President - Milt Peacock 833-3122
V. President - Wayne Creasy 857-4373

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Jim Garrett, 1523 Hughes Shop Rd., Westminster, Md. 21158 876-0428
AMA Liason - Ray Miles 781-4937

Volume 7 Number 12

AMA Chartered Club 336

Formed 1955

Pres Sez

Milt Peacock

This message comes from Satellite Beach, Florida. We had all our out-of-town relatives in town for a wedding & party from meeting night 'til Sunday, and at that point, we headed south on vacation. It is sunny, no wind & 75 degrees. Hard to take.

Since this will be my last "Pres Sez" I must take a moment and say an honest **Thank You** to everyone in the club for your support and all of the many chores which had to be done these past three years.

It would be very difficult to even begin to name the many persons who made the fun fly's meetings, flea markets, field clean-up, field maintenance, etc. successful and in my opinion they were successful. I think we had fun anyway.

A few new rules had to be put into effect, some not too popular, but we must have some considerations to consider. Dues had to be raised but it was long overdue. We are fortunate to have some "free" services, but they have a limit, too.

I think that our club is "on the map." WAM had a lot of good exposure these last few years. Many other organizations know who we are.

The *School Flight Program* has been outstanding. Many sincere thanks to that Wednesday crew. Keep up the good work, chairman Ray Miles.

Our newsletter is one of the *BEST*. I know, as I get several from other clubs that are not even one side of one page. Jim Garrett, thank you.

Ed Goldman is another behind the lines, out of sight, worker with the new membership applications and then getting club info to the new member, thanks Ed.

Ray Miles has kept us informed about what Carroll County is and is not doing toward a flying site. It appears that all his hard work is about to pay its dividend - The whole club thanks you, Ray.

I want to thank all of the officers who faithfully assisted and supported me the past three years. You were great.

To try to name everyone who worked for our club is almost impossible to do here, but do give yourself a big pat on the back for a job well done.

It is with mixed emotions that I step down, but three years is long enough - you sorta burn out. I know that on December 1st you will elect a good group of guys to keep the Club going. You have a good group to choose from and I know you will give them your best support. I hope everyone comes to our annual Christmas Dinner and election meeting. See you there.

Thanks again, guys & gals alike.

Nuf said - Milt.

Business Meeting

John Schaffner

WAM met at Westminster VFW at 7:30pm with 24 members present.

An announcement was made that the WAM representatives will meet with Carroll County officials regarding use of the property immediately east of the landfill site as a flying field.

AMA reports they are considering distribution of the *Competition Rule Book* to the clubs, also changes to the AMA operating structure and the situation of splitting District X into four separate districts.

Ray Miles reported that all AMA paperwork is up to date.

Applicant Michael Levesque was voted on and accepted unanimously.

Ray Miles reported that a special presentation of the *School Flight Program* would be made at the Indian Creek Elementary School at ~~Aden~~ ^{ALDEN}, Anne Arundel County.

Jim Garrett requests that all members send him items for the newsletter.

The previously authorized sale of 2 control-line planes was accomplished at the October, MMA Flea Market.

Dave Kenny volunteered to collect money for the Christmas Dinner Meeting.

WAM voted to authorize a contribution to the Westminster VFW of \$100 for the use of the hall.

Don't forget to pay your 1992 WAM dues. If it is in the Treasurer's hands as of January 1st, you will be entered in a drawing. The winner, to be drawn at the January 7th meeting, will get his 1992 membership DUES FREE! (Read that as you will get your dues money returned).

Reports from the MMA representative appear in the *Talespinner*.

Milt Peacock is ordering club hats for anyone desiring one.

Trickle charges were discussed and money authorized to purchase 24 are to be resold to members at the discounted price.

John Dorl will check on obtaining guest speakers for future meetings.

\$70 was authorized, by vote, to be spent on door prizes for the December dinner meeting.

\$25 was authorized, by vote, to be offered to the guest speaker at the December meeting.

Motion was made and passed to waive annual dues of one member who will be selected by a drawing of those members whose dues are paid prior to January 1, 1992. The drawing will made at the January 3rd Business Meeting.

Dave Kenny volunteered to notify, by phone, those members absent at the November meeting about the election in December (as required in the by-laws).

Nominations were made for officers for 1992:

President:	Wayne Creasy Dave Stahl
Vice President:	Den Davis Dave Kenny Bob Allen
Treasurer:	Paul Schaffner Milt Peacock
Secretary:	John Schaffner Jim Garrett
General Member Representative:	Lloyd Briggs Bill Hasert Bob Allen Jim Garrett

A request was made for members to propose fund raising projects.

The meeting adjourned 9:35 pm.

The 50/50 was won by Art Perry, Art was absent.

AMA Liaison

Ray Miles

All of the corrections have been made to the Academy, roster-wise.

School Flight Program

Ray Miles

Our "Flight" Program was presented to 3 schools during October. They were: Carrolltowne Elementary, Taneytown Elementary and Winfield Elementary. By the time this newsletter had gone to press in November, we had completed Manchester Elementary and a special request at the Indian River private school in Anne Arundel County. The strange part about that situation was, as a private school, they incorporate many additional curriculum studies, one of which is "Flight." That subject was taken from the "Hands On" program of Carroll County. What we had to offer tied in with that schools studies the same as it does here. Needless to say the youngsters knew what we were talking about, and they had already taken their field trip to the Air & Space Museum in Washington, D.C.

No further classes are scheduled until March of 92. We have yet to hear from 8 schools. Several changes have been made through observations we have made during the last 3 years; No classes are scheduled for June. The children are just too antsy waiting for school to close and discipline is hard to maintain. That of course does not apply to any special requests that may come our way. We'll take what ever comes our way any time.

Several other changes have been made for expediency and the like.

Carroll County

Ray Miles

A flurry of activity has taken place at the county level this last month. Some of that, restrictive in nature, is not for general distribution at this time. We are trying to eliminate the emotional ups and downs that have transpired these last 5 or 6 months. We are quote "very hopeful."

Is A Blimp With An
Airbag Redundant?

MMA News

Ray Miles

The October MMA meeting was held on the 30th at "Your Hobby Store" chaired by Ron Ware. The prominent area of discussion was the MMA Flea Market held at the VFW Hall in Westminster.

This one proved to be more successful than the first one, even though the number of paid admissions was the same.

Milt thanked all who did the work involved. All prize money was distributed. The 2nd prize going to none other, Bob Allen's daughter. We do manage to keep some funds in the WAM. Checks will be sent to each table-participating club from revenues received. The amount is \$85.00 per club.

This is about \$20 more than last years distributions. All thank you letters were sent.

A donation in the amount of \$100 was sent to the VFW as our thanks for the use of the hall. The clean up was such a success that the \$35 clean up fee was waived because there was nothing to clean up! This is a great reflection of who we are and what we do. Very responsible I would say.

The current financial standing will be covered in the newsletter that each club receives from the MMA.

Tentative plans are being formed for a MMA Day next May at Myjesk Park in Winfield. No reservations will be taken by the county until January 1, 1992. Much interest was expressed by all in attendance.

Club reports were then made.

BASS: Nothing to report

MEADE: Still talking to Army people at Fort Meade.

RCMB: Other than the club Fun Fly, there was nothing to

report.

SCAM: Nothing to report.

Sunday Flyers: Absent

Harford County RC: Absent

CBRC: Absent

The next scheduled meeting will be on Dec. 4 at either the Hazelwood Inn or VFW on Harford Rd. John Dorl will confirm place and it will be made known. Meeting was adjourned at 9:30pm.

Trivia Answer From Last Month

The question was the first woman to receive her pilots license? Answer Raymonde de Laroche of France in 1909

The first American women to get their licenses were Harriet Quimby and Matilda Moisant in 1911.

New Trivia Question:

Who, and in what year, built and flew the first successful rubber-band powered model airplane. Let's see some brain power on this one.

I'd like everybody to know that I am not a "Yes Man".

When the boss says "No,"

I say "No", too.

Christmas Dinner Menu

The choices for the December 1st dinner will be:

Roast beef, stuffed chicken breast, scalloped potatoes, green beans and a tossed salad. Sounds real good! Come on out and enjoy it with us! The cost is \$13 for adults and \$6 for children 12 and under. We will have as a guest speaker Mr. Fred Pierce from the Mid Atlantic Air Musuem in Reading, Pa.

More From the U.S. Space & Rocket Center

John Schaffner

Everybody knows about the huge amounts of dollars that are being spent in the space exploration programs. The primary mission is the never ending quest for knowledge, but there have been innumerable benefits for everyone in the form of *spin-offs*. Spin-offs are technologies transferred to uses different than, and often remote from, their original application in the aerospace field.

To meet the goals of space exploration and aeronautical development, NASA and its contractors have developed innovations in virtually every field of science and technology. This storehouse of knowledge provides an extremely broad technical foundation for the stimulation of secondary applications.

It is difficult to find a facet of everyday life into which spin-offs have not penetrated, even though sometimes their origins in aeronautical and space research are not easily recognizable.

Beginning with this issue of the *Talespinner*, and continuing in subsequent issues, we will review a few of these spinoffs.

Voice Controlled Wheelchair/manipulator

Based on tele-operator and robotics technology developed for space related programs, a voice controlled wheelchair and its manipulator have been tested as a possible aid to paralyzed and other severely handicapped persons. Heart of the system is a voice-command analyzer which utilizes a minicomputer. The patient repeats a command several times into a microphone connected to the computer. There after the analyzer recognizes commands only in the patient's speech pattern. The computer translates commands into electrical signals which activate appropriate motors and cause the desired motion of chair or manipulator. The manipulator arm can pick up objects, open doors, turn knobs, and perform a variety of other functions. The system responds to one-word commands such as "go", "stop", "up", "down", "right", "left", "backward" and "forward."

Another *spinoff* next month.

From the Editor...

Now that you are all stuffed from the Thanksgiving Day meal, take a couple of minutes to think about the Election of Officers to occur at the Christmas Dinner Meeting. The guys you select will be the ones making the important decisions for WAM in 1992. All of the candidates can use your support. So come on out, have another great dinner and vote.

**Mark this date on your calender, too:
January 7, 1992. That is when the next
Business Meeting will be. As usual, at
7:30 pm at the VFW Hall.**

**I'm letting you know now because there
will be no Talespinner between now and
then!!**

December is a busy time for all of us, so I'm taking the month off to enjoy the Holidays. I hope all of you have a great and safe Holiday Season! - Jim

HELP FROM THE CLUB WORKSHOP....

KANSAS CITY RADIO CONTROL CLUB

C. W. Reed, Editor
5408 Woodson Road
Raytown, MO 64133

ABOUT NI-CADS

Here is a letter I received and I asked if I could put this in the newsletter and he said OK. I think it has good information on the subject...Please excuse the personal references.

B & P Associates
P.O. Box 22054
Waco, TX 76702

Dear Charlie:

I don't know if you remember me or not, but we flew at the Phoenix meeting January around 1971 or 72. I was product manager with Marathon Battery Co which used to be Sonotone, and now is Marathon Power Technologies. I was in charge of the manufacture of the Nickel Cadmium sealed cell batteries and cells. I was reading with interest an article in your Contacts newsletter about Nicad memory. A great deal has been said about this before, and when I was at Marathon, we did not view the problem as "Memory" as G.E. has stated in their manual. The so called memory myth is caused by building a battery that has, usually 5 or more cells where there becomes an unbalance of capacity in individual cells. To eliminate the problem, such as we did at Marathon when building the F111 and F16 batteries where we used 25 and 18 cells in a battery, was to categorize the cells, so they were closely matched. This eliminates the unbalance of capacity in the cells in the battery, since they are matched at the same capacity, therefore eliminating so called memory. With the technologies of the newer cells and manufacturing, they are very close in capacity, and you hardly ever see so called memory. Fading is another problem that is caused by cycling the batteries, they will fade on you, and when they reach approximately 75 to 80 percent of full capacity, it is time for new batteries.

Voltage Depression Phenomenon is caused by being charged in excessive heat, causing the end of charge voltage to be depressed, causing the battery to not be fully charged. The end of charge voltage on a nickel cadmium sealed cell with a c/10 rate is between 1.42 and 1.47 volts per cell. If it goes over 1.55 it is usually an indication of loss of electrolyte. Normally you should be able to reach the end of charge voltage, but if the batteries are hot, or charged in a hot area, you will have voltage depression, and your bat-

teries will not be fully charged, also damage to the separator could occur.

As you may know, Gates Energy bought out G.E. about a year ago, but could use the G.E. name for a year or so, then come up with a new name. They then sold the nickel Cadmium Vented batteries division to Saft, but kept the sealed cells. Gould was bought a number of years ago by Saft. I believe the word Ni-Cad is still a trademark of Gould, which is now Saft.

Keep up the good work, I know you have been editing the newsletter there for a long time. I believe you were doing it before I started doing it in Waco, and I am in the 19th year.

All the best in 1990.

Sincerely

Max Blose, AMA 114

INDY SPORTLINERS

George Kite, Editor
256 North Rural Street
Indianapolis, IN 46201

Scotch 3M makes a Fine Line Striping Tape (Part No. 06314) that enables you to paint perfect pinstripes parallel to each other. You simply apply the tape and remove the desired pullout pieces at a 90-degree angle. There're eight pullout pieces at 1/16" each.



THOMPSONVILLE RADIO CONTROL CLUB

Erich Mueller, Editor
366 Lincoln Avenue
Thompsonville, MI 49683

As a beginner in this hobby, I found myself building my first plane too fast and not taking time on the paint job. Several flights and crashes later, I found my plane oil-soaked. Now that I was flying better, I wanted to repaint the plane so it would look better, but the paint would not stick on the wood. So what I tried was to wash as much of the oil out with a strong soap, then I took some balsarite and painted it all over my fuselage, which is paneled. Then when it dried, I lightly sanded it so it was smooth, then I painted over it. It came out rather nice but with some weight added, but my plane was a real light plane to begin with, so it didn't hurt it any.

Just for Laughs....

JOINT MILITARY R/C FLYERS

Jennifer Bensinger
840 Wandering Road, #8
Vista, CA 92083



1/4 SCALE EVENTS

FASTER =
FASTER DENNIS,
GEAR IS STILL
STUCK.



The hazards of leadership.

AERO DUMPMASTERS

Dave Herbert, Editor
30749 Calle Chueca
San Juan, CA 92675

SIMBURY R/C CLUB

John Cote, Editor
50 East Hill Road, Unit 61
Canton, CT 06019



114TH JAYHAWK SQUADRON

Dick Dehn, Editor
9809 West 104th Terrace
Overland Park, KS 66212



"YOU AND YOUR DAMN 'ALL SEASON FLYER' PATCH!"

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Jim Garrett - Editor
1523 Hughes Shop Road
Westminster, Maryland 21158



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.