



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

FEB. 4, 1992

7:30 PM

West'r. V.F.W.

Volume 8 Number 1 January '92 AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES. -

I want to thank all of you for your support in the December election and hope that I can live up to your expectations. I am very honored and proud to be in this position and with all your support I'm sure we can have a very successful year.

The year ahead seems to be shaping up to be a very challenging one. The new field appears to be on the brink of becoming a reality. Of course with that comes the responsibilities of setting up the field for our use. I will be asking for the cooperation of all our members to participate on various committees to carry out such jobs as flight station placement, barrier fencing, field maintenance, etc. Please help out if asked to participate. Milt Peacock has graciously started to spearhead the efforts to get things organized. Ray Miles is continuing to stay on top of the county officials to be sure things are on schedule.

Remember, this is the year for **GOLD STICKERED** radios, no exceptions so now is the time to send that unit away for conversion if you want it back by spring.

Congratulations are once again in order for our School Program Team for the Governors Citation for their work. It is great to know that our club is recognized and we are once again on the map.

Once again, I would like to congratulate my co-officers: Bob Allen, Vice President; Paul Schaffner, Treasurer; John Schaffner, Secretary; and new General Members of the Board, Milt Peacock & Lloyd Briggs.

THINK SPRING - Wayne C.

1992 DUES ARE DUE

Send your dues to - Paul Schaffner
4915 Piney Grove Rd.
Ph: 429-1911 Reisterstown, MD 21136
make checks payable to: Paul Schaffner

Remember - Our By-laws state - Any member not paying their dues prior to Mar. 1/92 will automatically be dropped from the roster. You will have to pay a \$5.00 reinstatement fee to renew after March 1. If not paid by year end a whole new application must be submitted with ALL fes applying.

YOUR 1992 OFFICERS & COMMITTEES

Pres.- Wayne Creasy - 857-4373
V.P. - Robert Allen - 876-3580
Secty- John Schaffner - 584-2754
Treas- Paul Schaffner - 429-1911
Bd. Mbr- Lloyd Briggs - 833-7450
Bd. Mbr- P/P Milt Peacock - 833-3122
AMA Rep- " " " "
Car. Co Rep.- Ray Miles - 781-4937
School Prog.- " " " "
Membership - Ed Goldman - 848-3835
Radio Tech - Bob Jenness- 374-9628
Property - Wm. Hasert- 833-7271
Field Marshall - Paul Schaffner - 429-1911
Talespinner - Milt P. - 833-3122
& Jim Garrett - 876-0428

HAVE YOU -

Renewed your AMA for 1992 ?
Renewed your 1992 W.A.M. membership ?
Updated your radio's to GOLD STICKERS ?
Helped your club ?

1992 DUES ARE DUE

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HIGHLIGHTS OF 1/7/92 GENERAL MT'G.

John Schaffner - Sect'y.

- 1- 21 members & 5 guests present.
- 2- '92 Annual Diner Mtg. to be held at VFW on Dec. 6/92. Put it on your calendar NOW.
- 3-Milt reported on '91 Dinner/Mtg. \$205.00 over expenses..
- 4-John Dorl & Milt Peacock presented certificates of appreciation on behalf of the State of Maryland to the club and individual members of the "School Program" for their involvement with the youth of the State. Signed by Gov. Schafer.
- 5-Pres. Wayne Creasy announced appointments for individual offices for 1992 =
Ray Miles = School Program / Car. Co. Rep.
Ed Goldman = Membership
Robert Jenness = Radio Tech.
Wm. Hasert = Property
Paul Schaffner = Field Marshall
Jim Garrett & Milt Peacock = Talespinner
Robert Allen = MMA Rep.
Milt Peacock = AMA Rep.
- 6-Jim Garrett was advised by "Model Airplane News" magazine that we will be in the March issue of MAN as the "CLUB OF THE MONTH". MAN gave the club two free subscriptions which were won by- Ed Goldman & Paul Schaffner.
(Ed. Note: This is the second time we have been recognized by the magazine in four years. We must be doing something right)
- 7-The "1992 Free Membership" lottery was won by Milt Peacock.
- 8-Milt announced that Fox mfg. has fuel available and their Eagle 4 is available.
- 9-The AMA Competition Rule book has been rec'd. and is in care of Milt P. We are up-to-date with the AMA.
- 10-New member Joe Lorditch was voted into membership. Welcome Joe.
- 11-Milt P. reported for Ray M. that we are still in line for a flying site.
- 12-Bob Jenness asked that anyone with a frequency board, please bring it to the field when you visit.
- 13- Milt P. announced that the School Prog. now has a new demo model which was built from parts contributed by various mfgs. It was built by Milt and covered by Bob Allen. Its pretty.
- 14-During the next few months the TALESPINNER will be edited by Milt P. Send all copy to him until notified.
- 15-Roger Newcomer was selected for the award of "The Most Improved Flyer of the Year" and has received his certificate.

"con't. next column"

- 16- The club voted paid up '92 membership to Matt Clement who is serving in the USAF and to Don Nelson for his generous contribution to the club of providing a place to fly.
 - 17-"Honorary Membership" for 1992 was approved for-Howard Crispin; VFW Cdr. Tom Hercek; Carroll Co. officials; Gov.Schafer
 - 18-Roger Newcomer will set up dates & activities for the '92 Fun Fly's etc.
 - 19-"French Trickler" trickle chargers are still available at the wholesale discount price of \$6.15 from John Schaffner while they last.
 - 20-Several members spoke about their winter projects.
 - 21- Dave Fencil's name was drawn for 50/50. Too bad you wern't there Dave.
- Adjourned @ 9:30 PM. BS session began 9:31.
NOTE that this column is condensed version.

The reason I know my youth is all spent ???
My get up & go has got up and went !!!
Author = we'll never tell.

WELCOME TO OUR NEW MEMBER

Joseph J. Lorditch & Shirley
424 Sawgrass Ct., West'r. MD 21158
876-0713 AMA 428210 DOB 4/20/31

OUR KNOWN UNDER THE WEATHER GANG

Don Berwager is reported to be improving. Ray Miles will be recuperating from some surgery by the time you receive this. I heard that our Eastern Shore rep. Art Perry either has had or is due for some repairs. Best wishes, Art.

If you someone who is under the weather, please call me. - Milt. 833-3122

50 / 50 WINNER - Dave Fencil - absent!

M.A.N.SUBSCRIPTION WINNERS -

Dr. Ed. Goldman & Paul Schaffner

EARLY PYM'T. OF 1992 DUES WINNER -

Milt Peacock (Note 27 paid early, Thanks)

1992 DUES ARE DUE

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CARROLL COUNTY

Ray Miles

Things have been moving along and you were briefly updated at our Nov. mtg. What I can report is that the alternative site offered us at the John Owings landfill is an excellent one. We accepted this area which is below and west of the hill site originally designated for our use.

This area provides: An access road, ample parking, good drainage, plenty of air space, remote from major roads, houses, etc., & has a solid base for an airstrip.

The soy beans have been removed and the airfield has been staked out. I received a call from Bruce Dutterer (Rec. Dept. Draftsman) whom we deal with directly on the field progress and indeed this has been done. I checked this out personally as have some of our other members.

Bruce informed me that Kieth Kirschnick (Public Works Dept) will have his dept. do the initial clearing, dragging, etc. with their equipment. It may be up to us to seed and fertilize. I have developed new county contacts that may provide us with assistance.

Due to the retirement of Jack Sterling, Public Works Director, Keith Kirschnick (now his assistant) will more than likely assume his post. (He has been promoted) Keith told me personally that his dept will preliminary grading and seeding for us by late Feb. or early March. I made it known to him that we will be flying there this Spring. We may have to tread lightly for a while.

In the meanwhile I attended a meeting with John Little (Director of Parks) in the Commissioners Chambers of which all three were in attendance. John presented maps and a complete up date picture of the area, along with a complete up-date. Without going into detail, all three Commissioners approved this area for our use. Minor details will be completed soon.

My hopes have been realized and it is now YOUR TURN to set up and maintain a class A Model Aerodrome. I will not be involved with that.

A project committee from both WAM & SCAM has been put into place. These people will do their thing.

con't. next column

After each phase of planning is completed, I will take it to the county and show them our intended improvements so they will be fully aware of what is being done such as to where everything will be placed - barriers, safety fences, pit areas, pavilion for shade, parking, you name it. The county does want to know what we plan before any actual implementation takes place. So- looking ahead I suppose some kind of field dedication should be in order for later this summer. There are many persons we need to thank and recognize for the support that they have given to us.

One big word of CAUTION - If ANYONE abuses it WE lose it.

After all this time, I hope you will grant me the privilege of naming the field. (Ed. Note - He deserves it)

Letters of appreciation are being prepared to be sent to the Commissioners etc. for giving us their support.

LETTERS FROM THE KIDS

(as written)

Dear Mr. Miles,

Thank you for coming to our school and show us all the neat airplanes. What I enjoyed most of all was the big yellow plane. Tell your helper that flew the remote control plane that that was my second favorite plane!! Next year try to come again!! I like airplanes and im glad I know more!!

Sincerely -xxxxxxxxxx

Dear Mr. Miles,

I thank you for teaching us about flight. I like the time when one of your partners winded up the perpelor and it flew acrorrs the room. I like the hot air balloon. I like the romot controll one, too!!

sincerely -xxxxxxxxxx

Dear Mr. Miles,

Thank you for coming to the 3rd grade and sharing the model airplanes with us. I leaned alot. I learned how a plane flies. It was exciting. I also learned who the first people were to fly around the world. I learned so many things that it would take me a long time write them all down! I did nor really have a favirot part because I liked the whole program. I'm glad you could use your time to come. It was neat when you

flew the rubber band airplane. - xxxxxxxx

SPACE PROGRAM SPIN-OFF

John Schaffner

New flame-resistant materials.

NASA has been conducting research on advanced flame-resistant materials to minimize fire hazards in the Space Shuttle. One result is a new light weight substance that strongly resists ignition. When exposed to open flames it only chars and decomposes. In one form it can be used for seat cushions, and in a harder type for wall, door, floor and ceiling panels with particular application to trains, planes, busses, ships and rapid transit cars. The toxic smoke produced when such items burn is often the real cause of fire fatalities. This safer material is now commercially available.

NASA technology also contributed to the development of a new type of smokeless wire and cable insulation. In several subway fires burning wire and cable propagated the flames and created such smoke. Borrowing from solid rocket propellant technology, NASA developed an insulating material that is less likely to burn, and produces less smoke if it does. The material still has the required mechanical strength. A line of these cable assemblies is being supplied to mass transit systems in the United States and overseas.

(Not So) Trivial question -

What was the date of the "Challenger" disaster? - Ans: 28 January 1986

CHURCH NOTICE -

This afternoon there will be a meeting in the South and North ends of the church. Children will be baptized at both ends.

Dear Mr. Miles,

I'm glad you came in and talked to us about Flight. The part I liked best was when you wound to airplane up and made it Fly. That's all I have to say. So bye. - xxxxxx

Dear Aero Modelers,

Thank you for bringing the models in. My favorite model was the one that you were showing us how it moved if it was up in the air. Thank you for flying the orange one.-xxx

SPIN-OFF FROM SPACE TECHNOLOGY

John Schaffner

Emergency lighting-

A lighting system originally developed for Apollo and Skylab manned spacecraft has resulted in a "Multi-Mode" electronic lighting system designed for plant emergency and supplemental use, such as night lighting, or "always-on" stairwell lights and illuminated exit signs. Its advantages stem from the qualities demanded for spacecraft installation: extremely high light output with very low energy drain, compactness, light weight, and high reliability. The Multi-Mode system included long life fluorescent lamps operated by electronic circuitry, a sealed battery that needs no maintenance for 10 years, and a solid state battery charger. As a night lighting system for maintenance or security, fixtures can by-pass the battery and operate on normal current at a fraction of the energy demanded of conventional night lighting.

MORE FROM THE KIDS - as written

Dear Aero Modelers, Nov. 18, 1991
I liked the airplanes that you brought. My favorite airplane was the one that had wings like a bird. I liked the one that was in the air. I didn't know it could go so high. Thank you for coming.

Your friend, xxxxxxxx

Dear Aero Modelers, Nov. 18, 1991
I enjoyed learning about the parts that help the airplane move. I liked the airplane you flew. I think it was neat when you made the airplane go up in the clouds. Thank you for coming.

Your friend - xxxxxxxxx

Dear Aero Modelers, Oct. 25, 1991
Thank you for coming in.
I learned a lot, like thrust overcomes drag and lift overcomes gravity.
I liked when you flew the plane. I liked the flips.
Sincerely - xxxxxxxx

Dear Aero Modelers,
I like when you flew the airplane. We had fun you are good to talk about air planes.

Your friend - xxxxxxxx

COMING EVENTS

D C R C Auction =

Friday = March 20 = 7:30 PM
(set-up 7:00PM)

Loc: Executive Office Bldg.
Cafeteria
101 Monroe St, Rockville, MD

Admission -\$1.00

NOTE: If you wish to take something to sell, be advised that they take 10% of selling price.

Info - Andy Kane - 301-236-9222
No fuel or flammables allowed.

A BOLT FOR EVERY OCCASION



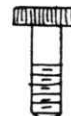
For holes not square



Assemblers bolt for oversized cutter plates.



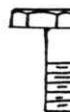
Bolt for double countersunk holes



Serrated head for vice-grip torque



Bolt for mismatched holes



Bolt for holes too near the edge



For holes countersunk too deep



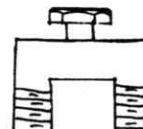
For holes drilled crooked. (Nuts are hard to start)



For holes countersunk on wrong side



For out of round holes - 



For double drilled holes.



For tapered holes.

All of the above available from the "Finksville Hobby Works"
Prices vary with application. Call first.
Be advised that they are not cheap!

A M A NEWS

We have received our copy of the new "Competition Rule Book". Through the efforts of the Md. Modelers Assn., our club, and Howard Crispin D/4 VP, and perhaps others within the Executive Council of the AMA, one copy of the book is furnished to every AMA Chartered club.

The book is in the care of Milt Peacock. You are welcome to borrow it at any time. If you only have a question, call Milt 833-3122.

SCHOOL FLIGHT PROGRAM

Ray Miles

As most of you saw at our Dec. Dinner & Election, Milt P. & Bob A. have completed the SIG Kadet II donated to us by Hazel Sig and a beauty it is. Bill Hasert is working on the "Saturn V" rocket Donated by the "Estes Co." and that no doubt will be exceptional. Jim Umstad is working on a helicopter for our static display.

No programs have been conducted since Nov. and march will start more classes unless something else turns up. The team will be contacted with the schedule.

con't. next column

Some of the childrens letters will appear in the TALESPINNER. We usually get a package of them for each class.

TRIVA ANSWER

Last month question - When was the first rubber band model flown? - Ans: In 1870, Alphonse Penaud discovered that a twisted rubber band would supply power to a propeller. He then built a 20" model planophore, and it successfully flew 131' in 11 sec. He was 20 yrs. old at the time and lived in France.

Where do we get all of this information? Where ever we can, because we want you fully informed when you talk "airplanese".

TRIVIA QUESTION FOR NEXT MONTH -

How did the "Friendship Airport" (Now BWI) come by its name?

Dear Mr. Mils, 10/22/91
Thanks for the air program. I really liked it. I payed very close attention to you. You were very good at it! Can you teach me how you do it? If you can, come teach me. I like the airpinanes they were cool! xxxxxx

THE STATE OF MARYLAND
Governor of the State of Maryland, to

WESTMINSTER AERO MODELERS,

Greeting:

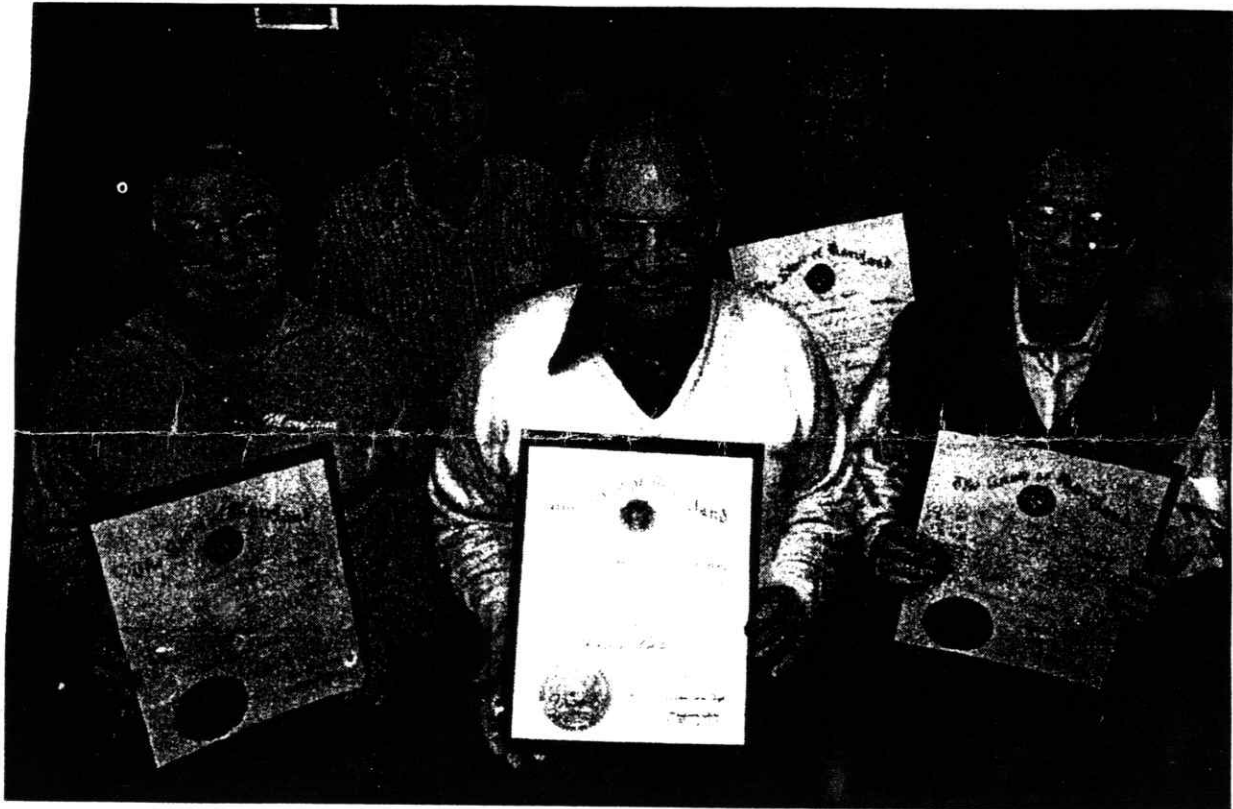
Be it known that on behalf of the citizens of this State, in recognition of your impressive commitment to the people of Maryland, helping to make a productive difference in their lives - as demonstrated by your generously donating your time and energy to teach Carroll County and Baltimore county elementary school students about the wonders of flight and the principals of aviation, creating valuable opportunities and learning experiences for our youth... and as Maryland joins with the Governors Drug and Alcohol Abuse Commission in warmly commending you, we are pleased to confer upon you this

Governors Citation

Given under my hand and the Great Seal of the State of Maryland this 17th day of December, in the Year of our Lord, 1991.

William Donald Schafer
Governor

CARROLL COUNTY TIMES Saturday, January 11, 1992



David Tillman photo

Aero Modelers cited

Members of the Westminster Aero Modelers received Governor's Citations for their work in county schools Tuesday night during a meeting at the Westminster V.F.W. Hall. From left are Herman Gross, William Hasert, John Dorl, Milton Peacock, and Ed Goldman.

SCHOOL FLIGHT PROGRAM RECOGNIZED BY MD.

Milt Peacock

On Dec. 17/91 I was a guest at the Balto. Soaring Soc.'s Annual Awards Dinner. Mr. Steve Pasierb of the Md. Drug & Alcohol Abuse Comm. related to his club the merits of those persons who take the time to work with young people, hopefully to make a good impression on their lives. As he continued I suddenly realized he was refering to our SFP.

At that time I was called upon to accept for WAM a "GOVERNORS CITATION" signed by Gov. Schafer. As some of you know, the BASS club has worked with us on several occasions and they also received a Citation. Each member of each clubs team also received a personal Citation. Steve couldn't make our Jan. mtg so John Dorl & I proudly acted in Steve's behalf. I only wish that you could have heard Steves presentation. It was much better than what John & I was able to do.

NOSTALGIA in January

John Schaffner

In recent years I have been subscribing to a magazine called "Aviation Heritage". I'm not suggesting that everybody will enjoy its pages as much as I do but I have found of all the magazines that I have bought over the years, this one I read cover to cover.

One passage, written by one of the authors in the latest edition, really hit home and I suppose this is the reason I like the magazine. The writers must be about as old as I am and we must have grown up thinking about the same things (flying).

I know that some (all) of you younger tads cannot possibly relate to these experiences - but read on anyway.

This article is written by Luther Y. Gore, is titled "Art of Flight" and I will not get into the meat of it, but only to quote the first paragraph.

"Those of us who were kids in the '30s used to imagine ourselves as WWI aviators. In corduroy knickers, high top boots and leatherette aviator caps (with fur lined goggles), we soared over the trenches of France. The merciless Red Baron was on our tails, opening up on us with his pair of death-dealing Spandaus. With a slick and sly maneuver, however, we could slip behind him, and coming out of the sun we could get on his tail and fill his bright red Fokker triplane with hot lead."

"We all knew with absolute certainty what aerial combat looked like. Hadn't we seen the "Dawn Patrol" at least three times? We knew that movie was not made during the war, but that didn't matter. Hadn't we all gazed hours on end at the numerous photos taken at the front? We were filled with images of WWI aviation, and we knew they were all real."

End of quote. The writer goes on to relate the story of Henry Farre' a French artist who at the age of 43 managed to obtain an enlistment in the French Army during WWI.

Farre' was already an accomplished artist and went on assignment enabling him to experience aerial combat and afterward record on ~~cameras~~ ^{CANVAS} what he had witnessed. He turned out about 175 works during this time. His paintings have been exhibited by the USAF and the Smithsonian NASM in DC and as recent as 1990 by the Colorado Springs Fine Arts Center. Look for them!

(Ed: Look close, you might find John.)

MD. MODELER OF THE YEAR

Milt Peacock

As many of you know, the Directors of the MARC show made a presentation at last years MARC show known as - "Md. Modeler of the Year". It was awarded to Ron Ware for his efforts with the Md. Modelers Assn. (MMA)

The Directors have asked the M.M.A. to make the selection for the 1992 award. A letter has been sent to all the clubs in MD. to propose someone to be considered for the award.

If the club wishes to propose someone, their name and a letter outlining the reason that person should be selected, should be sent to the MMA.

Give this some serious thought. It will be brought to our meeting VERY soon.

FOR SALE

O.S. 1.2 Surpass - new in box = = = \$365.00

O.S. 1.2 Surpass - Excellent cond. = \$275.00

1/5 scale EZ Chipmunk w/retracts &

Futaba retract servos = = = = = \$175.00

Above w/ all servos installed = = = = \$210.00

Above w/ retracts, all servos, &

used O.S. 1.2 Surpass = = = = = \$475.00

~~Futaba SUAP radio - like new - Ch.22 - \$180.00~~ ^{Sold}

ACE Tachmaster - like new = = = = = \$15.00

Call= Hoyt Bishop - 944-6789

7023 Glen Spring Rd.- Balto.21207

Brand new SIG Kadet II , all U-need is
an engine (35 or 40) & a 4 CH radio = \$175.00
ACE - Fun scale T-34 ready to fly - will sell
with or w/o radio installed = call for \$\$\$\$
Milt Peacock - 833-3122

AMA EYEGLASS DISCOUNT

John Schaffner & Milt Peacock

A card came from the AMA for a discount when you buy eyeglasses. Recently we had the need, so we patronized one of the participating companies and guess what? We saved a bundle. Enough to buy a new - - - . It really works.

DUES ARE DUE

DUES ARE DUE

HAVE YOU RENEWED YOUR AMA ?

FRENCH TRICKLER - DATA SHEET

The **FRENCH TRICKLER** is a charge rate adapter designed for use with the standard rate charger that came with your radio system.

No soldering, wiring, or additional plugs are required. The **F/T** simply plugs into an AC outlet ahead of your standard charger.

We must first discuss the normal oper. of you std. rate chg'r. in order to show how the **F/T** changes into a trickle chg'r.

The mfg. of your radio system equipped it with a chgr. that plugged into an AC outlet & properly plugged into the TX and airborne bty. pack, charges at aprox. 1/10 of their amp/hr. rating (Chg. rate = capacity by 10 or C/10). This is considered std. rate. After 10 hrs. of chg'ing. + a few hrs. to ensure saturation of chg. (most mfgs. suggest 14-16 hrs total) your std. rate or "overnite" chgr. should have your batt's charges to 100% of their capacity.

Now if the **F/T** is plugged into the AC outlet ahead of your chgr. it's series current limiting circuitry effectively limits the primary winding current of your chgr. This in turn drops the charge current to your batt's down to aprox. C/50. Trickle charging now can take place indefinitely until you are ready to fly!

QUESTIONS & ANSWERS -

Q- Can I plug More than one system into a **F/T** at one time? A- NO the **F/T** is calibated to monitor ONE chgr. at a time.

Q- Can I get away with only trickle chg'ng. after ea. flying session? A- Yes , but we recommend std. rate chg. o'nite after each flying session & then trickle chg. to hold that 100% peak chg. Trickle charging alone would take days.

Q- Can I forget about cycling my baty's. now that I use the **F/T**? A- NO, batys. age w/time & use, their seals dry out etc. The only way to know what a bty's. capacity today is, is to test it. We recom. cycl. your bty's. 2-4 times a yr. to monitior them.

Q- Is trickle chg'ng. good for my baty's? A- Yes, excessive std rate chg'ng. & hi rate chg'ng. are harmful to your baty's. & are to be avoided w/o proper monitoring equip. & the know how to use it.

Q- Do you think triclke chg'ng. my old baty. pks. that failed me will bring them back from the graveyard? A- NO, baty's. that are 3 yrs old or more should be watched closely with an expanded scale, loading Voltmt'r. Any old bty. that tests bad during cycling should be ~~discarded~~.

(John Schaffner has 'em 4/sale discounted)

Condensed Minutes of Dec.1/91 Annual Mtg.

John Schaffner - Secty.

- 1- The Annual mtg. was held at the VFW 12/1/91 @ 5PM & was preceeded by a Social Hr. & Dinner
- 2- After din. the outgoing Pres. opened the bus. mtg. & expressed his very sincere appreciation to all the club members for their unqualified support during his 3 yr. tenure. He announced the new AMA policy to distribute a "Competition Rule Book" to ea. club.
- 3- Solo Cert. were awarded to Dave Rossi & Frank Giuffre.
- 4- All Comm. Chrm. were called for rpts. None.
- 5- Election of 1992 Club Officers was held. (results are in another article of this T/S)
- 6- All Comm. serving in 1991 were dismissed & the Business mtg. was adjourned.
- 7- Jim Garrett introduced our guest speaker- Fred Pierce- who represents the Mid-Atlantic Air Museum in Reading PA. He spoke of the activities & objectives of the museum and the aircraft there.
- 8- Outgoing Pres. Milt Peacock was presented a plaque by Bill Hasert on behalf of the members in appreciation for all his hard work & leadership over the years.
- 9- Names were drawn for 15 Xmas presents to the members. (pd 4 by the 50/50 club)
Dave Rossi & Bob Allen received a special gift that was made by John Dorl. (Ask 'em about it)
- 10- the initial order of 24 French Tricklechargers were sold out but more are on order for YOU.
- 11- The party broke up about 8:30 PM.

John Owings Aerodrome

Milt Peacock

I have been in contact with the South Carroll Club and asked them to appoint three members to be their representatives on a committe to actually design the layout of the area which we hope to get from the county. It had been done once before but since we expect to have access to a different plot of mother earth, it will have to be done again. The Committee will consist of =

WAM

Milt Peacock - Chrm
Robert Allen
Lloyd Briggs

SCAM

John Tennyson
Mike Caples
Phil Munn

If anyone has any suggestions, know where we can obtain materials - fencing, posts, benches, picnic tables, work tables, flag pole, will construct an impound box, etc., please contact us with your infromation.

WE want to be ready as soon as the time comes.

SCHOOL PROGRAM NOTES

Milt Peacock

As many know, I wrote to many mfgs., distributors, hobby outlets, etc. and outlined exactly what we are doing within this program. I then asked for a little help from them in the way of a contribution of something that they produce.

I received lots of packages, some small some large. Some cheap, some expensive. Regardless of the value, it all came together in enough items to construct TWO demo models to fly for the kids. (One has not been built at this moment). The only major item we had to buy was an engine so we bought an OS .46 ABC which should last us awhile.

The model that we had been using to fly as a demo actually belonged to me and after hundreds of flights, believe me it was worn out, engine and all. It's nice to have one that belongs to the club now.

When you consider buying something, try to think about those mfgs. that supported us-

SIG - kit	Eagle Prod. - Trim
AIRTRONICS - radio	Hot-Stuff - adhesive
Hayes-eng.mt. & tank	K & B- paint
Coverite - skin	Master Air/screw- prop
Hobby Poxy - epoxy	McDaniel- glow driver
Alsa USA- solartex	Futaba- radio
Estes- Rocket kit	APC- props
Lanier - Kit	Great Planes - eng.

Needless to say - thank you's were sent to everyone. Now that the first plane has been completed, I am in the process of sending a photo of the finished product to the respective mfgs. Of course I am also sending them a copy of our "Governors Citation". If we don't blow our horn, no-one is going to do it for us.

M.M.A. PICNIC

Milt Peacock

Planning is under way for a picnic sponsored by the MMA. NOTE- It is for the club members and immediate family ONLY. No parents, grandkids, neighbors, etc. Hopefully I will be able to use the County Mayeski Park on May 17. Fun events are being planned by Hoyt Bishop of the Howard County Club. Put it on your calendar NOW.

SPINNOFFS OF THE SPACE PROGRAM

John Schaffner

This is a "reading" machine for the blind. It is a device which converts regular ink print into a readable vibrating tactile form enabling blind persons to read almost anything in print, not just braille transcriptions. The device is called "OPTACON" or OPTical-to-TACTile-CONverter. It combines optical and electronic technology developed in aerospace research.

The blind reader moves a miniature camera across a line of print with one hand, & with the fingers of the other hand senses a vibrating image of the letters the camera is viewing on a tactile array screen. For school use, the OPTACON makes the instructional mat'ls. of the sighted available to the blind. It helps the sightless to obtain jobs, win promotions, & enter vocational areas once closed to them. A related spin-off of optical-electronic technology is the paper money identifier, a small device the size of a cigarette pack which scans a piece of paper money, reacts to the different colors of the bill, and generates an audible signal identifying the denominations.

THE SPACE SHUTTLE

John Schaffner

Just about everyone knows about the Shuttle & what it looks like. People watch it go & watch it come home, but here is something most folks probably don't know.

Two solid rocket boosters & 3 main engines mounted on the orbiter provide the thrust to lift the whole assy. off the launch pad into orbit. the 2 solid boosters are expended in about 2 min. after lift-off, then separated from the vehicle. The main engines are spent after about 8 min.

Fuel for the main engines is liquid oxygen & liquid hydrogen. Fuel is supplied to the eng. at the rate of 47,000 gal. of hydrogen & 17,000 gal. of oxygen per minute. Mixing of the propellants is so complete that a combustion efficiency of 99% is attained. Each eng. dev. 488,000# of thrust & the acceleration rate is throttleable. The acceleration forces are controlled to not exceed 3G's. The design goal for these eng. is to operate for 7.5 accum. hrs That is approx. 56 flights. The ox tank=143,000 gal. & the hyd'gn.= 385,000 gal. @ -420° F.



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.

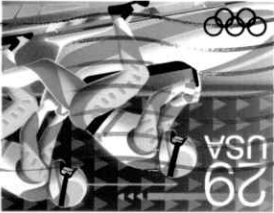
To:

Westminister Aero Modelers
Newsletter of the
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER

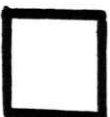
John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Bobsled competition may be between teams of two or four and may reach speeds close to 90 miles per hour down an artificial run coated with ice and snow. It is fast, thrilling and dangerous.



"I'm a little worried about Bubba. He's fallen asleep during the 'Miss Universe Pageant.' "

J.R.S.



Complaint Dept. Describe you problem in detail in box on left. Please use a blunt Crayola for clarity. Thanks



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

MARCH 3, 1992

7:30 PM

WEST'R. V.F.W.

Volume 8 Number 2 February 1992

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRESIDENT

We had a very decent turn-out for our February meeting but could always use more members in attendance. A lot of good input occurs at our meetings and you could be a part of this. On that note I want to extend a warm welcome to new members Joe Lorditch, Michael Yachera, Kenneth Eckard, and Robert Kane. Welcome aboard and we hope to see you at our meetings.

The Maryland Modelers Association is going to select a "Modeler of the Year" and nominations, in writing, should be submitted to Bob Allen prior to **March 10**. If you know of someone whom you think should be recognized then send a brief paragraph to Bob.

Bob Allen and I went out to the new field site several weeks ago and I'm pleased to say that it's going to be fantastic. I am concerned about the obvious lack of reference points for landings such as corn stalks, houses, trees, and phone line. HA! HA! I urge all members to be on standby because when things start happening they will happen fast. We will need everyone's help.

Fellows, if you have specific topics on radios or transmitters about which you would like to have additional information, please get in touch with Bob Jenness so that he can try to cover these at our meetings.

Con't. - Page 3

LAST NOTICE



Per WAM's By-Laws = Art. "V", Sect. 2, para. 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 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."

* * * * *

Send your dues to & make checks payable to =
Paul Schaffner - Treasurer
4915 Piney Grove Rd.
Reisterstown, MD 21136

You think our dues are high? Check others, you will pay as much as \$60.00 + fees.

A new roster will be printed on March 2. Don't be among the missing. Make my job easier. WE WANT YOU & YOU & YOU.

FOR SALE

Zenoah G-38 - 2.3 cu.in. 2 cycle gas engine
w/ spring starter. 2 HP+ @ 8,500 RPM.

Eng. runs great & in good condition.

Just what you need for your GIANT scale model.

\$135.00 - Milt Peacock - 833-3122

PLEASE BRING YOUR '92 AMA CARD TO MTG.

MINUTES - FEB. '92 MTG. - John Schaffner

- 1- Mtg. opened @ 7:40 PM with 23 mbrs. & 3 guests present including the VFW Post Cdr.
- 2- Dallas Hurley was presented his AMA Pilots patch as he missed the Dec. Mtg.
- 3- Letters of acknowledgment from some of those who had been recognized by "Honorary Membership" were read along with the letter from Mat Clement.
- 4- Deposit to secure the VFW hall for the Dec. 6th Annual Mtg. was approved. Milt P. will obtain the contract with the VFW.
- 5- Ray Miles thanked the club for the book that he was given during his recent illness
- 6- Advertisements rec'd. in mail were read.
- 7- Bob Allen reported on the MMA mtg. (details in the MMA Column)
- 8- Milt reported on a new publication "RC TRADER" soliciting ads. (** see separate item in T/S). He also answered a request for info about our SFP from a school in MT. Milt also sent a photo of our new demo model & a "Thank You" to all the mfrs. who contributed to it. Milt reported on AMA business. (details elsewhere in T/S)
- 9- Ed Goldman, Mbrs'p Chrm., proposed 3 applicants for membership. They were unanimously approved. (listed elsewhere)
- 10- Ray Miles announced the county has a work order to grade and seed the flying site. In the meantime it is open for use.
- 11- Paul Schaffner reminded all fliers to be sure that they check their sound level to be 95 db or less. (Paul & Milt have sound meters available)
- 12- Ray Miles announced the SFP schedule. (see SFP column)
- 13- Milt P. asked for contributions of items for T/S. If you want a newsletter, then give him some news. ANYTHING ! ! !
- 14- Don Berwager proposed that the club be "Incorporated". It would protect individuals from possible lawsuits. Don will investigate.
- 15- George Schollian showed us some early flying hardware and explained their functions. Only one other member was old enough to have had any experience with George's items. (Ed: That's a LIE, ya' all)
- 16- VFW Cdr. Tom Hercek was present and spoke to the troops. He extended an invitation to us to attend a meeting, date to be announced, concerning prostate cancer.
- 17- Various members talked about what they had on the trestle board. We should see some new birds this season.

Meeting adjourned @ 9:55 PM- BS followed.

DUES ARE DUE NOW !

LOOK ! LOOK ! LOOK ! - Milt P.

A new publication is about to emerge onto the scene called "RC TRADER". It intends to be sort of a swap shop in print. It will contain listings of items FOR SALE by you me, whomever. The deals are to be made directly between the seller & the buyer.

The 1st issue will be at no cost to anyone but he does need ads. Ads in this 1st issue will be FREE. Subscription & ad placement rates will be included in the 1st complimentary issue.

NOTE: I intend to send him an ad. If you wish me to include something for you - call me @ 833-3122 before March 1. Mine will be in the mail on March 1. You can send your own to him if you wish - RC TRADER, P.O.Box 1843 Perry, FL 32347 & please mention WAM.

March 9th AN INVITATION 7:00 PM

We have been invited to attend a meeting at the West'r. VFW in the near future. They will have someone speaking on the subject of prostate cancer. This is something that we should know much more about.

Very recently we had a member treated for prostate problems. We also have another with the same problem with a more serious condition and will undergo treatment soon.

Date - March 9 / Time - 7:00 PM

@ VFW Post Home. Probably on 2nd floor

The Directors of the MARC Show will honor the MD. MODELER OF THE YEAR

It's been said & printed before - but there is NO REASON why WAM should not submit a nomination to the MMA for Md Modeler of the Year. Our club has been too active and has made progress that we should be considered for the honor.

Perhaps you feel you cannot stand up in a meeting and speak your thoughts - BUT why not write your views about your proposed nominee and send it to Pres. Creasy. I'm sure he will take it to the Executive Board for review.

Please don't expect -the other guy- to do it. You don't have to put your name to it if you don't want to. Just give us your thoughts about who it should be. WE NEED YOUR INPUT.

Send to Wayne Creasy - 1208 Fairway Dr., West'r. MD 21158. **MUST** be in his hands by **MARCH 10.**

D O I T N O W

Barbara Winkler

A FIELD CHARGER THAT WORKS ! - Art Perry

(Ed: Art sent this to me for the TS so I'll copy it for everyone - it sounds good)

I ran across a little thing which I believe could be of interest to anyone who does fly quite a bit. It would be particularly advantageous to someone who might show up at the field having forgotten to charge his receiver batteries or someone who simply likes to stay in the air a lot or a plane with many servos causing a high drain on the receiver pack. This device was in the helicopter section of the AMA mag., Jan/92 issue. It is called the "Automatic Fast Field Charger". When I first saw it I thought "Great Idea !", however after checking into the thing I discovered there was no such lamp as a #767 so I substituted but couldn't get it to adjust properly. I contacted Ray Stacy of the Pittsburgh Area Rotor Runners (the circuits founding father) and we ironed it out. I have since completed mine & it works great & I've enclosed a new correct circuit schematic** since a couple of the resisters were also incorrectly shown in the MA article. It is relatively simple to construct. The suggested source of parts is:

#67 bulb - PEP Boys or other auto store
#LM 317 T Volt regulator - Radio Shack
5K Ω , 15 turn pot - Baynesville Elec./Towson
all resistors - Radio Shack

May I suggest it be built into a small Radio Shack project box about 1½"x 2"x 3½" or so, even larger will do. Also buy terminal strip # 274-688. One mounted into the center of the box will give you something to wire all the stuff to. Also I added a DC charge jack at the output so you could make up several cords to mate with different mfg's. battery packs. If you only have one kind of radio you could just hard wire a cord that fits your particular battery pack.

This little unit really does work & would cost only a few dollars to make & could save a days flying or a plane some day. However please do go to the Jan/92 issue of MA pg. 38-39 and read the portion of the article pertaining to the charger - - then use the diagram shown here to construct it.

A couple of notes - my measurements show that my #67 bulb draws 580 ma therefore the charger is capable of charging at 580 ma, not 400. Also it isn't true that any light will work, at least as intended since automotive lights vary from about 200 ma to 1500 ma. Be

vised. ** See Pg 9

Ed; Thanks Art. This is appreciated.

Pres's. Prop Wash - con't. from pg. 1

Likewise, if you have suggestions about our up-coming funflys then get in touch with Roger Newcomer or Jim Garrett.

Now, a word about dues, which are due no later than March 1. If you fail to pay by then you will be automatically dropped from member-ship. You must also renew your AMA membership which Milt monitors. If you did renew and were late you must call Milt with the information and your number.

If any of you know of any speakers who are available for our meetings please give me a call. I am also interested in having a type of show and tell where one of you could share a plane project or some type of new modeling technique. For example, one club had a speaker who showed members how to properly set up a plane for its first flight. So give me a call and I will schedule you for a meeting. George Schollion's presentation at our February meeting was a good example.

Fellows, thanks for all of your support and feel free to call me with any suggestions that you would like to make. Remember, this is your club and you have a voice.

I look forward to seeing you all at our March meeting.

HAPPY LANDINGS!

Wayne
Wayne



Now - that's "SCALE" !

MD. MODELERS ASSN NEWS

Robert Allen

Place: Your Hobby Ctr. - 1/30/92 @ 7:30 PM

This was my first MMA meeting, it was quite enlightening. I saw a lot of familiar faces that I've seen over the years at flea markets and club events, and now I know who they are. We covered quite a few topics, so lets get with it.

The biggest discussion was about the MMA Flying Picnic. It seems that we are having a difficult time finding a location to accommodate the crowd that could be generated by this event, and also have enough area to fly a safe distance from the spectators. Milt is trying to get us scheduled at Mayeski Park, but he is running into problems due to the baseball game schedules. Milt is still working on it. Meanwhile we're going to be looking for another suitable location. A site must be settled by the next MMA meeting, because time is growing short to put this type of an event together.

John Dorl & Milt Peacock are going to collaborate on a flying site information pamphlet. The pamphlet will consist of a central MD map showing all the flying locations. It will contain information about each club such as club officers, people to contact, dues, hours of operation, and any restrictions. These pamphlets will then be distributed to hobby shops to be passed out to anyone with interest. The idea for this project was given by RCMB who had been sent a similar pamphlet from a friend in San Diego. It seems like a worth while idea.

Some members of the MMA are going to visit Children's Hospital to spend some time with the kids. They are going to pass out gliders to the boys and John Dorl came up with a box full of costume jewelry, which comes in its own cases, to be given to the girls. I think that John deserves a hand for getting these gifts for the kids.

We need a nomination from our club for the "Modelers of the Year" award. Each club has to submit a nominee by March 31st., so tell me who you want nominated. This concluded the general meeting, now onto club reports.

Howard County has rearranged their field so they will no longer have to fly out over Rt 175. This comes after a couple close calls

Harford Co. is having a flea market and auction March 7 at Belair Middle School 9 AM.

RCMB has put together an RC construction course at their local adult learning center.

(con't. next column)

Unfortunately we didn't know about it until the day before the end of enrollment.

Meade Modelers are still without a field, and there is nothing in the near future. This makes you appreciate what you have.

MMA is having their Annual Flea Market on Oct. 10 at the West'r. VFW starting at 9:00 AM. Put it on your calendar NOW !

That's the highlites and the lowlites for this month. Til next time, see ya !!!

UPCOMING EVENTS

March 4 - Flea market / Auction = Harford Co. R/C = Belair Middle School

March 14- Flea market = Lebanon Fairgrounds 9:00 AM = \$4.00

March 20- (FRI NITE) DCRC Auction- Rockv'l.

June 13 - Grand opening @ Muncie Ind.

June 20-28 - AMA NATS - Westover AFB, Mass.

July 10-11-12 - STARS Scale Rally, Olean, NY- (Great event - fun fly)

Aug. 1-2 = Warbirds Fun Fly @ Lums Pond St. Pk. of Rt 40 E just over MD/DE line. (great place to fly)

For more info. about the above, Call Milt P.

50 / 50 WINNER - Feb.

William Hasert & he was there. \$12.00

Answer to Jan. TRIVIA ?

Ray miles

Question - How did "Friendship Airport" get its name?

Answer - On the property that was purchased for the airport stood a small church known as, "The FRIENDSHIP MEETING HALL", hence the name, "Friendship", now known as "BWI".

CARROLL CO. NEWS - Ray Miles

We are on track for flying at our county site this year. I am going to try and witness first hand some of the work that is scheduled to be done very shortly. It should prove to be very interesting and to our benefit. The permit has been issued for this work to be done.

Ed: May spring get here & the grass grow !

DUES ARE DUE - Must be received by the Treasurer by March 1 - or a \$5.00 reinstatement fee will be charged.

A NOTE from Ray -

I must at this time thank each and every one of you for your thoughtfulness at the time of my short hospital stay. Bill Hasert presented me with a fantastic book entitled "Aviation, The Pioneer Years". My thanks to the entire membership for this. It is great reading. This is the sort of material that is used in gathering pertinent information for school material and documentation for the models that we build. Thanks again for another surprise.

The day after I returned home from the hospital, the "Talespinner" arrived in the mail. That was another outstanding issue. It sure takes ones mind off of ones problems and stirs the embers "to fly".

My plumbing is now in order, the spigot is operating the way it was intended to do. I highly recommend this procedure to anyone who is experiencing difficulty. I know that a few of you are. I experienced no problems. No more pain than slicing your finger with a #11 X-Acto blade would cause, and you can't beat the results. Of course, a good doctor is essential.

ANOTHER OLE' FACE SEEN - Ed.

Did the ground-hog bring these guys out ? First **Art** shows up unexpectedly and who else - none other than **Don Berwager**. We haven't seen you in quite awhile. We want to see you fly that "chopper".

WELCOME TO OUR NEW MEMBERS

Kenneth D. Eckard & Deborah
726 Oaktree Rd., West'r. 21157
549-6674 AMA 428037

Robert P. Kane & Denise
2507 Cedarhurst Dr., Reist. MD 21136
239-2671 AMA ? (Bob call me with your #)

Michael Yachera & Sherry
2612 Cedarhurst Dr., Reist. MD 21136
239-6235 AMA ? (Mike call me with your #)

★ Jim Garret - take note of above.- Milt ★

EVERYONE - PLEASE CHECK YOUR ADDRESS LABELS AS TO BEING CORRECT - Call me if in error. I will be updating our roster on Mar. 2 so help me do it right. Milt P. 833-3122

A M A NEWS - Milt Peacock

By the time that you read this the new "Leader Member", Contest Director", & other category forms should be available from the AMA. Leader Members are a separate and complete category of membership & over a period of years errors crept in and were compounded. The wheels are now in motion to getting things back into the position intended. For example Contest Directors eventually became Leader Members automatically and that should not be. As more information becomes available, I will pass it on to you.

I don't believe any of our gang flies C/L speed, but as a matter of interest, safety barriers are still required. The requirements for line size is also being revised. For some reason there are those persons that must buck the system and are against the barriers. Why is "safety" so disregarded by some. If any of you get the chance to witness a true speed event, I'm sure you will agree that safety barriers should be there.

There is a new "turbo-engine" on the market from France. It is actually in production and has a mega-buck price. Test reports have not been available yet & the AMA has not seen it either. Is it safe ? Can it be operated at 90 db ? Time will tell.

Muncie - read "Model Aviation". There is plenty there to keep you informed. The "Grand Opening" to everyone is June 13. Take your pride & joy and go. It should be fun.

Supply & Services of the AMA is moving to Muncie and will be in operation soon. (patches, pins, etc.) This will free up much needed space in Reston and will save some operating money.

There is a movement afoot to create a "Competition License". If you have any thoughts about it, either write to Howard Crispin with your views or send it to me & I will get it to the proper place.

Geffory Styles called me recently and asked for an actual photograph of the group with the "Governors Citation" so it could be inserted in MA. One more pin in WAM's map.

If you have any problems concerning the AMA be sure and contact me. I will do my best to help you. Its my job and I'll be happy to help.

DUES ARE DUE

HAVE "U" PAID YOUR DUES ? ?

READ IT HERE - WE NEED "U"

THE BALLOON BROS. - John Schaffner

Joseph & Stephen Montgolfier, the French brothers who invented the balloon, faced problems not unlike those faced by the Wrights as well as modern aeronautical engineers.

Their first bag, completed in Nov. 1782, was oblong and had a capacity of about 40 cu.ft. It was made of paper. The brothers held this bag over a hot flame in a high-ceilinged room and released it. It flew until it touched the ceiling.

But they soon found that they had discovered, instead of a flying machine, a rather inadequate toy. The paper in their bag leaked like a sieve. A bag big enough to lift a man would only leak like a big sieve.

Make a bag of better paper? The brothers - their father owned a paper mill - had the best there was. Use some other material? What?

They were up against the first of that endless number of technical problems which haunt aviation to the present. Their problem was as difficult to lick in its time, as, say, the problem of vibration at supersonic speeds today.

They tried a number of combinations during the winter of 1782-3, finally using linen lined with paper. Their first bag was round and 10 times the size of the model - 600 cu.ft.

They solved the fuel problem and the lift problem by securing the bag over a pit in which they built a fire of chopped straw and wool.

The bag broke loose and went up several hundred feet. This was June 5, 1783, some eight months after the indoor ascension - a record for development work.

ON RELIGION - John S.

Geroge Bernard Shaw, who when asked by a rector's wife which denomination he belonged to, exploded, "Madam, I am an atheist, and I thank God for it !!!"

CHURCH NOTICE - Rev. John S.

Ladies of the Church have cast off clothing of every kind, and they can be seen in the Church on Friday afternoon.

OK guys, stay in line - don't push !!!

GOLD RADIOS ONLY IN '92 - R U READY ?

SPINOFF FROM SPACE TECHNOLOGY - John Schaffner

REDOX: A new type of battery -

Suppliers of electrical power must have enough capacity available to handle peak loads. At other times they must shut down some generators, since they have no way to store excess energy. NASA has developed a new type of battery, REDOX (Reduction and Oxidization) which makes saving and storing large amounts of power practical. In the REDOX system, electrical power is stored as chemical energy, in solutions of chromium chloride and iron chloride. When these are pumped through a "stack" of flow cells the stored energy reappears as electricity, which can be withdrawn as it is from any battery.

The stack can be constructed in very large sizes, allowing power suppliers to meet some of their peak demand from stored energy. This can eliminate the need for relatively expensive, less efficient standby generating equipment. And, REDOX fluids do not deteriorate as does battery acid; a REDOX stack can be used for 20 to 30 years. For many suppliers, such a storage system offers substantial gains in economy.

A FOOTBALL STORY - John Schaffner

Football coach Mike Holovak tells a story about "Bulldog Turner", who played center for the Chicago Bears. The evening after an important victory, the Bears were having a party in a Chicago hotel. Festivities reached such a pitch that "Bulldog" tumbled out the window, fell three stories to the sidewalk. He would have been killed if he hadn't fallen through an awning, which broke the impact. As "Bulldog" picked himself up, a policeman charged up and demanded, "All right, now, what's going on?"

Said "Bulldog", "I don't know, officer, I just got here all by myself."

(Ed. You write it - we'll print it !!!)

Thoughts are like flowers; those gathered in the morning keep fresh the longest.

-Andre Gide

ARE YOU DUES PAID ? Do it NOW !

This item taken from -
 "The Victory Roll" = York
 Area Radio Control Club.
 + * + * + * + * + * + *

REGULATIONS

Operation of aircraft as set forth by the
 UNITED STATES AIR SERVICE

- 1- Don't take the machine into the air unless you are satisfied it will fly.
- 2- Never leave the ground with the motor leaking.
- 3- Don't turn sharply when taxiing. instead of turning short, have someone lift the tail around.
- 4- Never get out of the machine with the motor running until the pilot relieving you can reach the engine controls.
- 5- Pilots should carry hankies in a handy position to wipe off goggles.
- 6- Riding on the steps, wings, or tail of a machine is prohibited.
- 7- In case the engine fails on takeoff, land straight ahead regardless of obstacles.
- 8- No machine must taxi faster than a man can walk.
- 9- Do not trust altitude instruments.
- 10- If you see another machine near you, get out of its way.
- 11- Before you begin a landing glide, see that no machines are under you.
- 12- Hedge-hopping will not be tolerated.
- 13- No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
- 14- Pilots will not wear spurs while flying.
- 15- If emergence occurs while flying, land as soon as you can.

1920 flying regulations, courtesy of -
 General E.R."Pete" Quesada

(Thanks George - Milt)

We had a WELCOME visitor - Ed.

Our Eastern Shore Rep., Art Perry, attended our Feb. Mtg. Shore was good to see you Art. He told me that he is now physically fit and also the Sarah is back in shape again. GREAT NEWS. Art has become an AMA Leader Member and is working with a club on the shore. They are a lucky club.

Andy is still in school and doing good. I'm sorry to report that Andy is dropping from the AMA & WAM. Maybe the future will bring him back.

From all of us to all of you - HELLO

SCHOOL FLT. PROGRAM - Ray Miles

All C/C Elementary schools remaining for our "Flight" classes for the year have been scheduled - **NOTE** some are on TUESDAY =

Mar 4 - Wed @ 9:30 AM - Elmer Wolfe
 * Mar 11 - Wed @ 10:00 AM - Chas. Carroll *
 Mar 18 - Wed @ 9:30 AM - Mechanicsville
 ** Mar 25- Wed @ " - - - Piney Ridge **
 *** Apr 1 Wed. @ " - Freedom ***
 Apr 7 TUES @ " - West'r.
 Apr 15 Wed. @ " - Mt. Airy
 Apr 22 " @ " - Uniontown
 ** Apr 29 " @ " - Spring Gardens **
 May 5 TUES @ " - Wm. Winchester
 May 6 Wed. @ " - Hampstead
 May 26 TUES @ " - Eldersburg
 May 27 Wed @ " - Robert Moton

* - Co. Comm. Donald Dell will attend.

** - NEW school opened this year.

*** - Co. Comm. Elmer Lippy will attend.

Much recognition has come our way these last several months. It is, with out a doubt, very gratifying to be acknowledged in this manner.

The surprising part is, some of this has been from ^{so many} unaware to us. Last month Milt told me that I was expected to be at the Jan. meeting. Due to some physical plumbing problems, I had some testing to be done on that day. Try as I might, I couldn't be there. I could not figure out why Milt said that to me as I have only missed about 6 meetings in 20 years. What could be so pressing about this one? When Milt showed up at my door several days later with the "Governors Citation", then I immediately understood his statement. That was a completely unexpected event, but how good it tasted.

(Ed: Anyone wishing to come with us to any school, please feel free to attend. We will even let you carry some of our stuff !)

HAVE YOU PAID YOUR '92 AMA dues ? ? ?

HAVE YOU PAID YOUR '92 WAM DUES ? ? ?

Please pay 'em, we'll miss you & you & you.

Pay WAM's before March 1 or you will be dropped and it will cost \$5 extra to return

Charts taken from -
 "THE VICTORY ROLL"
 York Area R/C Club

CHART FOR 2-STROKE ENGINES

| ENGINE SIZE
(cu. in.) | STARTING
PROPELLOR | ALTERNATE
PROPELLORS |
|--------------------------|-----------------------|-------------------------------------|
| .049 | 6-3 | 5 1/4-4, 5 1/2-4, 6-3 1/2, 6-4, 7-3 |
| .09 | 7-4 | 7-3, 7-4 1/2, 7-5 |
| .15 | 8-4 | 8-5, 8-6, 9-4 |
| .19 - .25 | 9-4 | 8-5, 8-6, 9-5 |
| .29 - .30 | 9-6 | 9-7, 9 1/2-6, 10-5 |
| .35 - .36 | 10-6 | 9-7, 10-5, 11-4 |
| .40 | 10-6 | 9-8, 11-5 |
| .45 | 10-7 | 10-6, 11-5, 11-6, 12-4 |
| .50 | 11-6 | 10-8, 11-7, 12-4, 12-5 |
| .60 - .61 | 11-7 | 11-7 1/2, 11-7 3/4, 11-8, 12-6 |
| .70 | 12-6 | 11-8, 12-8, 13-6, 14-4 |
| .78 - .80 | 13-6 | 12-8, 14-4, 14-5 |
| .90 - .91 | 14-6 | 13-8, 15-6, 16-5 |
| 1.08 | 16-6 | 15-8, 18-5 |
| 1.2 | 16-8 | 16-10, 18-5, 18-6 |
| 1.5 | 18-6 | 18-8, 20-6 |
| 1.8 | 18-8 | 18-10, 20-6, 20-8, 22-6 |
| 2.0 | 20-8 | 18-10, 20-6, 20-10, 22-6 |

PROP CHART FOR 4-STROKE

| ENGINE SIZE
(cu. in.) | STARTING
PROPELLOR | ALTERNATE
PROPELLORS |
|--------------------------|-----------------------|---|
| 20 - 21 | 9-6 | 9-5, 10-5 |
| .40 | 11-6 | 10-6, 10-7, 11-4, 11-5, 11-7
11-7 1/2, 12-4, 12-5 |
| .45 - .48 | 11-6 | 10-6, 10-7, 10-8, 11-7, 11-7 1/2,
12-4, 12-5, 12-6 |
| .60 - .65 | 12-6 | 11-7 1/2, 11-7 3/4, 11-8, 12-8,
13-5, 13-6, 14-5, 14-6 |
| .80 | 13-6 | 12-8, 13-8, 14-4, 14-6 |
| .90 | 14-6 | 13-6, 14-8, 15-6, 16-6 |
| 1.20 | 16-6 | 14-8, 15-6, 15-8, 16-8, 17-6
18-5, 18-6 |
| 1.60 | 16-6 | 15-6, 15-8, 16-8, 18-6, 18-8,
20-6 |
| 2.40 | 18-10 | 18-12, 20-8, 20-10 |
| 2.70 | 20-8 | 18-10, 18-12, 20-10 |
| 3.00 | 20-10 | 18-12, 20-10 |

MODEL AIRPLANE ENGINE SIZE CONVERSION CHART

Cubic Inches - Cubic Centimeters

| | |
|-----------------------|------------------------|
| .049 cu. in. = 8 cc | 91 cu. in. = 149 cc |
| .09 cu. in. = 1.5 cc | 120 cu. in. = 20.0 cc |
| .15 cu. in. = 2.5 cc | 1.50 cu. in. = 25.0 cc |
| .19 cu. in. = 3.1 cc | 1.60 cu. in. = 26.2 cc |
| .21 cu. in. = 3.5 cc | 1.80 cu. in. = 30.0 cc |
| .25 cu. in. = 4.1 cc | 2.00 cu. in. = 32.8 cc |
| .29 cu. in. = 4.8 cc | 2.40 cu. in. = 39.3 cc |
| .35 cu. in. = 5.7 cc | 2.70 cu. in. = 44.3 cc |
| .40 cu. in. = 6.5 cc | 3.00 cu. in. = 49.2 cc |
| .46 cu. in. = 7.5 cc | |
| .50 cu. in. = 8.2 cc | |
| .61 cu. in. = 10.0 cc | |
| .80 cu. in. = 13.0 cc | |

CONVERSION FACTORS:

| |
|------------------------|
| 1 cu. in. = 16.3934 cc |
| .061 cu. in. = 1 cc |

Model Aircraft Safety Inspection Checklist

1. Overall appearance of aircraft for obvious safety flaws.
2. Engine and prop for security in mounts (wiggle it).
3. Prop for cracks or damage.
4. Cowling (if applicable) for condition and security.
5. Left wing panel for cracks or loose covering.
6. Left wing strut (if applicable) for condition and security.
7. Left wing aileron hinges (pull on it).
8. Left wing for obvious warps.
9. Fuselage for general condition.
10. Tail group for security, cracks, loose covering.
11. Elevator for condition, cracks, loose hinges (pull on it).
12. Elevator control horn(s) for solidity (wiggle it).
13. Elevator control system for slop in the connections.
14. Rudder for condition, cracks, loose hinges (pull on it).
15. Rudder control horn(s) for solidity (wiggle it).
16. Rudder and tailwheel control system for sloppy connections.
17. Right wing panel for cracks or loose covering.
18. Right wing strut (if applicable) for condition and security.
19. Right wing aileron hinges (pull on it).
20. Right wing for obvious warps.
21. Check mounting and connections of all servos.
22. Landing gear and wheel for security and condition.
23. Batteries, cycle, and eck condition.
24. IF FEASIBLE, do range check and control surface movement check. This should also be done before every flight session.

If this check list is used to check out all models before the first flight of the season and thereafter every few weeks, many problems could be avoided before they become crashes. Now, if there was only a test for "dumb thumbs".

Pittsburgh Area Rotor Runners



January 18, 1992

Hi Arthur,

I want to apologize for using the number 767. It turns out that this is a manufacturing number and not the number that the automotive parts store uses. The correct number is #67. Any 12 volt automotive light will work such as a parking light or a brake light. The #67 is the one that I used and it works great.

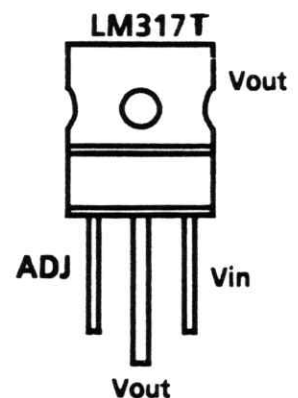
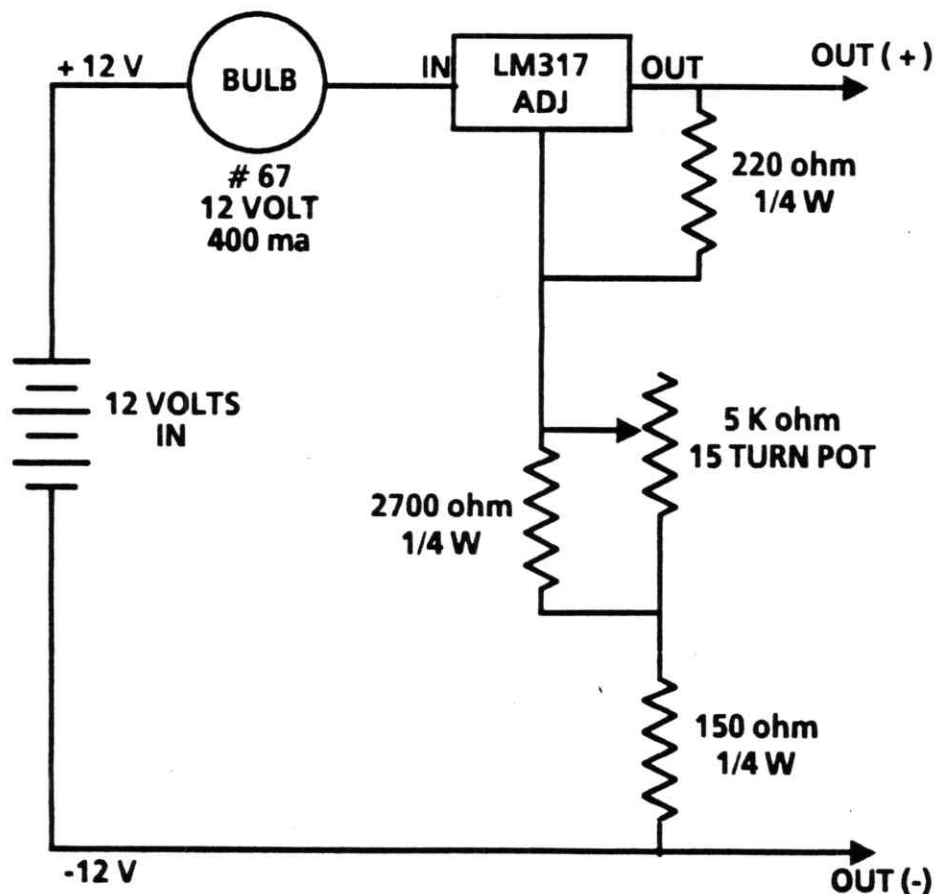
Make sure that you have at least a 15 turn pot. This is necessary to get your 5.70 output voltage which should be set with a digital voltmeter. A 20 turn pot will work well also.

Also there was an error in the circuit printed in the AMA magazine. The circuit shown below is the correct one. Notice that the 150 ohm resistor and the 2700 ohm resistor have been swapped.

This is designed for a 4.8 volt pack. It doesn't make a difference whether it's a 500 or a 1000 mil. After one flight, approx. charge time should be 5-7 minutes. After 3 flights, around 15-20 minutes. These times are from a helicopter using 5 servos and a gyro on a 1000 mil pack. Keep in mind we are only charging at 400 mils. This gives acceptable charge time without hurting or even making the batteries warm.

Thanks for writing me I hope you enjoy your charger.

Ar





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

To:

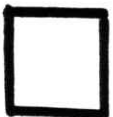
John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Newsleter of the
Westminster Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER



Did a model airplane lane in there, miss?



Complaint Dept. Describe you problem in detail in box on left. Please use a blunt Crayola for clarity. Thanks (Ed.)



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen - 876-3580

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

OFFICERS
Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754
VOLUNTEERS

AMA Liason - Milt Peacock 833-3122

Next Meeting:

April 7, 1992

7:30 PM

@ West'r. V.F.W.

Volume 8 Number 3 March '92

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRESIDENT

I was thrilled to see the number of members in attendance at our March meeting. There were 32 members and 2 guests, which amounts to 64% of our membership. Let's keep it up so we can have a club where everyone participates.

Things are continuing to improve in terms of the opening date for our new field. Milt, Bob, and Lloyd are doing a fine job in planning and implementing the work that needs to be done. Members can rest easy that the field committee will see to it that we have the best facility for the best value. Let's be sure that we are there to support them when the time comes for the physical work. Grading and seeding will occur soon but we will have to wait for the grass to establish itself before we can fly there.

W.A.M. will once again sponsor three(3) tables at the MARC Show on June 6 and 7. Members, as in the past, will be expected to donate 10% of their profits from the sale to the Club. Ken Hands will be in charge of the tables, so give him a call at 795-2060 if you have additional questions.

Roger Newcomer, Jim Garrett, and Dave Kenney will be running our fun flies for this season instead of having individual chairmen. Based on the innovative events of last year (blindfold taxi race) I'm sure we can expect something

special again this year. Dates for these events will be announced at our April meeting.

Well I hope all of you guys in the running for the "kamikazi" award will take note that you will now receive a "kamikazi" patch for your jacket in addition to this coveted award, if you are lucky enough to win. Just think of it, a constant reminder of your achievement. Ha Ha!

Bob Jenness is going to contact Bob Babura, AMA rep., to have our new field scanned for potential radio interference. Great idea Bob!

By the time you receive this you will have probably already read the incorrect information in the Model Aviation Magazine district report concerning Governor's Citation to our school program. No, BASS did not receive this, WE did. This is being handled by Milt. All that I can say is that this was quite an injustice to our Club and the fellows who run our school program.

Many thanks to Milt for bringing his Mercury OldTimer to the meeting. It was a great presentation. My apologies to Jim Umstad and Bob Jenness for not realizing that they had also brought projects. Fellows, bring them back again.

Hopefully we will have a speaker for our April meeting, John Dorl is working on this.

That's all for now.

HAPPY LANDINGS,

Wayne

- 1- Mtg. opened @ 7:30 PM ,35 mbrs & 1 guest.
- 2- AMA Charter renewal & member info. has been submitted to AMA.
- 3- WAM's comm. to select a nominee for the "Md. Modeler of the Yr." will submit their selection by the 3/31 deadline to the MMA.
- 4- The WAM / SCAM field comm. is working to refine the new flying site design & will be calling on members for labor & mat'ls. for the Car. Co. Model Aerodrome.
- 5- Bob Allen announced the MMA Fly-in Picnic is on for May 17 from 11:00 AM on.
- 6- John Dorl announced that a directory of RC flying clubs in MD will be ready for distribution at the MARC show.
- 7- Milt P. announced that WAM's paid up membership stands at 50. (3/3/92)
- 8- Various mfgs. ads, club newsletters, & upcoming events were covered.
- 9- Milt P. mentioned that our AMA VP's column in the April M.A. mag. & he was not at all satisfied with the fact WAM was given no mention in connection with the S.F.P. covered in the article.
- 10- Ed Goldman had no new mbr. apps. to submit - first in many months.
- 11- Ray Miles reported on CC concerning the new field & also the SFP - details elsewhere in this issue.
- 12- Motion made by John Dorl to auth. the field comm. to draw a max. amt. of \$1000 to spend on the new field as the need arises. Seconded, discussed & passed unanimously.
- 13- Bob Jenness will pursue to arrange for a scanner to cover the new flying site. Bob also urged anyone building the "Quick Charger", use caution when operating it. More to follow. We were advised to favor the "ODD" channels when buying a new radio. "USE "EM OR LOSE "EM"
- 14- Pres. Wayne cautions everyone flying at Nelsons to abide by the rules and do not hesitate to call down on any infractions you may witness.
- 15- Bill Hasert reports update of Property List is in progress.
- 16- Milt P. is still doing the Talespinner". Send him your copy, anything - dirty laundry, skeletons, etc - - -.
- 17- Roger Newcomer is actively planning the fun-flys with his comm.
- 18- WAM "Corporate" status is still in the "looking into" stage. Don Berwager is working with Wayne to resolve it.
(con't next column)

19- John Dorl reported on a future activity at Oregon Ridge & suggested that we be represented.

20- Dave Kenney motioned that we buy a quantity of the "Team Kamikase" patches from the AMA for distribution to anyone qualified. (Everyone???) It passed.

21- Projects, products & techniques were kicked around. 50/50 drawing was held - Bob Kane was selected but was not in the pot. Milt P. acquainted us with his Mercury "Old Timer" project & its unique features.

Mtg. adjourned at 10:10 PM - BS started.

SPIN-OFF from Space Technology - John S.

TEMPER FOAM - A spinoff of elastomeric open celled seal mat'l. is "Temper Foam", first used in the design of aircraft passenger seats. Latest application is a line of Temper Foam cushioning for office & medical furniture. The mat'l. absorbs up to 90% of impact shocks & becomes firmer after being subjected to sudden impact. When used as furniture cushioning, it molds to conform to body shape, evenly distributing weight over the entire contact area for comfort & working efficiency. Because of its shock-absorbing capacity & other special properties such as variable density, the light weight form-fitting padding is used inside football helmets, baseball chest protectors, & as added protection in soccer shin guards. Helmets lined with the mat'l. have three times the shock-absorbing capacity of earlier types.

Associate with the noblest people you can find;: reads the best books; live with the mighty. BUT learn to be happy alone. Rely upon your own energies, and so not wait for, or depend on other people.

- Professor Thomas Davidson

NOTICE - from the PROPERTY OFFICER

Wm. Hasert

Until further notice - anyone having any club property (not previously reported to me), please notify our President, Wayne Creasy. I must take a short leave of absence and will not be able to maintain the records during that period. Thank you.

CHURCH NOTICE - by John S.

This being Easter Sunday, we will ask Mrs. Brown to come forward and lay an egg on the alter.
(yoke - yoke)

NEWS ITEM

An item in "The Victory Roll", York Area R/C's newsletter, payed a nice compliment to WAM for our efforts in our School Flight Program.
Thanks George.

COMING EVENTS

Mar 20 - DCRC Auction @ Rockville
Mar 22 - YARC Winter Fun Fly
Apr 3,4,5 - Toledo Trade Show
Apr 7 - WAM Monthly mtg.
Apr 17-18 - YARC Galleria Mall Show
Apr 24-25 YARC York Mall Show
May 5 - WAM Monthly mtg.
May 17 - MMA Picnic - see details
June 2 - WAM Monthly Mtg
June 6-7 - MARC SHOW - Timonium
For more info - call Milt - 833-3122

NOTICE -

The following is a list of those who **DID NOT** renew membership in WAM for 1992. They are not privileged to any club benefits until reinstated.

| | |
|----------------|------------------|
| Ivan Goldberg | Wm. Hampt III |
| Marc Held | Wm. Jackson |
| James Lascuola | Sean Livingston |
| Harry Lutz | Art Perry |
| Andrew Perry | Russell Metcalfe |
| Ron Giddings | |

We are sorry to lose them.

FIELD PLANNING REPORT

Milt P.

The secret is out! The new flying site has been named. It will be - -

"CARROLL COUNTY MODEL AERODROME"

Ray Miles, our dedicated member who worked so hard to obtain the site from the county asked that he be permitted to name it. The committee voted & unanimously approved the name.

The layout of the CCMA has been presented to CC for their approval. It was received with a tentative OK. Work, grading & seeding should be underway by the time you read this. Lets hope that the grass grows fast.

COUNTY NEWS - Ray Miles

My goodness, how the wheels do turn when put into gear! The field "Project Comm." have already completed, and submitted to the county, the "Plan I" for development. This will be the base upon which all following proposals will be built. It will not be a haphazard arrangement, but a well thought out, intelligent approach in planning and development to provide a "Model Facility" we will be proud of.

Many thanks for accepting the name I proposed for the airpark. Nothing spectacular, just what struck me.

(Ed.) "CARROLL COUNTY MODEL AERODROME"

An immediate "long range" plan will be put in place as soon as the Public Works Dept. starts work at the site, and that should not take very long. At any rate, a field dedication will be in order, probably sometime in August of this year. Lead time must be given to those we expect to invite, so they can schedule their time accordingly.

Feelers from the "Field Comm." will no doubt be put forth for items needed in field development. Anyone having odds and ends that will be useful will be welcome. With the caliber of the persons on that committee, we can expect more than our moneys worth, and with input and material from many sources, the dollar expenditure will be kept to a minimum.

SCHOOL PROGRAM - Ray Miles

April '92 schedule follows =

Wed. - Apr.1 @ 9:30 = Freedom Elem.-
Comm. Lippy will be in attendance.

Tues.- Apr.7 @ 9:30 = Westminster Elem.

Wed. - Apr.15 " = Mt. Airy Elem.

" - Apr.22 " = Uniontown Elem.

" - Apr.29 " = Spring Garden Elem.

John Dorl informed me that the Rec. Council that he is a member of in Balto. Co., has requested an informal discussion and a limited display of our school project. The BASS Club is represented on that Council, so evidently they expressed an interest in what we are doing. On many occasions, I have toyed with the idea that maybe we should have someone sit on the Rec.& Parks Board in the county, but then again, it requires someones time and commitment. In reality, there would be little to do other than get wrapped up in everyone elses activities and not our own. I've experienced that and its not fun so I decided against it. Someone else may have different views.

REMEMBER its **GOLD STICKERS ONLY** to fly at our site(s) from now on. Don't get bent out of shape if you are asked to show the GOLD.

REMEMBER its **95 db max.** to fly at our sites from now on. Paul Schaffner & Milt Peacock have sound meters for our use. Check 'em and be sure.

REMEMBER, PLEASE DO NOT FLY over the Nelsons home. We also have the two (2) plane rule so each fly at opposite ends. It helps to be considerate of others.

M A R C Show - June 6 & 7

The club has agreed to again rent tables at the MARC show flea market. Chrm. Ken Hands will try to obtain three (3) tables (the flyer stated 2 only) which will be available to anyone in the club to display their unwanted items. Before you leave the show, please give Ken 10% of your earnings which will be returned to the club treasury.
For Saturday June 6 ONLY !

50 / 50 WINNER for March

Robert Kane - He was present, however was not a participant in the drawing. For the benefit of the newer members, the monies derived from this activity is used to purchase the presents given to members at the Dec. Annual Dinner & Election meeting.

A MEDICAL MINUTE

Each yr. over 120,000 men are diagnosed as having prostate cancer. That's why an annual rectal exam is so important for any man over the age of 50. - It can mean early detection & early treatment which can stop the cancer from spreading beyond the prostate. - Having the exam every yr. may **save your life**. It's that simple. - So be aware of the warning signs listed below = =

- *A change in urination patterns lasting 2 wks
- *Persistent pain in the back, hips, pelvis, or thighs.
- *Burning sensation during urination.
- *Inability to urinate or difficulty in starting urination.
- *Weak or interrupted urine flow.
- *Painful urination.

Call- 857-6935 for a **FREE** screening during March. A blood test may cost \$10.00
You can't lose - **YOU CAN ONLY WIN**

No sooner than the balloon had been invented, than pilots began to appear calling themselves "Aeronauts". The first was Jean Francois Pilatre deRozier. (The honor almost went to a couple of nameless convicts who offered themselves in exchange for not being killed on the wheel if they survived.) Jean Francois made a captive ascent in a Montgolfier with a built-in burner, at Paris, Oct. 15, 1783. A few days later he took up the first passenger on a captive flight, Girond de Vilette, who made a number of other ascents. The first passenger on a free flight was the Marquis d'Arlandes - Nov. 21, 1783.

The trick was to build a roaring fire in the grate in the center of the passenger basket to keep the bag aloft - but not too big to set it ablaze. Let the fire die, and you crashed into a chimney, roof, or tree. Let it roar and you came down in flames. Threatened with a crash, d'Arlandes later said that he took straw and "shook it in the middle of the flame". This worked. "The next moment I felt as if I were lifted up by my arm pits. But a few minutes later, the bag caught fire- "part of the machine," d'Arlandes explained calmly, "was full of round holes, several of which were of considerable size". Cords holding the basket began to smolder. The only fire fighting equipment was a wet sponge. The cords all held except two which gave way. A crash landing threatened, and again they built up the fire. After narrowly missing roof tops, they landed, apparently none too soon. In the seconds it took d'Arlandes to jump clear and turn around, the balloon "perfectly emptied and quite flattened."

There is no record that d'Arlandes flew again; once was probably enough. But deRozier, the first to fly, was the first to die. He attempted a France to England flight on June 15, 1785. Hydrogen was the favorite lift by then, but deRozier tried to compromise with a hydrogen bag above a hot-air envelope. His theory was that with the hot air he could control his altitude more readily. A spark exploded the hydrogen bag.

con't. on pg. 7

WESTMINSTER AERO MODELERS
1992 Roster - March 3/92

Jr - thru 15 yrs.
Sr = 16 thru 20 yrs
Open = 21 thru 59 yrs
Srcz = 60 plus
ASO = Associate mb'r. (NO AMA)

| | AMA # | DOB | JOINED |
|---|--------|----------|--------|
| O- ALLEN, Robert L. (Marylyn)
VICE PRES 876-3580 | 273370 | 08/01/55 | 08/88 |
| O- BERWAGER, Donald
857-1008 | 51978 | 06/05/32 | 10/78 |
| O- BONNETT, Calvin J. (Jane)
655-3086 W-381-0400 | 362739 | 01/03/56 | 10/90 |
| O- BOWEN, Ronald (Rose)
833-4391 | 277622 | 02/20/34 | 10/88 |
| O- BRIGGS, Lloyd (Phyllis)
BD. MBR. 833-745 INSTRUCTOR | 14702 | 03/15/32 | 10/81 |
| Aso. CLEMENT, Matthew
301-357-8532 | No AMA | 05/06/72 | 08/88 |
| O- CREASY, Ronald W. (Merrie)
PRES. 857-4373 W- 848-0440 | 323865 | 01/20/47 | 07/89 |
| O- DAVIS, Kenneth (Pat)
876-1116 | 226528 | 11/18/51 | ?? |
| SC- DORL, John R. (Rita)
252-0715 | 190279 | 10/15/25 | 02/87 |
| O- EARNEST, David R. (Susan)
239-4306 W-same | 383209 | 10/08/64 | 10/90 |
| O- ECKARD, Kenneth D., (Deborah)
549-6674 w-751-1300 | 428037 | 05/05/57 | 02/92 |
| O- FENCIL, David
848-2593 W-462-1700 x258 | 202416 | 06/15/49 | 08/86 |
| O- GARRETT, James P. (Katherine)
876-0428 W-291-3209 | 163412 | 09/05/52 | 10/89 |
| Jr GILBERT, Aaron P. (dad-Dan)
848-0289 (mom-Sue) | 392340 | 05/13/76 | 02/91 |
| O- GIUFFRE, Frank R.
876-1304 | 379031 | 05/16/59 | 09/90 |
| O- GOLDMAN, Dr. Edward M. (Ann)
848-3835 W-876-3750 | 210728 | 11/24/43 | 02/87 |
| Aso- GOLDMAN, David (dad-Ed) same as above (Jr mbr) | No AMA | 08/31/78 | 01/90 |
| O- GROSS, Herman (Sylvia)
356-5929 | 122821 | 02/22/33 | 07/83 |
| O- HANDS, Kenneth
795-2060 | 24309 | 09/17/35 | 08/77 |
| SC- HASERT, William J. (Pat)
833-7271 | 54961 | 08/27/25 | 09/80 |
| SC- HUNTER, Robert (Shirley)
486-5710 | 71169 | 08/03/22 | 08/77 |
| O- HURLEY, Dallas W. (Teresa)
857-0785 W-848-1680 | 409215 | 06/23/60 | 07/91 |
| O- JAKUBS, Richard D. (Shirley)
857-9889 w-424-0686 | 373223 | 06/29/45 | 10/91 |
| O- JAMES John W. (Pam)
876-3141 W- same | 336700 | 06/12/62 | 08/89 |
| O- JENNESS, Jr, Robert C. (Teresa)
374-9628 W-717-235-8344 | 342818 | 10/10/54 | 06/91 |

| | | | | |
|--|------------------------------|--------|----------|-------|
| O- KANE, Robert P. (Denise) | 2507 Cedarhurst Dr. | 430623 | 01/21/58 | 02/92 |
| 239-2671 w-771-2926 | Reis'tn. MD 21136 | | | |
| O- KENNEY, David (Sharon) | 22 Waldron Ave. | 304359 | 10/06/55 | 11/88 |
| 484-5054 W-765-5026/27 | Balto. MD 21208 | | | |
| O- LEHR, James T. () | P.O.Box 738 | 360818 | 08/24/63 | 03/90 |
| 374-9237 | Manchester, MD 21102 | | | |
| O- LEVESQUE, Michael P. | 2306 Da Lib Rd. | 423144 | 09/27/70 | 11/91 |
| 861-8436 | Finksburg, MD 21048 | | | |
| SC- LORDITCH, Joseph J. (Shirley) | 424 Sawgrass Ct. | 428210 | 04/20/31 | 01/92 |
| 876-0713 | West'r. MD 21158 | | | |
| Jr- McEVOY, Karl A. (Dad- Al) | P.O.Box 330 (1719 Antler La) | 396305 | 04/11/77 | 01/91 |
| 876-7222 | Finksb'g. MD 21048 | | | |
| SC- MILES Jr, Raymond K. (Concetta) | 6761 Marvin Av. | 82210 | 09/92/28 | 01/72 |
| 781-4937 W-795-2447 INSTRUCTOR | Sykesville, MD 21784 | | | |
| O- NELSON, Donald (Carol) | 1831 Nelson Rd. | 21444 | 01/31/45 | 1955 |
| 848-1806 INSTRUCTOR | West'r. MD 21157 | | | |
| O- NEWCOMER, Roger D. (Barbara) | 255 Stacey Lee Dr. | 339014 | 10/23/51 | 10/89 |
| 876-2641 | West'r. MD 21158 | | | |
| O- OBRECHT, Holliday | 2550 Flag Marsh Rd. | 274194 | 01/27/55 | 10/88 |
| 795-8123 INSTRUCTOR | Mt. Airy, MD 21771 | | | |
| SC- PEACOCK, C. Milton (Joyce) | 2313 Da Lib Rd. | 2505 | 04/28/24 | 08/82 |
| Bd. Mbr. 833-3122 INSTRUCTOR | Finksburg, MD 21048 | | | |
| O- POPP, Edgar J. (Carolyn) | 4 Stitchberry Ct. | 72294 | 11/11/34 | ??/76 |
| 833-6426 | Reist. MD 21136 | | | |
| Aso-REDMAN, Howard (Bud) | 1010 Western Chapel Rd. | NO AMA | 09/11/47 | 11/84 |
| 857-5769 W-848-1488 875-5486 | West'r. MD 21157 | | | |
| O- ROSSI, David J. (Sandy) | 2107 Ebbvale Rd. | 374541 | 07/16/45 | 08/90 |
| 239-7507 W-666-9845 | Manchester, MD 21102 | | | |
| SC- SCHAFFNER, John R. (Lillian) | 1811 Miller Rd. | 317152 | 08/11/24 | 04/89 |
| SECTY. 584-2754 | Cockeysville, MD 21030 | | | |
| O- SCHAFFNER, Paul M. (Carol) | 4915 Piney Grove Rd. | 260761 | 07/23/57 | 04/89 |
| TREAS. 429-1911 INSTRUCTOR | Reist. MD 21136 | | | |
| SC- SCHOLLIAN, George L. (Dell) | 1255 Carrolllyn Dr. | 387267 | 01/02/19 | 08/91 |
| 848-0542 | West'r. MD 21158 | | | |
| O- SMITH, Glenn W. (Ann) | 700 Long Corner Rd. | 409944 | 07/11/33 | 06/91 |
| 829-9560 w-799-6287 | Mt. Airy, MD 21771 | | | |
| SC- SMITH Jr, Walter A. (Rosalie) | 12 W. Middle Grove Ct. | 424577 | 02/20/27 | 09/91 |
| 875-5320 | West'r. MD 21157 | | | |
| O- STAHL, David M. (Shirley) | 2245 Cape Horn Rd. | 335190 | 08/15/58 | 08/89 |
| 239-2315 | Hampstead, MD 21074 | | | |
| O- STRICKLAND Leonard G. (Carol) | 639 Littlestown Pike-Apt.B | 382209 | 06/14/60 | 10/90 |
| 857-9217 W-876-8000 | West'r. MD 21157 | | | |
| SC- UMSTAD, James (Janet) | 3115 Gartside Av. | 13410 | 01/04/25 | 08/85 |
| 944-7231 | Balto. MD 21207 | | | |
| O- WALKER, Joseph S. (Jeanne) | 807 Velvet Run Dr. | 201436 | 01/06/54 | 09/89 |
| 876-6921 | West'r., MD 21157 | | | |
| O- WELLING, William (Wilma) | 635 Ridge Rd. | 153674 | 01/18/34 | 08/86 |
| 876-3730 | West'r., MD 21157 | | | |
| O- YACHERA, Michael (Sherry) | 2612 Cedarhurst Dr. | 431784 | 03/03/53 | 02/92 |
| 239-6235 w-795-5900 | Reis'tn. MD 21136 | | | |

50 Mbrs - 3/3/92

NOTE: Please call Milt P. 833-3122 & report any errors in this roster.
Please check your listing carefully. Thank you.

NEWS ITEM - SCHOOL FLT. PROGRAM- Ray Miles

The planning stages of our club "Handouts" has been completed. For those of you not familiar with what this is about, a pre-cap is in order. The AMA provides a fold out brochure that we used to give out to the children at the schools that we attend. It is a generalization of Aeromodeling at a national level.

We thought it best to gear ours to "our" local area and club situation. It is now in the layout stages and is close to being completed. Our completion target date was last fall, but for one thing and another it was delayed. The finished item should be attractive and fit into situation very well. We're looking forward to it.

A M A NEWS - Milt P.

Other than what you can read as well as I in Model Aviation, I have no great news to report. It is urged that if you buy a new radio, or update one, to insist on a low channel number and also use the "odd" nos. Its "USE 'EM OR LOSE 'EM". (see last para. on page 8) You will see that organizations more critical than ours lose frequencies.

I assume that you read the D/4 column on page 96 of the April issue of Model Aviation. For the benefit of those of you that were absent at our March mtg., I wrote to Howard Crispin on 3/2 & related my (our) feelings about Balto. Area Soaring Soc. excelling in our school program. I am sure that he did not warmly receive my letter. I received an answer from Howard today (3/9) along with a copy of what will be in the MAY issue of M.A. I will accept what Howard put in the magazine as he had received information from someone, I really am not sure who, (it was NOT John) but my personal opinion is that he was out of line and does not know what he is talking about. I hope he has the opportunity to read this and if he wants to call me, I'll explain the facts of life to him. I admit, I'm just a trifle thin skinned about all the work our members do and someone else scarfs up the honors.

I have sent our up-to-date roster to the AMA which reflects all our new members and those who did not renew in '92.

The AMA asked for the Latitude & Longitude of our flying sites. I obtained that info and sent it to them so if you should read that some didn't reply, it wasn't WAM. We are current!!

MD. MODELERS ASSN. - Robert Allen

It's hard to believe another month has gone by already. I know it's early in the flying season, but Milt & I have already disintegrated one of our winter projects, I hope this isn't a sign of things to come. Between Milt & I, we have decided that crashes don't count until April 1st. Enough small talk, lets get down to business. (Ed: If you don't fly - ya don't crash !)

Well, it's official, the MMA model flying picnic is on its way. The place: Mayeski Park; Date 5/17/92: Time-I'm not sure of, but it's an all day. At the next WAM mtg. I am going to get a head count of how many people are going to attend & how many are going to fly. I need an accurate head count by the next MMA mtg. on 3/25, so for those of you who couldn't be at our mtg. for one reason or another, I need you to call me if you plan to attend. The invitation goes out to you & your immediate family, this is limited to spouse & children living at home. Call me @ 876-3580 = 5-10 PM. DON'T FORGET! This should be a good time for everyone. The menu is - hamburgers, hot dogs, the regular picnic goodies. All food & drinks will be 25¢ apiece, just to keep the waste to a minimum. The proceeds will be donated to the Scouts who will be doing the cooking & serving for us. This should go without saying - GOLD STICKERED radios ONLY.

John Dorl has put together a rough draft of the flying field info. pamphlet, and it looks professional. Their comm. plans on having them published & ready to go in time for the MARC show. You will have to see it to appreciate it.

CLUB EVENTS -

Harford Co. RC 3/31 - Pre-April Fools Day fly-in for those who would like to fly using wide-band radios, so for those of you feeling lucky GO FOR IT !

5/24 - they are hosting an open house & picnic, so if you can - stop by & visit.

Aug. 9 - Club is hosting a giant scale contest. Bring your big-bird.

C.B.R.C. - Aug. 23 - Hosting a scale contest - Ridgely Airport on Eastern Shore.

WAM - nothing to report.

This is my report - til next time - SEE YA !

First Pilot - con't. from pg 4
deRozier and his passenger M. Roamine, crashed in flames, and frightened natives buried the mangled bodies almost where they fell on the rocks near the channel shore.

USE IT OR LOSE IT ! WELCOME TO THE REAL WORLD OF THE FCC

By Geo. E. Reisinger
York Area R/C Club



There has been many articles published regarding R/C frequencies.

We are all aware of the great job the AMA Frequency Committee did by working with the FCC to secure the additional odd channels for R/C use.

Many AMA members took this news for granted. I must admit that I had not considered the full impact either.

IT'S WAKE-UP TIME---

Recently, I read this Associated Press article in the newspaper and my eyes popped. I swallowed hard as I realized just how fragile our victory is.

The FCC will certainly keep their eye on the R/C fraternity to make sure these assigned frequencies are being used. If not, we could lose them at a drop-of-a-hat and without warning.

There are thousands of frequency hungry gremlins out there, waiting in the wings to gobble up your unused frequencies.

The fact of the matter is that there are more users of RF services out there than ever before. The RF spectrum is being used up at an alarming rate.

So, when you buy that new R/C Radio, tell the dealer you want one of the new ODD CHANNELS.

★ ★ ★ ★ ★

■ COMMUNICATIONS

FCC opens space to start 2-way TV

By Diane Duston
Associated Press

WASHINGTON — The Federal Communications Commission cleared space on the airwaves yesterday for two-way television.

Soon, you should be able to shop, bank, pay bills, take classes and answer surveys through your TV set, no telephone necessary.

The FCC says it will start taking applications in three to six months from companies who can build these systems for each broadcast area. As early as next year, some consumers could be signing up.

The action taken by the FCC — just the first step in a process that will take years to complete — stems from a petition by TV Answer Inc. of Reston, Va., which has a two-way system ready for market.

It's "the next logical generation of advanced television," said Fernando Morales, president of the firm.

The concept has been under development for many years and used minimally by some cable companies. But the FCC's action provides space near Channel 13 on the public airwaves used for television, which will make it available to more people.

The spot is sometimes referred to as the "backwater band" and was allocated to the maritime telecommunications system, which didn't use it.

Basically, here's how the two-way system would work:

You get a controller box that hooks up to your videocassette recorder, cable box or television set. You also get a remote control

shaped like a pistol.

You turn to the interactive channel and your television set acts like a computer loaded with various programs.

A menu appears on the screen, offering options like educational, shopping, news, sports, automatic banking, polling or pay-per-view entertainment. You point the remote control at the item you want to engage.

Your credit-card number, address and telephone number are stored in the controller box, and you need a personal identification number to get access to the services provided by the system.

If you choose banking and bill paying, for example, you can be hooked up to a system that allows you to transfer money from your bank to creditors, get credit-card balances and make other personal financial transactions.

If you choose shopping, your credit-card information is automatically supplied to the seller when you indicate by your remote control that you want to buy something.

TV Answer has said it would charge about \$12.95 a month for the service.

The FCC says it will issue two licenses per service area to companies who can provide such a system. The service areas coincide with the 734 cellular service areas that are well known to the communications industry and blanket the country.

Also yesterday, the FCC proposed that some radio frequencies reserved for purposes such as police and ambulance dispatching, but not fully used, be reassigned to new technologies.

LOOK ↑ ↑ ↑ ↑ ↑ ↑

NOTE : This is an OFFICIAL DOCUMENT

AC 91-57

DATE June 9, 1981

ADVISORY CIRCULAR



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

C.M. PEACOCK

JAN 16 1982

1/16/92

Subject: MODEL AIRCRAFT OPERATING STANDARDS

1. PURPOSE. This advisory circular outlines, and encourages voluntary compliance with, safety standards for model aircraft operators.
2. BACKGROUND. Modelers, generally, are concerned about safety and do exercise good judgement when flying model aircraft. However, model aircraft can at times pose a hazard to full-scale aircraft in flight and to persons and property on the surface. Compliance with the following standards will help reduce the potential for that hazard and create a good neighbor environment with affected communities and airspace users.
3. OPERATING STANDARDS.
 - a. Select an operating site that is of sufficient distance from populated areas. The selected site should be away from noise sensitive areas such as parks, schools, hospitals, churches, etc.
 - b. Do not operate model aircraft in the presence of spectators until the aircraft is successfully flight tested and proven airworthy.
 - c. Do not fly model aircraft higher than 400 feet above the surface. When flying aircraft within 3 miles of an airport, notify the airport operator, or when an air traffic facility is located at the airport, notify the control tower, or flight service station.
 - d. Give right of way to, and avoid flying in the proximity of, full-scale aircraft. Use observers to help if possible.
 - e. Do not hesitate to ask for assistance from any airport traffic control tower or flight service station concerning compliance with these standards.

R. J. Van Vuren
R. J. VAN VUREN
Director, Air Traffic Service

Initiated by: AAT-220

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.



John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

Newsletter of the
Westminster Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER



MY R/C CLUB



"SAM DIDN'T READ THE INSTRUCTIONS"



... Bob pretended to blame illness for this unfortunate mishap...

Which "BOB" ? - The ugly one or one of the other 3 ???



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

MAY 5, 1992

8:00 PM

WEST'R. V.F.W.

Volume 8 Number 4 April - 1992 AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

First of all I want to say how sorry I am for not making the April meeting, but business seems to be getting better which means that hopefully our economy is improving. Thanks to Milt and Bob and the rest of the officers for carrying on the meeting in my absence. I noticed that the attendance was still quite good. I wish to welcome Wendell Richards who now makes our roster increase to 51 members.

I can happily report that as of April 13 grading work has commenced on our new field. As per Ray Miles, the job should take about a week or less. At that time mother nature will have to take over to get the grass started. No flying will be allowed until the board notifies the membership.

Please take note above that the May meeting will be held at 8:00 p.m. as is our usual procedure to allow some time for flying at Nelson Field prior to our meeting. Speaking of flying I understand that some hearty souls went up on Sunday (4/12) to defy the R.C. Gods of Wind and lost! That is enough to justify in my mind why I did not attend. Those Chipmunks really come in fast, especially down wind!

Thanks to Bob Jenness for having Bob Babura scan our new field which was reported at the April meeting. The results look quite good, which gives us one less thing to worry about when flying comes.

Thanks to Ken Hands for obtaining the

necessary tables for the MARC SHOW. Now, let's all participate so that they can be put to good use. Remember, a 10% donation to the Club will be expected for what you sell.

I also want to express "GET WELL SOON" wishes to Bill Hasert who recently underwent surgery. Bill, we are all thinking of you and hope to see your smiling face back at our next meeting.

Fellows, if you think you go through a lot to keep your plane running, you should have been with Bob Allen and myself several weeks ago when we visited the boat pond at Joseph Banks outlet in Hampstead. These boats run extremely fast but the guy seem to work on them more than they run them. These engines run off of a higher nitro content than our planes so they require more attention in tuning. They also cost more money than I realized. All in all they seem to enjoy their hobby as much as we do. If you get a chance, stop by one Sunday afternoon, you will be impressed.

It looks like warmer weather is coming so all of us can come out and re-kindle our flying skills. What's better than those sweaty palms we experience as we get closer to our arrival at the field. Hope to see all of you there as our good weather season approaches.

NOTICE •
NO FLYING !!

HAPPY LANDINGS

Wayne

at John Owings until
permit is issued.

MINUTES OF April 7 MEETING

John Schaffner, Sect'y.

- 1- Meeting was chaired by Milt Peacock in the absence and request of Pres. Wayne Creasy. Meeting opened at 7:30PM with 27 mbrs. present
- 2- Announcement was made that Bill Hasert was home and recovering after surgery. All our best wishes to Bill.
- 3- VP Bob Allen discussed items from the MMA meeting including the upcoming Picnic/Fly In to be on May 17. Details noted elsewhere.
- 4- It was announced that member Joe Lorditch's wife Shirley is in the hospital recovering from surgery. Our wished for a speedy recovery go out to her.
- 5- The latest issue of RC Trader was displayed Milt stated that he had a response to his ad.
- 6- Changes to the AMA Insurance coverage was announced including the specification about displaying your AMA # on your aircraft.
- 7- The field committee announced work on the new CC Aerodrome is to begin next week.
- 8- Ed Goldman presented an application for membership from Wendell Richards. Wendell was unanimously approved. Welcome Wendell.
- 9- Bob Jenness announced that AMA AVP Bob Babura has been to the new field site with the scanner and found no anomolies.
- 10- Ray Miles stated that the CC Comm. Lippy had attended a presentation of the SFP and was very favorably impressed. Details elsewhere in the TS.
- 11- A proposal was made to purchase a quantity of 36 French Ticklers to peddle at the MARC Show. Jim Umstad volunteered to handle sales.
- 12- New materials and building techniques were discussed among the members as well as upcoming trade shows.
- 13- A proposal was made to appoint more of our better pilots as instructors. No decision was made at this meeting..
- 14- Motion was made by Herman Gross to change opening time of the meeting to 8:00 PM for the summer. Carried unanimously.
- 15- Milt Peacock offered to arrange for a demo at a future meeting of foam wing core construction.
- ED; John Dorl has obtained Joe Allulis & Phil McShane to visit us on May 5.
- 16- 50/50 won by Bob Allen. He was present.
- 17- Meting adjourned at 9:48 PM.

NOTICE

By order of the President & Field Comm. --
DO NOT USE THE NEW FIELD UNTIL PERMISSION IS
GRANTED. WE MUST WAIT FOR A PERMIT.

SPIN - OFF from space technology

John Schaffner

CORROSION - RESISTANT COATING -

When the Statue of Liberty was renovated the project planners did not want to change the famous blue-green outer skin, despite the fact it results from a thin layer of corrosion. But the interior structure was thoroughly covered with IC 531, a high ratio 5.3:1 potassium silicate compound developed by NASA to preserve pad gantries from the salt air at the Kennedy Space Center. As easy to apply as ordinary paint, IC 531 is now available from commercial sources. It is water based, non toxic, nonflammable, and lasts several times as long as ordinary rust-prevention paint.

CHURCH NOTICE

On Sunday, a special collection will be taken to defray the expense of the new carpet. All wishing to do something on the carpet, please come forward and get a piece of paper.

Much is not dared because it seems hard;
much seems hard because it is not dared.

-Prince Wenzell Anton von Kaunitz,
Austrian Statesman

S T A T S

Here are some numbers that tell a story. They are taken from a table compiled by the Aircraft Industries Assoc. many yrs. ago -1919
U.S.Aircraft Production (units)

| <u>Year</u> | <u>Total</u> | <u>Military</u> | <u>Civil</u> |
|-------------|--------------|-----------------|--------------|
| 1913 | 43 | 14 | 29 |
| 1914 | 49 | 15 | 34 |
| 1915 | 178 | 26 | 152 |
| 1916 | 411 | 142 | 269 |
| 1917 | 2,148 | 2,013 | 135 |
| 1918 | 14,020 | 13,991 | 29 |
| 1919 | 780 | 682 | 98 |
| - - | - - | - - | - - |
| 1937 | 3,773 | 949 | 2,824 |
| 1938 | 3,623 | 1,800 | 1,823 |
| 1939 | 5,856 | 2,195 | 3,661 |
| 1940 | 12,804 | 6,019 | 6,785 |
| 1941 | 26,277 | 19,433 | 6,844 |
| 1942 | 47,836 | 47,836 | -0- |
| 1943 | 85,898 | 85,898 | -0- |
| 1944 | 96,318 | 96,318 | -0- |
| 1945 | 49,761 | 47,714 | 2,047 |
| 1946 | 36,670 | 1,669 | 35,001 |
| 1947 | 17,717 | 2,100 | 15,617 |
| 1948 | 9,586 | 2,284 | 7,302 |
| - - | - - | - - | - - |

Question: What is it that generates aircraft production ?

COUNTY LIASION - Ray Miles

Milt has presented our planned "Field Phase I" to the Dept. of Rec. & Parks. It was accepted and agreeable as presented. Milt has made a few trips to the County bldg. and is under the impression that Bruce Dutterer (County draftsman) will be overseeing the grading and seeding work that is to be done at the John Owings Site. In my opinion, Bruce is in the best position to see that our needs are complied with. He has worked with us and has a good handle on how and why the work to be done is according to what we need.

Actual work has not started as of yet. It will begin as soon as ground firms up. The work, grading, seeding, should only take 2 or 3 days using county equipment. Then it's our turn.

Latest report- April 7, nothing started- ED: April 13 - grading has started.

DO NOT USE THE FACILITY YET !!

SCHOOL PROGRAM - Ray Miles

School schedule follows:

Wed. April 29 - Spring Gardens (new '92)

Tue. May 5 - Wm. Winchester

Wed. May 6 - Hampstead Elem.

Tue. May 26 - Eldersburg Elem.

Wed. May 27 - Robert Moton

Comm. Dell was scheduled to attend the program at Charles Carroll Elem. but failed to appear. His office scheduled this - not us. We've received no explanation as to why? His loss.

Mickey Smith = Public Information Director, has told us she will try to attend a school program sometime in April. (ED: She did attend on Apr. 7 @ West'r. Elem)

Bill Hasert has finished a splendid Saturn V Rocket kit and carrying case. This is just one super display. The kit was donated by "Estes", the model rocket people and stands about 43" high. For scale comparison, an "N" gauge freight car and scale people are at the base on front of the display. It has created quite a stir with the teachers and children. We owe Bill one for this.

On the subject of Bill, he is faced with a surgical or deal none of us would want to experience. We wish him well, speedy recovery, and an early return to our meetings and school team. We sincerely hope Bill is on the mend by the time you read this. We're all thinking and praying for you Bill.

SCHOOL ALBUM - Ray Miles

We have edited, rearranged and straightened out our School Program Album.

The album includes photos, press releases, AMA notations, county schools and locations, where special requests have been held, the Governors Citation, anything pertaining to our school effort. This gives the people at places we visit a birds eye view of WAM. It is somewhat impressive and it backs up what we do.

Milt created this project and it an ongoing accumulation of material relating to this program.

A CONTRIBUTION - ED.

John Dorl & Milt P. attended the R/C Show in Toledo Ohio and as usual came out with ANOTHER CONTRIBUTION for the S.F.P. We now have a new HELICOPTER to fly at our classes.

It was contributed by Lightning Rod Products in Wadsworth OH, Mr. Bob Marquis. Milt has sent them a "Thank you" letter on behalf of the club.

They may be at the MARC show & their ZOOM COPTER is a great thing for your kids. Please be sure to say you are from WAM.

REC. COUNCIL- Ray Miles

On Tuesday Apr. 7, John Dorl & Ray Miles attended a Balto. Co. Rec. County meeting in Timonium. They expressed an interest in the school program. John sits on that Council & also represents the BASS Club. We set up a few small items, historic models etc. & gave a small rendition on what we do. The above mentioned "Album" goes to places such as this. One never knows who sees these things. But, as they say a picture is worth more than the thousand words it would take us to tell them about it. John leaves no stone unturned in promoting our school program.

WELCOME NEW MEMBER

A "WELCOME ABOARD" goes to =
Wendell Richards, (Jane) 4123 Black Rock Rd.,
AMA 433093 374-4970 Hampstead, MD 21074
Please update your roster.

CONDOLENCES

On behalf of our club, Our condolences go out to Walter Smith and family on the passing of his mother early in April. May your fond memories be everlasting.

FLY SAFELY / DON'T FLY ALONE / HAVE A "BUDDY"

Dear Aero Modelers club,

March 18, 1992

I liked when you came to my school I learned lots of things that I already didn't know. But still thank you for coming. My favorite thing about the things that you brought was the space shuttle because I was amazed what how big they are, and how little we are to the big space shuttle.

P.S. Please write back.

Sincerely

Dear Mr. Miles and the other members of the WAM. , Thank you for coming to our school. I really enjoyed the program. I like the planes especially the bomber, the air balloon, and the Wright Brothers plane. I never thought a space rocket would be that huge compared with a freight car. I think its neat how the rubber band plane works I hope you have invented more things between now & the next time you come - XXX



Dear Westminster Aero Modelers, I enjoyed the show that you put on for the third grade. Out of all of the science experiments that we've done flight is my favorite. When I was watching the news I heard that they found a piece of Amelia Earhart's plane and a piece of a shoe. - Your friend - X

Dear Westminster Aero Modelers, I thank you for coming to our school. I'm going to make a model airplane out of sticks & plasteck. I hope it will fly. I hope you will make a new Model airplane. - Your Friend - XX

Dear WAM's - Thank you for coming to Charles Carroll Elem. I really liked the talk and all the stuff I learned. I think it's very important for all people all over the world man or woman to learn about flight or how to fly planes or helicopters. I'm glad you took time to stop by & give us the talk that you gave us. Thanks again - XXX

Dear WAM - Thank you for coming to Charles Carroll. I had fun watching you show the airplane that said Education will give you thrust & lift for success. - XXX

Dear WAM - Thank you for coming I really enjoyed it. I did not know Amelia Hart. I did not know that Amelia Hart disappeared. Thank you for the information. I like the airplanes. Your friend - XXX
PS: do not worry - I will find Amelia Hart.

Dear WAM - Thank you very much for coming to Charles Carroll Elem School. I like the rocket and, airplanes. My brother can't wait to see you. My brother is in the first grade. Your friend - XX

A TEACHER SPEAKS - Geraldine B. Reck

Dear Mr. Miles, As usual you and your fellow WAM's informed and amazed the 3rd graders at Mechanicsville School! Each year you improve the presentation to our delight. This year I was really impressed with the WAM model. It illustrates so nicely the parts of the plane that control movement. As we discussed the

PS: I'll study hard in preparation for your "Question of the Day". Hopefully I'll find something with which to recip.

the program, I could see the enthusiasm of the children and found how much information and understanding they had gained. It truly is a valuable service that your group provides.

Please express our appreciation to Mr. Peacock, Mr. Dorl, Mr. Umstad, and Mr. Berwager as well as the other members who work so hard to make the program possible. Enclosed are letters from each class. We look forward to another quality program next year. = Sincerely, Geraldine B. Reck

RADIO NEWS - Bob Jenness

The following was received from AVP Bob Babura - March 12, 1992

" Information for this report was gathered between the hours of 11:00 AM to 12:00 noon, Thurs. March 12, 1992.

Commercial station at 72.020 MHz was continuously broadcasting during the entire monitoring operation. All the others were short intermittent broadcasts.

The report shows the commercial stations indicated were active at this time. This does not assure that there are not any other stations that could cause adjacent channel interference.

Commercial radio signals with an "S" meter reading of "S-5" or higher, interference to old style wide band receivers that are operating on adjacent channels is a definite possibility.

Preliminary information indicates that the new 1991 style narrow band R/C receivers will not experience adjacent commercial signal interference until the observed signal level on the "S" meter indicates an "S-9" signal level from the commercial station.

Bob Babura, AVP Dist. 4 "

ED: Channels NOT listed were clear at the time of the monitoring.

| | |
|---------------------------------|------------------------------|
| Ch 11 72.010
72.020 = S-5 | Ch 33 72.450
72.460 = S-6 |
| Ch 12 72.030 MOST ACTIVE | Ch 34 72.470 |
| Ch 20 72.190
72.200 = S-5 | Ch 40 72.590
72.600 = S-5 |
| Ch 21 72.210 | Ch 41 72.610 |
| Ch 26 72.310
72.320 = S-6 | Ch 43 72.650
72.660 = S-5 |
| Ch 27 72.330 | Ch 44 72.670 |
| Ch 28 72.350
72.360 = S-4 | Ch 52 72.830
72.840 = S-3 |
| Ch 29 72.370 | Ch 53 72.850 |

CLUB "CUB"

Bill Hasert moved the Club Cub to Milts shop and through the effort of Milt P. & Lloyd Briggs, a new narrow band radio has been installed. We had to change the connectors to fit the new style Futaba receiver etc. We then had to readjust the pots in the aileron servos so they would center. We are ready to fly- so lets either fly it or get rid of it. Its a team effort to set it up to fly. When should we do it ????????

A MODEL BUILDERS WIFE

Oh, give me the life of a modelbuilders wife
And I'll show you a life that's sublime,
A life filled with fiberglass, balsa & paint
And meals that are never on time.

Oh, give me the life of a modelbuilders wife
And I'll show you a life that's content,
When he grumbles "The elevator won't raise
twelve degrees !",
And you can't figure out what he meant.

Oh, give me the life of a modelbuilders wife
A life where you learn style and grace,
Where your head hits the fuselage while
washing your clothes
And the landing gear trips you flat on
your face.

Oh, give me the life of a modelbuilders wife
A life of diplomacy and tact,
Seeing a plane like his own that someone
else built
And he gripes, "Why can't mine look like
that ?"

Oh, give me the life of a modelbuilders wife
A life of true financial ease,
When he spends \$50 on 12 nuts and bolts,
Then hands you 20¢: "Spend as you please".

Oh, give me the life of a modelbuilders wife
When the battles at last at an end,
And he says to the air, "I'll need two
planes up there!"
And you shutter: "Oh no! Not again!".

THE "EYE IN THE SKY" KNOWS - -

Anyone for "Air Mail" ?? I think we have a specialist in the club ! Cheap rates.

I have heard that "Chipmonks" hustle for their hole - but, do it yourself ? - ugh !

I thought it was a hawk diving for its prey but it was only the prelude to a dead stick landing in a high wind.

Where did it go ? I know its up there somewhere. Whew, there it is !!

MODEL CRAFT HAS A LINDBERGHIAN TASK

Maynard Hill of Layhill Hopes to navigate a model plane across the Atlantic in an attempt to break his own distance record.

Maynard Hill built his first working model airplane in the 1930s as a boy in PA. It was powered by one rubber band, and Hill says it "probably flew 9-10 ft".

This yr., six decades & 18 world records later, he will try to fly a model plane across the Atlantic Ocean.

Hill, 66, of Layhill, is one of the worlds foremost builders and fliers of record setting model airplanes. The planes have been a hobby all his life, and evolved into his profession, designing small "remotely piloted vehicles," or RPVs for the military.

He spent 26 yrs at Johns Hopkins Applied Physics Lab. in Laurel, then retired, then promptly started a company called H-Cubed Corp. with 2 other people, to continue the work. "The hobby's always been mixed with the business", he said.

Hill currently holds four worlds bests, one of which is listed in the 1991 Guinness Book of World Records: In 1970 he set an altitude record for planes launched from land, guiding a radio controlled plane to 26,929 ft., about 2,100 ft. short of the height of Mt. Everest.

The only reason he stopped at 26,929 ft. was that he would have lost sight of the plane had it gone higher. "If I could ever fly that airplane at Cape Canaveral where they have the telescopes that track the shuttle, I could probably get it to 50,000 feet," he said.

He also holds records for cross country distance, 289 miles, set in 1983. That record attempt began with Hill launching a plane in Greencastle, PA near Hagerstown.

Then he, a driver & 2 officials got into his 1962 Mercury Cougar convertible & chased the plane for 5 hrs. down I-83, almost to the Tenn. boarder.

Hill also holds the altitude record for planes launched from water, 18,900 ft. set in 1969 and the speed record on a set course, 150 MPH over a roughly ½ mi. course.

The 1991 Guinness book lists him as holding the closed course distance record, but that has since been broken, he said.

His current project is a plane that he hopes break his own cross country distance record, and the duration record of 22 hrs & 13 min. held by an Italian man.

It is a 6 ft long plane built of orange & white mylar stretched over a balsa wood frame, with a span of 9½ ft. It is powered with a 4/stroke gas engine that uses fuel sparingly - About 1½ oz./ hr. Without fuel the plane weighs 7 lbs. Mounted on the planes frame is a control mechanism that keeps the plane homed in on a signal from a radio transmitter. That's how Hill wants to cross the Atlantic later this yr.

"If we put that transmitter on the fantail of a ship, the plane will just soar along behind us like an albatross across the ocean

Hill does not have a pilots license, and does not particularly want one. "I've always felt its a lot more fun to fly them from the ground. I find sitting in a light plane going from here to there is very dull, compared to having a radio controlled airplane that you can loop, dive & roll. (Article contributed by - Richard Jakubs)

UPCOMING CLUB EVENTS

May 5 - 8:00 PM Monthly meeting
May 17 - 11AM - 5 PM MMA Picnic & Fun fly
June 2 - 8:00 PM Monthly meeting

OUTSIDE EVENTS

May 2 & 3 = IMAA Fun fly - Lums Pond State Park. (off Rt 40E. nr Del Line.
May 22 & 23 = Andrews AFB open house.
May 30 = YARC Float fly - Redmond Lake
June 6 & 7 = **MARC Show** - Timonium

A M A NEWS - Milt P.

INSURANCE = Policy limits have been increased - "Policy limits are \$1,000,000 for each occurrence involving BI &/ or PD with the exception 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 & collectively to all insureds & is provided only for accidents arising from the operation of models in accordance with the Official AMA Safety Code(s)." (Effective 3/31/92)

Para 6 (safety code) I will not fly my model unless it is identified with my name & address of AMA #, on or in the model.

Please contact me if you have any problems concerning the AMA or if you should have any suggestions or comments that needs their attention. I will try to help you.

**MARYLAND MODELERS ASSOCIATION
FUN FLY AND FAMILY COOK OUT
SUNDAY MAY 17, 11AM-3PM
MAYESKI PARK, WINFIELD, MD**

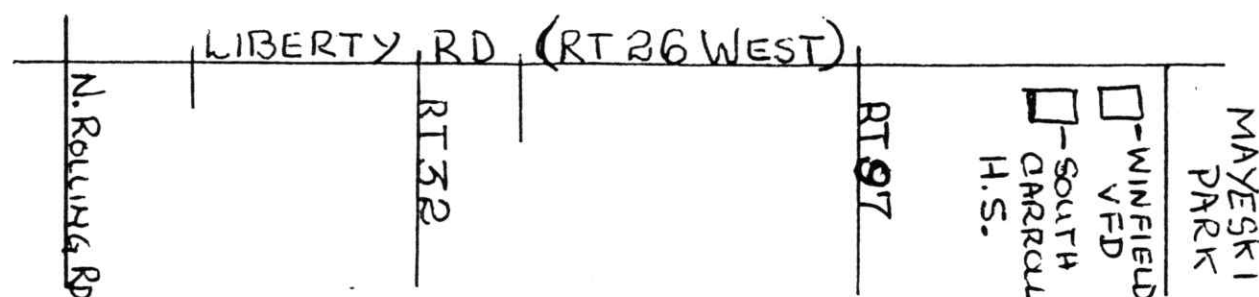
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GOLD STICKER REQUIRED**

HOYT BISHOP, CD-PH: 410 944-6789





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 R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Newsletter of the
Westminister Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER



Maybe radio control planes are getting too complicated.

FOAM CUTTING DEMO

At our May meeting =
Mr. Joseph Allulis & Phil McShane will
visit us and demonstrate the art of cutting
foam into wing panels. It should be
interesting to everyone.

News Deadline
MAY 19TH
Hear us



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

June 2, 1992

8:00 PM

West'r. VFW

Volume 8 Number 5 May - '92

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

Attendance was fair for our May meeting but could always be better. It is always good to see the new members but how about the older ones. So, you all who haven't attended for a while come on back and join us!

Our new field, as reported at the meeting, is progressing steadily and by the time you read this should have already been seeded. Of course this seed will take some time to establish so we will need some additional patience. More news as it happens.

I hope all you guys have gotten in more flying than I have been able to. I am making a personal effort to get out more if time and conditions are right. I may need to be requalified if I don't hurry up! Well, if that happens I will certainly have a large group of instructors to choose from.

This brings me to my next topic of welcoming our latest group of instructors, namely Roger Newcomer, Bob Allen, Frank Giuffre, and Bob Jenness. Best of luck to all of you and your new students. Looks like more flying time for Milt, Lloyd, and Paul.

Thanks to Dave Stahl for agreeing to cut Nelson Field for another season. This is a job that noone appreciates until it doesn't get done. Please cooperate with Dave if you are at the field while he is cutting.

If anyone is interested in a new

experience it has become official that the Club Cub is now for sale. This 1/4 scale plane was a labor of love for WAM for many years but it seems that all that it has done has been to collect dust. So here is your chance to become a owner. The selling price is \$300.00 and you can contact Milt Peacock for further information. Serious inquiries only!

Don't forget the upcoming MARC SHOW and if you plan to participate in the flea market on June 6 let Ken Hands know. By now the MMA Fun Fly is history and I hope you were able to attend. Our fun fly schedule is set for the season and dates can be found in this publication. I hope all of you will make an effort to come out and join in.

Fellows, don't forget that my phone line is always open if you have anything to discuss or suggest. Your input is always appreciated. Also remember that this also goes for this newsletter. Send those articles in to Milt so we can share that special information with everyone.

Well, that's all for this month.

HAPPY LANDINGS,

Wayne

CONDOLENCES

We were sorry to learn that Dr. Ed Goldman's mother passed away last month. Ed, please accept our belated sympathies.

Condensed- MINUTES MTG. 5/5/92 - Bob Allen

Bob acted as Secty. in the absence of John S. (ED: He did a good job too)

We welcomed Bill Hasert back to the flock & I must say, he's looking good.

Wayne Creasy was back at the helm this month

Milt P. met some of the sales people that rep. the Sport Flyers Assn. & tried to get some of the specifics of what they had to offer. According to Milt, these people didn't even seem to want to be bothered with specific details, so beware, & know what you are getting for your money.

I gave my MMA report this month. Not much to report, just about the final preparations for the MMA Fun Fly & Picnic on May 17.

Milt distributed an AMA newsletter & AMA Insurance information. Milt also announced that the Muncie Grand Opening date is June 13 & 14.

C/C Aero Drome update- We stress again NO FLYING until the permit is issued. Ray Miles reported that a contract has been let to rake & seed the field. This work is scheduled to be complete within the next 2/3 weeks. The grass has to be established before any flying can be considered, this could put us into July easily

Bill Hasert drew up a giant scale map of the new field and surrounding area. Bill also took some nice photos showing different views from locations pointed out on the map. Bill explained the proximity of the roads & neighbors & areas where we should avoid flying so not to disturb our neighbors. Nice job, Bill. It would be nice if some of our other club members were as self motivated.

Dave Stahl has agreed to cut our present field this summer. Thank you Dave. Please stop flying if Dave comes to cut the grass.

Membership - no new members.

Radio Tech - no report

Property - Ray Miles is taking care of the book until Bill is back 100%.

School - 5/26- Eldersburg- 5/27 Robert Moton

Talespinner- Thank you to- Dave Kenney- our printer. A reminder - get you articles to Milt before the 2nd Tues. after the meeting.

A lengthy discussion pertaining the club "CUB". (details in official minutes) It was approved to sell the CUB for \$300 w/eng. No radio. (ED: it was sold 3/17)

Event comm. sent a report - Fun/flys= 6/14; 7/12; 8/16; Big Bird Day 9/13. Contact Roger Newcomer for details.

MARC Show June 6&7. Ken Hands is chrm., of Club Flea tables. Your junk is the other fellows gold. Bring it and sell it.

Unfortunately the demonstration of foam cutting had to be postponed. Sorry.

con't next column

May. Minutes con't.

The Club has appointed 4 new flight instructors. They are Roger Newcomer, Frank Guiffre, Bob Allen & Bob Jenness.

The 50/50 raffle has been turned over to Paul Schaffner lock, stock & barrell.

50/50 for May was won by Lloyd Briggs. The pot had \$23.00 in it, so half of that should make a down pymt. on the Cub.

- Bob Allen, recorder.

(ED: This is a condensed version)

NOTICE - Ed.

This is your Newsletter- It is really not entirely up to Ray Miles, John Schaffner, & me to write this jazz. There is radio news, safety news out there but I'm not going to write it for you. Help make **YOUR** newsletter better. It only takes a few minutes.

AMA NEWS - Milt Peacock

FIRST - Did anyone in the club ever receive any information (other than what was in Model Avia. Mag.) about Muncie such as maps, motel information, etc.? I was told by an official in the AMA that a packet containing maps of Ind., the AMA layout, & motel info. was sent to all AMA Chartered Clubs. My address is the current club official address and I have not received a thing. If you got it instead of me, please call me. I don't know of any other club (at this time) that got it either.

In any event, I HAVE MUNCIE INFO. if you wish to attend the opening in June or at any other time. If you wish the info. call me.

Senior Citizens - note the folowing -

If you read Vince Mankowski's article in June MA, you saw where consideration is being given to again changing the criteria concerning AMA Sr. Citz. membership. It seems that one plan is that you MUST be over 65 yrs. of age plus 30 consecutive yrs. AMA membership. The AMA is only 56 yrs old now and 30 is over that. I think that is a little much. First off, I will stand corrected, but the AMA suffered a fire some years ago and membership records were destroyed. I have photos showing my AMA # in 1940 and I believe I joined before that but they cannot come up with any of my past records. I've been a CD & Leader member years ago but they can't verify that. Just because someone for personal reasons, financial, military service, ect. caused a break in their membership, in my personal opinion, should not disqualify them.

If you have an opinion concerning this subject, write to the AMA & tell them. DON'T WAIT, DO IT **NOW** !

SCHOOL PROGRAM - Ray Miles

Another school year is completed. How fast they go! All programs have been completed at the schools for this year. We did have a special request program conducted for the Pinewood Elem. School in Balto. Co. for the 5th grade. This is being written before this event and will have taken place when you receive this newsletter. The school is located in the Timonium area and between 100 & 300 boys and girls are estimated to attend.

This program was the result of the Rec. Council I attended last month with John Dorl in the Timonium area. Many favorable comments were heard after a brief history of why, how, & where was given before the group. There had to have been 30 people in attendance that night. So, one never knows where something will develop from.

Next school year one more new Elementary school opens in our county. This will make #19. The name is Friendly Valley Ele., and it is located in West'r. at Gist & Kate Wagner Rds. Then the following year another Elementary school will be opening on Mayberry Rd., outside of West'r. However the Uniontown Ele. will be closed at that time. So the count will remain at 20.

COUNTY LIAISON - Ray Miles

Much progress has been made at the landfill site. Grading has been completed. Seeding is next. Also some details have to be ironed out, and Wayne is working them out.

DO NOT USE THE NEW SITE YET

A NOTE FROM RAY

Its good to have Bill Hasert back with us. His progress to this point is good. He has already rejoined our school program. Don't know how much a few hands are missed until they are not there. Good to have you back, Bill! Also Jim Umstads wife Janet is having medical problems. Jims been on the run with her these last few months and he even had to miss a school program. We hope things are under some control by now.

LETTERS - as written

Dear Aeao-Modlers

Thank you for coming and shoing your mod-le air planes I liked the progame very much.-X

Dear Mr. Miles,

Thankyou for coming to the school. I relly liked the one with the motcentroll one witch that big white one tell the other guys thank you for me. - XXX

SPINOFF FROM SPACE TECHNOLOGY -

John Schaffner

SOUND GUARD - Lubrication technology originally developed for a series of NASA satellites has lead to commercial products designed to protect surfaces from friction and corrosion. A spray called "Sound Guard" deposits on phonograph records a microscopically thin protective coating that prevents the hard diamond from wearing away the softer vinyl material of the disc.

The anti-static quality of the coating also retards particle accumulation on the stylus. The lubricant technology, developed when it was discovered that known lubricants were not suitable for moving parts exposed to space for several months, also is used in manufacturing. The spray produces a film that dries to form a hard, slippery surface that doesn't chip, peel, or rub off. These surfaces function well in molding & pressing operations, protecting against unwanted adhesion and heat produced by power robbing, product damaging friction.

The coatings are used in producing drugs, on food processing machinery, computers, turbines, pumps & valves, and many more.

A TRUISM - A book is a friend that will do what no friend does - be silent when we wish to think. - - Will Durant

IRON MIKE - John Schaffner

Clarence Chamberlin made the following observation about the automatic steering device he saw in operation aboard the Leviathan while returning from his New York City to Germany flight in 1927, "Sometime when trans-Atlantic flying has become a commonplace thing, this automatic steering device will be worked out satisfactorily and airplanes will have their own 'Iron Mikes' the same as vessels which ply the surface of the sea." (from- Record Flights, Clarence Chamberlin, Dorrance & Co. Inc.)

A STUPID QUESTION- J.S.

You have just thrown your morning paper in the office trash can & someone says- "Are you finished with the paper?"

CHURCH NOTICE - J.S.

Tonites sermon- "What is Hell?" Come early & listen to our own chior practicing.

THINGS ARE NOT ALWAYS AS THEY SEEM

I attended a banquet several weeks ago, afterwards the guest speaker grabbed his audience attention by relating this story.

Bill & his wife belonged to the local Community Fellowship Club. The club pres. asked Bill to give a speech at the next mtg. Bill tried to back out by saying he didn't know what to talk about, but the pres. insisted by saying-"You'll think of something". Bill dismissed the thought and forgot it.

The next meeting night Mary could not attend because of a migraine headache. Bill went alone.

Bill was caught off guard when the Pres. introduced him as the speaker for the evening. He had not prepared./ He quickly decided to talk about a subject he knew about, and would interest everyone. He decided to talk about sex.

After his talk, the audience applauded and congratulated him on his frankness, courage, and sensitivity in his presentation.

After the meeting was over he went home to his wife & told her he had given a speech at the meeting. She said, "That's wonderful; what did you talk about?" He didn't want to upset Mary so he told her he talked about airplanes.

The next day, while Bill was at the office, Mary went to the Supermarket. She pushed her cart down the aisle and was greeted by six ladies who attended the fellowship meeting last night.

They said' "Mary, we're sorry you could not attend the meeting last night. Your husband Bill, gave his talk with such a high degree of knowledge and expertise. We thoroughly enjoyed it."

Mary said- "Well that's amazing to me because he has only been up twice in his life".

(Thanks George - YARC.)

Dear Aero Modelers, - - I liked when you flew the airplane and when it crashed. I also liked when you talked about how planes get up in the air and stay. Thank you for coming. I enjoyed it alot. Thanks again because you gave us less working time. - Your friend, XXX
ED: We fly a small rubber powered model in the class room & it usually hits a wall.

Dear Mr. Miles,-- Thank you for coming. I really liked the things you brot. The best thing I like was when you flyw the bule and red aplan akros the room. Plesae thank the other man oh came. - Sincerely - XXX

FOR SALE

1/4 Scale J-3 Cub 191 span w/ Enya gas engine & Enya gas engine. Complete except for radio. Has been flown 3 times, never crashed \$300.

10"sq. Sun shade - used once -\$35.00 (new) - contact Milt Peacock 833-3122 \$49.50)

1/4 scale Midwest Giant Stick - Quadra 42 gas engine - \$375 - Hoyt Bishop 944-6789

DID YOU KNOW ? - J.S.

You can buy a completely restored Stearman for only \$115,000 from Air Repair @ Cleveland, Miss. They turn out about 10 per yr. Get in line. (Full scale of course) OR if you can afford just a little bit more, go shopping at Classic Aircraft in Mich. and get yourself a completely new 1935 WACO YMF-5 with all the electronic goodies for \$203,920 + tax. Check back with me if you want the phone number.

FRIENDSHIP: Never explain- your friends do not need it, & your enemies will not believe it anyway. (Ed: so true)

* - * - * - *

Someone once said that culture is what remains with you after you have forgotten all you have read, & I believe there is much truth in that. - from "Education of Wondering Man"- Louise L'Amour

* - * - * - * - *

It seems as though - - The man was a constant bore, bragging about his family heritage. On one social call, he went on for hours about his fathers abilities in the business world. Finally winded, he turned to an uncle and said, "You knew my father well. Tell me, did ydou ever know him to fail at anything?" The uncle ended the conversation and the visit with the statement, "Birth Control!".

Dear Aero Modelers, --Thank you for every thing. Thank you for shaiu-ng, the airplane to us and the in formation on planes you have a plane. Sincerely - XXX

Dear Aero Modelers, - - Thank you for coming to Mt Airy Elementary School to to talk with use. It was very fun and exciting too. The model Airplanes and very cute. - Sincerely XX

Dear Aero Modelers, - - I like the plane shod uss and the history you told uss. I also lik the planes you shoud uss. - With ??? - XXX

AVIATION'S 10 COMMANDMENTS OF FLYING

I- DON'T SHOW OFF - Zooming over your girls house, or turning to wave good-bye to her on a take-off is an easy way to terminate your romance suddenly.

II- KNOW YOUR LIMITATIONS - Don't try to perform the impossible with yourself or your ship. Don't be afraid to take a little extra time to check yourself out on a strange ship. Especially, find out when it spins and why, so you won't be surprised some day.

III- DON'T TAKE THINGS FOR GRANTED - No one will resent it if you personally check your fuel or your controls before take-off. It is the mark of a good pilot.

IV- GET AWAY FROM HOME - You may know your own airport well enough, but making practice landings in strange airports is a good form of insurance. As soon as you are qualified, get all the cross country you can. Learn to look for other wind indicators than a windsock

V- WATCH YOUR WEATHER- Even the best airline pilots spend a lot of time looking at weather maps and flight conditions before every take-off. Stay on the ground if things look doubtful.

VI- STUDY THE REGULATIONS- Become familiar with the rules that have been drafted for your safety and obey the intent as well as the letter of the law. Most accidents can be traced to violations.

VII- CHOSE YOUR FRIENDS- Especially when it comes to hanger flying. A lot of feats you hear never happened anyway, & besides they may be pulling your leg.

VIII- THINK AHEAD- Take time out to consider all possible things that may happen to you & decide in advance just what you will do under all circumstances.

IX- SET A GOOD EXAMPLE- You may be young at this business, but remember there are those younger who look to you for guidance.

X- FLY HIGH - FLY FAST - KEEP YOUR NOSE DOWN ON TURNS - ED: Think about the other guy!!!
Credit= "Aviation- May 1939"

ED: It is very easy to apply the above to our model flying. We would probably all be better pilots if we would honestly and openly criticize each others flying at the time it occurs. You should not take offense at constructive criticism.

HINTS & TIPS- INSTA-CURE works very well with 3/4 oz. to 6 oz. fiberglass cloth for reinforcing joints. Lay the cloth on the surface & apply drops of thin CA until capillary action saturates the fiberglass.

DATELINE - - MAY 17, 1992 = 11 AM - 5 PM

PLACE - - MAYESKI PARK

EVENT - M.M.A. PICNIC & FUN FLY

The day was OVERCAST & FOGGY BUT the turnout of members & families of the clubs which belong to the MMA was pretty darn good. I am not a judge of quantities of people but I would guess 200 or more throughout the day.

I'm guessing again but there were about 15 models in the Static Show area and about 15 or so in the pit area. In my opinion, considering the weather, it was a great showing and support of the MMA.

When it came to flying, the grass was high & wet, the ceiling was low, visibility short, however Bob Allen flew his "Bingo" & Paul Schaffner flew his "Ultra Sport", both pilots put on a good show to make WAM proud. Milt P. flew his oldtimer Mercury" and advertised WAM by deploying a banner "WESTMINSTER AERO" to the surprise to most of those watching. So again, WAM does itself proud.

The food was prepared & served by Ron Wares Boy Scout Troop, they camped out at the park Sat. nite, which was a big help to all of us. 25¢ each was charged for hamburgers, hot dogs, beans, chips, drinks, (to help prevent waste), the proceeds of which was contributed to the Scouts. Hopefully they were happy with the results. I don't think there was too much left over so it should have been OK.

This being a "Fun Fly", no scheduled events were flown. Just put your plane in the air as you choose, just keep it low & in sight. All in all there was quite a bit of flying. A fellow from Meade Modelers made an attempt to pick up a banner by snatching a towline between two poles but the prop was hungry and wound up the tow line instead. That was the end of that show. It's much easier to take the banner up with you on take off, deploy same, & drop it when you wish.

The only SCHEDULED event was called "PILOTS CHOICE" of the aircraft which were either flown or on static display. A "Gift Certificate" was awarded in the amount of \$50 for 1st & \$25 for 2nd in both SCALE & SPORT classes. All pilots made their choice and when the tally was over WAM was again "ON THE MAP" as I like to say. Results =

1st. Scale = Milt Peacock = T-28

2nd. Scale = Robert Allen = Spacewalker

1st. Sport = Paul Schaffner = Ultra Sport

2nd. Sport = Phil Munn (SCAM) = CAP-21

3 out of 4 ain't bad in any league. You have to participate to win.

Those who didn't come missed the fellowship, and a darn good time. Keep us in mind in '93.

Many thanks to all who helped in the work.

-Milt Peacock, V.P. MMA

LETTERS

Dear Aero-Modelers -

Thank you for the program. I enjoyed it alot. I learned alot about flight. I liked the history of flight. I learned how planes fly and the movement of planes.

With thanks - XXX

Dear aero modlrs -

Thank you foe coming to our school. I likes the flight. I hope you had a nice easter. I hope yow have a nice day. - Your friend.=XXX

Dear Aero-Moderers,

Thank you for coming and showing your airplanes to us. I liked it when you flew the airplane. It was a fan-tab-u-lo-so which means cool - With thanks - XXX

Dear Mr. Miles,

Thank you for coming to our school. please come again. Will you thank the other men for coming too. the part I likes is when you flew the blue and white. I learned that if you listen to your teachers.

Sincerely - XXX

Dear Aero-Modelers,

Thankyou for coming to our school and showing us a program. I liked the part when you flew the remote control airplane. I learned how the planes can fly. I also liked the program very much. - - Sincerely - XXX

A THANK YOU - (ED.)

I had obtained a kit from LANIER Models which will be used as a back up flight demo model in the School Program. Paul Schaffner volunteered to build same and he has advised that he has completed it less the radio.

I also obtained a radio from FUTABA which I am going to give to Paul so the back up will be available for testing this summer.

The eng. is an OS 46 which I obtained from TOWER. The adhesives came from ZAP.

I believe we need 3 wheels. If you wish to contribute needed items, call Paul and ask what he needs. 429-1911

I really don't believe that most of our club members realize how much a handfull of fellows contribute to promote our club. Join the ranks - help do your part.

A FEW
MINUTES OF YOUR
TIME WOULD HAVE
OCCUPIED THIS SPACE
ED.

SUPPORT YOUR LOCAL HOBBY SHOP

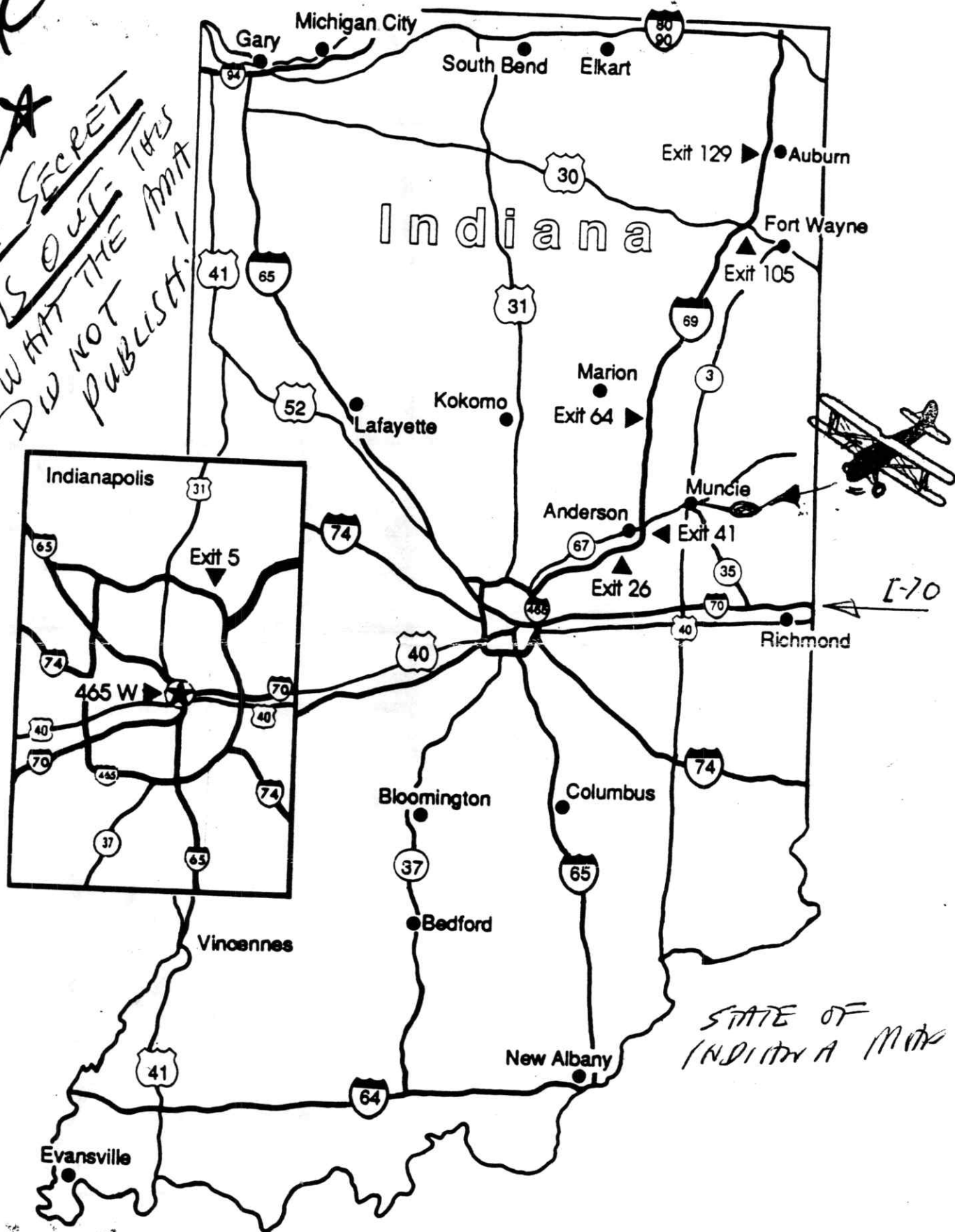
Buy what you can from your local dealer, whether it be Bobbie's, Ron Ware, Hampstead, or Yorktown. Without them you are in real trouble in SEEING what you buy, good advice, and a variety of items you need with every project.

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| HOBBY ADHESIVE | BALSA WOOD | SOFT WOOD | HARDWOOD | GLASS & METAL | FIBERGLASS | HARD PLASTICS | CERAMICS | WHITE RUBBER | WATER-RESISTANT LAMINATING | REINFORCING | | | |
| | | | | | | | | | | | | | |
| QUICK-CURE | △ | △ | ▲ | ▲ | △ | △ | △ | △ | △ | | △ | | |
| MID-CURE | △ | △ | ▲ | △ | ▲ | | | △ | △ | △ | △ | △ | |
| SLOW-CURE | △ | △ | △ | ▲ | △ | | | △ | | ▲ | △ | ▲ | |
| EX-SLOW-CURE | | | | | | | | | | △ | ▲ | △ | |
| FINISH-CURE | △ | | △ | | ▲ | | | | | △ | ▲ | ▲ | |
| INSTA-CURE CA | ▲ | △ | | | △ | ▲ | △ | | | | | △ | |
| INSTA-CURE + | △ | ▲ | △ | △ | △ | △ | △ | △ | △ | | △ | △ | |
| MAXI-CURE | △ | ▲ | ▲ | ▲ | ▲ | △ | ▲ | ▲ | ▲ | | ▲ | △ | |
| SUPER GOLD | △ | △ | △ | △ | △ | △ | △ | △ | ▲ | ▲ | △ | △ | |

Look

~~THE SECRET~~
IS OUT. THIS
IS WHAT THE AMT
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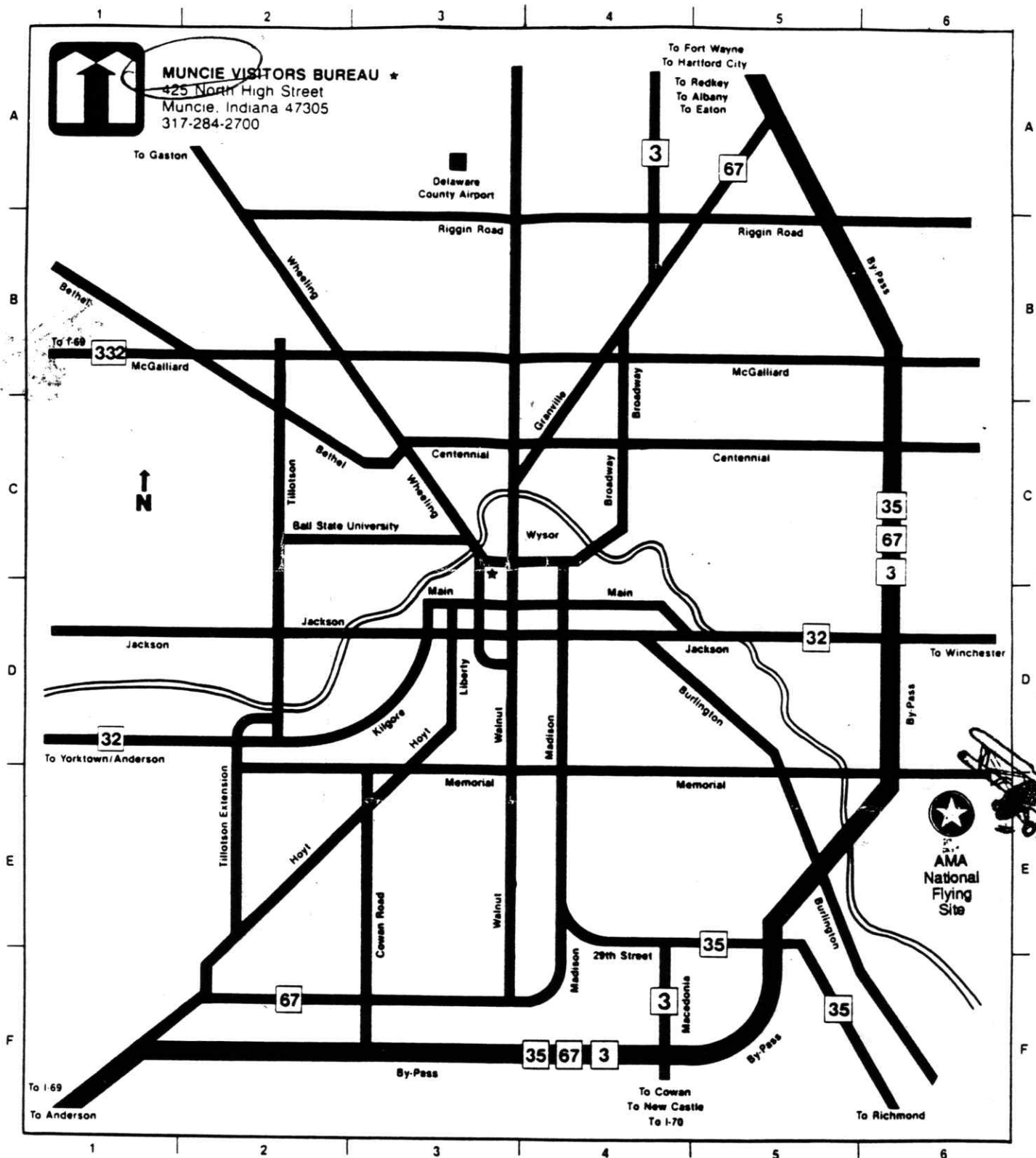
IF YOU REMEMBER THAT THIS SHOULD HAVE
BEEN PUBLISHED IN "M.A." - WRITE
A TREC E.M.!!



Map of Muncie on reverse side.

GRAND OPENING
JUNE 12-13-14

AMA
FLYING SITE



CITY MAP

ACADEMY OF MODEL AERONAUTICS
MUNCIE, INDIANA

GRAND OPENING SITE PLAN

ARCHITECT: JOHN HUNTON

SCALE: NTS

DR BY: INNOVATIVE GRAPHICS

27 FEB 92

N

180' X 650'
RUNWAY

P/C



INDUSTRY
EXHIBITS

SWAP SHOP

PARKING

PARKING

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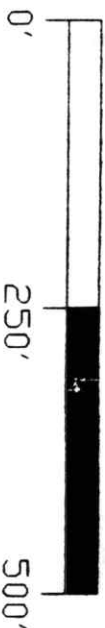
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The WESTMINSTER AERO MODELERS meet on the first Tuesday of every month, unless otherwise noted, at 7:30 pm at the Westminister VFW Hall, off of Poole Road in Westminister. Visitors are welcome.

To:

John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Newsletter of the
Westminister Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPIINNER



COMING CLUB EVENTS

- June 2 - Monthly mtg. @ VFW 8 PM
- June 6 - WAM Flea Mkt. tables @ **MARC Show**
- June 14 - Fun Fly @ Nelson Field
- July 12 - Fun Fly @ Nelson Field
- Aug. 16 - Fun Fly @ ???
- Sept. 13 - Big Bird Day @ ???

OUTSIDE EVENTS

- May 27 - MMA Mtg. @ (Call Bob Allen)
- May 30 - YARC Float Fly @ Lake Redman 10:30 AM
- June 6 & 7 - **MARC SHOW** @ Timonium Fair Grounds
- June 12, 13, & 14 - Grand Opening AMA - MUNCIE, IN.
- June 20-21 - Willow Grove NAS - Open House
- July 18 - Flea Mkt. @ Hummelstown PA
- Aug. 9 - Reading Aerofest - Thunderbirds
- Aug. 13-16- Piper Aircraft Fly-In - Lockhaven PA
- Aug 15-16 - Geneseo Airshow, Nat'l. Warplanes
- Oct. 3 - YARC Flea Mkt. Dover Fire Hall, Pa.
- Oct. 12 - MMA Flea Mkt. West'r. MD



THE TALESPINNER

Westminster Aero Modelers

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

JULY 7, 1992

8:00 PM

WEST'R. VFW

Volume 8 Number 6 June '92 AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

Many of our officers were not present at our June meeting but we still had 25 members present. We voted in a new member and I would like to welcome Tom Bandy to our Club.

The report on the MMA Fun FLY showed that the event was successful in spite of the fog and cold. WAM made a good showing at this event and the members who flew in the poor conditions are to be commended. Many thanks to Paul Milt, and Bob Allen for having the guts to put on an exhibition. Also Bob won the scale contest with his Space Walker.

Thanks to Ken Echard for taking it upon himself to clean up the field of debris several weeks ago. All of our members need to be aware of the rubber bands, cigarette butts and other items that end up on our field after a day of flying.

The MARC SHOW is history by now and I hope you were able to attend. I was not able to go but I hear that attendance was good but not too many purchases were being made. I guess the economy also has taken it's toll on our hobby.

Super congratulations are in order for Ray Miles who was selected as the Maryland Modeler of the year by the Maryland Modelers Association. I think we will all agree that Ray is well deserving of this honor. Best wishes to Ray!

Our first Fun Fly is scheduled for June 14 and by now I hope that we are talking about how good the attendance was. Come on out to our fun flys and join us.

Many thanks to Milt for his presentation about the restoration of the plane at The Baltimore Museum of Industry. It was very informative and showed what a labor of love it must have been for him.

If you notice that this months newsletter is not as large as the others then it is probably because I am the solo editor this month. This should make all of us appreciate the job that Milt does every month, also Jim Garrett when he is compiling it.

Well, thats all for this month since I have to get started on the other items.

Happy Landings,
Wayne
WAYNE

FOR SALE

TELEMASTER 70 high wing plane with 6 foot wing span. 40 size engine or 48 four stroke would be perfect. This plane is by Hobby Lobby and is in good shape. Ready for engine, radio, and servos. No dicker price of 75.00. Call Wayne Creasy at 857-4373.

M.M.A. REPORT

By Bob Allen

DATE: 5/27/92-7:30 p.m.-PJ's PUB

MMA PICNIC was discussed, everyone had a good time and there is some talk of having the affair again next year.

The money worked out as follows:

\$670.03 -spent
\$296.00 was taken in through sales and selling off left over food and drinks.
\$200.00 was donated to the Boy Scouts for their work and efforts.
\$50.00 was donated to the Winfield Recreation Council.
\$50.00 was donated to Carroll County.

Approximately 200 people attended and of that number, 65 were AMA members. All clubs in the MMA were represented in various numbers.

MARC SHOW-Volunteers were solicited to work the MMA booth and hand out literature concerning the various clubs.

CLUB REPORTS-

HOWARD COUNTY-Reported that there is going to be a scale contest at Bealton on July 17, 18, and 19.

R.C.M.B.- is having pylon racing and combat contests on the 2nd and 4th Saturdays in June, 1st and 3rd Saturdays in July, August, and September. The flying starts at 11:00 a.m. and involves .19 size aircraft. It is an inter-club affair but we are welcomed to go and watch.

NEXT MEETING-7:30 p.m. at YOUR HOBBY CENTER on June 24th.

Welcome
Tom BANDy To
our Membership
Come on Out And
Join Us.

MINUTES OF THE JUNE 2 MEETING

BY JOHN SCHAFFNER

There were 25 members present and no guests.

Minutes were read and approved as per John Schaffner.

Bob Allen reported on the MMA meeting, details elsewhere in the Tailspinner.

Milt reported on upcoming scale events at Bealton and commercial correspondence.

Milt reported on correspondence with AMA and upcoming AMA rule changes in regard to membership and the executive position of Vice-President.

The Club expressed support for Milt to write to the AMA concerning the above.

Ed Goldman, reported one new member as a candidate, Tom Bandy, who was voted into membership.

Ray Miles reported that the field was coming along and that grass had been planted. Further developments as they become available. Ray, Wayne and the Commissioners will meet on June 15 to discuss final procedures.

Ray Miles reported that the School Program for the year was completed with the exception of two special requests which will be done on July 7 and 22. There were no reports on the upcoming fun flys since Roger was not present but Jim Garrett assured members that it would include everyone.

OLD BUSINESS-Milt reported that the back up plane for the School Program was being finished and that the Club Cub was sold. The membership agreed to sell the old radio to that plane and allowed Milt to get what he could for it. The question of incorporation came up again and President Creasy was instructed to have an executive meeting to decide what would be done.

Milt also reported on the first annual MMA fun fly.

Milt also talked about the handout being prepared to publisize the School Program.

Ken Echard reported on why not to fly when your batteries are low or in bad condition. We should also remember to keep our field clean.

Milt gave a talk on the restoration of the "Mariner" P5M which was done at the Baltimore Museum of Industry.

Ken Davis entertained the club about landing gear.

The meeting adjourned at 10:00 p.m.

W.A.M. RECEIVES AN "AWARD"

Milt Peacock - AMA Rep.

On Friday June 5th I attended a cocktail party at the Holiday Inn in Timonium given by the Directors of the MARC Show for the vendors and members of RCMB. During that festive occasion, several acknowledgments were given by the MARC Show Director, Ron Stahl among which was AMA V/P D/4 Crispin.

Howard had a few words to say about other topics and then spoke of the accomplishments and dedication of a club known as **W.A.M.** for their efforts in the "School Flight Program". I was honored by being called forth to accept, on behalf of WAM, a plaque & flag known as "AWARD OF EXCELLENCE" for our activity in the community.

The following is a quote from the 1992 Membership Manual, page 11 -

"AWARD OF EXCELLENCE- Issued to clubs on approval of the Executive Council. Constitutes an upgrade of the Award of Service (which we have) or Award of Achievement or other significant achievement." (page 11) This is the highest award that a club can receive. We should be justly proud to display it.

Every member of the club is entitled to wear the A of E patch which can be ordered by the club. I have made President Creasy aware of the procedure to obtain same and I assume he will bring it up at the July meeting as I will miss that meeting.

Fellows, I was very proud to receive this award, particularly in the presence of some of the vendors who have supported our program.

I have given the plaque & flag to Wayne & I'm sure he will show it to you at the July meeting.

Keep up the good work. - - Milt P.

GOOD HOUSEKEEPING - Milt P.

I am speaking to ONLY those who visit NELSON FIELD. To be blunt- clean up your own mess. Recently an inspection of the grounds at our flying site revealed that some of us have NO respect for our fellow fliers. Most particularly you guys who smoke. Field strip your butts. If you don't know how, just ask a guy who has been in the service. Thanks to Ken Eckard, the area was cleaned up of BUTTS, RUBBER BANDS, PLUG WRAPPERS, YOU NAME IT. So, be aware of your trash. You brought it to the field so take it back home with you. THE OTHER GUY IS NOT YOUR MAID!!

MD. MODELER OF THE YEAR

Milt Peacock

RAY MILES was selected by the Md. Modelers Assn. for the Directors of the MARC Show to be recognized as the 1992 MARYLAND MODELER of the YEAR.

On June 6th Ray was presented a plaque by Dir. Ron Stahl of the MARC Show along with a few words of recognition of the award which stems from the School Flight Program.

Congratulations from all of us, Ray.

MORE WINNERS- Milt P.

As most of you know, the MARC Show hosts a Static Display at the show and 1st & 2nd place awards are given in about 5-6 classes of model planes, boats, & cars.

Two of WAM members has planes on display. **John Dorl** had two sailplanes in the show and won 2nd Place for his UHU sailplane.

Milt Peacock had his F-18 & Liberty Sport in the show and won 2nd Place in the Scale category with the Liberty Sport.

Nice going, guys. W.A.M. stays on the MAP.

A THANK YOU

Milt P. - V/P M.M.A.

I would like to thank John Dorl, Chrm; Jim Umstad, Lloyd Briggs, & Herman Gross for contributing their time in manning the Md. Modelers Ass'n. booth at the MARC show.

A special thanks to Lloyd who saved the day on Sunday by singlehandedly holding down the fort in the morning.

On behalf of the MMA - **THANKS GUYS**

A GIFT TO CAR. CO.- Milt Peacock

As you know, WAM was the Host Club to the MMA clubs at Mayeski Park on May 17th.

It was approved at the last MMA meeting to send a check in the amount of \$50.00 to the Dept of Rec. & Parks and also the the Winfield Rec. Council.

These checks have been sent to John Little, Dir. of P & R, and Ms. Hinsche, Dir of the Winfield Rec. Council on behalf of WAM & the MMA.

Another picnic & F/F is being considered for 1993. Do you want one?? Tell your MMA Rep. Bob Allen or me, MMA V/P.

SCHOOL PROGRAM REPORT

BY RAY MILES

The 1992 school year is over and our "Flight" Program was presented to 18 elementary schools in the County. This figure includes the two new elementary schools that opened last September.

For the School Program year that begins in September of 1992, another new elementary school is scheduled to be opened.

In addition to conducting classes in our own County school system, the following special request programs were held outside of our County.

They were- Riverview Elem.-Balt. County
Indian River Private School
Ann Arundal Co.
Pinewood Elem.-Balt. Co.

The Pinewood P.T.A. donated 25.00 to our program. That class was conducted for 175 fourth and fifth graders.

We did not conduct as many special classes last year, but never the less we do get around and I believe what we do is being noticed.

I again extend my own personal thanks to the commitment made to this effort by Milt Peacock, John Dorl, Jim Umstad, Bill Hasert, Ed Goldman, and new for this year, Don Berwager. We also recognize and thank those for providing models, new displays, and repair work, knowing full well that their jobs come first. If we were all retired we'd have to charter a bus to accomodate everyone. Tanks to you all for your dedication time and effort to a one of a kind program in the U. S. of A.

A few County officials witnessed some classes and we hope this goes a long way in their support of us and our needs.

There has been a very noticable difference in our program now, as compared to when it began 5 years ago. The presentation is more concise, the displays have been improved or replaced and some really innovative visuals included. Someone always has an idea to incorporate into the program and usually it does work.

One of my problems is that I have been unable to entice Dept. Heads, Principals or administrators to witness what is being done. It may be expecting too much but when the Trooper and his sniff-

er are scheduled everyone clamors to attend and that includes the Press. This is sadly lacking in our case but the sun still comes up each day and each day may bring a new surprize. THANKS TO ALL!

CARROLL COUNTY REPRESENTATIVE

BY RAY MILES

A meeting was scheduled with the County Commissioners and some Dept. Heads in the Dept of Recreation for June 15. More about this the next time. Still, NO FLYING YET at the New Field. The field has been seeded, rolled, and strawed. Grass is through and growing. The Board of Directors is handling some last minute details. NO FLYING UNTIL YOU ARE NOTIFIED

CHURCH NOTICE!

Thursday at 5 p.m. there will be a meeting of the Little Mothers Club. All wishing to become little mothers will please meet the pastor in his study.

A NON-SCHEDULED AIR FORCE

By John Schaffner

The backbone of theis country's air defense will be the private flyer, 60,000 strong. The Aircraft Owners and Pilot's Association proposes that a Cival Air Reserve be formed in the U.S. to give some military training to civilian pilots, airplane mechanics, amateur and professional radio operators, photographers, and those other civilians whose techniccal training parallels that of Air Corps personnel. (from AOPA Pilot, March 1941)

Ed. Note: The Cival Air Patrol was organized and chartered be Act of Congress in December 1941 and functional under the Continental Air Command performing a myriad of tasks in support of a hard pressed military. C.A.P. still serves the nation as the official Auxilary of the United States Air Force.

*This Could Have
Been Your Ad.*

A REAL LIFE ADVENTURE

BY JOHN SCHAFFNER

Think of me as you read this for by now I will have traveled across the briney deep, bourne on silvered wings of KLM Airlines. I think that this is the oldest continuously operating airline in the World and it is taking me back to the ETO.

I hardly ever expected to make such a journey to the "old country" but the way was clear and the plans were made. Lil and I have close friends that we have traveled with a lot in the past and when they told us that the 388th Bomb Group, that he served with as a B-17 pilot was holding a reunion at Cambridge England July 2-9, and they would like us to go with them, we started making plans.

Well, it was not long before that one week began to stretch and by the time we finally settled on an itinerary, the trip had grown into 34 days. You have to understand that this will probably be a once in a lifetime adventure so we will try to make the best of it. Of course the only reason I am telling you all this is because it has some flying attached to it and I know you are interested in that part.

We depart BWI on the evening of June 4 and arrive in Amsterdam the morning of June 5. The 5th, 6th, and 7th will be spent in and around Amsterdam. On the 8th we travel by train to Paris where we will spend three days. I have an Army buddy, Former Battery C.O., who lives in Paris (and the Riviera) who I hope to see while there. On the 11th from Paris we catch a train to Venice where we hope to take a gondola ride, with a Belgian who is a member of an organization of about 200 whose purpose is to accumulate and preserve all they can concerning the Battle of the Bulge. We expect to revisit that area. I doubt I'll recognize anything.

By now it is July 2 and on this day we will travel by train from Verviers, Belgium to Amsterdam, fly to London, Heathrow and again train to Cambridge for the reunion of the 388th Bomb Group. Part of their program is to visit the prominent air museums, I'll snap a photo or two just for you guys.

We go to London for the 7th, 8th, and 9th, and while there we will track down Lil's ancestors in the Maidstone area south of London.

On July 10 we fly from Heathrow to Amsterdam and Amsterdam to BWI. Boy! will I be glad to get back home! I'll fill in the details then.

Keep'em flyin' guys

JOHN

JUNE 14 FUN FLY

BY ROGER NEWCOMER

Could this be the year? Our first fun fly of the 1992 season went off without a hitch. (weather or planes) There was a turnout of 8 flyers, Dutch, Ed G., Ken Eckard, Wayne, Dave Stahl, Paul, Bob Allen and me (your roving reporter). Bob Allen became our designated bug repeller when he splattered himself with the mystery liquid out of the pipe in the ground for the frequency board.

Ed G. showed up prepared for the worst with his fleet of 3 airplanes. The events included a ground taxi course blind mans bluff (everyones favorite), one Mississippi, two Mississippi, # of loops in 30 seconds, and the spot landing. The last three events were combined into one event. Dutch managed to do better on the ground taxi course blind folded than while watching the plane. (Go Figure) Ken demonstrated an excellent spot landing, which a few of us tried to emulate. Bob Allen had a great time running off and on the field as a caller and also had fun being the "target" for the day. Our "fearless leader" Wayne stayed within our 95db level with his knocking knees.

Dave Stahl won the Fun Fly and a jug of fuel with a total of 45 points (Way to Go Bob Allen and Ed Goldman tied for second place with 35 points each. (And Ed also had no mishaps), and all the other flyers managed to score points. Dave Kenney did an excellent job timing and coordinating all events (while taking a lot of ribbing). Bill Hasert did his usual good job of getting all equipment to the field (much appreciated) and everyone present did an excellent job keeping the field clean and

CONTINUED ---

CONTINUED-----

helping out with breaking down all equipment afterwards. Hopefully, all enjoyed themselves and we (Jim Garrett, Dave Kenney, and Roger) will try to keep you guys guessing on what we will do for the next Fun Fly on July(TBA). Again, thanks to all who participated and helped out.

ROGER

SPECIAL REPORT

MEETING WITH THE COMMISSIONERS

BY WAYNE CREASY

On June 15 at 4:00 p.m. Ray Miles, Bob Allen, and myself met with several members of the Commission of Carroll County and their support staff including John Little of the Department of Parks and Recreation. The purpose of the meeting was to address a complaint of Mr. Steven Powell, Budget Director for Carroll County who had made a complaint concerning the location of our new field. It appears that the budget director lives up on the hill behind the Humane Society and was concerned about our Club moving in to the new location.

This was an amicable meeting which led to Elmer Lippy, Commissioner, requesting that we put on a flying demonstration at a later date. It appears that they are on our side but are having to play a political game.

I feel (and this is only a feeling) that after this demonstration that we will be granted temporary use of the facility and that the County is going to pursue the original site a-top the John-Owings Landfill.

Whatever the case, we will have a place to fly.

Time will tell what happens but I am optimistic at the response we received from the Commissioners.

Many thanks to Ray and Bob for coming with me and supporting our Club.

Fellow, I feel as if this deal will come together if we all have patience and that we will have a new flying site soon. We are not going through anything different than most clubs in this Country

CONTINUED----

goes through. Unfortunately, we are in the middle of a political game brought on by Mr. Powell and his neighbors. I will give everyone an update after the exhibition.

Stay calm and wait, if Ray can do this then all of us can.

More details to follow.

WAYNE



THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048



To:

John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

40



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 - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Next Meeting:

AUG. 4, 1992
8:00 PM

WEST*R. VFW

Volume 8 Number 7 July 1992

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

First let me say that considering the fact that this is vacation time, we were fortunate to have the turn-out which we had at the July 7 meeting. Thanks to all our loyal members who are always in attendance.

Congratulations are again in order for Ken Echard and Michael Levesque for having achieved their solo status. They were the first solo students for Frank Giuffre and Roger Newcomer, who are two of our newest instructors. These two fellows may now crash airplanes on their own. Ha Ha! (Just Kidding)

I am sorry that the FunFly had to be cancelled at the last minute but it was discussed that the high temperatures etc. made it necessary. This was a judgement call made by the directors of the funfly and myself.

Please be on the lookout in this newsletter for two great articles which Bob Jenness gave to me on proper use of the ESV and care of Nicad batteries. There is some very valuable information in these articles. Thanks Bob!

The big vote at the July meeting was about Incorporation of the Club. As those of you who have attended the meetings know this has been an ongoing issue for quite a while. After the discussion the motion was defeated by an unanimous vote of the membership present. End of discussion.

Now, for the report that you all have been waiting for. On Monday, July 13 at 3:30 p.m. Ray Miles, Bob Allen, Bob Jenness, Ed Goldman, and myself met with two of the Commissioners (Lippy and Dell) and several members of the Dept. of Rec. to put on a Demo of flying. The winds were blowing about 15-20 mph and thanks to the guts of Bob Allen and Bob Jenness several flights were made by these brave souls who literally jeopardized their planes to show the Commissioners what our hobby was all about. Three flights were made and the powers that be were enthusiastic. Cable channel CV3 was there to film as well as County Wide news to report the event. The field had been freshly cut by the County. Boy did it look good!

We left the event with Steven Powell conceding that he would agree to give us a chance as long as we did not fly too early on Sundays and that we took steps to keep the site environmentally consistent with its surrounding, such as green barrier fencing, keeping the port-a-pot hidden etc.

The commissioners left to decide on the decision about whether the permit would be issued. This would still be based on our eventually moving to the original site on top of the landfill. (1-2 years)

It went well and I should be receiving some word in about 2-3 days, I guess. I think the results will be positive. If it does happen we must all be the best of neighbors to keep these people happy. Cross your fingers. Wayne

SCHOOL PROGRAM - Ray Miles

Two special request presentations were given in July. The first was at St. Josephs Church in Eldersburg on Tues. July 7th & the second at the Taylorsville Day Care on the 22nd. The program as we know it was not given as such. The ages of the kids ranged from 6-12 yrs. Instead of our usual program, we did it as a "Show & Tell" format., as no studies had been done by either group. We will be more selective in the future in several areas where our time & effort is not wasted.

Letters will be sent next month to all Elementary 3rd grade science teachers for the upcoming 92-93 school year. Another new one opens in Sept. It is the Friendship Valley Elem. located at Gist & Kate Wagner Rds. in West'r. This brings the count to 19. Next year Runnymede is scheduled to open. We are trying to make changes at the schools for easier access to eliminate damage to displays. Wed. will be the only day of the week for programs.

CARROLL COUNTY NEWS- Ray Miles

As you all know, a meeting was held with County Officials in June at the John Owings Site. They requested flying demos on Mon. July 13th. We conducted this flying request, but at this writing it had not yet occurred. More on that in the next issue of the Talespinner. If all goes well, and everything is agreeable, the Parks & Rec. Dept. is ready to issue a permit to us. This permit does not restrict us to any great extent. Daily flying will NOT start before 10:00 AM, & on Sunday before NOON This area can be used all year every day until dusk.

We were informed at the June meeting by Keith Kirschnich, Public Works Dir., that the county has the money and will proceed with the capping, grading, etc. of the land fill and that the plans for the original field layout will be followed to the letter. This was a last minute decision by the county and we were unaware of this, as we had been told, forget the top and use the lower area for relocation. The access road will still come in from the Humane Soc. Rd. as it is now, but will curl around the tree line to below the top. Parking areas will be afforded and steps put in to the top. With all the grading that is to be done, the hill will be somewhat lower than it is now.

All parties, even the complainers we now have, are satisfied with this arrangement and have no problem with it. We also discovered that the complaint from the group for the

lower area

CONT

had nothing to do with the horses. Their big problem was, and get this, we would disturb their view of the "Pristine View" (their terminology) of the area. What next ??? It was OK to use it as a dump, but we are interfering with their view. Get real!!!!
(ED: Beauty is in the eyes of the beholder)

SINFUL FLYING - John Schaffner

The Wrights, had they wished, could have found ample and ancient moral reasons for abandoning their project. To fly, according to some of the best of the medieval authorities, was sacrilege. Francesco de Lana quit his work on his contraption at the drawing board. "God," he said, "would never surely allow such a machine to be successful." Francis Bacon went to jail at the urging of both church & state. And the famous English essayist, Joseph Addison, in 1713 declared that a flying machine would bring "innumerable immoralities", "with lovers meeting at" midnite.... on top of the ment," and "the cupola of St. Paul's covered with both sexes like the outside of a pigeon house, "while a boyfriend gave "chase to his mistress, like a hawk after a lark"
(ED: Don't ask me about the above. I only type what is given to me.)

SPINOFF from SPACE TECHNOLOGY

John Schaffner

DENTAL ARCH WIRE- Straightening teeth is a difficult process requiring months, often yrs., of applying corrective pressure by means of arch wires- better known as braces- which may have to be changed several times in the course of treatment. A new type of arch wire material, called Nitinol, is helping to reduce the number of brace changes, due to its elasticity. An alloy of nickel & titanium Nitinal was originally developed for aerospace applications. Because of its ability to return to its original shape after bending, antennas or other hardware could be compacted effectively in a satellite during launch, and later expand to full size when in orbit. The same property allows braces made of Nitinol to exert continuous pull on teeth, reducing the frequency of office visits to change or adjust braces and, in some cases, actually trimming overall treatment time.

OPTIMISM: An optimist is someone who tells you to cheer up when things are going his way

A WORD OF CAUTION
A TRUE STORY

NOTE: This item is not meant to embarrass anyone - so don't ask as to who - when - or where this incident occurred but it **did** happen. Just take heed !!

Even with the use of a freq. pin board accidents in the use of frequencies can occur and recently did occur.

A flier was preparing to fly and took a pin from the control board & put in on his radio. He then proceeded to fly his model. All is well up to this point.

Another modeler was preparing to fly and took a pin from the freq. board and placed it on his radio. When flier #2 tried to check out his controls WITH THE ANTENNA DOWN nothing worked on model #2. This was odd because an hour prior to this all worked properly. TX & RX switches were checked, flipped, double checked and once in awhile a control surface would move and then stop. (flier #1 was standing about 20'-25' from #2 while flying)

#2 now EXTENDED his antenna and suddenly everything worked on #2 plane. The TX was 2'-3' from #2 RX.

Panic sounded when #1 called out that he could not control his model which was heading back to earth with a terrible crash.

Both fliers checked the freq. pin on their own radio and was satisfied that all was OK.

While #1 was picking up the pieces, #2 & others went to look at #1's radio and found that #1 **HAD THE WRONG FREQ. PIN** on his radio.

BOTH WERE ON THE SAME CHANNEL. #1 had taken the **wrong** pin from the control board. When #2 extended his antenna, it apparently sent a stronger signal to #1's model and caused it to crash.

Fortunately, no one was injured and no property was damaged. However think about what could have happened.

All involved parties feel badly about the occurrence but at least we know the cause was two on the same channel and not that we had mixed signals or interference within channels
MORAL OF THE STORY - CHECK FOR CORRECT PIN.

DID YOU KNOW ? - John Schaffner

The wing loading on the new Rutan designed Pond Racer is 70#/sq.ft., & touchdown is 120 kts. It is powered by two Nissan V-6 highly modified engines burning methanol & able to produce 1000 HP ea. (for short periods @ 8000 RPM) The Pond blew an engine at Reno last yr. (1991) during the time trials but is

expected to run away from the old warbirds once all the bugs are ironed out.

OUR TRAVELING AMBASSADOR'S NOTES

Milt Peacock

Hasn't it been peaceful for the last few weeks ? I've been on the road since the MARC show. But I'm back so suffer.

The day before leaving I discovered a dead battery in my RV. Replaced that. 1st travel day produced a broken cable between the trans. & cruise control, meaning NO speedometer nor cruise control. Found a GM truck center and then discovered the broken cable was NOT a GM part. The mech. stuffed the cable & outer jacket into a piece of hose, clamped the connectors onto it with hose clamps, and said "I think it will work" It did. (and is still in place)

A dozen phone calls later in the afternoon to RV dealers, my RV factory, telling the story each time, I finally got a part number from Fleetwood & got the local dealer to order the part for me & to hold it til Monday, as I would be back in town then.

Next day we travel the 50 mi. to Muncie. Checked in at the AMA office and was directed to the RV camp area. I didn't like a low area to drive over but others made it so I (stupidly) went too. Got the RV set up & jumped in the car to ride over to the flying site. On the way saw some parts in the road and about died. "Can they be mine?" I picked them up, went back to the RV & sure enough, my sewerage discharge outlet was torn off. The valves were still in place but no outlet pipe. To condense a story, 100 mi. later I had parts. Did you ever try to put a "Y" fitting onto two angled pipes, with two flanged valves together at the same time using PVC glue?? I'm here to tell you, ya can't. So with the help of Don Lowe, I jammed it all together & smeared the goo around the joints on the outside. Hooray!!

Some way to start a vacation, eh?

Fri. Sat. & Sun. flew the Mercury towing the WAM banner, and my Stinson 108. That 650'x180' blacktop runway took a little getting used to but it was great. The entire property is flat as a card table and was hard at first to get your bearings but you learn. Most of the flyers were having the same trouble. I'll take grass any day.

I know a lot of people don't approve of the AMA developing this site, but it is just a good days drive from here. When & if all the plans fall together, it will be great. At least it is in the center of the USA & not in CA, WA, NM, you name it. My opinion, go for it. (Con't. elsewhere in TS)

MINUTES OF JULY MTG.

Bob Allen Substitute Sect'y

- 1- Mtg. opened @ 8:00 PM , 21 members present and one guest.
- 2- Wayne Creasy announced that there is another meeting scheduled with the Carroll Co. Commissioners on July 13th. The purpose for the meeting , is to give a flying demo. to see what kind of impact it will have on the community if any. Bob Jenness and Bob Allen will be putting on the flying demo. , Wayne Creasy and Ray Miles will handle the diplomatic end. Keep your fingers crossed.
- 3- Wayne Creasy presented the A.M.A. award of excellence. This is the highest award that the A.M.A. can give at this time. The School Program is the reason we received this award. We will also be receiving patches for all current members.
- 4- We had two solo certificates to present this month , first was Ken Eckard who was soloed by Frank Giuffre , second was Mike Levesque soloed by Roger Newcomer. Congratulations to all of you.
- 5- Membership has nothing to report.
- 6- Carroll Co. Rep. Ray Miles reported on the last meeting we had with the commissioners , what it comes down to is that the neighbors feel that we are going to be an eyesore , and they are also concerned about the noise. That is the reason for another meeting. We also found out that the site on top of the hill is still in the works and that our new site is only temporary until the other site is ready which could be as soon as the end of next year.
- 7- Roger Newcomer announced that there will be a fun fly on Sunday the 12th.
- 8- The subject of incorporation was brought up. The available information was announced to the membership present , we voted on it , and it was unanimous that we need not be incorporated.
- 9- Joe Lorditch lost the 50/50 , he could have had half of a whopping \$17.00.

There you have it for this Month.

REMEMBER THE MTG

TRAVEL NOTES con't.

The affair was very well attended. I met a Joe ?? from MEADE MODELERS and many others I know from my travels. On Sat. the place was mobbed. Thousands of locals & modelers from all over. 7AM gets you a decent parking place. Parking will be better when the place is completed. The community is really behind this effort.

Mon. arrives & I go to the RV dealer to get the replacement part for my cruise control & also to return the incorrect parts I got last Thurs. The clerk said- "We UPS'd it to MD!" Can you believe it? I blew my cool at that point and he cared less. I started to leave but then insisted to see the order person. "She doesn't see customers." I got news for you, she saw me. When I told her that I was told it was shipped to MD, she disappeared in a flash. About 10 min. later she came back carrying a ft. sq. box. Sure enough, some dingaling was going to UPS it to MD. The order had a big "HOLD FOR PICK UP" on it. Needless to say, the computer didn't want to cancel the shipping invoice and issue a correct one. The order gal was great, but you can take that dealer and ---.

Travel wise the rest of the trip was uneventful. I really didn't need anything else to happen.

We took our time visiting friends in Ohio, playing tourist here and there in Ohio, NY state, & Canada. I found a few other club flying sites and most were no better than ours and some far from as good. Count your blessings and thank those persons in our club who work hard to preserve and obtain a site for YOU. The Niagara Sunday Flyers have a flat treeless area about 20 acres big. Only trouble is that they fail to operate the field as safe as I would like it. Very little control of pit areas etc.

On Wed July 10 we arrived in Hornell NY at Dave Landers home. We became friends at the '88 NATS. On Fri. the whole gang went to Olean NY to get the shelter set up for the STARS Scale Rally on Sat & Sun. It is held on the Olean Municipal Airport (they close the AP during the day). This is a great event and well worth while attending. Several hundred beautiful scale models were to be seen and also some great flying. With 5 flight stations it was no trouble getting a slot to fly whenever you wished. As usual, wind was 90° to the runway on Sat. & drizzel rain off & on Sun. However it didn't blow us out nor dampen the good rally.

A great time was had by all so now its back to work.

PAGE

AMA AND OTHERS: I have received a newsletter from one club in the District which states that they have joined SFA. The reasons given show a very, very poor understanding of what the two represent. It also shows that people absolutely do not read material sent to the clubs or published in Model Aviation.

One of the statements was that SFA is primary to the site owner. The policy of SFA definitely states that SFA IS PRIMARY AFTER ALL OTHERS! AMA insurance is, and always has been PRIMARY for site owners where listed, club officers and clubs. The SFA insurance does not in any way exceed the AMA policy terms. The statement that AMA coverage is secondary to any and all insurance is an absolute misstatement of fact. This club has paid a fee of \$100.00 for something that was included in the club charter fee for the Academy.

You bet that the SFA says to keep AMA membership. They are excess to any coverage by the Academy and thus would be very unlikely to have to ever pay for a claim. Do not believe that you are now protected in any sense better than before. The statement was made that they could now teach non-members to fly. This is not true, as an AMA Chartered Club. You must understand that the Academy can not provide primary coverage for a club and then have members violating the terms of that coverage.

This is especially of concern with sanctioned events. The Academy WILL NOT sanction events which are dual sanctioned, such as by SFA. Again, that supposes that the organizer would permit fliers holding SFA insurance cards (?) to participate and thus be covered by the Academy. This we can not permit. This does not apply to sanctioning by IMAA, for example, which is a special interest group within the Academy and does require AMA membership for participation.

I find it very disturbing that there is no statement in this newsletter referencing any contact with the Academy in this matter. It is also interesting that no one has stated that they obtained a copy of the AMA policy and had it reviewed. I have not personally talked to anyone who has had a copy of the SFA policy for comparison. Read their own ads and then compare. They have made many statements in their ads which are completely untrue and since they employ two former employees of the Academy, they know they are not true.

The status of this club, and others around the United States, will depend on how they relate AMA and SFA membership. To remain a Charter Club all members of the club MUST be AMA members. To enter an event sanctioned by the Academy requires that an entrant MUST be a member of the AMA. It is of no concern that the individual is a member of SFA. The sanction provides protection, in a variety of ways, by the Academy of Model Aeronautics and we can not provide that if the requirements are not met. We can not protect the club from incidents intentionally caused through permitting non members access to, and use of, the Chartered Club's flying site. I think that when your land owner and/or local governmental agency looks into this there may be other concerns. After all, the Academy has an excellent track record of protecting the members and the clubs. There is much more to all this than simply promising to pay out a claim under certain conditions.

There are exclusions which differ, to be sure. The Academy covers, for example, Control Line flying and SFA does not. The SFA says that they have no weight restrictions for aircraft. Was this done to entice some large number of individuals building 100 pound aircraft? The Academy

COM T

and IMAA spent much time developing a set of rules for the acceptance and certification of aircraft weighing in excess of 55 pounds and under 100 pounds. This was done to be reasonably sure that these aircraft would be safe to operate. SFA has said they will cover all aircraft over 55 pounds and they have no safety requirements at all in regard these aircraft. Since the FAA is becoming interested in very large aircraft, under the guise of RPV/UAV machines, control on our part is essential. We are involved in discussion with the committee dealing with this as well as anti-terrorist use under Defense and State Department studies. Safety is paramount with the Academy.

The point is, why spend additional amounts of personal & club funds for something which in fact does nothing for you. Perhaps there is some other way in which the Academy can explain something to you. On the other hand, make sure that the grass is indeed greener on the other side of the fence. Make certain that it is not greener because of the tinted glasses the representative of some other company gave you. Your Academy insurance does provide for your needs, is much less costly, and has an excellent record.

There may be faults within the Academy, and some of us are attempting to correct these faults, but the insurance program (only a part of the Academy's service) is not one of these areas.

PERSONAL NOTES - Milt P. (ED)

I don't know why all this hub-bub is going on with the SFA insurance & the AMA insurance.

I would like anyone prove to me that the AMA ins. DID NOT do the job intended.

When did the AMA FAIL to provide coverage for your activities?

How much has it cost YOU EXTRA for this service?

Do you realize that the AMA members are their own WORST ENEMIES? The majority of claims have been member to member. In other words, you are claiming against YOURSELF.

You must accept the risk of the activity you are involved in. Accidents will happen. IF there is negligence, then act on it.

The SFA is just another ins. co. trying to make a buck and that is all. Face the fact.

When a new automobile, homeowner, etc. company appears in the marketplace, DO YOU JUMP OVER TO IT? Are they really better than what you already have?

Another thing you should know is that a "Grade A" rating for an insurance co. is NOT the top of the heap. You should be very careful in any ins. co. selection. There have been a lot of AA & AAA co's. go down the tubes these last couple years. So take heed. Think.

All in all, I personally am sticking with a winner. As far as I am concerned, the AMA is giving me what I feel I need. My biggest concern is ME, & I can add \$1,000,000 cov. to my Homeowners policy for just a few bucks and that is with a co. that I trust.

Milt

NEWS ITEM : John S.

July 12, 1910. Charles Stewart Rolls. 33, son of Lord & Lady L'langattock, was killed in a contest in Bournemouth today, England's first victim of the air.. Rolls flew his French built Wright biplane with skill when the rudders broke adrift & the plane fell sheer to the ground from over 80'. A stunned crowd witnessed the body being freed from the wreck, the pilots neck broken. King George was said to be deeply moved when informed of the death of the celebrated young aviator, who had courted danger in automobiles and balloons before aviation became his passion.

(Note: Yes, the same Rolls of Rolls-Royce)

ALSO IN 1910

Oct. 23, 1910. Balnche S. Scott became the first woman to make a solo, public airplane flight, reaching the altitude of 12' as she sailed across the park in Fort Wayne, IN.

SATISFACTION - John S.

If you don't get everything that you want, think of the things you don't get that you don't want.

STUPID QUESTION

You are leaving a message for someone on the phone & say "Please tell him that John Schaffner called".

The inevitable response is, "Can you spell your name for me?" (I should hope so)

THE ABOVE COMMENTS ARE STRICTLY MY OWN & DO NOT REFLECT THE VIEWS OF THE WESTMINSTER AERO MODELERS

LETTERS FROM THE KIDS - as written

Dear, Aeromodelers

I like you alot and I wunt you to come back to fly the areplan and I wunt woun to fly over my haesa and I have a big rrd to and I have 4 akrs in my rrd and am geting woun on my brtday and my brtday is June 3, and my brtday is on a weday and it is this weke.

I am geting woun this weke and I am going to come dan thar to biey wunt to have a metum and it will be yellow and blak struk yellow struk's and the blak prst to and I wunt it to be. A good woun and I wunt to have a metey woun and it to be a big woun. - XXXXX

ED: You think this is easy to type? Try it!

Dear Aeromodelers,

I realy enjoyed the show I've been to the Space Musam befor. I learned how the plane turns. My favirot part was when we flew the plane. Are the four words are gravity thurst drag and lift. See you later. bye. XXXXX

Dear Mr. Miles and Friends,

I think the play was ausome. I had two favorite parts they are when you flyed the 3 plans the frist plane was neat when you flyed it. When you flyed the helicoper that was neat. And my favorite part was when you flyed the big plane I like when you did the nose dive and when you mod the grass that was funny. The think-XXXX

Dear Aeromodelers,

The best part I liked is when you flew the plane out side. It was vary nice to spend your time to come. I asked my mon and dad your questions they did not have a clue. Once again THANK YOU. - XXXX

THIS SPACE IS
FOR THE ARTICE
THAT YOU DID NOT
CONTRIBUTE.

FIRST "AIRBORNE" AMERICAN

The first American to be airborne was age 13 - Edward Warren. He went aloft in a captive balloon built by Peter Carnes near Baltimore. The flight was on June 24, 1784. Either Carnes was afraid to go up, or the balloon was not big enough to lift him. Warren was unafraid and his feat was preserved in purple prose the next day by the Maryland Journal and Baltimore Advertiser: "He bravely embarked as a volunteer and behaved with the steady fortitude of an old voyager. The gazing multitude below wafted him their loud applause, the receipt of which as he was soaring aloft he politely acknowledged by a significant wave of his hat".

(The School Team always ask the teachers a question, to the delight of the students, and this just happens to be that question. Incidentally, the flight took place in what is now known as Mt. Vernon Place (Wash. Monument) which at the time was NOT YET within the limits of Balto. City.)

CHURCH NOTICE - John S.

Another marriage - encounter weekend is being offered. It's a chance for a weekend away for just you and your souse.

WHAT THE KIDS SAY - as written

Dear Aeromodelers,

I was so intrested I boate my oane ruberband moter airplane. When my dads sall the airplane modele it looked like it would take the hole summer vacation to do it. So I know what you mean by it is hared but fun but it takes long to do. - Your frend - XXX

Dear Aeromodelers,

Thank you for coming to Robert Moton School. I liked when we went out side and flew the airplane.. I likes when you flew the helacopers to. It was a very good lerning process. - XXX

Dear Aeromodelers,

I realy enjoyd the show. Me and my brother made a model airplane it took 3 or 2 week. How long does it take to do one model? XXX

Dear Aeromodelers,

I like the free fly and wen you flew the remote cortrol ariplane. Iam goging to aks my dad to bild a ariplane with me than we will fly it on a hill. I like wen we learned about thrust & definitely lift and gravity. - XXX

DO YOU USE AN ESV?

Do you use an Expanded Scale Voltmeter before every flight? You should, as it is probably your most important single means of protecting your airplane from a total wipe-out due to internal problems. Just about every regular user of an ESV will tell you that it has saved them at least one airplane, and it is very likely that it will save one for you. Also, the damage that an out of control airplane can cause is both immense and life threatening.

There are at least two important reasons for using the ESV before every flight, especially on the first flight.

(1) You must learn the discharge characteristics of your NiCd pack. This means you will form a mental picture of the discharge curve (table of graph) of your pack, in relation to its charge.

(2) You must know that your pack is potentially able to complete the next flight.

Your NiCds will deliver far less than their rated capacity if:

(1) They have not been recently charged — a week old or two old charge, for example, is not safe for ordinary cells, especially if they are a couple of years old.

(2) They have not been used, or cycled, recently. Check them at least every 2 or 3 months on a cycler. If they don't reach at

By Dr. Ralph Leidner

least 75% rated capacity after 2-3 cycles, don't fly with them.

(3) They have been regularly overcharged, and thus allowed to generate excess heat, or stored for long periods in a hot environment (like in a South Florida garage).

(4) Your charger is not delivering what it should.

(5) Your cells are old.

(6) There is corrosion or fracture in the wires of the switch harness, battery pack, or charge cords. These conditions are very common. Of course there are also many less common reasons, like leaving your Rx switch on when you thought you were charging!

You must also be familiar with what the ESV is telling you. For example, a nearly dead pack can read full scale on an ESV if you charge it for only a minute or two, and then immediately take a one second reading. If, however, you leave the ESV plugged in for 20-30 seconds, you will be able to see the reading rapidly fall. Thus, you should always leave the ESV plugged in — with its load — for 20 seconds or so, to get a meaningful reading.

The average sport flier uses a four penlight cell pack or 500 mA capacity, with

four servos. This draws around 250 mA in flight for an average 10 minute flight. The following table shows typical ESV readings before each flight, with a fresh, fully charged pack:

(1) 5.20V

(2) 4.95V

(3) 4.90V

(4) 4.87V

(5) 4.84V

(6) 4.82V

(7) 4.80V — First warning.

(8) 4.78V — I might not take off.

(9) 4.74V — I wouldn't take off. It is better to stop with at least a 25% reserve in your pack, and some authorities advocate 50% reserve.

Two or three year old packs will fall faster than the above example, as will packs with poor cells. When you find your pack does not perform like it used to — replace it!

Again, be sure to use the ESV before the very first flight. All too often cells fail on charge, chargers don't work, the auto timer doesn't complete the circuit, the Rx or Tx switch was left on, you didn't check the pilot light on the charger, or a wire broke or developed corrosion and high resistance, or . . . or . . . or. Any one of a million and one things can go wrong that the ESV will alert you to. □

NEW WORLD ENDURANCE RECORD SET - DCRC Release

Rockville, MD - June 19, 1992

At the Pegasus R/C Field near Hagerstown, MD a R/C model flown by DCRC member, Maynard Hill set a new world endurance record on June 4/92 by flying nonstop for 24 hrs, 4 min., & 15 sec. This flight surpassed the previous record of 2 hrs, 19 min, 15 sec. set in 1987 by Gian M. Aghem of Molenella, Italy. Although flown only by Hill during the flight because of record-setting regs. the plane & flight was a team effort by Hill, Paul Howey, Tien-Seng Chiu, & M. Scott Hill.

The plane is designed & certified to meet the regs. of the FAI and applications have been filed to have the flight certified as a new world record by the FAI. The plane weighed just under 11# at T/O including fuel & has a span of 8½'. The single cyl. 10cc 4 stroke eng. was modified to burn gasoline instead of alcohol, was intentionally stopped at the end of the flight when the fuel tank was still ½ full. A small TX on the airplane relayed eng. RPM,

altitude, rudder position & voltage. The strain of controlling the model for 24 hrs. was relieved by another on-board device that automatically kept the plane near a ground radio beacon.

Hill of Silver Spring, MD has previously set 18 world records of R/C models in categories of Altitude, speed, distance & duration. He has stated he believes it is technically feasible to develop & fly an R/C model non-stop across the Atlantic ocean.

* * * * *

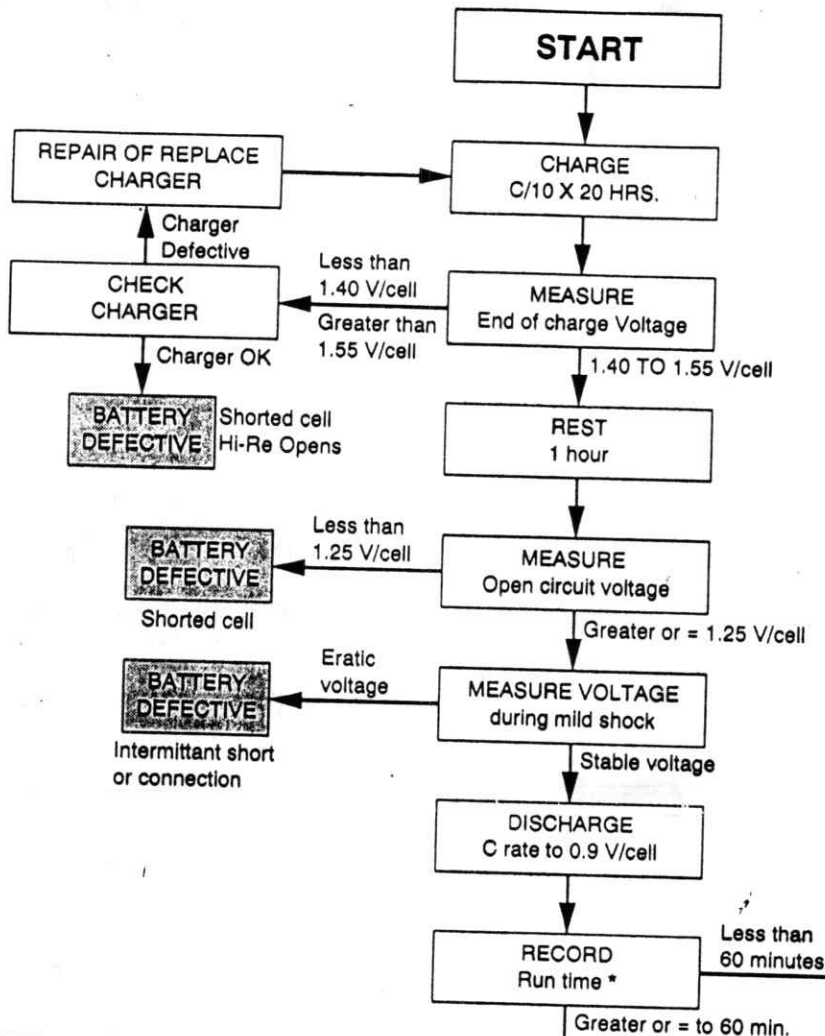
From all of in WAM - CONGRATULATIONS Maynard.

TWO MEN IN A BOAT - John S.

In preparing for his trans-Atlantic venture in the "Columbia" with backer Levine, Clarence Chamberlin developed a proper respect for the weight factor. For instance, he decided not to include the oars for the rubber life raft. Reason for the press: "Too far to row back". from Record Flights, Clarence D. Chamberlin, Dorrance & Co. Inc.

TROUBLE SHOOTING NICD BATTERIES

CAPACITY TEST

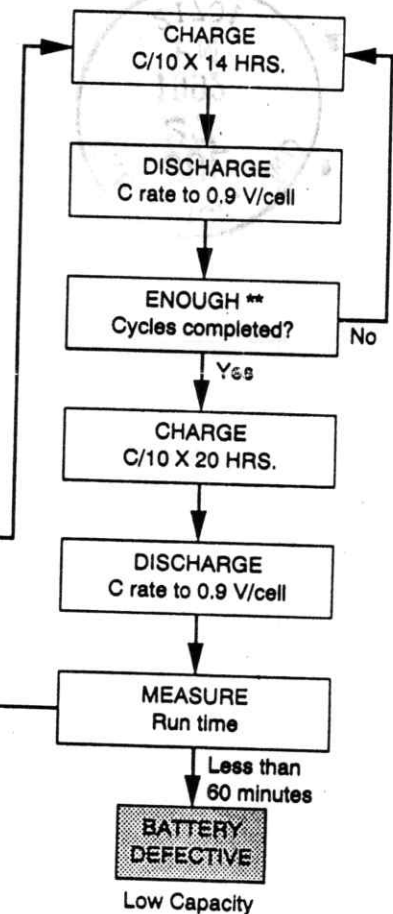


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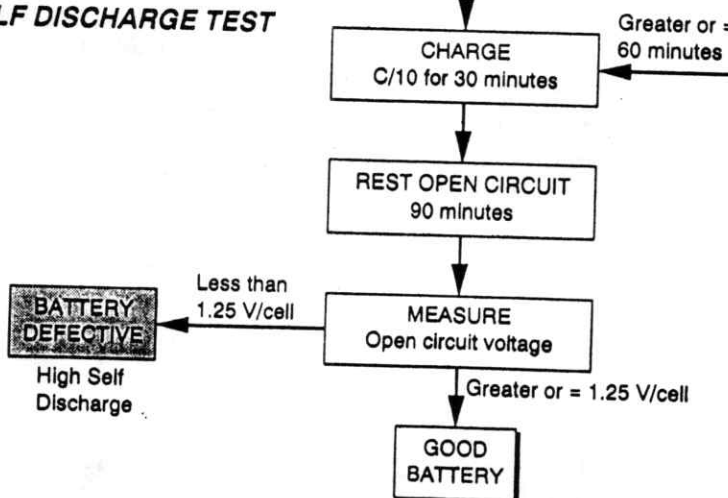
* 60 minutes runtime is expected capacity from a NEW battery. It is normal for runtime to decrease gradually with use.

** One or two cycles will be sufficient in most cases. Severely depressed batteries could show improvement for as many as six cycles.

RECONDITIONING CYCLE



HIGH SELF DISCHARGE TEST



SHORT DOWN - SPRING BACK TEST This test is designed to detect potential shorts. Discharge individual cells to 0.9 volts. Short out individual cells for 24 hours. Remove short and let cells rest open circuit for 24 hours. Measure open circuit voltage. A good cell should "spring back" to greater than 1.0 volts. Any cell failing to reach this voltage is suspect and should not be used for flight critical applications.

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.



John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

Newsletter of the
Westminster Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER

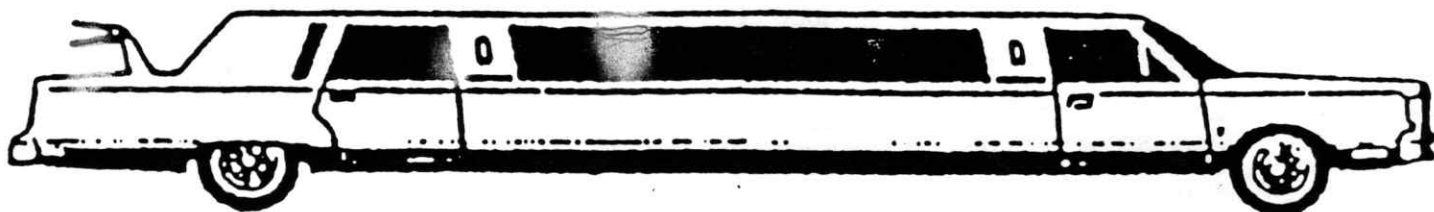


COMING EVENTS :

- July 29 - MMA meeting - Hazelwood In, Balto.
- July 31 - Aug 2 - Warbird Fly-In Lums Pond DE
- Aug 9 - Harford Co RC Giant Scale Fly-In
- Aug. 16 - CBRC 16th Annual Scale Contest -
Ridgely Air Park, Ridgely, MD
- Aug. 16 - WAM Fun Fly - Roger Newcomer Chrm.
- Sept. 13 - WAM - Big Bird Day - Roger Newcomer
- Oct. 3 - York Area RC Flea Mkt. Dover PA Fire Hall
- Oct. 10 MMA Flea Mkt - Westminster VFW MD
- Sept. 12-13 - DCRC Scale Meet / Air Show - Bealton, VA
- Sept. 19 - Pattern Contest- Host DCRC - Sponser- GPA Hobbies



BALTIMORE AREA SOARING SOCIETY
Bill Cavanaugh, Editor
1428 Park Avenue
Baltimore, MD 21217



AT LAST! The perfect family car for the RC soaring pilot.



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

SEPT. 1, /92

8:00 PM

WEST'R. V.F.W.

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Volume 8 Number 8

Aug. /92

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

I will jump right in with the most pressing information on everybody's mind based on the numerous phone calls I have received concerning the status of the new field.

After the August meeting I got back on the phone to John Little, Director of Parks and Recreation, to inform him of the urgency of our situation and reluctantly to tell him of Ray Mile's resignation as our Carroll County representative. He was as disappointed as I was. He was unaware of any additional complications concerning any additional concerns of neighbors in the vicinity of the field (so he said) and that he thought everything was on schedule. My next call was to the Commissioners and as usual Mr. Elmer Lippy returned my call. By this time I had received a call from many members bringing to my attention an editorial that was in that day's Times written by a Mr Schoen who was complaining about the field.

Mr. Lippy put my mind to rest about this article since he knew that this person was a committee of one. He had been told that a group of citizens would be wanting a hearing, he was waiting to receive more requests, which never occurred. This seemed to be the holdup and he assured me that the Commissioners were not going to give any credence to this lone person.

From our further conversation I can say that Mr. Lippy assured me that we have the backing of the Commissioners

and that we would be receiving a decision in the positive mode soon. This conversation occurred on August 8 and I can assume that this is the case.

I have no reason to dis-believe Mr. Lippy and feel that he was being up front with me. I believe that we will be receiving good news soon, so let's be patient. Please refrain from writing any negative mail to the powers that be at this point and let's go with the flow. (At least until it is proven otherwise)

So, there you have it, the up-to-date report as of this writing (8-12-92)
KEEP YOUR FINGERS CROSSED!

Welcome to our latest new member, 14 year old Jeffery Carroll who was voted into membership at our August meeting. Great to see some young blood coming into the Club. WELCOME JEFFERY!

Be prepared to nominate new officers for the coming year soon. I announced that I will not seek re-election for next year due to demands from my job. There are a lot of qualified members out there, so come on guys and help us out.

To end up I must confess that I put my Royal low wing in the tree next to the road on Tuesday (8-11), before anyone else has a chance to tell you. My thanks to Jerry Harrison for saving what was left of my trashed plane.

HAPPY LANDINGS

Wayne

MINUTES OF AUG 4 MTG.

John S. - Secty.

- 1- WAM met at the West'r. VFW @ 8PM with 24 mbrs. present.
 - 2- Pres. Wayne Creasy distributed "AMA Award of Excellence" patches to all members present and announced that "Instructor" & "Kamikaze" patches were forthcoming.
 - 3- All members were advised to be prepared to make nominations for club officers for 1993 - ask those people who you would like to run for office.
 - 4- Proposal to unload those French Tricklers still in the clubs possession for \$8.00 was made & passed unanimously.
 - 5- Milt Peacock reported on the upcoming RC events. Details elsewhere in the T/S.
 - 6- Solo Certificates were received from the AMA but according to AMA's announcement, they are the last ones they will issue. Milt was requested to write on behalf of the club to recommend AMA continue with the Solo Certificate. Milt reported that the club roster is up-to-date with the AMA. Milt reported on the AMA move to Muncie and other AMA activities. Details elsewhere in the T/S
 - 7- Ed Goldman nominated Jeffrey Carroll for membership. The acceptance was unanimous.
 - 8- Ray Miles reported on the MMA mtg. and their upcoming activities. Details elsewhere
 - 9- Bill Hasert showed the club a comprehensive layout of the new field complete with photos for all to drool over.
 - 10- Ray Miles announced that the School Program is in order for the coming year. Details elsewhere. Ray also stated that he could not continue as the club rep. to the Car. Co. Govt. He recommended that the club take a different approach when working with the officials.
 - 11- Bob Jenness recommended everyone to read the articles in the last T/S on the use of the ESV and battery maintenance. Good batteries are essential to flying safely.
 - 12- Safety & Sound Dept. urges everyone to run quiet and keep fingers out of the prop.
 - 13- Bill Hasert reported that he has the field equipment for the next funfly.
 - 14- Milt requests all T/S fodder be sent to him currently.
 - 15- Bill Hasert spoke to all members to wear their name badges prominently. It makes it easier to learn your name that way.
 - 16- Various building tips were discussed.
 - 17- The 50/50 was drawn for Bob Kane. Too bad Bob. (You MUST be present to win)
- Meeting adjourned at 10:15 PM

WELCOME TO NEW JR. MEMBER Jeffrey Carroll -
2209 Fairmount Av., Hampstead, MD 21074 -
239-8429. Please add to your roster.

SPINOFF FROM SPACE TECHNOLOGY

John Schaffner

INSULATING FILMS-

Aerospace technology and NASA's Technology Applications Program have provided ways to keep our schools, homes, and bodies warmer in the winter & cooler in the summer. A reflective film designed to protect a number of unmanned satellites and such manned spacecraft as Apollo, Skylab, & the Space Shuttle from solar radiation, and to provide a signal-bouncing coating for passive communications satellites such as Echo I. Today, sheets of the material are bonded to windows of structures on earth to reflect the sun's heat & glare, while remaining transparent from the inside. In winter, the film blocks the escape of interior heat through the glass. The same technology has been harnessed to produce a lifesaving, three ounce emergency blanket that will reflect and retain up to 80% of the body heat of an accident victim, lightweight cold-weather clothing for sports & emergencies, and a reversible drapery liner that can keep heat in or out of a building. Other uses for metalized films include tanning blankets, thermal wrappings for foods and other materials, and metallic films for modern food packaging. Now on the market are films, fabrics, papers and foams, in single-layer sheets and multi-layer laminates, for both industry and consumers.

CHURCH NOTICE ! - John S.

Bishop (reading Telegram from one of his ministers): "My wife passed away Wednesday. Please send substitute over for the weekend"

EXPERIENCE is a wonderful thing. It enables you to recognize a mistake when you make it again.

STUPID QUESTION- You are sitting in front of the TV and your wife walks in and asks, "Are you watching this?"

SAFETY NOTE (Eye in the sky)
If U fly alone its going to get ya!! Seems as though a bug flew into the eye of Loner and in the wink & blink of an eye the tall faty monster on the N end of the field gested another morsel called an RC model. Good ole' Jerry Harrison came to the rescue & beat the tree out of its dinner. TsKi TsKi

PLEASE read carefully pages 91 & 92 in the Sept. issue of Model Aviation. It deals with the "Waiver" statement which we must sign on renewal of our membership and when we register in a sanctioned flying event.

It has caused a lot of confusion in the past and now has been re-written in as simple a language as possible. The only thing it states is that if you are injured you won't sue the AMA. Just think for a minute, if Joe injures you with his model, how in the world did the AMA do anything to have caused the event? So, why bring the AMA into the picture as far as recovery for the injury is concerned. We are our own worst enemy. The legal hawks look everywhere for a buck even though the contributor may have had nothing to do with the occurrence.

The whole scenario is spelled out very clearly in the magazine article. Read it until you understand it and if you can't call me.

AMA HQ's move to Muncie will take place by June / July '93. I hate to see it leave here '93 NATS will be held in Lubbock, TX on July 17-26. Muncie is not sufficiently completed to hold the NATS there.

I think that Ed & David Goldman are the only members that we have as a family membership. However in '93 only one copy of Model Aviation will be sent to the address.

There is an intent to begin sending info. to Leader Members in the very near future with the goal of obtaining feedback for assistance in decision making. Those of you who are Leader Members, **PLEASE** respond to the query ASAP. It is the direct way to tell AMA how we feel about a subject. This was the original purpose of Leader Members which faded away over the years.

In years past, every new pilot in our club received a "SOLO CERTIFICATE" which was available from the AMA. I recently obtained the very last ones from the AMA with a notation that it was doubtful that they would continue to print them. Here we go again - **AMA READ THIS - ANOTHER GENERAL MEMBERSHIP BENEFIT DOWN THE TUBES.**

Fellows, if you appreciated yours, take a moment and scratch a note to every name you find in the AMA- Don Lowe, Dave Brown, Vince Mankowski, Howard Crispin, on & on. Tell them how you feel.

OTHER CLUBS GETTING THIS NEWSLETTER. JUMP ON THE BAND WAGON & RAISE A STINK !!.

Nuf said this month, but do tell the AMA what YOU want. If you don't tell 'em, don't gripe that they don't do anything for you.

Milt P.

John Schaffner

One of the easiest methods to ensure continued tightness is to apply either silicone rubber or a chemical locknut directly to the threads.

Sold under a variety of names, room temperature vulcanizing (RTV) rubber in a tube - or any bathtub sealer or caulking compound - will provide a tenacious grip on bolt threads. Another thread coating method is the application of a squeeze-bottle compound that creates a chemical bond between the nut & bolt.

IT'S EASY - John S.

"America has a thousand airmen capable of a non-stop flight from NY to Europe if the opportunity, the equipment and the patience and ability to plan & prepare had been theirs. After all, it's only a matter of through preparation and a little special training in navigation and in flying by instruments through thick weather. That, a plane & a motor capable of doing this job, a fair amount of horse sense and a little luck are all that any good pilot needs to accomplish such a flight.

The men who establish new records in aviation have no special senses or birdlike instincts not possessed by their fellow flyers, or, for that matter, by the normal man in the street. In flying as in any other profession or art, there are and always will be men who stand at the top because of a special endeavor or devotion of purpose, but it does not mean that they are any better than those about them nor that new names and new faces will not continually rise to support them."

Clarence Chamberlin in "Record Flights" 1928

THE KIDS SAID - (as written)

Dear Mr. Miles and club,

Thank you for coming to see us. When you flew the model airplane you all most hit my Mom! What does aero mean?

At the end when Mr. Milt flew the plane I thought he was going to do a touch and go. Also thank you for giving us the booklets too!! I liked how you showed us how thrust and life worked. Sincerely, Aaron Stahl

PS: I am David Stahl's son.

ED: Arron, you are welcome from all of us.

SCHOOL FLIGHT PROGRAM

Ray Miles

The letters for class scheduling for this years SFP will be sent to all 3rd grade elementary science teachers in the system, including the new Friendship Valley Elem., by the end of Aug.

The only day for scheduling will be Wed. and in the mornings. Several other problem areas will be discussed with the teachers when they call for scheduling.

New shirts are on order for the team people. Our yellow ones are somewhat "shopworn". The new ones will be white, short sleeve, w/2 button down pockets, & epaulet shoulder straps.

PLEASE do not attach any patches on these new shirts until we decide which ones will be used & how placed. It makes much neater appearance when they are all the same.

(ED: We have rec'd. lots of good comments about how well we look at the presentations)

MD. MODELERS ASS'N.

Ray Miles

The July meeting was held at the Hazelwood Inn on Wed. July 29. A large crowd was in attendance since Doug Pratt, of the Sport Flyers Assn., was the scheduled guest speaker. Clubs in attendance= WAM; BASS; SCAM; RCMB; SWAP; How Co: Har Co; CBRC; SF; Fred MAC; the newly formed Wright Flyers; & Bob Babura, AVP D/4.

Doug Pratt gave a short talk, and not a sales pitch, of the operations & coverages by the SFA. There was no badmouthing of the AMA. He explained that their policy coverages should work in conjunction with the AMA and individual members. Several copies of their policy were distributed. Milt Peacock obtained one of these. According to what Doug told us that in addition to writing a standard policy to cover clubs, & individuals, they will also write additional policies to cover unusual or individual circumstances, whatever they should be. But as the AMA your own personal insurance comes first, they come second, and as he told us that since the AMA is self insured (ED: wrong, the AMA is self funded not self insured. A policy does exist) & has no state guidelines to meet, as a commercial insurer, their coverage, by law comes next. I think that is the way he explained it. I stand to be corrected. He then fielded questions from the floor.

con't necxt col.

- MMA Con't. -

The next item on the agenda addressed the newly formed "Wright Flyers" club and their agreement with Balto. Co. This was somewhat heated, but not aimed at the overall aims and concerns of that group, but rather the manner in which it was done. After all the rumors & hearsays had been addressed, Ron Ware (Pres. MMA) extended them an invitation to attend the MMA meetings.

The Oct. 10 MMA Flea Mkt. was discussed. There are still many tables to be rented and a pot full of raffle tickets to be sold. Support the group.

No clubs had anything to report except for the events that they have previously posted ie: upcoming enents. (ED see list)

Ray Miles extended his personal thanks to the MMA & RCMB for receiving the 2nd Annual "Modeler of the Year Award".

Mtg. adjourned @ 10PM.

Aug. Mtg. will be hosted by Har. Co. RC. Time & place to be announced.

Sept. Mtg. will be hosted by WAM.

MMA FLEA MARKET

October 10 = 9AM - til? Put it on your calendar NOW. Will be held at West'r. VFW, 2nd floor.

Rent your own table - make money like Ray does. Full table \$10.00; ½ table \$6.00

Send you check payable to "Milt Peacock - MMA", 2313 Da Lib Rd., Finksburg, MD 21048

FOR SALE

"French Trickler" battery chargers. Plug in into your outlet & plug your own chgr. into it to keep your TX & RX batteries ready to go. Available at club mtgs or Milt P. = Retail= \$12.00 - Club price \$8.

Tables are reserved on first paid basis.

EDITOR'S QUESTION

Are you satisfied with the content of the Talespinner?

What would you like to see in the TS?

What don't you like to see?

Is your address correct?

Send me a contribution. Your new project, good or bad product, a happening at the field, where you have been, etc. IT REALLY AIN'T TOO DIFFICULT. **HELP !!**

SUPPORT YOUR LOCAL HOBBY SHOP

They are here to help you !

PLANE FACTS ABOUT MODEL AERO.

T/S ED.

- # In a RC power event, a plane flew a world record of 213.23 MPH. That's more than twice as fast as Nolan Ryan, Texas Rangers pitcher, throws his fast ball.
- # An RC seaplane broke a world record for distance when it traveled 314.96 miles which is just shy of the distance from Pittsburgh, PA to Lexington, KY.
- # The world altitude record for a model aircraft is 26,922 ft. That's more than a mile higher than the highest point of Mount McKinley, America's tallest mountain.
- # A frequently used model plane covering, "microfilm", [mixed with liquid chemicals and cured], is only 15 millionths of an inch thick. It takes 286 layers of film to equal the thickness of a dollar bill.
- # A small propeller driven craft can weigh as little as 1.3 grams - less than an eyedropper's worth of water - and a good sneeze could destroy it.
- # Many aviation breakthroughs, including NASA's launching of the space shuttle Enterprise, were achieved after first testing the procedure with models.
- # Some model aviation enthusiasts keep an eye on seagulls & hawks to locate thermals [rising air currents] in which to fly their planes.
- # Pylon racers fly in excess of 200 MPH and pull as much as 40 G's around turns, or 40 times normal gravity; a human pilot would pass out at approximately 9 G's.
- # At some RC aircraft expos, one can see such flying wonders as an RC Superman, an RC flying doghouse or even an RC flying lawnmower.

MODEL AVIATION WHO'S WHO-

Milt P.

- # NIEL ARMSTRONG, astronaut- When Neil began aero modeling as a child, little did he know he would be making "One small step for man, one giant leap for mankind."
- Armstrong became an active member of the AMA in the 1940's, flying in many model airplane competitions. He was also a member of the U.S. Navy team at the 1949 NATS, competing in CL speed events.
- Most noted in his aviation career was the Apollo-Saturn II landing on the moon in July 1969, making him the first man to walk on the moon.
- Neil, a member of the Aviation Hall of Fame, says his model building and flying activities significantly contributed to his interest in aeronautics and had a primary influence on his choice of education in the field of aeronautical engineering.

WHO'S WHO con't.

- # FRANK BORMAN, astronaut- Frank, an Aviation Hall of Fame member, became interested in model aviation as a child, leading to his exciting career as an astronaut. He is widely known for the space exploration that allowed the nation its first glimpse of the moon when the lunar surface was televised to earth from the Apollo-Saturn 8 in Dec. 1968.

According to Borman, model aviation instills patience, skill, creativity and, most important, the satisfaction of a job well done. He feels that almost all aviators begin their careers with an interest sparked by a hobby.

- # ROBERT [HOOT] GIBSON, astronaut- Gibson has built and flown airplanes all his life and compares his 1986 Space Shuttle Columbia piloting tasks with those performed years earlier on model airplanes.

Through aeromodeling, he said he learned problem solving, aerodynamics, stability and control, structures and other engineering functions, which have guided him throughout his careers in engineering and aviation.

Gibson remains active as an aeromodeler and enjoys the camaraderie, satisfaction and education the hobby provides.

- # PAUL MacCREADY, engineer/inventor- An award-winning engineer, Mac has received national acclaim for such inventions as the Gossamer Condor and the Gossamer Albatross flying machines propelled solely by man power; the Solar Challenger, a solar-powered electric craft that climbed to 11,000 ft. and flew 163 miles.

In recognition of his pioneer feats, he was named the Engineer of the Century by the American Soc. of Mechanical Engineers in 1980.

A winner of national aeromodeling contests as a teen, and a devoted hobbyist through his college yrs., MacC. continues, through his adulthood creations, to give life to what he readily admits are daydreams. He strongly believes that modeling is a broadening educational experience.

Today, he is founder and president of AeroViroment, an environmentally-conscious company that specializes in monitoring and cleansing the environment, energy-efficient vehicles and alternative energy sources.

WHO's WHO in MODELING - Milt P.

BURT RUTAN, aircraft designer- Rutan started aeromodeling when he was 6 yrs. old, joining his first AMA club at age 12.

His zest for modeling stayed with him through his college yrs. and beyond, promoting a love for building and flying models that has had a direct effect on his adult life.

Today he is founder, president and CEO of Scaled Composites Inc., a company in the business of designing, building and flight testing proof of concept aircraft.

K. LEROY IRVIS, speaker of the Penna. House of Representatives- Irvis started aeromodeling in his childhood and continues to build and fly RC model planes today.

He has had a long and distinguished political career, having served as majority caucus chrm., House speaker, and Democratic leader in the Pa. Legislature. Irvis has sponsored over 1600 pieces of legislation on issues of education, civil rights, health, consumer protection, prison reform, housing and government reform.

Many organizations have honored him for his public service, including naming a model airplane park in Pittsburgh for him.

ROBERT CARRADINE, actor- Known for roles in feature motion pictures including: THE HOMECOMING and REVENGE of the NERDS I and II, MEAN STREETS and ORCA-THE KILLER WHALE.

When Caradine gets time away from the set, he's off pursuing his other passion- models.

JAMIE FARR, actor- Most noted for his comic role as Cpl. Klinger in the long running hit TV series, M*A*S*H*. Farr's other interests include directing, theater and aeromodeling.

BUCK WILLIAMS, forward, Portland Trail Blazers- Buck's record in basketball is not one to be taken lightly. He was a member of the 1980 U.S. Olympic Team, was named the NBA rookie of the yr. in 1982 and has played in 3 NBA All-Star games.

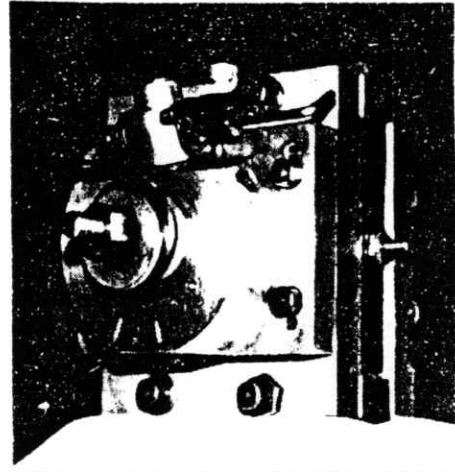
W.A.M. FUN FLY NEWS -ED.

There ain't any.

- 1- Chrm. of event didn't give me any !
- 2- Last time it was too HOT !
- 3- This time (16th) it rained !

There is supposed to be one on Sept. 13, but the chrm. isn't telling anyone in the T/S.

In a commercial endeavor, a full expansion unit was designed as a brush cutter engine. It was tested by Southwest Research Institute and found to possess less than one half of the exhaust emissions as compared to a production two-cycle piston engine. ♦



The first MCC Engine - Twin .60 CID
Started the first time in the winter of 1969

WHAT OUR KIDS WRITE (as written)

Dear Mr. Miles and troop,

Thank you for coming too our school. To talk us about model airplanes. I learned that the inside of a wing is called a rib. A rib on an airplane is made from wood that is thin. I also learned that the wood from the wing curved like a birds wings. I also do know that different kinds of planes do different things. Thanks again! XXXX

Dear Westminster Aero Modelers,

Thank you for visiting Robert Moton Elementry. I learned alot, I learned the parts of a plane, the history of flight, about Space Shuttles and the Wright brothers. I also learned about Amelia Ar Hart. I really liked your exibets. Thank you so much. Air planes, Space Shuttles and Hot Air Ballons are very intrtesting.

Next year I am going to Friendship Vally Elementry school, I think it has lockers.

Thak was an Awesome, program you guys did. I just wanted, to say, "Thank you very much." - XXX

Dear Mr. Miles and troupe,

Thank you f or coming to viset us. I liked seeing the model plains. I licked the ones that fly. I also liked the white won that flow by remote control ariplaines, I realy liked the bollon. The right brothers where the first wh to fly and the layed downe on there stomic. - XXX

Status of MCC Engine Development

By Frederick L. Erickson

Several articles on the Migrating Combustion Chamber (MCC) full expansion engine appeared in publications in 1991. In particular, Howard Crispin, Jr.'s article in *Model Aviation*, December 1991, generated a number of inquiries from Radio Control (RC) Modelers.

The majority of the RC Modelers were interested in knowing when the quiet MCC engine would be available for purchase. Therefore the intent of this first journal is to convey the status of the MCC engine.

Currently, two .60 Cubic Inch Displacement (CID) and one 1.2 CID Full Expansion (FE) engines are undergoing flight testing. One of the .60 units has over 50 hours on it and is performing very well. However, these are still prototype engines and have not been subjected to the normal usage of the average modeler.

Five prototypes, machined from bar stock, are being fabricated. These engines will be flight tested and evaluated by a number of modelers in the spring of this year. Field testing will determine the need for any desired refinements. It will also provide ERA with input on potential MCC engine safety concerns.

One important point which should be stressed is that present model engines have not been performance tuned to obtain the best power versus fuel consumption relationship. Therefore several prototype engines will be used to gradually change the port timing until optimum performance is achieved. Different coatings and strip seal materials will be tested so that we can select the best materials for the production engines.

To keep the cart from passing the horse, we will make certain the five prototype engines pass their flight tests before purchasing casting tooling. If all goes well, we should begin selling engines in the fall of 1992. The first pre-production run

will consist of approximately 100 engines. Each limited edition, pre-production engine will be serialized and dated.

We should be able to move much more quickly since I took early retirement as a staff engineer from the Philips Company in November 1991. My own staff at Engine Research Associates, Inc. (ERA) includes part time help from my two sons: Jeff, my Manager of Production and computer guru; and Rick, my Design Engineer. Rick uses MICRO CADAM Cornerstone software for all our engine designs. Both have helped me design and build engines for half a dozen governmental and commercial endeavors. Other members of my team include: George who handles the marketing and helps keep the government contract guys happy; my son-in-law, Dan who does my accounting with one of those fancy software packages; Greg a talented Machinist who supervises the fabrication of our MCC engines; and Jan and LuAnn who are the best secretarial gals in the world. Also Phil Giesekeing, Owner of Phil's Hobby Shop, does most of my promotional test flying. I think we have a good idea and I know we have the best people; so you just might have a quiet engine alternative in the future.

On behalf of my staff and myself, I extend to you my deepest regard for your interest and support. ♦

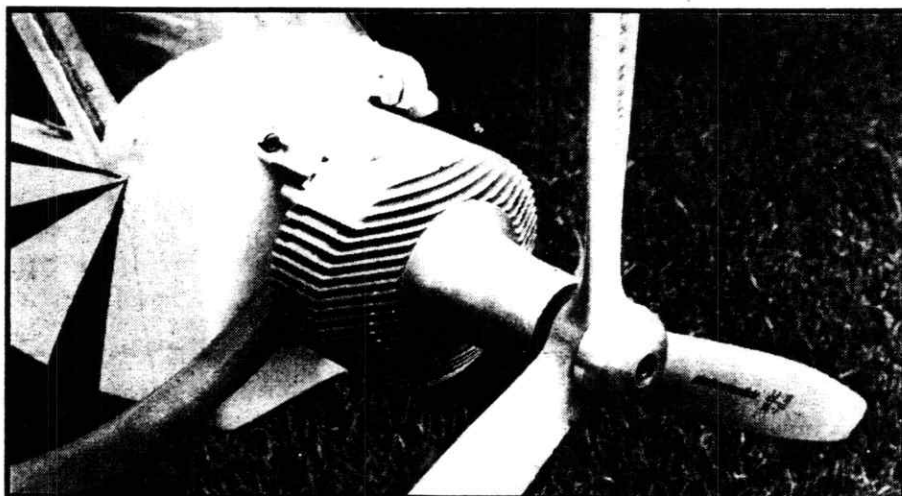
MCC Engine Historical Background

By Frederick L. Erickson

In the beginning, January 1969, the MCC engine was brought to life in the back workroom of my home. My first MCC engine was configured as a two-cycle. It utilized two combustion chambers, each of which was fed by a separate pumping chamber. The design was typically very noisy. This was OK however, because two-stroke engines are supposed to be noisy. Any attempt to silence a standard two-stroke or a single expansion MCC engine leads to back pressure problems and associated loss of power. In those early years, the noise from my MCC engine and the oily exhaust fumes from the glow plug fuel were not well received by members of my household. It didn't take many test runs in my workroom before my family requested that I move my test facility into the garage.

The early model of the MCC two-stroke engine was very different from the standard two-stroke piston engine design. It possessed a non-symmetrical port timing capability due to the migrating movement of its combustion chamber. It also had a 90 degree phase relationship between the pumping chamber and combustion

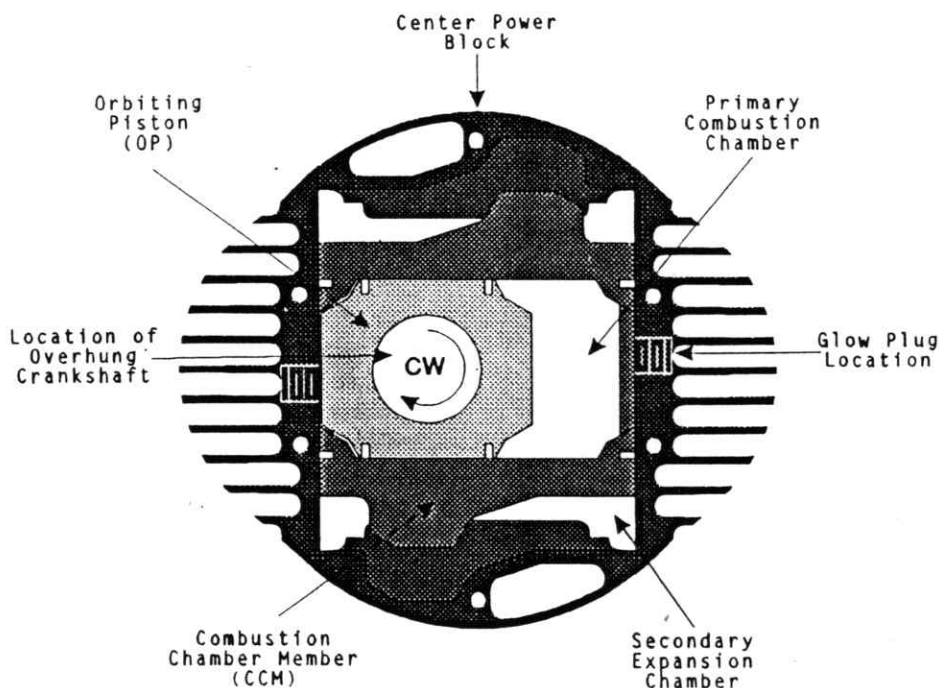
CONT
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Twin Full Expansion .60 CID MCC Engine. The exhaust is so quiet and cool that an Aerotrend silicone exhaust stack is used instead of a muffler.

Internal Mechanism Of The E-Cycle MCC Engine

(View is from the back of the engine)



E-Cycle Engine Tutorial

To the left is a drawing of the MCC Engine's internal mechanism. The mechanism has three moving parts; Orbiting Piston (OP), Combustion Chamber Member (CCM) and Overhung Crankshaft. The OP and CCM each use four simple strip seals. This is a twin so there is a glow plug hole on each side of the Center Power Block. There are two pairs of primary and secondary expansion chambers in the full expansion design. The June 1992 issue of *E-Cycle Journal* will give a detailed description of the Erickson-Cycle Full Expansion mode of operation.

THIS FROM PG. 7

chamber. These features made it possible to supercharge the primary combustion chamber to a volume of 1.5 times its total displacement without losing a significant amount of fuel/air mixture out the exhaust port. The standard two-stroke with its symmetrical port timing and 180 degree phase relationship will lose fuel/air mixture out the exhaust if it is supercharged in this manner. The two-cycle design was developed in the 70's in a variety of sizes. One of the engines powered a mini bike and a .60 CID unit powered a U-control model plane.

As it turns out, the non-symmetrical porting feature, in combination with the 90 degree phase relationship, was the primary key to operating the engine in a reverse direction to obtain full expansion capability. All that remained was to further modify the porting to enhance this mode of operation. Thus in the summer of 1978, the first MCC full expansion engine was fabricated and operated. This event was even more exciting than when the first one operated as a two-stroke in 1969. It was quickly evident that this new cycle engine was extremely quiet, easy to adjust, and

had very good speed range and power. It had these attributes even though its usable swept intake volume was a little less than half of its two-stroke half brother. Due to the engine's ability to expand the high pressure gases out to 3.5 times its swept intake volume, the available power was very good. Current models possess over one HP per CID of swept intake volume at RPM levels between 5,000 and 6,000.

This new cycle of operation is explained by seven method claims in U.S. Patent No. 4,325,331. Eleven other U.S. and foreign patents cover the other attributes of the engine and mechanism.

Features attributed to the MCC full expansion engine are as follows:

- Negligible exhaust noise
- Very high torque - allowing use of large, scale propellers
- Low vibration
- Thermally balanced
- Low exhaust energy - resulting in low exhaust gas temperature
- Positive exhaust gas extraction
Exhaust gases are physically pushed out like a four-stroke engine. This means that the

engine can operate with high exhaust back pressure. The exhaust gases can be pushed out of a long plastic tube through the tail of the aircraft. This will help keep the exhaust residue away from the aircraft's surface.

During the late 70's and into the 80's, several models of the quiet engine were designed and fabricated for various government agencies; such as the Department of Energy, Navy and four contracts with the Army. These engines were designed as either the pure full expansion engine or in one case as a combination of the full expansion design utilizing a pumping chamber and one combustion chamber. This design was refined to operate on heavy fuels like diesel, JP-8 and kerosene. It still remains very quiet with the expansion continuing in two chambers instead of one. A current contract with the Navy will be funding a 50 HP Unmanned Aerial Vehicle (UAV) engine utilizing the noisy supercharged two-stroke. They are primarily interested in brute power with the noise being considered a plus for psychological warfare.

CONT PG 6

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MUNCIE EVENING PRESS 6/11/92

New AMA complex is readied

By TED BUCK
Evening Press reporter

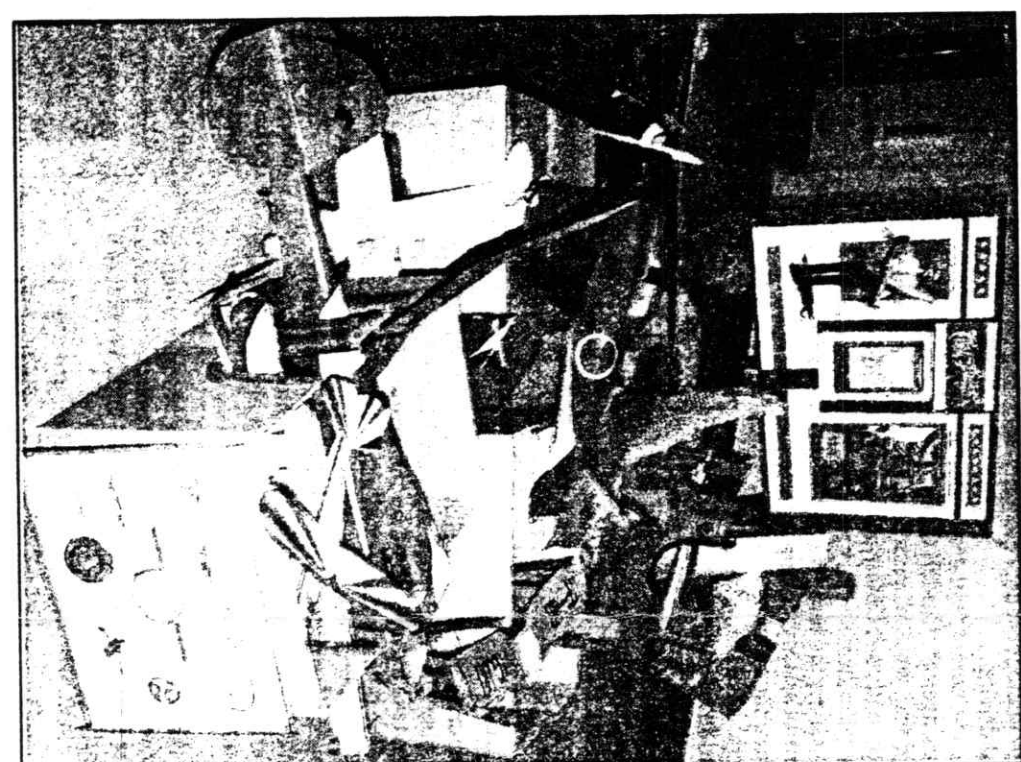
Five years after work began to bring the Academy of Model Aeronautics to Muncie, model airplane enthusiasts from across the country have begun to descend on the city to see its new complex.

Thousands of visitors were expected to start trickling into Delaware County today for this weekend's grand opening activities at the AMA's \$10 million national model airplane facility east of Muncie in Liberty Township.

Several out-of-towners — including hobbyists from California, Texas, New Mexico and even England — have already stopped by the 1,000-acre site since May.

"They're coming from all over," Phil Sullivan, public relations director at the complex, said Wednesday.

Victoria Veach, executive director of the Muncie Visitors Bureau, said some 2,000 to 3,000 visitors and a similar number of local residents are expected to attend the AMA events each day. But those numbers could be off.



Kyle Evans

Boxes of planes and memorabilia will soon be put on display in the AMA museum east of Muncie.

"We don't know what to expect," Veach said today. Local motels and hotels are "substantially full" for the event, and "a large number of recreational vehicles are expected," she said.

A five-acre campground has been cleared elsewhere at the site for RVs and campers. A reception for AMA officials See AMA / Page 6

AMA

Continued from page 1

and community leaders is scheduled for Friday evening. A ribbon-cutting ceremony featuring Lt. Gov. Frank O'Bannon is set for 10 a.m. Saturday at the site.

Flying events, a barbecue for AMA members and a sound symposium are also on tap for Saturday and Sunday.

"It's been five years since we started on this project," Veach told the Delaware County Convention and Tourism Commission on Wednesday. "We're very excited about the opening and the activities this weekend."

The site has been under construction for a year. It lies just east of the Muncie Bypass and south of East Memorial Drive.

A 25,000-square-foot model airplane museum has been erected but won't be completed inside for another year. Model planes, jets and helicopters have been set out inside the building for visitors to see this weekend, however.

The main building also includes a supply shop with patches, pins, mugs, manuals, clothing and related AMA items.

A mile-long road takes visitors to the flying site and pavilion that have been developed near the center of the complex. An L-shaped runway next to the pavilion will be the site of this weekend's activities.

Two model airplane buffs from Muncie who plan to attend the festivities this weekend were enjoying the new runway Wednesday afternoon.

"It'll be great," Munsee Sky Chiefs president Mark Smith said about the complex. "Our whole club is excited about it. We've already used it a lot."

He and novice flyer Stanley Zimmerman called the complex the best in the nation.

"This is going to be the nicest facility in the country, there's no doubt about it. And it's in our own back yard," Smith said.

Zimmerman said the layout of the complex is ideal for model airplanes.

Other model airplane flying areas will be developed during the next few years for more specialized kinds of craft. A building to house AMA's national headquarters and 70 staff members is also scheduled to be built during the next year.

But the future of the AMA complex doesn't just lie with model airplanes and the academy's 200,000 members. Future plans might include a model boating area and places for remote-controlled cars.

Local tourism officials have estimated that the AMA complex could pump \$10 million to \$12 million a year into the local economy.

MUNCIE EVE. PRESS 6/11/92

I THOUGHT YOU MIGHT LIKE TO SEE A NEWS ITEM FROM MUNCIE. PERSONAL OPINION - I WOULD RATHER SEE SOMETHING LIKE THIS THAT FINANCING WOULD THREATENERS.

ET:



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 R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

Westminister Aero Modelers
Newsletter of the
c/o Mill Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

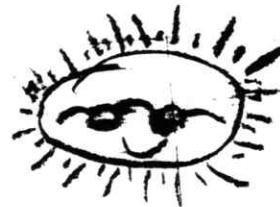
THE TALESPINNER



COMING EVENTS

- Aug. 26- MMA Mtg. Har.Co.RC Host- Belair area
- Sept. 1- WAM monthly meeting @ VFW
- Sept. 12 & 13 - DCRC Scale Meet & Air show Bealton VA
- Sept 13 - WAM Big Bird Day- Roger Newcomer
- Sept. 19- DCRC Pattern Contest-Glen Engel-301-977-2864
- Sept. 30- MMA meeting - WAM Host Club @ West'r. VFW
- Oct. 3 - York Area RC Flea Mkt. Dover PA
- Oct. 6- WAM Monthly meeting @ VFW
- OCT. 10 - MMA Flea Mkt. @ West'r VFW

Super-Sonic Transport



This is a Super-Sonic Transport
Thank you for coming



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

OCT. 6, '92

7:30 PM.

WEST'R. VFW

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Volume 8 Number 9 Sept. '92

AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

I wish to thank all members who attended our Sept. meeting. We had a superb turnout of 30 members. I hope the two members who did come for the first time will come back again. It was good to see you.

The big news of the evening was the new field approval on August 25. (More about the first official flying day on August 30 from the editor elsewhere in this newsletter) Our permit is for a period of approximately four months and expires on December 31, 1992. The renewal will be dependent on how the surrounding community accepts us. I know that you are going to get tired of hearing this but each of us must take the responsibility to see to it that our rules are strictly adhered to. If you do not attend our meetings nor fly with a regular group of flyers then you must be responsible for knowing what the rules are, NO EXCUSES!

Many of you are aware that the Club doesn't recommend flying alone. At the new field this should be especially true since it is such an isolated area. So think about this if you're thinking about flying by yourself.

After flying at the new field on the 30th I can say that this field is one that will take some getting used to. No wind on the ground does not mean no wind in the air. Also, landing takes on a different meaning with no specific points of reference. So keep

these in mind when you fly there for the first time.

Our sincere thanks to Ray Miles for reconsidering to accept the position of our Carroll County Representative. This is a position that Ray deserves since he was involved in the beginning of the process to obtain our new flying site.

Bob Jenness brought up a good point at the meeting concerning the use of frequency flags on transmitters. If you don't have these then get them. They are important especially if a group is flying without the benefit of a frequency board.

Congratulations to David Goldman (Ed's son) for receiving his solo certificate. It is good to see some young flyers getting into our hobby.

Many many thanks to Bob Allen and his crew, Lloyd, Ken, and Milt for installing the flight stations, our first improvements at the field. Bob has graciously taken it upon himself to supervise and/or build future additions such as safety fencing, impound box, etc. We can use your help if you have the time or the materials.

In closing I want to publicly thank Mr. Lippy, Mr. Dell, and Mrs. Gouge for approving our field. Also Mr. Little and his entire staff for putting our plan into action. Now it is our turn to make it work.

HAPPY LANDINGS,

Wayne

MINUTES of SEPT. MTG.
John Schaffner - Sect'y.

Minutes of WAM meeting @ VFW 8:00 PM, 9/1/92

1- Pres. Wayne Creasy announced that WAM has formally received permission to use the new flying site known as the Carroll Co. Model Aerodrome. A lengthy discussion followed concerning forth-coming improvements, restrictions, mowing, etc. Everyone is cautioned to follow the rules.

2- Ray Miles agreed to carry on as CC Rep. for WAM.

3- Bob Allen reported on the MMA meeting and the schedule of coming events. Details elsewhere in the TS.

4- Treasurers report was read & appv'd.

5- WAM reversed the decision to not set up a display at the Cramberry Mall event Sept. 11 & 12. The exposure is always a benefit.

6- Milt P. reported on communications of upcoming events. Details elsewhere. Also items concerning AMA with the proposed discontinuous of "Solo" & "Most Imp'vd. Flyer" certificates and the status of H. Crispin as a candidate for AMA Pres. All members are cautioned to sign their AMA renewal form before mailing.

7- Member Dave Goldman was presented with his "SOLO" Certificate. Congrats to Dave! Look out Dad!!

8- Ed Goldman reported NO new applicants this month.

9- Bob Jenness asks everyone to flaunt their frequency flags (NUMBERS) when flying to help avoid a problem and use your **ESV** before every flight. It could save your - - - - -!

10- Bob Allen is preparing an impound box for the new flying site.

11- Paul Schaffner asked all flyers to keep the sound level down. With 4 up at once we could possibly generate a noise problem. And keep your fingers out of the chopper.

12- Ray Miles reported the school program is underway with a new brochure to pass out and an ornithopter to fly for the entertainment of the class.

13- Bill Hasert reported the property inventory status quo..

14- Motion made and appv'd. to provide refreshments at the fun fly on Sept. 13 provided all members not present were called & notified about the event.

15-Milt P. requested fodder for the TS ASAP.

16-No old business.

17- New Bus.: **MEETING TIME CHANGED TO 7:30 PM**

Milt provided a notice to CC Airport concerning model flying.

Bob Allen will arrange for a Port-a-Pot to be set at the field.

Minutes con't.

18- Milt announced that John Dorl was under doctors care temporarily. The club extends Best Wishes to John for a speedy recovery.

(ED: John will be in Johns Hopkins Hospital as of Sept. 15 for about a week.)

19- HampsteadHobby Shop is closing. SALE TIme

20- Discussion was held on publicizing WAM by placing literature in the hobby shops.

21- Winner of 50/50. = Jim Garrett - Ya gotta be there Jim! Too bad.

(ED aprox. 29 members present)

Meeting adjourned 10:15 PM

Car. Co. Model Air. Con't. from pg-5

Again, "Believe it or Not", someone heard Steve say as he was leaving - "I hate to admit it, but it is fun to watch them fly."

Shortly after Steve left, a State Trooper showed up. What now? He stated that they had anonymous complaint that we were scaring some animals. (I believe I am correct with that) He further stated that he had parked out on Rt.97, at the Humane Soc., & in the woods and said that in no way could we be disturbing anything or anyone. He stayed around awhile and said not to worry.

A little later Bob Allen & I went down to the Humane Soc. and sat awhile to observe the flying. We assure you, there is no normal way anyone would fly that far away from the field. With 3 planes in the air, the sound was less than a lawn mower.

As I said this is a learning experience. When landing R to L you should dust the top of the corn and you will be at the proper altitude to touch down. You should aim for the end of the strip cause if you don't touch down 'til midfield you will experience the up ski slope, won't you - - - (name withheld for legal reasons). We haven't tried L to R yet but it also will be interesting. Its a bit downhill and if you don't stop in time its a down ski slope, then CORN! Whopee!!!

All in all, we had a great day. The wind was a little brisk BUT it was down the strip for a change & it didn't stop anyone from flying any type aircraft.

If we all watch our P's & Q's, everything will work out. If someone fouls up, we all will have to pay the price. So, if you see something amis, or someone out of the overfly area, tell the guy, he won't mind as he probably doesn't realize what he may be doing is incorrect.

Con't on pg- 3

OCT. MEETING
TIME = 7:30!
PAGE - 2

SCHOOL PROGRAM

Ray Miles

All teachers have been sent scheduling letters for the "School Flight Program this year. We expect three to be scheduled before Thanksgiving.

Next on our agenda is to complete our shirt changes that was set up at our Sept. meeting. The other issue is the "club handouts" for our school program.

Milt has been pursuing this with a vengeance. Some helpful information cost wise has been suggested by several of the printers. Maybe we can now get this project completed and behind us.

CARROLL COUNTY NEWS

Ray Miles

Well folks, after I resigned from the "Field Comm.", you might know, we did get the permit to use the field, and with a unanimous approval of all three county commissioners. So now I will eat crow and will attempt to recoup my prestigious position. I know full well my actions had nothing to do with what occurred, but I'll take the credit for it anyway.

After receiving the field permit, we got an invitation by phone from the "Leisure Expo" people asking us if we could use two tables. What the hell, we'll eat more crow and we did oblige them. The dates were Fri. Sept. 11= noon/9PM & Sat. Sept. 12= 10AM/5PM.

We won't get as involved display wise as extensively as we did last year. There was no electric hook up, and the AMA handouts and our school display sufficed just fine.

EUROPEAN TRIP - con't from page 5

was literally on the deck, ah the miracle of electronic flying. Even the control tower was in the soup.

So here we are, what now? If one of you will come to me and say, "Hey John, tell me more", I will write on. If you don't I won't bother.

JOHN - WRITE ON !!! You have been told.

ACHIEVEMENT - John S.

The man who rows the boat generally doesn't have time to rock it.

SEZ & you should say - ★ ★

Contributors - THANK YOU !! THANK YOU !!

Our printer - Dave Kenney - THANK YOU !!

MD. MODELERS ASS'N. REPORT

Bob Allen

I- The AMA nominating committee has disqualified Howard Crispin for the position of AMA President. The MMA would like an explanation of why he is ineligible now and yet was qualified at the time of the last election.

Milt Peacock is going to write a letter to the AMA to get the full scope of the situation on behalf of the MMA.

II- Vince Mankowski, AMA Executive Director, is going to be at our Sept. meeting to give us AMA's insurance information as compared with the SFA.

The Sept. meeting will be at our VFW on Sept. 30 @ 7:30PM. You are welcome to attend.

III- All MMA raffle tickets & money is due before I go to the next MMA meeting on Sept 30

IV- It was decided that each club in the MMA must have at least two persons to help with the MMA Flea Market on Oct. 10 in order to qualify in a share of the proceeds.

V- The MMA is going to write a letter to the AMA requesting that the "Solo Certificates" be kept available to the general membership. If not, the MMA will look into making their own for MMA members.

VI- Club business=

RCMB- Their field is being capped as of Sept. 8th. It should be interesting to see what's involved and how long it takes. Then we will have an idea of what to look for at our future site.

ED. GOOF - Above report is from the MMA mtg. held on Aug. 26, @ Wargo's Rest. & Lounge in Belair @ 7:50 PM. Sorry Bob.

CCMA con't from pg-2

It is up to each and everyone of us to police the use of the CCMA. DO NOT HESITATE to challenge anyone that you do not know that is using the facility. #1- AMA membership is a MUST. Be sure of who wants to fly at CCMA. If everyone uses his name badge it would be helpful. That also should be in the field rules. Have fun !!!

HEY YOU .- YES YOU !

There are quite a few of our members, possibly YOU, who we have not seen for quite a while. Why don't you stop by the field or come to a meeting once in awhile? We would like to see your smiling face, believe it or not! You are a part of us and we would like to have your input to what we do. COME ON OUT!

PAGE = 3

I WASN'T GOING TO FLY IT !

A true story - Dave Kenney

"I think this is it, all I have to do now is tune the motor and fly the plane." I have now moved the box, etc. to the driveway (nice flat concrete) to check over and assemble. I am now ready to start it up, since the wife and kids went shopping, now is a real good time.

I think I just about have it. Only one small adjustment and it will be there. "HEY, where did all that blood come from?" That finger looks bad. Better stop the motor. I cut the throttle to idle and moved the trim to kill the motor. "Why is the motor still running?" Running pretty good too! "How in the @#%&* do I shut the motor off? Can't get to the fuel line, I can't let go of the airplane (really flat driveway). Do I plug the carb with my finger? "OUCH, the motor is hot." Is there another way? No! "OUCH! #@%&* OUCH!" STOP @#%&*!

Well, the plane, radio & driveway are all cleaned up now. I have a real nice bandage on my left index finger and a good size blister on mt right index finger.

Unless your name is Bob the chances of getting hit with an airplane are remote. (pun intended).

"DON'T FLY ALONE" has nothing to do with being in the air. Believe it!

FOR SALE

ENYA R-1.20 4-cycle engine, muffler, alum eng. mt. & tools. excellent cond.= \$275.

NEW FOX .45 RC BB w/muff & spinner= \$75.

Fox .45 RC BB w/ spinner good cond= \$40.

NEW Super Tigre S-61 ABC w/ muff= \$125.

All above - Milt Peacock = 833-3122

A KIDS LETTER

Dear Aeromodelers, (May 28/92)

Thank you for the great airplane show yesterday. I loved the airplane that was flying in the air it was so good I gave it two thumbs up. I like all the planes that you brought. May be you will come to 4th grade next year. I work on little gliders at home they are made out of foam and they come with proplers. I am thinking about putting a picae of strig on one of my gliders. - - Your friend XXXX

DATE LINE - John Scfaffner

Washington, Dec.25,1903 (Special to NY Times) - The invent or of the airship which is said to have made several successful flights in N.C., near Kitty Hawk, are anxious to sell the use of their device to the government. They claim to have solved the problem of aerial navigation, and have never made a failure of any attempt to fly.

Their machine is an adaptation of the box kite idea,m with a propeller working on a perpendicular shaft to raise or lower the craft, and another working on a horizontal shaft to send it forward. The machine, it is said, can be raised or lowered with perfect control, and can carry a strong gasoline engine capable of making a speed of 10 MPH.

The test made in N.C. will be fully reported to the Ordnance Board of the War Dept., and if the machine commends itself sufficiently, further tests will be made in the vicinity of Washington, and an effort made to arrange the sale of the device to the government . The use to which the government would put it would be in scouting and signal work, and possibly in torpedo warfare.

ED: Oh well, they got N.C. correct! So much for the newspapers. J.S.

SPIN OFF - SPACE - John S.

RECREATIONAL SPIN OFF -

NASA technology is finding new applications in the field of recreation. Developments in protective clothing for astronauts have been incorporated into a line of outdoor gear. A design borrowed from Apollo heating element circuitry is being used in built-in rechargeable electric foot-warmers by leading ski-boot mfgrs. Thermaflex is a woven mesh material which was designed to prevent accumulation of moisture under astronauts feet, by allowing air to flow under and around them. The same material is being used in the development of a "staydry" bicycle seat, and an insole providing more comfortable athletic and outdoor footwear. Electrically heated ski goggles incorporate technology similar to that once used in Apollo astronauts helmet visors, to provide fog-free sight during an activity that demands total vision. De-fogging is accomplished by applying heat to prevent moisture condensation. A small battery built into the goggles head band supplies electric heat. Heat spreads across the lenses by means of an invisible coating of electrically conductive metallic film.

TRAVELING EUROPE - John S.

SEE AMERICA FIRST! You hear that all the time and I would not be one to recommend anything else. I have seen a fair amount of the USA and I surely want to see more. There's an awful lot out there folks! But, I had personal reasons for wanting to go back to some places that I visited during the time I was "working for the Gov't". The opportunity came so we grabbed it. Now, when you start talking about a trip to Europe, it did not seem right to go all that way and not see some of the highlights, so that's how it grew into 34 days. Before it was over I wished that I had more time.

Some of our members have expressed some curiosity about the trip so I will try to set it down for you in installments. I spoke of the proposed trip in the June '92 TS so that is the real beginning.

An important part of such a journey is the planning. Like any other project, it doesn't just occur. Our traveling companions and we started talking about what we wanted to achieve way back in Jan. and had many meetings to settle the details. We wrote to the Tourist Bureaus of all the countries, acquired airline info and since we decided to use the railroad in Europe, the "Thomas Cook Railroad Timetables" which lists every train schedule in Great Britain and the European Continent.

With this great pile of info in hand we were able to determine what we wanted to see and how to get around to see it. We then met with a travel agent and, with their help, made all the necessary reservations with the air line & hotels that we selected. We also bought our "Eurailpass" which provides 1st class accommodations on all but a few special trains that run on European continent. This pass relieves a traveler from having to buy a ticket everytime he boards a train. If you don't already know, a travel agent collects a commission on sales and does not charge a client a fee. No reason not to take advantage of their knowledge and experience (& let them make all those long distance phone calls).

To begin the trip we selected KLM, not only for its reputation, but that we could fly direct from BWI to Amsterdam, our first city to visit. The flight was made on a 747-400 and departed 17:40. After a long smooth ride at 39-44,000' at 520-680 MPH-GS broke through the cloud over the threshold at Schiphol Airport. The ceiling

con't. on page-3

BELIEVE IT OR NOT!

"CARROLL COUNTY MODEL AERODROME" IS HERE!

Milt P.

On August 25/92 Pres. Wayne Creasy received a permit from CC Dept. of Rec'n. to use the facility near the Humane Society on John Owings landfill until Dec.31/92.

A meeting of the Executive Comm. was scheduled for Sun. Aug. 30 to determine just how we would operate the CCMA. Layout, where to & NOT TO fly, sound levels, # models in air at one time, etc.

Since a layout plan had been submitted to the county & had been appv'd. by the county, Bob Allen, Lloyd Briggs, Ken Eckard & Milt Peacock met at the CCMA on Sat. Aug. 29 to do the layout per the plan. The grass had been cut earlier [short on the runway & slightly higher in other areas]. We staked out the entire area, outlined the pit area with lime, installed five flight stations using two 24" patio blocks flush with the grass.

On Sun. Aug.30, the EC met at noon @ CCMA and established the field rules. I don't know how everyone will be notified of the rules but I will outline the basics:

1= 95 DB max.

2= Max. of four planes in the air at one time

3= DO NOT fly toward the Humane Society. There is a white & green house on the facing hill. That is the edge of the overfly area to the left. [Take-off & landing is the exception BUT stay close-in to the runway]

4= NO fuel spills. Use a catch bottle.

5= Take your trash home with you.

Needless to say the above rules are BASIC. Just use common sense and stay away from the neighbors homes. We all MUST live together.

Generally speaking, the overfly area is directly in front of the flight stations and also across the right end of the field in a basic "L" shape. If you fly there it will not be anywhere close to the Humane Society or any neighbor.

After the meeting flying started and here is the "Believe it or Not". We had not been in operation ½ hr. when Mr. Steve Powell, our friendly [ahem!] neighbor showed up stating that we were flying over the Humane Society and his property which is B--- S---(Baloney Skins). Several of our members spoke to him and politely tried to explain to him that we both must learn to live with each other. We are in a "learning of the area" process and he likewise will have to learn where a model in the air really is. I assure you, NO ONE, was even close to his property. In the first place he is TOO FAR away for a normal flight pattern. He stayed around for about an hr. & left seemingly satisfied that we are trying.

con't. on pg.- 2

As reported at the last meeting, our AMA club roster is up to date and I should receive the conformation any day.

LATE NEWS: (I am coping this from H. Crispins D/4 newsl'tr., August '92 issue)

"I [meaning H.C.] took part in a telephone conference call last nite (?) & found out that my name (HC) is on a list of names, along with the AMA, being sued by the Sport Flyers Ass'n. The others are Dave Brown (EVP), Gene Hemple (VP D/8), Vincent Mankowski, Carl Maroney, & Geoff Styles (these 3 from HQs. staff). I (HC) have not been served as of this date so I can not tell the particulars. Obviously, there is some hazard in standing up for the Academy in today's world. I feel sure that particulars will be printed in Model Aviation at some point. In the interim, life goes on. We have a great organization and it is important to keep it functioning to continue to protect the rights of the aeromodeler."

I hope that Howard has no objection of me passing on this bit of information but he didn't say not to.

As you should know, we operate our aircraft radios on the 72 Mhz band and surface craft on the 75 Mhz band. This is legal.

There are freq. used for RC which are not in this spectrum. These are the 50 Mhz band. (HAM radio) These are assigned thru cooperation with the American Amateur Radio League and require that the operator have a Ham Lic. in his possession. Please note that the use of these freq. without holding the proper lic. is a strict violation of AMA rules with resulting penalties. Even more important, this is a violation of federal law. One can always take the view that one is not apt to be caught by the FCC. The problem is that any Ham seeing you operate without benefit of a license has an obligation to turn you in to the FCC in order to protect his own spectrum.

Hey! Anyone in WAM on 50 Mhz? If so beware! We owe compliance with the rules and a courtesy to those Hams who have cooperated in the past and have to protect their own spectrum from encroachment.

Other things of interest are printed in Model Aviation. No point in repeating it here. Stay up-to-date. It pays!

SUPPORT YOUR LOCAL HOBBY SHOPS
WE NEED THEM !

Dear Mrs. Miles and gop,
Thank you for coming to our school and showing the modle airplanes. The best part was when you flew the helicopter and flew t he airplane inside and outside. I never realized how much taller a rocket is then people. I learned that the air on the top of a wing goes faster then the air on the bottom. - - Your friend, XXXX
ED: & he drew a great picture to boot.

Dear Mr. Miles and troop,

Thanks for the demonstration it was wonderful. We got the papers you gave us. The plane you flew it almost hit a Mom. We espetially licked the balloon. How did you make the balloon float? How did the little model that had the tissue paper get lift? Sincerely, XXX (ED:& another great picture & on the back "This plane was built in World War II. It was used to bomb the enemy planes. This was a pretty mean plane in the war. George Washington thought so. Why did they paint faces on it?"

ED: I wish I could print the pictures that the kids draw. They are something else.

Dear Aeromodelers,

Thank you for a wonderful presentation! I really liked the airplanes and jets They were cool! I leareened about how you drive a plane and how the controls work! I liked when we went outside and flew the airplane! I also learned about thrust, gravity, Drag, lift! I also liked the control thing when you pushed the button and the tissue paper started flying! Thank you again for coming and spending time with us. - Your Freind, XXX

Dear Mr. Miles and Friends,

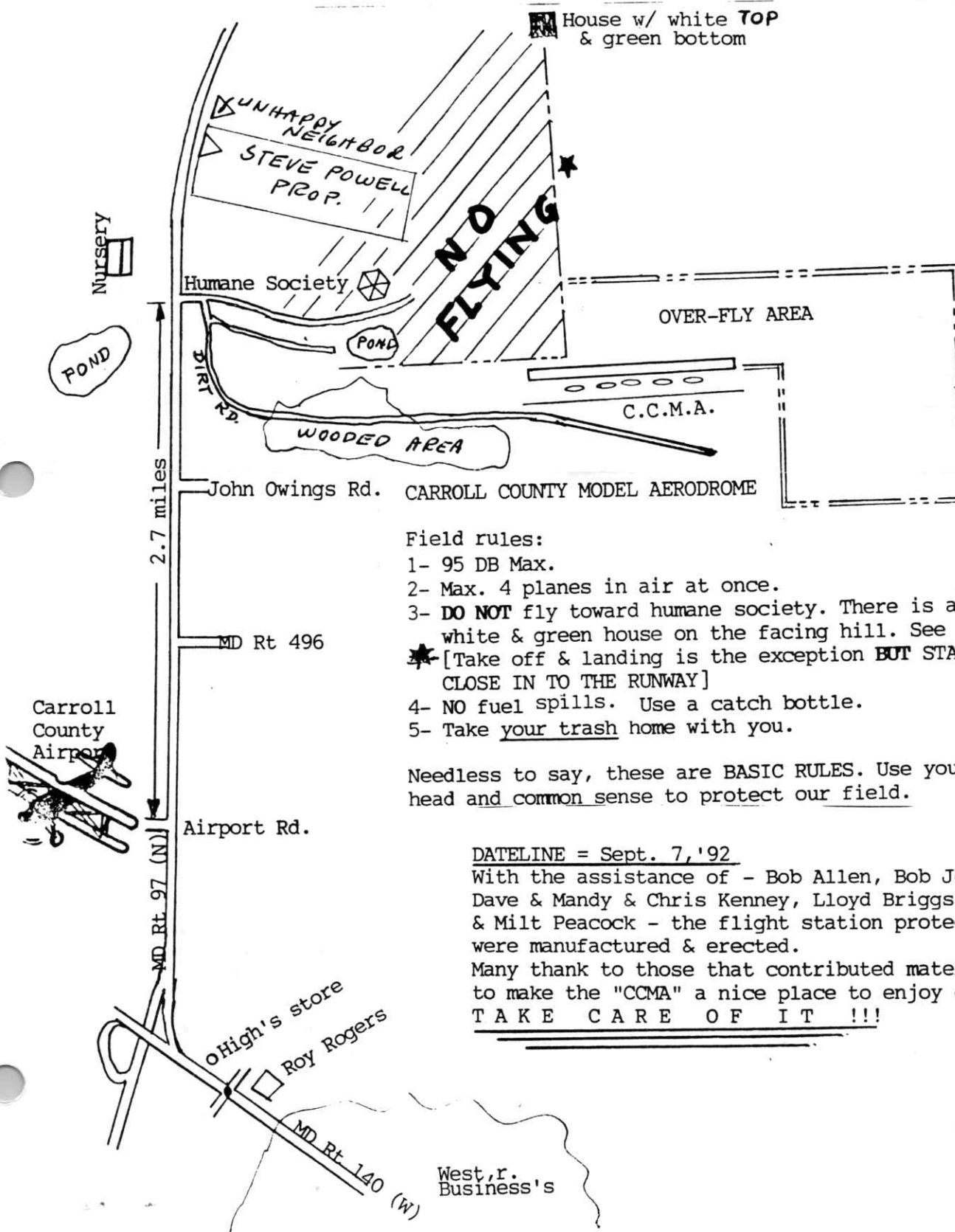
I liked all of the planes hellicopter and hot hare boluns that could go up whith hot hare. And all of the panes and my favrit plane wos the rad and white won. And the hand made whone that the guy throw and the ome trid to cache but he mist it.- Sincerely, XXXX

Dear Mr. Miles and Friends,

I learnd a lot how the airplane came to the erith. I liked when you took us out side and flew the airplane. Is what I think you should do is give us the miteriles and instructions to make an airplane so we have something to do in the summer.- Sincerely, XXX

Ain't the kids great? You should join us at some of the schools and enjoy it!

CARROLL COUNTY MODEL AERODROME



Field rules:

- 1- 95 DB Max.
- 2- Max. 4 planes in air at once.
- 3- **DO NOT** fly toward humane society. There is a white & green house on the facing hill. See map.
★ [Take off & landing is the exception **BUT** STAY CLOSE IN TO THE RUNWAY]
- 4- NO fuel spills. Use a catch bottle.
- 5- Take your trash home with you.

Needless to say, these are BASIC RULES. Use your head and common sense to protect our field.

DATELINE = Sept. 7, '92

With the assistance of - Bob Allen, Bob Jenness, Dave & Mandy & Chris Kenney, Lloyd Briggs, Ken Eckard & Milt Peacock - the flight station protection barriers were manufactured & erected.

Many thank to those that contributed materials and labor to make the "CCMA" a nice place to enjoy our sport.

TAKE CARE OF IT !!!



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 R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

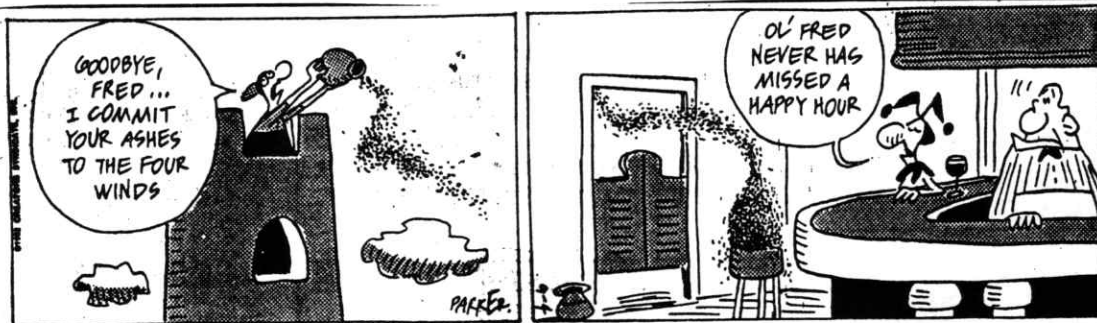
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THE TALESPIINNER



COMING EVENTS

- Sept 26- IMAA Chapter 198 BIG-BIRD Fly-In.
NVRG Field, Arcola, VA (Ch 20 & 21 banned)
- Sept. 26-27 = 2nd Annual Full Scale Fly-In
& RC Demos. by Flying Fools RC Club.
@ Hanover Airport, PA
- Sept. 27-27= 10/4PM- R/C Swap & show. Hagerstown
@ Wilson Ruritan Bldg., Rt.40 W of Hag'tn.
Contact Jim Umstad for info- 944-7231
- Sept. 30 = MMA Mtg.- WAM Host, @ West'r. VFW
- Oct. 3 = York Area RC Flea Mkt. Dover, PA
- OCT. 6 = WAM monthly mtg.**
- OCT. 10 = MMA FLEA MKT. @ West'r. VFW**
- Oct. 17-18 = Hot-Air Balloons, Hershey, PA





THE TALESPINNER

Westminster Aero Modelers

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V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
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VOLUNTEERS

Membership - Ed Goldman 848-3835
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Next Meeting:

NOVEMBER 3, 1992

7:30 PM

WEST'R. V.F.W.

Volume 8 Number 10 October '92 AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

Attendance was quite small at the Oct. meeting but we still had 21 members present. To those of you who did not the two main topics of discussion were the election of officers and the upcoming Christmas dinner.

Please consider this newsletter as official notice of the November meeting which will be the meeting at which we will nominate officers for the 1993 season. As per our bylaws we must nominate two members for each office. I urge each of you to consider serving your club by volunteering for an office. I urge those of you currently in office to consider running again. As I have stated on numerous occasions, I will not be running for re-election, but I do plan to remain active as a member of the executive board. If I have been able to hold three offices with my work schedule, then anyone can do the job. I challenge each of you to step forward and participate. We have a lot of new members with fresh ideas who can contribute much to our organization. The job of keeping our Club a viable one must begin with you, not the other guy. I rest my case!

The annual Christmas Dinner will be held at the V.F.W. on December 6 and I am arranging for a speaker from the Department of Parks and Recreation. John Little will be out of town on this date but has promised me a good replacement who will go over the future plans for recreation in our County.

Yes, I know what you are thinking, this is not a aeromodeling related speaker. There is a two-fold reason. First I have received numerous requests for a speaker who will interest our wives, girlfriends, guests etc. Secondly, this p.r. could not possibly hurt our request for renewal of our permit for the Field which expires on December 31. I've also requested that the presentation be kept to around 20 minutes. More news on the speaker as I receive it.

Now, let's talk about the situation at the Carroll County Model Aerodrome. Things have been pleasingly quiet as far as Gordon Shoen and Steve Powell are concerned. Let's keep it that way. I think that since John Little appointed two of his staff members to monitor conditions at the field that this has helped. Let's continue to follow our rules to the letter and strengthen our case for a renewal of our permit.

Congratulations to Wendell Richards for receiving his solo certificate at the October meeting.

Thanks to all of you for your patience in the trying times of getting our Field open. This is a facility that we can all be proud of and use with a sense of satisfaction that it has been well worth waiting for.

I look forward to seeing you all at the November meeting.

Happy Landings,
Wayne

Quite a bit of flying has taken place at the Model Aerodrome since we have obtained the permit to use it. Other than two "self appointed" overseers attempting to regulate, control, and close us down, everything as far as I can determine is running smoothly, orderly, and to the operating guidelines. This is what must be done, continue to be done, and will be done, if we are to be the good neighbors we have claimed to be.

About six (6) neighbors have been personally visited by me, and not one had any objections, concerns, or worries, that we are there. I want to talk to the rest of the people on that road, all the way to the green & white house that we use for flight control. Bob Allen has even talked with Mr. Schoen, proclaimed arch enemy, attempting to set things straight with him. He definitely has a perception problem. What it looks like and what it seems to be (with him) overflying of his or anyone else's property, including that of the Humane Society, is not being done.

Each club flyer is to be commended for adhering strictly to the established airspace. However you must continue to do so, & I'm sure as time goes by, we all will be flying further in from boundary extremes.

It's too bad Mr. Schone has to close his windows, and even then, he says the noise is unbearable. I suppose the traffic on Rt 97 passes on Gossmer Wings. What a - - - .

Some communications were received from the Rec. Depot. during the first two weeks. That has been addressed & nothing further has been received. No more articles have appeared in the C/C Times.

(ED: See copy of newspaper article elsewhere in this issue of TS)

FOR SALE

Dave Brown Fuel Pump -gas/diesel - \$5.00
Like new - was used on club cub.

SPECIAL INTEREST - Ray Miles

The "DISCOVERY" channel on TV is now showing "FRONTIERS of FLIGHT" on Saturday nights. It's very interesting.

A NEW SOLO PILOT

Wendell Richards has soloed his aircraft and has received his "Solo Certificate".
CONGRATULATIONS

MINUTES of OCTOBER MT'G.

John Schaffner, Sect'y.

- 1- WAM met at West'r. VFW @ 7:30 PM, 21 members present.
- 2- Wendell Richards was presented his "Solo Certificate". Congrats Wendell.
- 3- Pres. Wayne covered correspondence from John Little concerning the now familiar complainers. Wayne also had literature on the line of "Skyward" kits.
- 4- Bob Allen will have the Port-a-pot removed from the CCMA & will prepare an impound box to be installed in the spring.
- 5- Bob reported on the MMA activities, details elsewhere in TS.
- 6- Member Matt Clement is back having been discharged by the USAF. Welcome home Matt!
- 7- Treasurers report was read & approved. Milt P. reported the sale of all the remaining French Tricklers.
- 8- Milt P. reported on communications received & business concerning the AMA - details elsewhere in TS.
- 9- Ray Miles, C/C Rep., stated all is quiet with the county. Milt P. contacted the C/C Airport operators notifying them of our presence in the airspace. A map is on their bulletin board showing our location.
- 10- Paul S. reported all flyers are in compliance with the noise levels & cautioned everyone **NOT** to fly alone.
- 11- All members are asked to bring to bring their planes to the field ready to fly having done all the testing and adjusting of motors at home - obvious reasons.
- 12- Ray Miles reported on the school program, 13 of 19 schools in the county are scheduled, plus other dates - details elsewhere in TS.
- 13- Bill Hasert reported all property is accounted for.
- 14- Milt P. requested all members submit items for the TS to him. (ED: MUST be in my hands by the 2nd Sunday after mt'g.)
- 15- Nominations for 1993 officers will be made at the Nov. Mtg. We need 2 for each office - be there.
- 16- Christmas Dinner Mtg. will be Dec. 6 @ 5 PM at the West'r. VFW in the banquet room upstairs. PUT IT ON YOUR CALENDAR **NOW** !
- 17- It was proposed & appv'd. that the impound box contain a First-Aid kit.
- 18- MMA Flea Mkt. discussion & final decisions made.
- 19- Jeff Carroll's name was drawn for the 50/50. He was not present.
- 20- Mtg. adjourned at 9:40 PM.

Sorry

50/50 WINNER - Jeff Carroll - not present.

SCHOOL PROGRAM - Ray Miles.

Of the 19 Elem. Schools in the County, 13 have already been scheduled. By the time you read this 2 will have been completed. They were

Taneytown - Wed. Oct. 14 th

Riverview Elem - Wed. Oct. 21. - Balto. Co. special request - This school seems to be very much interested to be included in our program. We will find out more when we visit them.

NOVEMBER SCHEDULE-

Nov. 4 @ 9:30 AM - Winfield Elem.

Nov. 11 @ 9:30 AM - Manchester Elem.

Nov. 18 @ 9:30 AM - Carrolltown Elem.

Our fall scheduling is the most it has ever been, but I would like more. The problem is, the "Flight" unit is not started before Dec. It takes 7 wks. for each school to complete that segment. I will not schedule any school until it is at least 3/4 through the subject. we just waste our time. Our program is set up & designed to COMPLIMENT, not to be just be another assembly for the schools benefit.

Milt is still hard at work on the Club School Handout. Much is in the works on this project and cannot be discussed at this time. It will be, upon completion. This has been awhile in coming about, however the deeper Milt digs, the more complicated and involved things get. But get done, it will - Milt will see to that.

We hope that John Dorl will be fit and able enough to be with the school team people. He went through a difficult and dangerous procedure lately. Some of us have seen him, & he seems to be doing well, but the recovery road may take some time. John, don't rush it, we'll still be here - many schools yet to do, & many years ahead.

EAA CALENDARS - BARGIN PRICE

EAA calendars consist of a 10"x14" full color picture of various aircraft & a block date page for you to put your appointments on.

I have the opportunity to obtain them at a reduced cost for you.

Retail= \$9.95 Your cost = **\$5.55**

I need 12 to obtain them at that price. I have 6 now so see me at the Nov. mtg. to see a sample & place your order.

EVERYONE including those who are already on list - PLEASE be prepared to pay me the \$5.55 at the Nov. mtg. I will NOT front this much money and end up being stuck trying to find you to collect. - Milt P.

Extend your THANKS to our printer, folder, & stapler - Dave Kenney & family.



A M A NEWS - Milt P.

As many of you know, our "Award of Excellence" plaque disappeared from the VFW during some remodeling of the dinning room. Items belonging to the VFW are also missing. Apparently a box got into the trash bin by mistake. It was a real loss and embarrassment to everyone since we had just rec'd. it

With a red face, I wrote to Howard Crispin, our District VP, and explained our tale of woe to him. I also asked if it could possibly be replaced & crossed my fingers.

Low & behold, Howard made a surprise visit at our last M.M.A. mtg. on Sept. 30 and gave us a replacement plaque. I accepted it on behalf of the club with humble thanks. It should also be noted that Howard & his wife made a special trip from Charlottesville Va. (west of Richmond) and returned home the same nite just to give us the award. The word **"THANKS"** does not seem adequate sometimes, but Howard, we do THANK you.

NOTE: AMA Leader Members, of which Ray Miles & I are the only two in our club, will be receiving a letter from the AMA asking for some input on the following subjects =

1-Proposed restructuring of the Council, especially the elimination of the Executive VP as now defined. (this has been discussed in MA)

[This would require a change in the By-Laws and the vote of Leader Members.]

2-There are some proposed changes in the nomination selection procedures.

[This would only require a change in the Standing Rules, although it may require a vote by the Leader Members.]

Ray & I would like your input on these matters as we must respond to them ASAP. Since we in effect represent you in the AMA, we want to reflect your wishes and opinions. DO IT NOW!! Ray= 781-4937 Milt= 833-3122

The next EC mtg. will be Nov. 14 @ Reston & these matters will be on the agenda.

If you have any questions, comments, or problems concerning the AMA, please call me. I will try to get it resolved for you.

AMA DUES ARE DUE NOW !!! DID YOU VOTE ??

Make my job easier, pay your dues early- Milt

ADVERTISING - John S.

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

SUPPORT YOUR LOCAL HOBBY SHOPS

WE NEED THEM - THEY NEED US

TRAVEL - LOG = Milt P.

Sorry to have missed "Big Bird Day" but I was at a place where all the birds were BIG. I have been told that you had a very successful day with the wind, weather, & hot dogs. Great!!

Our first stop was in Hornell NY to visit our friends Judy & Dave Lander which we met at the '88 NATS in Va. Bch. VA. On Fri. we along with some others caravanned to Kitchner-Waterloo Canada which is about 100 mi. NW of Buffalo NY. Fortunately we had no problems with customs considering the booze, cigarettes, radios, etc.. You are only allowed so much at time of entry. Then came the money exchange. \$100 US got you \$118.62 Canadian. That may sound good but wait until you spend it. Gas @ 56.9¢/liter [3.8 liter in 1 US gal. = \$2.16/gal.], cigs. @ \$40/carton, 3 taxes on everything including food. ITS EXPENSIVE!!

It took about 4½ hrs. to reach K/W and after locating the field we staked out our spot with a sun shelter. We were about ½ way down one side of the pit area and it was only 3PM the day BEFORE the event.

Happy hour followed getting settled in the motel, getting the batteries on charge, etc.

8:00 AM Sat. morning found us on the way to the "FLYING DUTCHMEN'S SCALE AIRSHOW". They fly on a location owned by the local Kiwanis Club. They have a permanent building to house their office, impound, & refreshment shelter. The area must be 300 yds. sq. of nice grass but has 25' high trees on each end. Really nice place to fly.

Dave had his Skybolt with a smoke system & banner tow rig, Bob has an Ultra-light, Fran had a J-3 Cub, & I took my ¼ scale Stinson 108-3 on its first outing away from MD.

The L/G problems have been solved thanks to my nephew & Dave Kenney. It flew like a homesick bird and I must say- It was the most realistic sounding aircraft there. It was QUIET! Blowing my own horn, the model received much attention which makes all the work worthwhile.

You note that I called the event an "AIRSHOW". That is what it is called North of here. The media covers the event, public is invited, signs on the

roads directing you to the field, etc. and it is a show. There were over 220 pilots registered and many more models than that. There were 5 flight stations so the wait to fly was not long. They also have an actual show with special models for about ½ hr. mid day. All in all it was a very well run affair. A great time was had by all.

We left K/W about 4 PM Sun. with a lot of fond memories and good byes to lots of ole' friends from my travels.

To those of you who never leave home to fly at another location, you are missing a lot of fun and comradeship of other modelers. Try it- you'll like it. - Milt P

TECHNICAL PROGRESS

John S.

One of the first & longest lived aviation accessories is the parachute. The first successful one recorded in history was made by Joseph Montgolfier, co-inventor with his brother of the first balloon. The Montgolfier chute was made about 1779 and was safe enough to drop a sheep. The first man to make a chute jump and live was Jacques Garnierin, at Paris, Oct. 22, 1797. He probably survived because he designed a hole in the top of his devise to cut down on oscillation. First great American parachutist was Capt. Thomas S. Baldwin, of Calif. He was a "star" of the 1880's. (ED: his name has appeared before in the Talespinner) At least one balloonist discovered parachuting by accident. In 1838, over Easton, Pa., John Wise went so high in his balloon that it burst. The casing doubled into the netting, and an emergency chute was born. Wise landed hard but staggered to his feet full of happy plans, later carried out, to do the accident again on purpose as a crown catcher.

Baldwin re-discovered the basic design through a chance remark. One day his chute oscillated so wildly that he was slapped to the ground like a ball on the end of a string. "Why don't you put a hole at the top?" yelled a boy in the audience. Baldwin

did and the oscillation was eliminated.

EUROPEAN TRIP - HOLLAND

John Schaffner

Friday - 5 June 1992

So here we are in Holland at this huge airport. I have not had much experience with this kind of travel but, so far-so good. It is now 0637 local time & we have been on the go since before breakfast yesterday. Jet-lag they call it, and I know why. There is definitely a lag between the time you decide that you are going to do something & the time that you begin doing it. I've gone without sleep before but we were much younger then. We trade off some travelers checks for Dutch Guilders at the airport, pass through customs & jump on a "people mover" (like a flat escalator) to find our way out of the airport. No problem so far with the language. Apparently English is not an uncommon language in Holland. We had booked rooms for 5, 6 & 7 June at the Barbizon Palace, a KLM hotel, so we were able to ride a KLM courtesy bus direct.

We have flown safely across the Atlantic and now between the bus stop & the hotel front door we are in mortal danger of being run over by street cars & bicycles. Pedestrians in Amsterdam need to have eyes in front, back, & both sides. It seems whoever is the biggest & going the fastest has the right-of-way. It's safer crossing the track at the Indy 500 than Prins Hendrikade.

Next we checked into the hotel only to find that they do not have a record of our reservations. Uh-oh, we are flying KLM & booked our big city hotels through KLM & now this. Well, not to worry. The concierge at the hotel phoned our travel agent in Cockeysville who phoned KLM in Georgia who phoned our hotel & cleared everything. Ah, the miracle of electronics. And all this before breakfast!

Go to bed nothing!! We have breakfast at the hotels' buffet & get moving. Sure, we are dragging, but there's a whole day ahead so we bought tickets for a tour of the city via canal boat. Amsterdam is built on land reclaimed from the sea & we find more canals there than in Venice. The canal boat ride took us by the older sections of the city, including other things the Anne Frank House which is

con't. next col.

now a memorial & the famous "Tower of Tears" where wives & girl friends of departing sailors waved good bye to their men, many for the last time. Life on the sea was a risky business in those days. But many did make it back. This is where Henry Hudson began his voyage to the new world. We return to the hotel early to relax before supper and then after go to bed early.

Saturday - 6 June 1992

Next morning at 0620 still suffering from jet-lag & have breakfast at the hotel buffet again, including very strange coffee. We needed that.

We board a bus at 0900 for the "Floriade", this is a gardening spectacular that is held every 10 yrs. somewhere in Holland. Except for being about an hours drive I don't know what to expect. The drive takes us out of the city & by much industry & new construction in progress. It is apparent that the economy here is in good shape. The land is impossibly flat. It is said that on a clear day you can stand on a chair on one side of Holland & be able to see across to the other side. I believe it. Many, many bicycles. Even along the major highways there is a road parallel reserved for bicycles and it too, is busy.

Finally we arrive at the site of the Floriade. There are lots of people, but the show is spread out over a huge area, so there is little, if any, crowding. This place is a combination of Longwood, Sherwood, & several other gardens I've seen - to the power of 10. Very, very lovely. We were too late for the tulips, but with everything else we did not miss them. This was the kind of day that we needed at this point in the trip, very relaxing & quiet. The bus returned us to our hotel about 1700.

Since our transportation from here would be by railroad we walked to the "Central Station" which was directly across the strasse & canal from our hotel. (We planned it that way) None of us had any experience traveling European trains so this is the time to ask questions. We had planned our schedule many weeks ago so it was just a matter of finding out where to be standing when our train stopped in the station so we could board with the least hassle.

Con't. on Page 6

With that out of the way we returned to the hotel in a light shower to decide where to have supper.

As a side note, there were many derelicts, both old & young, hanging around the plaza in front of the station. Filthy clothes & funky hair-dos & all. Most big cities must have them. Too bad.

We waited out a thunder storm with ice cream at the hotel cafe & after it cleared, walked through the old city to the Albatross restaurant.

After a delightful meal we hit the sidewalk for the return trip to the hotel. We were taking our time enjoying all the new sights until about two blocks from our hotel when that thunder storm caught us without our umbrellas. We took refuge in another hotel to wait it out but after about 45 min. decided to run for it. We got wet. We went to bed. Enough for one day.

SUNDAY - 7 June 1992

This morning we breakfast again at the hotel buffet. I will mention here that Europeans are accustomed to a breakfast of breads, cheeses and cold cut deli meats & strong coffee & you will find this everywhere. However, the better hotels also accommodate Americans with a selection of cereals, eggs, bacon & sausage, jams & jellies. We made out just fine with this.

Today we board a bus for a guided tour of the old cheese town of Edam & a visit to a village still operating the old windmills.

While in Edam we visit a small cheese making operation set up especially for tourists & buy a small Guda to have for lunch. The commercial cheese mfg. is now located elsewhere & the village of Edam has become an example of a town with historical significance, something like our Williamsburg. The village is residential & expensive for the folks living there. Many of houses date back to 1700, but are kept in "like new" or better condition.

We climb back on the bus to visit a small village in what they call "Pouder" country to get a close up of the famous windmills. The "pouder" refers to the land below sea level which makes up about 50% of Holland.

Con't next col.

The canals that criss-cross this area are contained by levees much like parts of the Miss., & the water is much higher than the surrounding fields. It is a bit strange to be driving along a highway & pass a barge & have to look up to see it. The canal network is fed by the many fresh water lakes inland & very carefully controlled by hundreds of dams & locks until it is finally emptied into the sea at low tide.

We were able to closely examine a working windmill that is used to grind pigments for paint. But slightly dissapointed since that the day that we were there was low overcast with drizzling rain & no wind so nothing was moving.

Having seen the windmills we departed for the ride back to Amsterdam in a downpour. Heard that it rains in this area on more than 200 days annually.

The sky cleared about 1600 so we walked to the Bahnhof & had our Eurail passes validated.

For supper we discovered a small restaurant in one of the old narrow streets near the hotel. This area dates back to 1300 & looks it from the outside, but inside all is neat & clean & a very nice menu. The name of the place was "Het Melkmeisje".

Earlier, when we were in the Bahnhof (train station) we bought some gorgeous looking pastries for dessert. Mine turned out to be a delicious apple turnover but my traveling buddy picked one filled with liver pate'. Phoo!! Guess there is no accounting for taste.

We catch our train to Paris tomorrow at 0700, so early to bed.

PS: Amsterdam is exactly 5,397 mi. from Wall, S.Dakota, home of Wall Drug.

SPIN OFF FROM SPACE TECHNOLOGY

John S.

New Window into the Human Body.

Nuclear Magnetic Resonance (NMR) employs a magnetic field & radio wave to peer inside the body. Unlike X-rays, NMR can even see into the bones. But NMR images are more difficult to interpret than X-rays, which has limited their usefulness. By applying the computerized image enhancement technology developed to read Earth resources satellite photographs, NSAS was able to provide thematic "maps" of the human body. False color can be added to each type of tissue, making such problems as tumors or blood clots stand out sharply & clearly. NMR & image enhancement provide invaluable information to diagnostic physicians & surgeons, enabling them to provide better care to their patients.

AVIATION HISTORY - John S.

On June 4, 1784 Madame Thible of France has been credited as being the first woman to fly when she ascended in a Montgolfier hot air balloon during a large public gathering. She was said to have shown "much greater courage" than her male companion as she sang the comic-opera aria, "Oh, to travel in the clouds" to the assembled ears below.

Fears unfounded

We were pretty concerned when we were made aware of the flying area for model airplanes that was to be made available in the John Owings Landfill area. The flying started about three weeks ago and we decided to see what was going on. When we got there those people went out of their way to introduce themselves to us. They were very friendly, very polite and very knowledgeable and everyone was a gentleman. We were told of their concern for a positive effect in our neighborhood, and they explained where they were to fly and the procedures used so they wouldn't be of any bother to anyone in the area. We were pretty amazed at the quality of craftsmanship of the models and of the skill of the people flying them. We went to the field again when it was not being used and there was no trash, no litter, no mess. The grass was mowed. There were four or five areas indicated for people to stand while flying the airplanes, a place for them to park, a spectator parking area. I must say we have no concerns now. We seem to be pretty well pleased that this area can be used for activity. I can't speak for all the neighbors, but we have no problems with any adverse effect for us or anyone. Unless you see the cars parked up there, you wouldn't even know if someone was there using it for this activity.

Thrown to the dogs

What county official's idea was it to have model airplanes flying over the Humane Society and surrounding private properties? The noise is so terrible even with our windows closed. Nobody asked the homeowners in this area about this. We were thrown to the dogs.

The above articles were in the 9/20/92 issue of the Carroll Co. Times news as a result of residents calling them with their views on a given subject.

I think it really reflects the "black" & "white" of the subject. Don't you agree?

DECISION TIME - PICK THE MENU

Dec. 6 - 5:00 PM Our Annual dinner meeting will be held at the West'r. VFW. Pres. Creasy will chair the meeting with some entertainment that should be of interest to all of us. PUT THE DATE ON YOUR CALENDAR NOW. Remember this is a family affair. Bring the whole bloomin' family to have a fine meal and meet all those people that you hear us talk about. In fact, you may bring anyone you wish. The more the merrier.

Also on the agenda will be the election of your 1993 officers. Be sure to be there to express your views.

SELECTION TIME-

Pick two (2) meats= Roast beef / Oriental beef / Baked ham / Turkey / Stuffed Chicken breast / Meatballs / Rum Raisin Ham

Pick one (1) potato= Mashed/ Parsley/ Scalloped/ Sweet Pot./ Rice

Pick two (2) veg'ys= Corn/ Green Beans/ Lima beans/ Succotash/ Apple sauce/ Candied carrots/ Peas & Onions/ Peas/ Mixed Veggies/ Calif. Mix/ Toss Salad/ Cold Slaw

We MUST pick the menu at this coming meeting. As usual, we will have a vote on what will be served. Use this page, circle what you like and bring it to the mtg.

A CASH BAR will be available prior to dinner for your pleasure.

TICKET PRICES= Adults = \$13.00 Children under 12 yrs= \$6.00. If possible, bring you ticket money to the Nov. mtg. WE MUST have a head count by Nov.21, so help out by paying early.

MMA NEWS - Milt P.

The MMA mtg. was hosted by WAM at the VFW on Sept. 30. The mtg was chaired by Milt P. with aprox. 20 in attendance.

We had a surprise guest, D/4 VP Howard Crispin & his wife, who presented WAM a replacement "Award of Excellence" plaque. Theirs was lost during some remodeling of the VFW. It was accepted on behalf of WAM by Milt with thanks. Howard made a round trip from Charlottesville VA that nite just to give them the plaque.

Our scheduled guest was Vince Mankowski, Executive Director for the AMA, who spoke to us on matters concerning the AMA & us.

Membership is down about 10% but is building back somewhat due to some joint effort mailings financed and accomplished by Tower Hobbies. (Read Vinc's article in Sept. MA for details)

The "Solo Certificates", which we discussed at our last mtg., will continue to be printed and available.

Vince responded to questions, one of which was about the nomination of Howard Crispin for AMA Pres. He could not give us any info. on the subject as he was not privy to what occurred at the Nom. Comm. Mtg. which consists of all VP's except those nominated. (read your AMA manual for method to be nom.)

Vince urged us to inform the AMA about whatever we have an opinion on, good, bad or for review. We are a strong body & all clubs should make the AMA aware of their views.

A sincere thanks was extended to Vince for visiting with us.

The Flea Market (Oct 10) was discussed and Chrm.Milt advised everyone about the new procedures this yr. In essence, only those actually scheduled to work early would be admitted early. We had problems yrs. before and this is the cure. Sorry.

Not much club activity now, getting late in the season.

Next mtg. Oct.28 @ YOUR HOBBY CENTER

WHAT THE KIDS WRITE

Dear Aero Modeler,

Thank you for coming to our school.

I liked the airplane you flew.

It was really neat when you flew the airplane.

The best part to me was when you made the airplane do a trick and land.

I had a really good time.

Your friend - xxxxx

Dear Aero Modelers,

Thank you for coming to our school. I liked the part when you flew the airplane. I also liked when you showed us the other planes and what they do. My favorite one was the one you flew. I like everything you showed us and told us. I really enjoy you here!

Sincerely - xxxxxxxx

Dear Aero Modeler friends,

Thank you for coming in to tell us about flight. I liked it when you flew the airplane outside. I learned a lot. Thanks again.

Your friend - xxxxxxxx

Dear Mr. Miles,

Thank you for coming to our school.

The thing I like was when we wear out side.

The funniest thing was when the teacher had to answer the ?.

Sincerely - xxxxxxxx

Dear Mr. Miles and friends,

I liked your airplane models. When you flew the big model airplane. I liked when it flew upside down. You had the best models I ever saw.

Sincerely - xxxxxx

Dear Mr. Miles and friends,

Thank you for telling us about flight. I learned about how flight came to be. I also learned some of the first airplanes to be flown by some of the first people to fly over the world. I learned a lot more than I already knew.

Sincerely - xxxxxx

Dear Mr. Miles and friends,

I liked it when you showed all those interesting things to us. My favorite part was when we went outside and saw the model plane fly. I looked real. Flight sounds neat!

Your friend - xxxxxx

Dear Mr. Miles,

Thank you for coming to our school and teaching us about flight. I learned a lot of things like the four forces of flight. My favorite part was when you flew the plane.

Sincerely - xxxxxx

SAFETY & SOUND - ? ? ?

RADIO & ELECTRONIC UPDATE - ? ? ?

FUN FLY NEWS & RESULTS - ? ? ?

I LIKED THIS PRODUCT BECAUSE - - - ? ?

THIS PRODUCT TAIN'T MUCH BECAUSE - - - ? ?

Many thanks to the above contributors. ED.

THIS IS **your** newsletter - why don't you take a few minutes and make a contribution?

TAP-DRILL SELECTOR

NOTE ON SELECTING TAP-DRILL SIZES: The tap drill sizes shown on this card give the theoretical tap drill size for approximately 60% and 75% of full thread depth. Generally, it is recommended that drill sizes be selected in the 60% range as these sizes will provide about 90% of the potential holding power. Drill sizes in the 75% range are recommended for shallow hole tapping (less than 1½ times the hole diameter in soft metals and mild steel).

FOR 60% THREAD—SELECT DRILL OPPOSITE BLUE TAP SIZE
FOR 75% THREAD—SELECT DRILL OPPOSITE RED TAP SIZE

| TAP SIZE | | DRILL SIZE | TAP SIZE | | DRILL SIZE | TAP SIZE | | DRILL SIZE |
|----------|----------|----------------------|----------|---------|----------------------|-----------|-----------|----------------------------|
| 60% | 75% | | 60% | 75% | | 60% | 75% | |
| | | 48
1.95mm | | | 18
11/64 | M8x1 | | 7.20mm
7.25mm
7.30mm |
| | 3-48 | 5/64
47
2.00mm | | | 17
4 40mm | | | L
7.40mm |
| | M2.5x.45 | 2.05mm | | 12-24 | 16
4.50mm | | | M
7.50mm |
| 3-48 | 3-56 | 46
45
2.10mm | | M5.5x.9 | 15
4.60mm | | | 19/64
7.60mm |
| M2.5x.45 | M2.6x.45 | 2.15mm | 12-24 | 12-28 | 14
4.70mm | | M9x1.25 | N
7.70mm |
| 3-56 | 4-36 | 44
2.20mm | | | 13
4.75mm | | | 7.75mm |
| M2.6x.45 | 4-40 | 2.25mm | M5.5x.9 | 12-28 | 3/16
12
4.80mm | | 3/8-16 | 7.80mm |
| 4-36 | | 43
2.30mm | | | 11
4.90mm | M9x1.25 | M9x1 | 7.90mm |
| | 4-48 | 42
3/32
2.40mm | | | 10
5.00mm | | | 5/16
8.00mm |
| 4-48 | M3x.6 | 41
2.45mm | | M6x1 | 9
5.10mm | M9x1 | | O
8.10mm |
| | | 40
2.50mm | | 1/4-20 | 8
5.20mm | | | P
8.20mm |
| M3x.6 | M3x.5 | 39
38
2.60mm | | | 7
5.25mm | 3/8-16 | 1/8-27NPT | 8.25mm |
| | 5-40 | 37
2.70mm | M6x1 | | 13/64
6
5.30mm | | 3/8-24 | 8.30mm |
| M3x.5 | 5-44 | 36
2.75mm | | M6x.75 | 5
5.40mm | | M10x1.5 | 21/64
8.40mm |
| 5-40 | 6-32 | 7/64
35
2.80mm | 1/4-20 | 1 4-28 | 4
5.50mm | 3/8-24 | | Q
8.50mm |
| | | 34
2.90mm | M6x.75 | | 3
5.60mm | 1/8-27NPT | M10x1.25 | 8.60mm |
| 6-32 | 6-40 | 33
2.90mm | | | 2
5.70mm | | | R
8.70mm |
| | M3.5x.6 | 32
3.00mm | 1/4-28 | | 1
5.75mm | M10x1.25 | M10x1 | 11/32
8.75mm |
| M3.5x.6 | | 31
3.10mm | | | 1
5.80mm | | | 8.80mm |
| 6-40 | | 1/8
3.20mm | | | 5.90mm | M10x1 | | S
8.90mm |
| | M4x.75 | 30
3.25mm | | M7x1 | A
15/64
6.00mm | | 7/16-14 | 9.00mm |
| | M4x.7 | 29
3.30mm | | | B
6.10mm | M10x1.25 | M10x1 | T
9.10mm |
| M4x.75 | 8-32 | 28
3.40mm | | | C
6.20mm | | | 23/64
9.20mm |
| M4x.7 | 8-36 | 27
3.50mm | M7x1 | | D
6.25mm | M11x1.5 | | 9.30mm |
| 8-32 | | 26
3.60mm | | M7x.75 | 6.30mm | 7/16-14 | | U
9.40mm |
| 8-36 | | 25
3.70mm | | | E
1/4
6.40mm | | M11x1.5 | V
9.50mm |
| | M4.5x.75 | 24
3.75mm | M7x.75 | | F
6.50mm | | | 3/8
9.60mm |
| | 10-24 | 23
3.80mm | | 5/16-18 | G
6.60mm | M11x1.5 | 7/16-20 | 9.70mm |
| M4.5x.75 | | 22
3.90mm | | | 6.70mm | 7/16-20 | | 9.75mm |
| | | 21
4.00mm | 5/16-18 | | 17/64
6.75mm | M12x1.75 | M12x1.75 | 9.80mm |
| 10-24 | M5x1 | 20
4.10mm | | M8x1.25 | H
6.80mm | | | W
9.90mm |
| | 10-32 | 19
4.20mm | | | I
6.90mm | M12x1.5 | M12x1.5 | 25/64
10.00mm |
| M5x1 | M5x.9 | 18
4.25mm | M8x1.25 | 5/16-24 | J
7.00mm | M12x1.25 | M12x1.25 | X
10.20mm |
| 10-32 | M5x.8 | 17
4.30mm | | M8x1 | K
7.10mm | | | Y
13/32 |
| M5x.9 | | | 5/16-24 | | 9/32 | M12x1.25 | 1/2-13 | Z
10.50mm |
| M5x.8 | | | | | | 1/2-13 | | 27/64
10.75mm |
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| | | | | | | | | 7/16
11.50mm |
| | | | | | | | | 29/64
12.00mm |
| | | | | | | | | 31/64
12.50mm |
| | | | | | | | | 1/2 |

REPRINT FROM - "THE TRANSMITTER"
 Radio Control Modelers of Baltimore
 Editor - Jim Parks

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



To:
John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Westminster Aero Modelers
Newsletter of the
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER

COMING EVENTS

- Oct. 28 - MMA Meeting @ YOUR HOBBY
7:00 PM CENTER
- Nov. 3- WAM Monthly Mtg. -7:30 PM
- Nov. 4- SFP, Winfield Elem. 9:30 AM
- Nov.11- SFP, Manchester - 9:30 AM
- Nov.18- SFP, Carrolltown - 9:30 AM
- Dec. 6- **W.A.M. ANNUAL DINNER MTG.**
@ West'r. V.F.W.- 5:00 PM
ELECTION OF YOUR '93 OFFICERS
- Jan. 5 - WAM Monthly Mtg. - 7:30 PM



ARTWORK: JOHN DOWNER

Aha! The old "you-dropped-a-running-electric-model-in-you-lap" syndrome, right?



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

Sunday, December 6

5:00 p.m. West. V.F.W.

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Volume 8 Number 11 November, 1992 AMA Chartered Club 336

Formed 1955

PROP WASH FROM THE PRES.

Well this will be my last article as Pres. and it is with mixed emotions that I step down from this office. It has been an honor serving as the head of a Club of such a fine group of members. I cannot begin to name all of you fellows who made my term easier, but I do want to thank the other officers who put up with my erratic work schedule and for chipping in when I could not help out. Thanks to all of you. Now enough of that because I am still planning on being active in the club not only as a member of the executive board but as a member.

I was really pleased to see so many of you come forward at Tuesday's meeting to run for office. My thanks and congratulations to the new slate of officers which are named later in this publication. It will be a tough decision to pick from all the highly qualified members. Best of luck to the winners.

If you attended Tuesday's meeting you would have heard the news of the Field. We are still having problems with Mr. Schoen, and I use the term Mr. loosely. He has filed some type of suit against the County to put us out of business but I do believe in the end that we will succeed in keeping our flying site. I cannot believe that one person can win a suit against the whole of Carroll county, but stranger things have happened. The last correspondence from Schoen listed three members who were observed flying over the no fly zone by license number and car description. Now, I'm not accusing these members but I am going to list them as they will know who they are and if they were in violation could take measures to stop. Those listed

were as follows:

Chevrolet Van-White with United Technology written on the side. MD tag #202-834

Reliant-Maroon-MD tag# SRN-218

Taurus Wagon-Maroon-tag# SGT-437

If you own one of these vehicles please take note that you were observed supposedly violating the rules. Once again, I do not believe that any of our members would do this but if you did, take note!

Well we decided on the menu for the annual Christmas Dinner at the meeting and I urge you to send your money in advance to Dave Kenney to make things alot smoother. Dave is to be thanked for taking on this job.

I am looking forward to getting insome quality flying time next season as this year seemed to slip away. I've got some "hangar queens" that definitely need to be flown and I'm going to make some time to do that. I hope each of you has decided on your winter projects and we will see many new and exciting planes at the field next year.

Now, for some philosophy ,fellows our club is a good one and let's all strive to make it a fun club. Yes, we are growing but let us never lose sight of the fact that WAM was formed as a "FUN" club. We must resist all efforts to become big business. We also need to participate, for this club would not exist without that. Let's all continue to keep WAM the best aeromodeling club inthe Country.

May all of you and your families have the best of Holidays.

HAPPY LANDINGS, Wayne

NOV. MEETING NOTES - Milt P.

ED: I'm sorry but I am unable to print the minutes of our Nov. Mtg. due to available time. I am going out of town on Nov. 6 & the T/S is ready to roll now (11/4/92)

Some meeting notes:

1- Our unhappy neighbor is still making waves complaining that some persons are flying over his property. We do not believe it BUT PLEASE adhere to the "NO FLY AREAS".

ED: Personal opinion, this guy ought to get his eyes screwed on straight!

2- Other comm. reports are quiet & peaceful.
3- MMA donated \$65.00 to us as our share of the MMA Flea Mkt. in October.

4- NOMINATIONS were made for the following elected offices for 1993 =

Pres. - Jim Garrett

Ken Davis

V.P. - Robert Allen *

Ken Eckard

Ken Davis

Sect'y- John Schaffner *

Wendell Richards

Robert Jenness

Treas.- Paul Schaffner *

Lloyd Briggs

Mbr.@ Large - Dave Kenney

Ed Goldman

Bob Jenness

* Indicates an incumbent.

Give these good men your consideration.

Please come on Dec. 6 & VOTE !!! VOTE !!!

It's YOUR club so come and show your support & THANKS to the outgoing Officers & then your support to the 1993 Officers. We are all here to help one another. SO DO IT!

5- A vote was taken for our dinner menu =

Meat = Roast Beef & stuffed chicken breast (you get BOTH)

Potato - Mashed spuds

Veg'ys.- Green beans & a tossed salad.

We had a nice discussion on being taken down the "Golden Path" by some very unclear advertising. Just be careful when you mail order something. Be sure you can return it if you are unhappy with the product / item.

A THANK YOU TO: DAVE KENNEY - Milt P.

Dave, without a doubt, you are a winner in my book. Whenever I asked you to help out you have willingly jumped in with both feet and the JOB IS DONE. Dave has not only printed our T/S but folded, stapled, delivered it to me. This issue is being labeled and mailed by him & his crew.

My sincere THANKS to DAVE KENNEY & CREW.

NOW HEAR THIS!

COME ONE - COME ALL

W.A.M.'s ANNUAL DINNER MEETING & ELECTIONS

PUT IT ON YOUR CALENDAR NOW !!

DEC. 6 th. - 5:00 PM

Tickets = Adults @ \$13.00

Children under 12 yrs. @ \$6.00

Speaker will be someone from the Carroll County Dept. of Recreation & Parks. Pres. Creasy assures us it will be interesting.

This is an open meeting and everyone is invited to attend and enjoy the comradeship of your fellow members and friends.

Tickets & reservations MUST be made by - NOV 22

CALL - Dave Kenney - 484-5054

22 Waldron Ave. - Balto. MD 21208

Better yet -SEND him a check payable to "Paul Schaffner, Treas. WAM". It really helps to pay in advance.

I am told that there will be some door prizes BUT you have to be there to be the winner.

Cash bar at reasonable prices will be there for your pleasure. Help support the VFW who allows us to have our monthly meeting in their facility at no direct cost to us.

MENU IN COLUMN ON THE LEFT.

A WELL DESERVED "PAT ON THE BACK" TO JOHN SCHAFFNER

by - Milt Peacock - T/S Editor

Putting this newsletter together isn't the most difficult thing that I have ever done BUT it sure would be great to have a little more input from you & you & you.

The simple word "THANKS" seems so inadequate at times but I do want to say "THANK YOU" to my friend John Schaffner. John, you have been a godsend not only to me as the T/S Editor, but to all of us who have enjoyed the multitude of articles you have submitted to me for the T/S. They have been educational, interesting, funny, noteworthy, & the travelog is great. Keep it up THANK YOU! THANK YOU! THANK YOU! THANK YOU!

Dear Aeromodelers,

I liked the show because I like flight to and I was happy when I herd the great news that you guys were coming here to show your anes I learned a lot. I saw how you could turn the airplane out side I also whanted to tell you that my pap woked at pipe aircafe up in Pennsylvania. I liked the show very much and how the modle planes. Sileary, XXXX

Dear Wesminster Aero Modlers,

Thank you for coming to Robert Moton. I like what you showed us. I liked when you flu the airplane. The sun was in the way, but I could still se the plane. I also liked when you showed us Lift, Gravity, Drag, and Thrust. It was really cool!! I hope you come to Friendship Valley School because I'm going there!! I hope you come here to because the kids will like it! Thank you!- Your Friend,XX

Dear Mr. Miles and Friends

Thanks for comming to our school on wednesday. I enjoyed the show. I liked the space shuttle motel the best because my dad makes parts for the space shuttle. I also liked it when you flue the one out side. that was neat. - Sincerely, XXX

Dear Aero Modelers,

Thank you for showing us the planes. I liked when you few the plane outshide. Thank you for comming in. Your friend, XXXX

Dear Mr. Miles,

Thank you for coming in and talking to us about airplanes and hot air balloons. I had a lot of fun. I liked it when you flew that airplane outside. It was neat. I learned a lot about Hot air balloons and airplanes. Well I better go now. Sincerely, XXXX

Dear Mr. Miles and friends,

Thank you for coming and teaching us a little about flight. My favorite part was when you flew the model airplane. That was neat. Everyone almost was talking about that when we got back inside. It was fun to watch the model plane and helicopter fly across the room. Is it fun making the model planes? It looks like fun. Sincerely, XXXX

Dear Mr. Miles and troop,

Thank you for coming to are scool. I had fun! I liked the both planes that you in the feteria. I also liked the plane you flew outside and the helicopter. I drew a Super Sonic Transport on the back. Sincerely, XXXX

Ray Miles & I have received the questionnaire from the AMA concerning the topics that I outlined in the last T/S. I'm not going to list them again. I just spoke to Ray @11:00AM,10/30/92, & we have not had any response from any WAM member. I guess no one has a lot of interest in what goes on in the rest of the world. Both Ray & I have answered the request hopefully in the interest of WAM.

Next Exec. Council mtg. will be in Reston on Nov. 14. I'm sure some of those topics will be on the floor at that time.

HAVE YOU SENT IN YOU VOTE FOR PRES. OF AMA ? Have you PAID your '93 DUES ? If not do it now Not much else to report at this time.

A PERSONAL VIEW - Milt P.

I really can't understand how some people can read magazine ads as written by the Safe Flyers Asn. and believe that they are anything more than an Insurance Co. trying to drum up business. I honestly would like to know how much the really did do in obtaining a flying site for a club other than furnishing insurance coverage for the location. H--l, that's what they are in business for. Do you think for a moment that they are doing that out of the goodness of their heart? Ha!

I have no quarrel with them selling insurance but to try to indicate that they will do anything aside from "furnishing insurance" is an apparent joke in my book.

There is a lot more to the sport of flying model aircraft than insurance. Most of you would fly without even thinking about insurance until an accident happens.

I will be the first to admit that the AMA isn't the ultimate answer to the hobby, BUT we do not have anything better. The SFA sure as heck isn't a smiggin' of an answer.

Many times I hear "What does the AMA do for me?" The simple answer to that is, "What would you like them to do for you?" When I ask that the usual answer is " ". That blank space is not a misprint. It is the answer. The person posing the question doesn't ask for anything to be done for him.

Believe me, we are a powerful body. You tell me what you want done, I'll bring it up at the MMA mtg. & if we agree the AMA will hear from 11 clubs, not just you. Remember, a snowball starts with a snowflake. The AMA Competition Rule Book now comes to all clubs at \$0, the Solo Cert. program is now being continued. Both were thru the efforts of one person, then a club, then the MMA, & AMA complied.

TAKE AN INTEREST. IT PAYS IN THE LONGRUN.

EUROPEAN TRIP - John Schaffner

Con't. from Oct. issue

Up at 0600 today & make ready to leave Amsterdam. We have a quick breakfast, at the hotel, of muffins & coffee, hook up our baggage & tow them across the bridge & plaza to Central Sta. & board the 0700 train for Paris. Not that easy! We were at the wrong end of the platform for the first class cars & had to hurry on past about ten cars to board, all out of breath. Figure we will learn eventually (& we do). Weather is pea soup. It's a long train ride across Holland into France.

The scenery goes from totally flat land into gently rolling, studded with farms & villages, not unlike Carroll Co. Of course the houses & farm bldgs. were of stone & even though the railroads are totally electrified, you can still see the water towers along the right-of-way that serviced the steam locomotives long ago.

Lunch time comes around & we buy a sandwich & cold drink from the cart that comes through the train. The sandwiches are "jam". That is to say you get either one slice of cheese 1/16" thick jammed into a French roll or one slice of lunch meat 1/16" thick jammed into a roll. No "Dagwood's" here!

We finally run out of the overcast into clear weather somewhat North of Paris & arr. at Gare du Nord (North Sta) about ½ hr. late. We change the Travelers Checks into French Francs at the sta. & catch a taxi for the hotel. This cabbie loaded all four of us in his cab, but then charges us as if two fares. We later find out Paris taxi's legally cannot carry more than 3 people, so he did violate the law. Oh, well!

He gets us to the Hotel et Choiseul at Rue St Honore, which is in the old section of Paris, at first impression is "this is a flea bag" but then after being shown our rooms I am convinced we are in a "flea bag". However it really was not. There was extensive remodeling in progress & we were right in the middle of it. The hotel turned out to be OK & it was located only one blk. from the Jardin de Tuilleries & the Louvre Museum. We couldn't have been located much better.

We settled in & walked to & through the Jardin de Tuilleries, Place Vendôme & Place de la Concorde, up Champs d'Elyses to Place Clemenceau & then along the "right bank" on the Seine, just as fascinating as the books say it is. We wandered on back past the Louvre & to the hotel where it was time for a meeting & a beer. Not necessarily in that order.

con't. on pg.-5

* * OUR CONDOLENCES * *

Our sincere condolences are extended to Jim Umstad & family on the passing of Jim's sister in October, 1992. May she R.I.P.

SPINOFF FROM SPACE TECHNOLOGY

John Schaffner

Implantable Defibrillator -

A spin-off from miniaturized circuitry, this AID automatic pulse generator can save thousands of people each year from death or brain damage. Monitoring the heartbeat continuously, the device recognizes the onset of fibrillation - a condition in which the heart's regular contractions change to spasmodic twitching which pumps no blood - & delivers a corrective electric shock to restore rhythmic beating. The generator was developed by Medrad Inc. & Intec Systems Inc., both in Pittsburgh, PA.

OPTIMISM -

An optimist is someone who tells you to cheer up when things are going his way.

MEDICAL TERMS EXPLAINED -

- Artery= The study of fine paintings.
- Barium= What you do when all else fails.
- Cesarean section= District of Rome.

Greece's Corinth Canal joined the Aegean & Ionian Seas in 1893, completing what Emperor Nero began in A.D.67. I wonder if it went over budget? Only took 1,826 years.

It takes 45 tons of paint to give the Eiffel Tower its once-every-seven-years facelift.

CARROLL COUNTY NEWS - Ray Miles

I haven't been to the new field (CCMA) for awhile. I've gotten no phone calls from anyone as I know I would, should there have been even the tiniest problem, so I am assuming every thing is honky dorry. No articles have appeared in any of the local papers, so I guess that when anything is new or different time has a way of taking care of these things.

I've neither seen, or gotten wind of, any county activity concerning the capping of the "hill" so, I'll let that lie.

It was about dinner time so we found a small Italian restaurant nearby to try. Nobody in there could speak English or French so we just bumbled our way through with sign language. All Italians know that. The food was good & not too expensive.

By the time we finished dinner it was growing dark so we window shopped our way back to the hotel.

Room 414 (our friends Jane & Bud) blew a circuit breaker so they had to be moved down the hallway. No matter. We were too tired by now to make a case out of it. Before going to bed we talked to the concierge & made a reservation for a boat ride on the Seine next day early & a bus ride to Versailles the following day.

Tuesday 9 June 1992

We slept well in spite of the loud street noises beneath our windows. Hotels (so far) have no air conditioning or even screens. Just have to endure the noise in the warm weather with the windows open. We had breakfast at the hotel, a nice spread around an open central court with Victorian (I guess) furnishings. Noticed many other Americans having breakfast with us.

For our boat ride we walked from the hotel to the Seine to the landing of the Bateaux Mouches. The "long way" of course. The directions given us by the hotel clerk were either incorrect or my French was. The traffic in the area was bumper to bumper & police all over the place. The boat ride was about 80 min. long & looped around the Isle St. Louis at one end the mini Statue of Liberty at the other. The narration was given in English for the benefit of us tourists & was very interesting.

After the boat ride we walked to the Eiffel Tower, erected in 1889 to mark the centennial celebration of the French revolution. It was designed by Gustave Eiffel to be only a temporary structure. Almost 1000' high & weighing 7000 tons, it is held together by 2½ million rivets, nuts & bolts. Yet its pressure on the ground is only 57# PSI. Of course we rode to the top in an elevator that travels inside a leg of the structure & spent some time using the camera. It is said that on a clear day one can see 40 miles. Though not widely known, Eiffel designed the interior framework of the Statue of Liberty.

WE walked back to Place de la Concorde in hopes of meeting an old friend who was arriving on a bus tour, but instead we were in time to see the mounted guard accompanying Premier Mitterand, Queen Elizabeth & Prince Phillip. They were

heading for the Arch de Triomphe to perform a wreath laying ceremony at Frances' Tomb of the Unknown Soldier. Because of the re-directed traffic & huge crowd there was no possibility of finding my friend.

Since we were in the park & near food, what could be better than lunch. Lil & I ordered Crepes Glacées & our friends stuck with American - hot dog & a beer.

There was a public toilet nearby & it cost 2.2 FF to use it. Reminds me of the jitterbug story. *

Next we rode to the Metro to the Arch de Triomphe, the largest arch of its type in the world. Construction began in 1806 to mark Napoleon's victories; however it was not completed until 20 yrs. after his death. On Napoleon's birthday (15 Aug) the sun rises directly at the center of the arch. Martial friezes decorate the arch's exterior & the names of some of Napoleon's 128 victories & 558 generals are inscribed on the walls. In front of the arch a flame burns, remembering the Unknown Soldier. An elevator can be taken to the top for a view of the city.

Leaving the arch, we walked the Champs d'Elyses, stopping at a bank to buy more French money, & then boarding the Metro at George V station for the ride back to Touilleries & our hotel. Tonight is "dress-up" night for dinner & show at the famous Folies Bergarè.

What an outstanding it was, outstanding, both the dinner & the show. The waiters were dressed as if they were serving King Louis XIV, wigs, lace cuffs, gold buttons, buckle shoes, the whole nine yards! Then a delightful show afterwards. Third row seats. I like to be down front for these shows because I am a little hard of hearing. After the show we were unable to get a cab so had to take the Metro back to our hotel.

Wednesday 10 June 1992

Another noisy night. I heard "Paris never sleeps" & I believe it, but I slept anyhow. Breakfast at the hotel & then ready for the guided bus tour to Versailles at 0930, touted as the most magnificent Palace in Europe. It was built for Louis XIV, known as the "Sun King" to house his court of over 20,000. The splendor of Versailles is overwhelming. Today the chateau seems outrageously big - but it wasn't nearly big enough for the army of noblemen, servants, & hangers-on who moved in with Louis.

con't. on Pg. - 6

The chateau was built by French architects Louis le Van & Francois Mansart between 1662 & 1690. Enter through gilt iron gates & crossover a vast cobblestoned courtyard.

On the first floor, right in the middle, is Louis XIV bed chamber. The two wings were occupied by the royal children & princes of the blood, with courtiers making do in the attic. The hall of mirrors (264' lg.) was the scene of many glittering court occasions & in 1871 where Otto von Bismark proclaimed the unified German Empire after France's capitulation, & here, too, that the controversial Treaty of Versailles, asserting Germany's responsibility for WW I, was signed in 1919.

The chapel & royal apartments, including Marie Antoinette's chambers, are open for view as is 250 acres of formally landscaped gardens.

The day we visited turned out to be wall to wall people & unless you were right next to the guide you couldn't hear diddly, too much commotion, but it was still a fascinating place & well worth the time to see, totally full of French art, history & architecture.

We returned to Paris for a late lunch on the Rue de Rivoli & made plans to get to Notre Dame Cathedral.

We hopped on the Metro again & whizzed under the city to Isle de la Cite where stands this (again) indescribable structure. The building was started in 1163, with an army of stonemasons, carpenters & sculptors working on a site that had previously seen a Roman Temple, an early Christian basilica, & a Romanesque church. The chancel & altar were consecrated in 1182, but the magnificent sculptures surrounding the main doors were not put into position until 1240. It remained substantially unaltered until the French revolution when much of the statuary was damaged. Even today, much restoration work is being done, evidenced by a stonecutters shop set up in the shade of the cathedral & scaffolding hiding a portion of the main bldg.

We return to the hotel & reserve a table for supper at a place called "Garlands of Jane" in the Place des Vosges. Dinner on the sidewalk by candlelight, good food, good wine, good service & a full moon. What more could you ask for? Just more time to see more of Paris, I guess, for tonight we must prepare to depart for Vience tomorrow.

* Jitterbug - man at a pay toilet with a bent dime.

To be cont'd. (I hope)

SCHOOL FLIGHT PROGRAM - Ray Miles

The scheduling of the SFP appeared in last months issue. Those dates remain the same. No other classes are scheduled until March 1993. John Dorl is gradually working back into the school group. We're glad to have him back & looking very FIT. Other than tiring easily, & this will gradually improve, his presence is indeed welcome.

Jim Umstad is in limbo now, as he is in the preliminary stages of moving to western MD. Nothing definite yet. His leaving will open up another slot to be filled by another one of our retired people. If you fall into that category and would be interested in joining us, we could use you. It takes several hands in setting up, & even more when trying to assist Milt for flying demos, & pack up at the same time. Give it some thought.

At long last, and only by perseverance of Milt, and I do mean perseverance, with capitol letters, our long awaited "Club School Handout" is at the printers. They may be available by the time this newsletter hits the stands. We owe Milt a BIG ONE on this effort.

No club money has been used on this venture. The proper accolades will be made to those who supported & financed this venture at the proper time.

MMA NEWS - Milt P.

Mtg. was held at "Your Hobby Ctr" on Oct. 28. 6 of the 11 clubs were represented plus AVP Bob Babura. Everything is a little slow as cooler weather approaches as club reports were a bit on the thin side toward coming activities. Most have elections coming up.

Milt gave the Oct. Flea Mkt. report = Excess over expenses, which included a \$100 contrib. to the VFW, = \$537.15. Attendance was down aprox. 20-25% due to another F/M in Falls Church VA & How.Co R/C float fly the same day. There was a bit of confusion about workers but 8 clubs had someone help out. As usual, WAM & RCMB did the bulk of the job. It was decided to split the money with each working club to receive \$65. F/M closed.

How.Co.RC had a good IMAA Fly In on Oct. 3 & will host another on Oct.2/93. A new IMAA chapter has been formed "How.Co. Big Ones", #415, Hoyt Bishop is the Director.

NO MTG. in Nov. due to Thanksg'n. holiday.
DEC 30 is next meeting date. Time & place to be announced.

New MMA Treas. - Hoyt Bishop of How.Co RC.

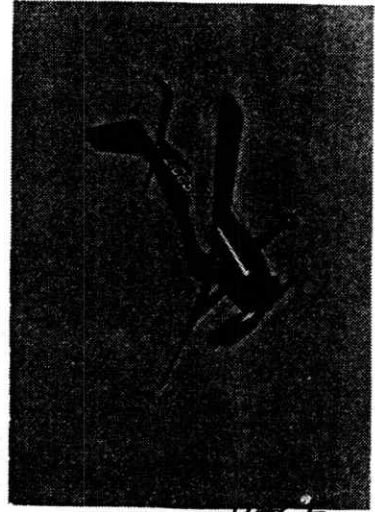
5

The program is concluded with a "Question and Answer" session from the audience.

If we are fortunate enough to have access to a safe area and good weather conditions, we will fly a radio controlled airplane to demonstrate the controls.

We currently visit every Elementary School in Carroll County to present this program at NO COST to the Board of Education.

Upon the request of any community oriented organization (consisting of a minimum of 25 persons), a team of members of the Westminster Aero Modelers will travel to their facility and present this program.



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For further information concerning this program, please contact:

Raymond K. Miles Jr.
6761 Marvin Ave.
Sykesville, MD 21784
(410) 781-4937

C. Milton Peacock
2313 Da Lib Rd.
Finksburg, MD 21048
(410) 833-3122

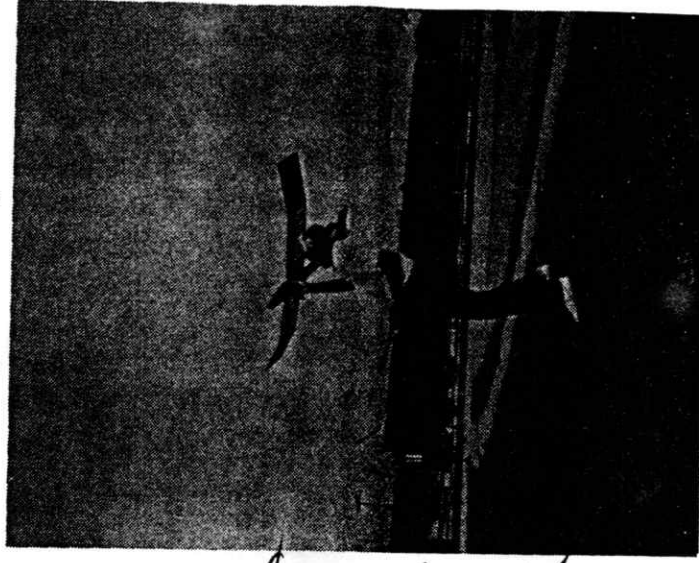
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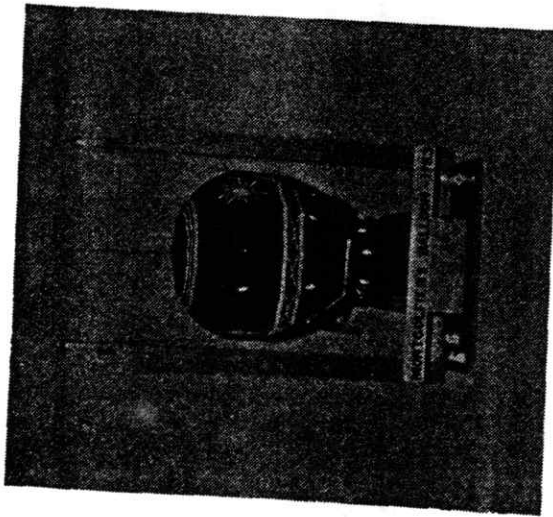
THE SCIENCE OF FLIGHT

As presented by the



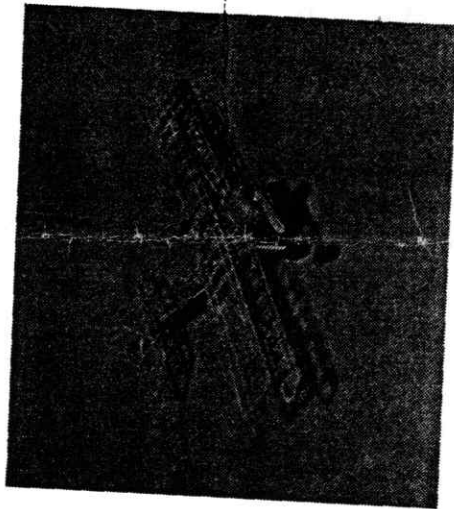
WESTMINSTER AERO MODELERS
A.M.A. Chartered Club #336

2 In conjunction with the Carroll County Department of Education's "Hands On Science Program", the Westminster Aero Modelers miniature aircraft club developed a visual and instructive presentation to work with and compliment their standard textbook learning.



Our presentation consists of a "Static Display", a "Lecture", a "Question & Answer" Period, and, if conditions permit, a flying demonstration of a radio controlled miniature aircraft.

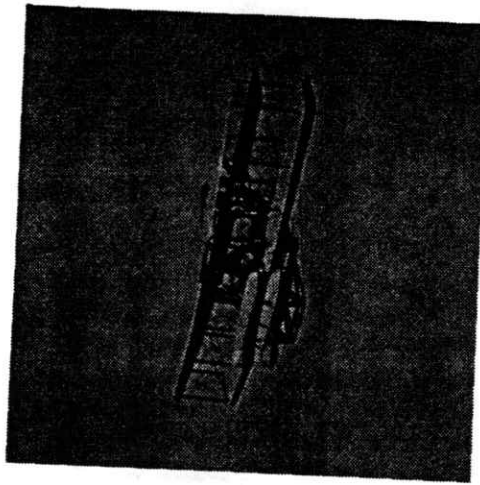
3 The "Static Display" consists of numerous miniature aircraft beginning with man's earliest dreams of flight through our present day flying machines.



The "Lecture" not only covers the history of flight, but visually illustrates, through the use of visual aids, the four basic principals of flight: Thrust, Lift, Drag, and Gravity.

We then describe and show, by use of a model, how an aircraft is controlled in flight. The use of each control surface (ailerons, elevators, rudder, propellor) is shown.

4 Next on the program is the history of powered flight beginning with the "Wright Flyer" through the development of the Space Shuttle. A model of each historic aircraft is on display.



A brief description of all the other miniature aircraft on display is given along with its intended use.

The F-14 Tomcat

The plane has to have two people to fly the F-14. Its real name is the Grumman F-14 Tomcat.

It was first flown in 1970. The wings can be swept in or out the wing span when it is swept in is 38ft and 3.5in. and when they are unswept the wingspan is 64ft and 1.5in.

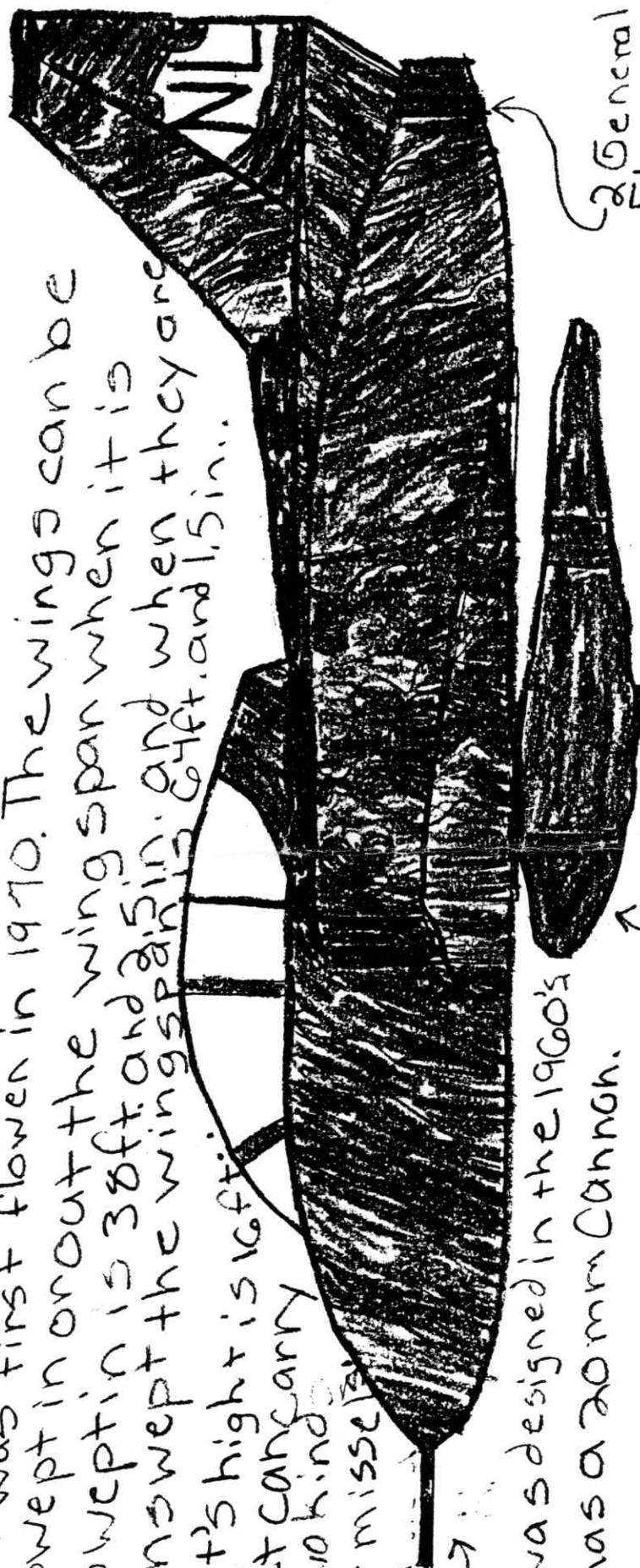
Its height is 16ft.

It can carry

two kinds

of missiles

20mm Cannon



It was designed in the 1960's

It has a 20mm Cannon.

It can carry Aim-54 phoenix missiles or Aim-9 side winder missiles.

Aim-54 Phoenix missile

The Aim-54 phoenix missiles were designed especially for the F-14.

2 General Electric F110-GE-400 Turbofans

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.



John R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

To:

Westminster Aero Modelers
Newsletter of the
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER



COMING EVENTS

Nov. 18- SFP- Carrolltown 9:30 AM

DEC 6 - WAM Annual Dinner Mtg.
@ West'r. VFW - 5:00 PM
Election of '93 Officers
A family get together.

Dec. 30- MMA mtg. Loc-??

Jan. 5 - WAM monthly mtg. Come
& greet your new officers

Jan. 27 - MMA Mtg. - Loc. ??

HORRORSCOPE

BY ERIC OLSON AND SUSAN KELSO



"The wheel is come full circle!"

Materials and opinions published in the TALESPINNER are those of the Author and do not necessarily reflect those of the Westminster Aero Modelers Club or the Editor. Every attempt is made to assure that information contained herein is accurate, but the Editor and the Westminster Aero Modelers are not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his own risk and discretion without recourse against anyone. Contributions to the TALESPINNER are welcome! Credit will be noted and given when due. The Editor reserves the right to reject or edit material submitted for publication. Permission for reprinting or quoting items in the TALESPINNER is granted providing that credit is given to both the Author and to the TALESPINNER. - The Editor.



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

January 5, 1993

7:30 PM

West. VFW Hall

President - Wayne Creasy 857-4373
V. President - Bob Allen 876-3580

OFFICERS

Treasurer - Paul Schaffner 429-1911
Secretary - John Schaffner 584-2754

VOLUNTEERS

Membership - Ed Goldman 848-3835
Newsletter - Milt Peacock 2313 Da Lib Road, Finksburg, Md. 21048
AMA Liason - Milt Peacock 833-3122

Volume 8 Number 12 December 1992 AMA Chartered Club 336

Formed 1955

FROM YOUR 1992 OFFICERS
& BOARD MEMBERS

BEST WISHES FROM - YOUR 1993
OFFICERS & BOARD MEMBERS

Treas. - Paul Schaffner

Pres. - Jan Santer

Bd. Mbr. Floyd Buzgal

Vice / P. Robert Allen Jr.

Pres. - R. Wayne Creasy

Sect'y. - John Schaffner

V.P. John Schaffner

Treas. - Paul Schaffner

V/P Robert Allen Jr.

Bd. Member - Jan Santer

P/Pres Milt Peacock

P/Pres. - R. Wayne Creasy

HAPPY

HOLIDAYS



Merry Christmas 1992 &

Happy New Year 1993

From All Of Us ----- To All of YOU

David Starkey
Lynne Allen
Kerry & Pat Davis
Bob Allen Jr
Kathy Barnett
James Barnett
Jim Barnett
Ron Berwager
Pete & Jane Dore
James G. Lee
Kendy & Dave Rossi
Lillian Schaffner
R. E. Hunter
Fred Hunter
Kenneth D. Eckard
Ron Bowen
Rose Bowen
Ken Hands
Merrie S. Cleary
Carol Schaffner
Jim & Janet Mitchell
Mick & Judy
Walt Smith Jr.
Milt
Bill Welling
Julia Welling
Deborah A. Eckard
Jane Richards
Rosalie Mudgett
Lillian Schaffner
R. E. Hunter
Fred Hunter
Kenneth D. Eckard
Ron Bowen
Rose Bowen
Ken Hands
Merrie S. Cleary
Carol Schaffner
Jim & Janet Mitchell

PROP WASH FROM THE PRES.

Well, I guess I lied about my final article in the last newsletter, I forgot that I would have one more shot at espousing my views to you guys.

The Christmas party was last Sunday (Dec 6) and a good time was had by all, well it appeared to be that way. We had a great attendance and if you were not there, we missed you. It was great to see John Dorl in attendance, John, you look marvelous. As always, the VFW did a terrific job with the meal, it was delicious. I went ahead and gave Paul and Milt permission to donate our usual 100 dollar fee to the VFW because of their kindness over the past years. I think we would be hard pressed to find a better place and I wish to thank Milt for coordinating everything.

Next, I want to thank the club for presenting the beautiful plaque to me as President. I must confess that it took me completely by surprise as I still do not think that I deserve it. But anyhow I will always treasure it since it came from such a fine group of individuals. This will give me added incentive to continue my efforts to get the new field straightened out in terms of a permanent approval. Thanks again to all of you.

Now I would like to congratulate the new officers for 1993 (who will take office on January 1).

President-Jim Garrett

Vice-President-Bob Allen

Secretary-John Schaffner

Treasurer-Paul Schaffner

General Board Mbr-Ed Goldman

Each of you is to be congratulated for coming forward to run for these offices and I hope each and every member will come forward to support you for the upcoming year. I will continue to be a member of the executive board as per our by-laws and look forward to continue to help our Club. For those of you who lost, please do not feel rejected as your time will come to help manage our organization and I want to thank you for being unselfish enough to run for office. Your help will always be appreciated.

Many members were lucky enough to win prizes in our drawing (funded by the 50/50) including yours truly. Paul Schaffner did a great job choosing and purchasing prizes for this event. Now, of

of all things Ed Goldman won the 50/50 for the evening, plus winning one of the prizes from the drawing. He was noted as saying that this was because he was not at last year's meeting.

Dave Kenney is to be thanked for coordinating the attendance and collection of funds for the dinner as well as taking care of ticket sales for the 50/50 as well as the confirmation of all members who were attending. Fellows, this takes a lot of phone calling on his part.

Now, does everyone remember the hated KAMAKAZE AWARD which is passed each year. Well, Dave had it last year and was man enough to present it back to himself for the 9th year for crashing into Don Nelson's mailbox. What a guy! Do you remember the airplane with the U.S. POST SERVICE decals on it? Well, Dave took it one step further by presenting KAMAKAZE patches to each member who had previously held the KAMAKAZE award. So from now on when you see a member wearing one of these patches you know that he has been a recipient of this dubious award. Thanks to Dave for taking the time to come up with this idea.

Now, let's talk about the new field, which has been the talk of controversy for the remainder of this year. Yes, we have been falsely accused of being out of line but we have survived. Just when you think things have quieted down, we get kicked in the teeth again. From the letter I read at the meeting I'm sure you know that things are not yet settled, but I have faith in the system which I hope will prove that we will win in the end. I hope to have our permit renewed by December 31 and that will be my goal. I think that the least amount of attention that we can give Mr. Schoen, the better off that we will be. So don't get upset and start writing letters to the Editor of the local newspaper and causing unnecessary friction. I have faith that The Commissioners know what we are up against.

Well fellows, that is about it for me and again I want to congratulate each of the new officers for 1993 and to thank you again for the beautiful plaque. It is much appreciated.

I sincerely hope that each of you enjoy the Holiday Season and receive those RC gifts that you most want. I personally have a Royal Chimpunk to complete and GOD only knows I need to fly some of my completed planes next season.

HAPPY LANDINGS Wayne

As The Prop Turns ...

As I write this, the snow is falling down fast and hard; a sign that winter is here. For most of us, this is the building and/or repairing season. I'm sure that some of the more dedicated among us will be out at the field(s) flying.

If you missed the December Dinner Meeting, you missed a great time. The food, as well as the company, was very good. You also missed out on the election of officers for 1993. Effective January 1, 1993, the new lineup is: President - Jim Garrett, Vice-President - Bob Allen, Secretary - John Schaffner, Treasurer - Paul Schaffner, and Member-At-Large - Ed Goldman. The new officers cannot begin our charges without thanking those of the previous administration. To the new ex-Pres, thanks for a job well done! To Lloyd Briggs, the previous Member-At-Large, thanks, you did a great job, too (although I'm not exactly sure I know what it is you are supposed to do.) To the re-elected officers, thank you all for again accepting the responsibilities to see that things get done. I'll be calling on all of you for start-up assistance in my new role.

We all have seen some pretty amazing events occur in our club in 1992, the pinnacle being the opening of the new Carroll County Model Aerodrome. A lot of people have put in a lot of time, energy, and a good bit of aggravation to accomplish this feat over a period of many years. It is a major victory for our club, but, **WE ARE NOT OUT OF THE WOODS YET!!**

There are those who would have us kicked out of there in a heartbeat. Let's not give them an excuse. Please, follow the regulations posted at the flying field. I hate to repeat it, but, it only takes **ONE** person to screw it up for all of us. The fact remains that, at least for now, the permit has not been renewed past December 31, 1992. It will take more hard work by the newly elected officers **AND** members of the club to ensure a place to fly in the future years.

Let us not forget our School Flight Program. It is as popular as ever. Again, it is the dedication of the few that deserve the credit.

As for me, I have much to learn. Parliamentary procedure is gonna be fun. Wayne says I get my own parking place and everything! Seriously though, I will try to perform the best I know how for the good of the club, and I will need your help to succeed. If you have suggestions, comments, complaints, or you just want to tell me how to do my job -- Call me. If you don't want to call, attend a meeting and bring it up. Either way, let your thoughts be heard. It's your club. Please help to guide it. Enough on that.

Well, the holiday season is fast approaching, and, as usual, I find myself doing the things I promised I'd have done by now. So, let me conclude by wishing you and your families a very Merry Christmas and a safe and Happy New Year. - Jim

BUS TRIP TO WRAIM SHOW
LEAVE TIMONIUH PARK & RIDE 6:00 AM SHARP!
\$21.50, DOES NOT include show TICKETS.

CALL

ALLEN WINN
356-4121

CUT OFF DATE JAN 4TH

The 1993 NATS will again be held at Lawrenceville in July. I'm not sure of the actual dates but it is about the same as last year. Free flight will be held at Uncie. I know that if you read Model Aviation, you saw Lubbock, TX for the NATS. Time will see whose "grape vine" is right.

D/7 VP Pete Waters has resigned his position due to health and business reasons. I am sure he will be missed.

D/10 VP Regg Keyawa has also resigned, effective immediately, from his post. I don't know if it was voluntary or otherwise. Again' if you read MA you will know what I mean. No further comment.

This is not new but a reminder - If you need eyeglasses consider the AMA discount. A notice is included with your 1993 ID card. I have used it along with several others in the club and believe me, you can pay your AMA dues with the savings.

DID YOU KNOW ? Another AMA benefit is a **FREE** \$10,000 "Accident Insurance Plan". I know that it has been in existence since 1986 but I haven't seen anything about it recently but it is still available. To be brief, it offers benefits for accidental death & dismemberment and coverage is continuous as long as you are an AMA member good standing. Ya just can't beat the price - FREE. If you wish further information, either call me or write to AMA to the attention of Nancy L. Holk. IF 10 or more of our members want an application, I will obtain them for you.

Don Lowe was re-elected as President of the AMA, 21,000+ / 14,000+. 1440 persons voted in D/4. That's a pretty poor return in my opinion. They should be the ONLY ones to have any comment about whatever occurs within the AMA. If you don't vote, then don't gripe!!

YULETIDE

Yuletide comes to us again....
Time for tots and toys.
And for one magic moment now,
We're little girls and boys.

The young are filled with anxious hope,
And lovers bill and coo.
New parents watch their babe at play...
For elders... deja vu!

Laughter echoes through the halls,
Our sprit glows anew.
Peace and harmony abound
And all because of YOU!

Our Annual Dinner Meeting brought together not only the usual meeting attendees, but also their families and kiddies. We had 56 adults and 7 children in attendance which as near as I could count relates to 34 members out of our membership of 53 which is 64%. I had attended a real nice affair recently which only brought out less than 25% of their membership. I say again- "WE HAVE A GREAT CLUB", appreciate it. It don't JUST HAPPEN. It is you & you & you who make it so!

Hopefully the dinner was enjoyable to you. I didn't hear any complaints, but who knows?

The business meeting was held to a bare minimum with the election of your 1993 officers being the main topic. It was a real close race with a tie in one instance but when the dust settled the winners are -

President - - - - James Garrett
Vice President- - Robert Allen
Secretary - - - - John Schaffner
Treasurer - - - - Paul Schaffner
Membr. of Board - Dr. Ed Goldman
Past President - Wayne Creasy
(Auto. Bd. Mbr.)

Give them your whole-hearted support, work on a committee, attend meetings & events, tell them what you would like and help make it happen, and we will all benefit from the input. It's a team effort, so join the team.

For a change, Ray Miles didn't win the 50/50. Dr. Ed Goldman was the big winner.

The 50/50 is our Santa. - The proceeds made 14 members happy -

| | |
|------------------|---------------|
| Bill Welling | Walt Smith |
| Lloyd Briggs | Ken Eckart |
| Wayne Creasy | Dave Rossi |
| Joe Lorditch | Ed Popp |
| Wendell Richards | David Goldman |
| Don Berwager | Ed Goldman |
| Dave Stahl | John Dorl |

Hopefully everyone enjoyed themselves. After the weather gets chilly we slow down and don't see much of each other.

It was decided to have the 1993 Annual Dinner Meeting at the West'r. VFW, after which the party ended.

THANKS FOR COMING & HAVE A HAPPY & SAFE HOLIDAY SEASON. HOPE SANTA TREATS YOU NICE.
Milt Peacock

HO! HO! HO!



Art Perry

Art, I hope that you don't mind me printing your letter to me here. You know how an editor is - you grab anything you can to fill the page.

Many thanks Art, for your letter. I (we) are always glad to hear from you.

"Greetings WAM'ers - Thanks for including me back onto your Talespinner mailing list. I enjoy it immensely. As I've said before, ours here is a one-pager that barely covers the essentials. A true no frills newsletter. [[ED: Art, to my knowledge, created WAM's newsletter some years ago and received a National Award for it. He knows the job.]]

As I've said in the past, the club here is quite active, has a very nice leased field, safety fences, pavilion, Porta John, equipment shed, 2 lawn mowers, the works. I'm enclosing a back issue of the newsletter to give you an idea of what it's like. Note that our club is Charter # 333, only 3 before the WAM so its been around awhile also. We just bought a new mower and had to get pledges of \$20 per person to pay for it.

As you can see we have quite a few field events but none are sanctioned. Don't ask me why - noone seems to bother.

I hope you got together with the members regarding the questionnaire from the AMA. I'm the only Leader Member down here so I got with the attendees at the last meeting and got it in.

We don't fool around - I'm enclosing a clipping from yesterday's (11/12/92) Salisbury Times. I don't know yet whose plane it was but we have several 1/4 scale jobs and a 1/3 scale J-3 Cub so it could have been most anyone. I'm sure that the three rescue vehicles crews weren't too happy over the false alarm.

I've flown several time with the locals here. An elderly gent not too far away has a field behind his house & another guy has a field by his house down by Newark, about 15 miles south of me here. One of our County Judges flies there once in awhile - Well, have to get on with it & look forward to receiving the next issue of "TALESPINNER".

Best regards, Art Perry
[ED: Thanks for the personal note about the model, Art. Milt]

'93 IMAA FLY-IN - Milt P.

The IMAA annual fly-in of the giants will be held in Chicopee, MA on Labor Day weekend. Actual location will be announced later.

The Curtiss A-1 Triad (air, land & sea) was the first amphibious aircraft, the first plane to be launched by catapult, the first US Navy aircraft to use airborne radio, and the winner of many speed and endurance records. It's first Navy pilot was Lt. Theodore G. Ellyson, Navy Aviator #1, who first flew the A-1 over San Diego Bay on Jan. 30,, 1912 reaching an altitude of 150 ft. during an 8 minute flight.

There is a flight-worthy replica of Curtiss's Triad residing in the San Diego Aerospace Museum that replaces the one lost in the disastrous fire in 1978 that totally wiped out the museum.

After the fire, aircraft engineer Henry L. Wheeler began building another Triad. Along with volunteer assistance over 4000 hrs. was spent building the replica. After the completion, the aircraft was taxi-tested in San Diego Bay and then on 26 Jan. 1984, piloted by James Dalby, skimmed low over the water at speeds up to 60 MPH. The Triad is on display at the San Diego Aerospace Museum along with 60 other original and replica aircraft of historical significance.

A FEW WISE WORDS

"Those that get too big for their britches will be exposed in the end."

"A hug is a perfect gift: One size fits all and nobody minds if you give it back."

"The world has too many cranks and not enough starters."

"The best thing about telling the truth is that you don't have to remember what you said."

"A repairman can smile when everything else goes wrong."

"A sure way to get back on your feet is to miss two car payments."

"He that is good at making excuses is seldom good at anything else."

SALISBURY TIMES = Nov.12, 1992

POLICE BEAT

Downed plane turns out to be a model

SALISBURY — Local police and fire officials received a call here Wednesday for a downed airplane that turned out to be a model plane.

A Storer Cable employee, working in a tower on Naylor Mill Road next to Bennett Airport, thought he saw a plane spiraling to the ground and alerted the state police around 2 p.m., a Salisbury Fire Department spokesman said.

What the employee did not realize and the firefighters discovered was the downed plane was actually a large remote-controlled model that had crashed in the field behind the airport, the spokesman said. Several adults were retrieving it when the three rescue vehicles arrived, the spokesman said.

EUROPEAN TRIP - ITALY

John Schaffner

Up at 0545, dressed & out by 0615. Two taxis arrive to carry us to Gare de Lyon to catch the train at 0714. Fare was 44FF each,ouch! We boarded the TGV for the first leg of the ride to Lausanne & departed on time. Our breakfast this AM was "continental" on the train prior to passing thru Dijon. This TGV train is very fast reaching speeds of 180 MPH. We were still sleepy but afraid we would miss something if we even blinked. The weather today is overcast again & we were in and out of light rain & some fog for awhile but eventually it clears. We enter into the Swiss Alps at Vallorbe, a mountain village like something out of picture books. Arrived in Lausanne 1106 (on time) & could have stepped right on another train to Milano but decided to have lunch at the station and continue on at 1255. Turned out to be a good move since we later found that no food was served on this train. Changed travelers checks here for Swiss Francs for later. 2

Boarded the train for Milano at 1255 & rode thru Swiss scenery that was simply beautiful, even with a low ceiling & some light rain. There were so many photo opportunities on this stretch that I had to tranquilize myself with a Swiss chocolate bar & a coffee. The railroad from Brig to Domodossola runs thru the Simplon tunnel, some 32 km with only rare breaks into the daylight.

In Italy now & passing ancient villages that look as if the Romans could still be living there. Red tile roofs, stucco walls, & houses all joined together at different levels/angles. The train has been strictly on schedule & we arrive at Milano with but 10 min. to transfer to the Milano-Venice train. No time to fool around. This train was already crowded so we boarded in the 2nd class section & worked up a sweat finding a compartment with four empty seats. We were sharing with two young Italian men who spoke no English (one looked like Balkie), so there was no conversation with them. The ride was thru more light rain off & on, thru very flat farm land, bordered in the distance on both sides by mountains sometimes obscured by haze but backlit by the late afternoon sun. More picture book scenery. The land seems to be planted mostly in grains, orchards & vineyards.

We arrive at Venice's Santa Lucia station on schedule & were pleased to find that our hotel was less than a block away. Only a few minutes drag for our baggage, and right on the

con't. next column

Grand Canal. Our two rooms are side by side & overlooking the canal, if you please, very tastefully decorated & equipped with inside plumbing, but old enough for Leonardo to have lived here. The floors are just a wee bit on a slant. The place is still fascinating, even after all we have read about it. As it grows dark this evening we look out on the canal with the gondolas gliding along & the sound of an operatic tenor singing to the music of an accordion. No boom-box, real thing, very romantic, full moon to boot. We had a light supper of pizza & wine at a sidewalk cafe for about 25,000 lira, did a bit of window shopping, then back to the hotel & to bed. It was a long day on the railroad. Time 2300.

Friday 12 June 1992

Woke up to the noise of the boat traffic in the canal outside. And, it's raining. The traffic is essentially the same as in most cities except it is totally boats. Boats carrying building mat'ls., laundry, produce, cases of food, drinks, supplies for shops & businesses, frozen foods, even a UPS boat. Boats crowded with commuters, going to work no doubt, shoulder to shoulder just like the Metro in Paris.

We had breakfast at hotel & Jane delivered our anniversary cards from our friends. 44th, you know. Very touching. Thank you!

After breakfast we boarded a commuter boat (vaporetto) for the ride to Rialto landing & from there walked to St. Marks Square. When going thru the basilica I could not think of a superlative that is adequate in describing this structure, (or Notre Dame in Paris for that matter). One needs to have a very cold dis-passionate attitude to not be awed by only the grandeur of this object of mans labor, but by the realization of the vast amount of effort involved in bringing the dream to reality. The architectural design, the artistic talents, the production of mountains of materials and last but not least the "hands on" labor that produced the whole. No picture or literal description can ever take the place of being there & seeing for yourself. It is no mere stone building. The entire floor is mosaic, made of every type & color of stone, laid $\frac{1}{4}$ " piece by $\frac{1}{4}$ " piece in geometric & artistic design. The entire ceiling, which is domed, is covered with religious artworks done in mosaic with millions of tiny pieces of colored tile, glass & marble set in cement. I only wish it were possible for everyone to visit such a place for it will instill the confidence that no task is too big to accomplish if you set your mind to it.

con't next page

We walked many back streets & alleys & saw how the people of Venice live & work. I took advantage of many photo opportunities. We had lunch at a "sit down" sandwich shop, not bad at all. Light rain showers off & on all day, not enough to slow us down, but we decided to cancel the gondola ride. Too bad.

Saturday 13 June 1992

Breakfast at the Grand Principe & a short drag to Santa Lucia rail station. Our train parts on time but then loses 21 min. at Mestre, then made an unscheduled stop at Dolo & lost another 6 min. Another stop on a siding before arriving at Padora 38 min. late. Weather now going from overcast to haze. After passing Vicenze we leave the flat country behind & begin to pick up the hills again returning on the same tracks back to Milano. Farms, vineyards & orchards & many wild flowers along the right of way, especially poppies. We arrive at Milano Centrale station at 1130, 40 min. late, but in time to transfer to the 1205 to Tirano.

Leaving Triano we begin to climb into the mountains, passing old villages with the now familiar tile roofs. We are in & out of tunnels here, mountains partially obscured in haze,, villages in the distance appear to be stuck on the slopes as in a photograph. As our train passes the stations villages there appears to be much marble in use in the form of waiting benches & facades on buildings. In & out of tunnels again & then along the shore of a large lake, the highway & railroad side by side. Skinny cedar trees are now appearing on the route between Liernk & Varenna-Esino. We are watching sailboats on the lake & a large hydrofoil seems to be pacing the train. Beautiful mountains now rim the lake & occasionally feed it with a cascading stream. The village of Dervio passes the window showing us more of the tile roofs & some houses roofed with flagstone or thick slabs of slate. My traveling companions are sleepy this afternoon but popping in & out of tunnels is helping to keep me awake. I don't want to miss anything!

We leave the lake shore at Calico & start up thru the pass, going by patches of forest, fir trees all planted in rows. Mountains on both sides terraced with vineyards & neat vegetable gardens. A cleared path for a pipeline takes a straight shot up, out & over the top. Next town is Sondria & there is a short layover to change over to a Swiss crew. Many of the passengers are leaving the train here. This train was on schedule until now but we depart 17 min. late. As we clear the

town we see the mountain sides loaded down with grape vines. Somebody is going to be drinking a lot of wine. We arrive at Tirano & transfer to the Berninia Express. The station was only 100' away but if it had not been for the help of a Swiss trainman I would still be looking for it. We were in Switzerland now so had to show our passports before we were allowed to board the train. There was a large tourist group waiting here to board so we just bulldozed our way thru (skuze me, skuze me) to get to the train.

We departed on time, 1530, for St Moritz, but were stopped momentarily to allow a couple of grim looking customs men to board. They OK'd us to continue. The train began to climb thru the Alps giving us what was to be one of the most spectacular rides of the entire trip. I don't believe that there was one section of straight track all the way from Trano to St Moritz. The scenery had my head on a swivel. It was worse than watching a tennis match. The track runs thru mountain villages past doorsteps & windows. The balconies & window sills all hold boxes overflowing with geraniums & petunias. Up, up, up, with the scenery getting more beautiful by each mile by the power of 10. Did I mention with all of this a beautiful blue sky with white puffs drifting along? Mountain lakes pass by surrounded by wild poppies & something blue & something yellow & something white & the glacier at Alp Grum. We are above the tree line now, just rocks, wild flowers & snow. As we reach the peak at Berninia I thought I'd be able to describe it later but I've used all the superlatives. I know.

Arrival at St Moritz is on time, 1756, & we taxi to the Hotel Hauser. Our rooms are on the 5th floor with a grand view of the mountains. After settling down at the hotel we go out to supper at the famous Stephani Hotel Restaurant. A great meal topped off with great Swiss chocolate ice cream. We spend the rest of the evening walking around St Moritz. Darkness this time of the year is about 10:00 PM but we also have a full moon tonight. Tomorrow we catch the famous Glacier Express, an all day ride including dinner, to Zermatt. - - STAY TUNED!

BUSINESS - We are all manufacturers - some make good, others make trouble & still others make excuses.

Medical terms explained - - - -

Colic = sheep dog Congenital = friendly

Coma = punctuation mark

FOR SALE

NEW MONOGRAM plastic kit #5803 - 1/48 scale
F-14 Tomcat = \$5.00

NEW Fox #24600 .45 BB w/ spinner & muffler
Tower = \$89.99 Your cost \$75.00

Used Fox .45 BB w/ spinner = \$40.00

NEW Hayes engine mount BS-91 = \$3.00

NEW - Sears Mini-hot glue, gun w/ pk of glue
\$11.00 value = \$5.00

NEW Master Airscrew props 9x4, 1/2 doz = \$5.00

NEW Patio lights, owls = set \$10.00

NEW - Florescent work light 12v & 110V
oil & water proof wire = \$10.00

Motor Home = 1984 Pace Arrow 27' (new in '85);
454 CID eng; AT; PS; PB; Cruise Control; AC;
Safe-T-Steering control; NEW tires; Air &
elect. horns; AM/FM stereo radio; **NEW** LP gas
furnace; press. H₂O; Shower & tub; LP gas
stove & oven; Micro wave oven; 2 awnings;
10,500 110V A/C; TV antenna & booster;
& many other extras - Excellent condition
Call 4 more info. Also Kar Kaddy Trailer
All above - Milt Peacock 833-3122

SCHOOL PROGRAM

Ray Miles

Nothing, no classes, no special requests,
will take place before March of '93. All
persons involved will be notified if
something does crop up before then. The only
thing taking place is the repair of some of
our static displays that manage to be damaged
due to all the transporting, set up & take
down. There are several more items we'd like
to come up with. Maybe someone in the club
will be able to assist us. We do need plans
for the "Lockheed Electra E-10" Earhart
plane. We only have the Lockheed "Hudson"
which is not too close in shape to the E-10.

Milt inquired to Cleveland Models to see if
they would donate a set to us, but they did
not even have the courtesy to respond, even
if it was NO. Some class.

If anyone can be of assistance, consider it
your contribution to our ongoing effort to
make what we're trying to do, even better.

THANKS

SPIN OFF FROM SPACE TECHNOLOGY

John Schaffner

SMOKE DETECTOR = A sophisticated smoke &
fire detection system, used in NASA's Skylab
orbiting laboratory, is saving lives here on
Earth. The detector normally operates on home
electrical current, but also has a
continuously self-charging nickel-cadmium
battery which automatically takes over if
home power fails. The device has an alarm
horn which emits a loud piercing warning
signal, & sensitivity switch permitting the
homeowner to fine tune the detector, avoiding
nuisance alarms such as those triggered by
cooking. A special feature is a
do-it-yourself testing system which allows
the user to make sure all elements of the
detector are working properly simply by
pushing a button.

NEED A PART MADE ?

Many times I have needed a metal part
machined to my needs. Making a spinner on a
drill press is tough. Prop shaft extensions,
control horns, bearing holders, etc. are next
to impossible or crudely done.

I've discovered a small custom machine
shop which does great work =

Jay O. Burns 410-833-7814

ABSOLUTE PRECISION MACHINE

Custom Machining Welding

Design & Fabrication

5 Nob Hill Park Dr., Reist'wn. MD 21136

Give 'em a try. He has made parts for me &
I recommend his work. Milt Peacock

DUES ARE DUE ! DUES ARE DUE! DUES ARE DUE!

Club dues due by Jan.1 - make checks payable
to - Paul Schaffner- WAM, and mail to him -
4915 Piney Grove Rd., Reist'n. Md. 21136
Any question on amount - call 429-1911

HAVE YOU RENEWED YOUR AMA ? DO IT NOW !!!

You must have a valid AMA card to fly at our
site. They will be checked upon.

ADDRESS CHANGES

Several members have moved and failed to
notify anyone. It is very important that you
call Milt Peacock - 833-3122 ASAP. It's tough
enough trying to keep good records, so PLEASE
HELP US OUT and call when you move.



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 R. Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

Newsleter of the
Westminster Aero Modelers
c/o Milt Peacock - Editor
2313 Da Lib Road
Finksburg, Maryland 21048

THE TALESPINNER

COMING EVENTS

- Dec. 25 - MERRY XMAS
- Jan. 1 - HAPPY NEW YEAR
- Jan. 5 - WAM monthly meeting
come & support you new officers.



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