



THE TALESPINNER

Westminster Aero Modelers

President - Jim Garrett 876-0428
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:

February 2, 1993

7:30 PM

West. VFW Hall

Volume 9 Number 1 JANUARY 1993 AMA Chartered Club 336

Formed 1955

As The Prop Turns ...

I hope all of you had a good Holiday Season. They seem to go faster every year, don't they? Well the New Year has begun and with it come new challenges. If you attended the January meeting, you know our Club has another new challenge before it. For those of you who could not attend, the bad news is that our field permit has expired. You will get more of the details further into the Talespinner. It's time for all of us to get into action, guys. Included are the names and addresses of the Carroll County Commissioners, Recreation and Parks officials, and others who need to be reminded who we are and what we do to help the Carroll County community. Get your pens out and *WRITE!* Believe me when I tell you that other members have put long, hard hours into getting this site for us. But, the beauracracy does not always do what is fair or right. There are a handful of people (basically two) who are trying to get us out. If you have been reading the articles in the papers, you can see that their arguments have no basis in fact. How can you hear the sound of a model engine 500 yards away over the noise of a major highway less than 40 feet away?!? This is the kind of "supporting evidence" these people would have the county reps believe. We need your help, preferably your written help NOW! There will be a meeting later in February with the Department of Recreation and Parks Board to discuss this issue. Please - if you are committed to supporting this organization, attend the February 2nd WAM business meeting where we will talk about the hows and whats of that meeting with the county.

On a lighter note, with the Holidays over, there are sure to be some new airplanes out there. I don't mean the new kits you may have received, but, new planes to some new flyers. I've been helping a friend build a Goldberg Cub kit. He hasn't built an airplane kit in over 25 years. He's very sharp, but needs help now and then. Listen around. Maybe one of your neighbors got an RC plane for one of the kids. If so, offer to help! Get him/her started on the right foot. Tell them about our Club. How many people do you know (maybe yourself included) started out in a new hobby only to run into problems that didn't seem to have answers. After enough frustration, you see ads in the papers like: *FOR SALE - RC airplane stuff, never used. B/O.* To some people, that looks like a great way to pick up some good equipment real cheap. In reality, it's a prospective flyer who has been turned off to the sport. (Who goes on in later years to fight permit renewals for other RC fields.) For my money, I'd rather have the guy/gal show up at the meetings or at the field supporting what we love to do. We can always use new blood in the membership ranks. Think about it!

One last note, **DUES ARE DUE NOW.** If you are not paid up by March, well... And I know that everybody has their AMA up to date, right?

Keep the batteries charged!
Better days are acomin' - Jim

WESTMINSTER AERO MODELERS
1993 Officers & Committees



Club Mailing address = W.A.M. % Milton Peacock - 2313 Da Lib Rd.
(410) 833-3122 Finksburg, MD 21048

EXECUTIVE BOARD

PRES. - - - James P. Garrett - 876-0428 - 1523 Hughes Shop Rd., West'r. MD 21158

VICE / P. - Robert Allen - 876-3580 - 249 Stacey Lee Dr., West'r., MD 21158

SECT'Y. - - John R. Schaffner - 584-2754 - 1811 Miller Rd., Cockeysville, MD 21030

TREAS. - - - Paul M. Schaffner - 429-1911 - 4915 Piney Grove Rd, Reist'n., MD 21136

GEN. MBR. - Dr. Edward M. Goldman - 848-3835 - 16 Kalton Rd., West'r. MD 21158

PAST/PRES. - R. Wayne Creasy - 857-4373 - 1208 Fairway Dr., West'r. MD 21158

* * * * *

AMA Rep. - - Milt Peacock - 833-3122 - 2313 Da Lib Rd., Finksburg, MD 21048

Carroll Co. - Ray Miles - 781-4937 - 6761 Marvin Av. Sykesville, MD 21784

School F.P. - " " same

Mbr'shp. - - Ed. Goldman - 848-3835 - 16 Kalten Rd., West'r. MD 21158

Radio Tech - Robert Jenness - 374-9628 - 1619 Packard Dr. West'r. MD 21157

Property - Wm. Hasert - 833-7271 - 15 W. Chestnut Hill Rd., Reist'n. MD 21136

Field Safety - Ken Eckard - 549-6674 - 726 Oaktree Rd., West'r. MD 21157

Talespinner - Milt Peacock - see above

ADDRESSES YOU NEED

Co. Commissioners:

Julia Gouge (County Office Bldg.
Elmer Lippy (25 N. Center St.
Donald Dell (Westminster, MD 21157

Legal Dept. - Ms. Ostrander - " " " "

Dir. of Tourism - Ms. Micki Smith -
125 N. Court St., West'r. MD 21157

Dir. of Pks & Rec. - John Little -
125 N. Court St., West'r. MD 21157

C/C Bd. of Educa. - Dr. Bradley Yohe -
Dept. of Ed. - 15 N. Court St. West'r

Humane Society - 2517 Littlestown Pike.,
West'r. MD 21157

WRITE & be heard. The squeaky noise gets oiled.

DUES ARE DUE!

If you are =

Jr. - 15 yrs or less prior to Jan 1/93 = \$8.75

Sr. - 16 to 20 prior to 1/1/93 = \$17.50

Open - 21 to 59 prior to 1/1/93 = \$35.00

Sr. Cit. - 60 & over prior to 1/1/93 = \$17.50

Associate mbr. = \$35.00

Elected officers = \$17.50

Honorary mbrs. - \$0.00

Send your check to & made payable to:

Paul Schaffner - WAM Treas.

4915 Piney Grove Rd.

Reisterstown, MD 21136

Per our by-laws = If dues are NOT RECEIVED prior to March 1st. you will be automatically dropped from membership. You may reinstate after March 1st by paying full amt. of dues PLUS \$5.00 fee. If you do not reinstate

within the calendar yr., a new application in its entirety must be submitted with all fees applying.



NOTICE - Milt. P - 833-3122

The roster will be up-dated on March 1st.

Please call me with any changes - address - phone number - wife name - etc. I will publish the roster as part of the March T/S & would like it to be correct. Wouldn't you ??

TRAVEL NOTE

Anyone going to FLORIDA ? The "VALIANT AIR COMMAND" has opened a museum at the Titusville Airport. It is a flying museum meaning that all their aircraft is in flying condition. Unfortunately for me most of their aircraft was away at an airshow, but the ME-109, T-28, Twin Beech was there. They also do their restoration in the same hanger.

The collection of vintage memorabilia is very nice. We were given a personal tour of the facility by one of their staff which made it nice. Ya don't miss much that way.

If you are in the area, it's worth a stop.

BELIEVE - IT OR NOT

WAM got some un-solicited **GOOD** press.

The "NEIGHBORHOODS of Central Carroll" section of the C/C Times, Thurs. Dec.31/92, has a 6"x7½" color photo of our very own BOB ENNESS at the CCMA along with a very nice write up about the club. I don't know who the writer interviewed but they did a great job. I'll take it upon myself to say for the whole club - "THANK YOU for a job well done".

A Letter from - RIVERVIEW ELEM. SCHOOL

Oct. 25, 1992

Dear Mr. Miles & members of the Aero Modelers Club,

How kind of all of you to volunteer to take time out of your day to visit our school. Many of our third graders this year have very short attention spans. Yet you kept their interest throughout.

The progression you follow throughout your presentation is not only educational but fascinating, as well. Your displays & working models enthralled our students. Who knows where this might lead for some of our children.

Your review questions brought it all together and your closing was great!

We third grade teachers would like to say "Thanks so much !!!"

Sincerely - Mrs. Karen Dolan,

Mrs. Maria Loury, Mrs. Tammy Klotz

HAVE YOU PAID YOUR **AMA** DUES ? ? ?

MINUTES - Jan. 5/93 - John Schaffner, Sect'y.

1- Pres. Jim Garrett opened mtg. @ 7:35PM with 22 members present.

2-VP Bob Allen reported that Wayne Creasy called him to report that he anticipated that the field permit would be appv'd. at a mtg. 24 Feb, 7:30PM @ C/C Educa. Bldg., 495 S. Center St. West'r. (ED: BE THERE)

3- Treas. rpt. was read & appv'd.

4- Milt P. reported on literature concerning battery chargers & some avail videos. A bid from C/C Off. of Tourism to list WAM in their brochure was "respectfully" rejected by the members. Members were offered the opportunity to travel to the WRAM show. Milt announced that the WAM pamphlets were underwritten by MARC-ED for \$500. A letter of thanks was sent to them by Milt.

5- Milt reported that the AMA corres. is up to date & that there are now 167 clubs in D/4

6- '93 Comm. Chrm were selected. (see pg. 2)

7- Ray Miles reported receipt of a space shuttle kit donated to the School Prog. by Ron Ware - "YOUR HOBBY CTR."

8- Reservation of the VFW for Dec.5 Dinner Mtg. has been secured.

9- A lengthy discussion was held concerning the situation with the new field. A letter writing campaign was encouraged. (C list in TS)

10-Motion was made & carried to spend \$125. to join SFA, specifically to acquire their support toward retention of the new flying site. (ED: Being looked into)

11- Motion was made & carried to provide free membership to Don Nelson in recognition of his support in providing the club with a flying site.

12- Ken Echart & Dave Kenney accepted the responsibility for the coming Fun Flys & Big Bird Day.

13- Drawing for free membership for '93 was won by Walt Smith. (4 early dues pym't)

14- 50/50 was won by Dave Rossi.

Mtg. adjourned 9:35 PM.

THE BAC-TSR-2 - John Schaffner

One of the notable aircraft to be seen at the Duxford Imperial War Mus. is one of only two surviving BAC-TSR-2 airf't. The prototype of this advance design "tactical strike & recon) A/C made its first flight in Sept. '64 & then the contract was cancelled in Apr. '65 after only 24 flights. 17 airframes on the production line were destroyed along with all jigs & tooling. Of the 3 survivors, one was used as a target on a gunnery range, 1 is in RAF's Historic A/C collection & the other at Duxford. Had this design not been cancelled, it would probably still be a front line A/C today.

CARROLL COUNTY NEWS
As written by Ray Miles

I am so upset & frustrated at the turn of events occurring during the last several weeks, it defies description. No doubt many of you have read the articles that have appeared recently in the Sunpapers. If one had been a party to what was said, & then read what was in print, one could not understand what was going on. No wonder the public has the perception of us that it does. However, letters to the editor are also making their way to the paper. The one I sent was chopped in two. I personally vented my spleen in complaint to the paper. The other articles remained intact, were well written, & gave an accurate picture of what is, & what has taken place.

The petition that the commissioners received was read at one of their meetings & a reporter was there. To evade the issue, in the essence of time, the Comm's. referred the matter back to the Rec. & Parks Bd. Now, you have to fully understand just what it is that this board can & cannot do. They have the authority to schedule meetings, set agendas, listen to requests, or to problems arising from all of the Rec. Councils in the Co., & associated trivia. They have no power to make any decisions concerning the county policy, to approve or disapprove any request, or anything resembling that something will or will not take place or be done. They can only make recommendations to the Dept. of Rec. of what they think on a given subject. The Rec. Director then presents all of what has been submitted to the Comm. at a later time.

Now, hold your hats, take a seat, don't go anywhere, sit tight, take a sedative, or a stiff drink, whatever! On the Bd. of Rec. & Pks, in addition to 7 or 8 Rec. Council people, sits, & you guessed it, a Co. Comm. So, what was done in the office earlier in the first place, in effect, has been referred back to themselves!!! The Acme of Administration, in my opinion.

The Rec. & Pks. Bd. will hold this meeting @ C/C Educational Ctr., 495 S. Centere St., West'r. 7:30 PM Wed. Feb. 24. We have mailed about 35 letters to many people outside of the modeling community requesting their presence in support of our position. To date the Comm. have not given John Little the authority to renew our permit for 1993. We have placed a "NO FLYING" sign at the field. Please honor it.

Anyone is welcome to attend this above meeting & the floor will be available for anyone to voice their thoughts. But, we do

con't next column

C/C NEWS con't.

need a diverse crowd, & that is why all the letters were sent. I have been in touch with John Little, & have gone over a lot of ground with him. He assures me that this Pk. Bd. is already aware of what is going on, & in particular, all about "Arch Villain" Schoen. He fully expects that we will receive the Bds. positive recommendation. Also during the same conversation he informed me that he has received another letter from "him" claiming some kind of damage to his horses that our planes have caused. I'll be getting a copy of that letter. I did tell John that "what's his - - -" had better be able to prove what he says. I also told John, that if we can ascertain what constitutes harassment legally, we intend to pursue that avenue. (ED: writers statement)

Our new President has all related material to better inform himself of what has taken place up to now. I would imagine he has been dumbfounded of what he has read, as many of you would be. More m---e has been flung & we have run out of other "cheeks", yet it still arrives. I definitely do think that the time has come for someone to relieve me of all this frustration. Tune in tomorrow, same time, same station, for the continuing saga, "Stick it to WAM". End of report, end of paragraph, end of end. Who knows?

SCHOOL PROGRAM- Ray Miles

No classes are scheduled for January or February. We are waiting to hear from a teacher in Columbia for a date. The "School Team" will be notified as soon as we get the word. This may occur in Feb.

Class scheduling will remain on Wed. only, as that is the day we are used to & our people are geared for that day. We have some letters from the kids & teachers which will appear in the T/S from time to time.

Milt has informed me that Ron Ware, "Your Hobby Center" donated a kit of the Discovery Space Shuttle for our display. The one we currently have is on loan & we would like to return it. Knowing Milt. I suspect that this kit is already under construction, as there are very few loose ends when he gets "aholt" of something.

Looking back at the displays we originally started with, one can readily notice a striking difference. Our handouts are being distributed & have been well received. I think the entire club can take pride in what has been accomplished by this program & the positive response it has received from many areas of the county.

EUROPEAN TRIP - Switzerland

John Schaffner

SUNDAY 14 June 1992

Awoke in Hotel Hauser at St. Moritz in the middle of the night while trying to sleep under a feather comforter, much too warm. Outside, over the mountain tops was a spectacular full moon illuminating the snow covered peaks. I thought, this must be a dream. It wasn't. We awoke again about 0630 & got our things together to leave & went down to breakfast thinking we had plenty of time to catch the train. Didn't think to double check our schedule the night before, anyway, didn't the desk clerk say something about 0900? At 0810 we realized that our Glacier Express departs at 0830. Panic!! Rushed down to lobby with baggage, called for a taxi, checked out, taxi came, loaded us & baggage, tore on down the hill to R.R. Sta. & unloaded from the taxi right onto the train. Time 0825. Panic over, out of breath, 0830 train rolls.

The morning weather is CAVU & again we are taken by the scenery. God outdid himself with Switzerland. Again the border guards came thru the train to check passports. Next the conductor came thru to check tickets. Tickets? What tickets? Jane showed him our reservation voucher. No, he wanted tickets! Panic again! Finally we realize that he wanted to see our Eural Passes. Panic over.

The train carries us on & up thru little villages, just like in the story books. Fields neatly planted, pastures with sheep, goats & cows with big brass bells hanging on their necks. Wild flowers in bloom of all colors. White daisies & Queen Anne Lace, yellow buttercups and dandelions, blues, violets, pinks & reds everywhere along the route. All the time securely contained on both sides by the towering mountains. Typical Swiss villages seemed glued to the distant mountain sides.

WE stopped at Chur to couple on the dining cars. Rolling again, the train is steadily gaining altitude running along the banks of a fast mountain river cascading down to the valley below. Steep rocky hillsides are along the uphill side of the railroad holding huge caves carved out by the countless winters & glacial action. We were informed by the train crew that this was the source of the Rhone river. At one point white water rafters went bouncing along the rapids. The water was a pale frothy green as it carried them over & around the boulders in the river. road carrying all sorts of wheeled traffic from bicycles to huge trucks also paralleled the

river in this area.

Lunch was served in the dining car at 1215 & was first class from soup to nuts, all as the train jogged around curve after curve. It was a real treat to watch the waiter pour a jigger of kirsch without spilling a drop.

When the train stopped at Disentis long enough to disconnect the dining cars one of a pair of older British ladies got off to "gad about" and was left behind. Her traveling companion didn't seem too worried when we tried to comfort her, since she had told us that she was carrying Rose's passport & money. She said, "Wot? 'Poor Rose nothing!' she'll get along & I'll 'ave all 'er blooming luggage to worry about!" So much for Rose.

After passing thru Andermatt we entered another long tunnel & my friend Bud put another mark on his tunnel scoreboard. Jane found a camera case on the floor & returned it to a Japanese girl & you would have thought the girl was promising to be her slave she was so grateful.

In a long narrow flat valley high up in the Alps we passed a long runway. No aircraft were visible but there were taxi strips that led to caves in the mountainside. No doubt the Swiss Air Force.

On several occasions we saw parasails floating on the air currents high up near the ridges. More wild flowers everywhere, this must be the right time of the year.

The train passed the village of Niederwald, the home of the Ritz family, owners of the famous hotels of the same name. Many types of trees growing in this area including various kinds of evergreens. We pass over snow filled ravines cutting down the slopes. As the grade becomes steeper, the engine pulling the train engages rack & pinion equipment to maintain traction. Once more we arrive in Brig which is a major rail hub & transfer point for many travelers. The whole country of Switzerland must be a "mecca" for hikers, climbers, cyclers & skiers. We depart Brig again on the "rack & pinion special", bound for Zermatt this time. Again we are passing many gardens & vineyards terraced into the steep hillside, thru the picturesque village of St. Nicklaus with its church & cupola shining like gold in the afternoon sun. Soon the Matterhorn itself comes into view & I can now understand why mountain climbers must do the thing they do. If I were only 60 again I might even try it myself. The famous peak is in sight for the remainder of the ride into the rail terminus at Zermatt. From the station we are transported to the Butterfly Hotel via their battery powered vehicle. Except for a few necessary conventional vehicles, all the rest are battery powered.

Con't. next page.

con't next column.

We have a lovely room overlooking the town & surrounding peaks, but once again, feather comforters on the bed. Two apples on the desk & chocolates on the pillows. Nice touch.

Time is now 1730, it has been a long day on the railroad again, but an unforgettable one. We take time out to walk the town & buy tickets for the train ride to Gornergrat tomorrow which takes us to the 10,000' level where we will have a close up view of the Matterhorn & surrounding Alps. We must also buy tickets for the train when we leave Zermatt for Brig, since these are privately operated R.R.'s & not a part of our Eurail package.

Getting dark now so we have dinner at the hotel, write postcards, make plans for tomorrow & bed down under the Matterhorn. Another clear moonlit night.

MONDAY - 15 June 1992

Woke early, another night under a feather comforter, too hot to be comfortable, they ought to call them something else. Breakfast at the hotel, a complete buffet, anything you could want.

We board the R&PRR for Gornergrat & settle back, camera ready. This train is built with the seats out of level about 6" front to back so you will be able to stay on them as the train climbs the mountain. We are blessed with perfect weather again, a beautiful blue sky with a rare puff of white cloud occasionally. Another awesomely beautiful ride up the mountains to the 10,000' elevation. No use trying to describe the scenery & a 1000 pictures could not tell the story. To think, people are actually allowed to live here. This is getting old I guess but once again I have to mention the wide variety of wild flowers & the crystal clear atmosphere. We spend an hour or so at the top of the world, took photos & had a hot chocolate at the hotel's outside cafe, then board the train for the decent back to Zermatt. Just as much fun going down as going up. The Matterhorn appears different from minute to minute with the slightest change in the weather. Now snow is spilling off the downwind side & a minute later a cloud wraps around the peak, next it is a stark silhouette against a crystal blue sky.

The train delivers us back to Zermatt in time for lunch so we choose a restaurant with an outside terrace. Once seated, engaged a British traveler in conversation who has been all over including the U.S. Nice bloke è was too. Had an accent hard to catch but made the most of it.

Con't next column

We toured the town on foot since it is all not that large & returned to the Butterfly about 1600 for a break. Super weather all day. Later on we had supper at another outside restaurant & then strolled the town til after dark. Many interesting old places & cemetery right in the center of town that was the epitome of "neat" & filled with tiny flower beds at each grave.

Saw the Japanese girl again & asked her about Rose. She didn't know anything. In fact she was lost herself & didn't know the way back to her hotel. She couldn't find her butt with either hand. Gave us a good laugh.

Returned to the Butterfly, tried out their bar. Had it all to ourselves that night, but I'll bet it is really jumpin' during ski season.

Tomorrow we travel to Bern. - 2 B con't.

A TRAVEL NOTE

Anyone traveling to Galveston Texas ??

The "LONE STAR FLIGHT MUSEUM" is located in Galveston. It contains 35 spit & polish vintage aircraft which have been restored to flying condition. Occasionally they may be seen flying over the Galveston area. It appears to be a nice place to visit.

M M A MEETING NOTES

The MMA mtg. was held at the Hazelwood Inn on Dec. 30 for its annual dinner bash. The business was held to a minimum as this was more of a social activity for the club representatives.

It was decided to have another picnic & fun fly, hopefully on MAY 16, at Mayeski Park. An effort to get a permit will begin after Jan. 1

CBRC has obtained a new 3 yr. lease on the Arden site with improvements also being approved such as a pavilion.

Sunday Flyers are still working on obtaining the Norris landfill in the Essex / Middle River area.

Meade still has nothing positive in their efforts to fly at Ft. Meade.

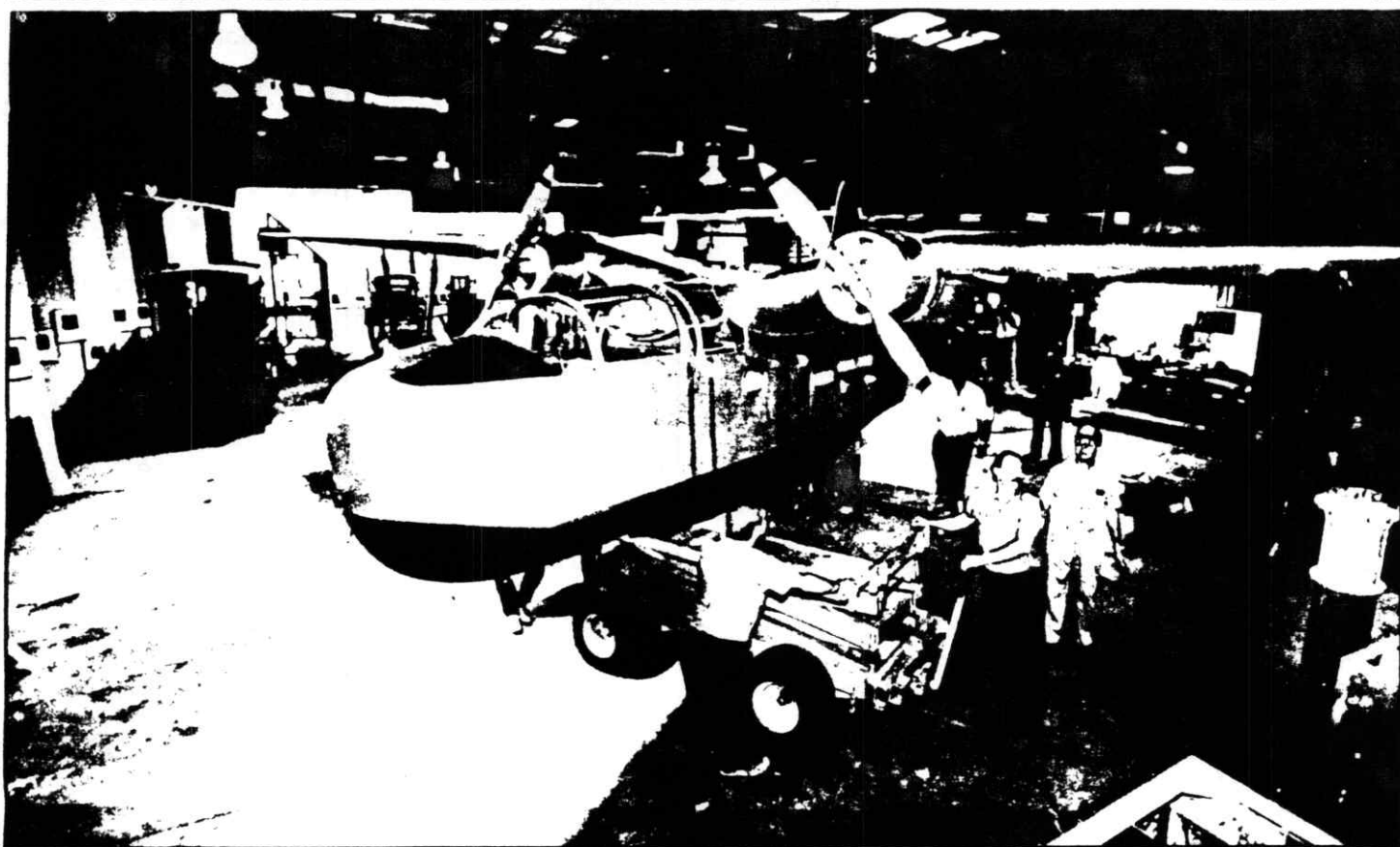
SCAM has extended their lease on the Eldersburg site.

Harford Co. has been quiet for awhile.

The remainder of the evening was enjoyed in merry-ment.

Location of the Jan. mtg. is unknown at this time.

W.A.M. DUES ARE DUE



Roy Shine supervises as workers from the Smithsonian hoist the restored plane. (Photo courtesy of Edwin H. Remsburg.)

Restored Mini-Mariner Flies Again at BMI

MARTIN MINI-MARINER = 162 A

Milt Peacock

The restoration of the Martin Mini-Mariner was completed & suspended from the ceiling of the Balto. Museum of Industry in July '92. The museum is located at 1415 Key Hwy. Balto. which is next door to the Balto. City Fire Dept. repair shop.

This is a 3/8 scale, man carrying model, which was the worlds 1st piloted scale model, which proved out the design of the US Navy Patrol Bomber, "PEM", that was manuf. by the Glenn L. Martin Co. in Middle River during WWII.

The plane was given to the Smithsonian by the Martin Co, who let it sit outside in the weather for some period of time which almost destroyed it. You can imagine what occurred when alum. steel, magnesium, brass, wood, etc. put their elements together in a pool of rain water inside the structure. The magnesium just about disappeared, the steel rusted, the wood rotted, the cast iron pitted, on & on.

The hull skin is alum. w/plywood bulkheads, wooden instrument panel & engine control covers. The hull bottom, at the time of the planes retirement, is a different contour on each side of center due to the need of design changes. Some of the skin has been left off,

at this time, to show the development of the hull. The horizontal stab. is built up wood exactly as you build your models today. Not a 1/4" slab of course, but built up of ribs & spars. It is covered with 3/32" ply wood. It was broken in half when we received it to restore. The rudders are wood covered with alum. They are odd in the respect that the most fwd. hinge line is the "trim" which when turned carried the actual rudder with it. The rudder is hinged onto the trim section.

The wing is exactly as you build your models. Completely of wood ribs, false ribs, spars, LE & TE's and 3/32" ply skin. The skin is glued and nailed onto the ribs with 3/8" & thousands of 3/8" brass nails. The false engine mounts, wing attachment points, hinge points, pulleys & like needs were of course metal. Just think for a moment. This was in 1937 and it was a wooden full cantilever wing. Almost unheard of in those days.

The engine is a Martin/Chev. gas eng., 4 cyl. inverted, & installed inside the hull behind the pilot. There are 3 belts which go to a clutch assy, & then 3 belts to the prop shafts on each side. Ken English & I started the eng. restoration & I finished the job & a job it was. Most of the magnesium parts such as rocker arm covers, timing gear covers &

BUYER BEWARE

Milt Peacock

The following is the opinion of the writer and not that of any other person or organization. However it is fact.

Many times you are in need of a product or service which you are unable to see HANDS ON? It is very easy to become a victim in these cases. Sometimes there are un-recoverable charges lurking in the background. Altho the provider of the service isn't really trying to put it to you, you still pay the price.

I am currently building a Stinson L-5 & I would like a color scheme other than the Army or Marine olive drab. (Do you have one?)

I wrote to SCALE MODEL RESEARCH, enclosed a SASE, & asked if they had anything. I received a page of an apparent catalog listing a L-5 that had been converted to a radial 220 HP engine in the nose & was red, white & blue.

I thought it might fit my purpose so I sent a check \$16.50 for a set of the photos along with a letter asking if I could return them if they did not suit me.

NOTE: They DID NOT send an order form or advise of any other charges.

The photos arrive with a bill for \$3.00 shipping. (It cost me 75¢ to send 'em back)

The photos were not to my liking & I'll make no further comment about them.

I wrote advising them that I could not use the photos & asked for a refund \$16.50 - \$3.00 = \$13.50. I even sent a SASE again.

Now for surprise #2. They charged me \$5.00 to put the photos back in a file cab. It's called "restocking". I rec'd. \$8.50 refund.

All in all it cost me = \$10.20 in postage, shipping & restocking for a \$16.50 set of photos which I don't even have.

So - **BUYER BEWARE** - mail order of sight unseen items can cost you a lot for nothing.

AN APOLOGY - Editor

Omitted last month was a CREDIT which is due to **Jim Garrett**. It was Jim's art work of the Xmas tree & other trimmings that graced front page of your TALESPINNER last month.

Thanks Jim, you did a great service for us.

You know you are over 60 when your children start to listen to you.

You know you are over 60 when you tend to refer to anyone over 40 as a "kid".

You know you are over 60 when getting a little action means that your prune juice is working.

MINI - MARINER con't. from Pg. 7
the like were practically non-existent due to the electrolytic action of the dissimilar metals. Rust also took its toll along with accumulated dirt & grime. We didn't realize at first that the lower portion of the cyl. walls had cooling fins due to the dirt.

After several yrs. of work it was finally completed. Sometimes when you look back on the effort, it seems a shame that so much fine workmanship is covered up and inside the airframe and cannot be seen.

I am sorry to say that I missed the actual last few days of work and the actual hanging of the aircraft as I was vacationing.

All the restoration was done under the standards of the Smithsonian and they did send a couple of fellows to assist in the actual lifting to its resting place in the Balto. Museum of Industry.

The museum said "over 10,000 hrs." was involved in the effort. I can't help but believe it was a lot more than that considering the number of hours I put into the project times the no. of others who worked on the plane, most of which put more time into the job than me.

If you get a chance, stop by and see it. Take your kids to the museum. It has many old exhibits: a print shop; machine shop; blacksmith shop; sewing factory; electric power; radios; a steam powered tug boat "BALTIMORE"; cannery; and other exhibits. think you would enjoy it.

FREE FREE

I have 2 elect. motors I want to dispose of:

-1/10 HP on regular base frame

-1/6 HP w/o a regular frame, easy to make one

Milt Peacock - 833-3122 = U come get 'em

MEDICAL TERMS EXPLAINED

Dialate - To live long

Fester - Quicker

GI Series - Baseball game between soldiers

The nicest things about ^{new}old friends is they haven't heard your old stories.

YOU KNOW YOU'RE GETTING OLDER WHEN:

1. Everything hurts & what doesn't hurt, doesn't work.
2. The gleam in your eyes is from the sun on your bi-focals.
- 3- You feel like the morning after & you haven't been anywhere.
- 4- Walking to the mailbox is exercise enough. You're finally smart enough to hire a kid to mow the lawn.



John A. Kirk of Towson was flying a P-51 Mustang on that day over Nazi Germany. He now flies radio-controlled model airplanes.

PILOT THANKED FOR SAVING A B-17 IN '45

By Robert A. Erlandson
Staff Writer

Although it took 47 years, a World War II bomber pilot from Nebraska finally got to thank a fighter pilot from Towson for saving his life in the sky over Germany.

It was March 21, 1945, and smoke from the massive bomb bursts plumed skyward from the German city of Plauen as an armada of B-17 Flying Fortresses turned for home in Britain.

Suddenly, at more than 500 miles an hour, a twin-engine German ME262, the world's first jet fighter, zoomed through the formation with machine guns blazing, blasting one B-17 out of the sky. Lt. Richard L. Roberts, in the pilot's seat of another B-17, could only watch helplessly. But hot behind the German jet, in a steep dive, was 20-year-old Lt. John A. Kirk of Towson, flying "Small Boy Here," a propeller-driven P-51 Mustang. He loosed a desperate burst of 50-caliber machine gun fire.

"My wings didn't fall off, so I kept diving and fired again. One bullet caught his right engine; it started smoking," recalled Mr. Kirk, now 68.

"It slowed him down and I started to gain. He turned right and fired again. I could see the sparks when the lead hit the aluminum. The pilot bailed out, and I flew right past him as I followed the plane down, taking pictures [with gun cameras] until it hit the ground."

"One bullet caught his right engine; it started smoking. . . . I fired again. I could see the sparks when the lead hit the aluminum. The pilot bailed out, and I flew right past him."

JOHN A. KIRK, remembering World War II aerial drama

Mr. Roberts told the former fighter pilot in a phone call arranged by *The Sun*: "I sure did appreciate it, John. I didn't know it was you at the time, and I didn't get a chance to thank you, but I sure will now — for knocking that guy off us."

"You're sure welcome. He won't bother you any more," replied Mr. Kirk, who was one of only a handful of World War II fighter pilots to shoot down a German jet in aerial combat.

The Luftwaffe fighters, which changed aviation history, had been in service for only a few months, and most of those destroyed were caught on the ground.

The two have never met face-to-face, and Mr. Roberts, who now lives in Chadron, Neb., discovered the Towson pilot's identity almost half a century later while reading an article about Mr. Kirk in a magazine dedicated to an interest they share — radio-controlled model planes.

Mr. Roberts, a combat veteran at 21, was in a B-17 called "Day's Pay," flying his eighth bombing mission. About 1,100 B-17s, escorted by 700 to 800 fighters, flew a daylight raid on a jet-engine parts plant at Plauen, southwest of Leipzig near

the Czech border.

"We were still in formation, coming back, when the jet dove in from the rear. He didn't fire on us, then I noticed the Mustang chasing him," he said. "We held those jets in awe because they were so fast. Even tracking them was hard, and there was a psychological thing because they had no propellers. Then my copilot said you got him."

Mr. Kirk recalled: "I was zigzagging about 26,000 feet, about 2,000 feet above you. Out of the corner of my eye I saw the jet fire and hit a bomber and I dove down toward him." In level flight, Mr. Kirk said, the jet could reach 520 mph while his Mustang could reach only 400. "But straight down, I was as fast as he was, and we both reached terminal velocity — 520," he said.

Mr. Kirk said he had seen the German jets twice before but never chased them because it was impossible to catch up. But this time, the Luftwaffe pilot played into his hands. "He made a mistake and turned, and I shot him. If he'd gone straight, I couldn't have caught him," Mr. Kirk said.

Mr. Kirk went on to a career at Bethlehem Steel, while Mr. Roberts held a variety of posts with the Federal Aviation Administration.

Later, both men became active in radio-controlled model airplane flying and it was their mutual hobby that brought them together.

Mr. Roberts read an article in *Scale R/C Modeler* magazine in January about Mr. Kirk's dogfight with the jet fighter.

"When I read it, I said it sounded like it could have been the same plane, so I got my old wartime diary and there it was: 'One jet attacked our rear but didn't fire. A P-51 shot him down a short while later, also ran another one off.'"

John is a member of Radio Control Modelers of Baltimore & has been very instrumental in obtaining their flying site from Balto. Co. He is a real asset to their club. (ED)



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 TALESPIINNER



COMING EVENTS

Jan. 27 - MMA Mtg. 7:30 PM Loc. 2 B announced

Feb. 2 - WAM Monthly mtg. 7:30 PM @ VFW

FEB. 24 - 7:30 PM C/C Bd. Rec. & Pks. Mtg.

March 2 - 7:30 PM WAM Monthly mtg. @ VFW

SUPPORT YOUR LOCAL HOBBY SHOP =

Bobby's Hobby Lobby
&
Your Hobby Center



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"You mean we lost the FIELD ??



THE TALESPINNER

Westminster Aero Modelers

President - Jim Garrett 876-0428
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 2, 1993

7:30 PM

West. VFW Hall

Volume 9 Number 2 FEBRUARY '93

AMA Chartered Club 336

Formed 1955

AS THE PROP TURNS - -

"I am sorry that I was unable to write my own thoughts this month as I have been extremely busy with the new responsibilities associated with my lively-hood. I have been sent out of town for several weeks and the editor has agreed to write in my behalf. I should be back in town in time for our March meeting". Jim Garrett

The Talespinner goes to press before the meeting with the Carroll County Recreation & Parks Board which is scheduled for Feb. 17. Several of our members have been working very hard to have the outcome of that meeting favorable to our club. I won't mention names for fear of missing someone that I am unaware of, but the efforts of everyone is greatly appreciated. I'm sure that our March Club meeting will be buzzing with what occurred on the evening of Feb. 17th.

Ken Eckard and Dave Kenney are in the process of preparing some new events to be unveiled at our summer Fun Flies. It appears that more flying will be the order of the day but I personally hope they keep the blindfold taxi event. That was more laughs than anything I have seen anywhere in my travels around the country. With times as tough as they are for some families a laugh is needed. Be sure to put the F/F dates on your calendar NOW. Incidentally, the whole family is invited to attend as hot dogs, sodas, etc. will be available. Make a picnic day of it.

Assuming that we will still be able to use the C/C Model Aerodrome this summer, the area lends itself to another facet of our sport. A few of our members are sailplane/glider buffs and the hill could provide a good spot for "Soaring". That activity is also QUIET.

Our Property Officer, Bill Hasert, has a few video tapes that are available to any member who wishes to view them. I (Milt P.) loaned one of my tapes to someone, who gave it to someone and it has never been returned. I would suggest that a \$10 deposit be made to assure its return directly to the club and not given to another person. I believe that it in the interest of everyone to safeguard our property. Lets hear your thoughts on this.

The Flea Market season is upon us and some of our guys frequent them and some very good items can be obtained at a VG price. Lloyd Briggs & Milt P. usually go, so call them for details of when and where.

Most of us have a "new project" in the works during the cool weather months so why not write a few words pro & con about the kit, plans, mat'ls. etc. for the TS. We all can learn from your wisdom. (ED for J.G.)

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- 3 - For Sale Items
- 5 - European Trip - John Schaffner
- 2 & 6 - Fun Fly News - Ken Eckard
- 4 - Hint from Bob Babura, AVP D-4
- 7 - Hints - Milt P.
- 3 - M.M.A. Report - Dave Kenney
- 6 - Safety - Ken Eckard
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- 3 - Special Notice - Milt P.
- 7 - Taylorcraft Story - Milt P.
- 6 - "What the kids say" - The kids.
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FINAL NOTICE : DUES 'R DUE

HAVE YOU PAID YOUR 1993 DUES ? - If not send them **NOW** to Treas. Paul Schaffner, WAM Treas. - 4915 Piney Grove Rd., Reisterstown, MD 21136. If you don't know the fee, call him - 429-1911

PER OUR BY-LAWS = "If dues are not received prior to March 1 st. you will automatically be dropped from membership. You may reinstate after March 1 st by paying the full amount of dues PLUS \$5.00 fee. If you do not reinstate within the calendar year, a new application in its entirety must be submitted with all fees applying." **PAY 'EM NOW ! !**

FEB. MEETING MINUTES - John Schaffner

- 1- Mtg. was opened by Pres. Jim Garrett @ 7:30 PM with 23 members & 2 guests present.
- 2- Notices of R/C Auctions were read. Details elsewhere in TS.
- 3- Milt. P. commented on upcoming hearing 17 Feb. concerning our Aerodrome.
- 4- Ed Goldman reported having no current applications for membership in WAM.
- 5- Milt reported that postcards were sent & calls made to notify people of change of the C/C Mtg. date.
- 6- Bob Jenness asked everyone to respond to the AMA appeal to oppose the proposed FCC freq. changes. (ED Note: The ltrs. that were signed at the meeting have been sent to the FCC, Sarbanes, & Milkuski.)
- 7- Ken Eckard reported all quiet & safe.
- 8- Ray Miles noted dates for the School Prog.- Details elsewhere.
- 9- Bill Hasert - all property accounted for.
- 10- Milt. P. appealed to members to support printing & production of the TS in lieu of the current situation.
- 11- Mr. Blythe, (guest) spoke up about an additional space to fly.
- 12- Ticket to WRAM show offered for sale by Jim Garrett. call him- 876 0428
- 13- Fun Fly dates- May 23, June 27, Aug. 15 & Big Bird day - Sept. 15/19
- 14- All other M.M.A. clubs have extended open invitation to WAM members to use their fields until ours is resolved.
- 15- Motion made & approved for WAM to provide refreshments @ F/F & B/B days.
- 16- Motion made & appv'd. to furnish prizes at F/F's = \$15, \$10, & \$5.
- 17- Motion made & appv'd. to pay \$10 MMA dues.
- 18- Motion made & appv'd. to pay postage expenses related to FCC proposal.
- 19- Date for MARC Show- June 5 & 6.
- 20- Motion made & appv'd. to buy 3 tables @ the MARC show flea market. Cost to be recovered from sales= 10% or \$5.00 / seller. Thrm. - Ken Hands.
- 21- Various building tips & sources of mat'ls discussed by members.

Mtg. adjourned @ 9:10 PM (new record)

FUN FLY EVENTS- Ken Eckard.

This year Fun Fly,s will be chaired by Dave Kenney & I. We've scheduled 3 events on these dates = May 23, June 27, & Aug. 15. There will also be a Big Bird day on Sept. 19. Rain dates are the following Sunday.

Events will be broken down a little so beginners can compete with the more seasoned pilots. Beginners will be determined by chair people. More air events with maybe one ground event.

Prizes for the first three places will be \$15.00, \$10.00, & \$5.00 gift certificates from local hobby shops to support them for supplying our hobby.

Hot dogs, hamburgers, & sodas will be furnished by the club, so come on out & enjoy the fun, food, & comradeship of your fellow members , & bring your family.

Always remember with all of the fun in this sport it is also dangerous. **SO THINK ! BE SAFE & ENJOY.**

A M A NEWS- Milt P.

I just received the latest AMA Club roster which I must update. I noted that several members have not paid their 1993 AMA dues. I will be on the phone to them as it might have been an oversight.

PLEASE, if anyone has any address or phone changes call ASAP.

All other new info. is printed in Model Aviation mag. which you receive.

Geoff Styles, Marketing, will attend the C/C meeting in our behalf on Feb. 17.

We are current. If anyone has any problem concerning the AMA, call me & I will try to get it resolved for you.

You know you're over 60 when your back goes out more than you do. You go to doctors, osteopaths, chiropractors, & orthopedic surgeons. You change your mattress, shoes, poster, car seats. You lose weight, wear a brace, rest in bed, hang upside down & it still hurts.

M M A MEETING NOTES - Dave Kenney

The MMA mtg. was held at Minnicks Rest. on Jan 27/93. Business was light at this time due to the weather. The first order of business was the FCC Proposal that would add 4 new freq. between each of those presently used by the RC hobby. The new freq. would be mobile, higher power, & by the tolerance allowed could end up directly on our channels. To try to stop this FCC proposal, the MMA (at its expense) will print letters & give them along with postage paid envelopes to each club to completed & signed by its members. The letters are to be sent to the FCC, your congressmen, senators, etc. The letters MUST be in the hands of those concerned prior to Feb. 26. (CALL MILT. P. IF YOU NEED COPIES) DO IT NOW

MMA picnic & Fun Fly hopefully will be at Mayeski Park on May 16 (ED: If C/C grants it) There is nothing new at any area club (its still winter time).

Our MMA dues are paid for 1993.

All clubs in the MMA let it be known that members of WAM are welcome to fly at their fields until we get our permit.

Next mtg. Feb. 24 @ 7:30 PM. Loc. ???

Present @ Jan. mtg - Dave Kenney, Ray Miles, & Milt. Peacock.

F O R S A L E

Dave Brown fuel pump - GAS / DIESEL - \$5.00
Was for club cub - like new
Bill Hasert - 833-7271

Commodore #64 Computer, w/color monitor
1541 Disc Drive & 1526 Printer = = \$150.00

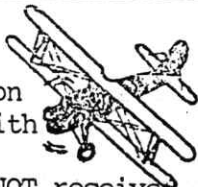
Radio Shack - Optimus 3200 Stereo rec'vr.
100W/channel; surround sound; 30 pre-sets
etc. (Cost new \$399) = = = = = \$150.00
Bob Hunter - 486-5710

Remington Model 870 Pump Shotgun, w/ammo.=
\$225.00 - - Dave Kenney - 484-5054

SPECIAL NOTICE TO :

Jeff Carroll
Mat Clement
Arron Gilbert

Robert Kane
Donald Nelson
Glenn W. Smith



For unknown reasons, the AMA has NOT received your 1993 dues. Please check your records and confirm the correct status of your membership You MUST have a current mbsh'p. in the AMA to fly at our facilities. Thank you.

Milt P. WAM AMA Rep.



EDITORS COMMENTS

THE FOLLOWING IS MY OPINION & THOUGHTS & DOES NOT REFLECT ON ANYONE ELSE. IT IS NOT MEANT TO GLORIFY ANYONE NOR EMBRASS ANYONE, BUT IF THE SHOE FITS - - - - -!

If were not for our current Presidents Wayne & Jim, Sect'y. John Schaffner (along with his MANY other articles, C/C & SFP Chrm. Ray Miles, occasional report from MMA Rep., & the Editor C.M.P., YOU WOULD NOT HAVE A NEWSLETTER.

I can't say enough for our PAST printers Jim Garrett & Dave Kenney. They were saviors. We cannot afford to pay for the printing. For those who are not aware of it, we have again lost our source of printing.

Everyone at the Feb. mtg. was asked to look for a printer & were to call me. To date I've rec'd. 2 calls & thankfully one has rec'd. permission to use the equipment but we must furnish the paper. Not bad in my book.

BUT everyone else MUST keep looking in the event we should lose out again.

THE BIG QUESTION IS - Do you really want to continue the newsl'tr? Why do I ask? Very simply, because when I asked at the Jan. Mtg, "Do you enjoy receiving the TALESPINNER?", even Mr. Schoen could have heard a pin hit the floor. Absolutely NO RESPONSE from more than 20 members. I really dropped the ball. I should have immediately said - "Since no one cares - we may as well stuff the TS right now & save a few people, mainly ME, a lot of work." But I failed to do that.

I have checked the last 12 issues & there were only 3 contributions which together did not make up 2 columns. One each from Bill Hasert, Bob Jenness, & Roger Newcomer.

Ken Eckard has given me one for this issue. Thank you Ken.

Its getting damn old for "so few" "giving so much" to "so many" who apparently don't give a hoot if we have a newsl'tr. or not.

I'm not looking for a big pat-on-the-back, nor is any of the contributors, BUT if YOU & YOU & YOU do not read, or enjoy, or want, or care whether you receive a T.S. or not, why continue to publish it.

I know the Pres., Secty., C/C Rep & SFP Chrm., etc. have enough to do for YOU ("you" are the club) without the extra work.

NOTE: I intend to bring the question of continuing the TS onto the floor at the March mtg. I can't help but feel that those of you that were at the Feb. mtg. expressed the view that you really don't care if we have a newsl'tr. or not.

I suggest that you come to the March mtg. and express your views. - The Editor.

SCHOOL PROGRAM - Ray Miles

Feb. starts the "School Flight Program" with a bang! We will be busy, busy, & more busy from now thru the first week of June. Team people- please mark dates on your cal. & get ready. Some of the dates listed below will have been completed by the time you read this. FEB. & MARCH Schedule:

Feb 10- Bryant Woods Ele. Columbia. Spl. Req.

Feb 24- Friendship Valley Ele.- Gist Rd.

(This is a new school in C/C this yr.)

Mar. 3- Elmer Wolfe Mar. 24- Wm. Winchester

Mar 10- Piney Ridge Mar. 31- Mt. Airy.

Mar 17- Chas. Carroll (ALL @ 9:30 AM)

Team people will meet at school aprox. one hr. prior to sched. time to set up.

April schedule will be in next TS.

I believe Milt is ready to start cons't. of the "Space Shuttle". I thought he had returned it to the mfr. because of the lousy wood but he had only complained. (ED: I would hate to see a young person try to use the wood in the kit. I had no intention of using the provided wood as we build the displays heavier so as to take more punishment) He is toying with the idea of making the bay doors operational. It should turn out first class. Bill Hasert has sent for plans of Earharts Lockheed Electra E-10 from "Ponds Plans". This will replace the Hudson Bomber that we are now using. You would be surprised at how sharp some of the kids are when it comes to facts. They let us know on no uncertain terms when they spot something wrong or incorrect. We have to be constantly on our toes with them. That construction job, E-10 will be delegated to someones expertise.

When a new model is built for our static display, hard, oversize wood replaces balsa, Koverall replaces tissue, etc. This eliminates damage caused by transporting etc. It makes a much stronger & lasting display.

CARROLL COUNTY REPORT - Ray Miles

I was kinda carried away last month in this column, some of the wording was deleted by the editor (thankfully). But if you think that was to the extreme then I don't even want to start this one. But, here goes! So you ask what happened? After 40 or so letters were sent to many people outside of our own modeling community requesting their presence in support of our position, the mtg. date was changed to FEB. 17. Conflicting scheduling dates we were told. This all sounds odd to me. That meant we had to contact all those people that letters were sent to. It took con't. next column

C/C - Cont'd.

many phone calls & post cards to get that done on time. Of course all of this is now history. Milt sent letters to AMA (G. Styles & H. Crispin). As of this moment Geoff Styles will attend the meeting. (ED: Howard C. offered to attend on the 17th even though he will just be getting back from Council in Fla. I told him that we appreciated it but we were more interested in his words of wisdom rather than he make a 4 hr. trip up here. Thanks anyway Howard- Milt)

Some of you have probably read some of the letters to the Editor (ED: I wish I would get some) in the Sunpapers recently. I know for a fact that many letters have been sent to the Commissioners by people expressing their views. From what I have been told every single one has chided the Comm. for not renewing our permit, & have made it known they didn't like it & wanted every effort extended to renew it for us. These letters have come from teachers, parents, & ordinary citizens, & even one from Delegate Dixon. I hope that you & many of your friends have done the same.

Next months issue will probably carry the tone of what has taken place since Feb. 17 POW POW! I also hope that it will be good news but I do not expect the Comm. to do anything quickly. They will though if a NO decision is reached by them. We did receive an outline of the procedure the meeting will follow & I did not like that one bit. Club officers have been notified of that agenda, so that we can formulate a response to it. We'll see if it works or not. That's it for this time. Must leave space for others that may want to contribute to the "TS". (ED: Ha!)

MEDICAL TERMS EXPLAINED - J.S.

GRIPPE: Suitcase MEDICAL STAFF: Doctor's cane
HANGNAIL: Place to put your coat

You know you're getting older when: (J.S.)

Your little black book contains only names ending in M.D.

Your children begin to look middle aged.

You finally reach the top of the ladder & find it leaning against the wrong wall.

* * * *

Q: What's a Grecian urn?

A: It depends on what kind of work he does.

HINT - Bob Babura - 410-969-9356

CHEAP RADIO MONITOR:

Purchase a cheap radio that tunes the TV audio. Set it between Ch. 4 & 5, tune for greatest volume with your TX. Turn off & listen for interference on your freq.

EUROPEAN TRIP - SWITZERLAND II

John Schaffner

Had a rough nite, dreamed of riding trains, can't imagine what brought that on. Breakfast at the Butterfly Hotel, then had the porter take us to the RR Sta. in his electric micle & boarded the 0910 for Brig. Another beautiful day to travel as we retraced the route to Brig. The villages & towns that were once only names on a map have come to life. We have been there. It makes a difference.

Somewhere prior to the town of Visp, our train comes to a halt out in the boonies. We sit there long enough to become antsy, so, on sliding the window down & looking ahead we see our train crew struggling to open a switch so the train can proceed. Time marches on. The worry is that we have 29 min. to change trains at Brig. It takes the trainmen 23 min. to open the switch & get us moving again. When we arrived in Brig we have exactly 6 min. to dismount from one train, hustle across the street to another station, seek out the correct platform & board the train to Bren. We did it in 5. Off we go, trying to get our pulse rate down.

The ~~is~~ train carries us into the mountains through the famous Goppenstein tunnel. Coming out into the daylight again we are rolling along the side wall of a huge canyon, crossing over cascading streams rushing down to the valley below. The RR here clings to side of the canyon, about 1000' from the floor. Next we are decending, racing along toward the town of Frutizen. There's an occasional house high up on the grassy slope & another village slides past our windows, nestled in the valley between the ranges of the Alps, every window & porch rail complete with flower boxes overflowing with geraniums. We pass by another mountain airstrip, quiet now, but surly capable of launching interceptors on a moments notice. The hangers here are widely separated and bunkered with a heavy layer of earth.

Now we leave behind the lofty Alps & run along the shore of Thuner See, fully developed with homes on the waters edge & many recreational boats. Reminds me of Deep Creek Lake. Passing through Thun & into gently rolling hills & cultivated fields we reach Bern right on schedule.

Our hotel, the Gauer Schweizerhof is walking distance, just across the plaza from the Bahnhof. We check in, then hit the bricks to check out the old city. Down across the Aare river on the Nydeggbrücke to the famous bear pit. That was a bust, "you see one bear, you've seen 'em all." However, Bern is a lovely place, parks, the river & bridges, the

SWITZERLAND con't.

ancient cathedral, clock towers, & great shopping for the ladies. It's a nice day and there are just plain folks taking advantage of the park. Game tables are occupied with cards, dominoes & checkers in progress & a chess game going on with 2' high pieces being moved around on concrete squares. We shopped around for awhile & relaxed with a beer at one of the many sidewalk cafes.

About 1800 we wondered back to the hotel & had an excellent meal in the dining room. A real "old country" atmosphere that is very pleasant. This is such a neat place we chug back to the streets & take in all we can before crashing.

WEDNESDAY 17 June 1992

Everybody slept well last nite after all that touristy stuff & after breakfast this morning we walk across the street to the RR sta. to check out the train schedule. After the near miss at St. Moritz with the Glacier Express I promised to do better.

There is about 3½ mi. of arcade shopping in the old section of Bern so we spent some of the morning confirming that figure.

We decided to catch the train at 12:31 for Lucerne so bought a lunch "to go" & prepared to travel again. The hotel staff was very accommodating & detailed a porter to cart our baggage across the plaza to the train platform. The ride to Luzerne is super smooth & quiet as we slide by the little villages & manicured farms. The topography is much like Carroll Co. here, except for the high mountains in the distance of course. The farmers are bringing in the hay, just like back home. Today the sky is a bit hazy, but very bright, as our train delivers us into Luzerne right on schedule. Here, we are not that close to our hotel, the Domino Carlton Tivoli, so we hail a taxi for the ride.

Once settled in, its back to the street again to see the sights. Of course, everyone who visits this city has to go to Boucherer's, one very extravagant store. There seems to be no limit to the displays of jewelry, watches, & fine expensive home decorations for sale. Many (if not all) tourists there, lots of Americans & Japanese with their credit cards at the ready. There's no slump in the economy evident here. For the record, we bought out souvenir Swiss Army knives here for our "boys" back home.

On returning to our hotel we discovered a "floating" restaurant moored to the shore just out in front so we patronized them for dinner & had a fish fresh from Lake Luzerne.

Con't on page 6

It doesn't get much better than this.

When we finally retired to our room we find the bed turned down, a basket of fresh fruit & chocolates on the pillow. Wonder how the poor people are making out? (ED: don't ask)

To be continued

FUN FLY EVENTS - Ken Eckard

This year Dave Kenney & I have three days in planning & one Big Bird Day. The proposed dates are as follows:

May 23 - Fun Fly Aug. 15 - Fun Fly

June 27 - Fun Fly Sept. 19 Big Bird Day

If anyone knows of any other event which these days conflict with contact me as soon as possible so we can make changes. Rain dates will be the following Sunday of each date.

All events will be made easy enough for beginners yet competitive enough for all. There will be more fly events & less on the ground. (I may be).

More details will be announced in the next Talespinner. So come on out & give them a try & enjoy yourself.

SAFETY - Ken Eckard

Some items of safety that could be practiced at the flying field to protect you & fellow pilots:

- 1- When you tighten your prop nuts use a box wrench & give it a little extra torque instead of a small four way wrench. Four way wrenches were made for glow plugs, wing bolts & other small bolts where there is little torque needed.
- 2- When flying, fly only! in safe fly zone, not over pits or parking area. Everybody gets disoriented once in awhile, but constant flying over pits make for some nervous people.
- 3- If you have any problems getting your engine running properly take your plane & flight box a good distance from the flight line. A constant revving engine makes it hard for people on the flight line to hear their own engines & other pilots when communicating for landings & take-offs are needed.

These three items were all items which I have heard about at the field & meetings.

So - FLY SAFE - enjoy & remember =

SAFETY IS NO ACCIDENT

You know you're over 60 when you feel like the "morning after" & you can swear you haven't been anywhere.

WHAT THE KIDS SAY !

Dear Mr. Miles,

Thank you for the ruler with the Presidents on it & for the good show. You showed us how the four forces work. I like the model airplane. Thank you for coming to our school. XXX (ED: The rulers were furnished by the VFW)

Dear Mr. Miles,

I had a very good time at the airshow. I liked the model flying bird. I liked it when the hot air balloon went up. I liked the white plane too. - XXXX

Dear Mr. Miles,

I liked when you showed us the hot air balloon & I liked the glider. I liked the bird too. I liked the plane shaped like a bird too. My favorite part was the plane that your worker flew. I liked when you showed us the rocket. I liked the jet the best too. I liked the other rocket too. Do you like flying your planes? I like to make model planes. I also like to Wright brothers. Thank you for coming the Manchester Elementary school & showing us your planes. XXXX

Dear Mr. Miles,

I loved your show! You have beautiful airplanes. Why didn't you show the Dove? How did you make all those planes? You were so fantastic! - XXXX (ain't that nice, ED)

UNNATURAL LAWS

THE UNSPEAKABLE LAW - As soon as you mention something... If its good, it goes away; if its bad, it happens.

HOWES LAW - Every man has a scheme that will not work.

ETORRE'S OBSERVATION - The other line always moves faster.

LAW OF SELECTIVE GRAVITY - An object will fall so as to do the most damage.

THE GOLDEN RULE OF ARTS & SCIENCES - Whoever has the gold makes the rules.

JENNINGS COROLLARY - The chance of the bread falling with the buttered side down is directly proportional to the cost of the carpet.

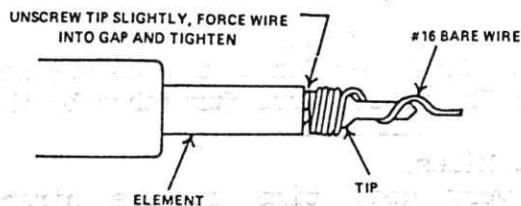
BORDENS FIRST LAW - When in doubt - mumble.

SEGALS LAW - A man with one watch knows what time it is. A man with 2 watches is never sure

MURPHYS LAW - If anything can go wrong, it will.

O'TOOL'S COMMENTARY ON MURPHY'S LAW - Murphy was an optimist.

HINTS



Substitute for a small soldering iron tip if one is not available.

A suitable tip may be fashioned as shown; however, a good quality iron tip is recommended.

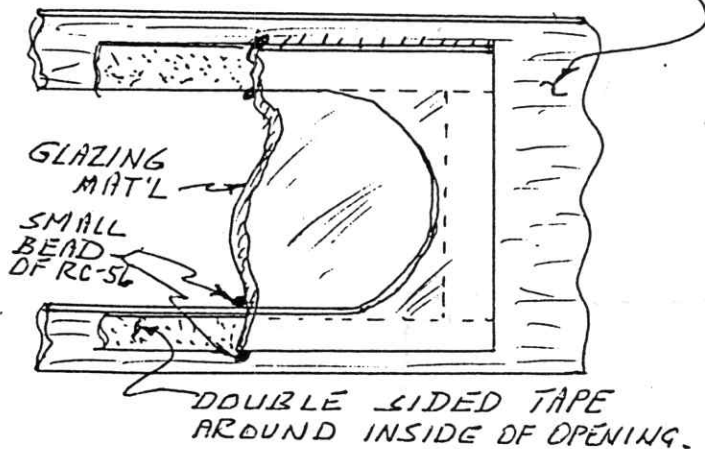
DO NOT use acid core solder.

Do you have as much trouble installing windows in your model as I do? If so, try this. It has not failed yet yet yet.

- 1- Sand smooth and then clean the inside of the window frame leaving NO dust.
- 2- Apply double sided tape around the frame.
- 3- Carefully lay the glazing mat'l. in place and press down firmly.
- 4- Using a syringe, run a small bead of (I use RC-56, it dries clear) adhesive around the edge of the glazing mat'l. on the inside and a small bead around the opening on the outside.

It may seem to be a lot of work but the end result is rewarding. -- Milt Peacock

INSIDE OF CABIN AREA



You know you are over 60 when -
 you tend to call anyone under 40 as a "kid".
 People start telling you "You're not getting
 older, you're getting better..." & you believe 'em.
 You keep forgetting. You surround yourself with
 calendars, memo books & notes & you still forget.
 You enter the metallurgical period of your life:
 silver hair, Gold teeth, & a lead bottom.

The

TAYLORCRAFT

Story



by
Chet Peek



Taylorcraft

The complete story of the Taylorcraft Co. & its airplanes are detailed in a new book, "THE TAYLORCRAFT STORY".

G.C. Taylor can truly be called the father of the light plane industry. At one time, before WW-II, his two famous designs, the Taylor Cub & the Taylorcraft, comprised well over 1/2 of the world's light aircraft fleet. A majority of the pilots living in the U.S. today probably trained in one or the other of his little planes.

In Dec. of 1935, Piper forced Taylor out of the company that bears his name, the "Taylor Aircraft Co.", makers of the famous "CUB". Taylor then started a new company, designed a "new" plane & succeeded against almost insurmountable odds.

The book recounts the growth, triumphs & prosperity in Alliance, OH, then the wartime L-2 (liason) production, & finally, the post war boom & bust leading to bankruptcy in 1946.

Counting its British variant, the "Auster", over 13,000 Taylorcrafts were built. It is estimated that at least 2500 are still flying today in more than a score of countries around the world.

The book contains 3-view drawings of Taylor E-2 Cub; Taylor-Young Model A; T'Craft Models B & D, L-2, L-2-A & B; TC-6 Glider; British Auster; T'Craft BC 12-D & F-19.

The book is available from- Aviation Heritage Books, P.O. Box 2065, Terre Haute, IN 47802.. 1-800-999-0141.

Milt P.

COMING EVENTS

Feb. 24 - SFP @ Friendship Valley Elem. Sch.

Feb. 27-28 - WRAM Show, White Plains NY
Call Milt P. for Bus Trip info. 833-3122

MAR. 2 - WAM Meeting 7:30 PM

Mar. 3 - SFP @ Elmer Wolfe Elem. Sch.

Mar. 6 - Flea Mkt. @ Harford Co. R/C, Belair

Mar. 10 - SFP @ Piney Ridge Elem. Sch.

Mar. 13 - Flea Mkt. @ Lebanon PA Fairgrounds

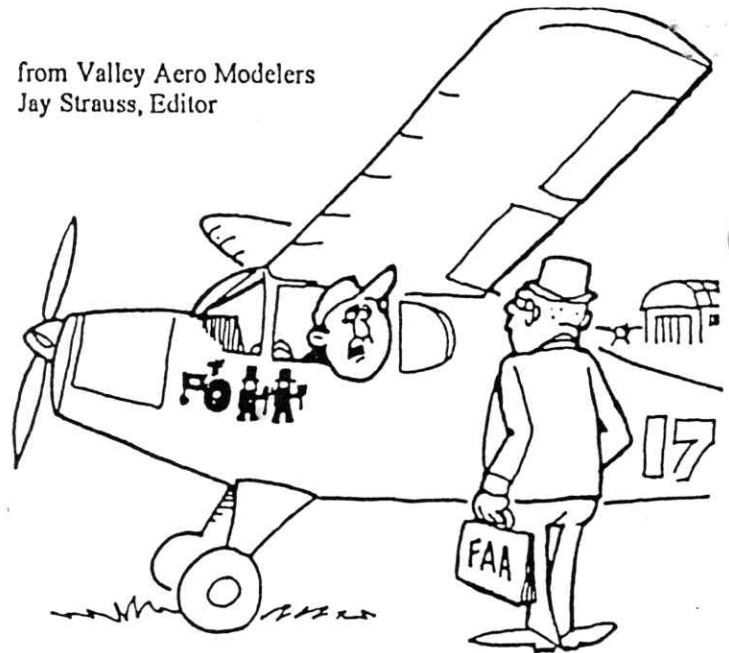
Mar. 17 - SFP @ Charles Carroll Elem. Sch.

Mar. 19 - DCRC Auction @ Rockville

Mar. 24 - SFP @ Wm. Winchester Elem. Sch.

Mar. 31 - SFP @ Mt. Airy Elem. Sch.

from Valley Aero Modelers
Jay Strauss, Editor



WHY DO YOU THINK IT'S ME THAT'S
BEEN BUZZING FARMERS ?

The Talespinner was printed courtesy of:

MARADA INDUSTRIES
151 Airport Drive
Westminster, MD 21157

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 the 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 the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her 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

Newsletter of the
Westminster Aero Modelers

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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



THE TALESPINNER

Westminster Aero Modelers

President - Jim Garrett 876-0428
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:

April 6, 1993

7:30 PM

West. VFW Hall

Volume 9 Number 3 MARCH '93 AMA Chartered Club 336

Formed 1955

As the Prop Turns...

FLASH - As of March 8, 1993, our flying permit for the Carroll County Aerodrome has been renewed! This is due in great part to the dedication and determination of fellow members of our club. Believe me, it has not been an easy accomplishment, and some concessions on our part had to be made. After the February 17th meeting with the Board of Recreation and Parks, a recommendation to renew the permit was given by the Director, Mr. John Little, to the three county Commissioners. On the eighth of March, the decision by the Commissioners as to the disposition of the permit was to be made. Now, I could not attend the meeting, but to those that did, I hear that the Commissioners cared more about their own political games than they did about what was fair to us. Commissioner Dell, decided that we should *not fly on any Sunday at all!* But he was outvoted by Commissioners' Lippy and Gouge. I am told that it was a real demonstration of politics in action. We should all think twice before we pull those levers at the next county election!!

But, to those who wrote letters; those who attended the County meetings; those who persisted, we all thank you. The good news: Flying is allowed from 10 am to dusk Monday through Saturday and from 12 noon till dusk on Sundays. The bad news is that on the *FIRST* Sunday of each month,

NO FLYING IS ALLOWED!! Attempts are being made to modify that last statement somewhat. The County Commissioners (and nearby neighbors) are mostly concerned about noise levels. The No-Fly Sunday is supposed to be a day of (perceived) quiet. In that light, we are asking permission to use that day for the flying of gliders, free-flight, rubber powered or electric models **ONLY**. We would also use that day for field maintenance or other activities. We'll keep you posted on the results of the request. Please remember this - Whatever the new flight rules that come to be - **FOLLOW THEM TO THE LETTER!!!** Do not over-fly the restricted areas. Do not fly outside of the posted time periods. The permit is good for a year. Let's not give cause for the County and/or neighbors to put us through this process every year.

I was sorry to hear that as of March, our ranks have thinned by about 10 members. Granted, some were due to moves out of the area, but the others were not. We need the solid support of our membership. It is vital for any organization to grow and prosper. I hope that this is just a temporary trend.

See ya at the field! (Sure feels good to be saying that again) - Jim

MINUTES - MARCH MTG. - John S.

- 1- 25 members & 2 guests present, Brent Blythe Jr & dad.
- 2- Feb. minutes appv'd. as mailed. Treas. rpt. read & appd'd.
- 3- M.P. rpt'd. no communications worthy of note. All AMA mail responded to.
- 4-M.P. rpt'd. AMA business re: Charter & ins. on locations up to date. AMA ins. limits will be raised to \$2,500,000 as of Mar. 31.
- 5- Ray Miles opened subject of business with C/C concerning CCMA. Many voices heard from concerning meeting with C/C Parks & Rec. Bd. & various items appearing in the newspapers.
- 6- Bill Hasert displayed a photo enhanced illustration of the field off Barks Hill Rd. for all to examine.
- 7- Bob Jenness spoke on the situation with the FCC's proposal for freq. assignments.
- 8-Ken Eckard reported on Safety & Sound. More elsewhere in TS.
- 9- Ray Miles rpt'd. on School Prog. schedule & Milt mentioned invitation to display WAM program at Expo @ BWI on Mar.20.
- 10-Bill Hasert rpt'd. all prop. acc'td. for.
- 11- Nice comments heard concerning the T/S. Count on getting it next month.
- 12- Fun Fly & Big Bird dates set up= 23 May; 27 June; 15 Aug; & 19 Sept.
- 13- Motion made & passed to award "Honorary Membership" to 3 C/C Comm.; John Little; H. Crispin, & the VFW Cdr. Feister.
- 14- VCR tapes belonging th WAM will be loaned out thru the Prop. Off. (Bill Hasert) only & returned to him. A \$10.00 deposit will be required to assure returns.
- 15- Discussion concerning participation with AMA as a "Leader Club". Details in T/S.
- 16- 50/50 selected Frank Giuffre. Too bad
Mtg. adj. @ 9:35 PM Frank.

M.M.A. REPORT - Dave Kenney

Mtg. held @ Your Hobby Ctr. on Feb.24.

- 1- Deadline to respond to the FCC moved to May 28. If you have not sent them a ltr. regarding the proposed new freq. changes, you still have time. The MMA has handed out 900 letters to area clubs.
- 2- Nothing new on Mayeski Park for picnic.
- 3- "Modeler of the Year" letters will be sent to all AMA clubs in MD for nominations. Aprox. 33 clubs.
- 4- MMA Flea Mkt. will be held at West'r. VFW on Oct. 9. Milt P. will chair it.

All clubs must submit the names of 2 people in advance & they must show up on time for the club to get their share of the con't. next column

MMA rpt. con't.

- excesses. We are going back to a 50/50 raffle & will print (sell?) 1500 tickets. Yes that could be \$750 to the winner.
- 5- Club News-
Sunday Flyers- $\frac{1}{2}$ the club is at RC World.
BASS- Nothing new
Meade- " "
SCAM- Working on a Pattern Meet. Don't know if or when.
RCMB- New field $\frac{1}{2}$ to $\frac{1}{3}$ to completion.
Har.Co.-Flea Mkt Mar.6 9 AM Belair
 - 6- MMA will have a booth at the MARC show. we will need persons to man same.
Next Mtg. Mar. 31 somewhere in Belair.

SOUND - Ken Eckard

Well I guess that everyone has figured out that I'm the new Safety & Sound Officer & you might also want to call me a ----- . Oh well, life goes on. The point I'm getting at is NOISE. This was the major issue of the county mtg. on Feb. 17. It's also one of our club rules = 95 db @ 9'.

At the Feb. mtg. this was discussed & everyone agreed that as much effort should be made as possible to check all planes & make sure they are legal 95 db or below or they will not fly at all. This doesn't mean to put on an oversize prop while testing then switch back after the test. Everyones cooperation is needed & essential to keep the field. PLEASE!

There are a lot of ways to get 'em quiet, better props like APC, Rev-up, Top Flite Power Point; & J-Z-Zinger are all quieter from what I've read & experienced. Making sure they are balanced will help.. Also there is a whole market of mufflers, Slimline; Snuffler; B&B & Soundmaster all have a variety of shapes & sizes to fit all needs at a wide range of prices.

If you need some information on mufflers, I have some leaflets or you can check in most modeler mags.

Also, if you need a sound check, you can call me at home after 6PM Mon-Thurs & anytime on Fri, Sat, or Sun. We can then make arrangements. I love to play with planes just about anytime. [ED: I have a meter also that you may borrow by leaving a deposit.]

So - Keep 'em quiet & keep flying. If you get grounded for sound, don't get mad, get a good muffler. Remember, this is a club rule that we MUST live with. Hopefully, our neighbors can live with it also.

Ken Eckard - (410) 549-6674

SUPPORT YOUR LOCAL HOBBY SHOPS, We need each other!

"YOU HAD TO BE THERE" Many of you were. We had a very good showing of our membership including some persons from SCAM. A comment was made in effect by some of the Board members - "Numbers do count". A lot of dialogue took place, some good & some marginal, but all in all to our benefit. Comm. Dell was in attendance but did not sit at the head table. Instead he sat in the back & observed. In the end I think that benefited us. He heard more at that meeting than ever had been said to him before. Perhaps that will give him a better feel for our situation.

Not one person was in attendance as a result of all the letters that we sent out.

I guess we know where we stand with them. But they did send letters. Many many letters to the Comm's. A folder was presented as public record of all the material gathered concerning the field. The meeting took some time (ED-2 hrs) & much ground was covered & explored. John Little gave a good basic background of what it has taken to get us where we are. Our stand was taken by Waytne & Milt. It did not at all take the course that we had planned to take.

Only two people of the opposition were at the meeting & as expected, the venerable Mr. Schoen did not have the courage to face anyone. Steve Powell & another lady gave their objections. Surprisingly enough, not one word was uttered about "overflying" or the violation of property rights. It all boiled down to the constant "droning" sound. Steve did submit a "data log" compiled by Mr. Schoen. The Board Chrm. started to look at this & asked Steve if he had compiled it. Steve told him the Mr. Schoen had done it. The Bd. refused to accept it as Mr. Schoen was not there to support it. Steve apologized to the bd. for submitting it in error & it was the wrong thing to do. The lady that presented her objections, when questioned about Mr. Schoen, did not want to be associated with him!

Geoff Styles, AMA Dir. of Marketing, came up from VA to be with us. (ED: Geoff had been away from home over a month on AMA business & had only returned home the day before our mtg. & in my humble opinion deserves a big THANK YOU for traveling again for us) He did get a chance to speak to the Bd. & I'm sure with the way this meeting went, he immediately saw what we have been dealing with over the years. He brought some very good information with him concerning the impact of modeling on the environment which was presented to

the board. It was "good stuff".

Some horse trading had to be done, but REGARDLESS of what was printed in the papers and the way it was written is 180° from the way it happened. I think all of you know by now, the media has some kind of grudge against us, or they would not word these articles the way they do. It does not even deserve a response.

Two motions were placed on the floor. A limit to some of the hours the facility is in use, (11-6 on Sat. & Sun.; 9-6 on week days). This was defeated by the Bd. One of our people suggested that to accommodate "quiet time" that we revert & keep the same hours we have had, but on the first Sunday (of ea. month) give them a "quiet day". This did not in any way prohibit us from the field. Sailplanes, electricals, rubber could be flown. Picnics, field maintenance etc. was not effected. The Bd. voted in favor of that recommendation & it was OK by the opposition. Be advised, this has nothing to do with the original proposals at the top of the hill. When we get there all restrictions will cease. That "TOP JOB" is scheduled for completion within 3 yrs. Even Steve was aware of that. One Bd. mbr. asked Steve if the planes bothered his horses. He said that it did for about 2 weeks, but he has not had a problem since. Lets give the man some credit.

Since we have had ample time to familiarize ourselves with the areas in which to fly, it should be much easier to even stay away from the "NO FLY" areas than we do now. Upon adjourning, I got to talk to Steve, & mentioned to him Mr. Schoen. I asked him, "If Schoen keeps writing the threatening letters, what happens?" Steve replied, "I don't know but something will have to be done". The Bd. voted to recommend to the Comm. that they RENEW our permit. I think it is a good sign, because they (ED: WHO?) are off the hook & can put the blame in someone elses lap. Maybe that is why they referred the matter to the Bd. I know full well that if the recommendation had been to reject the permit, it would have been done. But in either case they effectively removed any responsibility from themselves.

From sources I cannot reveal, we may be able to get into the air before you even get to read this.

I think the club owes a great deal of thanks for the yrs. of work several people have put forth in your behalf. That is why we ask you for your physical attendance at different times on different matters. You did respond to this one so we thank YOU!

FELLOW MEMBERS - - "THANK YOU"

Milt P.

If there is one advantage to being the "Editor" of a newslet'r. it's that you have the opportunity to put anything into it that you wish. Of course, you take a little flak now & then, but so what!

It's normal that a "few" bust their buns trying to get things accomplished for the "many" and a few did just that running here & there, printing articles to present to the Board, calling persons, writing letters, getting petitions signed, etc.

Apparently some others did their bit also in the form of letter writing. The Chrm. of the Board held up a folder 2½" thick of correspondence, both pro & con, pertaining to the use of the site. Some of it had to be yours. It goes without saying - THANK YOU.

I'm sure I speak for the others which I called "the few", when I give a BIG THANK YOU to the following who took their own valuable time to attend the meeting on Feb. 17th.

Don Berwager	David Goldman	Dave Rossi
Lloyd Briggs	Ken Hands	John Schaffner
Wayne Creasy	Bill Hasert	Paul Schaffner
Ken Davis	Dave Kenney	George Schollian
John Dorl	Jim Lehr	Walt Smith
Ken Eckard	Ray Miles	Bill Welling
Ed Goldman	Wendel Richards	Mickey Yachera

and yours truly ! That's 22 of us. GREAT!

I do not have all the names of the South Carroll members but to them a BIG THANK YOU is also extended for their participation.

Mike Caples Phil Munn John Tenneyson
& several others whose names I don't know.

Also in attendance & made contributions -

M.M.A. Pres. Ron Ware

AMA Dir. of Marketing, Geoffrey Styles

Many thanks to those gents who traveled some distance to lend their support & assistance.

Ray Miles said he would write the article covering the meeting. Lets all try to get this fiasco out of our minds & get back to normal. We know it is far from over & done with, as I'll take bets that our unhappy neighbor will continue to hassle us. Time will tell. We MUST abide closely to OUR RULES and be the "good guys" & quiet 'em down!

In Rays article you will see that we will have a "no fly" day which is the first Sunday of the month. I have written to each of the C/C Comm. asking that since "sound" seemed to be the big issue, would they amend the permit to allow "non combustion powered" models to be flown on the "Quiet Day". ie: Sailplanes, gliders, electric & the like. We had nothing to lose by asking.

Thanks again & happy flyin'. (soon I hope)

A THANK YOU TO - KEN DAVIS

Milt P.- Editor

First my apology to Ken Davis. I was amiss last month when I omitted naming Ken as the member who obtained the source for printing YOUR "TALESPINNER". Sorry Ken.

Hopefully you noted on the cover page that **MARADA INDUSTRIES** has granted Ken the use of their printing facilities. If in your daily activities you can put in a good word toward Marada Ind., please do so. We are grateful for their contribution.

Thanks again to Ken, as he also does the folding & staples them together.

W R A M Show - Milt P.

The snow storm Fri. made us uneasy but the roads were cleared and the trip was GO!

Bob Allen, Ken Eckard, John Dorl, & I met the bus at Timonium at 6AM & we were on the road at 6:20 & arr. at the show about 10:30 I believe about 40 fellows were aboard.

Was the show crowded? WOW! It sure was. It was wall to wall people. I'm not sure, but I think there was one isle that I never did manage to visit.

Lots of new "stuff" was displayed & the mfgs. are more than willing to talk to you about how great their items are. They don't blink an eye on the price either. I about ---- when the \$\$\$ come into the subject.

The new ARISTOCRAFT radio was on display. It has been in the mags. & it has a lot of good points. The best is that it is super narrow band. It is within 2.5 MHz of its freq. which means if the FCC puts the screws to us on their new proposal, this radio should be OK. It also contains ALL 50 channels. Pick your own. It takes 10 sec. to change. (Plug a cable from the RX into the TX, move your elev. stick up or down to pick your ch., unplug cable & its done) It will sell for about \$420. It's something to think about.

Not too many "bargins" to be found. You can save a few bucks here & there but a lot of hard to find items are there which is why I like to go.

Speaking for myself - I had a great day! We even had some good video tapes to watch during the trip. Didn't we Bob?

You know you're over 60 when -
Your children start to listen to you!
Your grandchildren are taller than you!
You start dressing like a sport!

Ain't it the truth?

A M A NEWS - Milt P.

Good News! Effective March 31, '93 our insurance will be increased to \$2,500.000 per occurrence. The AMA has been working with another Ins. Co. for some time in an effort to give us better coverage and it was made public at the WRAM Show last week.

Bob Underwood (AMA Tech Dir) Ray Kowalski (AMA's FCC legal counsel) & others met with FCC officials on March 1st to discuss the current proposal by the FCC to make serious changes effecting the freq's. we now use. This is the first of several of this type of meeting. Hopefully we don't get stuffed!

Two more clubs, making 5, in D/4 have been recognized as "LEADER CLUBS". They are NORTHERN VA. R/C CLUB (Arlington VA) & FACQUIER AERO-RECREATION MODELERS (Warrenton VA). I don't remember the other 3 but one was BALTO. AREA SOARING SOC. Our Pres Jim has the info about this & I think we should pursue the idea ourselves. I think we rate the honor as much as anyone.

I have sent the Charter renewal to the AMA and I will do the roster after tonites mtg. as our membership renewal dare is here. Hopefully I will be able to attach a copy of our roster to this issue of T/S.

I have been invited by Geoff Styles (AMA) to attend an Aviation Expo. (I'm not sure of the name of the affair) on March 20 at BWI. I'll give you a report on that next month as I do not know the details now.

Read "Model Avia.", it has the other news there. No sense in my repeating it .

AVIATION HISTORY - John Schaffner

"ZEPPELIN AIRSHIP MAKES FIRST FLIGHT"

JULY 20,1900 = An airship designed & constructed by Count Ferdinand von Zeppelin of Germany made its first flight today near Friedrichshafen. The airship, built in a floating hanger on Lake Constance, has a wire braced aluminum hull covered with cotton cloth that contains 16 gas cells filled with hydrogen. Two 16 HP engines gave it a speed of 14 MPH. Von Zeppelin made his first balloon ascent while serving with the Union Army during the American Civil War and has been working on airships since 1891.

NOV.30,1905 = Count Ferdinand von Zeppelin flies his second dirigible over Lake Constance.

When a carpenter builds a coffin, does he use rigor-mortise & tenon joints? (JS knows)

FOR SALE

Dave Brown fuel pump GAS / DIESEL - \$5.00
Was for Club Cub - like new (Tower \$11.95)
Milt Peacock - 833-3122

Radio Shack - Optimus 3200 Stereo Rcv'r.
100w/channel; Surround sound; 30 pre-sets
etc. (New \$399) = = = Now \$150.00
Bob Hunter - 486-5710

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

NEW Fox #24600 .45 BB w/muff & spinner
(Tower \$89.99) To you - \$75.00

NEW Props- 9x4 Master/Aircscrew 1/2 doz= \$5.00

NEW Florescent work lite w/aprox 10' ext'n.
oil & water proof wire. 110v & 12v= \$10
Milt Peacock - 833-3122

PERMIT RE-NEWED!

The following is the opinion of the writer & is not necessarily that of any other person or organization what so ever - Milt Peacock.

I, along with - - -, attended a meeting of the C/C Commissioners & other county officials, March 8 1993. On the agenda was the question of the renewal of the "Permit" for WAM to have the use of the John Owings Dump as a flying site.

As was reported before, the Feb. 17 meeting with the Dept. of Parks & Rec. ended with the Board to recommend to the Commissioners that the permit be renewed with limitations, etc.

The Board DID just that. They recommended to the Comm. just as the agreement was at the Feb. Mtg. NOW FOR THE BOMB!! To everyones amazement, Comm. Donald Dell said he wasn't satisfied & thought we should give up every Sunday! Talk about discrimination? This man is something else & don't you ever forget it. Especially at election time. Every vote counts. We can't lick him but you never know.

Thanks to Ms. Gouge who made the motion for renewal & 2nd by Comm. Lippy, the matter was passed with one "NO". Guess who!

What I am saying here is that this issue is NOT over. Just remember who tried to put the boots to YOU. In my own opinion, our horsey neighbor is continuing to bite us in the back and smile to our face. I don't trust him any further than a s-a-e.

By the time you read this the permit should be in the hands of Pres. Jim Garrett. At least it was promised.

We must continue to obey our field rules to the letter. Lets be the GREAT GUYS & let ---- be the s-a-e! (I'm not talking about Schoen)

Just don't forget Dell at next Co. Election.

DELL SMELLS - * - DELL SMELLS

SWITZERLAND - Con't.

John Schaffner

Thursday 18 June 1992

Another good nights sleep of course & then down to breakfast in the dining room on the terrace with a view of Lake Lucerne & Mt. Pilatus.

Today we are expecting the arrival of Helmut & Sigrid, our friends from Schwenningen, Germany, so Bud & I takeoff to hike the town while our ladies wait at the hotel to greet them when they arrive.

There is a religious holiday today & we hear of a big procession that is about to start so we walk up town & get situated to use the camera. Well, here it comes & we get just what was advertised, a procession. The parade was lead by a group of church dignitaries followed by a mass of walkers about two blks. long with the rear brought up by a troop of the Swiss Guard types carrying ceremonial arms. Not at all exciting.

We then walk over to the "Dying Lion" sculpture & up on the hill to visit the old city wall & climb the watch towers. A real workout for these old legs. Then back down the hill to the river where we encountered a smartly dressed marching band & drum corps. We then turn upstream & cross the river twice on the old covered bridges. By lunch time we were back to the hotel. By a side note we have seen a J-52 & a DC-3 overflying the town several times. Rare birds indeed, there must be an airshow nearby & they are flying sight seeing rides. Weather is low and overcast so they are kept fairly low.

When Bud & I arrive back at the hotel, our friends from Germany, the Seemann's, have arrived so we all have lunch together. Afterwards we all hike back to the old section of town & visit the "Dying Lion" & an adjoining museum. We do the old cathedral & the covered bridges again. These wooden bridges dated back to 1620. One was rebuilt in 1913 & again in 1945. Sort of like the antique hammer I have that is at least 200 yrs. old. The handle was replaced four times & the head twice.

We walk up the promenade along the shore of Lake Lucerne, stopping at the Palace Hotel's sidewalk cafe for refreshment (& give my "landing gear" a rest). By 1700 we are back to our hotel so we go on up to the roof garden & watch the activity along the lakeshore for awhile.

Dinner time now & the weather has turned to rain so we eat at the hotel dining room & spend some time at the lounge talking about
con't next column

plans for tomorrow. Everyone is tired from all that walking today so we hit the hay fairly early.

Friday 19 June 1992

Woke up to rain. Rats!!! We have breakfast at the hotel. The rain is steady & the clouds are right down on the deck. We had planned to go to the top of Mt. Pilatus today, but from here you can't even tell that Mt. Pilatus is there. So we fall back on the famous Transportation Museum. At least we will be inside. Everybody is equipped with an umbrella so we set out in the rain for the museum, just a few blks. to walk.

It certainly is an excellent museum with many examples of railroad, automobiles, aircraft, etc. We stayed there until about noon & then raised umbrellas & walked back to the hotel for lunch. The afternoon was spent at the hotel, wrote a few postcards & made reservations for dinner & show at the Stadkeller, a famous night spot. Also checked out the procedure for riding the bus since we are going to dress to please our "dates".

Rode the bus uptown, found the Stadkeller OK & claimed our reservations. The place was quickly filling up. Sat down to a real nice meal. As we were finishing, the entertainment began. They had a "jumpin" bunch. Swiss band with yodelers & Alpine horn blowers, & plenty of energy. There was much audience participation & a real good time was had by all. The party broke up about 2200 so we left to return to the hotel. Again it's "up umbrellas", still raining, never stopped all day. Back to the hotel & to bed. Tomorrow our German hosts will drive us to their home in Schwennigen, on the northern side of the Black Forest (Schwarzwald). We should have a more leisurely pace next week. At least there will be no trains to catch.

To be Con't.

SCHOOL PROG. SCHEDULE

Ray Miles

ALL classes start at 9:30 AM.

Wed. Apr. 7 - Freedom Elem.

Tues. Apr. 13 - Robert Moton Elem.

Wed. Apr. 14 - ~~OPEN DATE~~

NOTE- Above class is at temporary location across from 225 N. Center St, West'r.

Tues. Apr. 20 - Uniontown Elem.

Wed. Apr. 21 - Westminster Elem.

Wed. Apr. 28 - Spring Garden Elem.

Please note: The TUES. dates had to be made in order to get to all schools before June as we lose 2 weeks in May due to testing.

AMA ANNOUNCES THE AMA LEADER CLUB AWARDS

In order to recognize the leadership of the best model clubs, The Academy has established the AMA Leader Club Awards. These awards can be earned by any AMA Chartered Club, by meeting certain standards of community service and activity.

There are three levels of AMA Leader Clubs: Bronze, Silver and Gold. Once a club meets the minimum criteria, it qualifies for different levels based on performance.

AMA has established 14 goals for Leader Club status. Five of these goals are required. A club that meets the required five goals, plus three of the electives, qualifies as a Bronze level Leader Club. Meeting the required five plus six electives qualifies the club for Silver level. The ultimate recognition, Gold level, requires that all goals be met. Each goal must be documented.

This letter will notify your club that the Leader Club Award Program is now in place. You are encouraged to meet the minimum requirements and as many of the elective goals as possible.

Each year your club will be sent forms and instructions by which the club will be able to show the goals met and the awards will be made and announced in Model Aviation magazine.

When a club qualifies for Leader Club status it receives:

- *A certificate from AMA Headquarters.
- *A gold, silver or bronze-finished pin for each current club member in the first year, and one for new members in the succeeding qualifying years.
- *Published recognition in Model Aviation and the National Newsletter.
- *Inclusion in the annual list of Leader Clubs.

Gold Leader Clubs also receive:

- *Either a printed windsock or an engraved ID plate for the club field bulletin board.
- *In the year following the fifth consecutive year of Gold Leader Club status, each club member will receive a special Five Year pin.

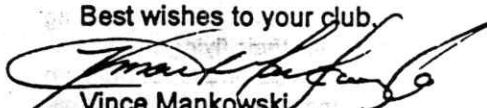
Required Activities for Leader Club Status:

1. AMA Chartered Club for a minimum of five years. Club membership is open to all AMA members and is not limited to a certain number.
2. Club has developed and posted Safety and Operational Rules at its flying site.
3. Club has filed a copy of Safety and Operational Rules at AMA HQ.
4. Flying field has separate areas for fliers and spectators, clearly marked as such.
5. The AMA Safety Code is posted and visible at the club field.

Leader Club Electives:

1. Club has implemented and enforces a frequency control plan that allows all 50 RC channels to be used at its club flying site where RC is allowed.
2. Club has implemented an AMA Adopt-A-School program, or donates a Model Aviation subscription to schools or libraries.
3. Club conducts a review of the AMA Safety Code at a club meeting at least once a year.
4. Club sponsors an annual public event, such as a mall show, flying show, or demonstration.
5. Club monitors noise levels and/or institutes club field rules such as a requirement that models be operated at a maximum of 90 db at 9 feet.
6. Club has created an informational handout and provides it to the general public.
7. Club participates in charity programs or public fund-raising events.
8. Club has a formal lease or agreement for use of its flying site, or owns its site.
9. Club participates in the AMA Introductory Pilot Program or has its own instruction program.

Best wishes to your club.


Vince Mankowski
Executive Director

The five requirements to be a Leader Club should be fairly simple for any club to achieve. If your club has been chartered for five years and is an open club; if you have posted your Safety and Operational Rules at the flying site and sent a copy to AMA HQ; if you have designated areas for the flyers and separate designated areas for the spectators clearly marked on your field and have posted the AMA National Model Aircraft Safety Code, you have already met the first five required steps. The following nine electives are also quite easy to achieve. We will state the electives one at a time and after each one give some helpful notes to show you how simple it is to gain Gold Leader Club Award status.

1. "The club has implemented and enforces a frequency control plan that allows all 50 RC channels to be used at its club flying site where RC is allowed." Naturally, if you are a Free Flight or Control Line club that does not allow RC you have already taken care of frequency control! However, if you are Radio Control clubs like most other AMA clubs, AMA encourages you to use all 50 channels to help our "use 'em or lose 'em" RC channels. A possible exception to the use of all 50 RC channels would be if in your locale one of the 50 RC channels has a definite radio interference problem. If your club is using all 50 or as many of the 50 as is physically possible for the club due to outside interference, your qualify for this step.
2. "Club has implemented an adopt-a-school-club program or donates Model Aviation magazine subscription(s) to schools or libraries." AMA has found that charter clubs that are interactive with the community in their area are better able to maintain a flying site. AMA also encourages all of its charter clubs to become involved in youth programs, and a simple way to do that is to adopt-a-school or provide our Model Aviation magazine to a local school or library.
3. "Club conducts a review of the AMA National Model Airplane Safety Code at a club meeting once a year." Compliance with the National Safety Code is a condition of your AMA liability insurance. Additionally, the National Safety Code is the foundation of all safe flying. Annual review of the National Model Aircraft Safety Code has proven to help many clubs maintain an excellent safety record.
4. "The club sponsors an annual public event such as a mall show, flying show, or demonstration." Here again, AMA has become very much aware that clubs that are interactive in their local community are better able to maintain their flying privileges and are a key element in the AMA fundamental goal of the promotion and protection of model airplane flying. If your club invites the public out to its annual funfly or contest; if your club holds a mall show or another kind of aircraft show in a public place, or puts on a flying demonstration, or has its members show model flying to youth groups such as schools or scouts, etc., you have already accomplished this step.
5. "The club monitors noise levels and/or institutes club field rules such as a requirement that models be operated at a maximum of 90 DB at nine feet." AMA does not have to tell its members that noise is a major issue at most sites. The ninety at nine AMA guideline may be used by your club or your club could use one of its own. Sometimes clubs are able to operate in an area where noise is not a problem and they do not feel the need for club rules concerning noise levels. In these cases just a simple annual testing program or a noise rule tailored to your site would allow your club to meet this

elective. Having all AMA charter clubs concerned with noise levels is beneficial to aeromodeling. There are not only the problems concerned with a public outcry, there are also problems concerned with hearing loss of our own AMA members!

6. "The club has created an informal handout and provides it to the general public." Again, this is one of those areas that AMA has found through its national experience to be beneficial to clubs in maintaining and keeping their flying privileges. Many clubs have worked with the local hobby shops or have networked with other clubs in the area to provide such things as a hobby shop and flying site locator for their city that is available at the local hobby shop. Other clubs provide written information about the club and make it available both at the hobby shop and flying site. While they seem simple in nature, experience has proven that these simple steps have gone a long way to enabling a club to keep its flying site privileges.
7. "The club participates in charity programs or public fund raising events." Many clubs are involved in McDonald House Program, Red Cross, or make simple donations to any number of local charities in their community. AMA has found this to be extremely helpful in the fight to maintain flying sites. It has proven true over and over that what you give comes back to you. When AMA clubs show that they are able to give back to their community they establish the local club as a positive force and raise the public attitude toward model flying.
8. "The club has a formal lease or agreement for use of its flying site or owns the site." Perhaps the single most important factor in maintaining the use of your flying site is to have a lease or agreement on paper with the flying site owner (or better yet, actually own the site!). Clubs with owner/club agreements are less likely to lose their flying privileges. AMA encourages all of its AMA charter clubs to interact with their site owners as a very important step in maintaining their flying site use privileges.
9. "The club participates in the AMA Introductory Pilot Program or has its own instruction program." Many charter clubs are using the AMA Introductory Pilot Program while many others have their own instruction program in place. In either case, experience has proven that a club willing to introduce interested members of the general public to the joys of aeromodeling not only build support for the club, but again help the club maintain their flying site privileges. Does your club have a designated instructor to help new people become pilots? Does your club use the AMA Introductory Pilot Program? Does your club have its own training program? Even if you simply assign aspiring new pilots to some of the top pilots in your club, it will help accomplish this elective.

As you can see, the requirements for Leader Club status are centered around your club having a history of being active and having taken a few safety related steps. The optional electives are concerned with use of our RC channels, noise and community interaction.

AMA has learned through experience that clubs that are doing the Leader Club requirements and electives are strong AMA clubs and are able to maintain their flying privileges. AMA hopes that your club will tackle this simple list and join your national association in accomplishing goals that have proven to promote and protect aeromodeling.

COMING EVENTS

Mar 24 - SFP @ Winchester Elem Sch

Mar 31 - SFP @ Mt. Airy Elem Sch

Apr 2/3/4 - Toledo Ohio Hobby Show

Apr. 6 - WAM monthly mtg

Apr. 7 - SFP @ Freedom Elem Sch

Apr 14 - ~~SFP~~ @ Mechanicsville Elem-Sch
cancelled (now May 11)

Apr 21 - SFP @ West'r Elem Sch

Apr 28 - SFP @ Spring Gardens Elem Sch

May 4 - WAM Monthly mtg.

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THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

c/o Milt Peacock - Editor
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To:

John Schaffner
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Cockeysville MD 21030



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



BASS NEWS

The Baltimore Area Soaring Society Newsletter

Vol. 6 No. 3

"INFORMATION PROVIDER TO THE GLIDER GUIDER"

April, 1993

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DEADLINE FOR COMMENTS ON FCC RULING EXTENDED!

The Deadline for comments to the FCC has been extended from February 26 to May 28, 1993. Each and every BASS member must make a personal effort!

Almost everyone by now knows how the proposed FCC restructuring, PR Docket 92-235, stands to affect our frequencies by inserting two new frequencies between many of those presently assigned for modeling and commercial users. The ruling, if passed, could cost RC modelers 31 out of 50 usable frequencies!

Modelers across the country and most BASS members have already sent letters to their Congresspersons and the FCC voicing their concern and urging the lawmakers to intercede on behalf of model aviation. With the extended deadline, there is more time to write to your representatives in Congress, but don't put it off! Remember, the most effective approach is a personal letter, written by you, voicing your opposition to the proposed rule.

Despite many FCC staff assurances that these new frequencies are destined for industrial plant operations and are not "mobile" in the sense of transmitters moving about at

will, the document does not support this limited usage statement. In any case, and number of AMA chartered clubs operate within the boundaries of, or very near, industrial complexes.

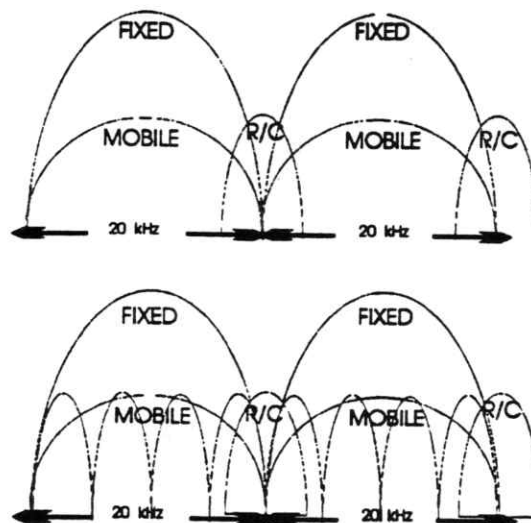
Consider the closing statement in a recently prepared communication for the individual who drafted the document:

"Finally we recognize that our proposed rules are based on the information available at the time we wrote them. We seek constructive information in order to adopt final rules that meet our objectives of expanding capacity for private mobile radio users with minimal or no harm to all existing users of the spectrum."

Now is the time to take action and make certain our voice is heard.

The AMA will continue representing our interests, but you must also write personalized letters to your elected officials in Congress. If you need help please contact any elected club officer or John Dorl, our MMA contact, at 252-0715. ♦

Channel Splits



Talk about a "Hostile Environment." The plot at top indicates the current channel splits at 72-76 MHz. Below the proposed channelization in FCC PR Docket 92-235.

MARCH MEETING MINUTES

John Appling, Secretary

The March meeting as called to order at 7:35 p.m. by Vice President Bill Cavanaugh. Unfortunately, Al DeRenzi was unable to attend. Even with the Northeaster in full force there were 19 members present including new member Russel Bennett.

Treasurer, Joe Allulis, gave his report stating \$1,277.78 in the Rec. Council account and \$165.14 in the cash account. The report was accepted as read. Membership renewals are beyond expectations with 49 individuals signing on for 1993.

Old Business: John Dorl reported AMA insurance has been increased to a maximum liability of \$2,500,000 per occurrence (Let's hope we never have to occasion to validate this amount.)

Steve Pasierb presented the club with the AMA Gold Leader Club Award plaque and brass plate. Individual members each received a Leader Club Member Pin. If you have not received yours, please see Steve at the next meeting. Look for acknowledgements of this distinction in upcoming issues of *Model Aviation* as both a stand-alone item and under Howard Crispin's District IV Report. Two items are worth mentioning concerning the Leader Club. First, a note of thanks to Steve for all the work associated with the submission of the application. Secondly, to remain a Leader Club requires continued maintenance and effort by BASS members. The 1993 Contest Schedule was distributed with an amendment to add a "dress rehearsal" hand-launch contest on May 02. Flyers should arrive at 1000 and we'll start at 1100. There is no fee for this event!

Roster and frequency allotment updates were distributed. This listing will be updated and distributed at the next meeting.

New Business: Bill asked for a status update from the Committee Chairmen. Historian Ed Phipps stated that he had received much information from members and is still looking for more. Programs Chair Phil McShane stated he would prefer to have technical presentations rather than video tapes. John Appling deferred field acquisition to John Dorl's photographic layout of a potential site near Uniontown in Carroll County. Norm Karolenko is investigating BASS logo decals and club jackets.

Other Business: The 50/50 was won by Marvin Tedrow. The meeting was adjourned at 8:50 p.m. after your Secretary presented a "how to" and the results of his latest "venture of ignorance" -- a female mold for epoxy fiberglass Aquila Grande fuselages. ♦

HAND LAUNCH GLIDER RULES FOR 02 MAY 1993 BASS FUN FLY

Guy Dickes, HLG Contest Director

1. Flyers will be assigned into flight groups.
2. Each flight group will have a set-up time of 4 minutes after transmitters are distributed.
3. Each Flight Group will have ten (10) minute working window to complete the flight task(s).
4. Each Flight Group's scores will be normalized: i.e., highest scorer in each flight group will get 1000 points. Scores within each flight group will be a percentage of that top score.
5. Flyers must be ready to fly when working window is started.
6. High starts will be permitted with these limitations:
 - a. Maximum **relaxed** length of rubber and/or line will be announced at the April 01 club meeting.
 - b. Any combination of rubber and/or line is permitted.
 - c. There is no restriction on diameter or weight of the rubber or line.
 - d. One end of the high-start must be anchored to the ground: i.e., no towers, pylons, etc.
 - e. For this fun fly event the timer is permitted to retrieve and stretch the high start.
 - f. The high start can be moved during the ten minute window.
 - g. It will be the responsibility of the pilots/timers to prevent tangles -- no restarts will be given due to tangled high starts.

7. Tasks chosen may include:

- a. Three two minute flights within the ten minute window.

- b. Single best flight within the window.
- c. Total flight time within the ten minute window.
- d. Total flight time: three best flights (unlimited launches) within the ten minute window.

There will be no warning from the CD that the window is about to be closed. Aircraft in the air at the end of the ten minute window will have their time stopped at that point.

Please be at the field early so that we may run through details and get everything set up. Pilots meeting at 10:45. First flight group should be in the air by 11:00. There is no entry fee for this event and it will not count toward the year-end standings. These rules apply only to the fun fly "test" scheduled for 02 May and will be revised to reflect the experiences learned at that event. ♦

LEAGUE OF SILENT FLIGHT UPDATE

With the BASS flying season about to get underway, we want to remind all members and especially our new flyers about LSF. The LSF program is arguably one of the very best ways to improve your flying and landing skills while having a fun time! The LSF program is based on five levels of personal achievement so you guys who shy away from contests might find LSF particularly interesting. Rather than explain the entire program again here, please check your 1992 newsletters for pieces written by Guy Dickes or call Guy at 484-2627. Guy is BASS's one and only LSF level V flyer and is heading up an effort to help BASS members through the LSF process. Guy's LSF V is an incredible accomplishment, but one that is well within the reach of any flyer with the commitment and inner drive to see it through. The following information is taken from the LSF newsletter *LSF SHORTLINES*.

"For the next 6-9 months we will continue to use the Ft. Wayne, IN mailing address for vouchers and general communications. If you wish to speed things along, however, you may send your vouchers directly to LSF Secretary Dave Corven at the address listed below. Dave and his daughter are currently processing all vouchers."

"Another point that should be noted is for all Level IV and V aspirants. When you complete the tasks, please send your voucher via Registered Mail. This gives you assurance the postal service gets this irreplaceable document to us for processing."

"The LSF National Championships for 1992 were a success beyond our expectations. Approximately 130 people participated in one or more of the 10 events over the 8 days in Vincennes, IN. I am pleased to report that LSF will be returning to Vincennes for the 1993 LSF National Championships. This decision comes from a voice vote of entrants at our banquet this year. The 1993 event will be held August 7-14."

For faster processing of your vouchers mail them direct to:

Dave Corven/LSF Secretary
61501 North Ridge Trail
Washington, MI, 48094
(313) 656-1879

A good rule of thumb is to keep a clean photocopy of the completed voucher just in case the "Mail Gods" decide to sacrifice it! ♦



PRESIDENT'S PAGE

Al DeRenzi

Things are falling into place for our first ever AMA sanctioned RCHLG contest. I recently received, from Steve Cormack of the White Marsh Recreation Council, the OK for our exclusive use of Kahl Field on Saturday, August 7. Steve and his staff went to great lengths for us making certain there will be no conflicts.

Elsewhere in this newsletter you will find a list of tentative rules to be used in our first club handlaunch fun-fly on May 2nd rescheduled from April 25. It should be stressed that these rules are tentative and Guy Dickes' feeling is that they should be use only for our May 2 fun fly. After the event, Guy will evaluate them, with input from members, and make any changes which seem prudent and necessary. The intent of the rules is to provide a framework for a contest which will allow a lot of flying and which will establish a level playing field for every pilot, whether he chooses to hi-start or hand launch. These rules will be the basis for those used at our sanctioned meet.

The hi-start length is still to be determined. Joe Allulis and Phil McShane have already put together a number of hi-starts which we will be testing in the near future in an attempt to establish a standard to help Guy determine the contest hi-start length. We plan to announce his specification at the April club meeting by which time we, hopefully, will have been able to fly with Joe's and Phil's hi-starts. I am writing this the Sunday of what is being billed as the "Blizzard of '93," so I'm not too hopeful at the moment of doing any flat field flying in the next week or so.

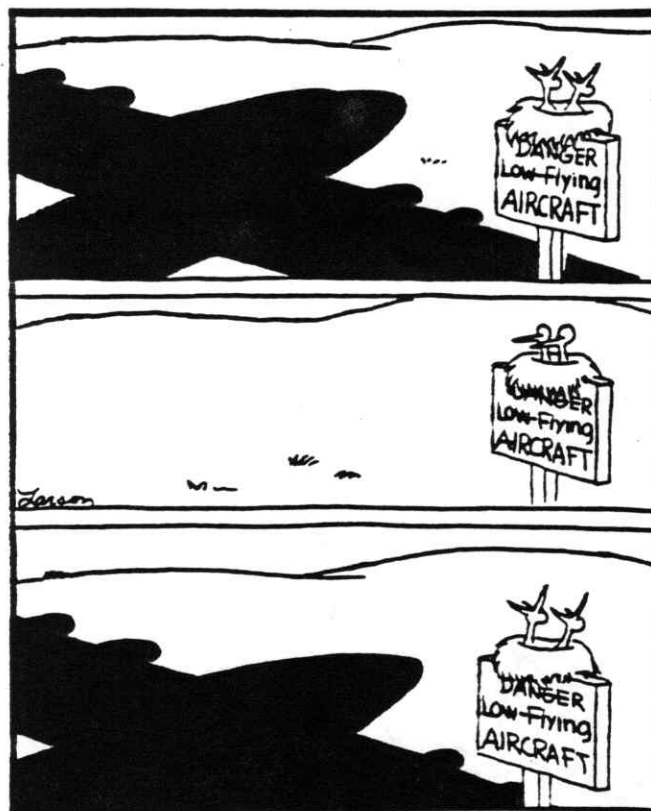
Speaking of the April meeting, I should have arrived in Toledo by meeting time on Thursday, April 1 for the 39th Annual Toledo Show. Bill Cavanaugh will once again conduct the club meeting in my absence. I've been attending the Toledo Show since the early 70s with my close friend C. J. Sasso of Wyomissing, PA. I know that Bill, Pete Schlitzkus and John Dorl have attended the show in the past.

This continues to be one of the best and largest shows in the country. The best part about the show for me is that I get an opportunity to talk with the men who design, or build, or sell, or whatever those modeling things that are so near and dear to our hearts. The only negative for me is that most of the glider guys do not attend this show. To see them you have to go to the IMS held early each year in Southern California (remember it's the place where the flying season is twelve months long and the weather is warm even for

slope soaring). I've asked many of them in telephone conversations why they don't exhibit at the Toledo show. Their answer is simple that it's every expensive to close up shop to cart all of thier stuff around the country and then spend a couple of days traveling and three or four days more in Toledo.

The static display section of the show always presents some incredible models, both in attention to detail, or fidelity to scale and in finish. There are always at least a few MonoKoted models you would swear are painted. Those guys must have take lessons from Joe Radoci. Invariably, one gets to see Keith Shaw's latest model which you then get to see fly at the KRC electric meet in September. I'll give a full report on the show at the May meeting.

The club contest calendar for 1993 was approved at the last meeting. We will be seeing some new sailplanes this year, and if last year's race was any indication, this year's should be HOT! ♦



BASS NEWS is a membership newsletter published 11 times each year by the Baltimore Area Soaring Society, a chartered club (#493) of the Academy of Model Aeronautics. Subscriptions are available to non-members via first-class mail. Newsletter editors are welcome to reprint any story or portion of this newsletter by giving credit to both the author and BASS NEWS. Article submissions are encouraged and should be submitted by no later than the 15th of the month prior to publication. Submissions are preferred in WordPerfect 5.1 on 3 1/2" diskette. Neatly handwritten or typed submissions are also welcomed. We are not responsible for typographical errors. We reserve the right to edit submissions.

FINDING AND FLYING IN THERMALS

Intended for Novice and Intermediate Flyers

Barry Welsh

These suggestions are intended to lead you to be more successful in staying aloft with your unpowered sailplane. The ideas presented here come from other experienced sailplane pilots and myself. Some may be controversial. Don't worry about it. Give them a fair trial (3 months or so) and if they don't work for you, don't use them. I have purposely minimized technical discussions of thermal formations and characteristics. I do not discuss "wave" lift here. I do attempt to present differences in techniques used with slower and faster aircraft.



Aircraft Setup: Good personal performance in thermals requires a plane that signals changes in air. It is important to have worked the bugs out of your aircraft setup and control so that it is stable and repeatable in the air. If you continually have to re-trim the plane to achieve steady speed and direction, get help! Also, a color scheme that clearly distinguishes the top of the wing from the bottom helps prevent confusion about aircraft altitude and direction. A solid dark color such as red on the bottom of the wings and a lighter color on the top works well for me.

Practice: You must practice flying in straight lines, consistent circles and smooth, relatively quick, transitions between the two. In calmer air, you should seek absolute perfection. Aircraft speed should always stay reasonably constant and turns should achieve a near constant wing tilt. In rougher air, you should strive to quickly recover previous altitude and direction after turbulence-induced changes. Don't give in to the conditions with, "Oh well, that direction is just as good as the way I was going." Practice maintaining your intended course! Also, don't switch planes. It takes a long time to develop a good working relationship with your aircraft!

Observe: Be intentional and watch for these things... **OTHER FLYERS:** Watch how the "good guys" handle their planes. Watch how the less successful people fly. Compare the speed that planes

similar to yours are flown. What works and doesn't work? Don't credit or blame good or bad performance on the aircraft! The pilot makes the difference. **THERMALS:** Feel the air! Notice variations in wind speed, direction and temperature. Watch for birds and other sailplanes in the vicinity. If they are lifting, what are the conditions like where you are standing? How fast is the wind blowing? How warm is the air? Time how long it is between planes lifting in the same relative area (i.e., how much time between thermals today?) Watch the "good guys" circle in thermals. How fast is their circle drifting downwind? Incidentally, I think it is best to watch planes that are about launch height or less. Once very high altitude is achieved, it's not very important what you do or how you do it from a thermalling perspective.

Basic Thermalling Rules: Number One: Circle when you are lifting. Number Two: Fly straight lines when you are sinking. Seems obvious, right? Let's try some other "obvious" thoughts. If the plane that launched ahead of you just turned right and is sinking, turn left. It is easier to see what your aircraft is doing if it is NOT flying directly over your head. It is easier to see what your aircraft is doing if you stay away from the direction of the sun. Also, don't input controls to your aircraft if you become blinded or disoriented by the sun. It will stand a much better chance of recovering without your input under these circumstances.

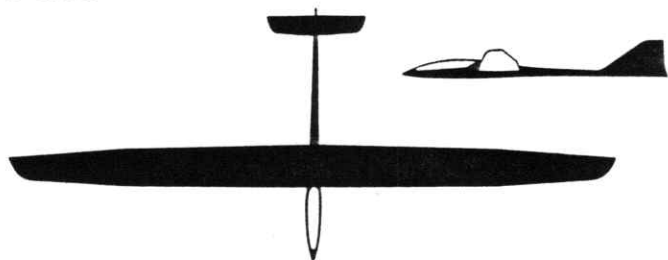
Thermalling Technique (definitely my opinion): **SEARCH PATTERNS:** My search patterns depend on my local observations of conditions and on what type of plane I am flying. Faster planes can cover more ground (air) to find rising air, so I may use a different search pattern while flying them. But first let me describe a basic pattern for a slow plane such as a Gentle Lady or Oly II.

SLOW PATTERN/QUIET DAY: Launch, fly off to the right 45 degrees for about 500 feet, turn left 90 degrees for 1000 feet (This puts you a LONG way out front), turn left 90 degrees for 1000 feet, turn left 45 degrees for 100 feet, turn left 90 degrees and fly to the landing area. Adjust distances so you are at the correct altitude for your landing pattern. Of course, if you encounter lift, circle in it! Whatever pattern you might choose to execute, the point is **NEVER FLY IN THE SAME AIR TWICE** and always have a good view of the plane. And, if you know there is a strong thermal overhead, by all means fly in it.

SLOW PATTERN/WINDY DAY: Launch (taking full advantage of the wind to maximize your launch height), fly off to the right at a 45 degree heading

for 500 feet, turn left 90 degrees for 100 feet, turn right 90 degrees for 100 feet, etc. You will end up sweeping back and forth at about the end of the launch. Adjust your direction so you don't drift downwind or too far upwind. All you can do is wait for lift to pass through. The idea is that, in spite of the fact that you are covering the same ground, the wind is providing you new air to fly through.

FAST PATTERN/QUIET DAY: After leaving the launch, fly off at 45 degrees for 750 to 100 feet then turn downwind and make a sweep around the field keeping about 750 feet away from the winch line. I fly around the backside and head back upwind on the other side. I can complete a full circle before I have to return to land.



Flying in Lift: On quiet days when you encounter lift, almost immediately turn into your thermal circle. Since you've practiced and practiced, you are able to maintain a reasonably constant speed and turn. Pay close attention to you plane. If you are flying smoothly, you should be able to see it rise with each circle. If it is sinking, widen the next turn out and see of you get lift on one side or the other. If not, go back into the search mode. **DO NOT CIRCLE IN SINK!**

On windy days if you have a slow plane, you may take a few turns in strong lift. Don't get too far behind the winch or you won't be able to get back. Most often you hope that the thermal is wide and you just keep headed into the wind. With a fast plane, keep circling as long as you are gaining good altitude and the plane is not too far away. In winds of 20 mph or less, you can always get back if you have altitude.

On quiet days, watch you antenna flag. It will tell you where the thermals are. Watch for differences from the normal direction of the prevailing breeze. If the flag shifts 90 degrees to the left, there is a BIG thermal over there. If the wind speed had been 5 mph and drops off to nothing, there is a big thermal just in front. The flag will tell you.

On windy days, it's a lot harder to tell what's going on. I rely more on my search pattern to find thermals. But, pay attention to changes in temperature and wide direction anyway. With a faster ship, you may

be able to chase a thermal downwind with success (risky!).

Bottom Line: PPP: Pay Attention, Practice, Plan. Adjust your plan as experience dictates. ♦

This article is reprinted from *The Spoiler*, Pikes Peak Soaring Society.

SOARING MARKETPLACE

For Sail -- For Sail -- For Sail -- For Sail -- For Sail -- For Sail

Classified ads are free to members! Please submit your ads before the 15th of the month prior to publication date. Or fax your ads to Steve Pasierb at 410/321-3116!

FOR SALE: Weston Fun 100" span sailplane. Composite construction, glass fuse with T-tail. Expert control modifications by Bill Geertsens. Asking just \$200. Call Bill Cavanaugh at 523-0778

FOR SALE: AristoCraft 5-channel PCM Radio. Ch 26, 1991 Gold Label. Features dual rates and reversing. Includes two servos and all ni-cad batteries with charger. Just \$80.00! Steve Pasierb 661-6641

NEW RELEASE: SoarTech Journal #9 is now available! Just \$8.00 via 4th class mail (add 15% for first class). Herk Stokely, 1504 N. Horseshoe Circle, Virginia Beach, VA 23451 SoarTech #10 due soon!



VP VIEW

Bill Cavanaugh

They say about life that you better enjoy the trip, because when you get to your destination they put you in a box. If you take a trip to the WRAM show they don't put you in a box, but enjoying the trip is a must, because you spend longer tripping than you do browsing the show.

Nine BASSers went to the 1992 WRAM Show on February 27 and the trip was definitely enjoyable. We went on a chartered "luxury" bus, Gunther No. 504 piloted by Art Reeves (I guess the number gives them an airline aura) along with a total of about 40 R/Cers from various clubs around the area. We BASSers sat about in the middle of the bus in a cluster that allowed us to talk to each other the whole way. Our crew consisted of Joe Radoci, Bernie Sovitsky, Joe Allulis, Phil McShane, Ed Phipps, John Koenigsmark, Bruce Packham, John Dorl and yours truly.

We gathered EARLY at the Timonium Park & Ride. The bus was scheduled to leave at 6:00 AM. Actual time of departure was 6:22. It was dark and cold as we milled about in the parking lot wondering if the bus driver got lost. When we finally got on, the bus was warm and cozy. It was, I suppose, a luxury bus as buses go. It was quiet and rode very comfortably. The seats were a bit narrow and not quite up to airline standards, even though these days the regular airline seats are nothing to write home about. It had a built-in TV/VCR up front that everyone could see, and a rest room, which was handy (more about this later). The sun soon came out and we chatted away the time much like our after-club-meeting sessions, which constitute one of the most enjoyable parts of the hobby. After awhile, a tape was put in the VCR and we watched the Byron Original tape of the annual South Pacific WWII R/C recreation at Ida Grove, Iowa. If you haven't seen this, it is quite impressive as Japanese Zeros attack ships and tanks, and dog fight American fighters. B-25s bomb Japanese positions with appropriate explosions and fireballs, and there are even crashes as planes are shot down. I'm not sure just how they do this without running out of airplanes, but it sure looks realistic.

Even with all this going on, I managed to doze a little to catch up on my sleep missed by getting up at 4:45. This is the no-hassle way to travel. All for \$21.50 round trip. You can't beat it. The show was good as usual with some real bargains around. The

crowds - which are the major disadvantage to this show - seemed not as bad as some previous years.

We arrived shortly after 10:00 AM and were dropped off in front of the Westchester County Center. We were able to go right in, having sent for tickets in advance. Such convenience! We all mostly went our own ways, crossing paths from time to time.

I didn't see too much new in soaring. Sig had its new aerobatic Samurai slope soarer with pivoting wings which can be set up with "pitcheron" control, which means that the both the pitch axis and the roll axis are controlled by pivoting the left and right wing panels either together or independently. There are no movable control surfaces on the tail of the model. They had one set up so you could move the controls. Seemed a little weird, but it must work OK. I'm not sure I see the advantages.

Among the built models on display was a super light two-meter which was dubbed a hand launched glider. It had a wing loading of under 5 oz/sq.ft, and the construction resembled Paul McCready's record setting man-powered plane (see picture). The information with it claimed it had done a half hour flight without getting more than 3 feet off the ground. Incredible! Is this possible?

I'm not sure it's possible to go to one of these shows without buying something, and I did. Most times purchases are impulsive, when you run across something new and interesting that you can't live without. My purchase, however, was planned. I had seen the new compact Graupner winch at the MARC show last year and couldn't get it out of my mind. So I called Jim Martin of Hobby Lobby prior to the WRAM show and asked him to bring one again, and I negotiated a good "show price" in advance. As of this writing I have not had a chance to try it out, but it looks like the dream sport winch, light, compact and powerful. We'll check it out on the first good flying day.

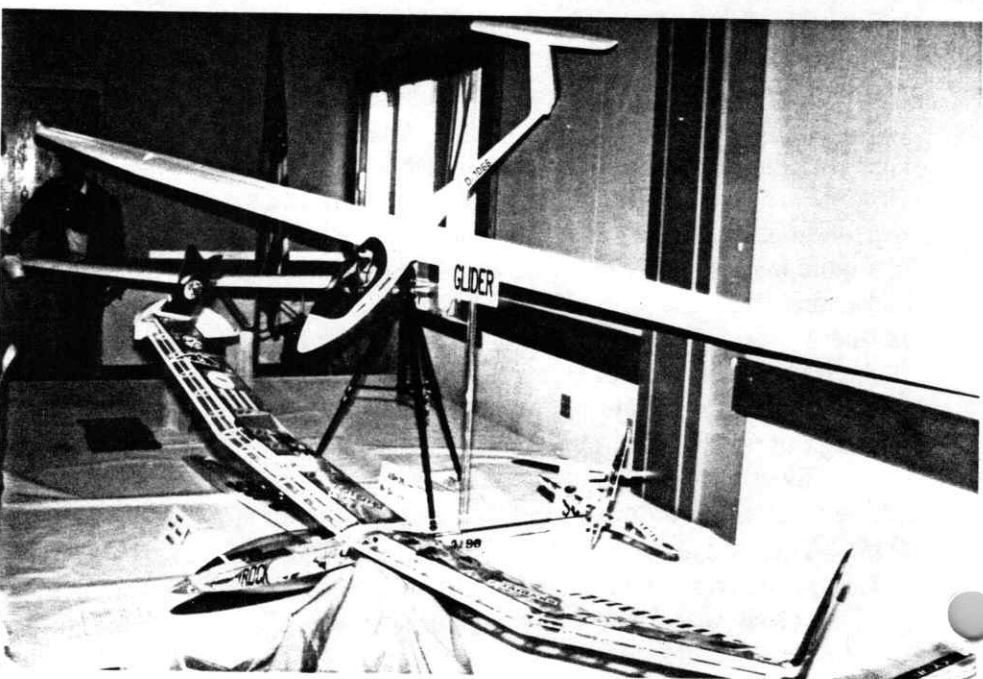
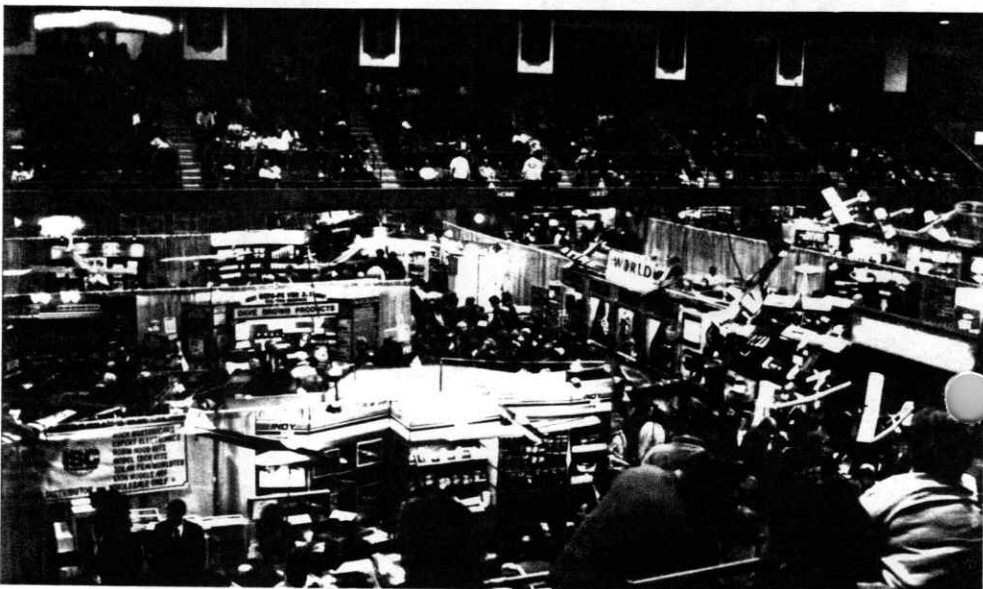
John Dorl and I noticed a Pussycat in Dynaflight's booth and speculated that Dynaflight had taken over Bob Martin models. Later we found out that was exactly what had happened.

The trip back was much like the trip up, except that I learned a whole new skill. I didn't need to use the rest room (booth might be a better word) on the way up and decided to use it shortly after we left to go home. Since we had not yet gotten on the interstate, Art Reeves was expertly negotiating the turns, lights and traffic. Let me offer a little advice: it is not at all like an airliner that for the most part flies straight, level and smoothly.

A bus in traffic zigs and zags, stops and starts and otherwise tests the physical laws of inertia to the max. The first thing you must do is assume a three-point stance with your feet separated, with one to the side and behind the other, and with your free hand pressed firmly on the ceiling (a four-point stance might be better, but take it from me, it would never work). Thus solidly planted, you will zig and zag with the bus. You then have to engage in what might be called anticipatory aiming. This is where the real skill comes in. We should have as much skill in this area as anyone, since flying a sailplane requires control anticipation. Still, it doesn't fully prepare you for this activity. There was some evidence that previous users had not developed this skill to a very high degree (they were probably power flyers). I want you to know that my logical analysis and application of scientific principals enabled me to become proficient on the first try. And you cannot ask for more than that.

We spent at least an hour talking about the show and what we saw. Dinner at a stop on the New Jersey Turnpike was satisfactory, if not four-star. On the road again, we saw an some old hilarious comedies and a grade B feature. Thus warmed with good fellowship, food and entertainment, we enjoyed the trip home, arriving before our normal bedtime: a thoroughly enjoyable winter day in our hobby. ♦

Editor's note: Jeeze, thanks a lot Bill. That last part has to set a new standard for "how to" articles in model aviation newsletters. Perhaps you missed your calling and should have gone to work for Greyhound writing how-to pamphlets? You've always been our "number one" writer, but now it certainly has a new connotation.





PREVIOUS PAGE: On the road again: Bernie Sovitsky on the left, Joe Allulis & Phil McShane in the third row, Ed Phipps at the far right. Overall view of the floor of the show from the balcony. Super light "Hand Launched" 2-Meter on the static display table. Note the tall winglets and unusual tail sections.

THIS PAGE: Bill Cavanaugh takes time out for a leisurely, sumptuous lunch. This is where all the R/C goodies are housed for the WRAM Show.



BASS COMMITTEE DIRECTORY

Your club is on the move! Contests, events, trips, tours, fun flying and more are happening all of the time. Don't miss out on the excitement or let an opportunity pass. New flyers or novices now have a place to turn for help to learn important skills or to get involved in the LSF program. Don't forget to keep your eyes open for a new field or to save your pennies for the 1993 BASS Banquet! Here's where to call for more information:

Club History/Archives	Ed Phipps	560-0837
Programs & Presentations	Phil McShane	465-3024
Field/Slope Search	John Appling	374-2463
BASS Awards Banquet	Sally DeRenzis	448-0808
Awards Coordination	Norm Karolenko	526-0844
LSF & New Flyer Instruction	Guy Dickes	484-2627

BASS CONTEST SEASON 1992 EXPERT/SPORTSMAN COMPARISON

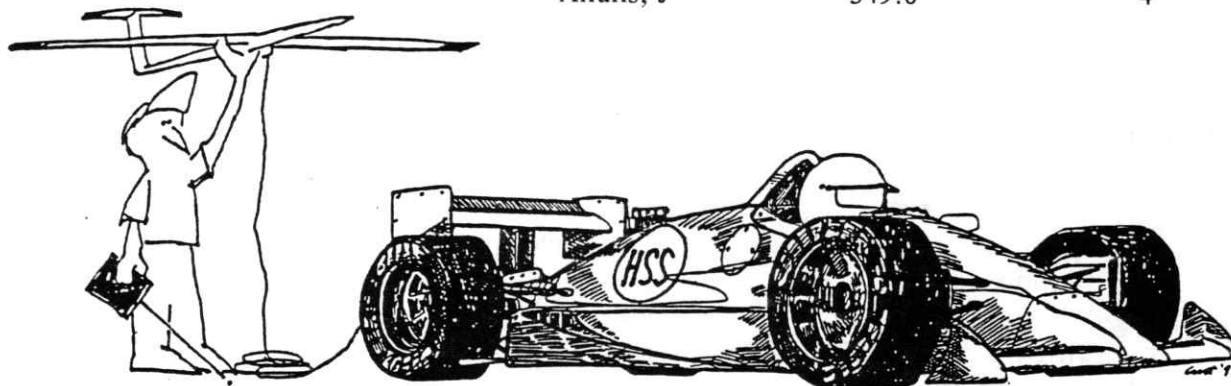
A question was raised at a past club meeting regarding assigning flyers to the Expert and Sportsman classes in 1993. A suggestion was made to simply divide the list of 1992 finishers in half with the bottom half being Sportsman and the top half Expert. However, it was noted that not all well-established experts flew in enough contests, therefore they might be placed in a lower rank. It was then requested that we compare the average normalized score for each flyer.

Well kids, from the useless statistics department of BASS NEWS comes the following. Listed below you will find the overall finish rank for contest year 1992 in the combined Expert and Sportsman classes (you should already know how you did in your individual class). Next to that, you will find the rank by "average normalized score".

1992 Expert/Sportsman Combined Finish (Those flying 2 or more events)

1992 BASS Contest Season by Normalized Score Average (all contestants Expert/Sportsman combined)

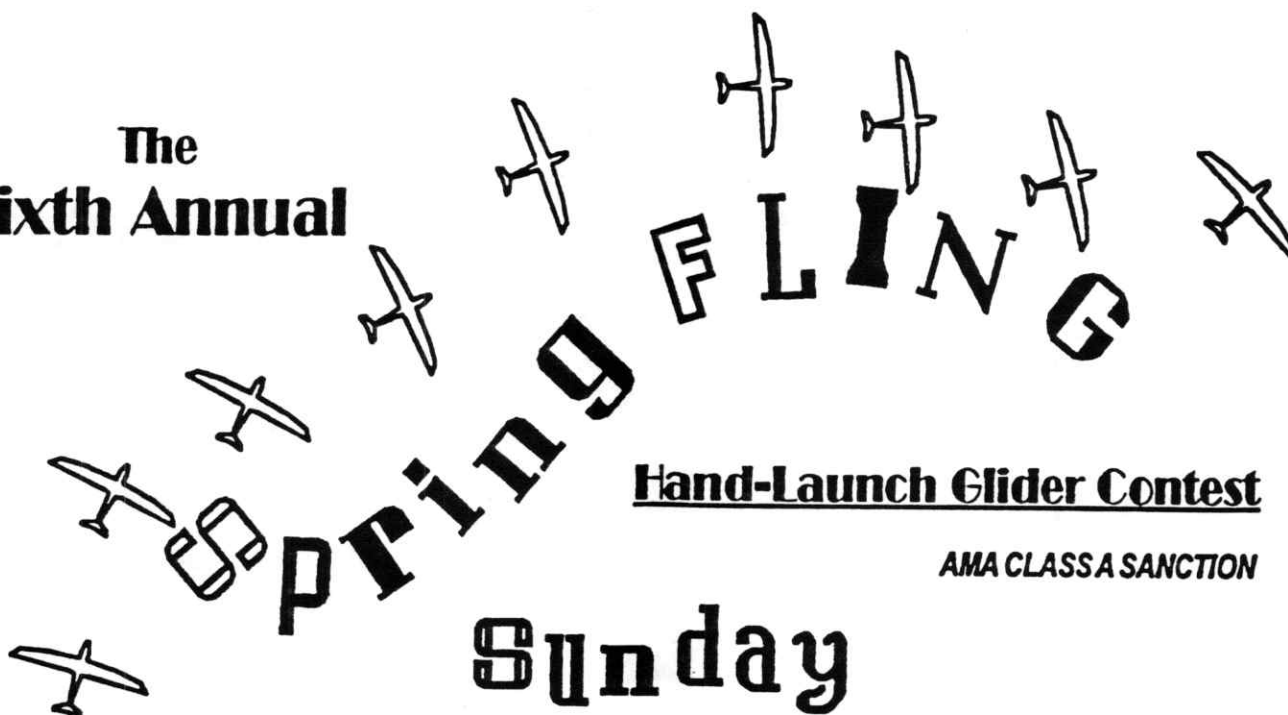
<u>Name</u>	<u>Score</u>	<u>NAME</u>	<u>Ave. Norm.</u>	<u>Contests Flown</u>
Radoci, J	4813.6	Cordes, M	1000.0	1
Chapin, V	4767.3	Dickes, G	932.2	1
Pasierb, S	4698.9	Schlitzkus, E	899.0	6
Schlitzkus, E	4676.9	Chapin, V	885.3	7
Schlitzkus, P	4561.0	Radoci, J	871.4	7
Chapin, J	4476.7	Pasierb, S	862.9	7
Cavanaugh, B	4136.6	Cavanaugh, B	827.3	5
DeRenzis, A	4009.9	Miecznikoski, M	825.1	4
Sovitski, B	3777.2	Chapin, J	785.1	7
McShane, P	3559.4	Schlitzkus, P	783.2	7
Jones, H	3548.2	Appling, J	750.9	1
Miecznikoski, M	3300.6	DeRenzis, A	729.0	6
Arrup, J	3076.6	McShane, P	711.9	5
Allulis, J	1396.2	Jones, H	709.6	5
		Sovitski, B	695.0	6
		Faber, M	650.5	1
		Arrup, J	615.3	5
		Dorl, J	365.2	1
		Allulis, J	349.0	4



Silent Knights Soaring Society

Presents

The
Sixth Annual



Hand-Launch Glider Contest

AMA CLASS A SANCTION

Sunday
April 25, 1993

Brandywine Creek State Park
Wilmington, DE

ABSOLUTELY NO ALCOHOLIC BEVERAGES PERMITTED IN THE PARK

Events for:

1.5 Meter H/L Glider

Catapult Launch (special hook required)

1.5 Meter HLG - 3 Rounds, 15 minute limit, 3 minute max. scoring your 3 best flights each round.

1.5 Meter CATAPULT - 3 rounds, 15 minute limit, 3 minute max. scoring your 3 best flights each round. Special nose towhook required

Entry Fee: \$5.00 for each event

Prizes: Plaques through third place in each event

SOME MERCHANDISE GIVEN AWAY AT RANDOM

Check in 9:00 A.M. Pilot's briefing: 10:00 A.M.

1991 Gold stickered transmitters with narrow band receivers required.
All channels will be used.

CD:

Skip Williams

106 W. Village Rd.

Elkton, MD 21921

Phone: (410)398 8018

(Evenings)

Motels:

Tally Ho Motor Lodge Rte 202 & 92 PH 302-478-0200

Best Western El Capitan 1807 Concord Pike (Rte 202)

Ph (302)656-9436

Race Way Motel 5510 Concord Pike (Rte 202) Ph (302) 478-2400

BASS EVENTS SCHEDULE

April 1, 7:30 p.m. Meeting at Hampton School
April 18, 10:00 a.m. Open Thermal Contest
May 2, 10:00 a.m. RCHLG Fun Fly (no fee)
May 6, 7:30 p.m. Meeting at Hampton School
May 16, 10:00 a.m. Open Thermal Contest
June 3, 7:30 p.m. Meeting at Hampton School
June 13, 10:00 a.m. Hand Launch Contest
June 27, 10:00 a.m. Open Thermal Contest
July 1, 7:30 p.m. Meeting at Villa Maria
July 18, 10:00 a.m. Open Thermal Contest
July 25, 10:00 a.m. Hand Launch Contest
August 5, 7:30 p.m. Meeting at Villa Maria
August 7, 8:00 a.m. BASS/ESL HLG Contest
August 15, 10:00 a.m. Open Thermal Contest
August 22, 10:00 a.m. Hand Launch Contest

CONTEST DETAILS: Entry fee is \$2.00. Be at the field by 10:00 a.m. to help with set up. Pilots meeting at 10:45. Flying begins at 11:00 a.m. promptly. We will try to fly more rounds in '93!

BALTIMORE AREA SOARING SOCIETY

April 1993
21 Redare Court
Baltimore, MD 21234



1993 HAPPENINGS

April 24-25 Spring National Slope, Pittsburgh, PA
April 25 Spring Fling HLG, Wilmington, DE
May 22-23 CASA Cross-Country
June 5-6 MARC Show, Timonium
June 5-6 *CASA 2 Meter
June 12-13 LASS-LIFT Cross Country
June 26-27 *LISF Open
July 10-11 *York Open
July 17-26 AMA Nationals, Lawrenceville, IL
July 24-25 *DBSF-LIFT Open
July 31-01 *MVSF Open
August 7 BASS Regional Hand Launch Contest
Kahl Field, Perry Hall, MD
August 7-8 *CRRC Open
August 15-21 LSF Nationals, Vincennes, IN
Sept 11-12 *CASA Open
Sept 18-19 *LISF 2 Meter
Sept 25-26 *MVSF 2 Meter
Nov 13-14 Cumberland Soar For Fun
(* denotes an ESL contest)

FIRST CLASS MAIL



THE TALESPINNER

Westminster Aero Modelers



President - Jim Garrett 876-0428
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 4, 1993

8:00 PM

West. VFW Hall

Volume 9

Number 4

APRIL '93

AMA Chartered Club 336

Formed 1955

As The Prop Turns...

Well, looks like it's here at last! SPRING, that is. You know, warm sunny weather, longer days and all that. Kinda makes you want to go out and fly a little, doesn't it? If the rain will subside long enough to let the field(s) dry out, then give it a go! I know a few souls are attempting to use the new facilities. Be careful with the access road leading to the Carroll County Model Aerodrome. I understand it may take a four-wheel-drive to negotiate it. Another point - stay on that road ALL the way to the field as much as possible. We are looking into having some stone poured onto the surface to improve conditions where we can. But, we don't want to upset anyone else until we get it taken care of. More on that as it develops. Just remember to follow the all of the posted rules. Especially the NO FLY areas. You all know the story...

Just about every magazine and newsletter I've read lately has an article or two on how to prepare your RC gear for the new flying season. Try to make it a point to read some of them. It's important stuff. You may be reminded to do something that your normal Spring check-out may have missed. Be sure to check ALL of your equipment thoroughly before you attempt to use it. Go over every nut and screw on that plane before you commit it to the sky. I know a guy that took one of his planes out on its first flight of the season and almost lost it. He noticed a funny sound coming from the engine when he made a few slow passes. Luckily, he landed right away to investigate the problem. That funny noise was coming from the engine. Two of the four mounting screws were gone - the other two were almost gone too. Then he remembered, "I had to fix a problem

with the engine last season, but didn't get the time to button up the plane completely...". I (he) was real lucky that time. Now, everything gets checked from soup to nuts! Maybe this is the year you should consider replacing all of your batteries? I bought an automatic battery cycler to give me some indication as to the actual capacity left in the battery packs. Not surprising, few are at the original capacity any more. Without that thing, it would be very difficult to tell how much life was really left to any accurate degree. If you have a cycler use it! If you don't, get one and use it!

Also noted everywhere is the notice of the extension to the time the Federal Communications Commission will hear comments regarding the proposed frequency reallocations. Guys, it will have a severe impact on our hobby. Many of the frequencies we now use will be useless. Many people are involved in fighting the proposed revisions. Have you made your feeling known yet? **WHY NOT?** Isn't this your hobby, too? It's not just preserving the investment in your equipment that's on the line here. There may not be an equipment modification program available this time, like the last FCC changes required. *This time, there may not be any frequency allocations available to use!* By all means, write and be heard! Comments will be considered up to May 28, 1993. The address is:

Federal Communications Commission
1919 M Street NW
Washington, DC. 20554

Enough for now. Notice the dates for the club activities. Come out and have a good time.

See ya at the field. - Jim

MINUTES OF APRIL 6, 1993 MTG.

John Schaffner, Secty.

- 1- Mtg. was opened @ 7:30 PM by Pres. Jim Garrett @ VFW with 23 members present.
- 2- Pres. Jim announced that privileges of the permit to use the CCMA can now be exercised & to be aware of the "First Sunday" provision.
- 3- Thanks were accorded to Wendell Richards for rolling the field & it is reported in good shape to use.
- 4- VP Bob Allen reported on the MMA activities. Details elsewhere in T/S.
- 5- Treasurers report read & appv'd.
- 6- Milt P. reported on communications rec'd. concerning the response from the politicians on the FCC proposal to change frequency assignments. Milt also spoke on the MARC-ED promotion of the former MARC Show & the concern to nominate someone for the "Md. Modeler of the Year" Award.
- 7- Milt P. reported on the AMA activities. Details elsewhere in T/S.
- 8- There has been no rap with C/C in the past month but Ray Miles presented a clipping from the C/C Times containing damaging comments about WAM. It was suggested that our members flood the C/C Times with affirmative comments. All members are urged to do this!
- 9- Bob Jenness cautioned everyone to make sure that their battery packs are in top shape. Bad batteries are the source of many crashes & lost airplanes.
- 10- Ken Eckard reported on Safety & Sound. Ken's report is in the T/S.
- 11- Ray Miles gave us the updated school schedule for April. Details in T/S. Ray & Bill Hasert reported that plans have been acquired for the Lockheed lectra E-10 to augment the school program mat'ls.
- 12- Bill Hasert reported the WAM property status quo.
- 13- Milt must be getting items for the T/S, he failed to raise H--L this time.
- 14- Milt reported that John Dorl's mother passed away. Our sympathies are extended to John & Rita.
- 15- Ed Goldman presented an application for membership from Brent Blythe Jr. = Appv'd. unanimously. Welcome aboard Brent
- 16- Ken Hands reminded us that 3 tables are reserved for the MARC Show Flea Mkt. Fill 'em up guys!
- 17- Pres. Jim announced that the meeting time is changed to 8:00 PM to take advantage of DST.
- 18- Lloyd Briggs talked about a phone conversation with Herman Gross in FL. Herms

MINUTES Con't.

- health problems are under control & he is settled in. Miss you Herm.
- 19- Pursuit of the "AMA Leader Club" status will be taken over by your sect'y.
 - 20- Discussion was held on the best way to improve the access road to the CCMA. Nothing firm at this time. Ray & Milt will check it out.
 - 21- Seeding, fertilizing & cutting CCMA was discussed. It will be closely controlled this yr. to prevent over spending. The PortaPot will be relocated.
 - 22- Various new projects & upcoming shows were kicked about. Discovered Ken Eckart won a 1st prize at the Hanover Show.. Congrats Ken!
 - 23- 50/50 won by Bill Welling. Mtg. adjourned 9:00 PM (a record)

FUN FLY - Ken Eckard

Just a reminder - 1st Fun Fly will be on May 23. Rain date - May 30. Refreshments & Prizes, so come on out & enjoy the fellowship of your club & bring the immediate family.

A M A News - Milt P.

I had the pleasure to represent the AMA & WAM at BWI on March 20 at the "AEROSPACE EDUCATION WORKSHOP" sponsored by MD DOT; MD Avia. Admin.; NASA; CAP; USAF & Sanctioned by Md. Dept of Educa. I set up & manned a booth with mat'ls. furnished by the AMA.

This was a one day teachers workshop using aviation & space as a motivator in the classroom. The sessions covered gliders; navigation; balloons; rockets; toys; sources; hands-on; Hubble tele; telecom; - - - .

Teachers from MD, VA, DE, & NJ were in attendance. Perhaps others but I did speak to these. I gave them a copy of our SFP brochure which created a lot of interest.,

The speaker at dinner was Col. Gregory who has made 3 shuttle flights. He related many things that occur during flights that are not disclosed by the media. He was most interesting.

The last Council Meeting to be held in Reston was on April 18 however due to other commitments could not attend. I have nothing to add to what you can read in Model Aviation. By the way - if you like the new format of MA, tell 'em so.

M M A FUN FLY & PICNIC

Mark it down - MAY 16 - 10:00 AM - til @ MAYESKI PARK - behind Winfield School. It is open to YOU & your immediate family. NOT other relatives. All refreshments 25¢ each to try to prevent waste. Static show with prizes.

WELCOME ABOARD, A Senior Member,

Brent K. Blythe - 3826 Bark Hill Rd.
857-0861 Uniontown, MD 21791
AMA 462963 DOB 10/21/76 Joined 4/93

Please update your roster and introduce yourself to him & make him welcome.

50/50 WINNER

Bill Welling doesn't make too many meetings but when he does, it's profitable. Congrats!

A SPECIAL NOTE FROM P/P Wayne Creasy

Dear Fellow Club Members,

Just a note to let members know that I am now working for Wheeler Chrysler/Plymouth on 249 Main St in downtown West'r. This is a dealership which has been in business since 1921. We carry all Chrysler lines & Plymouths including the mini-vans. We also have a nice selection of used cars. I can assure all of you of a fair deal & superb service, so give me a call for your car needs at 848-4141 or 876-2251.

Wayne Creasy

FOR SALE

Blue Brown fuel pump GAS / DIESEL - \$5.00
Was for Club Cub - like new (Tower \$11.95)
Milt Peacock - 833-3122

Radio Shack - Optimus 3200 Stereo Rcv'r.
100w/channel; Surround sound; 30 pre-sets
etc. (New \$399) = = = Now \$150.00
Bob Hunter - 486-5710

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

NEW Fox #24600 .45 BB w/muff & spinner
(Tower \$89.99) To you - \$75.00
NEW Props- 9x4 Master Airscrew 1/2 doz= \$5.00
NEW Florescent work lite w/aprox 10' ext'n.
oil & water proof wire. 110v & 12v= \$10
Milt Peacock - 833-3122

MEDICAL TERMS EXPLAINED

NODE- was aware of-
ORGANIC - Musical
OUTPATIENT - person who fainted

N - It's raining cats & dogs!
W - I know, I just stepped in a poodle!

Must we print this? It does fill the space!

SCHOOL FLIGHT PROG. - Ray miles

Several scheduling changes had to be made due to the snow & temporary school locations. Our team had to swim with the tide.

Upcoming dates - all @ 9:30 AM

Wed - Apr.28 - Spring Gardens

Wed - May 5 - Mt. Airy

Tues May 11 - Mechanicsv'l.

(This class will be at the temp.
facilities across from the Co. Off.
Bldg. 225 N. Center St)

Wed - May 12 - St. Josephs- Timonium
(special request)

Wed - May 19 - Hampstead

Wed - May 26 - Eldersburg

Wed - June 2 - Sandymount

This will probably wind up the season.

CARROLL COUNTY NEWS - Ray Miles

Our '93 permit has been rec'd. from the county. You were all made aware of that in the last newsletter, however some of what appeared in print was a little confusing. Here is the straight dope-

1- Permit renewed to Dec 31, '93

2- NO hour restrictions, same as before.

Weekdays - Mon - Sat= 10AM - dusk

Sun - 12 noon - dusk

3- 1st Sunday EACH MONTH is designated as a "QUIET DAY" This only means that we cannot put a glo (ED- or gas) powered aircraft in the air. (ED- ya can't run 'em on the ground either)

NOTE: The field is NOT CLOSED on that 1st Sunday. We CAN fly electric, sailplanes, (no power pod), rubber or gliders. We can have a picnic, bull sessions, or do field maintenance, mowing, etc.

Hopefully the community will enjoy the day. We have to respect them, BUT they will have to respect us also. If they don't, we we will then cross that bridge.

On Thurs. Mar 25, Mr. Soisson, Mr. Dutter, both of the Parks & Rec., Milt & I visited a new site that we have never seen before. It's in the same general region and has some good possibilities. As new info. is available a report will be made. For the time being, "QUIET" is the by-word.

WHAT THE KIDS SAID:

Dear Mr. Miles,

Thank you for coming to & teaching me things that I did not know. I liked answering questions. My favorite thing was the rockets. Another favorite thing was all of the planes.

Your Friend - XXXX

MMA FUN FLY & PICNIC For you & your own family BUT not neighbors, other relatives outside your own household. Hot dogs / hamburgers / cold drinks all @ 25¢ ea. Static display w/ prizes. Bring your best one.

. . . M.M.A. REPORT - Bob Allen

Before I go any further, I want to give Dave Kenny a heart felt thanks for standing in for me, when I was too tied up in my work to make it to the M.M.A. meetings. You did a great job and I appreciate it. Now on with the show.

The meeting was held at Andy Wargo's restaurant, on March 31. Meeting started at 8:00 pm.

1. Charlie Hughes, of the Harford County club, has started a club directory. This directory will list all of the clubs in our area, along with a contact person and phone #. eventually we hope to have a map of the club locations and general info. so far we have the Pennsylvania clubs and as more info. is gathered, the M.M.A. Reps. will update the directory and passing it on to future reps. in the years to come.

2. The M.M.A. picnic is scheduled for May 16/93, at Mayeski Park. The fun should start around 10:00 am. All AMA members and their immediate families are invited. So plan to come on out and have a great time flying, eating or just shooting the breeze. I volunteered to bring the sodas and some condiments. I also volunteered to bring a frequency board, flagging, some rope, and some help to set up HINT, HINT. So don't be surprised if I call on you.

3. The M.M.A. Flea Market is in the works.

. CLUB NEWS

1. Howard County is having a float fly at Centennial Lake in Columbia, on April 18th

2. CBRC. will be having a fly in and barbecue on May 2nd. On June 27 they will have an electric flyin and combat event, all are welcome. On Aug 15th they will host a scale contest which starts at 10:00 am.

Well that about raps it up for this Month. SEE YA!

OCT. 19, 1901 =

"Santos-Dumont flies dirigible 30 minutes"

The Brazilian born aeronaut Alberto Santos-Dumont today won the \$50,000 "Deutsch de la Meurthe" award for a successful flight from the Aero Club at St. Cloud around the Eiffel Tower & back to the starting point in less than an hour. Santos-Dumont flew a lighter-than-air, cigar shaped dirigible of his own design, 66' long with a 4.5 HP eng. driving a 5' propeller. The time of the flight was 29 min. & 30 sec, with the return leg against a strong wind.

Santos-Dumont's first dirigible, built in 1898, crashed, but his later designs have been more successful, although he did suffer a crash jult 2 months before his latest triumph. In 1899, he entertained Parisians by flying a dirigible around the Eiffel Tower several times. Next yr. he plans to fly a new dirigible across the Mediterranean from Monte Carlo.

HUMOR IS GREAT MEDICINE - Guess who?

Cleanliness is next to God-lyness BUT,
An honest politician is next to impossible.

Among other things Ben Franklin said:

"Three may keep a secret if two of them are dead." & "Manners is learning to yawn with your mouth shut.

There once was a man named Perkins, who took a strong liking to gherkins.

Last evening at 9, he drank a gallon of brine & pickled his internal workin's.

You know you are growing older when:

You turn the lights out for economic rather than romantic reasons.

You sit in a rocking chair & can't get it going.

Your knees buckle & your belt don't.

THE KIDS SAID - - from the SFP

Dear Air motalers

I liked the show because I liked the part when they showd the remotcontroll Air plan.

XXXXXXXXXX (ED: A great sketch was included)

Dear Aero Modelers,

Thank you for coming to our school & giving us such a good program. I loved how you flew some of the planes. You taught me a lot. - XXXXXXXX

Saturday 20 June 1992

Woke this morning to solid overcast, ceiling maybe 200', even the seagulls were grounded (or is it "watered"?)

We have breakfast, pack, & check out & prepare to leave this really first class hotel. Ralph Seemann, son of Helmut & Sigrid, & his fiancée Karen are to meet us here to provide another car for transport to Schwenningen where we will spend a week with the Seemann family. Ralph & Karen finally arrive, much to the relief of Helmut, so we load the two cars & hit the road. Leaving Lucerne behind we proceed north-east through Zurich, the banking capitol of the world, Schaffhausen, where we cross the Rhine & into Germany. We drive thru Donaueschingen & cross the Danube River which further on becomes the Danube. Now, we are using the autobahn, which is much like our interstate system except no speed limit is imposed on cars. On occasion I notice Ralph's speedometer is reaching 165 Km/h. This is becoming a "white knuckle" ride. That translates to 102.465 MPH. It's a bit after noon, so we pull off to a rest stop for a sandwich & a drink. (& to settle the nerves).

On the road again & we are almost used to the speed. People pass us, amazing, I wonder how fast they are going. Don't want to know!

We arrive safely in Schwenningen about 1530 unload our baggage & get dressed for the garden party that Claudia & Gunter have arranged to welcome us. We are very honored. The spread looked like something out of BH&G mag. All the family, in-laws, future in-laws & friends were there. Thank goodness, some of them could speak a little (or lot) of English. Too much to eat & drink & a nice time was had by all. Our German friends are most gracious, Ralph even had relinquished his apartment to us for the stay.

We are back in Seemanns home by 2300. Long day. We make plans to go to a small lake tomorrow with Kurt & Gunter to sail their RC boats, weather permitting. It's clear tonite.

Sunday 21 June 1992

A good night's sleep in Ralph's apt. & then downstairs to Sigrid's part of the house for a typical European breakfast of cheese, cold cuts, bread, croissants jam & coffee.

Kurt & Gunter show up with their RC boats & their kids so we all set out for the lake at the local recreation area. The RC boats all perform well & the kids get a real kick with squirting each other with the water cannon on the RC fire-boat. By lunch time -

con't next column

everybody has had enough so we all go back to the house.

After lunch we are out again for a "Sunday Drive" into the black forest area. Beautiful scenery all the way, neatly kept farms & dwellings, picturesque villages & winding roads in & out of the hills, reminds me of areas of W.VA. WE stop at a lovely gasthaus on the way back for coffee & cake. Yes, real good. Fresh strawberries & whipped cream.

Back at Seemann's, Helmut gives us a tour of his machine shop. It's Sunday so nobody is working. Kurt takes us back to his apt. & shows off his collection of small arms. Shooters in Germany are strictly regulated & he explains how he is subject to inspection, unannounced. Every item is on an inventory & under lock & key.

The climate in this area is very moderate compared to back home for this time of yr. A sweater or jacket is in order & everybody carries an umbrella. No one seems to have air conditioning (house or car) & there are no window screens against the warm weather bugs that we have back home.

Later Helmut opens the wine cellar & we have a sippin' good time til 2230 & then to bed.

Monday 22 June 1992

We sleep in this morning & have a leisurely breakfast at Seemanns. It's a treat not to be on a tight schedule while staying here. We walked downtown & shopped the stores buying souvenirs & chocolate to mail home, then back to Seemanns's for lunch. The old village of Schwenningen still retains its dated appearance but b nearly all the shops & stores were modernized inside, even accepting VISA card like back home.

After church, Claudia & the kids show up to take us to Bad Durrheim, which is an ancient spa, pensioners residence & sanatorium. The attraction there for tourists is the neatly kept gardens complete with pond, ducks & a museum type building that houses an exquisite collection of over 400 Fashing costumes displayed on mannequins & labeled with the towns & districts where they originate. Before we left, we were treated to iced coffee at the terrace restaurant.

This evening, after supper, we all pile into cars (3) & drive to a "beer hall" in the village for a cold one (or two). Then back into the cars to visit a place out in the sticks to hoist another one. This place was kind of special, built in 1686, but alas, closed on Monday. So in the cars again & back

con't on Page - 6

Last fall I built an airplane purchased at the MARC show in '91. An AIRTRAX 61. I had read a very complimentary review of this plane in RCM mag. several yrs. ago & saw it at the show. The kit is by L&R Aircraft, Burton, OH. The gent with whom I spoke at the show was very helpful & supplied several components with the kit as a show "special". The kit is semi-ARF, in that the fuse. & tail section are prebuilt but not covered, & the wings are foam cores that you must sheet. No plans are furnished (they aren't needed) but an instruction booklet provides you with all necessary info. The plane is described as a high performance sport plane (just what I need) & is a mid-wing. The eng. is inverted. (I think that means it's upside down)

Building took longer than I anticipated, but that was partly because I used some components which were new to me (pull-pull rudder control, Klett tail whl. etc.) I also had my fingers stuck to the workbench with CA, had to use a flashlite to work out the errors of construction with the pull-pull cable system inside the fuse. & in general futzed around. BUT the kit is first-class.

I sheeted the wings first, which again was a first for me. The foam cores were perfect, as was the 1/16" balsa sheeting. The cores & sheeting were packaged together & they matched together beautifully. The instr'ns. were to use slow-epoxy to sheet the foam but I decided to try a new product that Milt had shown me at a meeting some time ago. It's a double sided tape made by TRS Indus. The stuff is great. It's super thin & super strong & worked like a charm. Test pieces of balsa that were stuck together with it broke rather than separated when pulled apart. (I have a piece of it covering a hole in the tail lite on my car & it has held up thru snow, rain, & my driving) The review in RCM suggested larger wing tips, so I made some like the ones on the Great Planes Super Sportster. They should be fine.

The rest of the construction was routine. I had some of my own creation, but that's part of the routine. The model does not have a cockpit so that eliminates trying to get one of those things to fit right. And you don't have to commit some poor unsuspecting pilot to moments of terror as he is sent skyward, only to be subjected to all sorts of G forces & close calls.

When it came time to cover it, I decided to try 21st Century Fabric, using the design in the picture of the plane. This covering -

con't next column

material was excellent & I highly recommend it. It takes moderate heat, adheres well, & can be lifted if necessary to reposition it. You must, however, follow the temperature recommendations or you will be in trouble. I did find, though, that you can use slightly higher temps. than the directions call for. (Is that why it came out looking like a prune with BB holes in it?) Just kidding! The covering job was almost fun, & that's saying a lot. I would suggest trying 21st Century Fabric on your next plane. It seems to be strong & is much easier to use than Monokote.

I used a ST.61, which should be plenty of engine for this plane. When the field is open, I'll have one of our instructors give this new airplane a test flight & we'll see how it performs. Hopefully, it will fly as well as the review in RCM said it should.

Trip - con't. from Page - 5

to town to a restaurant they all knew for another beer & small talk (mostly in German) This night is like something we used to do back in 1946. Of course we are back home & in bed before midnite, not quite like 1946.

To be continued.

OUR HUMORIST SPEAKS - J.S.

A milkmaid whose name was Louise,
Toted milk when she started to sneeze,
Standing there mid the flowers,
She sneezed for two hours,
When she opened the milk pail,
T'was cheese.

Among other things Ben Franklin said:

"Let thy maid servant be faithful, strong, & homely." - "The biggest room in the world is the room for improvement."

Q: What animal has the smallest appetite?

A: A moth, it just eats holes.

MEDICAL TERMS EXPLAINED

"Minor operation" - Coal digging.

"Morbid" - a higher offer.

"Nitrate" - lower than a day rate.

"You know you are growing older when-"

• Your mind makes contracts that your body can't meet.

• You look forward to a dull evening.

• Your favorite part of the newspaper is-"20 yrs. ago today."

TRAVEL LOG - ED.

John Dorl & Milt P. traveled to Toledo OH to the Hobby Show. It was in the same new location as last yr., in the Sea Gate Bldg. which is 100% better than in the Sport Arena. We visit the show on Fri. as it is far less crowded than Sat. or Sun. The crowd, on Fri., is nothing like the WRAM show. This place is much larger and the aisles are wide enough to move about easily.

As usual, there are so many new items to look at close up that it is almost impossible describe. I'm not going to attempt to cover the show, but it seemed that radial engines are the big thing now. All you need is BIG BUCKS. \$3900 for a 9 cyl operating Gnome eng. Place your order now!

Big birds were in evidence and they don't mind putting a price tag on 'em to rock your socks. The new craze -combat- brought out lots of new models all supposedly better than the other. I'm sure that you may want to see something in particular that wasn't displayed, but its tough to do.

You ought to think about going at least once. Its a great trip and doesn't cost that much. Less than \$100 plus meals & drinks & that includes 2 nites in a motel.

HOWARD CO's. FLOAT FLY - Milt P.

April 18 brought forth a beautiful day. Bright sunshine, not too cool, NO wind, in Finksburg that is.

Centenial Lake in Columbia that's another story. The wind did blow. Mike Winter flew his giant size ship w/ a 80 Quadra for power & at 30# had little trouble with the wind. One fellow had something which looked like a Hall Racer on floats which jumped off the water, did a knife edge back into the drink. I feel a gust of wind lifted it off the water and the gust stopped just as suddenly which resulted in not enough air speed to be controlled. That's the way it appeared to me.

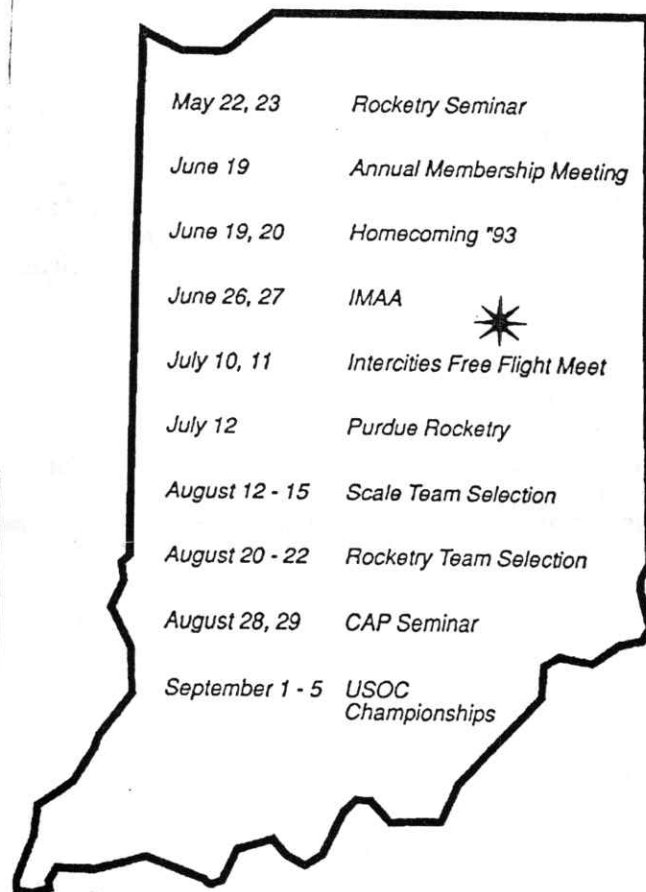
A fellow had a rather large ARF (Lion Co.) Cub with very soft mounted floats. It was a new model and he had never flown off H2O. Bad combo. Into the stiff wind & into the air and apparently needed a lot of trimming as it was jumping around. Looked like a very touchy elevator too. On the landing attempt it bounced badly & he should have hit the power & gone around BUT he forced it. Wind got under the right wing, L/float dug in, flipped it on its back - nose slowly sunk - tail in the air- wind then blew it back up to the floats again. An under water loop.

Dave Stahl showed up as I was leaving & he may have more to tell you. It was fun.

Vacation Time!

Planning a visit to the National Flying Site this summer? The following events have been scheduled this summer at the site. Visitors are welcome but flying may not be permitted for the duration of the event.

Homecoming '93, IMAA, Scale Team Selection and the USOC Championships are open to the general public. Admission will be charged at the gate. All AMA members are invited to Muncie for Homecoming '93, June 19 and 20. It will be the flying show of the season!



May 22, 23	Rocketry Seminar
June 19	Annual Membership Meeting
June 19, 20	Homecoming '93
June 26, 27	IMAA
July 10, 11	Intercities Free Flight Meet
July 12	Purdue Rocketry
August 12 - 15	Scale Team Selection
August 20 - 22	Rocketry Team Selection
August 28, 29	CAP Seminar
September 1 - 5	USOC Championships

They had a terrible row, and he strode off to bed in a huff. When she got to the bedroom an hour later, there was a note pinned to her pillow which read, "I have to be at the office early tomorrow. Wake me at seven o'clock." When he woke up, it was nine forty-five, and there was a note pinned to his pillow which read, "It's seven o'clock. Get up!"

Fly-Bye

by Bud Hendrickson

Wiley Post, 1898 - 1935

NEW YORK - Yesterday, August 15, 1935, beloved humorist, Will Rogers and premier aviator, Wiley Post, in an attempt to take off from a lake near Point Barrow, Alaska, crashed to their deaths in their Lockheed low wing floatplane. Rogers and Post were on a planned flight to Russia.

This tragic accident in taking the life of 36 year old Post, brought an end to an aviation career whose achievements, accomplished in a short span of a decade, would revolutionize aeronautics.

Wiley Hardeman Post was born on November 22, 1898, into a farm family, in Grand Plain, Texas. After World War I, Wiley wanted to get into aviation in the worst way. He got his wish - a job as a parachute jumper with a barnstorming outfit.

In 1926, Post lost his left eye in an oil rig accident, but he continued barnstorming and received his newly-required federal pilot's license on waivers.

Post was able to get a job as a personal pilot for Powell Briscoe and F.C. Hall, oil business partners, flying their Travel Air. When a new and revolutionary aircraft, the Lockheed Vega, became available in 1927, Hall, favorably impressed, bought serial number 24 for \$20,240, and named it after his daughter **Winnic Mac**. Later, when the economy nose-dived, it was sold.

Hall, back in business again in 1930, offered Wiley a job supervising the construction of another Vega he had bought. Wiley agreed and the new Vega 5B, s/n 122, was completed in June, 1930, painted white with blue trim and was also given the name **Winnic Mac**.

Hall and Post, wanting to do something spectacular with the new plane, decided on a flight around the world. Wiley took the challenge, had long-range modifications made to the Vega and secured the services of Harold Gatty, a highly regarded Australian-born navigator. Gatty's station in the Vega behind the fuel tanks, limited communication with Wiley, but was offset by an arrangement using a wire to pass messages.

Post and Gatty lifted off from Roosevelt Field, New York, on June 23, 1931, headed for a flight that would earn them world fame and fortune. The first stop at Harbour Grace, Newfoundland would start them on a 14 stop journey landing them back at Roosevelt Field on July 1. Their time of eight days, 15 hours, 51 minutes covered 15,474 miles and beat the previous record of 21 days made by the **Graf Zeppelin** in 1929. This flight was a

demonstration of the reliability and practicality of the airplane as a means of transportation.

After the post-flight hoopla died down, Post was anxious for another globe-girdling flight, but this time - flying alone! By mid-1933, Post had prepared the **Winnic Mac** for the flight, including the new Sperry Autopilot and an automatic direction finder (ADF).

On July 15, 1933, Post was off for Berlin, his first of 11 stops tracing his old route. Racked with numerous problems, including damaging the gear, cowl and propeller on landing at Flat, Alaska. But the next day Post was on his way to Edmonton, Canada, thanks to the many volunteers who did a quick and professional job getting the Vega airworthy again. The last leg to New York was flown by one weary but happy pilot, who landed at Floyd Bennett Field on 22 July, after seven days, 18 hours and 49 minutes, and into the arms of 50,000 frenzied spectators. Once again Post was America's hero.

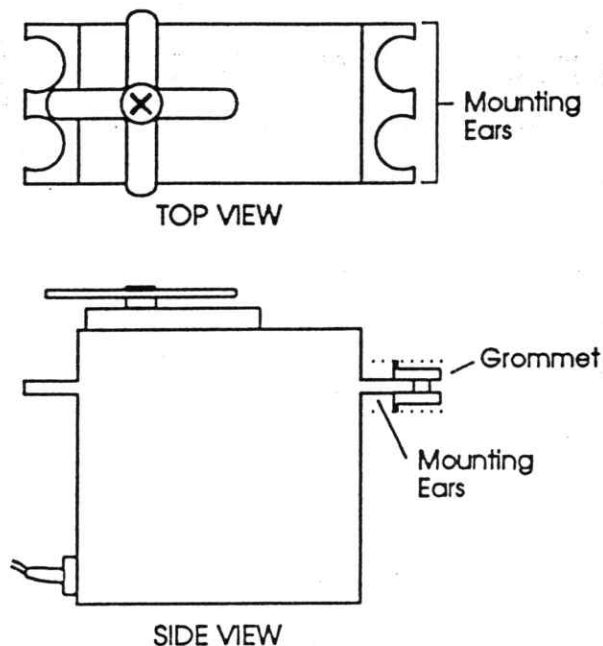
During most of 1934, Post became involved in researching the possibilities of high altitude flight in the stratosphere; clad in a pressure suit and with his old and "faithful friend", **Winnic Mac**, he pointed the way.

Post wanted another plane and soon acquired a "hybrid" Lockheed - an Orion fuselage with Explorer wings, a combination not approved by Lockheed. Apparently planning to fly to Russia with close friend Will Rogers, Post flew to Seattle on August 1, 1935 to have a set of floats installed. On the 7th, Post and Rogers were off for Barrow. After several stops they landed at a point 16 miles from Barrow on the 15th, asked directions, chatted with the natives and taxied out to take off. The Orion-Explorer roared off the water to about fifty feet when the engine quit - the red Lockheed dove into the water killing both Post and Rogers.

References:

Smithsonian Annals of Flight by Mohler and Johnson
Revolution in the Sky by Richard S. Allen

Figure A

**WHAT'S THE PROBLEM?**

One of the most common mistakes made when mounting servos is inserting the brass bushing upside-down. The bushing is inserted into the rubber grommet and prevents the mounting screw from being tightened all the way through. If the bushing is mounted upside-down, the small end will "dig" into the mounting rails and loosen the servo. When mounted correctly the flange will evenly distribute the load from the screw onto the rails.

TRY THIS!

The easiest way to install the brass bushing into the grommet is using the following technique.

1. Place grommet on mounting ears. See Figure A.
2. Choose a phillips screw driver that will fit through the brass bushing (not snug but not sloppy either). #BND26105 works great.
3. Place all the bushings on the shaft of the screwdriver, flange side toward the handle.
4. Spray the bushings with a lubricant.
5. Press the bushings into place one at a time. See Figure B.
6. Fitted properly, the bushings will fit securely into the grommet. See Figure C.

Figure B

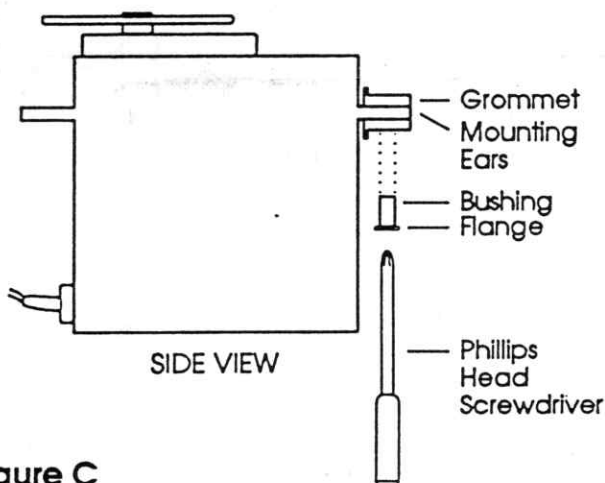
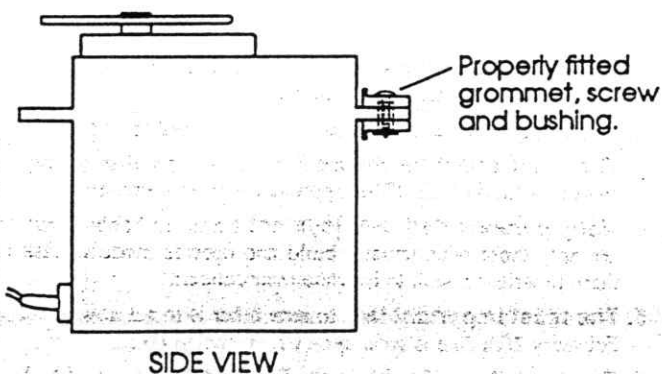


Figure C



COMING EVENTS

Apr 28 - MMA mtg. @ ? Call Bob Allen

Apr 28 - SFP @ Spring Gardens Elem

MAY 4 - WAM monthly mtg. @ VFW

May 5 - SFP @ Mt. Airy Elem

May 11 - SFP @ Mechanicsv'l Elem

May 12 - SFP @ St Josephs Sch. Cockesv'l.

MAY 16 - MMA Fun Fly & Picnic Mayeski Park

May 19 - SFP @ Hampstead Elem

MAY 23 - WAM Fun Fly - Call Ken Eckard

May 26 - SFP @ Eldersburg Elem

May 26 - MMA Monthly mtg. @ ?

June 2 - SFP @ Sandy Mount Elem

I N D E X

1- As the Prop Turns - Pres. Jim Garrett

2- AMA News - Milt P.

4- Aviation History - John Schaffner

3- C/C News - Ray Miles

3- FOR SALE Items

5- European Trip - John S.

2- FUN FLY - Ken Eckard

7- Howard Co. R/C Float Fly - Milt P.

4&6 Humor

6- Kit Review - Ed Goldman

2- Minutes April Mtg. Secty John S.

2&4- MMA - Bob Allen

3- School Flt. Prog. - Ray M.

3- Special Note - Wayne Creasy

9- Building tip

7- Travel Log- Milt P.

3- Welcome Brent Blythe

3- What the Kids Say! - kids

8- Wiley Post Story

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 the 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 the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her 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

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THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

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

To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

June 1, 1993

8:00 PM

West. VFW Hall

President - Jim Garrett 876-0428
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 9 Number 5

AMA Chartered Club 336

Formed 1955

As The Prop Turns ...

Practice is the best of all instructors. How true that is. Think about it for a second. When was the last time you learned something new? Maybe it was a new maneuver. Did you do it perfectly the first time? Probably not. It takes time and many repetitions to perfect anything. You have to take chances to learn something new. Remember your first solo flight? You, and your plane, were taking a big chance. But, after a few tries, the comfort level grew and you got better and better at it. At this point you probably could do it in your sleep.

How about left hand patterns. Some of us are so comfortable with taking off, flying and landing in one direction that it feels a little odd or uncomfortable doing it from the other direction. Some of us only fly under the best of conditions. If there's a breeze coming from the wrong direction - instead of looking at the situation as an opportunity to learn and improve their flying skills, some will say "Oh well, maybe the weather will be better tomorrow."

Thinking about building something a little hotter, a little faster, or a little bigger? How about a biplane or a low-wing speedster? Maybe a sweet, prop-nut to tail-wheel scale. If it's the first one you've built or flown, your gonna have to take some risks. It's gonna take some work.

You may not do it perfectly the first time. No

one does. On the other hand, do it enough and someday you *will* be good at it! Think of the rewards!

When was the last time you made an unconventional landing, or worse, re-kitted a plane. If it was not due to mechanical failure, (and you do *always* preflight to avoid that, don't you?) it must have been due to pilot error. Doesn't that imply that you made some kind of mistake? Did you identify what went wrong and learn from it? Hopefully you did.

All of this is to say that we enjoy a great pastime. And like other things that we do, if it's worth doing it's well. Don't get me wrong, I'm not a expert flyer either. I've trashed a few planes, too. But, I can say that I enjoy trying something new once in a while. I don't always feel comfortable with the risks. But, it's all part of the learning process.

So, the next time you go to the field - extend yourself. Learn something new. And the next time your looking for a new kit to build, try something different. Isn't that really the best part about this hobby? You have latitude to do anything you want. Use it, and have fun in the process.

See ya at the field! - Jim

MINUTES OF MAY 4, '93 Mtg.
John Schaffner - Secty.

- 1= Mtg. opened by Pres. Jim Garrett @ 8 PM
 - 2= VP Bob Allen announced nomination of Milt Peacock for Modeler of the Year. [ED: The MMA is the selection comm. for MARC-ED. The winner is announced at the MARC show & a plaque is awarded]
 - 3= Treas. rpt. read & accepted.
 - 4= Communications were reviewed concerning the upcoming MARC show; Heli meet; Bealton; Warbird show; & Art Perrys invitation. Details elsewhere in TS.
 - 5= Milt P. rptd. AMA rule changes concerning turbines & larger airplanes. Details in TS & Model Aviation.
 - 6= Joe Walker has been reinstated - good news
 - 7= Ken Echard rpt'd. on Sound & Safety encouraging everyone to stay alert.
 - 8= Ray Miles reported on the SFP & coming dates. Ray also talked about a possible alternate site to fly from in the future & a planned demo flight for C/C officials.
 - 9= Bill Hasert discussed the need to assemble the flag lines, posts, etc. for the Mayeski Park MMA picnic & fun fly 16 May.
 - 10= Bob Allen urged everyone to show up & participate in the good times 16 May & compete for the prizes. (big money!)
 - 11= John Dorl will be chrm. of the MMA booth @ the MARC show- he needs help in the booth.
 - 13= Milt said he'll be gone from May 21 for about a month - will need help with the next issue of the TS.
 - 14= Pres. Jim Garrett presented AMA award to Milt Peacock for "Newsletter Editor of the Month". (deserved) [ED: Plaque was sent to us by Jim McNeill, Nat'l. N/L Editor]
 - 15= WAM has 3 tables reserved at the MARC show flea market. Fill 'em up guys. Sell your goodies & contribute some \$ to WAM.
 - 16= Access road to CCMA has had some stone placed in the bad places. Hope for more.
 - 17= Spot-a-pot will be camouflaged for pristine reasons.
 - 18= Dave Stahl has assumed responsibility for mowing CCMA. Thanks Dave.
 - 19= Everyone using CCMA is responsible for keeping the site clean of trash, BUTTS, etc. You brought it - take it home with you.
 - 20= Fun Fly 23 May @ noon @ CCMA - be there.
 - 21= Bob Allen is working on impound box & safety barrier for CCMA.
 - 22= Lloyd Briggs brought in his new Enforcer to the meeting for inspection & mention of a new hobby store open @ Rts. 29 & 198. (Hobbytown) [ED: They have Airtronics parts]
 - 23= 50/50 won by Dave Rossi - Congrats Dave!
- Mtg. adjourned at 9:33 PM - BS followed!

WINGS



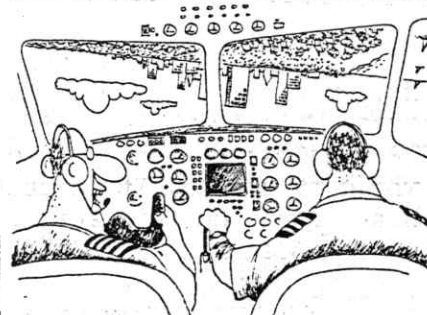
TRIVIA CHALLENGE

Test your aviation history knowledge by answering these multiple choice trivia questions below. Circle the correct answer. Facts were obtained from the popular show WINGS carried by the DISCOVERY CHANNEL. Answers will be in the next issue.

Your rating:

0 right = What's an Airplane?, 1 to 3 right = Hangar Jockey, 4 to 6 right = Get Your Wings, 7 to 9 right = Ace of the Base, 10 right = The Right Stuff!

1. When did the Grumman Hellcat carrier fighter first go into service?
a. 1944 b. 1940 c. 1942
2. What was the Hellcats' immediate predecessor?
a. Bearcat b. Wildcat c. Tigercat
3. Out of the 6477 Japanese planes downed by the U.S. Navy, how many were claimed by the Hellcat?
a. Over 1000 b. Over 3000 c. Over 5000
4. What nickname did Boeing give the P-26 monoplane fighter?
a. Slingshot b. Boomerang c. Peashooter
5. Who flew the celebrated 5000th production F-4 Phantom II in May 1978 just as he did with the first of its type 20 years earlier?
a. Little b. Cunningham c. Walker
6. What company developed the F-4 Phantom?
a. McDonnell b. McDonnell Douglas c. Douglas
7. Who was the all time Naval ace in the Southeast Asian conflict?
a. Cunningham b. Driscoll c. Little
8. The KC-135 was a vital link in the aerial war over Vietnam. What important service did it provide?
a. Recon b. Supply drops c. Aerial refueling
9. What brought one of the only two valkries ever made to a fatal end?
a. Structural failure in wing b. Engine explosion c. Collision with escort plane
10. What was, and still is, the fastest experimental aircraft in the world?
a. Valkrie b. X-15 c. Space Shuttle



"WE'RE JUST ABOUT THROUGH ALL THAT TURBULENCE, FOLKS, AND THERE'S THE BOSTON SKYLINE UP AHEAD..."



ACADEMY OF MODEL AERONAUTICS

1810 Samuel Morse Drive Reston, Virginia 22090 (703) 435-0750 FAX 703-435-0798

March 1993

Charles M. Peacock, Editor
The Tailspinner Newsletter

Dear Milt,

Congratulations! The Academy of Model Aeronautics has picked you as "Editor of the Month" for March and would like you to accept this plaque representing the *AERO HONOR SOCIETY FOR NEWSLETTER EDITORS*. This society was created to honor newsletter editors like yourself, who are doing an unusually fine job of editing a paper for an AMA chartered club.

This is intended as a recognition of your excellence in our model aircraft hobby, and your efforts toward keeping your club together, helping it grow, and providing it with priceless communication for club rules, programs, activities, and goals. We feel the editor in a club is as important as any club office, and in many instances goes unrewarded.

We applaud your accomplishments and send you all our best wishes with this award.

Jim McNeill
National Newsletter Editor

It was a complete surprise when Pres. Jim presented me with a wonderful plaque & the letter shown above, at our last meeting. I know I raise h---l @ mtgs. for input for the T/S but it has worked. We have a few new columns & comments. This is what it is all about. It's YOUR newsletter - so speak out!

Thank you who contributed. It is because of your help that I received this award.

I am proud to have been recognized in this fashion and the single word "THANKS" seems so little to say, but **THANK YOU** everyone.

Jim McNeill, a special **THANK YOU** to you.



SPECIAL NOTICE - Ye Editor, Milt



Its going to be a real squeeze to get the JUNE issue of the TS in good form. I should be back in town in time to put something together **BUT** if you cannot type your column / article, at least write it clearly & in **INK** so I can use it as received. Pencil **WILL NOT** reproduce well enough. I will do as well as I can with the time available but you can make my job a whole lot easier by giving me something that I can copy direct. WRITE ON ONE SIDE ONLY too.

Still mail to to me. Deadline is June 15 !

LOOK ↑

TRAVEL-LOG - Milt P.

Bob Allen & Milt P. went to Lums Pond, Del. on May 2 to the Gypsy Giants Fly In. It was a beautiful day & lots of fine aircraft. I thought Bob was going to climb into one. It was a 40% scale Stearman in Navy Trainer colors (yellow) which stood waist high & aprox 14' span. It was BIG & weighed 80#. It was flown on Sat. but he didn't like the cross wind on Sun. Lots of fine flying to be seen along with a little personal excitement (unknown to others). My T-28 eng. would not idle down (in the air) but I finally got it down. We found that the carb had lifted about 3/32" & spun around 50° or so & you can guess what effect that had on the throttle linkage. Pucker time.

These events are fun to me, as you meet a lot of nice people & learn a lot. I think Bob will agree to that. Bob took quite a bit of video which should be fun to see.

50 / 50 WINNER

Dave Rossi won the jack-pot = \$XXX.00 & he didn't even give the gal a tip! Shame!

AVIATION HISTORY - John Schaffner

Sept. 20, 1904 =

Orville & Wilbur Wright have silenced all skeptics with a convincing display of heavier than air flight in a craft of their own design. Flying at Huffman Prairie, near their hometown of Dayton, OH, the Wrights showed they could take off from level ground without assistance & remain aloft for many minutes. They flew a craft named "Flyer II", an improved version of the ship in which they made their first flights at Kitty Hawk, NC last year.

"Flyer II" has a more powerful engine than the original Wright airplane, but it retains the system of moveable wingtips that allows control of the airplane & the efficient propeller that the Wrights designed. Their application for a patent seems certain to be approved, but the Wright's reportedly are having difficulty convincing the Army that their machine has military uses.

MEDICAL TERMS EXPLAINED - John S

Post operative - letter carrier
Protein - in favor of young people
Secretion - hiding something

Among other things Ben Franklin said:
"Having been poor is no shame but being ashamed of it is!"

"Money will buy a dog, but it won't buy the wag of its tail."

RAY FLIES AGAIN - Eye in the Sky

He did get in 4 flights at the CCMA on Fri. April 3. He made 3 flights on the "LeCrate" & 1 maiden flight on a "Sportster 40". All was OK 'til full throttle. It so happened that trim adjustments had to be made on each aileron. As soon as he figured out what the problem was, he slowed down & landed. That's more flying than he has done in the last 4 yrs. & the ole' knees didn't even shake. Too dumb, or too old, to react I guess. He has the "Taube" ready to go. Needs a motor mount & it will go up. That's his big white plane we used to drag to the schools. At least it's different.

[ED: The "Eye" fibs! Ray really wrote this.]

LETTERS FROM THE KIDS

Dear W.A.M.,

In your presentation, the thing I liked best was the little bird that you flew at the beginning of the program. I also liked the small hot air balloo, the rocket comparison, and the Spirit of St. Louis model. Thank you for the booklet and ruler. Thanks for all the hard work it took to do the program.

Sincerely, XXXXXXXX Age 8

We do get some great letters, don't we?

Dear Aero- Modelers,

I want to thank you for coming to our school last Tuesday. Thanks also for showing us how the modeler airplanes worked when you flew them. I really liked the part when you flew the airplanes. But I think I learned alot when you asked us who made the airplanes. I think if everybody in the whole wold saw the show they would probably love it. You gentlemen do a really do a good show. You should be proud of yourshelves.

Thanks again for visiting our school with your model airplanes. / Sincerely - XXXXXXXX

Dear Mr. Miles, Mr. Peacock, and Dr. Goldman,

I loved the program. I learned alot to, like the four forces drag, thrust, lift and gravity. Is your job fun? There were two parts I liked the best they were when Mr. Pearre stopped the model, also I liked when you guys flew the models.

Thank you for coming. / Your friend, XXXX
(A drawing of a rocket blast off was incl'd)

Q= What has a foot on each side & one in the middle?

A= A yard stick! [Come on John]

EUROPEAN TRIP - Con't. from April

John Schaffner

Tuesday - 23 June 1992

Our hosts again provide a full European breakfast for us & about 0930 the ladies go off to visit the local hair dresser. The important things must be attended to. Bud & I walk "downtown" to change money & snap a few pictures of the old buildings. We are all back to the house for lunch & to wait for the other folks who will drive us into the Black Forest area.

We have 13 people distributed in 3 autos for the trip. St. Blasien in the Black Forest is our first stop. This is the landmark of the high mountain valley region south of Feldberg, the highest peak in the Black Forest. The center of attraction amidst the wooded countryside around St. Blasien is the domed church of the former Benedictine Abbey which today still dominates the townscape of the small spa village. The origin of St. Blasien goes back to 817 but the present church is a youngster by old-world standards going back to 1768 when the plans were drawn. The domed church was consecrated in 1783. This is a beautiful church in every sense, having been renovated in 1981-83.

Afterward, we shop around the village & find a very nice place for refreshment & sample the local "iced coffee" before proceeding. We mount up & drive through dense forest, picturesque villages & past neatly manicured farms. The houses are all typical of the area, complete with flower boxes & gardens, all obviously kept with much TLC. Some of the roads are real switch-backs, going first up & then back down the steep slopes. Many wild flowers are in evidence, so many that I asked if they were purposely planted along the roads. Our host assured me that they were indeed wild. There is lupine in blue & pink, yellow daisys & white queen anne lace & others I could not identify.

Next we arrive at the Schluchsee Dam to inspect the scenery & have to raise our umbrellas for the first time today. I snap the pictures & we drive on to Titisee, But by now it is raining hard so we continue on through. From the car Titisee appears to resemble Lake Tahoe. There are places to stay from campground to luxury hotels surrounding a lovely lake. Another place I'd like to return to. Continuing on we are driving in the rain on the switch-back roads again. It makes me think of the tigers paw

Con't. next column

TRIP - Con't.

tire commercials on TV.

Our next stop is at Hirschen Herzogenweiler which is a real nice restaurant on the way back home. We were ready for supper by now & I put away a Viener Schnitzel that didn't fit on the plate. After the dinner we all headed back to Schwenningen & the Seemann's. On the way we have a beautiful view of the Alps foothills to the southwest, back lighted by a setting sun & draped in the evening mist.

Once back at Seemann's everybody comes in & we put another dent in Helmut's wine cellar. It has been another busy day & our hosts are very gracious.

Tomorrow we visit the Hohenzollern Castle.

Wednesday 24 June 1992

This morning at the Seemann's breakfast table we discuss visiting the famous Hohenzollern Castle which is located atop a volcanic shaped mountain near the town of Hechingen, about 40 mi. distant. We decide to walk into Schwenningen to shop for trinkets in the meantime, & then have lunch before departing. After lunch Claudia, plus kids, comes around to help with the driving so we pile into 2 autos & head out for the castle. We can see the castle from far away since it is situated on this solitary cone shaped hill with flat farm land surrounding it in all directions. When these places were built, they were strictly for defensive reasons. There is obviously no retreat from a place like this if you were attacked. Your enemy either starved you out or got tired & went home.

We drive on up the hill as far as the parking lot, which is not nearly close enough for these tired old legs. The sign said "That-a-way" so we start up the path. This hill is "cardiac city" to say the least. Before we get to the top & the castle gates we discover that they have a shuttle van. Now you tell me! Oh well, we are nearly there so we struggle on & finally make it. Our German hosts are not nearly as winded, it seems they are used to hiking everywhere. (With the price of gas what it is there, I can understand why.)

The present castle was built in 1850-67 by King Friedrich IV followed by King Wilhelm I, but the site has held other castles dating back to the 11th century that have risen & decayed one on top of the other until this one was erected. The chapel had been consecrated to St. Michael, probably during the reign of Charlemagne. Once atop the hill

Con't on Pg. 6

& into the castle we notice that the view of the surrounding country is superb for 360°. An approach from any direction could easily be detected by sentries.

At the beginning of the 16th century the Counts of Zollern proceeded to gradually transfer their household to Hechingen & Count Eitelriedrich IV was first to take up residence there on his accession in 1576. The castle continued to be used as a place of refuge in wartime by the whole Swabian Hohenzollern family. In the "Thirty yrs. War" Prince Johann Georg von Hohenzollern extended it to a fortification by the construction of bastions & thus the castle was considered impregnable. Never the less, it was conquered in 1634 when the forces of Wurtemberg besieged it for nine months & starved out its garrison. Over the years it had its ups & downs, but that's another book.

The castle is now a very popular tourist attraction, is in good repair, & houses many relics & mementos of German history. A very interesting place to visit if you are every in the neighborhood. Just remember, if you don't want to climb the hill, you don't have to. Once was enough for me!

On the drive back to Schwenningen we pass through the town of Rottweil & down along the Neckar River. This must be the year for poppies because they are blooming all along our route. The weather is turning again to showers off & on. I notice it makes no difference to the drivers. Wet or dry, they run like scalded cats & then come down hard on the brakes when they have to stop. It must be a sign that I getting old. But then, I, never did that, did I?

Close to Schwenningen again I notice that they have a grass field airport & a small aviation museum. Our hosts indulge us by stopping in to check it out. There's no time left for today but, Bud & I plan for a visit tomorrow AM while our wives rinse out their undies or/and go do some shopping. Helmut graciously offers us the use of his car.

Tonight we have a quiet dinner at "home" with much conversation & a sampling of Helmut's liquor cabinet.

Rain again as we retired.

(To be con't.)

You know you're over 60 when=

Religion becomes a much more important factor in your life.

You can still, however, sleep through any sermon

I see you at the meetings, but you never "hello".

You're busy all the time you're here with those you already know.

I sit amongst you strangers & yet I'm a lonesome guy.

The new fish are all as strange as I - you old ones pass us by.

But, Darn it, you all asked us in and talked of fellowship.

You could step across the room, but you've never made the trip.

Why can't you nod and say "hello" and stop and shake my hand?

Then go and sit among your friends and then I'd understand.

I'll be at the next meeting, perhaps a nice time to spend.

Do you think you could introduce yourself?
I want to be your friend!

WAM FUNNIES

There once was an angler from Bunker,
Who thought he'd go catch a lunker.
He got an old boat, and set it afloat,
Then hit a big rock and sunk'er!

YOU KNOW YOU'RE GROWING OLDER WHEN :
You regret all those mistakes you made
resisting temptation.
You're 17 around the neck, 42 around the
waist and 105 around the golf course.
Your back goes out more than you do.

FOR SALE

NEW - Monogram plastic kit #5803 - 1/48
scale F-14 Tomcat = = \$5.00
NEW - Fox #24600 45 BB w/ muf & spinner
[Tower=89.99] = = \$75.00
NEW - Master Airscrew props 9x4=1/2 doz \$5.00
NEW - Florescent work lite - 12v & 110v oil
& waterproof wire = = \$10.00
NEW - Hayes mt. BS-91 = \$3.00
Used -Fox .50BB eng & muf excel cond. \$75.00
Like new - Dave Brown fuel pump - gas/diesel
Was for club Cub = = \$5.00 (WAM)
All above Milt Peacock - 833-3122

Radio Shack - Optimus 3200 Stereo Rcvr.
100w/channel; surround sound; 30 presets;
etc.(new=\$399) = \$150 Bob Hunter 486-5710

6" Rockwell Joiner w/enclosed base = \$250
Dave Kenney - 484-5054

At this writing there is only 5 more classes to be conducted plus 1 special request to conclude this school year. No schedulings appear in this issue as the remaining schools were listed in the last T/S. Over all we enjoyed an excellent year. The program has been improved somewhat, changes have been made, all which enhances the program. Most noticeable are the new white shirts. They are of a much sturdier quality & do make for a crisper appearance. Milt, Bill & Ed are now conducting classes, along with me, in sharing the responsibility. This proved to be the correct move to make as I was taken sick one week & we were ready for that possibility. It had been discussed for a couple of years, but this is the first year that it has been actually done. John has expressed an interest in doing this, but as of yet has not gotten his feet wet.

Several new displays have been added. The newest one is the Shuttle with an open bay. Milt put this beauty together & according to him it was the easiest model he ever made. Just ask him! [ED: BS- That thing has over 400 parts it. I counted 'em. It was a b---!] Bill will most likely get started on the E-10 (Earharts plane) to replace the Hudson bomber that we now use. It should be ready by the fall. John rigged an ingenious "Thrust" "Drag" illustration, but, by far, the most excitement generated is with the ornathopter that John Schaffner purchased in Holland last yr. & donated to us. We have that flying to a gnats behind, & it does cause quite a stir. We can tell by the reaction & the letters the youngsters write. Milt will probably have some of those comments printed.

John Dorl is finalizing a set-up of some of our school displays to be shown at the MARC Show. It should create a stir, & maybe some requests. I am toying with the idea of contacting CH-19 Cablevision & inquire if they would have any interest in reshooting our program. If that does occur, a noticeable improvement should be evident as compared to the first one they did. We'll see.

Just out of curiosity, I assembled some figures covering the 5 yrs. of our program. Somewhat interesting.

We've reached quite a number of children. Hopefully we may be responsible in starting some of these people down the straight & narrow. We will never know. There is no way of determining that. It sure beats anything all the TAKERS do & we all know who they are.

Con't next column

Year	# of C/C schools	Special Req. programs	# of students in class
1988	1 (*)	-	145
1989	16	2	1,880
1990	16	2	1,899
1991	16	2	1,750
1992	18	3	2,143
1993	19	3	2,190
Totals =	86	12	10,007

(*)= First pilot program for approval.

CARROLL COUNTY NEWS - Ray Miles

FLYING HAS BEGUN, & SO HAS THE garbage from the - - group. Even though I do not put in much appearance at the field, I get just as upset, if not more, that you do. I'm at a loss to know what to do to stop it. D.S. (Parks Director) has told me that under no conditions will our permit be cancelled, other than if he, or one of his staff, actually witness a flagrant violation. We know that won't happen. The P.W. Dept. has placed some black stone at the curve into the woods for us. It is not where it was supposed to go, but it smoothed out that area. I personally thanked Keith for that. He & I get along great & I have no problems with his Dept.

The following will be history by the time you read this. A demo was held at a new area @ 6:00 PM Wed. May 12 for D.S. & a couple of neighbors. A strip was mowed for us, rough as it was, but it worked. What the outcome is, I do not know, but you will be informed. This area is located at ****. Go the same way that you now go on 97, make a right turn onto Bachman Valley Rd. (NOT THE OLD Bachman V'l'y. Rd). You go past that rd. After turning onto B.V.R. go about 1 mi. & turn left onto SAWMILL RD. & follow this about 2½ mi. (name changes to RINEHART RD.) Keep going til you see a sign KOMONI TRAIL. Right opposite is a pull off area with 2 steel "I" beams with a locked cable across it. The site is .45 mi. up the stoned lane. After coming out of the woods, keep left over by the tree line. Follow that until it levels out further up the slope. This area provides unobstructed flying. The only area not to be flown in is the area far to the right that resembles a Golf Course Dog Leg. It is boarded by trees. But you could not see to fly a plane in that area. It is just huge. All the demo setup was done at the May Mtg. More in next issue.

You know you're over 60 when:

You begin to relax. You feel you can handle any catastrophe. Ho Hum!

WELCOME BACK - JOE WALKER

Please update your roster =
Joseph P Walker (Jeanne) 807 Velvet Run Dr
876-6921 AMA 201436 Westr. MD 21157
DOB 01/06/54 Joined 09/89

M.M.A. Meeting - By Bob Allen

Date: 4/28/92 Place: Your Hobby Shop

Most of the meeting was dedicated to the M.M.A. Picnic. All the final preparations have been made. The rest is up to you, and all you have to do is to show up and have a good time, and show your support for the M.M.A. . A reminder, The Picnic is at Mayeski Park, on May 16th, Starts at 11:00 AM. and ends at 5:00 PM. . The menu consists of hotdogs, hamburgers, beans, and sodas. Each item is a whole \$.25 cents each. Feel free to get in all the flying that you want to without having neighbors harassing you. If you intend to fly a plane, it must have a narrow band transmitter and receiver. There will also be prizes given out for 1st, 2nd scale and non scale. 1st place wins \$50.00 2nd wins \$25.00. These prizes are gift certificates redeemable at "YOUR HOBBY CENTER". So bring out your hanger Queens and go home with a prize.

Next order of business is to sell our raffle tickets for the M.M.A. Flea Market coming up in October. This year it's a 50/50 raffle, instead of a fixed amount like we had last year. They should be easier to sell, so help me sell as many as we can. I will be giving them out at the meetings.

We need some man power for the M.M.A. booth at the MARC. show to pass out brochures and answer questions.

Club News

1. South Carroll: Is having a Pattern contest, novice & sportsman 401,402 on Aug. 14, 1993. Entry fee is \$15.00 .

2. Howard Co.: announced the Mid Atlantic Scale Contest At Bealton Va. on June 18th, 19th, and 20th.

3. CBRC.: They announced that their lease had been renewed at the arden site for another 17 years.

They are having a scale contest on Aug. 15th. They are looking for some impartial judges, if anybody is interested contact Steve Wheeler.

AN INVITATION - by ART PERRY

To our newer members, Art was the originator of our T/S, secty, etc. of WAM. He was a member when I first joined WAM.

A few yrs. ago Art & family moved to Berlin, MD (Ocean Pines) and has continued to be in touch with us.

I rec'd. a letter from Art thanking me for the T/S which I send to him, as their N/L is a one pager containing very little.

Their club is a very active flying group. They had a 2 day Mall show in Salisbury & on May 8 a static show/ exhibition at one of the medical centers.

AN INVITE ! - June 13 @ Washburn Field in Fruitland MD. will be an Open House & Fun Fly / Air Show (models) by his club.

WAM has been invited to come, participate, watch, whatever. Arts description of the field sounds GREAT. Bring the family & enjoy the day!

DIRECTIONS- E on Rt 50 to Salisbury= cross Wicomico Bridge in town to Baptist St (Business Rt 13) Exit Right on S.Salisbury Blvd. (Rt.13). Go about 3½ mi. to Fruitland to S.Division St.(trailer park on corner). Right onto S.Division St. (cross Camden Av) & Left onto Allen Cutoff. ¼ mi. to Walnut Tree Rd. Right onto Walnut Tree Rd. ¼ mi.to "Washburn Field". (You can see the field when you get to Allen Cutoff)

I for one would like to go if I'm back from CA in time. Go & enjoy.

Art - thanks for the invite. Stay in touch & "Hello" Sarah! - - - Milt

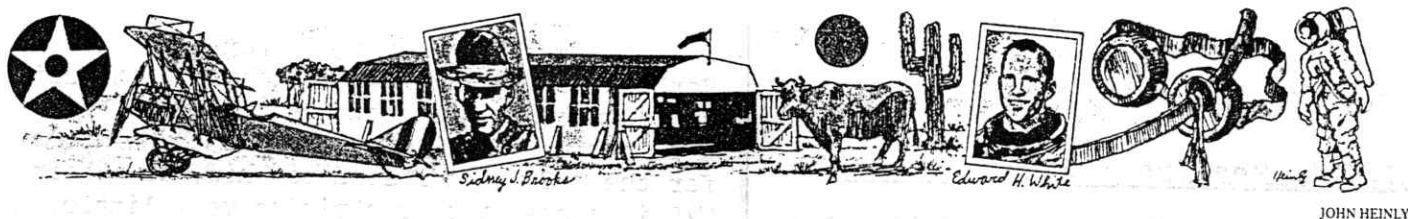
WHAT THE KIDS SAY -

Dear Modelers,

Thank you for the information. I really like when you flew the plane and the bird. I also like the motor and all those neat model airplanes. Some of you great information I didn't even know. I looked at your little pamphlet and it was real neat. I really liked that ruler you gave me I've never seen a ruler like it. Hope you come back and give 3rd grade some more of your awesome flight information. - Sincerely XXX
[ED: The ruler's from the VFW Ladies Aux. & has the USA presidents on it. It's nice]

Dr. Diode

Scientists have developed a new robot surgeon that can actually perform delicate operations. In fact, they've made it so much like a real doctor, that it drives a Mercedes and takes off Thursdays for golf.



JOHN HEINLY

Hangar 9

When military officials surveyed an 873-acre stretch of scrub south of San Antonio in late 1917, they saw a typical south Texas landscape: prickly pear cacti, mesquite trees, and cattle. The cattle looked back and saw lunch.

The cloth coverings on the wings of the Curtiss JN-4 biplanes, or Jennies, that the military had brought to the new air base had been treated with banana oil so that the fabric could be stretched tightly. "If they left the planes alone," explains Fernando Cortez, curator of the Edward H. White II Memorial Museum at San Antonio's Brooks Air Force Base, "the cows ate the wings."

To protect its aircraft from the cows—not to mention windstorms, dust, and the odd rattlesnake—the Army built 16 wooden hangars at Brooks in early 1918. Today, one remains: Hangar 9, site of the White museum and the U.S. Air Force's only surviving World War I hangar.

Except for the orange windsock atop one end of the building, Hangar 9 looks more like an aging high school gym than a piece of military history. It doesn't even sound like an air base: the last official flight left Brooks more than 30 years ago. Today, the base is home to the School of Aerospace Medicine and the research groups that probe the boundaries of human performance in air and space. Inside, though, the hangar presents an eclectic mix of seat-of-the-pants aviation pioneering and Space Age scientific research.

A beautifully restored Jenny, for example, co-exists with a contraption called the Rotational Flight Simulator—a three-ton steel cocoon in which John Glenn and fellow astronauts prepared for spaceflight. Wool uniforms and leather cavalry boots worn by the earliest military aviators mingle with the pressure suits of Project Apollo.

For all its scope, though, the Hangar 9 collection seems intimate and personal. In large part, that's due to Cortez, a chatty aviation buff and accomplished scrounger. Cortez pokes through scrap yards and junk stores, occasionally excavating

aviation treasures. He found a carburetor for the museum's Jenny at a nearby propeller shop. And in the loft of a crowded warehouse he uncovered—one layer at a time—two B-17 ball turrets, thousands of World War II-surplus parachute harnesses (an undergarment factory bought the silks shortly after the

Edward H. White II Memorial Museum, 684 SPT-MU, Brooks Air Force Base, TX 78235. Phone (210) 536-2203. Open 8 a.m. to 4 p.m., Monday through Friday, except holidays. Free admission.

war), and a case of aviation goggles worn by Women Airforce Service Pilots during World War II. Cortez returned the goggles to their original owners at a WASP reunion last year.

Naturally, the museum contains plenty of reminders of the famous individuals who once strolled through Hangar 9, including its namesake, Edward White II, the first American to walk in space and a victim of the Apollo 1 launch pad fire. White played in the hangars when his father, who eventually became an Air Force major general, was stationed at Brooks.

Most of Brooks' famous alumni were stationed there during the 1920s, when the base was site of the Army Air Corps' primary flight training school. Among the recruits was Charles Lindbergh, who reported for duty in his own war-surplus Jenny. Claire Chennault, who later commanded the Flying Tigers, also passed through Hangar 9, serving as one of the military's top flight instructors.

One of Chennault's pilots in China, David Lee "Tex" Hill, donated much of his war memorabilia to the museum: khaki bush jacket, Chinese currency, cloth "blood chits" that promised to reward the safe return of downed American pilots, and a samurai sword recovered from the wreckage of a Japanese aircraft that he out-dueled.

Many of the men who saw duty at

Brooks lived less thrilling lives, of course. But their work helped make aviation and spaceflight safer. They were guinea pigs for the scientists and engineers who designed new flying machines, spacesuits, and other equipment. Their story is also told at Hangar 9, in the form of devices that bear an unnerving resemblance to medieval implements of torture.

There's the Ocker Chair, for example. Subjects were strapped into the metal chair, then spun wildly about. An instrument located inside a small box told them which way they were turning, often contradicting their jostled sense of balance. The device convinced aviators that they couldn't always rely on their senses—that better instruments were essential additions to the cockpit.

Inevitably, though, your eyes and heart wander back toward the Jenny. Painted in World War I colors, it's equipped with an OX-5 water-cooled engine, which powered early versions of the airplane. Strong vibrations frequently jiggled hoses loose, so the engine often overheated. The engine is also heavy, so the aircraft flipped over easily on landing.

Wrestling the Jenny into the air presented its own problems, particularly as early airfields were simply patches of grass and dirt. "When you taxied out, if you ran over any cactus it punctured the thin rubber tires," Cortez says. "Or you might get too close to a rattlesnake and it would strike at a tire and ruin your whole day. And if you couldn't get off the ground, you had mesquite trees waiting at the end of the field."

Just in case problems developed in the air—like wheels falling off, which happened frequently—pilots had special landing instructions. "A lot of student pilots were taught to find the largest tree in a field and plow into it," Cortez explains. "Or they might land between two trees that were close together and let them rip off the wings. That way the trees absorbed most of the impact." And created a nice snack for some appreciative Texas cattle.

—Damond Benningfield

COMING EVENTS

MAY 23 - WAM Fun Fly - Call Ken Eckard 549-6674

May 26 - SFP @ Eldersburg Elem

May 26 - MMA Monthly mtg. @ -Call Bob Allen
876-3580

JUNE 1 - WAM Monthly Mtg. @ VFW @ 8 PM

June 2 - SFP @ Sandy Mount Elem

JUNE 5 & 6 - MARC SHOW - Timonium - SUPPORT IT

June 13 - WAM's invitation to Salisbury R/C
See page -

June 19-20 - AMA Homecoming @ Muncie

JULY 6 - WAM Monthly Mtg.

July 10-11 STARS Giant Scale Rally Olean, NY

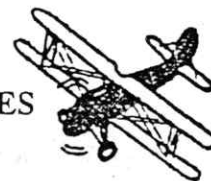
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Materials and opinions published in the Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers Club or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Editor and the Westminster Aero Modelers are not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her 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

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Westminster, MD



THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

July 6, 1993

8:00 PM

West. VFW Hall

President - Jim Garrett 876-0428
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 9 Number 6

AMA Chartered Club 336

Formed 1955

As The Prop Turns ...

Well! It's been a busy month for activities with Carroll County and the Carroll County Model Aerodrome! From all indications by Mr. Soisson, Director of the Carroll County Department of Recreation and Parks, the Model Aerodrome may be moving in the near future. 'Near' may mean at the end of this flying season, probably by the beginning of next years flying season. (How's that for vagueness?) The bottom line is that we will be moving - that's definite! As we have known all along, the current site was only temporary until the top of the landfill was capped and groomed. The County's concern now is that even if we move 'atop the hill' our problem with the neighbors, or, more correctly, the neighbors' problem with us, would not disappear. In fact, it may get worse. You see, there is a development planned for the opposite side of John Owings Road the we would be in about the same proximity to. If enough of those new neighbors have a problem with us, well . . .

The County has another site selected for us about 15 minutes from the current location. Known as the Spiegel field, it's located off of Kowomu Trail on Rinehart Road. It's actually a much better location for us: more isolated, only one neighbor to speak of, no or very limited no-fly area. So far so good. The County has asked us to look at the property, which we did. Among other WAM members that attended, Bob Jenness and Ken Eckard did a flying demo for

some County officials and others. We were satisfied. The 'others' were not as enthused. One is a chicken farmer who has some concerns about our impact on his use of some adjoining county-owned land as a depository for chicken manure. The other neighbor is very concerned about noise and about us destroying the natural beauty of the area. Here we go again!

Another flight demo at Spiegel field is scheduled for June 17th, this time the County Commissioners are supposed to attend. Also, another Public Hearing is scheduled for June 23rd. We will be represented at both meetings. More information will be available by and for the next business meeting.

Did you make it to the MARC Show? Lot's of neat stuff! I saw quite a familiar faces there. I think I got a couple of good deals. And, I have to admit the food was the best I've had at an event like this in a l-o-n-g time. Hope they get that caterer back next year. Many thanks are in order to the WAM personnel who worked the MMA booth during the two day event: Bill Hasert, Jim Umstead, Ray Miles, John Dorl, and to any one else I forgot to mention. Thanks to John, many happy ladies left the show with some nice (although cheap) gifts. Hopefully, they were distracted long enough to let their significant others spend some money on some more important things. Nice touch, John!!

Enough for now. See ya at the field! - Jim

- Minutes of WAM regular meeting
1 June 1993 @ Westminster VFW
Mtg called to order @ 8:00 P.M.
21 members and 3 guests present
1. Reading of minutes waived since they appear in Tailspinner.
 2. Prez Jim announced demo for Cub Scouts 12 June
 3. M.M.A meeting fizzled this month, nothing to report.
 4. Treasurer absent this mo.
 5. Ed Goldman reports two applications submitted tonite.
 6. Ray Niles reported on school program and a special request from a mens club for a demo on 20 July - more details in ~~Tailspinner~~ Tailspinner.
 7. Ray also reported that C. Co. officials requested a demo on 17 June for Parps & Rec Council. More details in Tailspinner. 23 June @ 7:30 P.M., another meeting to be held with council concerning flying sites for the future. Same place.
 8. Ken Eckhart reported sound complaint from neighbor and how it was handled. Ken also discussed safety in handling your plane. Installation of safety fence discussed.

9. Bill Hasert requested flag-lines be rejuvenated.
10. Tailspinner next time to be produced "expeditiously", bear with it.
11. Fun Fly results:
1st: Lloyd Brigger
2nd: Bob Allen
3rd: ~~Roger~~ Paul Schaffner
4th: Roger Macomber
5th: Mick Yachera
Thanks to Debbie Eckhart and Lil Schaffner for taking over the refreshment stand and all the guys who helped out with the event. Next one on 27 June '93.
12. Marc show coming 5, 6 June
13. Plans for impound box O. K'd
14. Various projects among the members discussed.
15. Solo certificate presented to Mickey Yachera.
Congratulations Mick!!
16. 50/50 won by John Schaffner (Hooray!!)
Meeting adjourned 9:20 P.M.

SUPPORT YOUR LOCAL HOBBY SHOPS.

"Bobbys Hobby Lobby" in Westminster

"Your Hobby Center" in Balto.

Mail order is not always the answer. I like to have in my hand what I buy.

NEWSLETTER

School Program- W.A.M. has just completed it's 5th year of presenting the "Flight Program" to 19 elementary school children along with 3 special requests. A C-5A load of thanks go to Milt, John, Bill, Ed, and Jim, for all of the time, all of the effort, all of your work, and all of your dedication enabling this effort to be the success that it is. I suppose I speak for all of you by saying that beside the personal satisfaction it gives one, it is FUN. This is what we are trying to convey to the youngsters, that learning can be fun, it can be creative, in bringing out the inborn inquisitiveness in these young people.

While attempting to compile this article, last month's issue of the T/S is beside me, and after reading the school stats. they struck me more profoundly than when I originally wrote them. What other club in this U. S. of A. can lay claim to what we have accomplished? However there is not very much of in the M.A. Perhaps we should write our own article, along with photos, and submit it for publication! This has been discussed before but nothing ever came of it.

An interesting off-shoot of our program occurred late in May. An elderly gentleman phoned me one evening. He lines up programs for the "Mens Club" meetings at the Carroll Lutheran Village in Westminster. He has heard of both the W.A.M. and our S/P. This facility is a Senior Citizen complex located about 3 miles outside of town on Rt. 32. He wanted to know if we would be interested in conducting a similar program for that group? The club consists of about 35 men. Without going into all of the details here, we set tentative plans to do this. He will reserve the Activity Room for the morning of Tuesday, July 20 at the Village. This is a fairly sized room, enough for us to do our thing. Set up time will be from about 9:00 A.M.-9:30 A.M. We've been invited to share coffee and doughnuts with them prior to a 10:00 o'clock start.

This "Senior" approach is at the other end of the spectrum than we are used to dealing with. But with some adjustments it should go O.K. Final confirmation on this will appear in the next issue of the T/S. Who knows, maybe we can gain more support and new allies among this group that will be of benefit us in the future!

Subject Change- Plans for the impound box have been submitted and approved by the R/P. More than likely by the time you read this it will be built. Bob has asked for muscle power to dig the 2 post holes. Any takers? It will not be put in cement. All of our structures are able to be removed, at least at J/O. I think that a FIRST AID KIT is mandatory for this box. One day it will be needed, and we better have access to one.

Aero Honor Society for Newsletter Editors

Taken from the AMA
National Newsletter
by Jim McNeill



We have several plaques to pass out this month to three Editors and one Cartoonist, introducing them to our Aero Honor Society of Newsletter Editors.



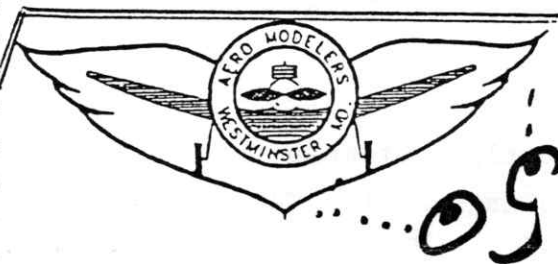
WingTips

c/o Robert Hudson
19 Glen Avenue
Troy, NY 12180

First of all to **Robert Hudson**, Editor of the "Wingtips" newsletter for the Mid-Hudson Modelmasters in Troy, New York. Club President **Vic Nippert** told me over the phone, confidentially, Robert is as good as any Editor the Club has had, and everyone looks forward to the "Wingtips" letter every month. This year, 1993, to save costs, the club may double up three issues through the wintertime. Robert almost always includes 3-view plans of rubber powered models in each issue. This "Wingtips" newsletter is renowned and famous for its Free Flight contents. We are secretly mailing President **Vic Nippert** 2 awards so he can

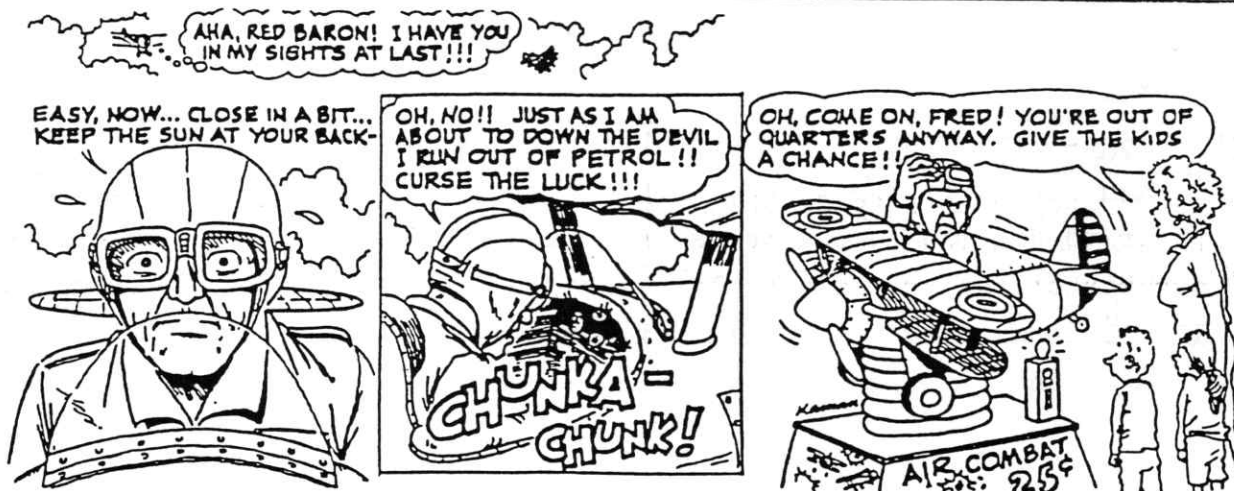
surprise the recipients at a future club meeting. When I talked to Vic on the phone he was insistent we pay homage to the "Wingtips" cartoonist **Jim Kaman**. On the following page is a sample from the March '93 issue.

We are honoring **Milt Peacock** of Finksburg, Maryland, this month for his fine Westminster Aero Modelers "The Tailspinner" newsletter. Milt cranks out a 12 page journal for his 45 member Maryland club. His newsletter is a very good example of all the things necessary to inform and educate the club members on the things they need to know. In his March issue, Milt has an article by Club Safety Officer **Ken Eckard**. Milt also has the latest AMA news and an article on the club field renewal by the County Commissioners. An excellent lengthy effort every month.



We also want to honor Editor **Charles Blake** of Des Moines, Iowa. Charles edits and publishes a very good newsletter "Plane Talk News" for the Des Moines Modelaires. Club President **Don McKenna** told me Charles has been Editor for some three years. We get his production every month. One thing that helps every Editor is an active Club President. Don contributed a page and a half "President's Corner" in the April issue. Many club presidents do this and it cuts down on the editors load. His April issue is eight pages of well balanced information for his club.

Charles is also the Club Membership Chairman in addition to being Newsletter Editor. He must be doing something right. Last year they had more than 200 members. The number of Instructors in the club, including flying trainers, helicopter instructors, single stick, and jet instructors is 20 at this time. A top of the line club.



Keeping It HOT!

Taken from the AMA
National Newsletter

by Jeff Wallgora

This month I'll try to enlighten you about glow plugs and their characteristics. When I started back yonder in R/C, it baffled my simple mind as to why the engine continued to run after removing the starting battery. The following is what I have learned and feel is necessary to understand the glow plug.

The glow plug as we know it today was originally designed and perfected by an engine designer and engineer named Ray Arden back in 1946. The glow plug is based on a simple principle of chemistry and physics. This principle is called catalytic action. Platinum, when introduced to methyl-alcohol, will spontaneously glow and heat up.

Platinum is not only one of the most expensive metals known, but also one of the heaviest. This, along with its ability to be alloyed with other metals makes platinum an ideal substance. The glow plug element (the part that glows when a power source is connected) are alloys of platinum, steel and tungsten for durability. When we connect the power source, the element glows. This lets us start our engines. After the engine has started, the heat of combustion along with the alcohol based atmosphere keeps the glow plug element glowing and hot.

There are basically four types of plugs made in industry today. They are: 1) cold, 2) medium, and 3) hot plugs for two cycle use, the fourth being a four-cycle plug. The hot type plugs are generally used with FAI fuel (alcohol/oil and no nitro) because the plug will stay hot without any fuel additives.

Now we move on down to the medium heat range plugs. With this comes the introduction of nitromethane. In the chemical makeup, nitromethane has extra oxygen molecules. When this is added to our alcohol/oil mix, what transpires is a hotter and better burn because of the additional oxygen.

When racing and using fuel with a nitro content of anywhere between 40 and 60 percent, you would use a cold plug. Anything else just would not last more than a few seconds at best. As with most things nowadays, glow plugs are not cheap! In 1968 they cost approximately \$1.25 each. Today, they cost anywhere between \$1.75 and \$8.00 apiece. But if treated right, each may last a season or more of flying. The plug in my Ugly Stick (and I emphasize UGLY) which is powered by a Super Tigre, has lasted just about a season and is still going strong!

The main cause of glow plug failure (if you're using the right fuel and plug combination) is impurities. If you see particles in your exhausted oil, you can be certain that these impurities are on the plug also. This causes hot spots and the plug will eventually be destroyed.

When talking about four-cycle plugs, I hear a lot of folks say that they're more expensive because of the four-cycle title. NOT TRUE! If you think about a four-cycle combustion process, it makes twice the revolutions for a complete combustion cycle. This means that the plug needs to stay glowing longer. This is accomplished by means of additional platinum in the element. Four-cycle plugs have approximately 60% more platinum than two-cycle plugs. Hence the additional cost. On a final note, theoretically speaking, it is quite possible to start a glow engine without a power source if the right conditions are present. If the proper compression, fuel, and temperature are present, there is a real chance that glow engines can and will start. So, please be careful when handling these gems! They're not toys (or are they?). They can be hazardous to your fingers! I personally have never experienced such a phenomenon, but have read many incidents of this type.

from the M.A.A. Aviator Newsletter
Ann Bruns, Editor
Yonkers, New York

NOTICE!

NO! NO! NO! NO! NO!

**Fuel powered ^{GLOW}/_{GAS}
flying on first (1st)**

SUNDAY of every

month. ^{IT'S A} "QUIET DAY"

**SAILPLANE or
ELECTRIC : ONLY**

PLEASE fellows, if you don't obey the rules it's YOUR loss. It's not only your loss but mine as well and all the other members. Some of us have worked hard & long to get this place, as great as it may or maynot be, BUT DON'T FOUL IT UP BY NOT FOLLOWING THE RULES. Protect what we have!

EUROPEAN TRIP - John Schaffner

Thursday 25 June 1992

A big day is planned, so after breakfast Bud & I drive over to the flug platz to check out the aircraft. It is a small grass field & the weather is low overcast & misty. No activity at all. We locate a young(er) lady, pay our fee for the museum & the place is ours. Herr Manfred Pflumm has assembled an interesting collection here including civil, military, sport & homebuilt. Many I had never seen before & a few I had not even heard of. Too many to describe here, but he has German, American, Italian, Check, British, Swiss, & Belgian representatives from rag wings to jets, an ag-duster & 2 Russian AN-2's they sell rides in. You'll have to check my photos.

About lunch time, so Bud & I tear ourselves away & return to the house. After eating lunch we prepare for a visit to Mainau, The Florel Isle in Lake Constance, or as our hosts would say, "Die Blumeninsel im Bolensee." I am riding with Ralph Seemann in the Opel & Bud will drive Helmut's BMW with Jane, Lil & Sigrid as his passengers. It's also umbrella time again.

The Isle of Mainau is an outdoor crop of molasse rock in the Northwest reach of Lake Constance. The highest point of the island, on which stands the famous Baroque Castle, commands an extensive view across the lake to the Swiss mountains beyond. The castle & its church were built between 1732 & 1746 by Bagnato, architect to the Teutonic Order, which ruled the island for more than 500 yrs.

Mainau served the Roamns as a strategic strong hold 2000 yrs back in time. In our own day, the 45 hectare Flotal Isle is known world wide for its parks & gardens. Gtand Duke Friedrich I, of Balden, who acquired the island in 1853, was the creator of the park. He returned from his travels with valuable saplings, which today, have grown into the mighty trees that lens the Mainau park its special atmosphere.

I should probably stop right here because no words can adequately describe this place, it is simply gorgeous. It contains every type of plant & flower imaginable including tropical that are protected by "Temporary" greenhouses during cold weather. There are massed ranks of tulip, hyacinths & narcissus that create carpets of color. Over 600,000 bulbs are planted every autumn. There are 200,000 pansies & primroses, 280 varieties of rhododendron planted in specially prepared beds, 30,000 rose stocks, palm trees to cypress trees, & on & on. Coffee bushes,

con't next column

Trip - con't.

banana trees etc. etc. Topiary with many colors of blossoms creating fairy tale creatures. The place is an inexhaustible source of delight for everyone, rain or shine.

This is another of those places where we all noted that we would like to stay longer. During the ride home the conversation was, "Did you see this?" & Did you see that?" You know what I mean.

This evening, after supper, we go downstairs to the apt. of Kurt & Anita Seemann to visit with them & Kurt's in-laws, Anson & Lottie. We manage to talk a lot in spite of the language barrier & we drink a lot of Kurt's wine. Maybe that's why we can talk a lot.

Raining hard again as we retire about 2330.

FRIDAY 26 JUNE 1992

Today promises to be more relaxed, since we have to start thinking about our departure tomorrow. I have come to think of our hosts as family. They couldn't have been more generous with us. It will not be easy when the time comes to part.

After breakfast we look over all the items we have accumulated so far & decide we will pack & ship about 25# rather than drag it for the rest of the trip. Smart move. Sigrid provides us with boxes & we fill one with no problem & leave it for her to mail for us.

That finished, we get in the car & drive over to the local cemetery where Sigrid wants to show us where some of the important people in her life are buried. A traditional part of the life here is remembering your ancestors & the cemeteries reflect that.

We then drive to Claudia & Gunter's home where we pick them up & proceed out into the country to a place called Miihlenklause, an inn that dates back to 1686. We are served an outrageous strawberry cake & coffee & then top it off with a flaming brandy served with special ceremony by our waitress. A truly unforgettable experience.

Afterward we drive back to Claudia's for a pleasant visit until about 1800 & then back to Seemanns for supper. Gunter provided me with a local roadmap to keep with our souvenirs. It was a thoughtful gift, I've referred to it many times "reliving" the trip.

We spend this evening after supper watching a TV football game between Germany & Denmark. Germany -0, Denmark -2. To bed at 2230.

Tomorrow our hosts will drive us to Basel, Switzerland to catch the "KD" Rhine cruise ship "Austria" for 2 nites & 2 days bound for Cologne & all points in between.

See you on board. -- To be con't.

W.A.M. HITS THE JACKPOT - Milt P.

As you know, the MMA picnic & Fun Fly & Static judging was held on May 16 @ Mayeski Park in Winfield. You couldn't ask for a nicer day than we had until about 3:30 when the wind & rain came to visit.

Even though Mike Caples of SCAM cut the grass the night before, the quality of the grass was so dense that it was still tough to get off the ground. If you didn't have large wheels & 2" prop clearance, ya just couldn't fly. It was a real shame as the effort was honestly put into getting the place in shape. However many did manage to get their prides into the air. I will say this, it took an hour to clean up my T-28. I though I had been careless with a green spray can. It was worth it though.

The static judging was done by the registered pilots, BUT you couldn't vote for yourself. You couldn't even be sure of "ONE" vote. A great variety was shown from $\frac{1}{4}$ scale giants, a ducted fan, a simulated fan job, old timers, to a peanut rubber powered model and all in between.

When the dust settled the happy guys were:

- 1st Non Scale- Ken Eckard- Ultra Sport 1000
- 2nd " " - John Schaffner- Buzzard Bombshell
- 1st Scale- Milt Peacock- Stinson L-5 $\frac{1}{4}$ scale
- 2nd " - Bill Compton- Fleet bi-plane
(Harford Co. R/C)

A BLUE & RED ribbon along with a gift certificate was awarded to the winners.

I just have to blow the horn for WAM. Last yr. we won 3 of 4 and again in '93. Great job fellows. Congratulations to each.

Many sodas, hot dogs, hamburgers, & beans were served by Boy Scout Troup 766 at 25¢ each with the proceeds being donated to the Boy Scouts by MMA. Hopefully they were happy with the results of their efforts.

I do believe a good time was had by all. The attendance did not seem to be as large this yr. but it was such a nice day I assume there were "Honey Do's" and other things to do with the family. Perhaps next yr.

As VP of the MMA - thanks for coming. I must add this, Ron Ware deserves a medal too not only is he Pres. of the MMA, but Scout Master, & chief COOK. Our hats are off the you, Ron. A GREAT JOB.

A LETTER OF THANKS

Dear Aero Modelers,

Thank you for coming here. I really liked the way you flew the planes. Could you come again next year for 4th grad?

Thank you. - XXXXXX

CONGRATULATIONS TO A WINNER - Ed.

One of our members, John Dorl, entered two models in the Static Show at the MARC-ED show on June 5&6. His "Kwik-Fly" won 1st place in Pattern and his "Riser-100" won 2nd place in the Sailplane competition.

John we're proud of you. Keep up the good work & be a believer. Congratulations again!

A BIG "THANK YOU" - Milt Peacock "MARYLAND MODELER OF THE YEAR"

As most of you know, the directors of the MARC-ED show have honored someone to be known as "Maryland Modeler of the Year". The Md. Modelers Assn. has the task of selecting that person. They contact every club in Md. asking that they submit a nomination for that honor. Unfortunately, many clubs ignore the request which is sad as every club must have a member worthy of some special recognition.

I have no idea who comprised the selection committee in WAM other than Bob Allen as he announced that I had been nominated by the committee. It is a wonderful feeling that comes over you when you realize that your peers think that much of the efforts which you put into the club and the hobby as a whole.

The simple word "THANKS" seems inadequate at such a time but I do sincerely thank everyone who had anything to do with my nomination.

The 1st winner was Ron Ware of MMA in 1991. The 2nd winner (1992) was our own Ray Miles. I have the honor of being the 1993 recipient of the award, thanks to WAM's nomination & also a "Thank you" to the MMA's selection committee.

Now for the joke of it all. Some thief actually has the plaque. It was in Ron Stahl's van & it was broken into and stolen along with his Blue Angel pattern model, several radios, and other related model equipment. Keep your eyes open for such a model and if seen try to determine who the person is and notify me.

PRODUCT REVIEW - Milt P.

"STA' PUT II SPRAY ADHESIVE - I am currently sheeting a foam wing. I saw a demo of the product & obtained a sample can which I used on trial parts. It seemed to really work well. I would like to have a tint of color in it so you could see where and how you are applying it. I obtained a large can at the MARC-ED show and am very happy with the results. I don't know what will happen when a model sits out in the sun, but I have been assured it won't delaminate. Time will tell. Service hotline is 1-800-346-2803. I don't know where to get it locally but I'm sure they'd order it for you.



Fun Fly Ken Eckard



ON May 23 We had our first Funfly, a beautiful day just a little windy, BUT in a good direction.

Prizes were awarded To The Top 3 spots, 1ST Lloyd Briggs, 2ND Bob Allen, and 3RD Paul Schaffner.

Burgers and Hot Dogs were cooked and served By Lillian Schaffner and Debbie Eckard with I and The club would like To give a special THANKS!

All in all it was a great day, no mishaps, crashes or injuries, Just a good Time, Lots of food and fun.

Fun Fly Notice

Next Fun Fly June 27, Starting Time

12:30 ~ 1:00 Depending on how much Time

is needed For Test Flights, "OK Jim" HAHA Gotcha

again. Hot dogs Hamburgs and Soda will be Provided

By The club along with Prize money 1ST, 2ND, 3RD

See you at The field.

AMA NEWS - Milt P.

I've been a little out of contact as I was away most of the past month. The facility at Reston is just about vacated by the general offices. Geoff Styles is not going to Muncie but will maintain an office somewhere in the DC/VA area. Bob Underwood, competition dept. will also remain in Reston for some extended time. The magazine group has occupied the second floor and I'm not sure about their future location.

Both Pres. Jim & I have been in contact with the AMA about some matters which I do not want to discuss at this time. Please DO NOT contact the AMA pertaining to any club matters without prior approval by me or Pres. This is a MUST! (Con't Pg. 9)

FOR SALE

Dave Brown fuel pump GAS / DIESEL - \$5.00
Was for Club Cub - like new (Tower \$11.95)
NEW Fox #24600 .45 BB w/muff & spinner
(Tower \$89.99) To you - \$75.00
NEW Props- 9x4 Master Aircrow 1/2 doz = \$5.00
Milt Peacock - 833-3122

Radio Shack - Optimus 3200 Stereo Rcv'r.
100w/channel; Surround sound; 30 pre-sets
etc. (New \$399) = = = = Now \$150.00
Bob Hunter - 486-5710

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

Futaba 4 CH AM Attack Radio CH 16 - \$95 (new)
John Tennyson - 795-2037 (in PM)

I have obtained another set of "LEADER CLUB" papers and Pres. Jim is in process of getting the necessary documentation together make application for the award.

A THANK YOU - Milt P., V/P MMA

John Dorl & crew earned a BIG vote of **THANKS** for the GREAT job that was done with the MMA booth at the MARC-ED Show. It really looked great. WAM'S "School Flight Program" was featured with some of the items that are used in the program on display. I personally was busy with other duties and did not spend too much time in the booth, but the display had to create a lot of attention.

I know that every time I had a chance to come to the booth it was adequately manned and a big Thank You is certainly in order. On behalf of the MMA, I wish to thank everyone who so graciously contributed their time to man the booth. I know that if I would attempt to name the workers, I would certainly miss someone - SO the MMA can only say - "THANK YOU !" - for a bang-up job.

The next MMA meeting will be June 30. I'm sure Bob Allen, WAM's rep. will be able to tell you where the meeting will be held. You are welcome to attend.

MARC-ED Show - ED.

I don't know about you' but I really enjoyed the show. There were several new distributors & manufacturers displaying their wares. A lot of new items were available for "Hands On" viewing and demonstration. To me, I like to be able to put my mits on the item I wish to buy. I have been stuck too many times with something that was far from what I expected, then the problem arises on how to return the item and get all of your money back. Usually you are still "out of pocket" with shipping charges so you end up spending several "\$" & nothing to show for it.

Many giant size models were on display. The "G Shark" shown by Steve Rothschild (How. Co R/C) looked great. The red & yellow model on display belongs to Hoyt Bishop who told me that it flies really nice.

Hopefully everyone enjoyed the show. If you have any comments, criticisms, or constructive suggestions, please put them in writing and get 'em to me. Thanks - Milt

WHAT THE KIDS SAID !

Dear Westminster Air Modelrs,

I liked the show I loved the very good flight! Flying is boss a nova dude!

The lift and thrust demonstration was asome amgo! The show as bossanova flying dude! I fly airplanes too dude.

Fill out awnsers and call xxx-xxxx - Mmm Zzzzzz. - Is it fun for you? Where do you buy modle airplanes.

Word box=

bossanova = Cool

dude = Pal cool guy = neat guy

amgo = Pal

cool = neat

Dear Westminster Aero Modelers,

Thank you for coming to my school today. I injoyed the time when you flew the model airplane outside. I thought it was very interesting! I also thought that it was interesting when you showed us how the top came off the capsule in case of an emergency. Also enjoyed the lift and thrust demonstration. I enjoyed your visit alot.

Sincerely - XXXXXXXX

Dear Westminster Aero Modelers,

I really enjoyed this program. My favorite part was when you flew the modle airplane. It was neat that you made a net out of bamboo.

We are studying pandas in school. It was nice of you to come here.

Thank you very much - Sincerely -XXXXXXX

Dear Mr. Miles and friends,

Thank you for coming here to show us the model airplanes you made. I liked it when you showed us the airplane that could fly outside. I also liked the net with the bamboo handle. - Thanks - XXXXXXXX

P.S. Mrs Booz would like that net to catch runners!

Dear Mr. Miles and friends,

Thank you for coming. I liked the program alot. The thing I liked most inside was the bird. That was awesome! I liked the model airplane most of all. I would love to fly someday. I learned a lot about airplanes. When I have flight I will already know a lot about airplanes. We're the class that hasn't done flight. The net was cool too.

Sincerely - XXXXXXXX

PS: The teacher wants that net to people who run in the hall ways!

ED= The kids really tell it as it is, don't they? They are really great

COMING EVENTS

JUNE 23 - 7:30 PM - Rec & Parks Bd., WAM, & citizens @ C/C Educa. Ctr. 495 S. Center St. concerning WAM
June 27 - Fun Fly 12:30- Ken Eckard 549-6674
June 30 - MMA Mtg. Call Bob Allen 876-3580

JULY 6 = WAM Monthly Mtg. 8 PM

July 9/11 = Warbirds over Del. @ Lums Pond
Del.(E on Rt 40; R onto 896 S; L onto 71;
R/C field is about ½ mi. on left) Any
giant scale warbird from WW-I thru Gulf
War is welcome. A great fun fly = Milt P.

July 10/11 = STARS Scale Rally - Olean NY

July 20 - SFP @ Luthern Village West'r.

July 28 - MMA Mtg. Loc. call Bob Allen

AUG 3 - WAM Monthly Mtg. @ VFW 8 PM

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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 the 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 the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her 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

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THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

August 3, 1993

8:00 PM

West. VFW Hall

President - Jim Garrett 876-0428

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

Volume 9

Number 7

AMA Chartered Club 336

Formed 1955

As The Prop Turns...

The Westminster Aero Modelers has been in existence since 1955. As I look at the club roster, Don Nelson's entrance date reads 1955. You don't have to be an Einstein to figure out the connection. Don played a major role in the club's formation.

From talking to some of the members that can remember back that far, all have good memories of the old days. Don enjoys a reputation of being able to fly anything that has wings on it and even a few things that don't. He is an accomplished control-line pilot, expert radio-control flyer and even holds a full scale ticket, and the keys to a Cessna 172. I can even recall hearing about a stint with a RC helicopter a few years ago. Without question, Don's love of aviation is deep and goes way back.

Don and his wife Carol have graciously allowed a good portion of WAM's activities to occur in their own backyard. For many years the club's business meetings were conducted in the basement of their home, in some cases, even when they were not! This went on since "who knows when" until about early 1990 when the club grew to the point that the meeting attendees could not fit into their basement anymore. Now, how many of you, let alone your wives, would put up with this year after year?

And, of course, what good is a model airplane club without a field to fly the model airplanes on? Nelson's Field, has been the primary flying site for WAM for at least 23 years. Until recently it has been the location for all of our afternoon, evening, Saturday and Sunday flying

sessions. Located less than 200 feet from their front door our aircraft have, although unintentionally, flown around, over, through, and in a couple of cases into the home. Many memories of the events, the people, the old, plane hungry, oak tree off of the end of the runway, the intersection of RT97 and RT32, and the faces of the old and new friends that met there, will remain with us for many years to come.

The Nelson's have granted, for our use, a convenient meeting location, parking, and flying field for many, too many years. They have given more to us than any family would or should give. With the acquisition of the Carroll County Aerodrome it is only fair that the Don and Carol be allowed to enjoy their home in peaceful solitude. Effective immediately, Nelson's Field is permanently closed to flying.

To Don, we sincerely thank you for all you have done for this organization. The many people you have helped over the years are, I'm sure, grateful to you. The offer to attend the meetings and events will always stand.

To Carol and the family, to say *thank you* is not nearly enough. There are few, if any, wives who would endure what you have over the many years in support of your spouse's interests. We are grateful and wish you the peace and quiet you surely have earned and the good health to enjoy it.

As for WAM, hopefully, we will continue to grow and prosper. Thanks Don, for the good start!

Enough for now. See ya at the (CCMA) field!

- Jim

MINUTES - July 6/93
John Schaffner, Secty.

- 1- Mtg. called to order @ 8:00 by Pres. Jim Garrett with 19 mbrs. & 4 guests present.
 - 2- Reading of last mtg. minutes bypassed since they appear in the Talespinner.
 - 3- V.P. Bob Allen reported no action at MMA since they had no mtg. since last month. Bob reported that the field box for CCMA is under construction.
 - 4- Treas rpt. approved as read.
 - 5- Communications reported invitation to participate in CC Leisure Expo. 11 Sept. No action taken. Upcoming model avia. events were announced & appear elsewhere in T/S.
 - 6- AMA Rep. Milt reported move to muncie complete & other details elsewhere in T/S.
 - 7- Approval for 3 new members was proposed by Ed Goldman & passed unanimously. Phillip J. Davis, Ryan J. Elwell & Robert W. Elwell. Welcome aboard folks.
 - 8- Ray Miles reported on WAM's current status with the county. Details elsewhere.
 - 9- Ray reported the conclusion of the SFP for the current term & an invitation to speak to local Lutheran Village Mens Club on 20 July '93.
 - 10- Pres. Jim Garrett spoke on Mr. Schoen's most recent threats & action taken to cover WAM should something occur
 - 11- Ken Eckard spoke on safety & sound & emphasized to be especially careful of fuel spills & places for ground running to preserve the grass.
 - 12- Bill Hasert reported that he will replace our worn out flag lines.
 - 13- Milt sez- "Send me your stuff for the Talespinner !!"
 - 14- MARC reported another successful trade show.
 - 15- Ken Eckard reported on the fun fly & what a great time was had. Details elsewhere in T/S. 15 Aug. '93 we do it again
 - 16- "Handouts" detailing WAM are ready. Mbrs. to distribute where & when appropriate.
 - 17- Discussion about new planes, products & problems was had for the benefit of all present.
 - 18- 50/50 winner - Frank Guiffre - was not signed in. To bad, Frank.
- Meeting adjourned 9:42 PM.

A THANK YOU from WAM

Wanda P. of BOBBYS HOBBY LOBBY contributed \$10.00 to the club for selling a helicopter for her at the MARC show. Thank you, Wanda.

AMA NEWS - Milt P.

The move to Muncie IN has occurred and the only persons still in Reston is Geoff Styles & Bob Underwood. Bob is to retire soon and I have no further info. on that at this time.

NOTE: See page 94 in August issue of Model Aviation for new AMA address & phone number.

Testing of the effects of the FCC proposed freq. changes have taken place and a report will be forthcoming.

I had the best intentions of going to the AMA homecoming in Muncie but another committment took precedence.

WELCOME NEW MEMBERS

Please add to your roster =

Phillip J. Davis (Cindy) 581-5797 w-363-9059
12213 Faulkner Dr., Owings Mills, MD 21117
AMA 447686 DOB-08/29/56 07/93

Ryan J. Elwell - 876-3826
303 Royer Rd., West'r. MD 21157
AMA ---- DOB-10/24/79 07/93

Robert W. Elwell - 876-8308 w-876-5101
332 E. Main St, West'r. MD 21157
AMA ----- DOB 07/17/48 07/93

NOTE: To the Elwell's, please call Milt Peacock 833-3122 when you receive your AMA number as it is needed for club records.

SCHOOL FLIGHT PROGRAM - Ray Miles.

Our 4 R's - Repair, Rebuild, Replace, & Recover. That is what is now taking place. New containers are under construction. One or two displays are on the board. Damage control being accessed & taken care of. Some have been completed, some nearly done, & some just beginning. However everything will be in tip top shape by the time the new school year begins & we are recuperating.

The special request by the Mens Club at Lutheran Village has been confirmed & will take place 20 July, 9:30 AM at the village. It will have taken place by the time you rec'v. the T/S. The format has been completed & as all of these Seniors have lived thru the era that our Historic Display covers (well almost all of it) it should prove to be an interesting & remembering occasion for the club. More details will appear next month.

The following has taken place at the county level since our June club meeting. First, the second demo request was done, supposedly for the Rec./Parks Board. That turned out to be wasted effort, not to mention a wasted day. Only 2 of the Bd. showed up. Some interest! But about 14 others, mostly residents, did put in an appearance. It turned out to be a complaint gathering. We've heard it all before. End result- nothing accomplished!

The Bd. meeting was held on June 23rd. It's a good thing that they leave us to last on the agenda. More time was spent, or wasted, on our issue than any of the others. Those objecting were heard first. Any of you in attendance that evening witnessed 4 terrible presentations. The Bd. immediately picked up on it. Our counter was made, the Bd. again was 100% on our side, & the recommendation to the Comm. was, "Either site is appropriate." We were asked, "Which site did we prefer?" We dropped the ball on that & only 1 personal response was given as, "Either will do". A letter was immediately sent to Richard Soisson the next day officially stating our site preference and the reasons for the selection. The "Speigel" property has been identified by the WAM & made known to the Rec/Pks & was read to the Comm. at the staff mtg. with R.S. on June 29.

R.S. contacted me on the 30th with the results of their meeting. His personal feeling now is that the letter & our reasons made him feel that the decision will be made to move us to "Speigel". The vote by the Comm. will not be made for about 2 more weeks. Some of you have read a few articles in the dailys on this subject & as per usual some of it is in error, out of context, & very misleading. I pointed this out to RS & he told me that what was said, & what was printed, is not what really took place. His last statement was, "You will have a field."

In hind sight, much more could have taken place in the past years, not by us, but by past administrations, if they had checked with other sub-divisions on the hows, wheres, & results on fields in use within those sub-divisions. That's water under the culvert. If the information I have is correct, we should know about 1 week after our July meeting, our "destination".

SUPPORT YOUR LOCAL HOBBY SHOP

NOTICE!

"NELSON FIELD" IS CLOSED - DO NOT FLY THERE

JUNE FUN FLY - Ken Eckard

On June 27 the 2nd fun fly took place. Another great day, warm sun & a slight breeze from the West, hamburgers & hot dogs cooking & sodas ice cold. After it was all over the winner was Bob Jenness who won the first 3 events, 2nd place was Roger Newcomer & 3rd was Bob Allen.

A good show for the Ace Bingo which proved to be very docile & glided well, would make a nice 1st low wing plane or everyday plane.

The events were different like the blow & go, climb & glide, lucky seven, & touch & go X 5.

Everyone had a good time, safe & no mishaps during the fun fly.

At this time I would like to THANK all of those who participated, & helped out setting up & tear down.

A special "THANKS" to Jane Richards & Debbie Eckard who cooked while we were flying. Thanks a million!!

Next fun fly August 15. We had 12 contestants this time lets make it 24 on the 15th.

SAFETY & SOUND - Ken Eckard

Safety wise there's not much to report. Everyone seems to be aware of safety on ground & flying, just two things, when tweeking or running up the engine, PLEASE move away from the flight line & don't have your plane pointed in the direction of anybody else. The other is if you bring or see a non member of the AMA & or club please keep them clear of the pit areas, we have no fence right now so please keep us & them safe.

SOUND

On the sound issue, 99% of the planes I have tested are OK. The only motors there has been a real problem with are Super Tigres, Royal, & some larger 4 strokes when using stock mufflers. I've seen an engine test 98 db with a stock muffler & by adding a piece of pie pan (alum) in the muffler for a baffle it tested 93 db. "Bob Jenness"

Con't on Page 4

SOUND Con't from Pg 3.

Royal 40. There is cheap & easy ways to solve the noise problems. Also after Bob added the baffle he said he had better fuel pressure.

NOTICE ! There are two large fuel burns in the pit area, if you need to break an engine in take it over to the road away from the field. I like to kneel on grass.
THANK YOU.

SOMETHING TO TRY - Ken Eckard

I have an OS.46 ABC, when I bought it I ran a 10x7 prop, the sound tested at 93 db with the stock muffler. Later I added a Dubro deflector to the muffler, the sound dropped to 91 db. After that I started running an 11x6 prop the sound dropped again. One day I broke my 11x6 prop (I don't know how that happened?) after looking in my flight box I found a 12x6 APC. Humm, I wonder what this will do. I put this 12x6 on my .46 motor & started it, sounds good but slow, only 9400 RPM. oh well I flew it. To my surprise the plane took off before I was ready. Then I flew around, seems good but not quite as fast but good, then I pulled up, it went up & up & up the same as when running smaller props with more RPMs. I was really surprised with the results. Next I landed & tested the sound, 83-84 db's. Great! 10 db drop & only the price of a deflector & a larger prop, about \$4.00 total cheap & quiet, try it, it really works if you don't think so, come on out of the field & try it. Besides, we'd like to see you out flying anyhow. So just come on out.

Also I flew 22 min 53 sec on 6 oz of fuel

1994 E.A.A. CALENDAR

Milt Peacock

Again we have the opportunity to obtain the '94 EAA calendar.

The cost retail is \$9.95, however I can obtain them at \$6.25 each if we order at least 12. I will take PAID UP orders until Oct 6th (our mtg nite) & if I have 12 orders I will obtain them for you.

Bring your money to our next mtg. I have a sample there for you to see.

YOU KNOW YOU'RE OVER 60 WHEN-

You feel more comfortable straddling 2 lanes. 55 MPH seems a very reasonable & safe speed to travel at.

GET WELL WISHES

Our friend "Dr. Ed Goldman" should be home by the time you read this. He was in CC Gen. Hospital for a relevantly minor operation recently. I'm sure he would appreciate your sending him your good wishes. Remember Ed, that TACH is **HEAVY**! Hope you are 100% soon.

INSTRUCTOR LISTING

If you are in need of an instructor don't hesitate to call him. BUT remember, his time may not coincide with your time so book your time in advance. They are more than willing to assist you, but we have to work together.

(DAY *) Bob Allen - 876-3580
Lloyd Briggs - 833-7450
Frank Guiffre - 876-1304
Bob Jenness - 374-9628
* Ray Miles - 781-4937
Roger Newcomer - 876-2641
* Milt Peacock - 833-3122
Paul Schaffner - 429-1911

NOT SO TRIVIAL TRIVIA - John Schaffner

Q - What & when was an aerial attack on the continental U.S. made from an enemy shore for the first time?

A - Beginning 3 Nov. 1944 at 0500, an air assault against the continental U.S. was launched by Japan using balloons carrying incendiary & high explosive bombs. About 9,300 of these 35' dia., treated paper bag weapons were set adrift to cross the Pacific & drop their load on America through early April 1945.

An estimated 1000 actually completed the journey & 285 "incidents" were recorded.

There were 6 Americans killed when one of the balloons was discovered by 5 teens & 1 adult woman on an outing in the woods near Klamath Falls, OR. The bomb exploded when they apparently tampered with it.

It is believed that several hundred are still lying about undiscovered, so if you are out there in the wilderness, be careful, won't you?

Thanks to the Smithsonian Annals of Flight.

A haughty young lady from Butte,
thought herself excessively cute.
She tossed her blonde curls,
in disdain at the girls,
and followed the man with the loot!

SUPPORT YOUR LOCAL HOBBY SHOPS

RHINE CRUISE - Saturday, 27 June 1992

We are up early in the morning for our final breakfast at the Seemann's table. Sigrid's grandkids are running around, probably to catch a final look at those Amerikaners who can't speak their language. We have to pack again, almost like leaving our own home. It turns out to be a busy morning.

Basel Switzerland is our destination today, about 100 miles to travel. Before leaving the USA we made plans to make the trip by rail. It would have meant four trains, transferring three times & taking the best part of all day. Our German friends wouldn't hear of it. They will drive us. It's that simple & final. "No problem" is all we hear from them, "No proble!" So, after lunch Lil & I get in the Opel with Ralph & Karen & Jane & Bill ride with Helmut & Sigrid in the BMW. We hit the autobahn about 1330. Nothing has been too much trouble for our hosts.

On the way, we are traveling at speeds of 120 to 165 K/hr, another "white knuckle" ride, a bit antsy for us old slowpokes. About half way we stop for refreshment & a P.C., just like on our interstate.

We arrive at the dock on the Rhine River in Basel at 1600 & find the area very congested with traffic. There is a place where we can unload our baggage & check it to the ship but no place nearby to park the autos. We can't go aboard the ship until 1900 & our friends still have to return home & there is no place to leave the autos so we agree to say our good-byes here & send them off. It was an emotional parting.

The four of us have some time to kill so we walk on back to the river & find a place with outside tables where we can have a coffee & watch the traffic on the river. We are near a cable ferry, a small boat tethered to a cable stretched from one bank to the other that uses the current to transfer people back & forth. Very fuel efficient.

We are allowed to board the "Austria" at 1830 & found the bar open for business. After a bit of refreshment we check in with the purser, settle into our staterooms & clean up for dinner on the ship. Dinner was buffet style tonight & "par excellence." The ship does not cast off until 0300 so we have time to relax on the top deck & watch the lights of Basel come on. Darkness arrives at 2130 in this industrial city.

There is music in the lounge so we take advantage of it until about 2315 & then turn in. We should sleep well tonight.

Sunday, 28 June 1992

0300 hours, that's three in the morning folks, & sleep is out of the question. Our ship has cast off & under way. We pass through locks with bumps, grinds, squeaks, hammers & grunts. And if that isn't enough, we are equipped with down comforters on the bed that are hot, much too hot to sleep under. Before the trip is over I learn to strip the cover off that thing & leave the feather part on the floor (excuse me, DECK)

The upper waters of the Rhine River are only reachable through the many locks that raise & lower the river traffic from 30 to as much as 40'. The river is navigable from Rotterdam to Rheinfelden, just upstream from Basel, but its source is much further on high up in the Alps, a total distance of some 800 miles. It has been a significant feature of Europe as long as men have lived there. Basel is the main terminus of the barge traffic & has grown to be an important chemical & pharmaceutical manufacturing center. One of the six major bridges that cross there was built in 1226.

Well, enough of that. When we arise about 0700, I feel as though I was shot at & missed & you know the rest of it, but after a good breakfast we are all ready to go again. The land in this area of the Rhine valley is mostly flat. In some places requiring levees much like in the lower Miss. R. to prevent flooding.

At 1130 an announcement is made for everyone to come to the lounge for a champagne party & to be introduced to the Captain & his staff. Love that bubbly!

After lunch we pass through the locks at Gamsheim where there is a 39' drop. These locks are big. In this one there are 3 large ships & 10 small pleasure boats with room for more. We see a barge named "Glenn Miller". Fancy that! All of these barges are self propelled, not pushed along like on the Miss. They are carrying everything from bulk to

autos. There are living quarters aboard for the family & often you see the wash hung out on the after deck, next to the family car. Some that go by have a child at the helm. They must learn early I suppose it is a way of life.

It's a pleasant sunny day & most everyone is on the top deck taking advantage of the weather. We even have a few sun bathers. There are travelers on board from all over. I notice British accents, French, Japanese & some I can't figure out.

Con't on page - 6

I meet a very pleasant fellow from Australia who had been all over & we talked for awhile until his wife ran him down.

About 1600 the ship made a landing where we boarded a bus for a guided tour of Heidelberg.

We drove on through Karlsruhe & the village of Waldorf, ancestral home of the hotel family, you know, Waldorf-Astoria, etc. Our guide is very pleasant & knowledgeable & speaks to us in any European language you may require.

During the American Army advance in WW II the city of Heidelberg was surrendered prior to any hostile action, although the main bridge across the Neckar River was blown, our engineers set up a pontoon bridge & traffic was moving after only two hours. Therefore the town was undamaged.

Heidelberg boasts of the oldest University in Germany attended by some 27,000 students who, during term time account for much of the towns image. The entire city has a population of only 133,000.

The ancient castle is a huge tourist attraction & draws about 3 million visitors each year. Only $\frac{1}{2}$ of them were there the day we were. There are more than 300 pubs & restaurants & many facilities for anyone who can stay awhile. After our tour of the old castle we has a fine dinner in one of them. (Yes, they have a McDonalds).

One of the attractions in the old castle is the Great Vat. This wine keg required the trunks of 130 oak trees. It measures 8.5 meters (28') long & 7 meters (23') in dia. It has a capacity of 221,726 liters & is connected to the Kings Hall where the average consumption was 2000 liters a day. All the castle cellers together had a capacity of over 700,000 liters (185,000 gal) of wine. Is that a giant headache or what? Here is another place I would like to come back to & stay awhile. Its history goes back to 400 BC.

We are back to the bus at 2130 & returned to the good ship "Austria" at Mannheim to resume the trip. We will depart Mannheim at 0330, hope I sleep better tonight, sure tired enough.

Monday - 29 June 1992

Did sleep better last night, thank you. We are up early though, don't want to miss anything. Today we are leaving behind the flat lands & find ourselves sailing along between banks that rise steeply away from the river on both sides. This is where the famous castles are, between Mainz & Cologne. This turns out to be a picture taking day.

It seems that we are hardly past one castle when another appears ahead. Some are in ruins, but others have been restored into private residences or museums or hotels for tourists.

For more than 500 years, from 1200, the Rhine tolls were the most major & most reliable source of funds that German rulers ever had. In the end this was to be the castle doom. As late as 1650, trade thru the Rhine valley between Alsace & Holland was bled at 32 toll stations. In 1689, Louis XIV, who had annexed the east bank, tired of these excesses, he ordered the destruction of the castles. Still the last tolls did not disappear until 1797.

Many of these castles were rebuilt & restored in the 1800's but were never again used to collect tolls. Although, if you chose to spend the night at one, it will probably cost you an arm & a leg.

The good ship "Austria" stops at Boppard, which is popular for its gift shops, restaurants & the big winerys close by. Both sides of the river are planted with grapes. It should be no problem to fill that giant vat at Heidelberg.

After stretching the legs (& the VISA card) we return to the ship & cast off once more.

The weather has been ideal today, blue skys & a small white puff occasionally. We pass by more small villages overlooked by the castles. There is a railroad & highway on each side & I wonder, wouldn't it be neat to make this trip on wheels so you could stop & spend more time here & there.

We pass on by the town of Godorf & notice a recreation area on the river bank complete with a nudist colony. At first I thought that guy was wearing white shorts. [ED: Do you really think we believe that guy story?]

We arrive at Cologne on time, passing under several very modern looking bridges before spotting the twin spires of the famous cathedral. This is where we leave the ship so we arrange to have our baggage sent to the Hotel Europa Am Dorm. To our delight, it is located one block from the cathedral. Another totally fascinating structure begun in 1248. Around 1300 the chancel was completed & in 1332 the choir was consecrated. The spires rise to 515' & dominate the city. Tomorrow we will visit it close up but for tonight we can only stare at this magnificent structure. It is flood lighted at night. I don't how to describe that.

Se you next time with more on the Cathedral of Cologne.

PATUXENT EXPO - Wm. Hasert

Patuxent Naval Air Sta. celebrated its 50th yr. of service on 22 May '93. Since I had not been there for a few yrs., but remembering the great air shows of the past, I thought it may be interesting.

What I found was, attendance was good but far less than in yrs. past. Also, the number of aircraft on static display & the no. of military flight demos were fewer. The biggest blow to the show was the cancellation of the "Blue Angles" precision flight team. The flight leader of the team was involved in the "Tail Hook" episode & was grounded also cancelling the Academy Graduation demo. The Patuxent show ended at 3:30 instead of 5 PM due to their no-show.

The static display had a F-117 Stealth, AV8B Harrier,, F-18 Hornet, F-14 Tomcat, A-6 Intruder, Skyhawk, Prowler, & an F-16. There were also basic & advance trainers, heli's, medium & small, also surveillance & service aircraft such as the "Hawkeye".

In the large dept., there was the C-5 Galaxy, C-141B Starlifter, British C-3 Comet, Canadian CP-140, C-130 Hercules, & the Nimrod patrol aircraft. The civilian antique aircraft were few in number with a Stearman being the beat of the lot.

There were relatively few booth displays in the two hangers & some of them were not military. I did get a chance to see up close an RPV drone built by AAI Corp. It's a twin boom, 2 cyl. pusher about the size of a 1/3 scale aircraft, but darn expensive. It can land on fixed L/G or caught in a net for ships not having landing decks.

The flying demos started at noon with a Navy parachute team. the Canadians also had their "Skyhawk" jump team. They all make it look easy. The comedy was provided by a crazy farmer & a run-away J3 Cub, also a dressed up flying clown heli.

Steve Powell, flying a sailplane, cut loose from his tow & started down trailing white smoke from the wing tips. Because of his slow speed his acrobatic maneuvers were like a beautiful ballet with amazing time aloft in silent flight.

The next event was a crown pleaser for the kids. Les Shockley had a Peterbuilt truck tractor equipped with 3 jet engs. generating 36,000 HP. He accelerated down the runway to 265 MPH in 6 sec. from a standing start. He topped with 2 drag chutes, but boy, was he moving. The fastest Peterbuilt ever made.

Steve Oliver then flew the Pepsi Skydancer Chipmunk in a great demo of acrobatics. In the hands of the right pilot, it is one of

the most graceful aircraft ever flown. Paul Schaffner would have especially appreciated the performance.

There was no shortage of good pilots & I guess the best acrobatic performance of the day was turned in by Leo Loudenslager in his Laser 200. Man, he did it all. Lomcevak, tail slides, snap rolls, outside spins, etc.

We had some pretty hot ladies too. Anyone remember the Bede 5A? That was a little prop pusher kit plane. It was so small you were almost lying prone flying it & you took up 2/3 of the fuselage sitting in it. Well now it is equipped with a hot little jet eng. that bangs it along at 300 MPH. Its the worlds smallest jet. Kathy Gray put on a great show with it. The Coors Beer people call it the "Silver Bullet".

The other lady was Julie Clark flying her special T-34 & she was terrific. Right on the deck with all of Loudenslagers maneuvers. When you see her step out of her plane - she has it all! A very pretty petite little blonde in her thirties who holds a full captains seat in commercial aviation.

Where is the military hardware you ask? Well the 4 eng. P-3 Orion anti-sub patrol aircraft gave us some fly-bys with full power pull-ups & then some passes with props feathered.

The other military demo was the F-14 Tomcat. Lots of shear power, straight up & out of sight with no effort. He was tight on the deck through some fancy flying. He did a knife-edge while changing the wing configuration. Lots of maneuvers, tight turns & when wide open scarred the hell out of the kids. (Just the kids? ED)

Well, that was it. The weather was just great for the event. One thing I cannot understand though is why so little advance publicity is given the Andrews & Patuxent shows by the Balto. media. In Wash. it's just the opposite & the results are great turn-outs from DC. I didn't even know Andrews took place the week before. Well, next yr. it will be Andrews. See ya there!

MEDICAL TERMS EXPLAINED

Serology - study of English knighthood

Tablet - Small table

Tumor - extra pair.

Q - Does your clock tell you the time?

A - No, I have to look at it.

Among other things Ben Franklin said:

"We are old too soon & smart too late."

"A chip on the shoulder indicates that there is wood higher up."

Props, People & Pain

by Gordon Gibby

Every year we see graphic pictures in modeling magazines of people whose carpal and metacarpal joints have attempted to share time and space with a spinning propeller. I thought a little review of the medical implications might be indicated.

One horsepower (which a reasonable 40 can produce) is 750 watts of power. That's about three times what my 3/8" electric drill produces. So even a 10 or 15 size engine can do impressive damage!

I don't do the surgery to replace appendages or repair neural or vascular damage. I provide anesthesia for the captive soul who requests our attempts. But maybe that gives me a little more global picture.

If you amputate one of your fingers, retrieve your body parts after stanching the blood which flows from dual arteries on each side of the finger (continuous direct pressure works fine). Keep your separated finger cool (don't freeze it!) and clean but don't injure it by working on it! Leave that to the surgeon. Then get to a big hospital fast, where you hope a surgeon will attend to you quickly. You hope to save the functioning of skin, muscle, bone and nerves and blood vessels. Nerves are perhaps the most delicate, but clots and damage to the blood vessels may spell the ultimate doom of the multi-hour project you've signed up for.

Even if you didn't complete the amputation, you may have severed tendons, muscles, or blood vessels. Head for the hospital!

Often we will choose to inject a local anesthetic under the armpit into a neural bundle which feeds your hand, in an attempt to increase circulation to the replanted tissue. If multiple fingers are involved, this might be a multi-hour job, so we may offer general anesthesia in addition (those OR beds are hard to lay on for hours). To increase your safety for general anesthesia, please do not stop at McDonald's on the way to the hospital!

I'm not an expert on the long term functioning you may obtain, but any feeling at all is very helpful to you in not inadvertently damaging the finger in the future. All too often, however, blood supply fails within a few days of reimplantation and we see the patients come back to our ORs for more expensive amputations.

Don't let it happen to you. My child will still be able to go to college even if I don't get to bill you!

1. Always use a chicken stick, never your fingers - even on a .049!

2. Make certain the aircraft is properly restrained.

3. Avoid being in the propeller arc should your prop become shrapnel.

4. Consider using an electric starter to get your hands even further away from the prop.

5. Be extraordinarily cautious about wires, pens, children, bystanders, or animals that might get entangled with your prop!

reprinted from the Gatorflyer
Flying Gators Model Aircraft Club
Gainesville, FL

Linda's Lines

by Linda Bond

"Honey, I need a minute or two
To work upon my plane.
Can we eat as soon as possible?
I'm weak with hunger pain."

Supper prep has just begun;
Cooking will take some time.
The table's set with linens neat
And a bottle of fine wine.

Supper's cooking on the stove
The evening news begun.
The window shows a rosy glow
Of a majestic setting sun.

"Supper's ready now," she calls,
"I fixed your favorite feast."
"I'll be there in a minute, Hon,
The landing gear seems weak."

Supper gets some overdone,
But caught before it scoured.
She watches for the fireflies' glint
From the swing upon the porch.

Supper cools on the cabinet edge
Stored are the linens and wine
The moon rises behind a cloud
The stars have a twinkly shine.

Supper's stored inside the fridge;
It's now an icy heap.
"Honey, I got that last wing done
When are we going to eat?"

from The Ac-Ro-Bat
Phil Balcomb, Editor
PO Box 235
Tell City, IN 47586

WHAT THE KIDS SAID =

Dear Mr. Miles & friends,

I thank you for coming to Spring Garden Elem. Sch. to join us. We are glad you were here to share your model airplanes and sharing information you know about flight. I liked when you flew the big remote controlled airplane and when you flew a helicopter and a bird inside. Thank you for doing that and telling us about people who make them and people who named them and people who flew them a long time ago. And for telling us about the people who went around the world like the lady who went far and has never been seen again and the person who flew very fast and close to the ground. Thank you for telling us how much time it took to make all your models. Thank you for giving us the stuff. I hope to see you again. / Your friend - XXXX

Dear Mr. Mills and friends,

I enjoyed the lesson on the history of flight. Thank you for teaching me about famous pilots and inventors. I like when you demonstrated model airplanes. Thank you for showing how the plane engine worked. I like when you flew the model airplane outside. Thank you for the packet of flight information. I enjoyed you being here. / Sincerely - XXXX

Dear Modeler,

Thank you for coming to our school. I learned a lot from all of you. I liked your experience. Also I liked your planes. I liked you flying the plane. Come to our school again and write soon! / Love - XXXX

ED: The kids are great!

GENTLEMEN, START YOUR ENGINES

For a quick, sure cold start, just follow these step-by-step instructions.

1. Turn on your transmitter and receiver; observe the field rules for transmitter operation.

2. Open the throttle fully.

3. Watch for fuel in the line, and cover the throttle opening with your finger. Grip the propeller firmly and rotate it until the fuel is just up to the carb. Don't flip it! Now turn the prop over—twice if it's warmer than 50 degrees Fahrenheit; three times if it's colder—to prime the engine.

4. With the glow plug disconnected, flip the engine over six to eight times.

5. Close the throttle and move the trim fully up. This should open the throttle barrel a little. Move the throttle stick up slightly to open the throttle barrel a little more. The throttle should be about a quarter open.

6. Grab the prop firmly, and rotate the engine until it passes through the compression part of the stroke. You should feel the engine "kick." If it does, it will now start on the first or second flip. Always use a "chicken stick" or electric starter for starting. If the engine doesn't start, flip the prop a

few times with the glow plug disconnected again. If it doesn't kick now, choke it with the throttle fully open, flip the prop a few times, reposition the throttle, light and try again.

7. If, when your engine starts, it just quits, turn the high-speed needle counterclockwise to open it and try this if necessary.

8. If the engine starts, slows down or if there's a lot of smoke coming out, turn the high-speed needle valve clockwise to make the mixture leaner, a quarter turn. Restart the engine.

9. When the engine has started, keep the throttle partially open, and let the engine run for at least 1 minute before making the adjustments.

10. Most engines are harder to start when they are hot. To start a hot engine, draw the carb, but don't choke or prime it. Open the throttle to one quarter. Flip the prop hard. Use the electric starter if you have one available.

I'M AN OLD-TIMER in the hobby, and my motto is "Keep 'em flying." Toward that end, I'll try to help you keep those engines purring!

As simply as possible, this guide will enable you to set up properly 90 percent of the carburetors available today. I'll address 2-stroke sport-type engines of up to .65 displacement that don't have tuned pipes, pumps or three-needle valve carbs.

THROTTLE? CHECK! FUEL? CHECK!...

• To start, set the throttle linkage. If your throttle servo doesn't have an adjustable arm, get one. It will help you immensely when you make these adjustments. (This won't be necessary with newer radios that have servo-travel adjustments built in.) With the linkage disconnected, hold the throttle arm so that you can

rotate the barrel toward the closed position. Rotate the idle-speed stop screw so that the barrel closes fully, then rotate it half a turn more. Don't back the screw out any farther, because on some engines this screw also holds the throttle barrel in place. If there's a locknut on the screw, tighten it.

Now connect the throttle linkage to the servo, and adjust it so that the barrel is completely closed with the stick

down and the trim fully down and 100 percent open with the stick fully up. For idle, set the trim at the position that will open the throttle barrel 1/32 inch (about the size of a round toothpick at its thickest point) when the stick is fully down.

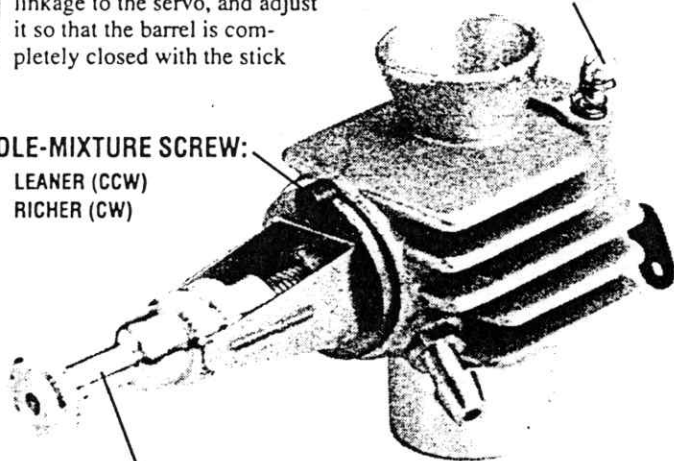
IDLE-MIXTURE SCREW:

LEANER (CCW)
RICHER (CW)

HIGH-SPEED NEEDLE VALVE:

LEANER (CW)
RICHER (CCW)

K&B SPORTSTER CARB



KEEP THIS - Will be con't. next month w/other carbs.
Contributed by: Dave Lander - Hornell Balsa Busters NY

COMING EVENTS

July 28 - MMA Mtg. Loc. call Bob Allen

AUG 3 - WAM Monthly Mtg. @ VFW 8 PM

Aug 8 - 5th Annual GIANT Fly-In = Harford Co
R/C = 9/4:30; Newman Field MD Rt 543
(between Wheel Rd. & MD 136)

Aug 15- CBRC Scale Meet @ Arden Field- call
Steve Wheeler - 647-1483

Aug 22- Art Perry's Fun Fly in Fruitland MD

Aug 25- MMA Mtg. call Bob Allen - 876-3580

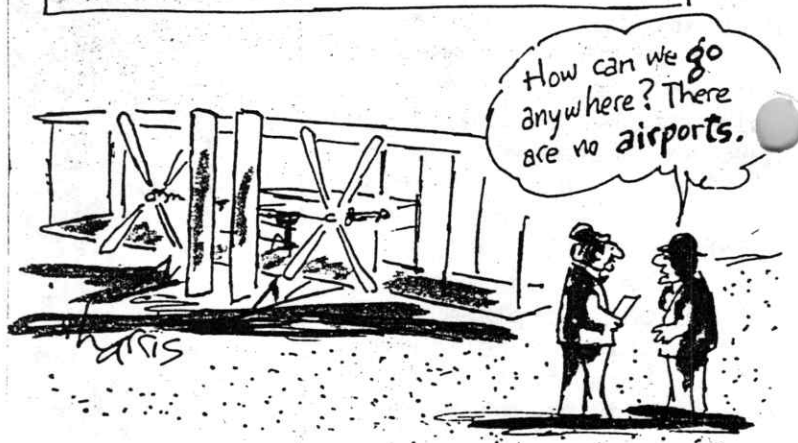
Sept. 7 - WAM Mtg. @ VFW @ 8 PM

Sept 11-12 = DCRC Scale meet @ Bealton VA

For more info on above call Milt P. 833-3122

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THE WRIGHT BROTHERS IN THE FACE OF REALITY



ED: Thanks to our contributors:
Bill Hasert / John Schaffner / Ken eckard
Ray Miles / Dave Lander (NY)

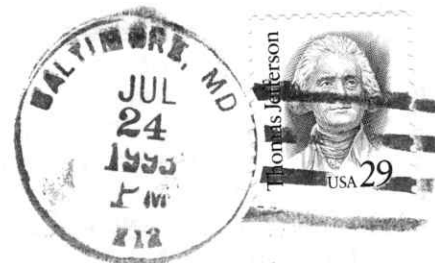
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THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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



THE TALESPINNER

Westminster Aero Modelers

President - Jim Garrett 876-0428
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:

September 7, 1993

8:00 PM

West. VFW Hall

Volume 9 Number 8

AMA Chartered Club 336

Formed 1955

As The Prop Turns...

Well, it's official! At the County Commissioners Meeting held on August 3rd, the vote was two to one in favor of moving us from the current John Owing landfill site to the location known as the Speigel Property. Folks, we may be there as soon as Spring of 1994! Fortunately all of the improvements we've made to the current location such as the flight stations, impound box, etc., can be easily moved to the new location.

The benefits of the new site are many. Much more room to fly with (as of now, anyway) no restricted flight areas. I am told that the runway will be longer, wider, and flatter. Since it is farther off of the beaten path we should have less problems with neighbors' noise complaints, at least I hope we do.

One of the few, if any, downsides to the new location is it's larger, flatter runway area. Why is that a downside, you ask? The answer is that a larger runway area means more grass to cut. More grass to cut means more money needs to be spent on cutting it.

That brings me to another subject, our financial status. I'm not going to go into all the details here, we'll discuss them in detail at the September 7th Business Meeting. But, make no mistake about it,

we will have to do something to either A, reduce our current expenses, or B, generate other sources of income. It's going to take one or the other. We will not financially survive another year at our current rate. *Period.* We are looking ways to achieve this. One is to acquire a tractor and a trailer to haul it on to cut the grass ourselves. Another is to stage some of our own fund raising events.

As has been said by many others, this is your club, guys. We can and do listen to all suggestions and ideas. But, we, the officers, need to hear them to consider them. Mark it on your calendar *NOW* to be at the next meeting to discuss it.

On brighter subjects, ain't the weather been great. I hear that there have been good turnouts at the field for both general flying sessions and the Fun Flys.

As we close out August, remember to plan for some of the events coming up in the near future. The MMA Flea Market will be here in October, (got those tickets sold yet?) as are many other Airshows, Scale Meets, our own Big Bird Day and other activities held by some of the other clubs.

Get out there and enjoy the great weather -- while it lasts!

Enough for now. See ya at the field! -
Jim

MINUTES - AUG. 3/93 MTG. - John Schaffner

- 1- Mtg. opened @ 8 PM by Pres. Jim Garrett with 22 mbrs. & 5 guests present.
 - 2- Reading of min. waived since they appear in the T/S.
 - 3- Treas. rpt. read & appvd.
 - 4- Milt P. reported on liaison with C/C Leisure Expo. concerning loc. for WAM's display in the Mall on Sept. 11.
 - 5- Milt P. rptd. on AMA activities & upcoming changes. Details in T/S & Mod. Avia
 - 6- Ed Goldman proposed 4 app. for mbrs'p. which were unanimously appvd. [See Welcome New Mbrs. article in T/S]
 - 7- Milt P. rptd. on MMA mtg. & upcoming activities around our area.
 - 8- Ray Miles rptd. on activities of the SFP team & informed us that Jim Umstad has moved to Hagerstown.
 - 9- Ken Eckard spoke on Safety \$ Sound & the advantages of certain engine & prop. combinations.
 - 10- Bill Hasert rptd. he has acquired new flag lines for use at the field.
 - 11- Milt P. sez- "Come on guys, send me stuff to put in the T/S!".
 - 12- Pres. Jim G. presented a preliminary budget for discussion about how to balance expenses with income. Revisions are expected for next mtg.
 - 13- Ray Miles rptd. that the C/C Comm. decided that they would move the CCMA to the Spiegel field as soon as practical.
 - 14- Dave Kenney rptd. that he has acquired a copier for the clubs use.
 - 15- Ray asked mbrs. to look around for a GHOST BUSTER figure to be used in the SFP display. Check in your "toy remains" box.
 - 16- WAM Fun Fly announced for 15 Aug. Be there !!!
 - 17- New projects were kicked around & George Schollian spoke about his recent trip south & the helo ride to the oil rig in the Gulf of Mexico.
 - 18- 50/50 was won by Ed (Capt. Eddy) Goldman
- Mtg. adjourned 10:15 PM

PERSONAL OBSERVATION - Milt Peacock

I think that Pres. Jim & the Ex.Bd. did an honest effort looking into our financial position. There were several errors in the presentation however they [when corrected] DID NOT make a great change in the overall outlook. The field is costing an arm & leg & then some. We MUST find more income & less spending. Ya just don't operate a club & a facility for "\$0". Put your thinking cap on!

A "BIG" THANK YOU - ED.

There is no question about it - when something SPECIAL occurs it should be recognized - SO - **BOB ALLEN & CREW** - [KEN ECKARD; WENDELL RICHARDS; & [? ?(me no no)? ?]] Everyone should give them a good PAT ON THE BACK for the great job they did erecting the Radio Impound Box at CCMA. It was no easy task I assure you. Just digging the holes was enough to slow you down.

We now have a very nice Impound Box & Bulletin Board. BE SURE TO USE IT BUT TAKE CARE OF IT. Your dues paid for it!

THANKS AGAIN guys - Great job well done!

THE JOYS OF AGING

I have become quite a frivolous gal. I'm seeing five gentlemen every day. As soon as I awake, **Will Power** helps me out of bed. When he leaves I go see **John**. Then **Charlie Horse** comes along and, when he is here, he takes a lot of my attention. When he leaves, **Arthur Ritis** shows up and stays the rest of the day. He doesn't like to stay in one place very long so he takes me from joint to joint. After such a busy day, I'm really tired and ready to go to bed with **Ben Gay**. What a day !!!

You know you're getting older when you =

A fortune teller offers to read your face.

Your pacemaker makes the garage door go up when you see a pretty girl.

The little old gray haired lady you help across the street is your wife.

FOR SALE

Dave Brown fuel pump **GAS / DIESEL** = \$5.00

Was for Club Cub - like new (Tower \$11.95)

NEW Props- 9x4 Master Aircscrew 1/2 doz= \$5.00

NEW Hayes BS -91 Eng. Mt.= \$3.00

Tower Exp. Scale Volt Meter- Excl Cond = \$10

Milt Peacock - 833-3122

This is a strange country we live in. When it comes to electing a President, we only get two choices. BUT, when we have to select a "Miss America", we get 50! -

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

Futaba 7UAP F/M radio Ch 40- w/ new bty. (never charged), 4 new S148 servos, switch harness, chgr. etc. (Ret. \$370) Now \$250.

Hoyt Bishop - 944-6789

YOU COULD HAVE SOLD SOMETHING HERE

SUPPORT YOUR LOCAL HOBBY SHOP

MD. MODELERS ASS'N. NEWS - Milt P.

All clubs were present plus Bob Babura.

Due to circumstances, Bob Allen was unable to attend the July mtg.

A contribution was made to the C/C Dept. of Rec. & Pks. for the use of Mayeski Park for the Annual MMA Picnic.

Consideration is being given to an idea to give each mbr. club a plaque in Dec. to be given to a mbr. of their club in recognition for his service to his club or whatever reason they choose. A committee has been appointed to pursue the thought.

A discussion was had concerning how to get other clubs interested in the MMA. Nothing was resolved.

Bob Babura AVP D/4 stated that all the AMA news was in Model Avia.

RCMB - Hopefully field will be avail by late Aug.

BASS - Aug 7 will host sailplane contest

Har Co - Giant fly/in Aug 8

How Co - - -

WAM - Club Fun fly Aug 15

Sun Flyers - - - -

CBRC - Sept. 11-12 will demo at Martin A/P during Air Show. Ed Tennyson for details 665-4217 if you wish to display or fly.

Aug. 14 @ Ft. Meade Tipton A/P a static display.

SCAM- Aug. 14- Pattern contest club field

MEADE - - -

SWAP - had fun fly

Next mtg. - Aug. 25 - 7:30 PM

SPECIAL REQUEST PROGRAM - Ray Miles

The coming yrs. scheduling for our SFP has not taken place yet. It will be done later this month.

As the heading above indicates, the following report concerns a special request by the Mens Club of Carroll Luthern Village. On July 20, Bill, Milt, John, Don & I arrived early to set up our display. Everything was as we had asked including a PA system which was really needed. Our entire Historic Aircraft Display was used as all of the Seniors have lived thru a lot of the era that was discussed. In front was our 3 stands with Johns Electric Sailplane, Milts school Kadet and his SNJ. Milt also brought an open fuselage so the inner workings of an RC could be seen operating when a TX was used.

Before the meeting we were treated to coffee & donuts. Nothing like starting on a full stomach. The Activity Room was filled

WELCOME NEW MEMBERS- Milt P.

Please add the following to your roster -

O- Borgealt, Brian J. 3535 Carrollton Rd
239-8278 w-561-2655 Hampstead MD 21074
AMA 487032 DOB 08/16/47 Join 8/93

O- EDDY Marvin E 1142 Humbert Schoolhouse
857-0147 w-789-8762 West'r MD 21158 Rd
AMA 416204 DOB 04/21/47 Join 8/93

O- EDDY Sandra L (add. & ph. same as above)
AMA 416205 DOB 10/08/47 Join 8/93

SC-STERRETT John P (Julia) 11935 Beaver Dam
775-0296 w- 301-619-7345 Rd
Union Bridge MD 21791
AMA 54611 DOB 12/14/24 Join 8/93

NOTE If any of the above is incorrect,
Please call me ASAP - Milt P. 833-3122

Welcome to the club. Please make your self known when you come to the field & mtgs. If you need any info. or help, please call anyone. Some phone nos. are on Pg.1 We are here to help one another.

Milt P. 833-3122

with about 35 of their members by 10:00 AM. We asked input from anyone at any time. It turned out that one person has witnessed the flight of the Spruce Goose in 1947 in San Diego, CA.

The room was opened up after the mtg. for anyone else to visit our display. Much one on one discussions took place along with many photos taken. The entire affair was a very good one. Their Club Pres. took us on a tour of several apts, one of which contained a VG "N" gage train layout. Being hobbists, it was of great interest.

We were then graciously treated to lunch in their cafeteria. A letter of thanks & appreciation has been sent to them for their generous hospitality.

Their Pres. even expressed his desire (since we were all sr's.) that we may want to, sometime in the future, consider the "Village" as our next move. All of us were impressed with the entire facility.

I want to personally thank each of our people for their assistance that day, and also our entire club for their efforts. In any one of many ways, YOU contribute to make this Program the success that it is. We now know, that with adaptations, we can present our SFP to any age group other than just the youngsters.

EUROPEAN TRIP - COLOGNE / BELGIUM

Con't. by - John Schaffner

30 June 1992

We are up early & blessed with another beautiful day weatherwise. After breakfast at the hotel we pack up our things (except the camera of course). Our train to Verviers, Belgium leaves at 12:17 so we will have the morning hours to take in the famous cathedral. Cologne is a large industrial city & there is much to see & we do here but we are on a tight schedule. This is the second time that I have been here. The first time was in 1944 &, except for the cathedral, the city was piles of rubble where buildings once stood. The cathedral was damaged then by the bombing & in some places is still not fully repaired, but by some miracle, it did survive. The situation of Cologne during WWII made it a prime target for strategic bombing, but today it is again a beautiful place & the uninformed would never suspect the chaos experienced here by the German people.

The history of this spot goes back to Roman times, about 50 AD, when the temple of Mercurius Augustus was erected. There is a museum next to the cathedral that shelters the remains of the temple & many Roman artifacts recovered in the areas of the ancient city.

The cornerstone of the present cathedral was laid on 15 Aug 1248 & construction was achieved during two major periods, the first ending in 1560. The second period began in 1842 & was concluded in 1880. The cathedral has never really been complete. During the 1900's major weather decomposition damage has occurred & during WWII it was hit 14 times by explosive bombs so there is continual work in progress. It is said, "When the cathedral is completed, the end of the world is at hand." I took many photos & also brought home the "guide book". You have to see it for yourself to really appreciate it.

We returned to the hotel, checked out, & called a taxi to carry us the couple blocks to the train station. It was actually within walking distance, but not with the baggage. We arrived on the platform early (11:50) but the train was late (12:30). We are not used to that.

In Jan '42 I began a correspondence with a Belgian woman whose name is Mary Jonckea. She was introduced, via mail, by a friend, who had served with me in '44, & had returned to Belgium in '88. When there he met Mary & several others who were deeply involved in searching out information about the Battle of ~~the~~ ^{THE ARDENNES} & were especially interested in meeting

with anyone who was involved. When making plans for this trip, I decided that if I was to return to Europe, there were a few places that I would definitely re-visit if at all possible. After the exchange of letters to Mary prior to the trip, I was assured by her that the members of her group would accommodate us any way they could. And this was the beginning of an unforgettable & emotional experience.

This organization of Belgians is known as CRIBA, which is a acronym for "Center of Research for Information about the Battle of Ardenne", established in 1980 as a non-profit non-political, non-philosophical group.

The four of us arrived at Verviers about 10 min. late & as the train came to a stop, we stepped out on the platform. I looked up & here they come, on the run. Mary carrying two bouquets for our ladies, with Louis, Suzanne, & Emile. It was as if we were long lost friends arriving home after a long journey. Hugs, kisses, & warm handshakes all around. Words cannot describe the feeling I experienced. These were people that we had not met before, but, there was an instant bond, I knew immediately that we were in good hands. Our hosts grabbed up our baggage & escorted us out of the train station to the parking lot. We split up into the two cars, Lil & I riding with Emile & Suzanne, & Bill & Jane going with Mary & Louis, & headed out to Mary & Louis' home. When we arrived there we found another couple, also members of CRIBA, & Mary's son, Eric, 20. On the patio, a "light lunch" was on the table. I might mention here that there was something of a language problem since Mary was the only one fluent in English, with Suzanne able to use about as much English as I can French. This did not seem to be a barrier to the exchange of feelings. They welcomed us as though we were genuine heroes. A reporter & photographer came in to take pictures of Bud & me & get our personal stories. The next day it all appeared in the Verviers "Le Jour" (the local newspaper). (In my modest opinion, all the real heroes are in the cemetery).

After lunch & the interview, we got back in the autos & drove to Henri Chappelle, site of an American Military Cemetery. Mary provided Bud & me with flowers for us to place on the graves of 1st Lt Eric Wood, whom I knew, & for Bud to decorate the grave of Gen. Frederick Castle, CMH. This was a moving experience for both of us. There are currently 7,989 Americans remaining here who fell during the winter of '44-45. In 33 cases, two brothers & in one case, three brothers. While nearly all of the graves have been adopted by local Belgian families, who visit the cemetery on

Con't on page -5

religious holidays & weekends with floral offerings, the cost for maintenance, personnel & replacements is borne by the U.S. Government administered thru the American Battle Monuments Comm., an independent Govt. agency created by Congress in 1923. The Belgian Govt. has deeded this land to the USA, so while you are there, you are on American land.

Not too far down the road we were given a look at the remains of Ft. Battice, which was a part of a group of fortifications set up as a line of defense for Liege. The others were Eben Emael, Neufchateau & Tancermont. It was through this area that the Nazi blitzkrieg was launched in May '40. After holding out 12 days the defenders (survivors) surrendered to the German Army.

We then returned to Marys' home in Verviers to pick up our baggage for the drive to Baraque de Fraiture. This is where we will spend the next two nights during our stay in Belgium. Gas is very expensive so you hardly ever see a car larger than our "compact" size. With four people plus two suitcases & two smaller bags we are all loaded to capacity. Nobody complained. Our hosts were going overboard to accommodate us & obviously enjoying it too.

After about an hour's drive south through the Belgian countryside we arrive at the Auberge du Carrefour (Inn at the crossroads). This is the place where I was involved with about 100 other GI's 19-23 Dec. '44. We were stuck here directly in the way of the German attack. On the map it is called Baraque de Fraiture & is an intersection of the roads connecting Bastogne with Liege, North & South, & Vielsalm with Samree, East & West. Since the ground was deep in snow, the road network was all important to the movement of heavy equipment & supplies. We were told simply, "Hold the crossroads". So, hold it we did until there was nothing left to shoot. The Germans took the crossroads on the evening of 23 Dec. '44 & many GI's became prisoners. I managed to escape, but that's another story.

The Inn was ready for us. Our host saw to it that we were settled in & left us promising to return in the morning. There is much cross-country skiing here in the winter so the Inn is closed this time of the year, but the owners opened to accommodate us. The place has been in the same family for 6 generations so they were aware of what had happened here. Again we are treated like family, (maybe better). Maria La Haire prepared us fresh trout for supper along with all the trimmings & wine we wanted to drink. It was strange to

be here in this place again. Except for the building being rebuilt & the roads resurfaced a few times, the place is still the same. I can look around & almost re-live those days & nights in the fox-holes. It was like an episode of "Twilight Zone" without the weird music. This time I slept through the night (with a full belly).

Hardly a day goes by that something doesn't happen to remind me about that winter in '44-45 spent in the Belgian countryside. A patch of woods with close growing pine trees all in rows will do it, a book title, something said. I guess it will always be with me (& lots of other guys too).

Tomorrow we will be picked up by our Belgian friends. They have promised to drive us around so I can re-visit some of those places in the area that I remember so well.

To be con't. next month.

OVERHEARD IN IOWA RECENTLY -

It's been raining so much around here lately that the shadow of a turkey buzzard flying overhead got stuck in the mud.

AMONG OTHER THINGS BEN FRANKLIN SAID -

"There is no business like your own - If you mind it".

"The man who is wrapped up in himself makes a small parcel".

* * *

Q- What did the robot say to the gas pump?

A- Take your finger out of your ear & listen to me.

* * *

MEDICAL TERMS EXPLAINED -

URINE - Opposite of you're out.

VARICOSE VEINS - Very close together.

YOU KNOW YOU'RE GETTING OLDER WHEN -

- You sink your teeth in a steak & they stay there.

- You have too much room in the house & not enough room in the medicine cabinet.

- You get your exercise acting as pall-bearer for your friends who exercised.

- You know all the answers but nobody asks you the questions.

- Walking to the mailbox is exercise enough.

- You know you're smart enough to hire a kid to cut the lawn.

- You've stopped smoking, drink with moderation, & eat more sensibly & still you have to carry antacid pills around with you.

- Your children start to lose their hair.

● Next, check the fuel system. The spraybar/needle-valve assembly should be positioned (relative to the tank) no less than a third, but no more than halfway, down from the top of the tank. The fuel tank will be pressurized with muffler pressure. Inspect all fuel lines, metal and otherwise, for kinks and splits. Look inside the tank,

unless it's brand new. Fuel filters can be a source of air leakage, so remove them for the initial setting.

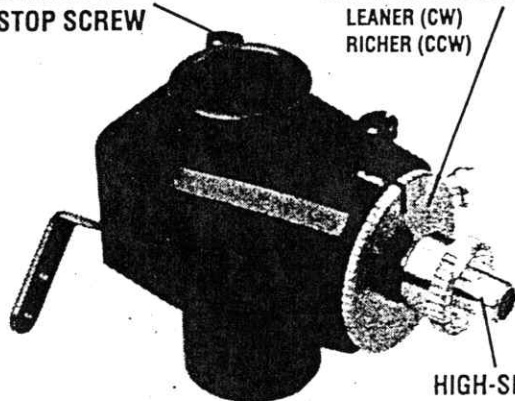
● Always install a new glow plug. The object here is to be as sure as possible that other systems won't interfere with the carburetor when we're setting it up.

● By this point, you should run the engine a little and that the carb settings are enough to start tuning the engine. Refer now to the pictures of the carburetor to identify the one that looks like yours. You only need to identify the idle-mixture screw; the high-speed needle valve is always the longest and most prominent of the adjustment screws.

**IDLE-SPEED
STOP SCREW**

IDLE-MIXTURE DISK:

LEANER (CW)
RICHER (CCW)



**HIGH-SPEED
NEEDLE VALVE:**
LEANER (CW)
RICHER (CCW)

PERRY CARB

CARB ADJUSTMENT

If you can, have a helper to operate the transmitter. Tell your assistant to open the throttle fully when you point your finger upward, and to close it fully when you point your finger downward.

1. Start the engine and, with the throttle trim, set the idle speed. Typically 2,500 to 3,500 rpm is correct. Then test to see whether, with the throttle fully down, moving the trim to the full-down position will stop the engine as an emergency cutoff. Adjust it as required.

2. Open the throttle fully. If the engine speeds up momentarily and then dies, open the high-speed needle valve one turn and restart. Once the engine is running smoothly, slowly turn the high-speed needle valve clockwise until the engine runs to maximum rpm. If you turn the needle valve in too far, the engine will die. Open it half a turn and restart. Note: always restart at 1/4 throttle or less. It makes starts easier and safer. By now, you should have a feel

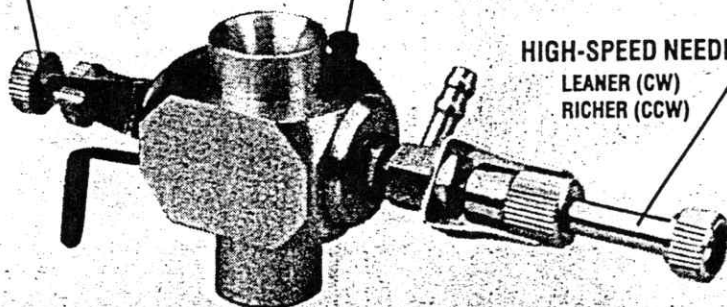
for maximum rpm, so run the engine up to the maximum rpm point and turn the high-speed needle valve counterclockwise just until you detect a slight slowing of the engine. This will put the setting a little on the rich side.

3. Now set the idle-mixture screw. For safety, stop the engine when you do this. Refer to the pictures, and find the carb style that matches that on your engine. From the picture, you

can determine where to make the idle-mixture adjustment and the direction in which to turn the needle for a rich or lean mixture. For example, on a two-needle carb such as a Webra, you'd turn the needle counterclockwise to richen the mixture, because the fuel is being metered. With an air blend, such as that found on many Enya engines, you'd turn the screw clockwise to richen the mixture because air is being metered. Slowly pull the throttle stick

IDLE-SPEED STOP SCREW

LOW-SPEED NEEDLE VALVE:
LEANER (CW)
RICHER (CCW)



HIGH-SPEED NEEDLE VALVE:
LEANER (CW)
RICHER (CCW)

WEBRA TWO-NEEDLE TYPE

THE NELSON FAMILY

Ray Miles

I want to comment upon the editorial by Jim Garrett in last month's issue to Don Nelson & his family. It was appropriate, timely, & correct. Only Don knows if it is entirely correct, but as far as I know, it was. I say that because I have known Don & Carol longer than anyone in the club with the exception of Don Berwager.

I want to add my personal thanks to them for all that has been done to benefit the club. Don is the one that taught me to fly (no easy task) allowing me to enjoy many pleasurable hours of flying. To both Don & Carol, my thanks for all your time, hospitality, & unselfishness. You are the reason the club is still in one piece. Come join us at our meetings. You are missed.

ED: HERE!! HERE!! 2 B Sure!

HELP! ASSISTANCE NEEDED!

Ray miles

PREDICAMENT! I have 2 full size aircraft props. the only problem is that each one is only 1/2 of the full prop. I do not have a hub. The blades are the 220 Aeromatic Aircraft Prop, Mfg by Bartlett Hayward Co. a div. of Koppers right here in Bal. in '42-44. These hubs are still being made but for what I want, do not warrant the prohibitive cost. I've no need for the inner brgs. etc. I only need a used hub barrel, hub nut & 2 blade flanges.

Can anyone help me? I have the specs. I want to mount it on the wall but I don't have anything to hook it together with.

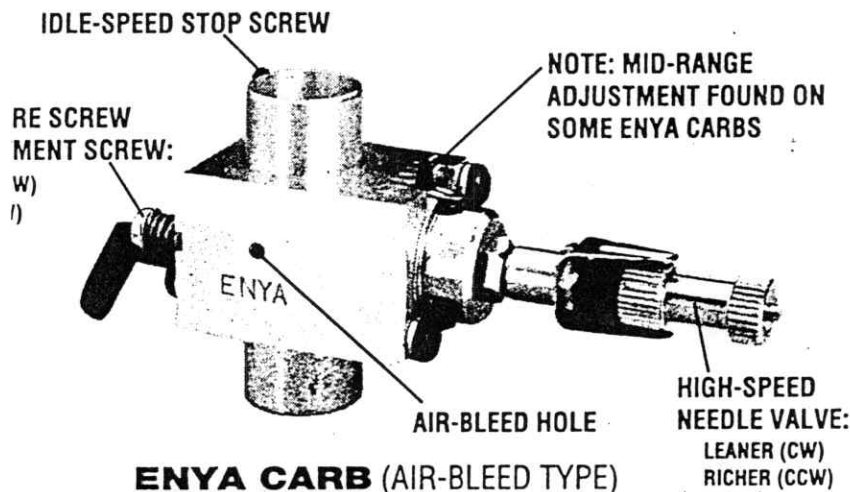
Call me anytime, 795-2447 P.M. is better. I'm retired and hardly home during the day. TOO BUSY!

nitter down, and
the trim full up. If
its right away,
ature a little and
t this if necessary.
ilows down after a
ns roughly and
like the idle
r.
engine idles at a
ow speed
so), you can fine-
mixture: idle the

engine for 30 seconds, then
quickly open the throttle fully. If
it bogs down, and/or eventually
quits, the mixture is too rich; if
the engine quits abruptly, it's too
lean. Make the suitable adjust-
ments. Once it has been set, the
idle mixture rarely, if ever, has
to be adjusted.

4. Now you can make the final
adjustment on the high-speed
needle valve. Hold the plane

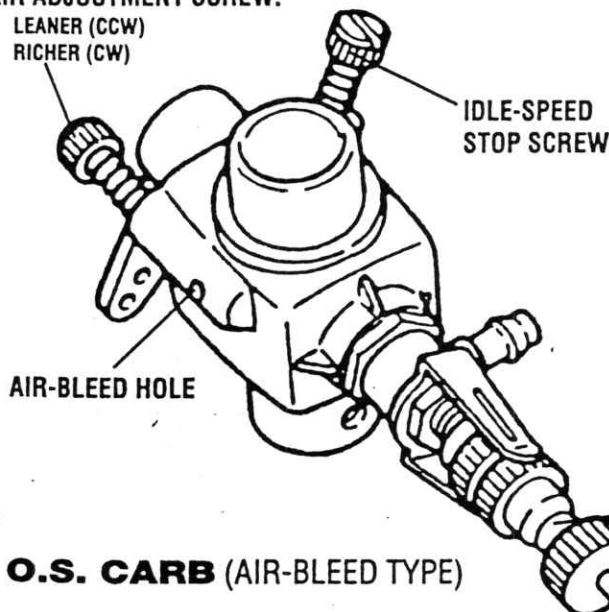
level, open the throttle fully and
adjust it as you did before for
just-below-maximum rpm. Now
point the plane's nose straight
up. If the engine stalls, open the
needle valve slightly and try it
again. Sometimes it's best to
make the maximum rpm setting
with the nose already up. The
engine must run at maximum
rpm with the nose up if you
want to prevent your engine
from stalling just after takeoff.



5. This is very important! *Don't*
change the adjustment you've
just made. *Don't* close the
needle valves at the end of a
flying session. Leave the
settings where they are. The

next time you go to the field,
just fill up the tank, open the
high-speed needle valve half a
turn and start up the engine.
When the engine is warm, open
the throttle fully and point the
plane's nose up. Repeat the
final adjustment described in
the previous paragraph.

**IDLE-MIXTURE SCREW
AIR ADJUSTMENT SCREW:**
LEANER (CCW)
RICHER (CW)



TROUBLESHOOTING

The only types of needle valve
that I've ever had trouble with
are those that don't have a
spring riding on the straight
knurl of the needle body. These
are seen often on old K&Bs and
old Super Tigres. It's difficult
to set their friction locknuts to
allow the needles to turn and
yet not vibrate loose when the
engine runs. I once locked an
engine tight on the rich side and
flew it all summer without
changing it because of just that
problem!

If you start to notice
problems, look elsewhere
before you start twisting the
needle valves (e.g., check glow
plugs, tubing, dirt in the fuel
system).

That's all there is to it! Make
your settings; don't change
them, and keep 'em flying! ■

JIM UMSTAD HAS MOVED - ED

Jim, a mbr. since '85 will
probably end his mbrs'p. after
'93. I really don't know that
to be a FACT but Jim has moved
to the Hagerstown area.

Jim has been a hard working
member and made many
contributions to the good of
the club. Especially to the
"School Program". I was in on
the original conception and I
believe Jim was also with us
at the 1 st. presentation in
Hampstead. I may be mistaken
but Jim only missed 1 or 2
shows. We will miss his "hand
to ear" (inside joke) and his
most valuable assistance.

I believe I can speak for
all of us and especially the
school team - Good luck, best
wishes, & happiness with your
new home.

Jims temporary address -

Jim & Janet Umstad

Oak Springs Farms

P.O.Box 387

Clearspring, MD 21722

1-301-842-3091

A M A NEWS - Milt P.

The Executive Dir. of the
AMA - Vince Mankowski - has
resigned eff. 26 July 93. I
have no idea as to reason,
but I for one will miss him
I did consider Vince as a
personal friend.

Bob Underwood has agreed
to delay his retirement &
fill the slot til a replace-
ment is found.

Dues increase for '94 =
Open, Extra Fam Mbr, & SrCz
will be +\$2. Youth will +\$1.

NO '94 DUES money will be
used for Capital Exp. @ Munci

Only 1 election concerning
D/4 this yr. Dave Brown & Jim
McNeill are up for Ex. VP of
the AMA. (If you wish, I'll
talk to you about this in
private).

Read Model Aviation to keep
yourself up to date with the
Academy. I'm not repeating
what is now in print.

PRODUCT REVIEW - Dr. Ed Goldman
AIRTRAX 61 - PART 2.

Several months ago I reported on the construction and covering of an Airtrax 61, manufactured by L & R Aircraft. Briefly, the plane is very slightly ARF, in that the fuselage is together. The wings are foam and need to be sheeted with balsa, and the tail surfaces and control surfaces are built for you. There is still plenty of construction involved, and you can think of the Airtrax as pretty much a kit plane with a little bit of time saved. It got excellent reviews several years ago in two RC magazines.

The Airtrax 61 has flown several times by now (and been repaired once). The plane flies beautifully, is very stable, and performs any of the maneuvers that I am capable of with absolutely no bad habits at all. In the hands of pilots with more "expert" abilities, the Airtrax 61 does everything they want it to do, also. Rolls are quick and axial, knife edges very good, etc. Paul Schaffner and Frank Guiffre have had their hands on it and seemed to like it. The plane must be slowed down for landing, because it does not like to come down as quickly as most of my planes. (I wonder why that is).

An interesting sidelight was the relationship between engine, db level, prop size, type of muffler, and takeoff power. I used a Supertigre .61 engine with stock muffler, and started out with a 11 x 8 Master Airscrew prop. This combination turned fairly high rpm, and seemed to have plenty of thrust, but the db level was quite high (about 100 db). Our ever helpful Sound & Safety Officer, Ken Eckard, suggested a 12 x 8 APC prop, which I tried. The db level dropped to just under 95 db. At that point the plane was flown. Paul flew it for the first time, and made a good takeoff and first flight. Frank flew it also. The general impression was that it flew great, but seemed slightly underpowered for takeoff, and could use a little more power for better vertical ability.

While I was home recovering from the hernia repair (which was necessitated by my carrying my tachometer wherever I went), I put on a Soundmaster muffler and tried four different propellers with the plane on the ground. The results are as follows:

<u>Prop and Size</u>		<u>RPM</u>	<u>Apparent Thrust</u>
APC	12 x 8	10,200	Fair
Zinger	12 x 8	9,800	Poor
Zinger	11 x 10	9,600	Lousy/Weak
Master Airscrew	11 x 9	11,400	Strongest

I realize that this is a very unscientific way to rate thrust, but you can definitely feel a difference with different props. I also realize that, in general, a plane will fly better with a higher diameter and/or greater pitched prop and lower rpm than a smaller and/or lower pitched prop while also keeping db levels

lower. But since the Soundmaster muffler lowered the db level, I decided to try the Master Airscrew 11 x 9 for the next flight to see if the plane performed any better.

On July 31, with a fairly strong quartering wind, Paul S. took the controls and took off. The flight was very good, takeoff was easier, and the plane flew better and faster at 3/4 throttle than it did at full throttle with the APC 12 x 8 prop. After Paul left, I decided to give it a go. Takeoff was a bit off line, but once in the air, the Airtrax 61 flew even better than before. I did much of the flying at half throttle, and it did great, even with the wind. I was very pleased with the change in muffler and prop.

I do not want to make this subjective test on this particular airplane sound as though I strongly advocate higher rpm and smaller and/or lower pitched props (despite my using that tach fairly often). All of my other planes have APC props and slightly higher pitch than I used to use. The noise level is lower, the power is there, and those planes do fly better with the higher pitched prop. But I do think that for certain combinations of airplanes, engines, and mufflers, the best thing to do is to try different combinations and see what works best for that particular airplane.

From what I have read, a slower turning, bigger and/or higher pitched prop will generally have more thrust, greater horizontal speed, and greater vertical capability. I think that is generally true. But in the case of the Airtrax 61, the opposite was true.

For anyone who might be looking for an interesting and great flying 60 size airplane, I would highly recommend the Airtrax 61. It is a very comfortable low wing plane with no bad characteristics.

CARROLL COUNTY REPORT - Ray Miles

By the time you read this I am pretty certain that the decision to move the CCMA to the "Spiegel" property will have been made. That vote was to be taken at the July C/C mtg. with R.S. but was delayed til Aug. We understand Mr. Lippy favors the move, Mr. Dell opts for John Owings & Ms Gouge was undecided. Time will soon tell.

Some politicking was done, & we feel that her vote will be to go along with our recommendation to relocate. Perhaps this issue will finally be resolved once & for all. Lets hope for the best. I will be sure that the Co. draftsman will be supplied with dimensions to increase the strip to 150' x 450' along with the access road location. I do not foresee any problems working with K.K. on the road improvements necessary.

I hope everything remains smooooooth!

FLASH ! EXTRA - Ray Miles

R.S. had staff time w/ the Comm. on Aug. 3 as I awaited the results - "Yea" or "Nay" on the move to the Spiegel property.

At 4 PM RS called me with the vote. After some discussion Mr. Lippy made the motion that the CCMA be relocated to the Spiegel prop. The motion was accepted. Mr. Dell voted AGAINST the move stating that he thought the complaints from Rt 97 would taper off. Mr. Lippy & Ms Gouge cast their votes FOR the move. Another hurdle overcome. Letters will be sent thanking the Comm. for their vote of confidence in us.

If anyone is contacted by the press, say only that we were offered an area in which to relocate & we agreed. The Comm. made the decision by casting their vote. The const. won't begin til next yr. so we may start '94 @ J.O.

I have to thank the club for their patience. It has been a long frustrating, complex, & uncomfortable at times, but as it turns out very rewarding. Lets move along. [Thanks Ray]

COMING EVENTS

Aug. 25 - MMA mtg. See Bob Allen
Sept 4-5-6 Cleveland OH Nat'l Air Show- Blue Angels; Golden Knights; Sean Tucker; etc
Sept 3-4-5-6 IMAA 13th Annual Rally of Giants - Barnes A/P Westfield, Mass.
Sept. 7 - WAM mtg. @ VFW - 8 PM
Sept 11 - C/C Pks & Rec Leisure Expo @ Mall
Sept 11-12 Scale Airshow - Kitchener Canada
Sept 11-12 DCRC Scale contest Bealton VA
Flying Circus Aerodrome
Sept 11- Official RE-Opening of RCMB's "KIRK FIELD" You're invited.
Rain Date Sept. 18
Sept 16-19 Nat'l Air Races - Reno Nev.
Sept 18 Flea Mkt New Oxford PA
SEPT 11- WAM's BIG BIRD DAY @ noon
Sept 29 MMA Mtg
Oct 2 How Co Giant Fly In
Oct. 5 - WAM mtg. @ VFW
OCT - 9 - MMA Flea Mkt. @ West'r. VFW

FOR SALE

1994 EAA Aviation calendars - We can again get them for \$6.25 ea. (\$10.00 in stores) I will order them IF I get 12 orders by Oct. 15 Bring you \$\$ to next mtg. Milt P. 833-3122

LOOK

WAM's BIG BIRD DAY
Sept. 19 starting @ noon

Your "Big Bird" may be only 45", BUT IT'S YOUR big'on! Come on out with the family and have a fun day. I'm sure we will have a couple BIG ones there and the wind etc will determine if they fly on our smallish field.

In any event, come on out & join in!!
For more info. call - Ken Eckard 549-6674

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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



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



THE TALESPINNER

Westminster Aero Modelers

Next Meeting:

October 5, 1993

7:30 PM

West. VFW Hall

President - Jim Garrett 876-0428
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 9 Number 9 SEPTEMBER / 93AMA Chartered Club 336

Formed 1955

As The Prop Turns...

Let me start this month by saying *thank you* to those who helped make the Carroll County Leisure Expo that was held at Cranberry Mall the success it was. Ray Miles, Lloyd Briggs, Brian Borgealt, George Schollian and myself manned the display this year. We had a much better location than in years past (right in front of K&B Toys) so the traffic was a lot greater. Many questions and quite a few (positive) comments were fielded during the all day event concerning our activities in the community. The more the public knows about us, the better for us, and shows like this are an important way to get our message out. Thanks guys, for the great effort.

The September business meeting was dominated by discussions on the fiscal health of the club. As I said in last month's *Talespinner*, at the meeting, and again now - we will need an infusion of funds to keep the club's field maintenance activities going. The biggest crunch we have is the grass cutting costs. Some members have volunteered to cut the grass using their own time and equipment. I think it's a great idea - If we can get the commitment of enough people to spread the workload around. If you feel you have the time, equipment, transportation means and desire to accomplish this 'in-house', please call me. I will help set up a rotation schedule so that no one person will have to be saddled with it, unless that is what some people want to do.

Other ideas such as raffles, flea markets, etc., were offered. The ideas are commendable! I look forward to someone contacting me to volunteer to run or chair the activities. We don't make a cent unless we actually do it!

The bottom line is that a \$50.00 assessment is in the works for next year to help cover the field maintenance expenditures. You will see more details in the newsletter and hear more about it at the next meeting.

On September 15th, Ray and myself met with Mr. Richard Soisson from Carroll County Department of Recreation. He informed us that the permit for John Owings will NOT be renewed for 1994. The reason is that preparations for the new site are to begin this fall. He feels that the Spiegel property will be ready for us in the spring. One reason for expediting the move is to appease one of the locals. Mr. Soisson has been personally monitoring our flying activities. To date he has not witnessed any infractions (a few close calls, though.) I assured him that a reminder is given at every meeting to stay away from the gentleman's property and to follow ALL of the guidelines with regards to over-fly areas and such. Again, please adhere to the rules or else we will find ourselves with no place to fly. The planning phase for the new facility has begun with layout, grading and road improvement to begin soon.

Well, I'm out of room for now. See ya at the field! - Jim

Notice of Proposed Assessment

In accordance with the Westminster Aeromodelers Constitution and Bylaws, Article V, Section 3 states:

"No special assessment shall be levied upon WAM members without written notice of the proposed assessment to all members thirty (30) days prior to action and then voted upon by the membership. A two-third (2/3) vote of the membership present will be required to constitute acceptance."

**This is a notice of a proposed assessment to
be voted upon at the November Business
Meeting by the membership present.**

The proposal reads as follows:

1. All "Open Members" (21 years old by 1/1/94), "Senior Citizens", "Associate Members", "Elected Officers", and "all future members" of the Westminster Aeromodelers be assessed the amount of \$50.00 to be used for the maintenance of the "Carroll County Model Aerodrome."
2. For any new member joining WAM during the calendar year of 1993, this assessment will be waived for the calendar year of 1994. For any new members joining WAM after January 1, 1994, this assessment is to be considered in lieu of any previous assessments already in effect.
3. The money shall be collected and kept in a separate account by the club Treasurer. Expenditures may be made at the discretion of the Executive Committee.
4. The assessment *MUST* be paid by May 1, 1994 in order to continue being a "Member in good standing" of WAM.
5. If anyone has a financial problem, call any officer before March 1, 1994 to request consideration of an extended plan.

The above is to be voted on at the November 2, 1993 Business Meeting.



James P. Garrett - President

9-21-93

Date

MINUTES OF THE SEPT. 7, 93 MTG.

BY BOB ALLEN - FILLING IN FOR JOHN SCHAFFNER

1. Meeting was opened by Jim Garrett @ 8:00 pm
2. President and Vice pres. , Nothing to report.
3. Paul Shaffener was not present ,so there was no treasury report.
4. M.M.A. meeting was not attended last month ,but Milt had some information that he picked up. The M.M.A. is going to donate a plaque to each club that is a member ,then it is up to the club to use the plaque however they see fit. The plaques will be donated at the end of this year.
5. Communications: RCMB is having an open house on Sept. 11. Howard Co. Club is having a IMAA fly in on Oct. 2. Art Perry sent a letter ,thanking Milt for taking his Stinson and his T-28 to their fun fly at their Salisbury field. They are also having an air show on Sept. 19 .
6. Membership: Andrew Newman And Albert Takatsch ,Al T. for short ,were proposed for membership and unanimously accepted.
7. M.M.A. meeting will be held at our V.F.W. hall the last Wed. of the Month. At 7:30 PM ,anyone is welcome to come.
8. Carrol Co. : Ray Miles reported that there will be a meeting set up with Bruce Dutterer this month to establish the size of the new field layout. A topographical survey has already been done. In Nov. club Reps. will meet with Dick Soyinson, for the purpose of setting up a legal document for our new field permit, instead of the yearly renewal we have to go through now.
Sounds like by spring of next year we can start setting up our new field, realistically, we need well established grass before any flying can be done.
9. Safety & Sound : Ken Eckard reported no major problems, he did note that the impound box wasn't being properly used at all times, details elsewhere in the T.S. . Please , **EVERYONE MUST** have their channel numbers affixed to the TX antenna.
10. Thanks to the efforts of Ray Miles and Milt Peacock we have a carpeted impound box, with some very nice signage.
11. Old Business: Carrol Co. Expo., Ray Miles is heading up this effort, looking for volunteers at our meeting was like pulling teeth, as a matter of fact it was embarrassing, but I think he managed to get enough help. This event is being held At the Cranberry Mall Sept. 11th. 9:00 AM to closing. Ray is also getting information on the possibility of having a Mall show at Cranberry.
12. Milt made the motion that meeting time would be moved up to 7:30, the motion was seconded and passed.

13. Jim Garret laid the budget on the line ,basically what it comes down to is that we **must** take care of our own grass cutting ,in order for our dues to be proficient. To take care of the grass cutting we will have to acquire a tractor and trailer. Dave Kenny has a friend who is willing to sell us a John Deere riding mower for \$700.00. Dave is going to see if there is any problem with having the tractor checked out by an independent mechanic. Jim Garret is working on getting a trailer at no cost ,other then title & tag fees. Our field fund will cover our field expenses for the remainder of this year ,but for next year we will need to raise some money. We discussed some different methods for raising money. Milt Peacock made the motion ,that we would have a new assessment for 1994, that everyone except junior members would pay \$50.00 earmarked for field maintenance and minor improvements. Membership to be notified in the Tailspinner ,to be discussed at the Oct. meeting. The motion was seconded by Ed Popp.
14. Dave Kenny and John Dorl Have volunteered to look into fund raising ideas.
15. Ken Eckard has volunteered to organize the Christmas Diner function this year with the help of Milt Peacock.
16. Ray Miles needs a retired volunteer for the school program, we have lost two from the team this year.
17. Meeting ended aprox. 10:00PM AMEN

M.M.A. Notice

Bob Allen here, just a reminder, we need to get our 50/50 raffle tickets sold for the M.M.A. Flea Market, time is running out . The flea market will be here on Oct. 9th. I would like to have the ticket stubs and the money by our next meeting, which is Oct. 5th. The M.M.A. is counting on you. Anyone that can use more tickets to sell, please contact me 876-3580 after 5:00 PM.

Thank you for your support.

SUPPORT YOUR LOCAL HOBBY SHOPS

BOBBY'S HOBBY LOBBY

YOUR HOBBY CENTER

Without them you have a hard time supporting your pride & joy especially when you bend it a little. But who does that???

WELCOME NEW MEMBERS

NAUMAN, Andrew J. (Lynn) AMA 410745
1307 Naughyde Rd. DOB = 01/12/65
West'r. MD 21157 876-9687 w-497-9566

TAKATSCH, Albert (Theresa) AMA 86929
112 Stonegate Dr. DOB = 07/11/55
Frederick MD 21702 301-694-7535

Welcome to the club. Our next mtg. will be Oct.5 @ 7:30 PM West'r VFW. Please make yourself known when you come to the mtg. or the flying field. If you need any help or info., please call. Some phone #'s are on Pg. 1. We are here to help one another.

NOTE: If any of the above info. is incorrect please call me ASAP.

Milt P. 833-3122

NAME BADGES

If anyone has NOT received their name badge, please call me ASAP. We try to keep abreast of obtaining them.

ED's Note

I took the liberty to insert the item below which was taken from the YORK AREA R/C Club's "VICTORY ROLL". I'm sure they won't mind. This was in response to their \$\$ problems.

SCHOOL FLIGHT PROGRAM

Ray miles

Letters have been to the 3rd grade science teachers of all 19 elementary schools to schedule the SFP for the 93/94 school yr. Several have replied already & the first ones will start in Nov. The exact dates will be announced at our club mtgs. & the TS. Classes are held rain or shine, but in the event of a SNOW closing, the class will be re-scheduled.

School closes very late in June '94 so we have a extra week to work with & hopefully no day other than Wed. will be necessary.

The team welcomes anyone to join us in this program. Just call Ray (781-4937) or Milt (833-3122) and we will enlighten you as to how you can help us. The classes are usually on Wednesday from 8:30 AM til about 11.

BILL CLINTONS MEDICAL DIRECTORY

Barium- What drs. do when patients die
Varicose- Near by
Tumor- more than one
Caesarean section- neighborhood in Rom
Rectum- Dang near killed 'em
Bacteria- Back door of a cafeteria
Outpatient- Patient who fainted
Seizure- Roman dictator
(ED: See, we will print almost anything even when the contributor won't own up to it, & it wasn't me)

Charlie Smith (former club president, now living in Florida), who was recently back in town visiting, sent me this letter. I thought it would be nice to share it with the membership. -ED

Hi Alan,

Received the last newsletter fine. I really appreciate getting it but don't feel that I should be getting it without contributing to the postage so I'm enclosing \$5 for chances on the raffle airplane & \$5 for postage for this year. I hope that will cover it.

I went to Luther's house again after I left your shop, but this time no one was home, so didn't get to see him. Say hi to all the guys for me.

Notice that there is some friction on the cost of the new field (sounds cheap to me) & dues increase. A friend just moved to Orlando. Cost of initiation \$1000.00 dues \$250 per year. That's for living in a populated area. Dues here are \$30 for Sundancers & only \$20 for Airmasters, but that must go up next year. Actually anyone that gets by with \$50 a year or less is lucky.

Good luck on your fund raising projects.

VTY

"Charlie"

EUROPEAN TRIP - John Schaffner

Wednesday 1 July 1992

We are awake at 0730 at "The Crossroads". Two tour busses pull up at the Inn & unload their passengers for breakfast. Obviously Madame Maria is ready for them. When we go down our table is waiting & we are given priority service. No sooner do we finish with breakfast than our guides arrive. Mary & Louis again, but this time, with two gentlemen, Raymond Goeme & Joseph Gavroye. Joseph speaks no English but Raymond is fluent so we have no problem.

We spend a little time at the crossroads & I am able to explain to them what took place there during my previous stay. In turn Raymond tells us what took place in the surrounding area & shows us the memorial erected at the crossroads.

The place is known now as "Parker's Crossroads" in honor of our ranking officer present at the time, Major Arthur C. Parker, & the plaque gives credit to him & his G.I.'s for stopping the advance of the enemy here 19-23 Dec. 1944.

Next we load up with our Belgian friends for a drive, & what a drive it was. We stop at Vielsalm & see the Sherman tank set up as a memorial, Spineaux where the memorial to the 424th Inf. Regiment is erected, La Gleize where there is a museum & a Tiger tank set up, Baugnez where the infamous Col. Jochem Peiper shot down American prisoners in cold blood, Ligneuville & St Vith where the memorial to the 106th Inf. Div. stands. We drive up into the forest near Meyerode where a monument stands at the place where the body of Eric Wood was found along with seven Germans.

We go up the road & cross the border into Germany where we (106th Div.) were in position near Auw & Prum when the Germans began their attack 16 Dec. 1944. And so the day went, visiting these places that I never dreamed of seeing again. (At the time, I didn't know where the hell I was.)

We stopped for lunch at a place in Malemdy that Mary said we would like because it was just like in America. And so it was. It was a cafeteria just like Horn & Horn in West'r.

Everyone was hungry so it went down good. Our hosts picked up the tab again & whenever we tried to pay for something it was the same, "No, no, you don't understand!" Well, before we left Belgium, we were made to understand that they had lost their freedom twice in one lifetime, & twice the Americans had returned it to them. They feel the cost was high & they can not ever repay

that in full.

While at the cafeteria we were fortunate to meet with Andre Hubert, the current president of CRIBA, who was also escorting a couple old G.I.'s around the countryside.

And so it went the rest of the day, Stavelot, Prumerberg, Radscheid, etc, etc.

We noticed the road direction signs in the St. Vith area were printed with names of the towns in both German & French. However, this area of Belgium, up near the German border, is German speaking & has pro-German sympathies. The French spelling of the towns on the signs have been spray painted over by some local ya-hoo. Does that tell you something?

Along about suppertime our guides return us to the Inn & we set around the table in the dining room & drink up some of that surplus wine before they depart, promising to return in the morning to get us back to Verviers in time to catch the train at 0925.

That night, before falling asleep, in this place where I thought for sure would be the end of me, I thought of the million guys involved. Some were lucky enough to not have been shot at, some even more lucky, they were shot at & missed. Does this mean that they were being saved for something else down the line? I don't know, but I like to think so.

Thursday 2 July 1992

Up again early for breakfast & Maria has prepared us an omelet that completely fills the dinner plate. It's great but we are not used to all that food so early.

It's 0800 & Emile & Suzanne walk in. This is half of our transportation, where is the other half? It's an hours drive to Verviers & the train. Mary & Louis arrive about 20 min. after & Mary lights into Emile with a raft of French that I couldn't translate but I could understand it well enough. Seems as though Emile was to wait someplace for Mary & Louis & they would drive down together. Well, he didn't, & she was some kind of upset. When the flames died down we proceeded to load up our baggage & say our good byes to Maria. She doesn't speak any English but we could understand her wishing us well as she pressed a jar of honey on us to take home. We didn't have enough to carry & here is another pound. We start down the road.

This is another white knuckle ride with Emile & Louis taking turns passing each other coming up the highway. We make the train station on time & everybody comes with us to the platform to await the train.

It's an emotional good bye as the train arrives. Not a dry eye in the crowd. We feel like we are leaving family. [Con't. on Pg. 6]

Hugs & kisses all around, & I even get a kiss from Louis, on the cheek of course, we load up & are off.

From Verviers we ride to Brussels & transfer to another train that takes us all the way to Schiphol Airport at Amsterdam, arriving there at 1350, right on time. Our KLM flight to London Heathrow is at 1600. This is not too much time at an airport of this size, but we make our connection comfortably. We depart Amsterdam Schiphol Airport at 1600 & arrive at London Heathrow at 1610. That can't be right. It's over 200 miles. Oh yes, there's a time zone to cross.

Coming down the glide slope to Heathrow I watch Windsor Castle slide past from about 2000 ft. This is certainly a massive pile of stone & a very popular tourist attraction. It is not on our itinerary, so this is a bonus.

Our plans are to take a train into London Kings Cross station & then transfer to another train to Cambridge where the reunion of the 388th Bomb Group will take place. After a few questions at the airport we discover a bus line going direct & change our mind about the train. Another smart move. The bus is already 40 min. late so we hurry on around to the stop & still have to wait about 15 min. When he finally rolls in, our driver turns out to be a happy soul, not appearing to be the least bit concerned about his schedule. He jumped off the bus, ran around the back, opened the luggage bin & packed everyone's bags.. When we board the bus the driver accepts our Visa Card for the fare & starts us down the road. He's a real talkative character & by the time we get to Cambridge we are pretty well acquainted. We find out that he was one of those kids who asked every GI he saw, "Got'ny gum chum?" away back in '44-45, & of course, we told him why we were there.

On arriving at Cambridge we asked our bus driver for directions to our hotel, so he slowed down as we passed the street where it was located & pointed it out to us.

About a ½ mi. or so further on we came to the terminal & everybody gets off the bus & goes around to the luggage bin where the driver is passing out the baggage. Everybodies except ours. Aside he quietly tells us to get back on the bus. We do & he drives off with us explaining that he is delivering us to the door. Just keep it quiet, the boss might not approve. Again we sense the subtle appreciation coming from another direction, for deeds done so long ago. (con't next column)

We sign in at the hotel, have a great supper, get cleaned up, attend the reunion briefing & then to bed. It has been a long day. Automobile, train, air & bus. See you in the morning.

To be con't next month.

CARROLL COUNTY NEWS - Ray Miles

Mr. R.F. met with the C/C Comm. recently to protest their decision to move the CCMA to the Spiegel area. As reported in the "SUN" on 9/1/93, the Comm. stood their ground & denied his request. He based his protest on the fact that the Comm. were given "faulty info.". He had obtained an up to date aerial view of that area, & much to his amazement it showed LESS houses, further apart, & less densely housed than on the old map. That is the latest. J.G. is aware of other developments at the J.O. site & he will most likely expound on that.

Later in Sept. a meeting has been scheduled with B.D. (County draftsman) to discuss the layout of the upcoming location. We do need a longer runway, pit area, & parking. All of this will be incorporated in the new drawings.

We also want to talk to K.K. (Public Works), & do something about the access road. Many vehicles do not have too much ground clearance & although the distance is about the same to the area, the road is horrendous, but at the same time it is more secure & can be locked. That is already in place.

Sometime in Oct. we want to meet with R.S. (Rec & Pks) to set up a legal working document for the use of the new site. It will be, or, we would like it to be, similar to the one we had at Piney Run. That spelled out who does what & what is expected of whom & has no yearly renewal date. We do have to get away from that problem & not have to go thru yearly renewal headaches.

When the move is made, all of the good stuff currently in place at J.O. will be uprooted & taken with us. Other improvements will go from there.

M.M.A. FLEA MARKET

Remember - one mans junk is another mans treasure. Come = sell & buy !!
@ West: VFW OCT. 9 th 9 AM - til

AUTO TRICKLE ADAPTER - Ed Goldman

Being a virtual idiot and possessing almost no knowledge when it comes to NiCad batteries and their maintenance, I looked at a product at the last MARC show which held promise of maintaining transmitter and receiver batteries in a charged state. My interest was in part due to the fact that I have 5 airplanes which sometimes get into the air, and it is a nuisance to have to charge one or two, then trickle them, then charge others and use the tricklers for the recently charged ones, etc. The product I looked at seemed to be a fairly simple solution to keeping all of your receivers and transmitters charged at all times.

The device I purchased is called the Auto Trickle Adapter, and is manufactured by Tejear Microsystems Engineering, Inc., P. O. Box 340608, Tampa, Florida 33694 (Tel. 813/968-9510), and sells for about \$ 35.00. The name is somewhat misleading in that this device charges the batteries for 16 hours, and then switches automatically to a trickle charge. So it is not just another trickle charger. And it can be used for any NiCad battery in other rechargeable tools that uses a C10 charger (e.g. McDaniel Ni-Starter, portable drill, flashlight, etc.). The real strength of this device is that it can charge and then trickle up to 30 devices, or a total of 120 watts, with the push of one button. You just have to be sure that all of the chargers operate at the C10 rate. This is my kind of gadget.

The Auto Trickler Adapter is only 2.5"H x 3.5"W x 1.25"D. Very small. To use it, you plug it into a wall socket, and then plug the devices you want to use into it's outlet cord. The outlet cord has 3 plugs, but you can plug a six outlet strip into each one of them if you want, or you can plug any number of outlet strips into each other and then plug the entire series into the adapter's plug. Or, you can hook up 1 or 2 individual chargers and an outlet strip. It doesn't matter. To start the charge, you simply press the start button. Again - my kind of gadget. The unit charges everything plugged into it for 16 hours, and then automatically switches to a trickle charge which can be left on as long as you want. In the trickle mode, all of your charges blink for about 1/4 of a second each second. Your batteries are always ready to go. And if you only want to maintain the charge in an already charged battery, simply plug it in when the unit is in trickle mode. If all of your batteries don't need full charging, unplug them until the trickle charge is on, and then plug them back in.

Unlike other trickle chargers I have seen, this one maintains the trickle rate by pulsing the charge for 1/4 of each second, making your C10 (50 ma) charger into a C40 (about 12 ma) charger. (I copied these numbers from the brochure for those of you who understand them). At any rate, the thing seems to do exactly what it is supposed to, is simple to use, and not too expensive for the convenience. It does not, however, cycle your batteries. You need something else to do this, so you should still check your voltages before flying, and cycle your batteries periodically.

TRAVEL - LOG - Milt P.

I managed to get to my two favorite out-of-town events this yr. The "STARS" scale rally @ Olean NY & the Canadian "FLYING DUTCHMAN" Show (scale) are great events. I really don't know why this region can't do the same. I realize that the communities here do not have the same outlook as those in NY & Can.

& our facilities are not as large, but they advertise, erect direction signs, etc. & the public comes & pays \$2 to watch. Ain't it great? The affairs are really fun & well run & a joy to attend. Even with 200 planes registered, it is no big problem to fly. If you get a chance - GO. You'll love it! WAM is on the map again.

Fiberglass Tape

From Bill Fitzgerald comes this building suggestion:

Over the years, I have been very dissatisfied with the various widths and weight of the fiberglass tape that I use to reinforce the center sections of the wing. Since the advent of the instant glues, the chore has been made easier, but it still seems like "overkill". While living in Dallas, I ran a number of tests on various materials and discovered a much better solution. You can usually find it in the hardware store in the drywall and plaster department. They sell a mesh fiberglass joint tape that works perfectly. It comes in 2" or 3 3/4" widths in rolls that are 25 to 75 feet long (in case you build a very wide wing!). The mesh has squares that are approximately 1/8" in size. Just cut to length and Zap it to the wing. Then lightly sand the edges and lightly buff the high ridges off and you're done. I've used this method on pattern ships, scale bipes, ducted fans, and fun fly ships. Even with a few violent crashes, the center section of the wing has held. There is one added bonus to this method. In some stores, they carry a self adhesive version of this tape and it works even better. After cutting it to length, just press it onto the wing and it stays put! This way it is much easier to hit it with the instant glue.

from Hemet Model Masters
Dick Smith, Editor
790 Crenshaw Drive
Hemet, CA 32543

K & B Superpoxy Tips

I have learned the hard way that to do an adequate job with K&B Superpoxy paint that you need to follow some simple but important rules. First, the paint is only as good as the underlying surface. When you think it is smooth, give it another sanding. Be sure to use equal amounts of Part A and B. If you have too much of one or the other, you can affect the overall quality of the paint job. Thin the paint sparingly for spraying.

Now to the secret: You need to first spray a mist coat, wait 10 minutes and then go for the "wet" coat. If you omit the mist coat, the paint will run and you have ruined the paint job. I try to do one side at a time so I can keep the surface being sprayed horizontal. If there is a second color, I wait until the next day to mask and paint this color. When I mask, I use electricians tape which is much better than masking tape. It makes a much sharper line and the paint is less likely to bleed under it.

from Racine R/C Flyer
John Haumersen, Editor
8811 Foley Road
Racine, WI 53402

Dear Mr Miles & Friends,

I enjoyed your program on the history of flight. I liked when you showed & demonstrated model airplanes. At first I didn't know the history of flight. The famous pilots and inventors sound really smart to make a real airplane fly with a real person in it. Plane engines are neat because how they can make a hole plane move., The Plane's engine must be strong to make a plane go foreward. I really liked the remote conrol plane it can go upside down in the air. I really really want to have a remote conrol airplane. Thank you for the pack of thing. I enjoyed your show a lot. - Sincerely XXXXX

Dear Aero Modelers,

Thank you for comming to our school. I liked the air planes alot. They were nice. That was nice to let us see your plane fly outside. It made me dizzy to see the plane go around in circles. It also was neat when it landed. - Sincerely XXXXXXXX

Dear Westminster Aero Modelers,

I want you to know I am really glad you could come to our school. I learned some things I did not know before you came. I learned that the air that goes over the wing acts like a vacuum clearner and lifts the plane off the ground because it has to move faster than the air that goes under the planes wing. I liked when you flow the model air plane that was neat. I also liked the model air planes and rockets. It was neat when you flow the bird and the airplanes over us. I just want to thank you for coming.

Sincerely - XXXXXXXX

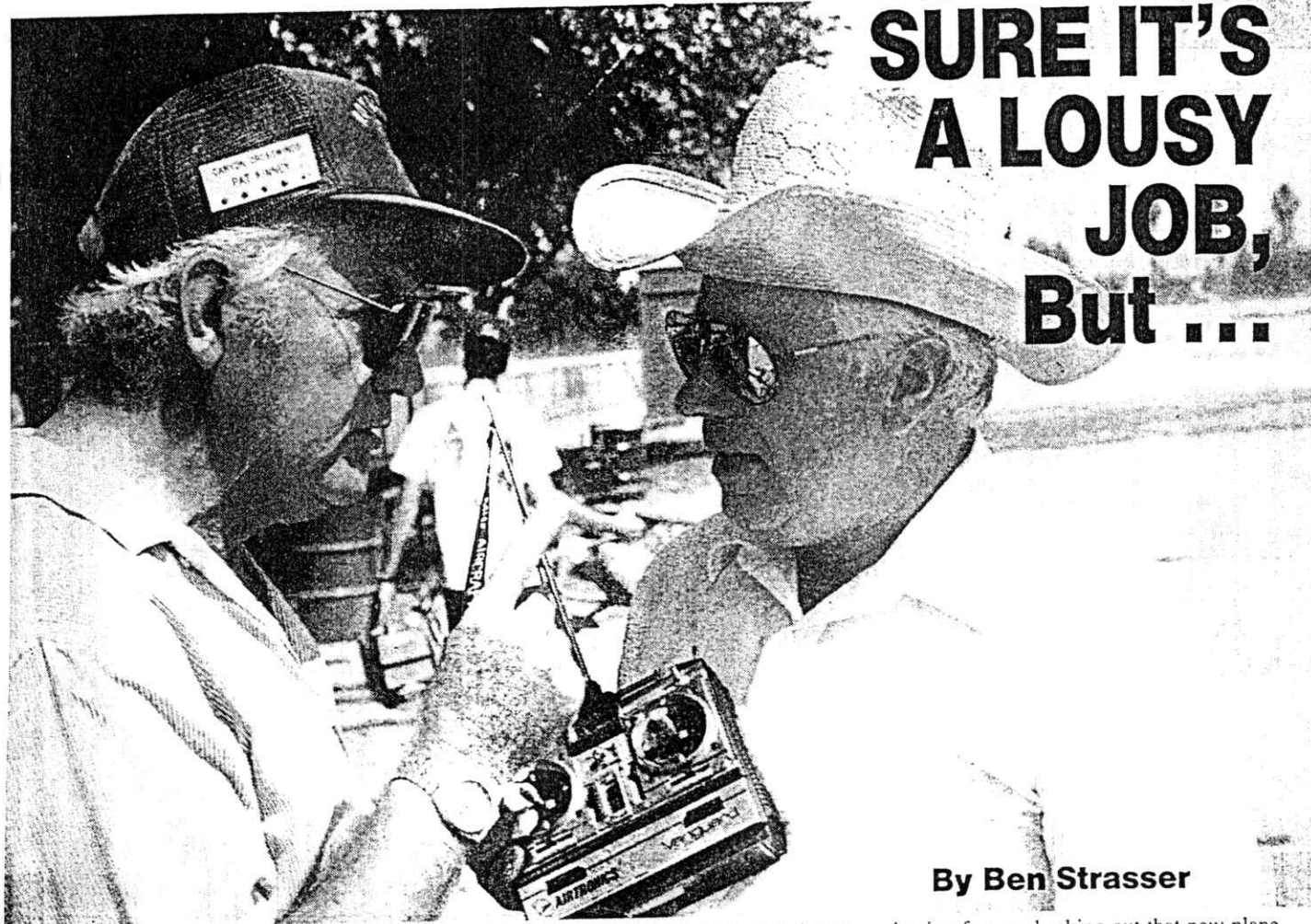
Dear Westminster Aero Modelers,

Thank you for coming in and talking about flight with us. I liked it when you toke us outside to see a real model airplain fly. I also like it when you showed us how an airplain worked. I can't believe a model airplain with no paint cost \$100 dallars. I learned that the top of a space shuttle is the only part to reach the moon. When I grow up I'm going to make a motel airplains. Maby I'll work for the Westminster Aero Modelers too. - Sincerely -XXXXXXX

Dear Aero Modelers,

I really enjoyed your program. I liked watching the models show how the plane worked I hope that next year the kids will enjoy it as I did this year. It's too bad that you couldn't fly a model airplane for us but I liked it any way. - Your friend, XXXXXXXX

SURE IT'S A LOUSY JOB, But ...



By Ben Strasser

Out at the flying field last Saturday we were flight testing a new model. You know what that's like; total concentration. You never really know what to expect. We were concentrating so hard on getting that plane trimmed out to fly straight and level without stick pressure that we mistakenly flew over the water treatment plant some distance off the north end of our runway. Not once, but a couple of times. And that's definitely a no-no at our field. Oops!

On taxiing back to the pits, one of our field safety officers walked up to remind us that we should avoid that area. That was embarrassing, to say the least. We goofed and we knew it. We responded by telling him our sad story; it was a new plane and we were having trouble getting it trimmed out. We were so busy that . . .

Know what? He wasn't at all interested in our story. And I'm sure the people at the water treatment plant wouldn't have cared about why we overflew them either. We were politely reminded that our field rules forbid flying over the water treatment plant. "If the folks 'up there' spotted the plane over their buildings and reported the incident, our field could be closed down." Beginning with "Yes, but . . ." we retold our sad story again. And it was even better the second time. You should have been there. Definitely Oscar stuff. But he just didn't care, no matter how good the story got.

Club field safety officers have volunteered to do a lousy job. (Somehow that doesn't sound right!) They're there to remind those of us who forget about our club safety rules. Without their dedication and conviction it's questionable as to whether many of our clubs would still have our flying fields and the relatively accident-free record we all boast of. Yet, for some reason when we cause them to interrupt their fun to remind those of us who forget, we attempt to justify something we both know is wrong. (Remember when you caught your kid with his hand in the cookie jar?)

The thing is, there is no justification for breaking the field safety rules. (Do R/C systems still go bad?) So, the field safety officers get upset. And we get upset because we're embarrassed and because they're upset with us. Then they get upset even more because we're upset because . . .

It isn't long before a "discussion" like that can turn to a confrontation — which can degenerate into an argument at the drop of a vowel. The "violinist" is uptight for a good reason. He (or she) was caught breaking the AMA/club safety rules. The field safety officer (and probably other pilots at the field) is uptight because a pilot who should have known better could have caused a big problem for the Club. Who needs all the fuss? We go flying to have a good time, not to stir up a benign ulcer!

On the other hand, we've all had those moments when we've been so involved in

having fun or checking out that new plane that we forget. It's probably true that in most cases no one in the club sets out to break the safety rules on purpose — though on occasion, some pilots may make it seem that way. So, when you have to be reminded about a club rule and you'd like to avoid the stressful scene we recalled at the beginning of this article, respond to the field safety officer by saying, "Thanks for reminding me." Don't add any excuses or attempt to justify what you did. There are no excuses or justifications. "Thanks for reminding me" is all it will take. I guarantee you'll feel better, the flight safety officer will feel better, and, so will the rest of the pilots out at your flying field. If it's not something you have been reminded of repeatedly, the field safety officer will say "okay", and either the topic of the conversation will change or he'll go fly his plane and you can fly yours again. And don't forget to remember to do the right stuff next time you're flying. That's called, **learning from your experience**. Only dummies don't learn from their experience and no R/C club needs any dummies.

Being a flight safety officer is at best a lousy job. Our sincere thanks to those who give up some of their flying time to assure our clubs continue to be a safe place to fly. Next time you're out at the flying field go up to your flight safety officers and give them a hug — or at least shake their hand and say "Thanks." They've volunteered to do a job you wouldn't have any part of. □

COMING EVENTS

Sept 29 MMA Mtg WAM host @ West. VFW 7:30PM

Oct 2 How Co Giant Fly In, H. Bishop 944-6789

Oct. 5 - WAM mtg. @ VFW 7:30 PM

OCT - 9 - MMA Flea Mkt. @ West'r. VFW 9AM

Oct 27 MMA mtg. Call Bob Allen

Nov 2 WAM mtg.

Nov 6 YARC Flea Mkt. Dover PA Fire Hall

DEC 5 WAM Annual mtg. & Xmas dinner
Put this on your calander NOW!!



*YOU ARE
WELCOME
TO ATTEND*

FOOD
DRINKS

DOOR
PRIZES

**MARYLAND
MODELERS**

AMA #37

4th Annual *NO dealers or
tailgate sales* **ASSN.**

Flea Market

OCT. 9 — 9 AM *Till sold out
Usually 1pm*

Vender set-up = 8:30 AM
WESTMINSTER VFW HALL-2nd fl.
519 Poole Rd, Westminster, MD.
Admis. \$2.00 Tables \$10.00
1/2 Table \$6.00
Contact- C. Milton Peacock
2313 Da Lib Rd.
Finksburg, MD 21048
(410) 833-3122 = 9 AM - 9 PM

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151 Airport Drive
Westminster, MD 21157

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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



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 - Jim Garrett 876-0428
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:

November 2, 1993

7:30 PM

West. VFW Hall

Volume 9 Number 11

AMA Chartered Club 336

Formed 1955

As The Prop Turns ...

By the colors of the leaves, it looks like Fall is well under way. It sure beats the 90 degree plus temperatures and unbearable humidity of the mid-summer flying season. Better get that stick time in while you still can; Winter will be here before you know it.

After much discussion over assessments, budgets, dues and alternatives, it was decided by the membership present at the October business meeting to raise the dues beginning January 1, 1994 for Open membership to \$85.00 per year with the other membership categories adjusted accordingly. The assessment proposal that was contained in last month's *Talespinner* is hereby a non issue.

I realize that it is a substantial increase over the existing dues structure. But, we all must realize that we have substantial increases in our operating expenses (primarily field maintenance costs) at our new flying location. The Spiegel site has the potential to be an outstanding flying field. A little extra money put in to it will make it a lot more enjoyable place to spend our time. I sincerely hope that this decision will not impact any one's ability or desire to be a member of the club. I think that you will find that it will be money well spent on the things that you want.

And speaking of money, a couple of people I talked to said that the Maryland Modelers Association Flea Market was the place to be a couple of weekends ago.

They said that the place was pretty crowded and a lot of people were seen carrying all sorts of RC stuff both in and out throughout the day. All the money raised by this event goes to support MMA activities throughout the year. If only *we* had an event to support *our* activities throughout the year ...

Autumn also brings up preparations for the yearend events. The Christmas Dinner meeting is being planned as I type. The menu and other particulars will be addressed later in the newsletter. The location will again this year be the Westminster VFW Hall on December 5th. Come out, bring your family for a great evening of dining and fellowship.

Remember, too, that the Dinner Meeting brings the election of officers for 1994. But, before we can elect new officers, we must have nominations for the positions. The November meeting will be the time to place your name, or the person you feel will be the best for the job, on the ballot. It looks like we will be selecting all new officers for 1994. Here is your chance to decide where your club will go next year. The officers' job is to see that the club is operated the way you want it to. It is your job to put the people in the offices to perform that task. As always, it needs your input and your support to accomplish anything. Be an active part of it and put your name on the ballot for an office.

Well, that's it for this month. See ya at the field! - Jim

MINUTES OF OCTOBER '93 MEETING

John Schaffner - Secty.

- Mtg. was opened by Pres. Jim Garrett with 26 members present & 1 guest.
- Pres. Jim reported on a successful display at the Leisure Expo at Cramberry Mall. Much interest was expressed by the general public.
- Treas. rpt. was read & appvd.
- VP Bob Allen reported on the latest MMA mtg. Details elsewhere in TS. Bob asked that anyone who had outstanding raffle tickets to get them to him by Sat. morning prior to the drawing at the Flea Mkt.
- Pres. Jim announced that WAM has been invited to set up a display at the Cramberry Mall in the future. Dates are to be determined later.
- Milt Peacock reported that all AMA business is up to date & urged all members to return the AMA ballott. Other AMA news elsewhere in TS.
- New member Randall Fischer unanimously voted into membership. Welcome aboard Randy.
- C/C Rep. Ray Miles reported on the latest negotiations concerning the Special site. More in Rays report in TS.
- Ken Eckard reported on Sound & Safety & urged everyone to read the S&S columns in monthly magazines.
- 0- Ray Miles reported on the school program schedule & appealed to the membership for at least 2 more helpers to replace Jim Umstad & Ron Berwager. The schedule appears elsewhere.
- 1- Bill Hasert reported all club property accounted for.
- 2- Pres. Jim opened discussion on the proposal for an assessment as published in the last TS. More pros & cons resulted in the consensus to simply raise the dues to \$85.00 and then defeat the assessment proposal when it comes to a vote in Nov. '93.
- 3- Ken Eckart announced that the Xmas Dinner meeting would be at 5 PM on Dec. 5, '93 at the VFW Hall with the cost at \$14.00 adult & 7.00 children under 12. Jim Garrett will try to line up a speaker from the Space Telescope Institute.
- 4- Pres. Jim urges all members to consider running for an officer position as nominees will be sought at the November meeting.
- 5- VP Bob Allen discussed the problem of when to clear the club property from the current field @ John Owings since the permit expires 31 Dec. '93.
- 6- Members mentioned new planes & products & recent crashes.
- 7- Roger Newcomer's name was drawn for the 0/50, but, NO Roger.
- Mtg. adjourned at 10:00 PM

SCHOOL FLIGHT PROGRAM - Ray Miles

Scheduling for the coming yr. is well under way. To date 13 have responded so note the following schedule:

Wed. OCT 20 - Northwest Middle School - 9:30
" " 27 - Winfield Elem. - 9:30
" NOV 10 - Runnymede Annex (the old Taneytown Elem.) 9:30
" " 17 - Manchester Elem - 9:30

If any other dates are scheduled thru Nov. all team mbrs. will be advised. *** WANTED ** Maybe YOU! We would like two more of our retired mbrs., or those of you who DO NOT work day shift, to join with us. We lost Jim U. who moved to W/MD & Don B. who drives a school bus. That leaves us with 5 & that don't allow for illness, emergencies, etc. (One will miss the 20th class due to illness) & that cuts us thin. You ask "What can I do?" You assist in taking the matls. in & out of the schools, set up displays, & if you wish we will train you do the presentation. It takes 3 of us just to put on the show.

We arrive at school at approx 8:30, set up, class starts at 9:30 & lasts about 45-50 min. We are generally out of there by 11:00. Sometimes we all go to lunch together & kick the session around. We all seem to enjoy a pleasant morning. SO-- Lets have some calls, Ray- 781-4937 or 795 2447, Milt 833-3122.

Your only expense is a short sleeve white shirt (approx \$20) & that can be ordered for you so they are the same. Come be a part of the only program of its kind in the USA.

C/C P&R Dir., Dick Soisson, has interest in attending one of our classes. He received our TS so can pick one of his choice.

FOR SALE

NEW Hayes BS -91 Eng. Mt. = \$3.00
Tower Exp. Scale Volt Meter- Excl Cond = \$10
Milt Peacock - 833-3122

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

Midwest - P-51 Mustang - 40 size. Built & ready to fly = Super Tigre GS 40 eng. w/ 3 hrs time. Gold Stickered Futaba 4NBL radio installed. Never flown - impeccably built & covered. All in like new condition.
\$350 or best offer - Wayne Creasy 857-4373
(Voice mail - 876-2251)

CRANBERRY "MALL" SHOW - Ray Miles

We have received a confirmed date to have a "Static Display Show" at the Cranberry Mall in Westminster on Sat. Jan 22/94. Set up time will be from 9-10 AM & take down at 8:30 PM. This time we are going TO REQUIRE a dozen bodies to put this on. We will be, to my knowledge, the only activity at the Mall that day. We will have 10 tables, so get your BEAUTIES assembled, lined up, or repaired so we can show the county what we are all about. We will extend invitations to as many officials that we know asking them to stop by. The details are being attended to that are required by the Mall.

Those of you who took part in the Carrolltown shows in the past know what is generated by such a display. I know that our club can do this up good. More at later meetings. Lets see some new faces and not the SAME OLE" CROWD!

ED: If you have any thoughts about a particular display, please make them known to us. We have a great opportunity to again put us on the good side of the map.

WELCOME TO NEW MEMBER

Randall M. Fischer (Denise)
4546 Lower Beckleysville Rd
Hampstead, MD 21074
H-239-80951 W-752-0020
AMA 483158 DOB 05-07-58

Please add to your roster.

NEW ADDRESS

Jim Umstad has moved into his new home in Clearspring MD. It was good to see him again at our last meeting. Please update your roster with his new address = 13016 Spickler Rd.
Clearspring MD 21722
301-842-1039

50/50 WINNER

Roger Newcomer - Sorry Roger, but you MUST come & sign in.

Q- How did you come to fall into the river?

A- I didn't come to fall in. I came to fish!

LEISURE EXPO - Ray Miles

Jim covered most of this in the last TS. He gets his mat'l. to Milt later that I do. I'm always a day late & a \$ short! I want to express my thanks to those who volunteered their time to the event. Jim G, Lloyd Briggs, & the 3 1st timers Jim Lehr, Brian Borgealt & George Scholiann. It was a big help & makes it easier on everyone. The traffic was non-stop all day. Jeff Deitz (C/C Pks.) relocated us down the main concourse near Roy Rogers, a tremendous improvement. I believe that is where we will be in the future. Our exposure was increased over 100%.

We used one table for static & the other for handouts & Jims VCR. Mr. Soisson (Pks Dir) stopped by to chat. I can't say enough for the support he has given us since taking over the reins of the Dept. It has been great.

DID YOU SEND IN YOUR AMA
BALLOT YET?

Taken from Nov./93 issue of RCModer Magazine

Our request for information regarding existing school programs to educate our kids about model aviation is continuing to arrive in our office. One of the letters was accompanied by a brochure. After reading

#336). I had a very enjoyable conversation with Milt about their program which has been in existence for over five years. The club estimates that over 12,000 people have seen their efforts. The brochure is entitled, "The Science of Flight" as presented by the Westminster Aero Modelers, and a copy is available to those who are either into or going to start a program. Send a self-addressed stamped envelope (4" x 9 1/2") to Milt Peacock, 2313 Da Lib Rd., Finksburg, Maryland 21048, for a copy of their program.

★

THE SCIENCE

OF

FLIGHT

As presented by the



WESTMINSTER AERO MODELERS
A.M.A. Chartered Club #336

the brochure, I was very impressed and called Milt Peacock in Finksburg, Maryland. Milt is associated with The Westminster Aero Modelers Club that was established in 1955 (AMA chartered club

EPITAPH

BOOT HILL
DODGE CITY, KANSAS

Here lies Shoot-em Up
Jake,
Ran for Sherriff - 1872

Ran from Sherriff- 1876

Buried - 1876

M.M.A. Meeting - By Bob Allen

Date: 9/29/93

Place: Westminster V.F.W.

1. A good portion of the meeting was devoted to the M.M.A. Flea Market. All of the final preparations were made, and everyone assigned to their work duties. It should be a great success thanks to that great organizer *Milt Peacock*. The tables were all sold out as of this meeting, as a matter of fact I had to beg to get a table for myself.

2. The John Hamilton plaque has been donated to the M.M.A. . The M.M.A. has set up a committee to find a permanent home for the plaque, they contacted the Balto. Museum of Industry.

They would be elated to house the plaque for us, they would also be very willing to have the M.M.A. set up a display of our own in the museum.

The Museum in cooperation with the American Institute of Aeronautics and Astronautics has a flight competition each year that invites every High school in Maryland to participate in. One event is the Cargo Aircraft Challenge, Rules are; they provide an electric motor and battery, the competitors provide the design, the materials, and building methods, No kits. The plane is tethered to fly a 20' radius and carrying weight must fly a complete circle, the plane carrying the most weight and completing the circle wins. Last year there were 19 competitors the winner was a girls school, the reason they won was because theirs was the only plane that flew at all.

This is where we come in. The museum would like us to teach the competitors the basics of flight, so the competitions could be more successful. We would not be allowed to tell them what or how to build the plane, but what it takes to make the plane fly. Ray Miles was at the meeting, he was asked if the WAM. school program would be able to help. Ray said it sounded like a good idea. The event is held at the museum in Feb. We may be a little late this year to help but we're going to do what we can. We hope to present a replica of the Hamilton Award to the winning School.

3. Here is a little background on the Hamilton Plaque and how it was acquired. Bill Bunn a retired member of the Department of Recreation and Parks, He belongs to the CBRC club now. One of the directors of Parks contacted Bill, after discovering the plaque while cleaning out an old warehouse. The director knew that Bill was into Model Aviation. Bill went over to check out the Plaque and immediately thought of the M.M.A., and how it came into our possession.

The Plaque was originally to promote youth involvement in Model Aviation. In its time it was awarded for Endurance flight of a model aircraft not Radio Control, because this was back in 1928, 29, and 30.

Bill Bunn then researched the man that the plaque was named after, John Hamilton. Hamilton flew with Charles Lindbergh and Billy Mitchell, as a matter of fact Hamilton helped Lindbergh chart the mail runs down into South America. Lindbergh was supposed to fly the mail run first, but Hamilton actually flew it two weeks prior to Lindbergh's flight to make sure everything worked out, but Lindbergh got all the credit! Hamilton then went on to be one of the Six officers that started up the Maryland air National Guard.

4. The Balto. Museum of Industry has invited the M.M.A. to hold their monthly meetings at the museum, we will have our first meeting there on Oct. 27th at 6:30 pm. The first meeting is open to M.M.A. Representatives only .

CLUB NEWS

1. Howard County: Reported that they are having a float fly on Oct. 9th at Centennial Park. Oct. 2nd IMAA. Fly in.

2. Harford County received their Leader Club Award, So they are now an AMA. Leader Club

Meeting Adjourned at 9:15

Carroll County Liaison

Ray Miles

Last issue Jim Garrett mentioned that he and I met with the Department of Recreation and Parks Director Dick Soisson to discuss some problems due to a recent letter writing campaign. The County will handle that issue, we DO NOT get involved with that. He just wanted to keep us updated as to what is going on. However he did beat us to the punch on one issue. We were planning to meet with Mr. Soisson in November to start on a contractual agreement for us to operate under at the new field, and not use the permit approach that has been in effect in the past. He wanted to start on that at this same meeting. We were prepared. Using the Piney Run document as a guide, we proposed to add more specific details, both to the County's benefit and our own. An Assistant County Attorney sat in with us at that meeting, and she was very interested in us and our activities. She will work up an agreement based upon material given to her. This will probably not surface until after the first of the year. It will be submitted for our review when complete in the event any revisions or corrections have to be made.

Mr. Soisson wants this agreement to be in place as early as possible for next year, due to the fact our John Owings permit will not be renewed for 1994. He is trying to have as little down-time as possible for flying. That leads to the next item.

The work is to start this fall to prepare the Spiegel area for operations next Spring. Every department has the information needed to begin construction. The road will be improved with passing zones made, the runway will be longer and wider, parking will be more improved, etc. Grass seed will also be put in this fall. As I mentioned before, the cooperation and support given to us by the County is by far more than we have ever experienced. They have moved faster than I can fly; and it is a welcome change for all of us.

Mr. Frederickson (our new neighbor) sent a letter to the Commissioners after they upheld their decision for us to use the Spiegel area, which in effect stated, "I know that I have been unsuccessful in preventing the airfield move to this area, however, I would request that the W.A.M. use the same guidelines they had at John Owings." Meaning the same hours of operation. The 1st Sunday of each month is still banned to gas powered models. We battled this back and forth and came to the understanding that this condition would be agreed to by our club, (we are used to that now) but that is where it the concessions STOP. No letters, no nothing on his part. Mr. Soisson is to make this known to Mr. Frederickson if he already hasn't done so. I have spoken with many of you and you have been very understanding in going along with our decisions. If that is all it takes to put the JOY back into our hobby, it is well worth the squeeze period. Thank you all for your patience.

December Meeting and Christmas Dinner

Ken Eckard

Again this year, the Christmas Dinner will be held at the Westminster VFW dance hall. Doors will open at 5:00 p.m. There will be a cash bar from 5-6 p.m., then dinner will begin at 6:00 p.m. After dinner, the December meeting will begin. There will be the election of new officers, door prizes, and a guest speaker. The order of events will be scheduled by our President, Jim Garrett.

As decided by the vote at the October meeting, the dinner menu will consist of roast beef, stuffed chicken breast, scalloped potatoes, green beans and a tossed salad. Dave Kenney will be in contact with you sometime before November 20th so we can get a head count, so if you say that you are coming, please come. The head count we give, they will charge us for. The cost will be \$14.00 for adults, and \$7.00 for children under 12.

You can also call me (Ken Eckard) at my home at (410)549-6674 to confirm your attendance. Please send checks to my home address: Ken Eckard, 726 Oaktree Road, Westminster, MD 21157.

Paying in advance will save a lot of time and trouble at the door, so please pay in advance if you can. Please, No dues payments at the Christmas dinner meeting, you can send your dues to the Treasurer at any time, or, better yet, come to the January meeting.

So, come to the Christmas dinner, enjoy and elect your officers. Your vote counts for your club.

Remember..

To be eligible for the FREE DUES drawing for 1994, you must have your 1994 dues in the Treasurer's hand

BEFORE DECEMBER 31, 1993.

The drawing will be held at the January 4, 1994 Business Meeting.

NO EXCEPTIONS!!

NO EXTENSIONS!!

NO EXCUSES!!

EUROPEAN TRIP - John Schaffner
Cambridge, England

Friday - 3 July 1992

Here we are in a spankin'-new hotel & at 0725 the fire alarm is sounding off. Lil is up & in her gown. She says, "John, get up! That's the fire alarm!" And then I hear the door slam. Jeez!, this ain't no way to treat a gentleman. I grab my money belt, pants, shoes & coat & find everybody in the hall performing that old army maneuver known as "getting the hell outta there." We all tripped down the stairs to the lobby & after a few minutes the word got around that there was a wee problem in the kitchen & everyone could return to their rooms. Looking about all those people in their nighties I realized how well trained we all are to react the way we did. Later, we talked to some folks who stayed put in their rooms. Shame on them. They could have become a statistic had it been a real problem.

We are here to attend the reunion of Bud's outfit, the 388th Bomb group, so after breakfast we check around to see what is planned. The weather is cool & wet, typical of how I remembered England the first time. Our ladies can't stand it any longer so they arrange to have their hair done.

Nothing is scheduled until tonight so while our dates are at the hairdresser, Bud & I don our rain coats & up the umbrellas & go out into the murk to see what we can see. Our hotel is in the neighborhood with Cambridge University so we check around until we find an unguarded door & wander inside. We find ourselves in the Museum of Anthropology, oh boy. Best thing about this place is, it's dry. When we are satisfied that they have a sample of everything that ever swam, flew or walked we wander on back to the hotel. By this time we are ready for lunch so we give the hotel a chance to kill our appetite.

Still overcast & raining but we didn't come here to sit around a hotel, so, "up the umbrellas" again & out we go to shop the town. So far, this town is "Dullsville" until I am "this far" from being run over by some guy on a bicycle. He went by me so close, he swiped my reunion badge right off my shirt. Whew!!

Now I remember, they drive on the wrong side of the road here. This could mean real excitement if you should forget. Sirens, ambulances & para-medics.

A few hours later, still raining, we walk on back to the hotel to freshen up for dinner.

Tonight the reunion comm. has us scheduled for a "40's" dance in one of the old hangers at a nearby WWII base. Well, it's cold & wet & you know how comfortable that hanger is going

to be - so - we decide to go AWOL, stay home & watch a TV movie.. Good move. Tomorrow it has to be better.

Saturday - 4 July 1992

Well, watta ya know, still raining this morning. When I came thru here in '44, heading East, & again returning in '45 on the way home, I never saw the sun. Looks like we're not going to see it again. Raincoats & umbrellas must do a helluva business here.

We have breakfast & fall out to board busses today & by 0930 we are on the road. The guide on our bus is Percy Prentiss. He was involved with the American & British Air Forces in this area during the big war & is a good pick to show us around.

We travel on out to a road intersection between Knettishall & Market Weston. Knettishall is the village near where the 388th B.G. operated their B-17's. At this little country road intersection, a memorial has been erected to the airmen of the 388th B.G. & today these veterans of that unit have come here to honor those who did not return. A very solemn ceremony was held in between the rain showers.

Before leaving, we had a little time to walk over to a little stone church nearby that has been there a long, long time. Inside there is a plaque on the wall dedicated to the U.S. Airmen. It's not likely that they will be forgotten anytime soon.

We all got back on the buses & head over to where the airfield was. Like so many other bases that made East Anglia a virtual "aircraft carrier" during the war, there is not much here that resembles what it once was. The area is mostly flat, so it was ideal for the use it was put to. The farmers have reclaimed their land, & where practical, some hangers & other G.I. buildings remain to store & shelter farming machines, tools, seed & fertilizer. Hangers re-cycled into barns, not bad. We drive on down to see one of these old hangers that once served bombers for lunch. No, that doesn't sound right. I've had submarines but never a bomber. What I mean is, they cleaned out this place & set up a chow line to feed this hungry bunch. It appears that the preparation & service is by the neighborhood folks. They are very friendly here with us. I am sure that they too remember the young men who came to their aid & in a time of desperate need.

There seems to be an "air" about the place. (Maybe it's the live stock.) Just kidding.

Before we have to get back on the bus, some original U.S. Army vehicles arrive for our

(Con't on page 7)

AMA NEWS

This next article is for informational purposes only. *Although it was written by one of the candidates on the AMA ballot, it is not an endorsement either for or against this or any other candidate.* The article raises important issues that you might want to be aware of.

Read it and draw your own conclusions...

The Editor

This year all AMA members can vote for who they want to represent them as EXECUTIVE VICE PRESIDENT (EVP) of the AMA for the next three years. This is very important because this job (EVP) is really the AMA's Chief Financial Officer, and during this past year, there has been a great number of unanswered questions about AMA finances. Unfortunately, the current official candidates for the office of EVP have not done much to date to provide much in the way of answers to these questions. The only way to get these questions answered is to elect someone else for this very important position. I am soliciting your vote, a WRITE-IN vote, because if elected, I will answer these questions.

The basic question for all AMA members is ; "Where does the money from my dues go" — how is it spent? That question is more important now than ever before because the dues are being increased for all categories of membership beginning in 1994.

But, in order to better understand where your dues money has gone during these past few years and what is intended for the future, OTHER QUESTIONS NEED TO BE ANSWERED.

By mid July of this year rumors and speculation about AMA financial problems abounded. Then suddenly on July 26, following the Executive Council meeting in Muncie, Indiana, word came that the then AMA Executive Director — Vince Mankowski — had "resigned" for what was said to be "personal reasons"! And the message we got along with that news was that the Executive Council members were not going to explain further. Yet many AMA members want to know about what led up to this news. For example:

1. Didn't AMA's auditors meet with the AMA officers several days before the July 26th meeting? If they did in fact do this, it marks a first because it never happened in all my years of working for the AMA.
2. Didn't Executive council members meet unofficially following the auditors visit; the day before the Executive Director's "resignation"?

Note: One council member's district newsletter reported that when the council met officially on July 26, the council had voted in a dues increase for all members to be effective in 1994.

This taken after the "resignation". This vote also had a unique proviso: that no 1994 dues money is to be used for capital expenditures at Muncie. This sets up the next question.

3. How much of AMA money has been spent or committed to the Muncie property purchase, including move from Reston, VA?
4. How much more money is intended to be spent for Muncie "improvements" over the next few years?
5. How much has been spent on the Muncie museum?
6. How much more is intended to be spent on the Muncie museum over the next few years? Keep in mind that AMA already had a museum in Reston, Virginia before it was uprooted and moved.
7. Why wasn't the Reston Headquarters building mortgage paid off when final payment was due in July, 1992?
8. What happened to the Reston Mortgage Reduction Fund that had accumulated over a quarter of million dollars by 1991?

9. Did AMA refinance the Reston mortgage in 1992? If so, what are the terms? (balance due and when?)
10. Is it true that AMA had accumulated various funds intended for annual awards but did not make some of these awards in 1991 and 1992? If so, what is the status of these funds now.
11. Did AMA operate in the red for 1991 and 1992?
12. Why did AMA operate without a comptroller for about a year? With an annual budget of millions of dollars, the daily presence of an in-house comptroller would seem to be a necessity.
13. Did AMA drastically reduce its FAI budget (involving support for US International Teams) for the past few years?

NOTE: many years ago the FAI program was financed on the basis of a 1 dollar per adult member, which was more than adequate until the Muncie property purchase apparently resulted in a cutback of support.

I could go on and on, but I suggest that it would be more productive to get me elected by write in vote in this year's AMA election. If elected I would have access to the information needed to answer these and other questions and I promise "to tell it like it is" regarding AMA finances.

As Chief Financial Officer the Executive VP not only has access, but a responsibility to keep AMA members informed regarding all money matters affecting their dues. Having been directly involved in the development of AMA annual budgets for over twenty years, I know what to look for and have a track record for integrity and success in directing AMA operations.

Let me make clear, however, that I am not interested in taking on the executive director job again. I would like to work with and advise the new Executive Director on AMA history, financial and otherwise.

WHY DO I CARE?

It goes back to 1963 when I was elected to be president of the AMA. When I took the office of President, the AMA was broke, almost bankrupt, and I undertook the challenge of turning the situation around. What I was able to do in the short time of a year had gotten me hired in 1964 as Executive Director of AMA to continue to help bring this fine institution out "of the red" and restore it to being a solvent, member driven, service organization.

Until this time, I had been employed by the Civil Service for 20 years. I left this job to take the gamble that the AMA could be saved. My family accepted the uprooting that was involved in moving to the Washington DC area. They also accepted the fact that there were no fringe benefits whatsoever and there was no guarantee that there would be a regular paycheck as well.

Within two years, AMA was well on the way to recovery. I remained Executive Director for 27 consecutive years and then retired in 1991. When I left, AMA had grown from a membership of less than 20,000 to more than 150,000! AMA was financially sound with real assets of approximately ten million dollars. It was also headquartered in its own building. During the growth years of the 1970's and 80's, I made it a point to have financial statements published frequently and also published the minutes of the AMA Executive Council (Board of Directors) meetings. These minutes were complete and showed how each council member voted during those meetings. Thus, AMA was responsible and accountable which was a contributing factor to the continued growth and expansion of its membership services.

After I left in early 1991, there began a dramatic decline in published information concerning AMA operations. During this same time frame, it has been obvious that there have been major expenditures — apparently amounting to millions of dollars — and much talk about cash flow problems, budget reductions, etc. Meanwhile, AMA has moved out of its D.C. area headquarters and has been without its library and model museum for many months now.

Furthermore, the headquarters staff has been greatly reduced. Only about a dozen out of over fifty D.C. area employees went along when the operation moved to Indiana. Prior to this move, a number of long time employees were fired on little or no advance notice.

During the last few years it has become apparent that the membership growth rate on an annual basis had eased off from the typically steady climb of the past. Budget projections for growth were not met (by how much, we are uncertain because of the lack of published information) and now it appears that the AMA magazine budget, which for many years had produced a surplus of dollars, ended in the red in 1991 and 1992. Again no information has been published about this to date.

THE END.

inspection. A jeep, a 3/4 ton weapons carrier, a commercial car, a 2½ ton GMC, an ambulance & an OD '41 Plymouth, all being driven by guys wearing the WWII uniforms. Somebody did their shopping early at Sunny's Surplus.

On the way out of the old airbase area, Percy points out a grass runway with a J-3 sitting there waiting for the rain to quit. I had seen this plane in the air earlier when we visited the little church. Brought back some pleasant memories.

We cruise around the country with Percy pointing out this & that & telling what happened here & there during the war. He never ran dry, & "made the day" for us.

Tomorrow we are going to Duxford. Tonight we pray for good weather.

I just realized that today is July 4th & I haven't heard, nor seen, any fireworks. I guess the British don't celebrate this date like we do. I wonder why?

To be con't.

Safety & Sound

Ken Eckard

Another year is quickly unwinding and things look and sound pretty good at the field. Just a few things could be done to be a little safer. I've noticed a few people fine tuning their engines with their bodies in line with the prop. If you stop and think about this, it is very, I repeat, very dangerous. Have you ever seen a prop come off? It's like standing in front of someone throwing a knife, and hoping he doesn't hit you. Upon starting your engine, clear all articles from the plane's area and move to the rear of the plane. Then, adjust your engine while you are standing clear of the prop. Also, make sure there is no one else close by that would be in the prop's path. If the engine quits, it might be a pain to go back around to the front and start over, but, I think it will be a lot less painful than the prop hitting you.

Also, we now have an Impound Box. The procedure for using this is simple. Upon arriving at the field, put your radio(s) in the impound box. Then, check around the field for any one who might have the same frequency as you and might or might not have impounded his or her radio. Now, when your ready to fly or give a radio check, go to frequency board, pull your pin with your frequency number on it and insert your AMA card in the same slot. You should now be safe from being shot down, or accidentally shooting someone else down. Upon finishing your flight, return your radio to the impound box making sure it is turned off. Replace the pin and take your card out of the slot. Follow this procedure each time you fly, or you intend to turn your radio on. Also, do a complete radio check before each flight, making sure right is right, left is left, up is up, and down is down. Do this every

time, not just 99% of the time, every time. Why do I do this? I recently found that other 1% when flying my Ultra Sport 1000, which no longer is flying. Ten seconds of checking the radio sure beats 100 hours of building, believe me, I know.

On the sound side, I would like to thank everyone for their cooperation on keeping the sound level at 95 dB. or, below which is much better. Sometimes this meant buying a better muffler or just changing to a prop of a larger size or of a better quality. Also, adding baffles works on some engines, like my ASP 61. It read 104 dB. with the stock muffler, but, by adding 3 non-restricting baffles in the stock muffler, I reduced the sound to 94 dB. The only cost was 3 soup can lids and some J.B. Weld epoxy from an auto store, along with about an hours time. There are a lot of different ways to lower sound without spending a lot of money. If you have any questions, feel free to call me. I'd be more than glad to help.

Thanks!

1994 Dues Structure

As voted on at the October Meeting, the following is the new dues rate structure as of January 1, 1994.

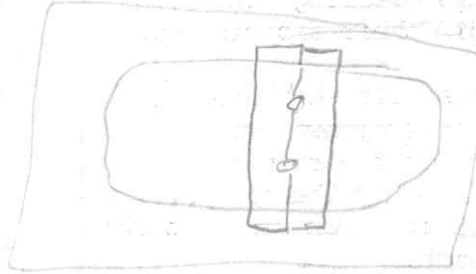
All ages are as of January 1, 1994.

Junior Members	up to 15 yrs.	\$21.25
Senior Members	16 - 20 yrs.	\$42.50
Open Members	21 - 59 yrs.	\$85.00
Senior Citizen	60+ yrs.	\$42.50
Associate Member	non AMA	\$85.00
Elected Officers	any	\$42.50
Honorary Member	FREE	

Building Tip

Have you ever made a sharp trim feature using Monokote or any other type of plastic film only to have it peel up while you are cleaning up your plane? One solution is to put a dot (from a paper punch) of clear Monokote over the end of the point. It will never lift up again. Clear Monokote can also be used to fasten and protect your name and address on your airplane.

Remember that AMA rules dictate that you have your AMA number and identification on your aircraft.



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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



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 - Jim Garrett 876-0428
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:

Sunday, Dec. 5, 1993

Dinner Mtg. - 5:00 PM

West. VFW Hall

Volume 9 Number 12

AMA Chartered Club 336

Formed 1955

As The Prop Turns...

As the air gets crisper, it gets a little more difficult to find those good flying days like we had just a few weeks ago. Let's face it, the flying season is drawing to an end for 1993. But, it's not the end of our modeling activities. Winter brings 'building season' to some of us, 'repairing season' to others, and a chance for all of us to regroup until Spring.

Many things will be new for WAM in the Spring. Hopefully, the John Owings location, and all the associated problems therein, will be behind us. A new contractual agreement (not a permit) is being hammered out between WAM and Carroll County as I write. You will be getting more details on that at the next meeting.

As far as progress is concerned, according to the Department of Recreation and Parks, layout, staking and grading should be well under way, if not already completed by now. And, there should be new grass established on the new field by the end of 1993.

Also, a new cadre of Officers will be guiding the club for 1994. I have to tell ya, I was a bit surprised by the number of candidates that came forth to run for 1994 positions. Most of you remember what a typical November meeting was like. Not this one though. This is a good indication that we are a strong, active, and growing organization. It's also encouraging to see how many of the candidates are newcomers (no relation to Roger) to the club. I think the new blood will be a refreshing change. Good luck to all of you.

And you can't have an election of officers without a Christmas Dinner to go along with it! This year's event is shaping up very well. Be sure to give Dave Kenney and Ken Eckard an accurate head count, and get your money to them *before the dinner*. They want to enjoy themselves too. While on the topic of enjoyment, I think the entertainment we have planned will be real exciting this year. The guest speaker will be Lieutenant Colonel "Buddy" Bell from the 175th Air National Guard (the outfit that jockeys those A-10 Warthogs around...). That's all the preview you get. Come on out to the Christmas Dinner Meeting for a good time!

As this is the December issue of the *Talespinner*, it also marks the last of the lead articles I will have the privilege to write. I would like to say *thank you* for allowing me the opportunity to 'take the stick' for a while. I hope I did the kind of job you voted me in to do. There are a lot of members who put in a lot of time and energy into keeping WAM alive and kicking. I don't have the room here to list all of the names. But, those of you know who you are. Without your guidance and support, (and kick in the butt occasionally), I could not have done anything. Thanks for the help.

Finally, let me wish all of you a safe and happy Thanksgiving. And for those who can't attend the December Dinner Meeting, a Happy Holiday Season, too!

That's all for now, see ya at the (new) field in '94! - Jim

MINUTES OF NOV. '93 Mtg.- John Schaffner

- 1- Mtg. opened by Pres. Garrett w/25 mbrs. & one guest present.
- 2- Treas. rpt. read & apv'd.
- 3- Milt. P. rpt'd. receipt of letter from Art Perry including an invitation to an Open House at his club & a \$10 contribution to WAM by Art Letter from Wayne Creasy offering his RC gear 4 sale. (See elsewhere) Jim Garrett rpt'd. receipt of a letter from an RC modeler from Milan, Italy desiring to correspond. John Schaffner volunteered to respond.
- 4- Milt P. spoke about a ltr. from himself to AMA VP Howard Crispin concerning the state of affairs within the AMA.
- 5- Bob Allen reported on the MMA mtg. (Details elsewhere)
- 6- Ray Miles reported on C/Co. activity at Spiegel field flying site. (details elsewhere)
- 7- Ken Eckard rpt'd. no current problems with sound & safety.
- 8- Ray Miles rpt'd. on school program which is currently scheduled in 14 schools with more to come.
- 9- Bill Hasert rpt'd. all club property accounted for.
- 10- Milt P. offered thanks to Jim Garrett for help in producing last months T/S while Milt was flat on his back. Glad you are back up Milt.
- 11- Ken Eckard reported on Dec. 5 Xmas mtg. Mail him your reservation money. Avoid the rush. [ED: This is a dinner Mtg]
- 12- Nominees for positions for 1994 are:
Pres: Ken Eckard/ Dave Kenney
VP: Wendell Richards/ Ken Davis/ Brent Blythe
Treas: Lloyd Briggs/ Dave Stahl/ John Schaffner
Secty: Brian Borgealt/ John Sterrett/
Richard Jakubs
Mbr. @ Large: Milt Peacock/ Bill Hasert/
Bob Jenness
- 13- Pres. Garrett kicked off a lengthy discussion on financial condition of WAM & projected budget.
- 14- Motion made & carried to eliminate the \$50 assessment imposed on new members as of Jan.1/94 coincident with the new dues schedule.
- 15- Everyone is cautioned to use the Spot-a-pot at the field. Big brother is watching.
- 16- Ray Miles reported on invitation from Cranberry Mall to set up a display 22 Jan.'94.
- 17- Motion to contribute \$100 to the West'r. VFW Youth Program was carried unanimously.
- 18- 50/50 won by Bob Allen. PHOOEY!

Mtg. adjourned at 9:30 PM.- J.S. Sect'y.

SUPPORT YOUR LOCAL HOBBY SHOPS

FOR SALE

6" Rockwell Joiner w/enclosed base- \$250
Dave Kenney - 484 5054 firm

Midwest - P-51 Mustang - 40 size. Built & ready to fly = Super Tigre GS 40 eng. w/ 3 hrs time. Gold Stickered Futaba 4NBL radio installed. Never flown - impeccably built & covered. All in like new condition.

\$350 or best offer

4 Star 40 Sig plane w/ O.S. Surpass 48- 4 Stroke engine, built, flown & ready to go. Airtronics 6 Ch. Vanguard F/M, dual rate installed. This is an excellent 1st low wing plane. Excellent condition. Cost before ass'y. = \$447 + tax.

\$350.00 w/ 1 gal. of 4 stroke fuel & extra props. (or make offer)

Royal 40 ARF Chipmonk w/ Enya .45 bearing engine. Kit is 60% complete & can be a trike or tail dragger. Includes canopy, pilot kit, golden rods, & all custom parts such as Dubro wheels. Futaba 4NBL Gold sticker 4 Ch radio. Will fly like a trainer. Excellent condition. \$300 or best offer. Incl. 1 Gal fuel & extra props.

Hobbico Kit built field box w/ removable tool kit, Gel Cell bat'y., power panel, Super X pump, wind sock, Hobbico electric starter w/ coiled cord, fuel bottle, assorted 2 & 4 stroke glow plugs & accessories. Excellent condition.

\$150.00 or best offer.

NOTE: Make a deal on any of the above & I will throw in extra servos, accessories, fuel, props, spinners, wiring harness, etc. All of my equipment is in perfect condition so you can't do better.

Wayne Creasy - 857-4373 If no answer leave a message or call me at work 876-2251.

MIDWEST GIANT SWEET & LOW STICK - Red w/ blk & white Iron Cross trim. Zenoah G-38 installed. Needs radio only to fly. Good condition.- \$400. = Hoyt Bishop 944-6789

UPDATE YOUR ROSTER - NEW ADDRESS

David Earnest has moved - Now=

5086 Amantia Way 795-9398
Sykesville, MD 21784

A VERY SPECIAL THANKS - Ray Miles

The SFP is the recipient of two new models for our display. They are not brand new, but extremely well built and in excellent condition, both donated by Bob Hunter. I understand that Bob was about to discard them when he thoughtfully gave Bill Hasert a call to see if he would like to have them.

One is a SE-5 WWI biplane w/ a 50" span. It was built as a C/L model out of corrugated cardboard. It is an excellent centerpiece replacing Jim Umstad's J-3 who moved west.

The other is a 20" w/s Piper Vagabond. One pretty aircraft again in excellent condition. THANK YOU Bob, for a timely contribution.

SCHOOL FLIGHT PROGRAM - Ray Miles

Four classes have now taken place & the Nov. dates were in the last T/S. Nothing more will occur until '94 when everything will get hectic. Hopefully all scheduling will be complete by the end of Jan. Those dates will be sent to Dick Soisson & Julia Gouge who had expressed interest in attending a class.

WANTED: We need a 2½" or 3" pilot bust for the SE-5, also need a "GI Joe" or "Ghost Buster" about 4-5" in size for the Liltenthal Glider. Anyone have one to contribute? If so, call me 781-4937 or bring it to the next mtg.

C/COUNTY NEWS - Ray Miles

I have been in contact with Dick Soisson (C/C R&P) & we have replaced the port-a-pot'y as someone was seen answering the call of nature beside their vehicle. [ED: What BIG eyes we have!] DON'T DO IT AGAIN! That act has cost the club a LOT of money.

The grading permit for the Spiegel area was let in mid-Oct. As of the 27th of Oct. work has begun & should be finished soon.

The contractual document between WAM & C/C is just about complete & will be sent to us for approval before it goes to the Co. Comm. It will spell out & define what is expected of each party & who does what. It will also include our safety rules, field rules, insurance document & any other material needed to support it.

REMEMBER THE SILENT SUNDAY (1st in the month) obey the rules, stay in the fly zone and have fun.

ED: Fellows, keep in mind that our own actions have caused many of the problems that we have had to face. Damn it- **THINK ABOUT WHAT YOU DO!!!** & then think again!]

'SPECIAL NOTICE'

BY-LAW CHANGE

In accordance with Art. XVII, Sect 1 of our By-Laws, mbrs. must be informed of a proposed change, by mail, one week prior to the next business mtg. A change can be adopted by a 2/3 majority vote of those present.

Effective April 3, 1990, we appv'd. a \$50.00 assessment to create a fund to maintain the Car. Co. Model Airpark.

All new members had to pay that "assessment" upon application for mbrs'p.

For reasons already discussed, we have revised our dues structure to support the flying site. In effect this replaces the "assesment".

* * * * *

PROPOSED CHANGE

Art. XVII - AMENDMENTS

[Create the following]

Section -3

The "assessment" as approved by the membership on April 3, 1990 of \$50.00 to create a fund to maintain the "CARROLL COUNTY MODEL AIRPARK" is hereby rescinded effective December 31, 1993.

* * * * *

Respectfully submitted:

C. Milton Peacock, Chrm.

William J. Hasert

Raymond K. Miles Jr.

C.M. Peacock
W.J. Hasert
Ray Miles

THE EDITOR SPEAKS - since others didn't or at least DID NOT send me any copy!

DECEMBER MEETING - SUNDAY, DEC. 5 @ 5PM - VFW

Dinner mtg - roast beef, stuffed chicken breast, scalloped potatoes, green beans, tossed salad. CASH bar from 5-6. Dinner- 6 PM
Cost= Adults 12 yrs & over = \$14 / Children under 12 yrs. = \$7.00.

I assume we will have 1-door prizes, 2-that Santa will arrive & 3-some entertainment. No one has advised the T/S.

Send your check to - Ken Eckard, 726 Oaktree Rd. West'r. 21157 (549-6674) OR call Dave Kenney - 484-5054

This is a family affair and anyone may come & enjoy an evening with us. COME ON OUT !!

FCC RADIO RPT. - Editor- has received a rumor that the FCC has delayed any implication of inserting new channels between ours. The FCC was impressed with the letter campaign & apparently was not really aware of the interest. THANK YOU, LETTER WRITERS.

◆ ELECTION TIME

DEC. 5th @ XMAS DINNER MT'G.

NOMINEES for 1994 are =

PRESIDENT -

Kenneth Eckart
David Kenny

VICE PRESIDENT -

Wendell Richards
Kenneth Davis
Brent Blythe

?

SECRETARY -

Brian Borgealt
Richard Jacobs
John Sterrett

TREASURER -

Lloyd Briggs
John Schaffner
David Stahl

GENERAL BOARD MBR. -

Milt Peacock - Wm. Hasert - Robert Jenness

Look 'em over & give it honest thought. Who do you feel will do the best job? This year we must pick an entirely new group of members to carry on the work & duties of the club. SO - Come on out & vote your mind.

'94 Dues Are Due! \$

All ages as of Jan. 1, 1994	NOTE:
Jr.= thru 15 yrs/ \$21.50	IF the treasurer
Sr.= 16 - 20 yrs/ 42.50	has rec'd. your dues
Open= 21 - 59 yrs/ 85.00	<u>prior</u> to Dec. 31
Sr. Citz.= 60+ yr/ 42.50	you will be eligible
Elected officers / 42.50	for the FREE dues
Assoc. Mbr no AMA/ 85.00	drawing @ the Jan 4
Honorary Mbr. no dues	meeting.

Mail your dues to Paul Schaffner, 4519 Piney Grove Rd, Reisterstown MD 21136 NOW! PRONTO!

A M A REPORT - Milt P.

I have been told that everything at Muncie is now in place and working up to par. I had the occasion last weekend to speak to a couple fellows who recently applied for membership & received their AMA # etc. via FAX in short order. I have had very good response to my requests, etc. which is good news.

"Model Avia." contains other items of interest which I'll not repeat.

MMA NEWS - NO report rec'd. ED speaks- The MMA is giving an "A PLUS AWARD" plaque to each club to be given to a mbr. of that club in recognition of whatever that club desires. I have no idea how Pres. Jim is handling this but [I say] if you have some idea as to who & why, pass it along to Jim. (876-0428)

THE EDITOR SPEAKS AGAIN!

I'm willing to bet that as soon as you read the heading you are saying, "What, again? Don't he ever shut up?" READ ON - I'm on a roll. You can stop reading any time you wish!

You know, if some of you, NO, not some, ALL, of you would just take a few minutes and write an article to publish, then I wouldn't have all this space to mouth off in. Of course that also means you may have to spend a stamp to mail it to me. Save the stamp and give it to me at the meeting. I'm always there, why?, because I have a real interest in the club. I want to see it grow. I want to see it have affairs & events to give pleasure to its members. When I belong to an organization I want to participate and give something back. That's why I'm part of the SFP team/ I'm your AMA representative keeping us up up-to-date etc. within the AMA/ create YOUR newsletter along with the Pres. front page & Ken Davis' help with the printing etc./ I maintain the roster/ obtain your name badges/ I can go on.

I don't object to doing all of this because I enjoy doing it BUT IT IS GETTING OLD.

How many of you speak up at the meetings when the floor is open for discussion? Not many. I'm certain you have an opinion & if that has not been expressed, then why don't you give us your input? Chances are it has real merit & should be considered. Your thoughts are as good as any one elses.

YOUR T/S consists of 9 pgs + cover. One pg. is the President's, 1½ pgs. from a consistent contributor John Schaffner who also adds some of his humor which I'll say is ½ a pg. This month Bill Hasert contrib. 1 pg. Ray Miles is a consistent writer of C/C, SFP news etc., at least 1 pg. This month has ½ pg. of FOR SALE's which is unusually long.

TOTAL = 5½ pages. Where do you think the other 3½ comes from? 1½ pgs of this month's is beyond the norm. I know I'm stepping on a few toes but whose fault is it. MINE? Not in your wildest dreams.

Is it the EDITORS responsibility to put in the "DUES NOTICE", notice of the "FREE DUES DRAWING", the invitation to the "XMAS DINNER MEETING", and for that matter anything that a committee chrm. is responsible for.

The absolute answer to all of the above is:

- 1- Only print what is rec'd.
- 2- Don't worry about the number of pages. Let it become a one pager like some other clubs.
- 3-Forget the whole thing and save the cost of the T/S, & believe me, it doesn't come FREE. Postage, paper, typing ribbons, etc does cost.

I guess I've been doing this too long, so, PLEASE - someone else take over the job.

A THANK YOU - Milt P.

Most of you don't know, but due to my being under the weather since the MMA F/M, I was unable to get all of the TALESPINNER set, etc. & into your hands.

A big **THANK YOU, JIM GARRETT**. Jim stopped by my house, picked up what little I had managed to do, and finished the job.

Thanks again Jim, If you hadn't jumped in we would not have had an October T/S.

A NOTE FROM ART PERRY - Milt P.

To those of you who don't know Art, he was a long time member of WAM, I don't know how far back, prior to moving to Ocean Pines, MD. Art was a very dedicated & hard worker for WAM and we still stay in touch. Art now is a member of the MARKS club in the Salisbury area. I just received their (1 pg) newsletter and noted that Art has been nominated for an office in their club. GOOD LUCK, Art (whichever way you wish, in/out).

Art also sent me some photos from their Sept. 19 "Air Show / Open House" at their flying site S of Salisbury.

Many of their guys have full scale a/c & by the photos, put on a great show, a couple Stearmans, Ercoupe, J-3, Lake Amphib., & a 10 min. full low level acrobatic show Loops, stalls, rolls, spins, knife edge & an inverted pass across the field by a Christen Eagle. What more could you ask?

Can't you just see this occurring here?

They have a great place to fly, (I've been there) & get this, the field is being extended, & the rent is being paid by a benevolent member.

ART, on behalf of WAM, **THANK YOU FOR YOUR CONTRIBUTION** to WAM. Art enclosed \$10.00 to cover the cost of mailing him a copy of our TALESPINNER. We may have had a newsletter prior to Art's, but in my memory Art created our T/S and even received a National AMA award for it.

Thanks again Art, Happy Hollidays & stay in touch.

NEED A METAL PART MADE ?

Make a drawing or sketch of what you need & call -Jay Burns 833-7814 - Absolute Precision Machine - He has made several parts for me & does a good job. Milt P.
(If you can't reach him, call me. I have a way of reaching him.

1 AMONG OTHER THINGS, BEN FRANKLIN SAID -

"Creditors are a superstitious sect - great observers of set days & times."

"I always like to hear a man talk about himself because then I never hear anything but good."

"It takes an old dog to appreciate a caress"

"It is ill manners to silence a fool & cruelty to let him go on."

NEWS ITEM: March 29, 1919 "TRIP TO THE MOON"

A trip to the moon by rocket may someday be possible, according to a monograph published by Dr. Robert A. Goddard, a professor of physics at Clark University in Mass. Goddard has been experimenting with rockets since 1909 & demonstrated three models to the Army just before the Armistice last year. Goddard's moon travel proposal is being ridiculed by the news papers, which have dubbed him the "moon man."

An "EXPERT" is that person most surprised by the latest evidence to the contrary.

USING WORDS -

Forclose: If I don't pay the alimony this month, I'll have some extra money foreclose.

Rectum: I had two cars but I rectum both!

Waiter: What can I get for you sir?

Customer: A hot dog please.

Waiter: With pleasure!

Customer: No, with mustard!

1st Law of Auto Repair:

When the need arises, any tool of object closest to you becomes a hammer.

EPITAPH

BOOT HILL, Tomestone, Ariz.

Here lies Lester Moore

Four slugs from a 44

No Les

No Moore

SUPPORT YOUR LOCAL HOBBY SHOPS - U need 'em.

The views & comments expressed in this column are those of the writer & NOT THAT OF ANYONE ELSE OR THAT OF THE CLUB.

This article is aimed at those of you who have not attended the last several club meetings. I feel reasonably sure that those who were at the meetings understand the problems we are facing.

The club cannot operate at "\$0.00" cost. We all want a place to meet, a newsletter, awards, refreshments at fly-ins, club charter & mbrsh'p. in MMA, etc. & most important A PLACE TO FLY OUR PLANES.

I might point out that the School Program IS SELF SUPPORTING & costs the club \$0.00.

Also the cost of printing, paper, typing, stationery, letters, envelopes, etc. is done at \$0.00 to the club. Ya can't beat FREE!

I'm sure that some of you are upset at the dues increase. No one wanted to have to do that, BUT we lost the low cost place to fly. We now have to support a flying site. We went into that with the thought that another club was going to contribute 50% BUT that has not happened. I have no fault with that as each must look at their own situation and you can't support TWO locations. We are in trouble with ONE.

In 1990 we passed a one time assessment of \$50 per member. That was to create a place for YOU to fly. We have lived off of that til now. Yes, there is some \$ still in the "Field Fund" but it will not get us thru 1994. Your annual dues WAS NOT used to maintain the field. Flying stations & impound box came out of the fund & other improvements should be made. Some MUST be made this coming season at the new location. It won't be a FREE RIDE!

A proposal for an \$85. one time assessment (less than 25¢ a day) was knocked down. OK. So it was voted to increase the annual dues to \$85/yr. which is only 13.7¢ a day. You can't even make a phone call for that.

I'm willing to bet that some of you hit the ceiling when you read about the increase. I bet you even think you have an answer to the cost of operation problem. Why don't WE cut the grass ourselves? Just who is "WE"? I'll ask you - "Why should the same few cut the grass?" You must admit that would be the case. I have better things to do with my time than to cut the grass for YOU. Then, what do WE cut the grass with? Have you bought a tractor with a big deck lately? Are YOU willing to buy a trailer, hitch, insurance & store the rig under cover, maintain it, &

haul it around? You say buy a used rig? Do you
can't next column

want to buy somebody else's junk? Not me!

Being honest, I know that we have several members who volunteered to cut the grass etc. but WHY SHOULD A FEW CARRY THE BURDEN? We all have home chores that must be done so why should YOU & YOU expect another member to take HIS time cutting the grass when he could be flying, building or whatever YOU are doing. IT JUST ISN'T FAIR TO HIM OR THEM.

Keep one thing in mind. Per the by-laws, the dues may be changed at any time. That includes LOWERING as well. We may do that later on. Time will tell.

We must get thru 1994 to really see how we fair out. We haven't wasted your funds. If you feel that we have, please step up and say so. Your voice should be heard.

One member said "I will have to think very hard about staying around if the assessment is approved." He is certainly entitled to his views but that was out of order at that time. [Sorry, pal, but that is how I feel.] I have no idea how that person feels about higher dues. Hopefully he will continue on. There have been other adverse comments about the increase but you must look at the whole picture. When gasoline prices go up, do you stop driving, I bet you do. Ha! When your electric & phone rates go up - do you run? I've seen new cars & have they come down in price? Not that I have know of.

Fellows, what I am trying to say is DON'T RUN AWAY because of the increase. It's only 96¢ a week & I know you --- that away every week & you don't even know where.

You want a place to fly & a club, then support it. We want you & need you. We would like to see more of you. Many of you haven't been seen for some time. Come on out join in.

Get you '94 dues in the hands of Treas. Paul Schaffner, 4519 Piney Grove Rd, Reist. MD 21136 before Dec. 31 & be eligible to the FREE '94 dues drawing on Jan. 4.

GIVE OUR PROBLEMS HONEST THOUGHT & CONTINUE YOUR MEMBERSHIP IN '94. We expect to have the best place to fly in '94 we have ever had.

WARNING - CONTAGIOUS DISEASE - SYMPTOMS=

- 1- Complains continually about need for constructive hobby.
 - 2- Has blank expression, if sometimes deaf to wife & kids.
 - 3- Always haunts basement, attic or garage.
 - 4- Won't do work around the house.
 - 5- Has nose in model airplane catalogs & mags.
 - 6- Often found wandering around hobby shops.
 - 7- Mumbles numbers such as 20 - 60 - 120.
- - Adult males are very susceptible. This modeling disease is very contagious & incurable. It's not fatal, but will stay for lifetime.

Sunday 5 July 1992

The year 1992 represents the 50th Anniversary of the USAAF entrance into the war in Europe. Since my friend Ralph (Bud) Summers was a B-17 pilot & a member of the 8th AF in England it's appropriate that we be there to join in the celebration.

Today the Imperial War Museum at Duxford is presenting an air show featuring the many flying examples of WWII era aircraft in their inventory. Couldn't please me more!

At 0900 sharp, us guys boarded the bus provided for the ride to the airfield. Our ladies are not the least bit interested so they head off to the local church, souvenir hunting, tea, & all the other stuff girls do.

When we arrive at Duxford Airfield everything is set up & ready. For once it is not raining, but the ceiling is low & overcast 100%. It's early, so Bud & I take in the static display in the hangers. We are approached by one of the English guys watching over a B-17, I guess he noticed our tongues hanging out. We struck up a conversation with him & when he found Bud was a B-17 pilot, invited us to go aboard & "take all the time you want". Wearing our 388th B.G. Reunion badges was a good idea.

We were treated cordially everywhere & the "show people" even had a reserved viewing area outside for the show just for the American vets.

When it came time for the air work to begin, it was to open with the RAF Red Arrows, but with the low ceiling, they did not appear. I, for one, never missed them.

At this point I would like to go on & describe everything in detail but that is not practical here.

Let me just put down the aircraft & events & let your imagination take over from there.

1. The field is "attacked" by five P-51 Mustangs & one P-47 sweeping back & forth "shooting up" the place.

2- Eight (8) Spitfires, One Hurricane & two ME-109's mix it up over the field, chasing each other all over the sky.

3- Gloster Gladiator, Bf-109G & P-40 Kittyhawk put on their stuff.

4- The bombers came through - B-25, B-17 & Lancaster (B-24 Diamond Lil was to appear, but she blew an engine & was down at another field awaiting a spare).

5- DH-Mosquito flew demonstrating its speed.

Pacific war planes next - three Corsairs, TBM Avenger, Hellcats, a Zeke (reworked

AT-6, but hard to tell), P-38 Lightning.

con't. next column

7- Korea - A-1 Skyraider, T-33 (F-80), two Hawker Furies, Tigercat & Bearcat.

8- Eight Spitfires again sweep the field in formation.

9- The grand finale had all of the above warbirds in the air, the fighters chasing each other in a Lazy Eight & the larger A/C over the field simultaneously.

In between these events you could buy a ride in a DC-3 or a DH Dragon Rapide & there were demonstrations by a variety of special aircraft including a Fieseler Storch & a Bucker Jungmeister, Fairy Firefly, etc. etc.

What a great airshow!!! You shoulda been there !!

Getting out of there was just like Andrews or PAX NAS. Traffic, traffic & more traffic, but our bus driver got us back to the hotel in good shape.

Our ladies had a nice day too, so we bought them a nice dinner & spent the rest of the evening with them. Weren't they the lucky ones!

Tomorrow a bus tour is scheduled.

Monday - 6 July 1992

Today we are to have an all day bus tour of East Anglia & we are lucky enough to have Percy Prentice for our guide. Percy has lived his whole life here & is as entertaining as he is knowledgeable. During the "Big One" this area held the 8th & 9th Air Forces, about 500,000 American airmen stationed at 150 airfields. At peak inventory, more than 10,000 aircraft were based here. Percy shows us where they were, only a few "ghost" hangers at most of them now, doing duty as barns. Some are still in use, only now the aircraft living there are F-15, F111, C-141 & C-5's. Time marches on!

This area of England ^{was} ideal for the air operations of WWII. The terrain is mostly flat, much like the eastern shore of MD. The big bug-a-boo was probably the weather. It's not raining today, yet, but everybody is carrying their umbrella.

Percy tells us he would take us down to London to meet the royal family, but they are all getting divorces.

We pass the place Jimmy Dolittle had his headquarters & where James Stewart flew from. When I think back to those days, I am satisfied that I did not have to fly on those raids over Germany. About 30,000 American airmen never survived the ~~was~~ in the E.T.O.

About noon, we drive to Norwich & unload at the ancient Norman Castle. First thing is to grab a lunch at the castle before beginning the tour.

Here's a place where people have been living

con't on pg. - 8

since about 570. It was occupied by the Romans, then the Danes, then the Normans when the "keep" was built about 1100 AD to reinforce the town wall & watch towers. Only the Norman square keep remains of all the ancient structures. Prior to being converted to a museum & art gallery in 1884, the castle was utilized as a prison. Our guide took us down into the dungeons where he explained the conditions in which the prisoners were kept & the various instruments of torture used to keep them in line. Just knowing the place existed should have been enough to keep anybody straight. In addition to all the ancient arms & hardware, the art gallery side of the museum contains one of the finest collections of raptorial birds in Europe. All dead & stuffed of course.

We later walked the older part of the town & shopped in the open air market which has been in continuous operation since before the Conquest. The items for sale have changed a little since then though.

Our bus came around and picked us up at 1515 & returned us to Cambridge again, with our friend Percy talking all the way. Tonight we have to dress for dinner. It is to be a banquet at the Kings College, a part of Cambridge University.

All dolled up & hungry, we walk the few short blocks around to the college. What a pleasant surprise when we came into view. The "mess hall" looked like a building of Parliament. I just couldn't believe that we were going to have dinner in this place. We entered into a dinning hall maybe 100' x 40' having been set with three long tables. Linens, silver & dishes all with the University monograms. The vaulted ceiling was about 30' high with the paneled walls hung with greater than life size portraits of, who knows, some VIP's of the past. I had left my camera at the hotel. Another big mistake. Needless to say the dinner matched the setting.

After dinner, one of the veteran airman told a story about how one of his crew mates had been wounded by a machine gun bullet on a raid over Germany. He was present when his friend was treated & when the bullet was removed, he put it in his pocket. He kept this little memento for 49 yrs. & tonight he presented it to his friend who had suffered the wound. A very unique story.

This final event of the 388th B.G. re-union went off very well & I'm sure everyone
con't next column

went home satisfied. Like all of the other places that we have visited on this journey, we would like to return someday.

Tomorrow we depart Cambridge for London.

TO BE CONTINUED

MALL SHOW - Ray Miles

Everything is a GO for the "Static Show" at Cramberry Mall on Sat. Jan. 22/94. WAM is the only club involved & ample space has been allotted for us. Set up time is 9:00 AM & take down 8:30 PM. Pretty them up & bring 'em out to display. Everyone is welcome to display their pride & joy. In times past, it has been a fun day. Believe-it-or-not!

A CONTRIBUTION BY - George schollian

George, I thought I had printed this for you but found I had erased it instead of saving it. I apologize for not including you in my gripe column. THANK YOU FOR YOUR CONTRIBUTION.

"A reader writes to the Editor" [Not me!]

We have the distinguished honor to be memb'rs. of a comm. to raise \$55,000 to be used for planning a statue of Lyndon B. Johnson in the Hall of Fame in DC. The comm. was in quite a quandary about selecting the proper place for the statue. It was thought not to place it next to Geo. Washington who never told a lie, or beside F.D. Roosevelt who never told the truth, since LBJ could tell the difference.

After careful consideration it was decided to place it next to Christopher Columbus, the greatest New Dealer of them all, in that he started out not knowing where he was going, on arrival didn't know where he was, & on returning didn't know where he had been, & did it all on borrowed money.

The inscription will read "I pledge to LBJ the National Debt, for which he stands, one man expendable, with graft & corruption for all."

5000 yrs ago, Moses told the children of Israel, "Pick up your shovels, mount your asses & camels, & I will lead you to the Promised Land.

Nearly 5000 yrs later Roosevelt said, "Lay down your shovels, sit on your asses, smoke a camel, for this is the Promised Land.

Now LBJ is stealing our shovels, kicking our asses, raising the price of camels, & taking our Promised Land.

If you are one of the few citizens who have enough left after taxes, we will expect a contribution toward this worth while project.

The Great Society

[For those of you who would rather see something more aviation wise - send it!]

Well, it happened again. I was trapped at one of those all day shopping trips with my wife & daughter. This time it's at POTOMAC MILLS SHOPPING CTR., just a little South of DC on I-95 @ Dale City, VA. The mall has hundreds of stores & practically all are for the ladies. It does have one tool & book store but after that you're just standing around with a hundred other guys waiting for the ladies to close the place up. It's a long wait.

Now I just happened to notice that 10 miles South is the QUANTICO MARINE BASE, so with that I tell the ladies I'll see them later & its off to the "AIR-GROUND MUSEUM" @ Quantico.

I had been to the museum some years ago, but since then they have added another building & numerous pieces to the collection. The museum consists of aircraft hanger size quonset huts. The buildings are immaculate, the collection items well taken care of & very well displayed.

The 1st building deals with marine history from 1900-1940 WWI, the 2nd building from 1941-1945 WWII & the 3rd from 1950-1954, Korea. A 4th building is being planned for the Veit Nam period. A marine guard is at each building & are extremely cordial & helpful.

There were a great many vehicles, amphib tanks, personnel carriers, regular tanks, artillery pieces, mortars & hand weapons of 11 kinds present. Even captured pieces, all in beautiful condition. It was all immensely interesting to me but since my primary focus was toward aviation, I'll confine my comments to the aircraft displayed.

In building #1 there was a "CURTISS" twin boom pusher biplane. It was a real early bird, no cockpit, you just sat on the lower wing with your feet on a crossbar, w/lots of fresh air. They had a "THOMAS MORSE S-4 SCOUT" biplane with a 9 cyl. 100 HP rotary engine in it. Although it never saw action in WWI, they were in service for quite a while. They also had the old venerable "STEARMAN PT" trainer on the floor.

Of great interest was two extremely rare marine biplane fighters in mint condition. One was a "BOEING FB-5", operational in 1927 & served on the carrier "LANGLEY". It had a V-12 liquid cooled "Packard" engine.

The other aircraft was a "CURTISS F6C-4 HAWK" which was operational in the 20^{ties} but had a radial engine. Both had open air single cockpits. Exterior carter pins were used to hold the cowling plates around the engines.

In front of building #2 was a "B-25 MITCHELL" bomber in excellent condition. Inside was a "SBD DAUNTLESS" dive bomber built by Douglas.

It still had the bomb yoke attached under the fuselage to throw the bomb clear of the prop arc when released. Next was a "TBF ADVENGER" built by Grumman which is a torpedo bomber. For a single engine aircraft it is a big bird. [ED: It was the largest stick controlled plane in the world, 54" W/S]

Not to be forgotten were the two "F4U CORSAIR" fighters on the floor. This aircraft was flown almost exclusively by marines

In the light weights there was a "STINSON L-5 SENTINEL" spotter/ambulance plane. A North American "SNJ-5" fuselage was on display with plexi-glass as skin so you could see the working gear inside.

Also on board was a Grumman "F6F-3 HELLCAT" This aircraft was a hell of a carrier fighter in WWII. Just before leaving the building was a rare ole' bird, a Grumman "F4F-4 WILDCAT" fighter. This plane was outclassed when it faced the Jap ZERO & not many survived.

Probably the most unique aircraft were two Jap rocket propelled "BAKA BOMB" flown by Kamikaze pilots on a one way trip. It was dropped from a bomber over its target. Bldg. #2 also had a theater which continuously showed marine air & ground combat films.

Bldg. #3 was the Korean era & basically jet aircraft & choppers. Ground hardware included captured artillery & tanks.

A Grumman "F9F-2 PANTHER" jet fighter & 4 types of choppers were on display. The most interesting piece was a Soviet "MIG-15 FAGUT" jet fighter intact. Outside the bldg. was a Douglas "R4D SKYTRAIN" (Navy version DC-3)

Well, that was it guys. As I said, I only discussed the full size aircraft but many other items in the museum are extremely interesting. It is very well kept & worth the trip which is about 2 hrs. from Reisterstown.

When South of DC on I-95 turn off at QUANTICO TRIANGLE - East. This will bring you past the Iwo Jima Statue at Gate #1. Travel down Fuller Rd., which after making a sharp right turn, becomes Barnett Ave. Turn left @ Catlin Range Rd., over the RR bridge onto Bauer Rd., past the airport to the museum which is opposite the Off. Candidate School.

Open hrs. 10AM - 5PM Tues thru Sat; 12-5 on Sun. & closed Mondays, Easter & Thanksgiving with FREE admission.

Just think, you can still enjoy that shopping trip. Just drop the little woman off at the Mall & Quantico is only 10 miles away. Plenty of restaurants around the Mall too.

The museum is closed from Nov 26 to April 1 because of inadequate heating.

ED: THANKS BILL.

HAPPY HOLIDAYS



MAY YOUR GIVER OF
NICE THINGS THINK
OF MODELS,
ENGINES,
& ALL.

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



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

Next Meeting:

JAN. 4, 1994

7:30 PM

West. VFW Hall

1993 - OFFICERS

President - Jim Garrett 876-0428 Treasurer - Paul Schaffner 429-1911
V. President - Bob Allen 876-3580 Secretary - John Schaffner 584-2754

VOLUNTEERS

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

Volume 9 Number 12 Dec. '93

AMA Chartered Club 336

Formed 1955

Pres. Jim sends BEST WISHES FOR A HAPPY HOLIDAY SEASON.

ED: As many know, Jim had been under the weather since our Dec. mtg. and must fore go his Dec. message. We all hope you are feeling much better by the time you read this. - Milt.

* * * * *

PILOT TO CO-PILOTS ; - Ken Eckard

At this time I would like to say thank you for electing me as your President for the 1994 season. Taking over this office after Jim is a tough act to follow. The '93 season proved to be an interesting season with problems like the "Friendly ?" neighbors, grass mowing, new field & the dues increase, all which I think Jim handled very well with the different opinions & ideas that came along with a lot of upset people. Jim also did a very nice job with the Xmas dinner & the guest speaker was great. So I would just like to say, Thanks Jim, & all the people in the background for a memorable '93 flying season.

I don't have a lot of details to write about because I haven't been able to get situated, or get any details from Jim because I have just found out Jim is in the hospital. On Sunday he ran the Xmas dinner with a fever of 102° & things got worse as the week progressed. He seems to be getting a little better now with an IV to feed him & get some fluids in. I hope this is no indication of what this job does to a person. Get better Jim!

Getting back to the club, I know there has been a lot of controversy over the price of the dues. Yes, \$85 seems a little high but we raised the dues only after hours of discussion & the pros & cons of raising them. After a yr. or two the dues will probably go back down. They went up with the field in mind, a couple of benches to sit on, some assembly tables, picnic tables, safety fence, a pavilion, & maybe a tractor

are in mind. All of these take some money, most of them are a one time expense therefore the need for this much money will go down & so will the dues. I hope this increase will not turn people away. Dues were raised with these things in mind. Also when the \$50 assessment was made in 1990. there was two clubs involved, now there seems to be only one, ours.

Speaking of the new field, the construct'n is completed & seeded. Boy you talk about nice, hows 420' of runway sound, besides great? Good job Ray! I would also like to thank the gang who helped to pick rocks & move the impound box. I also hope all the sore heads, backs, & fingers heal OK.

Another thing on my mind for the Jan. mtg. is volunteers for the jobs that keep the club ticking. I hope those of you who have been doing these jobs will continue. Even if they do I'm sure they would accept extra volunteers to help take the load off of just one person.

Also Milt has informed me that he doesn't want to continue as Editor of the Talespinner so if you want to keep the newsletter going we will need somebody to fill this spot or a couple of people to make it a lot easier.

Well, that's all I have for now so have a great Holiday Season, thanks again & if I don't see you before, see you next yr. at the Jan. mtg.

See ya, - Ken

HAPPY HOLIDAYS
HOPEFULLY SANTA BRINGS
LONG SKINNET BOXES!

- 1- Activities started at 5 PM with social hr. til 6 PM. 54 adults & 4 kiddies attended.
 - 2- At 6PM Pres. Jim Garrett opened mtg. with John Schaffner offering an invocation. Every one settled down to a fine dinner, as usual, served by the Ladies Aux. of the West'r. VFW.
 - 2.5- Our invited spk'r. was LtCol Buddy Beale from the 175th Fighter Group @ GLM Airport. Col. Beale talked about the mission of the 175th & the experience of flying the A-10 "Warthog" & had a video tape showing the aircraft in action.
 - 3- After dinner Pres. Jim spoke about the new field situation & informed everyone that the John Owings field is CLOSED as of DEC 6th.
 - 4- Motion was made & passed to approve the By-Law change eliminating the 1990 "Assessment". [See item in T/S, ED]
 - 5- AMA Rep, Milt P., announced the results of the AMA elections which resulted in Dave Brown remaining in office as Exec. VP.
 - 5- Ray Miles reported the SFP is up & running but he still needs volunteers to help out.
 - 7- Pres. Jim awarded a "Certificate of Proficiency" to Wendell Richards as WAMs most improved R/C pilot in 1993.
 - 8- Pres. Jim awarded the **MMA A+ Plus** plaque to Ray Miles for his work in WAM.
 - 9- Pres. Jim made awards of "Certificate of Appreciation" to all of the WAM officers & volunteer workers in the SFP & other jobs that keep the club alive & well.
 - 10- The annual "Kamikaze" trophy was presented by incumbent owner Dave Kenney to Mickey Yachera for his spectacular crash resulting in the untimely death of a field mouse. That mouse's number was up.
 - 11- A drawing for prizes was held & Joe Walkers boys, Chris & Joe, selected the numbers for the 15 winners.
 - 12- The result of the election of officers for 1994 was announced:
President- Ken Eckard Vice P.- Ken Davis
Secty- John Sterrett Treas- Lloyd Briggs
Gen. Mbr of Board- Milt Peacock
 - 13- The door prize was drawn in favor of Bob Hunter.
- Mtg. adjourned at 9:30 PM. J.S. Secty.

ED: John, I. would like to thank you for the great job you did as WAM's Secty. The fact that you mailed the minutes to me VERY TIMELY so I could type them for the T/S without a big push was really appreciated. I for one know the effort involved & I can only say -
THANK YOU JOHN, THANK YOU!

The Nov. mtg. was held at the BALTO. MUSEUM of INDUSTRY (BMI) with a poor turn out. This is probably because it was turkey day eve.

The "A-1 PLUS AWARD" plaques were given to each club rep. to be passed on to whom ever it should be given to in the respective club. In my opinion, they look very nice. I have WAMs & Jim will pass it on to the recipient. The MMA, in association with the "AMERICAN INSTITUTE OF AERONAUTICS & ASTRONAUTICS" (AIAA), is sponsoring an event called the "CARGO AIRCRAFT CHALLENGE" to be held at the BMI in Feb. All schools in MD are invited to participate in this event which is to design & build a model airplane which will fit into a box 3' sq. & 2' high & powered with a 9V electric motor, which is furnished to them. This model must be able to take off, fly at least on lap on a 20' tether line, & land w/o damage. Those qualifying will then have to carry a "pay load" & the one carrying the heaviest load will be the winner.

This is NOT an easy task. Last yr. only ONE model became airborne & believe it or not, it was an all girl team from a girls school.

In the first place, the motor was too small. It was a miracle that it even moved much less fly. This yr. the motor is larger which will enhance the contest.

Charlie Hughes of Harford Co. R/C is our chairman & is doing a bang-up job with it. We will try to keep you posted about the event. It should be interesting.

Til next time - Milt P.

DUES 'R DUE

Don't forget, those who have paid their dues prior to Dec. 31 are eligible for the "FREE DUES" drawing held at the Jan. mtg.

AMA NEWS - Milt P.

As you know, the office of Exec. VP was on the AMA ballot. Results of the vote is:

Dave Brown= 10,496 Jim McNeill= 5,371
Write-in= 1347

This is sad. The entire AMA mbrs'p. had the opportunity to vote & ONLY 17,214 out of 150,000 took the trouble to vote. If you didn't cast your vote - don't bitch about

what occurs down the line. Apparently many just don't care, & they should.

THANKS are in order to Dave Kenney/ John Schaffner/ Bob Jenness/ Bob Allen/ Bill Hasert & Milt Peacock for displaying their great looking models at the Xmas dinner. In my opinion, it helped create a nice atmosphere for the affair.

SCHOOL PROGRAM- Ray Miles

Score= 4 down & 15 to go & 4 not scheduled yet. Dates will be listed later.

Bill Hasert has begun const'n. of the Lockheed Electra E-10 (Earhart's plane). We obtained plans from an old "Cleveland" kit as no kits are currently available so Bill will be building from scratch. This will upgrade our "historic" model collection.

The Dec issue of MA had an ad by Lanier R/C illustrating "The Worlds Largest Rubber Band Model". There are 6 schools where we cannot fly R/C so I wrote to Bubba Spivey (Lanier) & mentioned that fact to him. A few weeks ago that "kit" arrived via UPS. It's some kind of BIG. Its a 6' span ARF of styrofoam, the rubber is enclosed in a 3/4" metal tube with prop & spinner as one unit. As the kids would say, it should be AWESOME in the air.

A THANK YOU letter was sent to Mr Spivey for their generous contribution to our school program. It's because of people like him & other companies that have contributed so much to make our program the success that it is. This was not the 1st item donated by Lanier so a special thanks was in order. All of the above has been due to the efforts & exposure given to WAM by our roving ambassador Milt P. The entire "upper & lower 50" know about us because of Milt. My personal thanks to him for all of the results obtained. [U R welcome]

Speaking of results, Milt told me that he has rec'd. 15-20 letters from clubs from all over the USA as a result of the article that appeared in RCM mag. 2 months ago about our SFP & a photo of our handout. The mag. contacted Milt asking about the program. The article was short but it did the trick. What these clubs are able to do, I don't know. No other club in the country have reached the number of young people as we have, no matter what they are involved in, building, demos, malls, etc. We are now in our 6th yr. & have made presentation to well over 13,000 youngsters & are still going strong.

[ED: I now wish I had made a list of the many letters I rec'd about our SFP, which now include CANADA - MEXICO - BRAZIL]

What we really need is a comprehensive article for publication in MA. Do we have a professional writer in the club? If so, would you do the job for us?

We are still seeking 2 persons to join the SFP. Certainly we must have someone in the club that could help us out. It's not a hard job nor too time consuming. COME ON- JOIN UP!

REMEMBER JAN 22 OUR CRAMBERRY MALL SHOW. PLAN TO BE THERE & BRING YOUR "PRIDE & JOY".

CAROLL COUNTY - Ray Miles

"Holy Toledo", Before I had a chance to blink the new field is finished. The road & parking area still have to be done & the field reseeded in the spring. Several of you have seen it & were impressed with the size compared with J.O.

The C/C contract is in it's 2nd revision as to some of the wording. One item was to be shut down during hunting season, from Thanksgiving to Jan 1. Richard S. & I negotiated those dates for a reason. I for one don't want to be anywhere in that area at that time. I can appreciate the concerns voiced to me but nothing is final until the contract is reviewed, agreed upon & signed.

Richard Soisson is still getting 2-3 letters a week & due to the content & nature of them has shut us down & all fixtures be removed by Dec. 6. As a result of this, everything has been moved to the Spiegel location, thanks to a FEW of our members. The same group of fellows held a "rock party". This field is not shale as was J.O. & will take a bit more policing up.

Getting back to down times. Flying is winding down except for the ALL season & hard core flyers. I do understand the concerns voiced to me, all done in good taste & intelligent manor but it is still ME that gets the brunt of it, from both sides. I have no problem with that as it is not directed personally at me. We do have to vent our feelings.

We have made our case, proved our point, & educated those who did not understand us, however, COMPROMISE is the name of the game as long as it is not over 50% self defeating. Just remember, YOU WEREN'T there 23, 20, 15, 10 & not many not even 5 yrs ago. I doubt very much that you would have wanted to have been. This is HEAVEN compared to that & what we have experienced. TRUST ME !!!!!

THANK YOU - Ray Miles

Another year, another great dinner, another meeting of those not seen for awhile, another good turnout. Another THANK YOU for the token of your appreciation. I personally don't see it the way you do, however it is truly appreciated & gratifying that that is the way you feel. Thank you all very much for the consideration extended me. Lets go fly!!

IN & BETWEEN - Ray Miles

Remember the Fun Fly last Aug. 15th? Robert Johnson of CH 19, (C/C's public access CH) spent the day tapeing flying, interviewing some of you to put together a program. I spoke to him & he said it should air late in Dec. He will also send me a tape so we may run it at a later meeting. The title- "Big Time With Little Planes"

MODELS IN THE AIR

Balsa	Fly	Plans	Strands
Blade	Front	Pliers	Supplies
Block	Fuselage	Plug	Tail
Board	Gear	Propeller	Thread
Bottom	Guide	Razor	Tissue
Braces	Knife	Rubber	Tools
Brushes	List	Ruler	Top
Build	Materials	Sandpaper	Washers
Cement	Motor	Saw	Wax
Compass	Nose	Shop	Wheels
Diagram	Order	Sides	Wing
Dowel	Pieces	Size	Wire
Drill	Pins	Soap	Wood
Easy	Planes	Space	Work
Files			

P I E C E S Y L F B R U S H E S F S
 S R A D E E M P L U G K N K H S R C
 A I O N I S P A C E N R T E S E I O
 N S A P O U D E R I E N U B I D D M
 D L L S E E G Z F G O O M L Z I E P
 P S N A R L F E U R A Q P O E S C A
 A I O A B G L A F R T I M C T O P S
 P F Z A R T N E M E C E D K U T A S
 E O I A P A H Y R D A M R L E W O D
 R N E L J B U R X R S O O W B O T B
 E G A L E S U F E O W T T O A S I Y
 S E W E I S D I O A U O A S U X S B
 R D I L S P O S L I D R L P I A S R
 E M N U L O C E R D D P P J E L U L
 H W G A H H N C G R U L E R W B E L
 S A N K R S I A M V I A I A B O I I
 A S L O O T B R W E R I W E G A O R
 W H E E L S S B S L A I R E T A M D

THOUGHTS - [ED.]

When some people reach middle age they are no longer able to touch their toes. This, however, in no way hinders them from putting their foot in their mouth.

For every action there is an = & opposite malfunction.

Some people come into our lives and quickly go. Others stay for awhile & leave footprints on our hearts. And we are never, ever, the same.

OTHER THINGS BEN FRANKLIN SAID -

"Although there is no record in the Scriptures that Jesus ever laughed, I believe he was the happiest man who ever lived."

"Manhood, not scholarship, is the first aim of education."

USING WORDS - "DECIDE" = My favorite girlfriend is Wanda, but I also like to keep one on deside. (ED: Ugh!)

10 REASONS TO FLY SAFELY -

[Taken from "The Monocle" - Darrel Stebbins - Editor Spokane, WA.]

- 10- You don't want to end up in the T/S for doing something DUMB!
- 9- You don't want to end up in the AMA magazine for doing something dumb!
- 8- Your wife will never forget about your careless act.
- 7- Fuel in a wound HURTS!
- 6- It's hard to read the TX meter if it's covered with blood.
- 5- Hospital time takes away from flying time.
- 4- Red blood clashes with yellow airplane covering & will stain.
- 3- If you ever have to leave in a hurry you may forget your airplane & then someone else may crash it.
- 2- It's hard to judge your landing approach if you can only see out of one eye!
- 1- Because flying safely hurts a lot less & is less costly than an injury to your self & others & besides it's a lot more fun!

GET THE PIN! AVOID THE PROP! DO NOT FLY OVER PEOPLE, EVER! ALWAYS PRE-FLIGHT, KEEP YOUR EYES OPEN & BE SAFE & BE COURTEOUS!

WESTHEIMER'S RULE

To estimate the time it takes to do a task: estimate the time you think it should take, multiply by two, & change the unit of measure to the next higher unit. Thus, we allocate two days for a one-hour task.

(Ain't it the truth- ED.)

TUESDAY - 7 July 1992

We are up early this morning, have a nice American breakfast at the hotel, check out, & take a cab to the train station & are on the rails at 0828, bound for London. Our coach carries us across the gently rolling country side, thru one little village after another. Reminds one of the travel shows that play on P.B.S. TV. Even with the local stops the ride is only about an hr. We catch a cab to the Hotel Washington in the Mayfair section & once again settle in. This will be our last residence before the trip home on Friday. We'll try to make the most of it.

Our dates went to shop at Harrod's so we pick up our local maps & underground instructions & hit the bricks again. The subways in London are easy to use so we take advantage of them. Now I know why they are called the "Underground". It's because they are really down there. I don't know how deep those tunnels are but, now I know why the Londoners took refuge in them during the bombing in WWII. No way as bomb could get them there.

When we came out into the daylight once more we notice the signs on the street warning of pickpockets & car thieves. Obviously this is a serious problem there for the police to post signs all over the area. I am wearing a money belt under my clothes & feel secure with that but when we went into Wolf's Restaurant for lunch the waitress warned the other three that they were in danger of losing their purses that they had belted around their waist. We immediately transferred passports & money into my money-belt. Our girls did some shopping in Harold's & us guys tagged along.

We had the afternoon to sight see, so what better way than from the top-side of a double decker bus. The ride lasted 90 min. & the guide kept chattering about this-n-that as we drove by. It was an interesting ride although we did not stop anywhere we were oriented as to the places we wanted to devote some time to.

After the bus ride we shopped around the Mayfair & Green Park before walking back to the hotel.

We were going "out" tonight, treating our dates again. The concierge set up a dinner reservation for us at the Ivy, an upper crust restaurant only a block from the theater where we have tickets for "Les Miserables". So, we call a cab. We can't walk 20 blocks in high heels.

Before we leave the hotel, we put in a Con't. next column

phone call to Aunt Lily, who lives in Harrietsham, a small village about 50 mi. South of London, & make plans to visit her & Lil's cousin, June. Lil has never met her aunt, nor any of the other European relatives, except June, once, when she visited the USA in 1964. It should be an interesting day.

Supper at "The Ivy" was very nice & we were finished with just enough time to walk the one block to the theater.

The presentation of "Les Miserables" was all that it was said to be, & more. Truly outstanding. A magnificent show.

After the show we flag down a cab & have a very, no - extremely exhilarating ride back to the hotel.. Why that cabbie didn't nick something I don't know. He wasn't good, he was lucky. Back in the hotel we needed something in the lounge just to settle us down before retiring.

WEDNESDAY - 8 July 1992

This morning after breakfast we make our plans for getting to Harrietsham. Harrietsham is not listed on our timetable as a stop so we made arrangements for June to meet us at Lenham, the next village down the line. We walk on down to Green Park Sta. & take the underground to Victoria Station. We're getting to be old hands at this now that it's almost time to head home. At Victoria Sta. we buy our round trip tickets to Lenham & depart London 1019 on the dot. Riding the trains in Europe is convient, smooth, quiet & uneventful - usually. I will mention here that no two trains that we used had the same system for opening & closing the doors. Now this is no problem if there are a bunch of people getting on & off with you. Just sandwich yourself in, right? Well after the second day I noticed this & and made it top priority to know how to open that door & get off when the time came. Some have buttons to push, bars, levers, handles, you name it. With this one today there was a handle on the outside, but guess what, nothing on the inside. How do I get off this bugger? About half way to our destination there were only a few people left on the train when it made a stop. There was a young couple wanting to get off & they could not figure out how to open the door. They banged & pushed & panicked & the train began to roll. Fortunately, there was a gentleman who came to their aid. The train had not cleared the platform yet, so he pushed the window down, reached outside, turned the handle & the door came open. The train then stopped & the couple got off, much relieved & many thanks for the help. So that's how it's done. Slide the

Con't on Page - 6

Window down, reach outside, & turn. You are on your own with these neat little things, so best pay attention. Not always is there someone who help you. (out)

When we arrive at Lenham & get off, June is right there to meet us with hugs & kisses all around & introductions later. We all squeeze in her little car & take off down the lane to Aunt Lily's. June's friend Edie comes in & of course a cup of tea is in order while we catch up on all of the family going's on. For lunch June takes us all around to "The Roebuck" which is what I would call a "modernized" pub. Kind of a cross between the old pub & a restaurant. The food & wine was very good & June would not allow us to pay for anything.

Harrietsham is probably a typical English village with a Post Office, filling station/garage, a few shops here & there, a church, & the rest dwellings. Some of the construction is probably new, but you couldn't tell just by looking. I'm sure that the "Roebuck" is the only contribution to modernization in the village. For any serious shopping you would hop the train to a larger town.

After the nice lunch, June drove us around to her home. She had only recently moved in & was not quite settled yet but that didn't matter. We spent the afternoon with pleasant chit-chat catching up on family things.

June drove us back to Lenham to catch the train back to London about 1730 & we bid fond farewells until next time.

Once on the train & rolling, the conductor came thru to collect our tickets. He was a chatty type & when we told him where we had been visiting he had one big question, "Why?" It was a legitimate question because there is no reason to be in any of these little villages unless you live there & he knew we were Yanks. All the way back to London he kept us entertained.

When we pulled into Victoria Sta. in London & disembarked from the train we noticed that the famous Orient Express was at the same platform. Just one look in the windows & all I could see was dollar signs. If Paul ever hits the lottery I'll ask him to buy his poor old daddy a ticket on that one.

Once back at the hotel we had a nice dinner "in" & purchased tickets for a guided tour of London for tomorrow. On this tour we stop here & there & have a chance to look around.

Tomorrow is it. Next day we go home. PHOOY!

To be continued.

WORDS OF WISDOM- When packing for a vacation, take $\frac{1}{2}$ as much clothing & twice as much money.

WHAT IF?

What if..., what if that little group of guys decided that they have been doing all the dirty work long enough? After all, they pay the same dues & runway assessment as everybody else. What if they decide that it's time they just kicked back & enjoyed themselves? What if the newsletter editor & others decide that they have busted their humps long enough, & they don't need to put up with all of this jazz?

I'll tell you what will happen. The West'r. Aero Modelers will go on the "endangered species list", just like the native Calif. Condors. And then, one day they'll be extinct.

HELPFUL TIP from Paul Yacobucci

AMA D/4 Freq. Coordinatort

Paul says that you can determine if there is interference on the channel you are flying on by using a radio that is tuneable & receives TV audio. What you do is turn on your model TX & tune the TV audio receiver until you hear the signal made by your TX. Then turn off your TX & check for other signals on that channel. Each channel requires the TV sound receiver to be tuned to that channel. Radio Shack has these radios for about \$30.00.

(Reprinted from "The Shakey Thumb", Statesville, N.C.) [& the Nat'l. News Ltr.]

ZAPPED ! [& hot too! ED.]

From "PROPWASH", Spring River RC Club
Carl Junction, MO..

Do you carry a peanut in your pocket?

The peanut we're talking about is our little glow plug lighter batteries. They come with a little red cap for the end that goes on the plug - & for a good reason! That battery has some power in it; if it's in your pocket, without the cap, it can be easily shorted out by other odds & ends sharing that pocket. The obvious culprit would be car keys - the end of one gets into the end of the peanut & shorts it out. You can't get shocked much by 1.5 V, BUT a lot of HEAT can be generated! Yep, you guessed it, a hot pocket! (& do I know? YES)

The person who can smile when things go wrong has thought of someone he or she can blame!

Have you heard about the cannibal who came home late for dinner? His wife gave him a cold shoulder.

You know you're over 60 when - - Your children start losing their hair.

Please cut this from the T/S & attach it to your copy of WAM's By-Laws

The following By-Law change was approved by the members present at the Dec. 5, 1993 meeting. This is **YOUR OFFICIAL NOTICE**.

Article XVII - AMENDMENTS

Section - 3

The "assessment" as approved by the membership on April 3, 1990 of \$50.00 to create a fund to maintain the "CARROLL COUNTY MODEL AIRPARK" is hereby rescinded effective December 31, 1993.

By-Law Committee: C.M. Peacock / W.J. Hasert / R.K. Miles Jr. / 12/5/93

C.M. Peacock

SAFETY - Ken Eckard

The subject this month is - flutter. After reading my MA this month, I realized & remembered all the buzzing sounds I heard at the field including one of mine, I thought Flutter would be a good subject. Most flutter can be stopped before it starts. This means to build your plane keeping flutter in mind. In the Jan. issue of MA they have a good article on flutter, read this article on page 6 & when building this winter keep these things in mind, & build flutter out of your plane. - - That's all for now!

FOR SALE

Airtronics Vanguard 6 CH radio & charger
Futaba Attack FP-T4NBL 4 CH radio
Eng. Starter - Hobbico Deluxe 12v.
2V Exide Battery (for starter)
Expanded scale volt meter, Tower
ROYAL energized locking socket w/ chgr.
for glow plug
and fuel pump
Hobbico AVISTAR model plane (damaged) w/ Fox
engine (40?) (muff. broken)
Sig Kadet II kit **NEW** in box.
PLUS misc. matls. wood, props, etc.

COMPLETE PACKAGE - \$400.00
Elmer Raiman - 795-4378

O: Elmer is getting out of the hobby & none
of the above items were hardly used.

SUPPORT YOUR LOCAL HOBBY SHOP

We need them to support our hobby!
They need you to support their business!

JOY & I wish everyone
MERRY XMAS & HAPPY NEW YEAR
HAPPY HANUKKAH



FOR SALE
Midwest - P-51 Mustang - 40 size. Built &
ready to fly = Super Tigre GS 40 eng. w/ 3
hrs time. Gold Stickered Futaba 4NBL radio
installed. Never flown - impeccably built &
covered. All in like new condition.
\$350 or best offer

4 Star 40 Sig plane w/ O.S. Surpass 48- 4
Stroke engine, built, flown & ready to go.
Airtronics 6 Ch. Vanguard F/M, dual rate
installed. This is an excellent 1st low
wing plane. Excellent condition. Cost before
ass'y. = \$447 + tax.

\$350.00 w/ 1 gal. of 4 stroke fuel & extra
props. (or make offer)

Royal 40 ARF Chipmonk w/ Enya .45 bearing
engine. Kit is 60% complete & can be a trike
or tail dragger. Includes canopy, pilot kit,
golden rods, & all custom parts such as
Dubro. wheels. Futaba 4NBL Gold sticker 4 Ch
radio. Will fly like a trainer. Excellent
condition. \$300 or best offer. Incl. 1 Gal
fuel & extra props.

Hobbico Kit built field box w/ removable
tool kit, Gel Cell bat'y., power panel,
Super X pump, wind sock, Hobbico electric
starter w/ coiled cord, fuel bottle,
assorted 2 & 4 stroke glow plugs &
accessories. Excellent condition.

\$150.00 or best offer.

NOTE: Make a deal on any of the above & I
will throw in extra servos, accessories,
fuel, props, spinners, wiring harness, etc.
All of my equipment is in perfect condition
so you can't do better.

Wayne Creasy - 857-4373 If no answer leave
a message or call me at work 876-2251.

I MET CAPTAIN KIRK

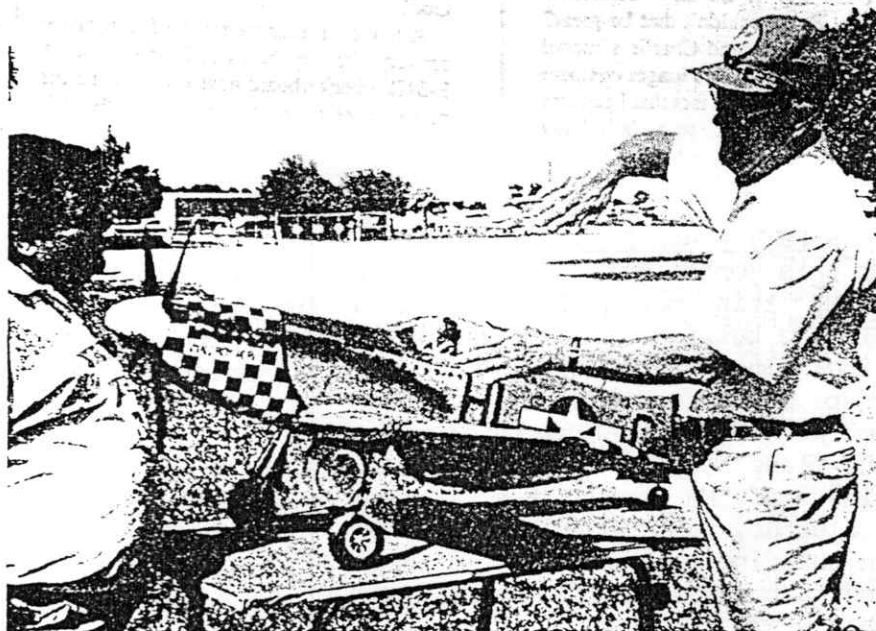
By Greg Namey

I've spent the first ten years of my modeling career competing in scale contests, which meant at least 1/3rd of my building time was spent looking for documentation for that next contest winner I was about to build. As most scale competitors will tell you, it is the hardest part of getting the model ready! I can remember back to the days when I finally found all the things I needed to document my plane, as I was adding all those special details, that it would be a "rush" if I could meet the pilot who flew this bird of prey over the skies of Europe. Hunting or being hunted; what a thrill it would have been to meet Chuck Yeager or Jerry Tyler, or even any one of the German pilots. I knew they were out there, but boy how do you find them?

When I flew my FW-190 D-9, I used the exact, last flight of the plane I modeled. It had been surrendered to the allies after it strafed and bombed the adversary Russian troops. I had a photo of the FW's pilot surrendering to the M.P.'s at Furth on June 5, 1945. I always used this speech for the

judges and it served me well. At the time, it was the closest I came to meeting the pilot. At the 1986 Masters, Bob Frey had the pilot of his P-47D present at the banquet and I thought that it was the greatest thing I had ever seen or heard.

At the same time, Charlie Chambers was building his beautiful P-51D. "Contrary Mary." That big checkerboard nose Mustang seemed so real looking, and Charlie had done a masterful job of covering it with aluminum sheet. At the time, I used



to kid Charlie that the nose was harder to do than all that aluminum plate. I swore that I would never, ever do a checkerboard nose P-51 or cover one with real aluminum; it seemed like just too much work for me. Charlie and I talked many nights about the plane and the research that went into his model. Charlie's plane came from the 78th Fighter Group based at Duxford, England. We would discuss, at length, as to what the pilot would say if he saw Charlie's masterpiece. Boy, wouldn't that be great?

Well, time passed and Charlie's model became famous; I would no longer compete in scale contest due to the fact that I became a kit manufacturer and due to my belief that a business person should not compete with his customers, the chances of me ever meeting the pilot of a plane I built became almost impossible. Three years passed and my company had decided to do a P-51D Mustang kit. One of our first sales went to Mr. Bob Mele of Hi-Tec Models who also built a model from the 78th Fighter Group called "Big Beautiful Doll." Bob sent me photos of his model and they were beautiful. Well, needless to say, Bob brought his model to the WRAM Show in New York and I had to have it for a display model! So, after a bit of haggling, I convinced Bob to let me have the plane. We then took the plane to the Toledo Show. Never in my career had a plane been so photographed as our P-51 was. As a matter of fact, we had to put the plane on the back table just to keep it safe. We then made the P-51 so that it would be on display on the rack behind us.

All this time I had been working on an Innovative kit just as Bob Mele had, only I wanted one that I could fly for myself. One night I received a phone call from Bob, asking me to go to the MARC Show. He said it would be worth our while and that it was a real good show. So, once again, we packed up the "Innovative Show" and headed for the MARC Show just outside of Baltimore, Maryland. Bob was right . . . the show and the people were great! The head man who ran the show was John Kirk, a true gentleman! As we were assembling the booth, I had just affixed the P-51 to the display rack when John Kirk walked up and said, "I flew wing for that guy."

"What," I said.

"Yeah, I flew John Landers' wing many times."

"You're kidding," I said.

"No, I'm not," John said, "I'll bring in my gun camera footage tomorrow. I've had it transferred to tape. We'll watch it." He did just that very thing. His tapes were great! He had footage of his P-51's gun camera as he shot down an ME-109, strafed a German flying field in Czechoslovakia, and then showed Capt. John Kirk downing an ME-263 German jet fighter. Yes, a P-51D downing a jet and I saw it on film! I then asked John for some photos and anything he had to help me document his plane.

"Glad to send you what I have," he said.

"You mean you'll build a replica of my

P-51?" he asked.

"I'll make you famous," I joked. Wow! It was really happening. I'm gonna have documentation and the pilot for my P-51! As we drove home, I couldn't wait to finish my plane. Well, now it's a new story. All the detail, etc., will have to be put on the plane, and then it hit me, he's gonna see the plane! The guy who flew the real thing will see the work you will have done. Oh my God!

A few days after we returned, a package arrived with the photos of John's plane. A P-51D, checkerboard nose (oh no!) and the name on the nose was "Small Boy Here." At the time, we had been working on a system for simulating aluminum that anyone could do: what better way to check the finish than having it eye-balled by the actual guy who flew it. So we used our new "Skinni-Dip" for the aluminum panels. Boy, it sure was easier than metal tape. Then on to the painting (ugh!), the checkerboard nose! Well, there is no way to tell what's going on in one's mind when the guy who flew the plane would be coming up close to look at it. Boy oh boy, you had better have it right! We worked on the checkerboard for three days. Then, on to the markings. "Small Boy Here" was easy, the swastikas under the canopy (kill marks) were painted backwards; well, paint them backwards too! Just as I was about to finish the plane, I received a phone call from John Kirk advising me that he'd be here next

approaches. I showed the plane to everyone who came by the shop. The compliments were wonderful (great for the ego), but the real test was yet to come!

Finally the big day arrived. Capt. Kirk had called for directions to the shop. I got there early to prep the plane. As I was waiting, two friends, Mike Smith and Neil Reitz stopped by. I told them that Capt. Kirk was on his way, when Neil said, in his thick New York City accent, "Dis I gotta see!" As promised, John Kirk pulled up to the hangar, we greeted him at the door and led him in. As he approached the plane, Mike red to me, "You shoulda' polished it a more, that exhaust streak is too . . ." John stopped short, looked and

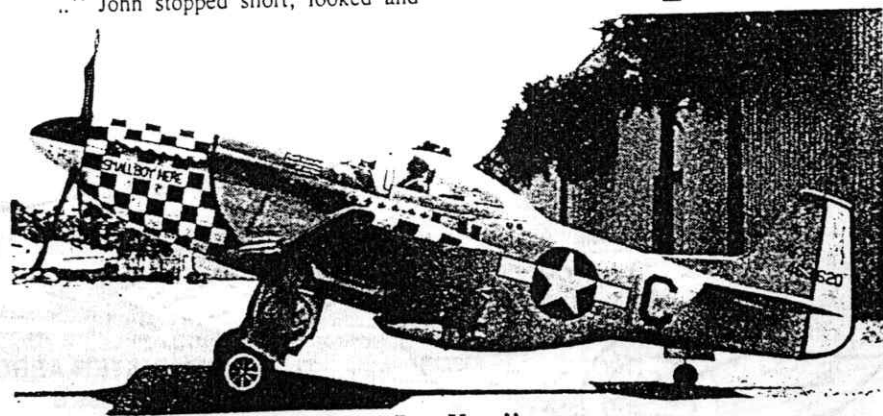
A woman was reading a newspaper while her husband was slumped on the couch. "It says right there that paying attention to one's mate is a sign of true love," she said.

"What?" he replied!

And then there's the sure-fire diet: NEVER eat while your teen-age daughter is on the telephone.

looked again and with a tear in the corner of his eye, he said one word. "Perfect." My eyes completely blurred as I watched 50 years of history return to our shop. We then took the plane outside for photos. As long as I live, I will treasure that moment.

My planes always did well at contests. My P-51D, EZ-S scored a 98.8 in 1983. In 1986, my FW-190 D-9 scored a 95.0 at the Masters. I was always proud of my work. But this . . . this was the highest point in my life. I offered the plane to John as a gift. He looked at me and simply said, "Thank you very much, but I want you to fly it. You have made me very happy." By the time you read this, I will have shown Capt. John Kirk the video of his plane in flight once again, and hopefully he will once again feel proud to know that what he did for the USA will not be forgotten. For they are the real heroes who put their life on the line for us, so that today, if you want to, you can fly Mustangs, Hellcats, P-40's; or you can fly FW-190's, ME-109's or Zero's without going to jail. There are not many John Kirks left out there. If you ever get the opportunity to sit and talk to these heroes, please take that time to talk to them, and when you go to sleep at night, include all of our heroes in your prayers, for they deserve much more than they are getting. I know I will not forget them ever again. God bless you, John Kirk, and all the fighting men who put their life on the line to keep us free.



"Small Boy Here" specs:

Innovative Model Products Kit
Span — 76.75"
Weight — 15 lbs.

Engine — O.S. 1.08 w/fuel injection
Finish — .6 oz. fiberglass, Hobby Pox, Skinni-Dip.

Happy Holidays



May your Giver of
Nice Things, Think
of Modeler
& Engine
+ Fu

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030



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