



THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard - 549-6674
V. President - Ken Davis - 876-1116

OFFICERS

Treasurer - Lloyd Briggs - 833-7450
Secretary - John Sterrett - 775-0295

VOLUNTEERS

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

Next Meeting:

Feb. 1, 1994
7:30 PM
West'r. V.F.W.

Volume 10 Number 1 Jan/94

AMA Chartered Club 336

Formed 1955

PILOTS to CO-PILOTS - Pres. Ken Eckard

Well, here we are, January, cold, rainy, snowy, & windy, not much good for anything but building, with the exception of a few snow-geese. Yes, Bob Jenness, Wendell Richards & I got our Jan. flight in. Needless to say it was a short flight. If you're wondering where we were flying, it was at the Hanover Flying Fools field. They, very nicely invited us to fly at their field as long as we use their field rules posted at the field. more info. call me. At the next MMA mtg. Ken Davis is going to ask the clubs if we can use their fields also til our new field is ready, for those of you who get the urge between now & then.

The Jan. mtg. was interesting, I was as nervous as a cat in a room full of rocking chairs, phhhffew! When I settled down it was business as usual.

Ray Miles read our contract on the new field which is basically the same as we had before with the exception of the field will be closed from the day after Thanksgiving til Jan. 1st. This is due to hunting season. I myself don't think I would want to be up there during that time anyhow.

Another thing I brought up at the meeting was about forming a flight program for students & instructors. I have formed a flight instructor committee (FIC) of active instructors & some new ones.

We are working on a program to make it easier on all of us, more instructors, progress reports & a slight set program for students is involved. Anyone who is interested in becoming an instructor please contact me & you will be reviewed by the FIC & notified further instructions. All in all this is just to make it easier on everybody that instructs & get more flight time in for

students. I think all of us can remember our first plane, our first flights, & how excited we were to get them in the air.

This is building season & everyone knows what that means, shows & flea markets.

MARC-ED is a bus trip to the WRAM show on Feb. 26. Call Al Winn 356-4121 [see Pg. 9]

Beginning this new year remember dues are due & speaking of dues, Marvin Eddy was the lucky winner of the Free Dues this yr.

Thanks again to all those who volunteered for the inner offices of the club that keeps things clicking, without you things would come to a halt real quick. We still need a radio tech & a newsletter editor, as far as I know Milt still wants to get out of it & relax a little.

Well, that's all for now, keep building & keep warm. See ya at the Feb. 2nd mtg. Humm, ground hog day, boy I hope he don't see his shadow. I'm ready for spring. - See ya, Ken.

WHAT THE KIDS SAID

May 19/93

Dear people from Westminster Aero Modelers Club,
I likes you'r plan's alot. I wish it was mice today because you could fly you'r plan's. But I lerned alot likje Amelia Earhart almost flue acrost the hole way arond the world.- Thank you.

XXXXX

Nov. 19/93 Dear Mr. Miles,

Thank you for coming to Manchester School, to show us your model airplanes. We loved it. Tell Mr. Peacock we liked the air plane he flew OK! I liked it, a lot. It was so fun when Mr. Peacock flew the air plane in a loop. - Sincerely, XXXX

Nov. 24/93

Dear Mr. Miles,

Thank you for coming to our school. I liked the presentation of flight. Are the moldels kid moldels? I liked the plane that was stripped. You know so much about flight. I hope you never have broken a plane while you were at school.-XX

SCHOOL FLIGHT PROGRAM- Ray Miles

There are no Flight classes scheduled for Jan. or Feb. Classes will begin during the 1st week of Mar. and continue thru until the 1st week in June. Upcoming dates will start to appear in the coming issues of the T/S.

We are still seeking 2 needed volunteers to assist with the program. Surely there has to be someone or two out there able to lend a hand and with the time to do it!!!!

If any club member decides to reduce his/her model inventory please do what Bob Hunter did and notify someone in the S/F/P to see if they could be recycled. There is an after-life for models you know!

COUNTY- Ray Miles

At long last we have in our possession the Agreement for the Spiegel Site. All 3 Commissioners voted unanimously to agree to it. The signing took place at 9:30 A.M. Thurs. Dec. 23 in their Chambers. Jim G. was not present due to illness. He did manage however, to sign before hand. Thank you Jim. You experienced a tumultuous year to say the least. We owe you one.

Now to GREAT BIG LETTERS. THERE WILL BE NO FLYING AT THE NEW SITE UNTIL LATER IN THE SPRING UNTIL I GIVE YOU THE O.K. The ground has to be given a chance to firmup, and re-seeding has to be done. I hope you all understand that! Besides, SOME OF YOU HAVE BEEN IN VIOLATION AT THE J.O. SITE. THAT WAS CLOSED AS OF MON. DEC. 6th. All of you should have been aware of that. I can't believe that happened. All I can assume is, that you do not attend meetings, do not communicate with other members, or do not even read the T/S. What else could it be? Once an unfavorable action is noted it casts the shadow of suspicion on our entire group. You know we are under the glass.

CRANBERRY MALL STATIC- Ray Miles

Our static display is confirmed for Sat. Jan. 22. We will be located in either the Sears Court or the Wards Court. These 2 areas are the most spacious affording us the space that we need. You all seemed anxious to have it, now its up to you all to do it. See you there.....

ADDENDUM TO THE S/F/P COLUMN

We did thank all County Officials for their support of the new Site and to our activity. Letters will be sent to them shortly. Several references were made addressing our Community Involvement. That aspect of our activities works in conjunction with, and is dependant upon, conditions enabling us to fly. All are in agreement with that posture.

AIR & SPACE EXPEDITION- Ray Miles

I believe it was the last week in Nov. but it could have been the 1st week in Dec. Short term memory is horrendous at this stage of the game. Anyway, Milt P., John D., Bill H., and myself went to the Museum. I haven't been there for a good while. This was the 1st time John has been there. Some aircraft have been removed and replaced with new displays. The most notable was the WW II German "Arado" 234 twin jet. When I last saw that plane was when it was being restored at the Garber Facility at Silver Hill. It is the only one remaining in the world.

A Grumman "Goose", the puddle jumping twin engine amphibian painted blue and yellow was on show. What a pretty sight that was. Those planes are still in use for Island Hopping in the Caribbean. I bet that is some kind of ride.

A large model of the WW I German "Gotha" was highlighted with a tremendous backdrop. At least I've added to my photo collection. Milt and Bill have been there more recently than me, so much of what they saw was the same. It does make for an interesting and active day for us retired S/C. Senior, or Senile, I don't know which. At any rate it was fun. On to Toledo-----Private joke-----

NEWTONS 7th LAW- A bird in hand is safer than one overhead.

5 Stages of a Project - J.S.

- Stage 1- Excitement & euphoria
- Stage 2- Disenchantment
- Stage 3- Search for the guilty
- Stage 4- Punishment of the innocent
- Stage 5- Distinction for the uninvolved

Using words - "Afford" - I didn't have enough money to buy another Cadillac, so I had to buy afford!

EUROPEAN TRIP - John Schaffner
FINAL CHAPTER

THURSDAY- 9 July 1992

Here we are, our last day "on the town". Last Tuesday evening when we were in the cab on the way to "Les Mis", the cabbie gave me this card & offered to transport us to Heathrow whenever we were ready to depart. So- we decided, rather than "rassle" with the luggage on the street, subway & train we would go for the convenience. After breakfast, I called him & made an appointment for him to pick us up tomorrow at 0800.

All of that out of the way, we walked down Piccadilly to the Park Lane Hotel to meet our tour bus at 0825. The bus came along on time, picked us up & after a few stops to pick up more tourists & our guide, got on the way. London covers some 600 square miles, so one cannot expect to see it all in one day, even with a guide.

We chose a tour that would stop at a more important places & drive by others, knowing up front that it would be a tease.

Our guide was knowledgeable of course & talked non-stop about the places along our route & the bus driver was unbelievable, the way he maneuvered the bus thru London. It is definitely every man for himself & I, for one, would not enjoy driving there. It is difficult for an American visit a place like this & be aware of how far back history goes. The USA is but 200+ years old, here they go back well over 1000 in recorded history. Recently, the frozen remains of a man was discovered in a melting glacier in the Alps who was determined to be 5000 years old. This really goes back, folks.

As a matter of interest folks, did you know that the royal family was not allowed into the "old " London city area without permission from the merchants guild? It's true. In the old days when the King was essentially broke, he was in town all the time bumming loans from the merchants (that he never paid back) & they finally got up to "here" with it. So they formed a union & began to tell the King what he could & could not do. One of the rules was for the King to make an appointment to enter the city. It holds true even today. This is a real big deal whenever the royal family wants to use St. Paul's for a wedding.

The St. Paul's was built the first time in 604 A.D. for Mellitus, Bishop of the East Saxons. He was a missionary sent to England by Pope Gregory The Great. The Saxon church was destroyed by fire & rebuilt a number of
con't. next column

times. After the disaster in 1087, the Normans constructed a massive church whose size & style reflected the importance of London: Old St. Paul's. At the time it boasted the tallest spire ever built. Unfortunately it acted as a lightning rod & was struck twice. The Great Fire of London in 1666 put the Cathedral completely beyond restoration.

In 1669 Christopher Wren designed & began construction of the present St. Paul's. It is indeed a magnificent work & should not be left off your places to see list, should you visit London. [I did John, & you are so right, ED.]

From St. Paul's we went around to Buckingham Palace to watch the "Changing of the Guard" ceremony. Us & 50,000 other tourists. We lined up along the red brick "mall" & viewed the marching & mounted units as they went by & then everyone made a dash to the palace to watch the ceremony. This was a disappointment because our guide rushed us off before it even began. Next time we do it on our own & get there early.

Our next stop was for lunch. I suppose that's why we had to maintain the schedule. We ate at "The Albert", a typical pub type restaurant that was big enough for our bus load.

The next adventure was a boat ride up & down the Thames, under the new & ancient bridges & past the HMS Belfast. The Belfast gained its notoriety after battling it out with the German battleship "Scharnhorst". Our boat discharges us at the Tower of London near the bridge of the same name & we walked into is ancient fortified structure. The main attraction here, besides all of the museum items, is the famous Crown Jewels of England. You can take pictures anywhere except at the Crown Jewels display..I have no idea why photography is not allowed unless it tends to slow down the lines. As you enter the building you are cautioned to keep moving & no cameras & there is a uniform every 10' to be sure you do. There are many, many exquisite items on display & it's worth anybody's time to see the place.

The rest of the tour was mostly drive-bys & also interesting to listen to our guide. London is like any big, old city. You can make a career of studying its history. We can't do much in a couple of days.

On the walk back to Curzon St. from the Park Lane we window shopped & selected a likely place for dinner.

After stopping at the hotel & getting cleaned up a bit, we walked out to the "Tiddy Dols". This is a celler type restaurant, dimly lit & over priced. A "traditional" place with all the atmosphere of the London of long ago.
Con't. on Pg. 4

With only a candle on the tables for light, Bud had to take his menu over to the stairway even to read it. The food turned out to be good, we were entertained by a piano player & a duet singing some of the "olde" songs, & we left feeling pretty good. This was our grand finale. We returned to the hotel to pack up for departing on the ebbing tide. Or is it, jet stream?

FRIDAY 10 July 1992

Wake up at 0600. Too early. Must be the anticipation of our journey home. Anyway, we have breakfast at the hotel, bring our bags down, check out & look for our cabbie. He is already here, waiting for us. We had heard that there are too many cabs in London so I suppose he is happy to have a fare like this one. We load up & head on out to Heathrow. This is one huge airport. In fact, it is a conglomeration of four airports operating together, so you must know where you are going & with whom when you start out. We check in on time with KLM & have a bit of time to shop around for last minute souvenirs. KLM has us airborne at 1030 bound for Schiphol, Amsterdam. Lunch is served at 1035 & is very tasty.

We arrive at Schiphol at 1220 (last one hr. TZ), & hurry to make connection for the USA at 1310. We can go aboard the KLM-400, named "The ANTHONY H.G.FOKKER" & are not seated long before we are taxing past a line up of KLM 747's. "The ALBERT SWIETZER", "The VINCENT VAN GOHE", "The MAURICE RAVEL", "The Doe bai", etc etc, they have a mess of 'em, must fly awful lot of people around.

In one hour we are out over Ireland at 31,000', ground speed 524 MPH & on top the cloud deck, estimated time to BWI, 7 hrs., local 0830. All this neat information appears on the TV screen with a graphic map showing our position en route along with all the weather data here & at destination.

About two hrs. out, we are served supper. It is about 1420 at our position. Nobody is really hungry but you eat it anyhow. You never know where your next meal is coming from, right?

Four hrs. out & Greenland appears off the right wing. It doesn't look too hospitable from here. I think we'll keep going.

It's 1153, BWI time, our ground speed = 544 MPH, altitude 33,000', air temperature outside = -58F. We have 3 hours, 20 minutes to destination.

There are some teen-agers on board from
Con't. next column

France making a visit the the USA so Lil swaps her seat with one lad so he can converse with me in French. Right. This young fellow knows a few words in English & I know a few words in French. The problem is, they are not the same words. However, we tough it out, & by drawing pictures & making hand signs we get along pretty well. By the time we land at BWI we are old buddies.

We touch down at BWI at 1521, nine minutes ahead of schedule. It takes us a little time to retrieve our luggage & customs passes us through with a wink.

Ken & Louise are waiting for us at the gate, bless 'em, & we are soon home. I can't wait to do it again. We sure had a grand time & it all came off as planned.

Everybody should try it. You may have to mortgage the farm, but it is worth it to see those places & people you have only heard about.

Many thanks to our editor, Milt, who had to decipher & type this mess. You done good, pal.

John R. Schaffner



ED: John, many many thanks for your permitting us to enjoy your trip to Europe. I can't speak for anyone else except Joy & me, but we looked forward to it.

I am typing this on Thanksgiving day, even tho it won't be printed until Jan.'94, but I am thankful that you gave me something for the T/S, very timely too, every month. I can't thank you enough. I'm sure others also will miss your adventures. **THANKS AGAIN!!!!..**

From good ole' J.S.

Teacher: Give me a sentence using the word "politics".

Student: A parrot named Polly swallowed a watch, & now Polly ticks!

* * * * *

Ben Franklin speaks: God helps those who helps themselves.

* * * * *

Using words- Disappointment: My parole officer said that if I miss disappointment, he'll send me back to the big-house!

* * * * *

Authority tends to assign jobs to those least able to do them.

You know you're over 60 when -

Everything you own is paid for. You can finally afford all the things you no longer want. - Tain't it da truth!

You can finally afford the fun things in life that your doctor won't allow.

BOOK REVIEW - John Schaffner.
"I Could Never Be So Lucky Again"

That's the title of Gen. "Jimmy" Doolittle's auto-biography (written with Carroll V. Glines). Glines is a prolific writer of aviation events & personalities & anybody with any interest at all in airplanes has surely read his work.

From the Jacket:

Pilot, scholar, daredevil, general... James Doolittle is one of America's heroes. In a life filled with adventure & achievement, Doolittle did it all. As a stunt pilot, he thrilled the world with his aerial acrobatics. As a scientist, he pioneered the development of modern aviation technology. During WWII, he served his country as a fearless & innovative air warrior, organizing & leading the devastating raid against Japan immortalized in the film "Thirty Seconds Over Tokyo". Now, for the first time, here's his life story - modest, revealing, & candid as only Doolittle himself can tell it. "I have been luckier than the law of averages should allow. I could never be so lucky again."

I, also, have been lucky. Lucky enough to have grown up in a time when I had men as Doolittle, Byrd, & Lindberg to admire. This book is one that held my interest from cover to cover. If you have not read it & would like to, I will loan it. Just ask. - J.R.S.

1st Law of Technology

Any technical problem can be overcome given enough time & money.

Corollary: You are never given enough time & money.

FOR SALE

* COSMOS pattern model, approx. 60% built, 65" W/S
no parts missing to my knowledge

Kit - - - - - \$200.+

NEW OS 61 RF (rear exhaust) 199.

NEW Header - - - - - 36.+

NEW Pipe - - - - - 40.+

NEW Robart retracts (trike) - 135.

+ tank - etc etc - - - - ?

Total value - - - \$610.+

Total package = \$375.. or fair offer.

* OS 61 SF ABC-P (r/c Pump) (Tower \$250)
NEW cyl. sleeve, piston, & pump installed by
factory. Never run since rec'd. from factory.
EXCELLENT condition = \$200 or best offer.

Above = Milt Peacock = 833-3122

Discussing the environment he asked, "Which of our natural resources do you think will be exhausted first?" Answer = The TAXPAYER.

Taken from - "CLEVELAND PLAIN DEALER" - 11/05/93

Model maker unveils allegedly new spy jet

ASSOCIATED PRESS

ROSEMONT, Ill.

So this guy from a model-airplane company calls and says he's got a model of a new U.S. spy plane that can do Mach 7.

The Air Force maintains that no such plane exists. The guy is a kook, right?

Maybe. Maybe not.

The last time the company did this, it put out a model of the then-secret stealth fighter in 1986, and it proved to be quite accurate.

"We think we're very, very close with the XR-7," said John Andrews, who designed the model for Testor Corp., based in Rockford. "XR-7" is the company's own designation; XR means experimental reconnaissance.

Andrews was in Rosemont to un-

veil the model at the Chicago Model and Hobby Show, which continues through Sunday.

The \$10 model, about 13 inches long, represents a two-seater, 80-foot plane with a 43-foot wingspan and a speed of about 5,200 mph. That's approximately Mach 7, or seven times the speed of sound. The current record-holder, the SR-71 Blackbird, can travel 2,193 mph.

Andrews, a member of the Aviation Writers Association, said he pieced together the design from sources in the military and from technical journals available to the public.

Also, "doughnut-on-a-rope" vapor trails — rings of smoke surrounding a steady stream — have been seen in some areas, Andrews said. He said such trails are made

by the pulse-detonation-wave engines he believes are on the secret liquid methane-powered plane.

Jane's Defence Weekly, a British journal, suggested the existence of the plane in December. It said a trained aircraft spotter had seen the plane from a North Sea oil rig more than three years earlier.

Andrews believes the plane was developed at least in part by Lockheed Corp. and is being flown by the Pentagon's National Reconnaissance Office.

"We're not doing anything at all with an XR-7 or anything like it," said Capt. Renee Strickland, spokeswoman for the NRO. Air Force spokeswoman Maj. Monica Aloisio said, "We have no aircraft that does Mach 7 or Mach 8, and we have no such aircraft in development."

From: Alberto Nencioni
via Bronzino I
20133 Milano
ITALY

Westminster Aeromodelers
c/o John Schaffner
1811 Miller Rd
Cockeysville
Maryland 21030
USA

Milano, 29-11-93

Dear John

first of all, thank you and thanks to your group, and compliments to your newspaper, that is a real candy: the executive committee of my club is drooling from envy. I am sure we shall try to copy from you.

Our field is an Y-shaped asphalt strip, with the longer arm 50 meters long, rented from a greedy farmer at \$ 2000/year. Annual dues are about \$ 80, and cover the field rent, insurance, gasoline for the lawn mower and a fund for our traditional Summer Party, plus unforeseen expenses (holes in the asphalt and such). The strip is perpendicular to the parking area, although slightly offset to the left of the pit area (I will send you a map the next time): take-off is thus easier (we see the plane "going up up and away") and safe; conversely, we must land aiming the plane to our family jewels, and we have a lousy perspective of the descending path and of the distances. For safety reasons we put a 10 mt wide, 4 mt high very loose fence (something like a fishing net) across the near end of the strip. If you land too "long", or if you simply don't know how to land, you just slam you plane into the net: no danger, no casualties from last-second attempts to recover, and no damages, since the plane generally gets entangled by the prop or by the landing gear, and stays there. I hear that military RPVs are recovered in the same way.

I see from your pictures that you have a terrific amount of flying space: how can you possibly annoy someone with your super-silenced planes? We have an office building at -say- 100 mt on our right, we almost always fly over their buildings, and they never complained; it must be said, however, that we fly on Saturday and Sunday only, from 09.00 to dark, with a dinner break from 13.00 to 14.00, but you can fly electric during that hour. Once or twice we even entered the offices -thru the window, of course- and we made a nice pile of broken glass, but insurance companies exist for that, don't they? And we also run-in our engines at the field!

You will excuse me, because I realize it is none of my business, but from your Talespinner I had the impression of a not-so-happy group, trying to keep a low profile, shyly trying to please everybody and Gordon Shoen and Steve Powell in particular. Of course, this may depend on the particular language "style" of your part of USA. You have no idea how different letters from the Eastern or Western Coast can sound to a foreigner! Did you ever try to stroke Mr. Powell the sweet way? For example, send him a huge box of chocolates, with a nice letter signed by all club members, apologizing for any past, present or future inconveniences, re-assuring him your fly-overs were accidental and due to human fallability? What about offering him free and perpetual advertising on the Talespinner, in case Mr. Powell has some commercial/productive activity? Same strategy for the Humane Society: a liberal contribution, a kind accompanying letter, a free stand or whatever they like at your Air Shows.

About the terrible Mr. Shoen: make him Controller in Charge for Noise Levels, equip him with a certified recording sound-meter, and if you really keep within the limits and can demonstrate it, stick the sound-meter and the recording paper roll into a suitable place of his anatomy, and to hell with him! Alternatively, present him with a model airplane kit, delivered by a luscious, gorgeous blonde Sing-o-gram employee, and shoot one or two telephoto pictures to show his wife! Less bureaucracy, more social contacts and a brave face! You have all the rights to fly your planes, and you pay for that. If you can quarrel about free spaces with those tons of square kms of yours, what should other clubs (mine included) say, who must fly between buildings, thru telephone lines and over Department stores parking lots?

I am now getting organised to send you pictures of our group and other "promotional" materials. In the meantime, if some of you crosses the pond and comes to Milano, DO NOT HESITATE calling me at 02/29408351.

MINUTES - JAN/94 Mtg.
John Sterrett, Sect'y.

- 1- Mtg. opened by Pres. Ken Eckard @ 7:30 PM @ the VFW. 23 mbrs & 1 guest present.
- 2- Treas. Lloyd Briggs reported a total of \$5,706.65 including the "field fund". The mbrs. voted to have one fund.
- 3- Ken E. distributed WRAM show bus trip info. (See Pg. 9)
- 4- A note from VFW indicated WAM in good standing.
- 5- Milt. P noted that Car/Co will record WAM events on their calendar. (ED if it meets their requirements)
- 6- John Schaffner asked for volunteers to answer letters received from flying clubs in Italy & elsewhere in Europe.
- 7- Ray Miles reported that the SFP needs two volunteers & will start again March 1.
- 8- Ken E. would like a volunteer for the "Radio Tech" job.
- 9- Wendell Richards had no Safety/Sound report as no one is flying.
- 10- Ken E. suggested an "Instructor Student Flight Manual" as an aid for WAM instructors & students. The membership discussed the difficulties related to both teaching & learning. Ken E. indicated that he would try to smooth out the problems.
- 11- John Schaffner has some solid stainless steel wire available for the asking. (.017 Dia)
- 12- Ken E. announced that the Hanover Model Club (located on Rt 116, 2 mi. W of McSherrystown) has invited WAM members to fly until the new Spiegel Field is ready. Other clubs may be available.
- 13- Milt P. requested that those not renewing WAM membership should call him before he submits the '94 membership report to AMA. [Please do, it helps]
- 14- Ray Miles reported that the Cranberry Mall Static Show will be set up near Sears or Ward's Jan 22. Up to 10 tables. Bring an airplane! Set-up time 8:30-9:30 AM. Show time 10 AM-8:30 PM.
- 15- Membs'p. discussed how to cancel WAM mtgs. when the weathers bad. Probably by a telephone network.
- 16- Ken E. commented that we need a "Location Flyer" for new flying field.
- 17- Ken E. reported that former Pres. Jim G. is very sick with Hepatitis-A. We all wish him well & a quick recovery.
- 18- Ray Miles reported on recent Car/Co - WAM contract for the Spiegel Field which is progressing satisfactorily.

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United States Aviation Museum

Betty Wolf

Wickliffe's most well kept secret is that it has an aviation museum. As reported in the newsletter of the United States Aviation Museum, as it is called, its introduction to the media was held on Tuesday, March 30, 1993. Since the inauguration, work has been progressing on the restoration of the first aircraft.

Founder Anthony Mazzolini stated, "Our intent in establishing the U.S. Aviation Museum is twofold. First, we feel very strongly that our country's aviation history must be preserved. Second, closer to home, Northeast Ohio has played a tremendous role in the history of flight since the very beginning, and we are concerned that knowledge of that involvement is being lost. We are pleased to announce our first aircraft restoration project, a B-25 medium bomber from World War II. The plane became famous because of its distinctive shape and for the raid on Tokyo on April 18, 1942 by little."

John A. Rosenblad is the full time Restoration Director, who will spearhead the work of volunteers to get the B-25 in operating order. John retired from the U.S. Air Force after 20 years of service. He was employed at Lockheed as an Aircraft Structural Technician. "Working to rebuild this bomber will be a challenging job. We have a great group of volunteers who have many of the special technical skills needed to finish the job, along with a keen desire to be working with aircraft that many either helped build, service or actually fly," explained John.

Paul J. Podnar is responsible for Special Events at the Museum. As owner of Optical Repair Service, Inc., specializing in ophthalmic equipment, Paul has the technical know-how for the restoration project. Paul enjoys preparing the USAM Newsletter and particularly the column "Cactus Air Force." The Cactus Air Force was organized on August 18, 1942, when the first Marine Wildcats landed on Henderson Field, Guadalcanal. There were shortages of all kinds, but this group always managed to find needed gas and aircraft parts outside of normal channels to keep the planes flying.

month, you're only getting part of the process. These meetings usually wrap up issues and decisions with floor votes and final discussion. The vast majority of council research and decisions are made and artifacts of aviation, as well as technical manuals. As Paul says, "You name it, we need it!"

One of the 25 corporate sponsors donated a sand blasting machine which uses glass or plastic media to clean the metal parts of the B-25. Many machine tools, a spray booth and a Norden Bomb Sight were also donated to the Museum.

A unique plan, "Adopt a Plane," gives volunteers the opportunity to work on technical and non-technical jobs to get the B-25 in working condition. Anyone who has an interest in aviation and wishes to join others in saving its heritage can call the Museum, 943-7555.

The United States Aviation Museum is located at 1271 East 289th Street, Building #25 in the Cleveland Crane Center. The facility is open most days of the week (please call first).

Let's not keep the USAM a secret any longer!

TONY MAZZOLINI

(Lyndhurst) of the U.S. Aviation Museum is currently negotiating for the purchase of several planes for their Wickliffe facility. The package includes a Martin B-26 bomber, an AC 47 cargo plane, a T-28 Trainer and a Russian Mig 17. Currently, there is only one other Martin B-26 bomber flying.

AN INTERESTING FACT

In the Nov RCM mag. our SFP received a small write-up. As a result of that I have received requests from all over the USA, the latest today from KS & NB. Also from Mexico & Brazil. Guys, we're on the map as a result of a few guys putting forth a little extra effort to shed a positive light about the club. - Milt P.

'94 FREE DUES WINNER

Just ask Marvin Eddy if paying your dues early is worth it! I'll bet he will say - "YES!"

Jan 50/50

Sorry Richard Jakubs, you should'a been there. The treasury thanks you.

DUES 'R DUE

READ THIS -- Per WAM By-laws= Art. V, Sect 2, Para. C

All dues & fees must be paid for the current year to maintain a valid membership in WAM.

All dues are due on Jan. 1st of each yr. & payable prior to Mar. 1st of the same year.

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

FREE !!

Set of plans for =
45" span ultra-lite) same
70" span ultra lite) model
Milt Peacock - 833-3122

If no one wants them, it's trash day for them. Call NOW!

You know when you're over 60 when = Your calendar is filled with doctor & dentist appointments. You prefer calendars with BIG numbers rather than naked girls.

- The FREE DUES drawing was won by Marvin Eddy! Congratulations.
- 50/50 was won by Richard Jakubs - Not present.
- Mtg. adjourned at 9 PM. JPS, Secty.

WANT AD:

Want a fun job? How about taking over as LESPINNER EDITOR. No serious offer refused.

Safety - Milt P.

Most of us tend to think of safety in terms of operating our model aircraft at the flying field. However, with the winter building season upon us, perhaps we need to re-direct our safety concerns to our building operations. For instance...

1. **Eye Protection**—How often do we use safety glasses/goggles when drilling, sawing, filling, using power tools, chiseling, etc.? One slip, snap, or flick and a good many of life's pleasures could be hindered or lost for good. If you don't now have safety glasses, get 'em! If you do, use them!
2. **Fumes**—With the advent of cold weather we tend to tighten up on the draftiness, cold and comfort of our workshop areas. This can cause all sorts of potential problems that we should be aware of. Fumes from glues and epoxies can be both irritating and in the extreme, downright dangerous. Some tend to warm their congealed epoxy glues in a convection or microwave oven. A real no-no! The fumes can knock you out, or worse, in a matter of 60 to 90 seconds, be life threatening. An alternative is to use warm/hot water instead. Paint fumes, sprayed or brushed, can be very toxic and debilitating. Be sure to provide plenty of ventilation and wear an appropriate respirator. Some fumes build in the body system over the passage of time and do not dissipate.
3. **Dusts**—Sanding dusts (balsa, fiberglass, wood fillers, etc.) all are harmful and may cause eye, skin, or breathing irritation. Be sure to wear a dust mask or other appropriate protection.
4. **Power Tools**—Saws, sanders, drills, electric screwdrivers, etc. all have their own potential for injury. Even the jig saw can snap a blade and cause personal injury and misery. Be alert and wary.
5. **Fire**—Some of the aforementioned fumes and dusts can be quite flammable or explosive. Be wary of open flames in the workshop (heaters, torches, smoking). All, when thoughtlessly presented, can lead to injury, loss and sorrow. Ours is a fun hobby. Be careful with those knives, blades and razors!

from Tale Spinner
Howard Smith, Editor
30 Knox Avenue
Bangor, ME 04401

[TAKEN FROM AMA NAT'L.
NEWSLETTER W/THANKS]

Technology is dominated by two types of people: Those who understand what they do not manage, and those who manage what they do not understand.

Murphy's Laws of Combat

J.R.S.

1. You are not a superman.
2. If it's stupid but works, it isn't stupid.
3. Don't look conspicuous - it draws fire. (This is why aircraft carriers are called "Bomb Magnets".)
4. When in doubt, empty your magazine.
5. Never share a foxhole with anyone braver than you are.
6. Never forget that your weapon was made by the lowest bidder.
7. If your attack is going really well, it's an ambush.
8. No plan survives the first contact intact.
9. All five-second grenade fuses will burn down in three seconds.
10. Try to look unimportant because the bad guys may be low on ammo.
11. If you are forward of your position, the artillery will fall short.
12. The enemy diversion you are ignoring is the main attack.
13. The important things are always simple.
14. The simple things are always hard.
15. The easy way is always mined.
16. If you are short of everything except enemy, you are in combat.
17. When you have secured an area, don't forget to tell the enemy.
18. Incoming fire has the right of way.
19. Friendly fire - isn't.
20. If the enemy is in range, "SO ARE YOU!!!"
21. No combat ready unit has ever passed inspection.
22. Beer math is: two beers times 37 men = 49 cases.
23. Body count math is: two guerillas plus one portable plus two pigs = enemy killed in action.
24. Things that must be together to work, usually can't be shipped together.
25. Radio's will fail as soon as you need fire support desperately.
26. Anything you do can get you shot - including doing nothing.
27. Tracers work both ways.
28. The only thing more accurate than incoming enemy fire is incoming friendly fire.
29. Make it tough for the enemy to get in and you can't get out.
31. When both sides are convinced that they are about to lose, they are both right.
32. Professional soldiers are predictable, but the world is full of amateurs.
33. Murphy was a grunt.

2ND ANNUAL LUXURY BUS TRIP TO THE WRAM SHOW

TRIP SPONSORED BY MARC-ED (Mid-Atlantic Radio Control - Educational)
RADIO CONTROL MODELERS OF BALTIMORE

- ◆ All area Radio Control Clubs and Interested Individuals Welcome ◆
- ◆ See the latest in Radio Control Modeling and Electronics ◆
- ◆ Talk to the Experts ◆ Learn New Skills ◆

SATURDAY, FEBRUARY 26, 1994

Ride in comfort to the WRAM Show in a Luxury European-Style Bus.
Videos will be shown on the bus on Radio Control Instruction and RC Competition.
Large cargo bays, and luggage racks will allow you to bring all your purchases safely back with you.

- ◆ \$25.00 per person (includes driver tip)
(Admission to show and food extra)

FLIGHT PLAN

- ◆ Bus Leaves Baltimore - 6 A.M. promptly from Timonium Park-and-Ride Lot
- ◆ Bus Arrives at WRAM Show - 10 A.M. (when the doors open)
- ◆ Leave Show - about 3:30 - 4:00 P.M.
- ◆ Stop for Dinner - (not included in cost)
- ◆ Arrive Baltimore - 9 P.M.

Only 45 seats available so make your reservation early by sending check made out to "MARC-ED" to Alan Winn, 12120 Velvet Hill Drive, Owings Mills, Maryland 21117. Phone Number: 410-356-4121. Make your reservation before mailing check.

Smoking not permitted on the bus. To accommodate smokers, brief stops will be made on each leg of the trip.

To beat the ticket lines at the WRAM Show, it's recommended that you purchase your ticket by mail. Send money order and self addressed stamped envelop to Mr. Ed Alexis, 21 Pamela Road., Peekskill, NY 10566. Tickets: \$7.00.

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



To:

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

THE TALESPIINNER

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THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674

V. President - Ken Davis 876-1116

Membership - Ed Goldman 848-3835

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

OFFICERS

Treasurer - Lloyd Briggs 833-7450

Secretary - John Sterrett 301-

VOLUNTEERS

AMA Liason - Milt Peacock 833-3122

Next Meeting:

MARCH 1, 1994

7:30 PM

West. VFW Hall

Volume 10 Number 2

FEBRUARY '94

AMA Chartered Club 336

Formed 1955

PILOT TO CO-PILOTS - Pres. Ken Eckard

Well here we are in the fine month of Feb. & only three things come to mind, snow, sleet & freezing rain, not a very good list of things to think of but for some reason they're on my mind. Enough of the dark side, Model Airplane News has chosen our club for their "Club of the Month", I believe it will be in the April issue! I'm pretty sure the School Program and/or the Talespinner, or both, was helpful in getting us these honors. Way to go WAM.

Speaking of the School Program, after RCM magazine printed an article on the SFP, we have received responses from all over the USA & better than that, all over the world. I think these guys have something here I'm glad they're a part of this club. Thanks again guys, not enough can be said.

Moving on we also voted to make the C/C Comms., Richard Soisson & Howard Crispin "Honorary Members" of WAM for all they have done for us & hopefully will do for us in the future. We also made Don Nelson an Associate Member for many many reasons. Don had a very large affluence on the club.

We talked before about the Flight Instructors Comm. (FIC) We have been working on a small pamphlet just to give the trainees a general idea of what's going on, more details to come. I would like to have a meeting with all the instructors, preferably after the March club mtg. has adjourned so we can all get co-ordinated on what is exactly in store for the instructors as well. I will be in contact with all of you before the meeting. Brian Borgealt said after he solos, he would donate his Futaba buddy box to the club, his way of saying thanks for training him. We also have an Airtronics buddy box available, more details need to be worked out on the availability.

Ray miles has informed us that the agreement has been finalized & signed for the new field. A new flier is being made for directions to the new field although you can't fly there yet, you might want to check out this beautiful site. Til then you can call me (410-549-6674) for directions.

Although not much flying is being done, there are lots of Flea Mkts. & auctions going on. (see back of MA for times & dates) You can get some bargains at some of them but watch out for the flukes & duds, right Bob?

That's all for now, see you at the March Mtg. Dues are due, NOW! - - See Ya! Ken

VIDEO SHOW

Ray miles has received a 20 minuite video tape produced by Robert W. Johnson of Carroll Community TV, Ch 19. Bob is a professional videotographer (is there such a word? There is now!) which should tell you it has to be a great piece of work.

The subject? "BIG TIME WITH LITTLE PLANES" which was taken at CCMA on Aug. 15/93 during our Fun Fly, so - - you guys are the stars of the show. **WOW!**

I don't know the dates, but it will be aired on public TV several times in the near future. Looks like WAM's on the map again!

The tape will be shown at our March 1st mtg. so come and see yourself. Those of you who didn't attend the fun fly, you can come too and see what you missed.

SUPPORT YOUR LOCAL HOBBY SHOPS

Bobby's Hobby Lobby & Your Hobby Center both will give WAM mbrs. a 10% discount

Sect'y.

- 1- Mtg. opened by Pres Eckard @ 7:30 PM @ VFW. 24 mbrs. present & no guests.
- 2- Jan. minutes as in T/S appv'd.
- 3- No MMA mtg. in Jan.
- 4- Treas. Briggs rpt'd. a total of \$5,834.79 including field fund. (one fund now)
- 5- Milt. P. rept'd. WAM will be the "Club of the Month" in Model Airplane News in the April issue. They gave us a gift of free subsc'ptn. for a yr.
- 6- AMA Reston property is about disposed of.
- 7- Ed Goldman, mbr'sp. - no rpt.
- 8- Ray Miles rpt'd. contract for the new Spiegel Field is signed by C/C Comm. & WAM.
- 9- Wendell Richards, Safety/Sound-nothing happening, no rpt.
- 10- Property, Bill Hasert - no rpt.
- 11- Ken Eckard rptd. the selection of 3 new flight instructors, Ken Eckard, Wendell Richards, & John Sterrett. A new instruction pamphlet is being prepared by the present flight instr's. to report student progress. Many thanks to Brian Borgealt who donated his Futaba buddy box to the club, making two boxes available for teaching. Discussed storage of the buddy boxes for teaching - no decision.
- 12- Bob Allen has donated a tumbler lock for the Spiegel Field gate.
- 13- Bill Hasert & Ray Miles rptd. that the Cranberry Mall Static Show was a great success for the adults as well as the kids. The video tapes were a big hit. Ray M. thanked the Mall Mgm't.
- 14- The mbshp. voted to make Howard Crispin, Richard Soisson, & the 3 C/C Comm. Honorary members. Don Nelson was made an Assoc. Mbr. with dues waived.
- 15- Votes to have the WAM Xmas Banquet at the VFW the 1st Sunday in Dec. '94.
- 16- Milt. P. rptd. MMA will sponsor a school model airplane contest in late Feb. in Balto. using tethered, electric motor powered models. [ED-see article on pg.3, MMA PROJECT]
- 17- Jim Garrett thanked the club for their cards & well wishes. Glad you're back, Jim.
- 18- Flea Mkt. in Unionville PA. Feb 5.
- 19- Wendell R. & Ken E. planning to get their Feb. flights in on Sat at Hanover Field.
- 20- Ray M. rptd. that the Spiegel Field con't. next column

- will probably be ready in May but no flying until he authorizes it. The grass has to grow.
- 21- Wayne Creasy won the 50/50 - not present.
- 22- Mtg. adjourned at 8:30 PM. /=/ JPS-Sect'y.

WHAT THE KIDS SAID -

Dear Mr.Miles,

I like the ruler you gave me. I like VanBurens hair. It looks very silly, because it looks like he saw a ghost. The last time I saw that kind of ruler was in pre-school & I would liked to have one but now I got one & I love it.

I liked your helper, the one who made the airplane move in the air. I liked when Mr.Peacock flew the plane because it did loops & it went upside down & it did all kinds of tricks. I sure would like to have that airplane.

Sincerely - XXXXXX

ODDS AND ENDS: - Ray Miles

The Mall show produced some rather interesting comments from one person or another. After looking at the B-17 one gentleman said "I see you have the glory ship, where is the B-24"? It turned out that he had been a waist gunner on that plane. Another, after seeing the same B-17 said, "Where is the B-26, I was a pilot on that one"? The seed has been planted.

I am always amazed at the number of women that stop, look, and examine these displays. I don't know what it is, other than there are many aviation oriented women around. They very quietly read the discriptive literature, one display at a time, then procede to the others. Some look quisical, some display a knowing smile, some shake their heads as if in disgust, a broad range of reaction. They do not speak or ask any Questions, just quietly move on. Very interesting.

But there are many wanting to know if we are the ones involved in the Field controversy. To the person, they want to know, "What the is the problem"? My own analysis is that there are some -- well I best not say, but there are.

One of our people said, "Did you ever notice that the younger couples gang up on the sleek R/C plane side, while the old "fogies" stay to the historic side"? Well, I suppose that we have something for everyone.

We did manage to run out of outdated Field location sheets. Jim Garrett said that he will run off a batch of new ones for us.

The most outstanding feature the entire day was the fact that not even once did I have to SAY to any youngster, "Please do not touch". They were absolutely well behaved and under control the entire time. That has never happened before. Nothing was broken, damaged or knocked on the floor.

COUNTY:- Ray Miles

The Field Agreement for the Spiegel property has not reached me in time for this T/S. We should have it before our next club meeting. The fault lies with me and not the County..I failed to follow the instructions included with the addendum. I guess if anyone is entitled to make a mistake it is me.

Bob Allen said that he would contribute a tumbler lock for the Field Gate. Thank you Robert.

"ADDENDUM" TO THE ADDENDUM - Ray Miles

On Jan. 25th I received the corrected addendum to the field agreement. It has been signed and returned to the proper parties.

The wording in item #5 was changed to read-"on the site the farmer rents".That separates our two areas. We will receive the completed document with all the proper add ons, plat, insurance, rules, etc. When it is hand we will review it if necessary.

CRANBERRY "STATIC" THANK YOU- Ray Miles

This event will appear elsewhere in the T/S. I just want to personally thank all of you that were able to assist that cold, icy, messy day. Your participation is appreciated, thus making it that much easier on all concerned. It certainly was good to see Jim back with us, not quite 100%, but much improved.

The Mall provided 10 tables and the skirting for them. It dressed up the entire affair. Our feelings have been made known to the Mall people. Perhaps we will be able to do this on some kind of yearly basis.

SCHOOL FLIGHT PROGRAM- Ray Miles

This is a wake up call to all school team people. We begin in earnest come March and continue to June. George Schollian has volunteered to assist with the program. He has the plans to build a C/L model that can be flown when R/C cannot. I think maybe we have another "Dutch" in our midst. Thank you George.

The March scheduling is as follows:

WED. MAR. 9 - Sandymount E. - 9:30 A.M.
" " 16 - Piney Ridge E. - " "
" " 30 - Elmer Wolfe E. - " "

Each months upcoming schedule will appear in the T/S. BE ALERT to any changes from the norm. There will be a few TUESDAY classes due to testing..

S F P NEWS - Milt P.

I am still getting requests from around the world for information about our S.F.P.

The latest was from Nebraska & Utah.

M M A PROJECT - Milt Peacock

As many know, Ken Davis is our new MMA Rep. & as he reported at our last mtg., due to weather conditions, the Jan. MMA mtg. was cancelled.

Ken is not aware of this coming event so I will tell you a little about it & extend an invitation to you to attend.

The MMA has joined with the "American Institute of Aeronautics & Astronautics" in sponsoring "THE '93/'94 HIGH SCHOOL ENGINEERING CHALLENGE". Charlie Hughes, of Har. Co. R/C, is the MMA rep. & is working hand in hand with the AIAA.

The event is "CARGO AIRCRAFT". The school team must design & construct a model plane that must fit in a 3'x3'x2' box, powered by an electric motor & battery., furnished by AIAA/MMA. The model must ROG, fly at least one complete lap & land undamaged while tethered on a 20' single line. Those qualifying must then repeat the flying but now adding a "payload", or cargo with the one carrying the heaviest "cargo" awarded points.

Prior to the flying, the team must present a "DESIGN/CONSTRUCTION" paper for consideration worth 30 points. Next is a "REPORT" consisting of all calculations to selection of mat'ls. dwgs. etc. worth 20 points. Finally an "ORAL REPORT" which really covers the above worth 20 points.

The flying comes now & is worth the max of 30 points depending on the weight your model could carry successfully and not be damaged.

The whole event will take place at the BALTO. MUSEUM OF INDUSTRY, 1415 Key Hwy. Balto. near the old MD dry docks. You can't miss it as there is one of the ship yard gantry cranes erected by the entrance. DATE= Feb. 27/94 10AM-1PM.

As a matter of interest, the Martin 162A, the forerunner of the PBM Mariner, which I helped to restore, is on display

The museum itself is an interesting place as the machine shop, sewing sweat shop, etc is shown in its original setting. I have taken several persons there and they say they enjoyed it.

Put May 15 on your calendar. I have asked C/C for permission to again use Mayeski Park for the MMA Fun/Fly & picnic as we have had the past 2 yrs. I think those who came had a good time.

If you have any thoughts that should be brought to the attention of other clubs, tell either Ken Davis or me & we will attend to it. See ya - Milt

hobby, but "anything". I personally feel that safety "must" be something that a person observes almost in a sub conscious manor & goes about his or her daily business in a safe way rather than always thinking of the last safety meeting they may have attended, this doesn't mean that I don't believe in safety meetings but rather the information one gets from these must be practiced to the point of being "burned in their brain" & does not need to be remembered to be used.

A good example of this is a sad tale that happened to someone I know very well that set up his new plane, had everything just right, did his range check, measured all his control surface throws, engine running fine, everything was just fine, well almost everything because just as the "brand new" plane got off the ground & really flying it wanted to roll left & when he tried to give it a little right aileron it really rolled left & into the ground - - - - . Guess who didn't check his RIGHT & LEFT aileron throw, - ME -.

CHEMICAL COMPATIBILITY OF COMMON FINISHING MATERIALS

Poly-Urethane	_____	_____
Acrylin Enamel	_____	_____
Epoxy Enamel	_____	_____
Alkyd Enamel	_____	_____
Acrylic Lacquer	_____	_____
Butyrate Dope	_____	_____
Nitrate Dope	_____	_____
Aero Glass Dope	_____	_____
Dupont 305	_____	_____
Poly Resin	_____	_____
Vinyl Spackle	_____	_____

UNDER

Vinyl Spackle	C	N	C	C	C	C	C	C	C	C	C
Poly Resin	C	C	C	C	C	C	C	C	C	C	C
Dupont 305	C	N	C	N	C	C	C	C	C	C	C
Aero Glass Dope	C	C	C	C	N	C	C	C	C	C	C
Nitrate Dope	C	C	C	C	C	C	C	C	C	C	C
Butyrate Dope	C	N	C	N	N	C	C	C	C	C	C
Acrylic Lacquer	C	N	C	N	C	N	C	C	C	C	C
Alkyd Enamel	C	N	C	N	C	N	N	C	N	N	N
Epoxy Enamel	C	N	C	N	C	N	C	C	C	C	C
Acrylic Enamel	C	N	C	N	C	N	N	C	N	C	N
Poly-Urethane	C	N	C	N	C	N	C	C	C	C	C

A NEW EDITOR FOR YOUR NEWSLETTER. It's not that tough a job, especially when someone is good enough to write an article. It's just that I've done it long enough and a fresh outlook is needed. I'll help ya!

Saturday morning at 8:30 AM we gathered at the main exit near Tulleys to put together WAM's Cranberry Mall exhibit.

Everything was working for us, the sun was out & we were having a heat wave of +33°. That was a lot better than -10° a day or so before. Folks by this time were experiencing "cabin fever" so we should have good attendance.

Our designated area was excellent. It was a large foyer in front of Sears in the mall. We had 10 tables in a horseshoe configuration with 4 on each side. We had good membership participation & as a result, an interesting exhibit with some beautiful aircraft.

For starters, we had 3½ tables occupied by some of our SFP exhibit aircraft. We had the da Vinci's wing flapper, Montgolfière's hot air balloon, Lilienthal's glider, the Wright Flyer, the channel crossing Blériot, a Curtiss pusher, the Taube, a Nieuport, the Spirit of St. Louis, a Monocoupe, B-17, Voyager, a space Shuttle, & last but not least, the Saturn rocket.

Following these, on the corner, was Milt Peacock's new project, a ¼ scale "Ercoupe" fuselage. It was displayed belly up with its internal parts exposed & he was able to demonstrate the working parts with his TX. Next was Milt's ¼ scale "Stinson 108-3". This with Bob Allens 1/3 scale "Spacewalker", on the other corner, made great pieces at the closed end of the horseshoe. On the other 4 tables were Wendell Richards red & gold "Ground Dancer" & his blue & white "Extra". Both aircraft have beautiful finishes & drew a lot of interest. Next was Ken Eckards Great Planes "Patroit". She's real pretty, but she looks like a Sig "Kougar". Lloyd Briggs added a futuristic note with his "Canard". A couple of kids asked me, "Which way does it fly?" They thought the wing was on the wrong end. Jim Garrett brought his "X-Cell" chopper & it attracted much attention. The inevitable question was always asked, "What does an aircraft like that cost?" The price-tag sometimes really set them back but the interest is there. Jim also set up a video display with tapes on seaplanes, "Top Gun" scale competition, choppers, the Byron Show, & Scale Masters. It was a great idea as people were in front of it all day long.

We had a number of aircraft on tri-pod stands, Milt's new Sig "Kadet", Bob Allens "Tiger II", Bob Hunters "Vagabond" & "SE-5".

con't on Page - 6

FOR SALE

- NEW - Sig Kadet II, w/eng. mt; tank; push rods; servo tray; wheels installed. YOU need 4 Ch. radio & .40 (max) eng to fly. EXCELLENT TRAINER = \$175

Pattern model - COSMOS, aprox 60% built, 65" WS, to my knowledge no missing parts. Includes many extras = =
Kit - - - - - \$200.+
NEW OS 61 RF (rear exhaust) - - 199.
NEW Header - - - - - 36.+
NEW Pipe - - - - - 40.+
NEW Robart retracts (trike) - - 135.
+ tank, etc. etc. - - - - ?
TOTAL VALUE - - - = \$610.+
TOTAL PACKAGE = \$375. (or fair offer)

OS-61 SF ABC-P (r/c pump) (TOWER= \$250)
NEW cyl. sleeve; piston; & pump installed by factory. Never run since rec'd. from factory. Eng. like new.
\$200 or best offer

All above - Milt Peacock 833-3122

AMA NEWS - Milt P.

Not much to report. Winter blues are in full effect for the cold weather states.

SAFETY seems to be the big topic. It's a tough subject to resolve as anyone can see that what is proper for "Free Flight" certainly isn't OK for "PYLON RACES" nor "CONTROL LINE". Obviously each needs its own set of SAFETY RULES. What a bear to try to resolve.

In my opinion, the National Chrm. of each category should write up the proper rules for his events & present them to Council for review. Unless you participate in that event, how would you know just what is needed. For example, a double barrier cage, 6" apart would have prevented the latest tragedy.

BUT - how far are you obligated to go? We all know that some risk is involved. Ya just can't make the world safe for everyone. A few yrs. ago I was standing still talking to someone & was run down by a skier & who suffered the event? Me, with a fractured femur. I was in the wrong place at the right time. If you are going to be around flying objects in the air, expect to get clobbered some day!

Bad attitude? MAYBE, but that is how the world turns. Use common sense and it usually pays off as being the right thing to do. - That's all folks!!

YEAGER"

Here's an autobiography by and about another outstanding aviator. Also very lucky, Chuck Yeager says about himself, "The secret to my success is that I always managed to live to fly another day."

From the Jacket:

General Chuck Yeager, the greatest test pilot of them all --- the first man to fly faster than the speed of sound --- the WWII fighter ace who shot down a Me-262 jet with a prop driven P-51 --- the hero who defined a certain quality that all the hot-shot fly boys of the post-war era aimed to achieve --- Chuck Yeager is the right stuff.

Now Yeager tells his whole incredible life story with the same "wide open, full throttle" approach that has marked his career as a flier. He joined the Air Force at 18, fresh out of high school. By 22 he had risen through the ranks on wings of his heroic exploits: his dog fighting over the flak filled skies of Nazi Europe; his escape with the help of the French resistance after he was shot down over occupied France; his determination to stay in the war & bring down as many German planes as he could, despite orders to send him home.

But it was after the war in 1947 that Yeager captured world-wide recognition as the first test pilot to smash the sound barrier - flying the super secret Bell X-1 despite cracked ribs from a riding accident a few days before. This was truly the Golden Age of aviation, the exciting leap into the super-sonic era, & Chuck Yeager was there every step of the way. Through him we can re-live those dare devil days when pilots either set records or drilled a hole in the desert - when tension of wondering whether you would be next to die could always be worked off with some hard drinking & fighting the Pancho Barnes notorious bar & ranch house. If you would like to read this book, I am willing to loan you my copy. Just ask! J.R.S.

D: John Kirk of RCMB also shot down a German Me-262 jet with a P-51D. (see Dec T/S) I believe John told me it was the first one to be downed.

Sing Words - "CATACOMB" I went to the dog fights last night & sat next to Don King. Now somebody should get that catacomb!

Question: Whats a Grecian urn?

Ans: It depends on what kind of work he does. John, where do you find these bright notes?]

In the view of the EDITOR, the Mall Show on Jan 22 was a success. What makes it a success? Again its only my personal opinion, but when persons stop by long enough to really look at many of the models on display and then also ask questions & talk about some of their own past experiences, that in my opinion is success as far as a display can go.

ALLEN, Bob	EDDY, Sandra
BLYTHE, Brent	HASERT, Bill
BRIGGS, Lloyd	MILES, Ray
DAVIS, Ken	PEACOCK, Milt
ECKARD, Ken	RICHARDS, Wendell
EDDY, Marvin	SCHOLLIAN, George

Hopefully I didn't miss anyone. If I did, PLEASE call me ASAP & tell me.

Thanks again everyone. It was a long walk.

WRAM SHOW - Editor

Just a reminder. MARC-ED is running a bus trip to the WRAM show in NY. It's a long day but a good show. If you have never been there you are missing something you'll remember a long time. - See Jan T/S for details of call Alan Winn - 356-4121, trip planner, or Milt P.

MALL SHOW - Con't from Page -5

At the open end we had an open table for "give away" literature on club activities, addresses etc, model building info., AMA literature, pamphlets etc.

The exhibit was viewed from 9:30 AM til 8:00 PM. We had a good crowd & it was received with great interest. Our club members were answering questions on every side. The interest cut right across all age brackets. There were many inquiries about our club, South Carroll Club & modeling in general in our area. Many questions about locations of model shops & supplies in the Balto Area. Many detail questions were asked about our displays. We were giving literature & info to folks even as we were packing up at the end of the show.

All in all, it was a good show & worth the effort.

You know you're over 60 when -

Your children start giving you advice. What's more, you're sometimes confused enough to follow it!

You've tried every diet that has come along for the last 15 yrs. & still you weigh too much!

I Can't Remember.....

Just a line to say I'm living
that I'm not among the dead
Though I'm getting more forgetful
and mixed up in my head
I got used to my arthritis
to my dentures I'm resigned
I can manage my bifocals
but dear God I miss my mind.

For sometimes I can't remember
when I'm standing by the stairs
Have I just gone up for something
or have I just come down instead
And before the refrigerator
my poor mind is filled with doubt
Have I just put food away
or have I come to take some out?

And there is time when it is dark
with my nightcap on my head
I don't know if I'm retiring
or just getting out of bed
So if it's my turn to write you
there's no need for getting sore
I may think that I have written
and don't want to be a bore

Just remember that I love you
and I wish that you were here
at now it's nearly mail time
so I'll say goodbye, my dear
There I stand beside the mailbox
with my face so very red
Instead of mailing you my letter
I have opened it instead.

ANON.

USING WORDS

Mister: When my girlfriend left on
vacation I really mister.

Question: What did the robot say to
the gas pump?

Answer: Take your finger out of your
ear and listen to me!

You know you're over 60 when -

You realize your house is too big for you.
Your friends are buying condos & moving to
the sun belt.

You can't remember when prunes, bran, &
figs weren't a regular part of your diet.

BOOK REVIEW

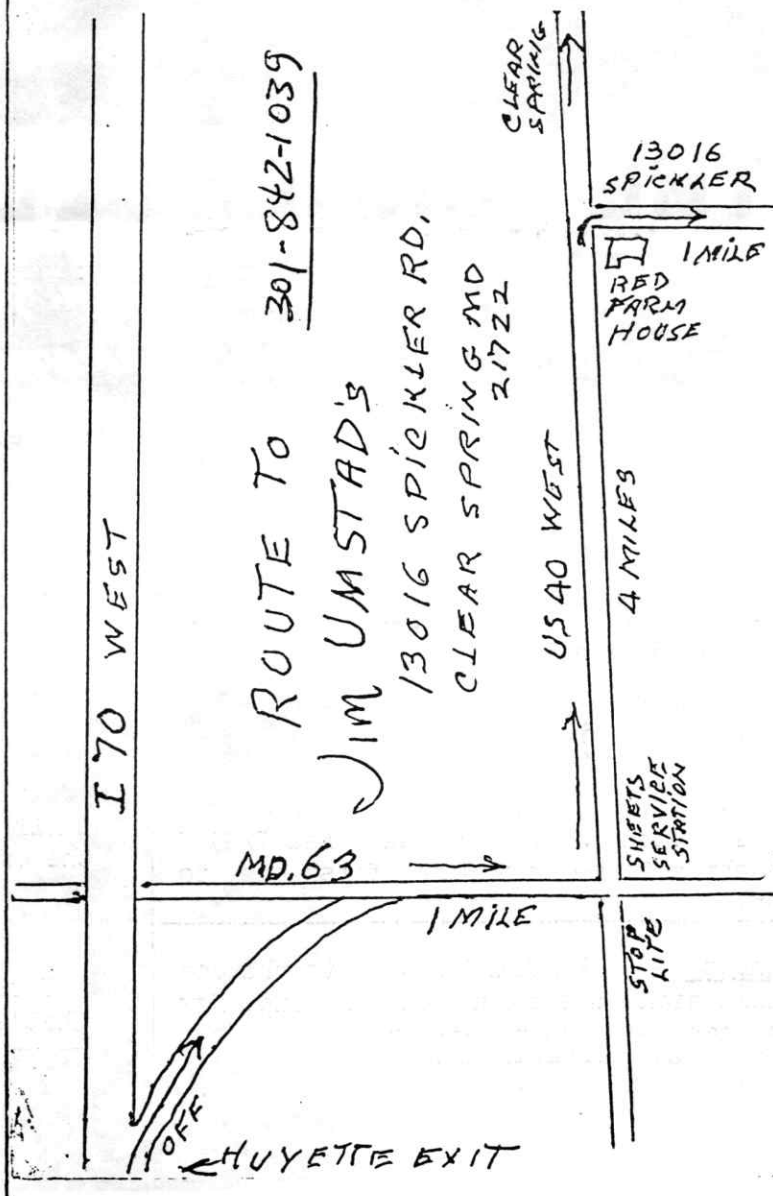
SHADOW FLIGHT by JOE WEBER

Here is an action packed story
about the theft of an Air Force B-2
bomber. What happened to it? How did
it disappear from a routine training
flight?

Author Joe Weber combines his
expert flying knowledge with
elements from strategic defense and
world affairs to build an explosive
story. To tell much more would take
away from the exciting suspense that
develops as the story unfolds. Once
you begin reading this book it will
be hard to put it down. Just tell
your wife that you'll be there in a
little while.

If you would enjoy reading this
one from my collection, just ask.

JRS

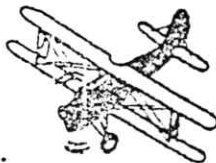


WAM FLIGHT INSTRUCTORS

If you need assistance to learn to fly or to check out a new model, contact your choice of instructors listed below. Remember, you must fit your time into their time. They are more than willing to help you.

Bob Allen - 876-3580

Lloyd Briggs - 833-7450



Ken Eckard - 549-6674

Frank Guiffre - 876-1304

Bob Jenness - 374-9628

Ray Miles - 781-4937

Roger Newcomer - 876-2641

Milt Peacock - 833-3122

Wendell Richards - 374-4970

Paul Schaffner - 429-1911

John Sterrett - 301-619-7345

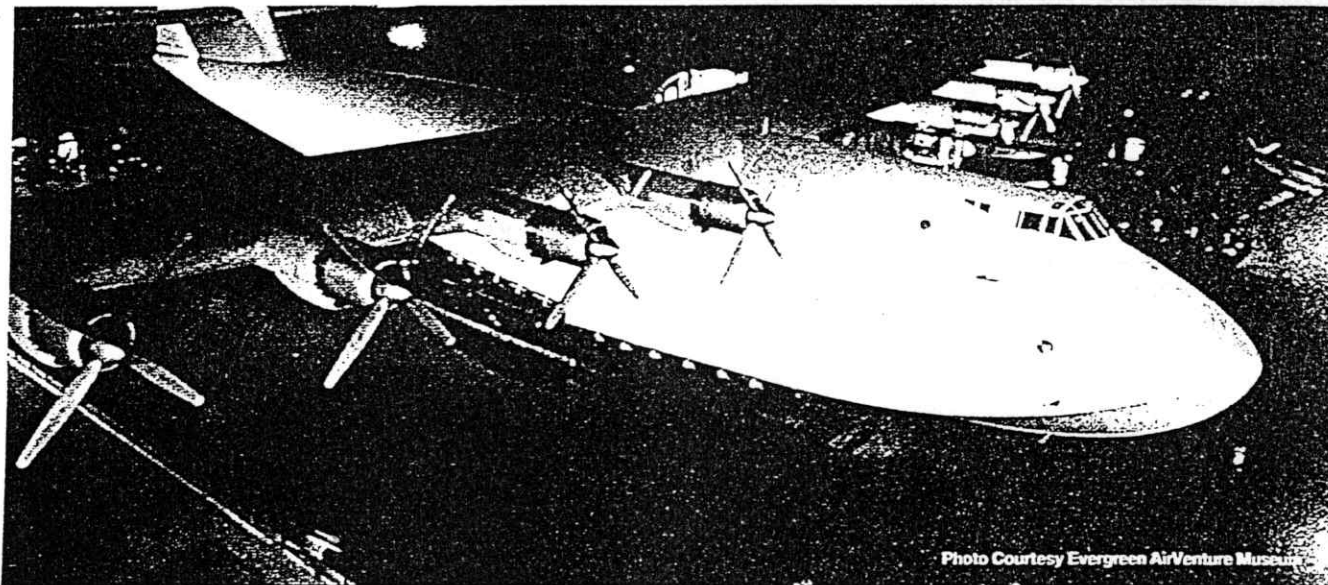


Photo Courtesy Evergreen AirVenture Museum

THE LONGEST LEG

The Spruce Goose Journeys To Its New Home In Oregon

By Penn R. Stohr

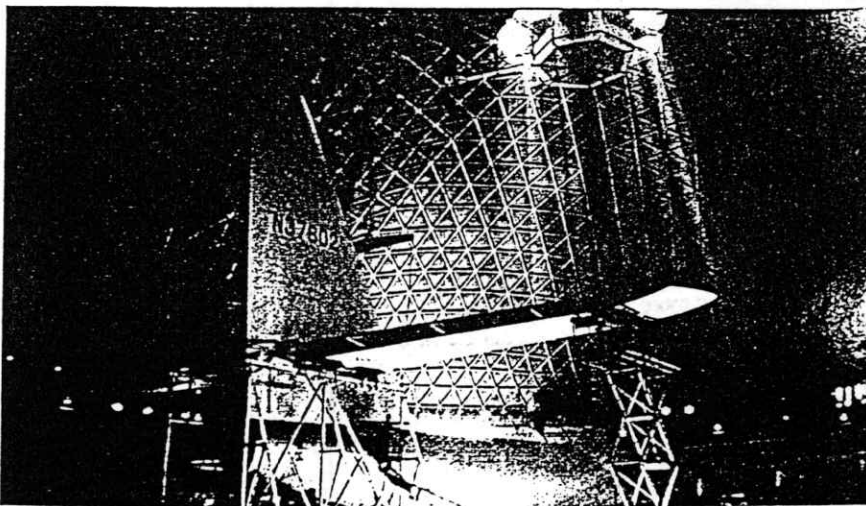
Evergreen AirVenture Museum
3850 Three Mile Lane
McMinnville, OR 97128
503/472-9361

Of all the great stories of aviation achievement centering around the Spruce Goose, perhaps one of the most interesting took place in the past year. Certainly the design and construction of the HK-1 Flying Boat, achieved in record time to meet the threat of German U-Boats, is a book-length story in itself, filled with aviation ingenuity and heroics. Then there's the legend of the man, Howard Hughes . . . individualist, genius, patriot . . . who directed the building of the largest plane the world has yet seen and piloted it on its first and only flight in 1947. After that historic event, the HK-1 was stored for over three decades and maintained in airworthy condition until, finally, in 1981 it was transferred to the Aero Club of Southern California. After spending nearly a decade on public display in a huge

aluminum dome at Long Beach, CA, the great wooden craft was awarded to the Evergreen AirVenture Museum. The Aero Club was looking for a custodian who would care for the bird, display it with dignity and, most important, move it out of the dome quickly. This is the story of how Evergreen accomplished the feat.

Once the award was made in July of 1992, planning began for moving the HK-1 from Long Beach to McMinnville, Oregon, future site of the Evergreen AirVenture Museum. The journey actually consisted of four distinct phases, each of which was a logistic and engineering feat in itself.

Towering 85 ft. above the keel, the height of the vertical stabilizer is equal to an eight-story building, or the entire length of a B-17 flying fortress. The flying boat's horizontal stabilizer totals 113 ft. in length - five feet longer than the span of a Boeing 727.



TO BE CON'T


From:
Alberto Nencioni
via Bronzino 1
20133 Milano
ITALY

To: Westminster Aeromodelers c/o Jim Garrett
1523 Hughes Shop Rd
Westminster
Maryland 21158

Milano, 11-10-1993

Sirs

I found your name and address in Model Airplane News, and I couldn't resist having a look at how other people in another Country live and enjoy my favourite free-time pastime.

First of all, my compliments for the safety-oriented approach USA modelists seem to have to model flying. I understand that reality is probably quite different, but it would seem that in your fields blood stains on props are an unlikely accident! I am a 42 years-old clinical advisor (that is, I organize and monitor clinical trials of new drugs), and I have a boy aged 10 and a kid aged 2 years and half. I live in Milan, in Northern Italy, and I started flying RC models after a near crash with a real glider (the towing hook snapped open at 60 mt instead of 550), so I decided it was better "being down there craving for being up there then being up there craving for being down there". Moreover, my first son had just arrived, and flying in Italy is a very, very expensive hobby. Modelism is not so cheap, either, but that's another story. Model flying in Italy is slightly different from USA, as far as I can see from magazines. Line-control has practically disappeared, and free-flying and rubber have become an elite specialization. Helicopter is the fashion, now. Large-scale is not so popular, due to limited flying spaces and small airstrips. Scale reproduction is appreciated by the public, like in USA, but really few people seem to have the time and patience to dedicate to building, and youngsters do not like planes very much.

I think that also the average plane is somehow different here and in USA. Italian modelers spend (or "invest", as we tell our wives) MUCH more in their hobby than many Americans seem inclined to do. Prices are much higher than in USA, so it doesn't make a great difference between buying economical engines and radios, or the more advanced models. ABC, Schnuerle porting, ball bearings are almost standard from .20's upward. We also tend to power our planes with the biggest recommended engines, so it is not necessary to "boost" them with nitro (5% nitro for a more reliable idle is all we generally need), and we like to treat ourselves well, with the result that Italian modelers buy and fly the latest, more advanced, most efficient equipments. Companies know that, and, as far as I can see from reading MAN, RCM and other magazines, many "announced" products are on sale here months before than in USA. Semi-scale models are very popular (Cessna 177, for instance), and the most popular size is 60-inch wingspan. Few modelist would dare piloting an ugly bird like the Hobbico Sturdy Birdy, in spite of its ruggedness, since a good look here is almost as important as flying qualities. AM radios are almost outdated, FM is normal, and PCM was growing strong, until modelers realized that both the "hold" and the "fail-safe" features are expensive and 99% of times useless gadgets, that fully justify the acronym "Per Cadere Meglio" (italian for "to fall better"). Small engines (like the 0.049 Cox) are for toys like the Cox free-flight 'copters, but planes under 1 mt are seldom built, and only for having some fun after dinner. Frequencies are not regulated, in Italy, that is, the Ministry of Radio-communications says only certified radios should be used, and owners should pay a tax, but the last approved radio was an AM Futaba, 15 years ago, and they seem not to have noticed that electronics have made a few progress since, so we use everything we can find on the market, mainly 72, 40 and 41 MHz, with some 75 and 29 MHz, either for planes, cars and boats (and we don't pay the tax). The 27 MHz is impossible to use, since CBs are abundant (mainly without license) and they often use 500- or more watts linear amplifiers, so when you switch on even a toy RC car with a 27 MHz receiver you often see the antenna turning red and swollen, and you don't know what it's going to happen.

I have (at the moment) 3 operative planes, a low-wing 2.2 mt. Taurus with an Enya 120 4-stroke for towing gliders (I also have talcum-bombs rails under the wing, just for joking), a 1.2 mt. old-timer powered by an OS 26 4-stroke and a 2 mt. motor-glider powered by an OS 1.8cc (that is for holidays on the mountains), plus a bunch of assorted Cox-powered free-flight "creatures". My radio is a Graupner/JR 347, that looks really exaggerated when I fly the 3 channel glider, but is completely operative on the Taurus (ailerons, gas, rudder, elevator, flaps, tow-release and bomb-drop). By the way, in Italy we normally have ailerons and GAS on the right stick, elevator and rudder on the left. Should you organize a meeting with Italian modelists, think about that, before exchanging planes!

I am a member of Gruppo Milano Est, a private flyer club, that is, not associated with the Aeroclub d'Italia, sezione Modellismo (AeCI), which roughly corresponds to AMA. We tend to mistrust official official associations and agencies, and with some reason, since AeCI is mainly concerned with membership fees and vicious fights over who's going the next vice-vive-vice-sub President, and doesn't give a damn about diffusing our beautiful hobby, say, in the schools. In fact, they screwed-up the World Championship (which then took place in Australia) only because they meant to squeeze some additional dollar from participants. The final result of this suicidal behavior is a sadly low number of modelers, and a common feeling that R/C planes are only expensive toys for half-nut adults with nothing more important to do in their lives.

My club is quite informal, so we do not have a newsletter or things like that: I would therefore glad if you could send me some info about what you do, your "social events", your everyday organisation, so that we can "steal" ideas for an even better enjoyment of our hobby. If some of your member feels like exchanging views (a grown-up version of a pen-friend) I would also be glad to answer.

Happy landings from Italy, and, while waiting for your kind answer, please accept my

best regards

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



To: John Schaffner
1811 Miller Rd
Cockeysville MD 21030

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

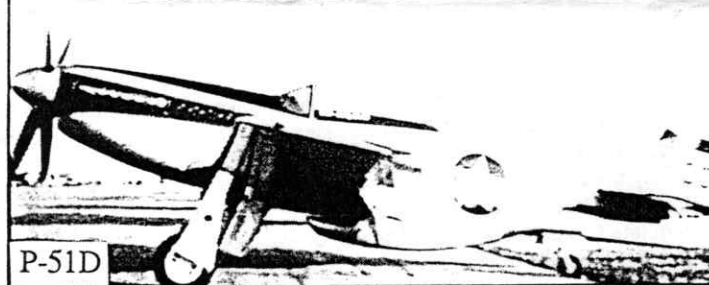
THE TALESPINNER

COMING EVENTS

- 2/27 MMA/AIAA High Sch'l. Challenge BMI 10AM
- 3/1 WAM Monthly Mtg. 7:30PM @ West'r VFW
- 3/2 SFP @ Mechanicsv'l. (its in West'r)
- 3/9 SFP Sandymount 9:30 AM
- 3/12 Flea Mkt Lebanon PA Fairgrounds 9AM
- 3/12 Auction - DCRC Rockville MD 10:30 AM
- 3/16 SFP Piney Ridge 9:30 AM
- 3/26 Flea Mkt Winchester VA 9 AM
- 3/30 SFP Elmer Wolf 9:30 AM
- 4/5 WAM Monthly Mtg 7:30 PM @ West'r VFW
- 4/30 DCRC Opening Day Germantown MD
- 6/4-5 MARC Show Timonium MD
- 6/4 DCRC Fun Scale Contest - Germantown
- 6/18 DCRC Helicopter contest
- 7-17 NSRCA Regional Pattern Contest @DCRC
- 8-11 DCRC Giant Scale Contest
- 9/3 DCRC Trainer Contest
- 9/10-11 Bealton VA Scale Contest
- 10/15-16 DCRC Helicopter Fun Fly & Contest

For additional info. about the Flea Markets / Auctions, call Lloyd Briggs 833-7450 or Milt Peacock 833-3122.

3/5 - Har Co R/C Flea Mkt, Bel Air



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THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

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 5, 1994

7:30 PM

West. VFW Hall

Volume 10 Number 3 March '94 AMA Chartered Club 336

Formed 1955

PILOT to CO-PILOTS - Pres. Eckard

Already its March & I still see signs of snow in the forecasts & mostly on the ground. Not much flying weather, well, or is it? Some people just can't get enough flying in. Bob Jenness & I just received our 2nd yr. "All Season Flyer" Emblems & Wendell Richards just qualified for his 1st. How? Well we fly off the ice, during the snow, & sometimes in quite cold weather, which all proved to be quite interesting & not only that it keeps the cobwebs off my radios & planes. Also my knees shake for another reason.

Even though winter is still here we can't forget spring is right around the corner & we have a new field to think of. Things like rolling the field, planting seed, locating flight stations, pit area, benches, assembly tables, & a safety fence. All these things take some time & able bodies to do the work. Some have already volunteered & if YOU would like to help please call me 410-549-6674. Your help will take some of the load off others.

Now that the minor things are out of the way we have the age old problem which I even hate to bring up, mowing the grass. This is a subject which has been kicked around dozens of times before with no real resolutions, just arguments about the price of grass cutting or that kind of mower, where to keep it, who's going to mow, @#%&!* so on & on. This is my opinion, & only an opinion. I think that this year we should pay someone to mow, even though it is costly money spent with no return. This is going to be a little shorter yr. for grass mowing since there is no grass yet & we can't get settled in a little & see what the neighbors responses are before we buy a mower, shed, supplies, etc. If anyone has any real resolutions, please bring them to the April

meeting & let us know PLEASE! All ideas will be

considered & my opinion can be changed. Enough of that. Pheuuuw!

I would like to welcome a new member to the club, Hoyt M. Bishop (Bish). May your stay with us be safe & enjoyable.

Well, that's all for now, while you're building your winter project, build straight, strong, & keep your fingers out of the glue.

See ya! - Ken.

A.M.A. ANNOUNCEMENT

1994 Eye Wear Program & Changes

Since 1991, AMA menb'rs. have enjoyed free participation in the Eye Care Plan of America (ECPA), a discount program for eye glasses & contact lens. This program will continue: however this yr. there will be a small enrollment fee. The benefits of this program far exceed the cost.

As in previous yrs, the plan is simple to use, no restrictions on selection or utilization of a supplier

You & your dependents can choose from a nationwide network of more than 6000 eye care professionals. You may purchase eyewear at savings of 20% to 60% below regular retail prices. In addition, you'll receive a 20% savings on contact lenses & sundry related items. Disposable contact lenses may also be obtained - a 20% discount will apply to your first 90 day supply.

To apply & receive your '94 ECPA mbrs'p. card, send check for \$7.95, payable to Eye Care Plan of America, 1811 S. Alma School Rd., Suite 285, Mesa, AZ 85210. Allow 3-4 wks. for processing.

AMA Member _____

Address _____

City, State, Zip _____

Date of Birth _____ Soc. Security # _____

I've used it & it does save \$\$ - Milt P.

- 1- Mtg. opened by Pres. Eckard @ 7:35 PM @ VFW. 22 mbrs. present + guest - Mike West.
- 2- Ken Davis reported on MMA mtg. Lots of flyers are braving the cold. Milt P. added there will be a Fun Fly & picnic @ Mayeski Park on May 15/94
- 3- Treas. Briggs reported on financial condition of club.
- 4- Ken E. commented that a decision will have to be made in the near future on how the new field will be mowed.
- 5- Milt P. reported 2 flea markets in March Mar. 5 Harford Co. & Mar. 26, Winchester.
- 6- Ed Goldman - mbrsh'p. app. rec'd. from Hoyt Bishop. Voted unanimously to mbrsh'p.
- 7- Ray M. reported that the Spiegel Field agreem't was completed.
- 8- Wendell R. had no safety/sound happenings to report - very little flying activity.
- 9- Ray M. rpt'd. the SFP is underway again. (see his column for dates. ED)
- 10- Milt P. would like articles for the T/S, especially from mbrs.
- 11- Discussed seeding & rolling the CCMA - also when & how to purchase a porta-potty.
- 12- Ken E. needs phone nos. & availability of instructors for the benefit of students.
- 13- Milt P. commented on several new products including a heavy duty starter for large engines.
- 14- Al T. requested that maps for CCMA be made available.
- 15- Al T. won the 50/50.
- 16- Mtg. adjourned @ 8:40 PM.- John S. Secty
- 17- The video tape produced by Robert Johnson of Car. Comm. TV Ch. 19 of the Aug. 15/93 F/F was shown at the end of the mtg. by Ray Miles. Everybody agreed it was well done.

COMING EVENTS

- 3/26 Flea Mkt Winchester VA 9AM
- 3/29 SFP - TUES Robert Moton 9:30
- 3/30 SFP Elmer Wolf 9:30 AM
- 4/5 WAM Monthly Mtg 7:30 PM @ West'r VFW
- 4/6 - SFP - Carrolltown 9:30
- 4/8-9-10 Toledo Ohio, Trade Show
- 4/27 - 5/1 TOP GUN Tournament - W.Palm Bch
- 4/30 DCRC Opening Day Germantown MD / FL
- MAY 3 - WAM Monthly Mtg. 7:30 VFW
- 5/21 - Mid Atlantic Model Car Show & F/M @ Days Inn - Timonium
- 6/4-5 MARC Show Timonium MD
- 6/4 DCRC Fun Scale Contest - Germantown
- 6/18 DCRC Helicopter contest
- 7/16-17 NSRCA Regional Pattern Contest @DCRC
- 8/20 DCRC Giant Scale Contest
- 9/3 DCRC Trainer Contest
- 9/10-11 Bealton VA Scale Contest
- T/S Mar/94

Well folks here we are the first of March & ole man winter has yet another blast of his worst for us, makes you wonder if this weather is ever going to improve, Maybe next week - - - !

I was fortunate enough to go to the WRAM show in NY this yr. along with some fellow club membs. & aside from 2-3 million people, I got to see some pretty neat stuff. (well maybe it was only 1 million people)

It's always interesting to meet people face to face after you have talked to them many times over the phone, funny how they never look exactly the way you imagined.

The same thing can be said for some of the equipment you have only seen in a magazine ad & this is especially true of some of the 1/4 scale & larger model planes. This trip is well worth the time & cost for anyone wanting to compare parts, models etc. & if you look things over carefully, you can get some really good buys. You may also see some gadgets & goodies you didn't even know existed. Bob Allen & I had a chance to see how far "Just around the corner" was while looking for an outside sandwich shop. As near as we could guess, that amounted to 2 1/2 mi., give or take a couple of red lites. (& we were walking) Ken Eckard was also along on the trip. We were on the chartered bus tour that was in the flyer & the trip up & back was not bad at all considering the distance, & the bus did have 3 TV monitors showing flying videos & moving the whale way, maybe next yr. we could have more club members go along.

Now to talk about something I'm supposed to, one of the most useful things I have bought for awhile is a box of latex gloves. You can wear them while using all kinds of solvents such as acetone, alcohol, xyhol, lacquer thinner & even gasoline without melting or dissolving them, or you can use them while holding small parts to be painted, keeps your hands clean & you can just throw them in the round file when you are done with them & the best part is, they only cost about \$6/100 at BJ's or any other whale sale store.. I can tell you first hand what some of those solvents can do to your bare hands & Lord knows what else.

Well, I think Milt's about to get the axe out so before he starts chopping I'll just say - STAY SAFE & SOUND!

[ED: I wouldn't chop ya! Do you think for a minute that I don't appreciate your imput?]



WESTMINSTER AERO MODELERS
1994 Roster Mar. 1, 1994

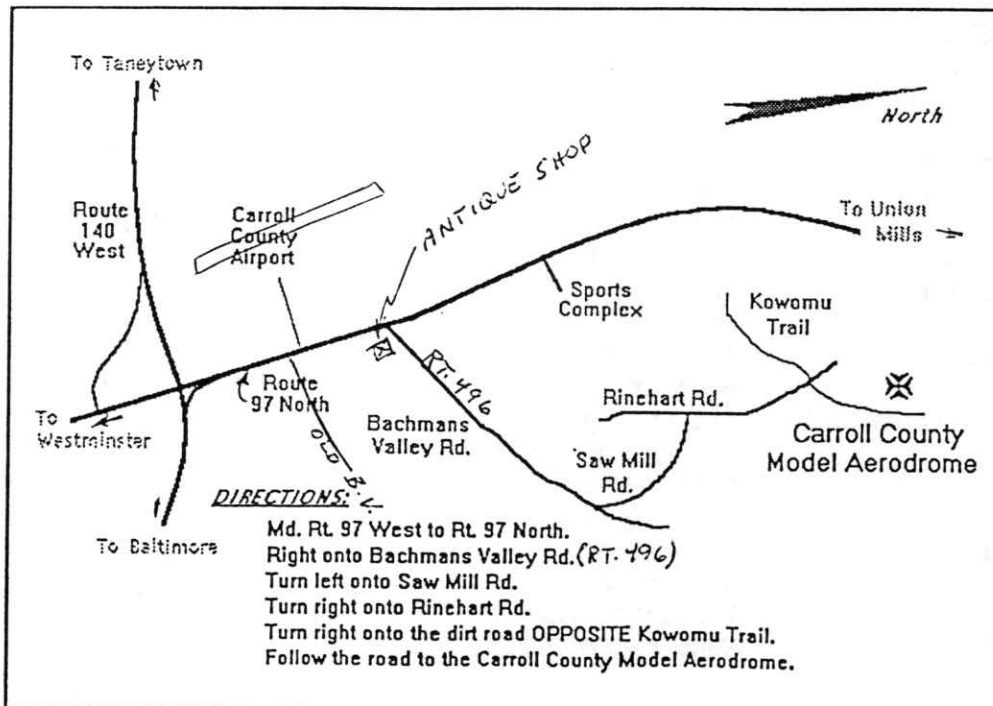
Pg 1 of 2.

Jr = thru 15 yrs. ()
Sr = 16 thru 20 yrs (As of Jan 1)
Open = 21 thru 59 yrs (each year)
SrCz = 60 plus ()
ASO = Associate Mb'r. NO AMA)

Mbr. Type	Name & Phone #	Address	AMA #	DOB	Joined
O-	ALLEN Robert L (Marylyn) 876-3580 INSTR	249 Stacey Lee Dr West'r MD 21158	273370	08/01/55	08/88
SC-	BERWAGER Donald 876-5527	2702 Sykesville Rd West'r MD 21157	51978	06/05/32	10/78
SC-	BISHOP Hoyt M (Betty) 840-9589	719 Snow Fall West'r MD 21157	2272	09/23/33	03/94
O-	BORGEALT Brian J 239-8278 w-561-2655	3535 Carrollton Rd Hampstead MD 21074	487032	08/16/47	08/93
O-	BOWEN Ronald (Rose) 833-4391	820 Suburban Rd Reist MD 21136	277622	02/20/34	10/88
SC-	BRIGGS Lloyd O (Phyllis) TREAS 833-7450 INSTR	915 Lindellen Rd Reist MD 21136	14702	03/15/32	10/81
O-	DAVIS KENNETH J (Pat) VP 876-1116	2228 Old Washington Rd West'r MD 21157	226528	11/18/51	02/87
O-	DAVIS Phillip J (Cindy) 581-5797 w-363-9059	12213 Faulkner Dr. Owings Mills MD 21117	447686	08/29/56	07/93
O-	ECKARD Kenneth D (Deborah) PRES 549-6674 w-751-1300 INSTR	726 Oaktree Rd West'r MD 21157	428037	05/05/57	02/92
O-	EDDY Marvin E (Sandra) 857-0147 w-789-8762	1142 Humbert Schoolhouse West'r MD 21158 Rd	416204	04/21/47	08/93
O-	EDDY Sandra L (wife of above)	Same as above	416205	10/08/47	08/93
O-	GARRETT James P (Katherine) 876-0428 W-597-6813	1523 Hughes Shop Rd West'r MD 21158	163412	09/05/52	10/89
O-	GIUFFRE Frank R 876-1304 INSTR	1907 Suffolk Rd Finksburg MD 21048	379031	05/16/59	09/90
O-	GOLDMAN Dr Edward M (Ann) 848-3835 W-876-3750	16 Kalten Rd West'r MD 21158	210728	11/24/43	02/87
JR-	GOLDMAN David (dad-Ed) same as above	(Jr mbr)	450812	08/31/78	01/90
SC-	HASERT William J (Pat) PROPERTY 833-7271	115 W Chestnut Hill Rd Reist MD 21136	54961	08/27/25	09/80
SC-	HUNTER Robert (Shirley) 486-5710	814 Templecliff Rd Balto MD 21208	71169	08/03/22	08/77
O-	JAKUBS Richard D. (Shirley) 857-9889 w-424-0686	538 Congressional Dr West'r MD 21158	373223	06/29/45	10/91
O-	JAMES John W. (Pam) 876-3141 W- same	2911 Constellation Way Finksburg MD 210484	336700	06/12/62	08/89
O-	JENNESS Jr Robert C (Teresa) 374-9628 W-717-235-8344 INSTR	1619 Packard Dr West'r MD 21157	342818	10/10/54	06/91
O-	KENNEY David G (Sharon) 484-5054	22 Waldron Ave Balto MD 21208	304359	10/06/55	11/88
O-	LEHR James T (Katie) 717-633-7624	115 N Franklin St Hanover PA 17331	360818	08/24/63	03/90
SC-	LORDITCH Joseph J (Shirley) 876-0713	424 Sawgrass Ct West'r MD 21158	428210	04/20/31	01/92
SC-	MILES Jr Raymond K (Concetta) SFP 781-4937 W-795-2447 INSTR	6761 Marvin Av Sykesville MD 21784	82210	09/92/28	01/72
ASO-	NELSON Donald (Carol) non-pub phone	1831 Nelson Rd. West'r MD 21157	NONE (was 21444)	01/31/45	1955
O-	NEWCOMER Roger D 876-2641 INSTR.	225 Stacey Lee Dr West'r MD 21158	339014	10/23/51	10/89

SC- PEACOCK C Milton (Joyce)	2313 Da Lib Rd	2505	04/28/24	08/82
AMA Rep & T/S ED 833-3122 INSTR, BD.Mbr. Finksburg MD 21048				
O- POPP Edgar J (Carolyn)	4 Stitchberry Ct	72294	11/11/34	??/76
833-6426	Reist MD 21136			
O- RICHARDS Wendell D (Jane)	4123 Black Rock Rd	433093	11/23/40	04/92
SAFETY 374-4970 w-239-7761 INSTR	Hampstead MD 21074			
O- ROSSI David J (Sandy)	2107 Ebbvale Rd	374541	07/16/45	08/90
239-7507 W-666-9845	Manchester MD 21102			
SC- SCHAFFNER John R (Lillian)	1811 Miller Rd	317152	08/11/24	04/89
584-2754	Cockeysville MD 21030			
O- SCHAFFNER Paul M (Carol)	4915 Piney Grove Rd	260761	07/23/57	04/89
429-1911 INSTR	Reist MD 21136			
SC- SCHOLLIAN George L (Dell)	1255 Carrolllyn Dr	387267	01/02/19	08/91
848-0542	West'r MD 21158			
SC- SMITH Jr Walter A (Rosalie)	12 W Middle Grove Ct	424577	02/20/27	09/91
875-5320	West'r MD 21157			
O- STAHL David M (Shirley)	2245 Cape Horn Rd	335190	08/15/58	08/89
239-2315	Hampstead MD 21074			
SC- STERRETT John P (Julia) INSTR	11935 Beaver Dam Rd	54611	12/14/24	08/93
SECTY 775-0296	Union Bridge MD 21791			
O- STRICKLAND Leonard G (Carol)	639 Littlestown Pike/Apt B	382209	06/14/60	10/90
857-9217 W-876-8000	West'r MD 21157			
O- TAKATSCH Albert (Theresa)	112 Stonegate Dr	86929	07/11/55	09/93
301-694-7535	Frederick MD 21702			
SC- UMSTAD James (Janet)	13016 Spickler Rd	13410	01/04/25	08/85
301-842-1039	Clearspring MD 21722			
O- WALKER Joseph S (Jeanne)	807 Velvet Run Dr	201436	01/06/54	09/89
876-6921	West'r MD 21157			
O- WELLING William (Wilma)	635 Ridge Rd.	153674	01/18/34	08/86
876-3730	West'r MD 21157			
O- YACHERA Michael (Sherry)	2612 Cedarhurst Dr	431784	03/03/53	02/92
239-6235 w-795-5900	Reist MD 21136			

42 Mbrs Mar 1 /94



PLEASE keep me advised in any change in your listing. Milt P. 833-3122

SCHOOL PROGRAM- Ray Miles

The schedule of classes for the balance of the school year have been sent to both Richard Soisson and to the The Commissioners. Both had expressed an interest in attending. Commissioner Dell has committed to attend a future class. R. Soisson will also attend a future class.

Scheduling for April is as follows

WED.	April 6	Carrolltown E.	9:30 A.M.
"	"	13 Charles Carroll E.	" "
*TUES.	"	19 Friendship Valley E.	" "
WED.	"	20 Spring Garden E.	" "
"	"	27 William Winchester E.	" "

NOTE: Starred date is on a TUESDAY. We have 2 or 3 of these due to testing during 2 weeks in the Spring. We're in big trouble if we run into any Wed. SNO-DAYS that would have to be re-scheduled.

COUNTY.- Ray Miles

At our last 2 club meetings we reviewed the changes to be made on the field "Agreement". Those corrections were made as read to you. We have received the finalized copy of the Agreement. One copy will be placed in the club files and I will retain another. It has been done. Thank you letters have been sent to all parties involved that enabled this to come about. According to R/S everything is quiet as far as we are concerned. If we continue to concentrate on the lowering of D/Bs, as I know many of you have, it should remain quiet once we begin flying this Spring.

THIS AND THAT- Gabriel Gabgetter

Sources have informed me that there has been a frenzy of building going on as a result of all the rotten weather lately. I hope the SKY is big enough for all the new fleet. Hope you all enjoyed the T.V. splash. Robert Johnson did one bang up job that day, I think we all would agree. Viewing oneself is the pits though! Leaves a lot to be desired. I have been told that if anyone wants a copy of that tape there are 2 things you can do. If you have a V.C.R. and subscribe to Carroll Cable, you will have many opportunities to copy it. Scheduling will be done during the Spring, and Air times are listed in the C.C. Times T.V. Guide. OR, if you supply a blank tape to Ray M. he will copy it for you. The Schedule is also listed in the Fri. Evening Sun.

One possible use could be for P.R. purposes if ever the occasion arose.

Ever noticed in many of back issues of the T/S it keeps referring to--- "if you'r over 65"?-- Some is and some isn't, but those that is --- I forgot what I thinking, I think?????????

WORD USAGE: Cantaloupe--- "I forgot to bring

the ladder so I guess we cantaloupe!!
typewriter, doesn't have any exclamation key, and I've always got exclamations....

DID YOU KNOW:

In 1936, Italo Balbo led a squadron of 25 Savoia Marchetti Flying Boats from Rome to the Chicago Worlds' Fair. One plane was lost on the way over. All flying was done in close formation, quite a feat in those days. One ship was lost on the return voyage. As a result of that event, Mussolini made Balbo his Air Minister.

Up until about 1939 Italy had one of the finest Air Forces in the world.

Mussolini thought Balbo posed a threat to him, so he banished him to Libya as Governor of that territory. On a flight in that Country he was shot down and killed by Italian anti-aircraft fire, supposedly on the orders of Mussolini. That was never proven, but an interesting end.

SHORTEST BOOK IN THE WORLD "Italian Air Aces"

MD. MODELERS ASSN. RPT. - Ken Davis

BASS Club has been flying every week at Stella Maris. What a brave bunch!

HAR. CO. having a flea market on Mar. 5 at the Belair Middle School = 9-noon. On Aug. 6 they are having a Giant Scale Fun Fly @ HCRC. MEADE Modelers still have no permanent field but have a farm available to use.

SUNDAY FLYERS also flying off the snow & braving the cold.

Our field standing was explained at the mtg. & we have been extended a welcome to fly at another field until ours is flyable which brings a total to 3 = South Carroll, Hanover Flying Fools, & South West Area Park. We thank these clubs for their invitations.

3rd annual 2-bit Picnic & Fun Fly at Mayeski Park - May 15. more details later.

WELCOME NEW MEMBER - ED

Hoyt Bishop was voted into membership at our last mtg. He is also a member of Howard Co. R/C and has been the CD of their Scale contests at Bealton VA. [ED: I'm not sure he is an asset. We have had SNOW & COLD since he moved to West'r. Hoyt, you could have left that in Balto. Co.] I won't say it here but - look in the new roster & see what road he now lives on. Doesn't that tell you something? All kidding aside, welcome to WAM.

Aviation pioneer can't be grounded

At 82, he's running 3 Cuyahoga airport firms

By GRANT SEGALL

PLAIN DEALER REPORTER

RICHMOND HEIGHTS

The boss has a 9-by-10-foot office with two doors, usually open.

"I want to know what's happening," he says above the clatter of a printer in the next room.

At 82, Forest S. Beckett works about 10 hours a day running three aviation businesses at the Cuyahoga County Airport.

They're much smaller than the business he sold at 65, which newspapers of the day called the world's largest fleet of corporate planes. But the new businesses are big enough to keep him busy.

"I just like to work," he says.

For decades, Beckett has put lofty people in the air. He trained broadcaster Arthur Godfrey to fly a twin-engine plane around the world in record time.

He upholstered a plane for Canton magnate Henry Timken with leopard skins from one of Timken's safaris. He sent a plane last Monday to pick up Tip O'Neill's survivors after the congressman's funeral.

When not flying notables, Beckett has sat with them on civic organizations, such as President Richard M. Nixon's energy commission, the Ohio Aviation Board and the Cleveland Clinic board. He recently helped the Clinic get a \$500,000 federal grant to study pilot error.

But Beckett tries to keep his feet on the ground. His office has fake wood paneling, thin carpets and little decor. Torn-out press clippings about his feats lie loosely in a folder, with no protection against aging.

Beckett never forgets that he broke into the transportation field by pumping gas. He was born in



PD/MIKE LEVY

FOREST S. BECKETT: Still a leader in aviation at 82.

Youngstown and graduated from high school during the Depression. He took \$150 he had saved up from night jobs, borrowed another \$150 from his grandmother and bought a gas station.

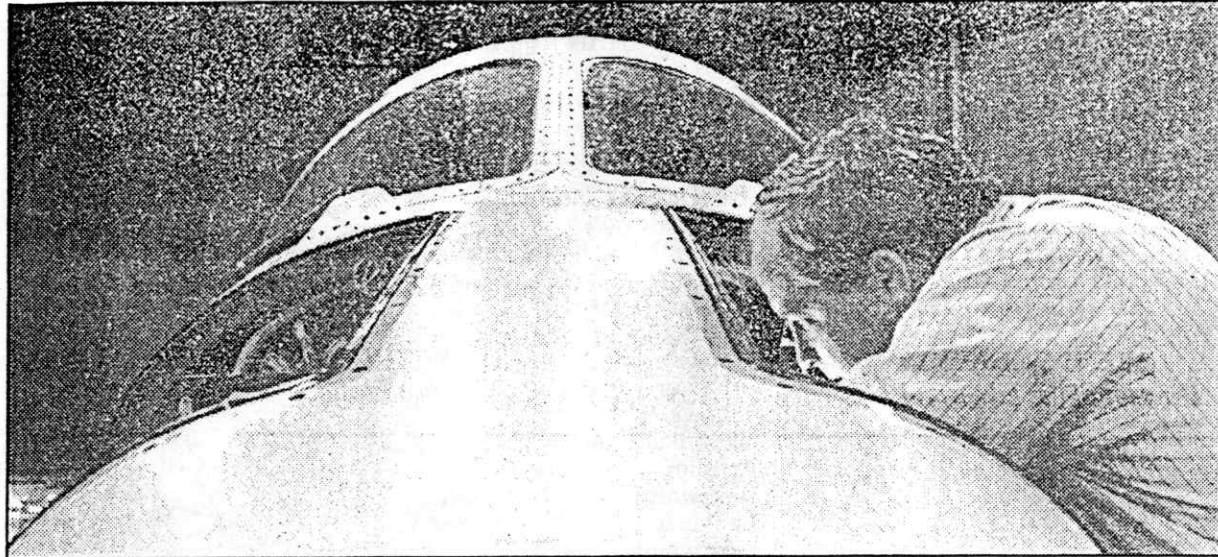
The business went well, except for a barnstorming pilot who ran up \$65 in credit. Beckett asked to be repaid in flying lessons. The pi-

lot complied. But the debt just got bigger.

"He started borrowing 5 or 6 bucks from me every time I went out," says Beckett.

So Beckett bought his own plane. Two months later, the hangar burned down and the plane with it. He bought another plane. World War II broke out, his airport

Contributed by my RELIABLE REPORTER - John Schaffner



PD/MIKE LEVY

Ken Lastafka, one of Beckett's 50 workers, helps repair a Mitsubishi Diamond.

Beckett built a network of more than 70 planes, 200 employees, 6 million miles of flight per year and \$16 million in annual revenues at eight airports around the country, including Cleveland Hopkins International.

closed, and the Army Air Forces wouldn't accept bespectacled pilots such as Beckett.

Undaunted, he trained flight instructors for the military and created two aviation businesses: Youngstown Airways, based at his city's new airport, and Beckett Aviation, which sold small planes, mostly to corporations.

Some prospective buyers were leery of owning something they didn't know how to use or maintain. So Beckett began to supply pilots, mechanics, even a private weatherman.

Other prospects couldn't afford to buy planes. So Beckett began to lease the aircraft.

These methods, new to aviation, helped Beckett build up a network of more than 70 planes, 200 employees, 6 million miles of flight per year and \$16 million in annual revenues at eight airports around the country, including Cleveland Hopkins International.

At 65, Beckett sold his operation to one of its customers, the Chesapeake & Ohio Railway. He continued to run it for a few years, grew disenchanted with Chessy, retired, built a big house in Florida, entertained famous friends and got bored.

Meanwhile, Chessy sold off the business piecemeal. "Everyone wound up without a job," Beckett said.

So he gradually launched new businesses and rehired many of his old workers. The businesses — Lease-Air, Eagle Aero and Beckett Enterprises — are based in two sprawling hangars at the county airport, with a one-man branch in Toronto. They provide planes, pilots, parts and more.

Beckett won't say how big his sales are today. "We used to be the biggest. Now we're the best."

He owns six planes and employs about 50 people, who say they like their boss.

"He is demanding. He is meticulous. He is really preoccupied with safety. And, if you've been loyal and straight with him, he will absolutely crawl way out on a limb with you," said Ed Covington, a Clinic psychiatrist hired to counsel Beckett's workers.

Covington said Beckett had personally brought workers to alcoholism units, made sure they stayed there and gotten their families involved.

Beckett is also a bug about safety. He said his fleet had had only two crashes, both in the early

years, and that it was the nation's first approved for Category 2 landings: under a 100-foot cloud ceiling and a quarter-mile visibility.

Many other fleets, from the White House to Scotland Yard, have sent observers to study Beckett's methods.

Beckett says his life is mostly work. He is an only child with an only child and an ex-wife. He gave up flying years ago because he was too busy helping others fly.

He spends weekends in Youngstown and weeknights in an apartment across from the airport.

But he makes time for civic activities. He helped found the Mahoning Valley Economic Development Council and the Youngstown Edison Incubator Corp., which helps small businesses begin.

"I hope I have half his energy when I hit 40," said Mark Brown, general manager of the Youngstown Vindicator newspaper, who works with Beckett in many projects.

Covington said Beckett led him on a whirlwind tour of several East Coast cities to set up the study of pilot error.

Beckett has hearing aids, artificial heart valves and a pacemaker, but said his health was fine. Even when it's not, he keeps working. Eighteen months ago, after the pacemaker operation, he got a semi-private room, replaced the second bed with a desk and ran the business while recuperating.

Con't. from Feb. Talespinner=

Without successful solutions to each of the four challenges, the move would have been impossible. First, the Hercules had to be dismantled and protected for shipment and storage; second, it had to take an ocean voyage of almost 1,000 miles from California to Astoria, Oregon, then up the Columbia River to Portland; third, there was a voyage up the Willamette River to a landing close to the museum site; and, finally, the behemoth had to be drawn up from the river, then hauled over narrow secondary roads for 7.5 miles to the McMinnville Airport.

The disassembly of the Spruce Goose took place, in a sense, just in time. Several of the engineers and workers who had cut their aviation teeth with Hughes in the 1940s assembling the HK-1 were still available to assist in planning the reverse action. Beginning in August, the eight 20 ft. diameter, 4-bladed propellers were disassembled and removed. Next, each of the eight Pratt & Whit-

ney R-4360 engines was removed. Each 28 cylinder radial, the largest piston engine ever produced in quantity for aircraft use, is capable of producing 3,000 horsepower. After the props and engines, the next component to be removed was the tail cone; then the 23 ft. long pontoons. Evergreen engineers examined the insides of both pontoons to confirm a long-standing rumor. Yes, Mr. Hughes really did direct that each pontoon be filled with beach balls to improve flotation. They were still inside.

The following week the forward wing fairing and wing tips were re-

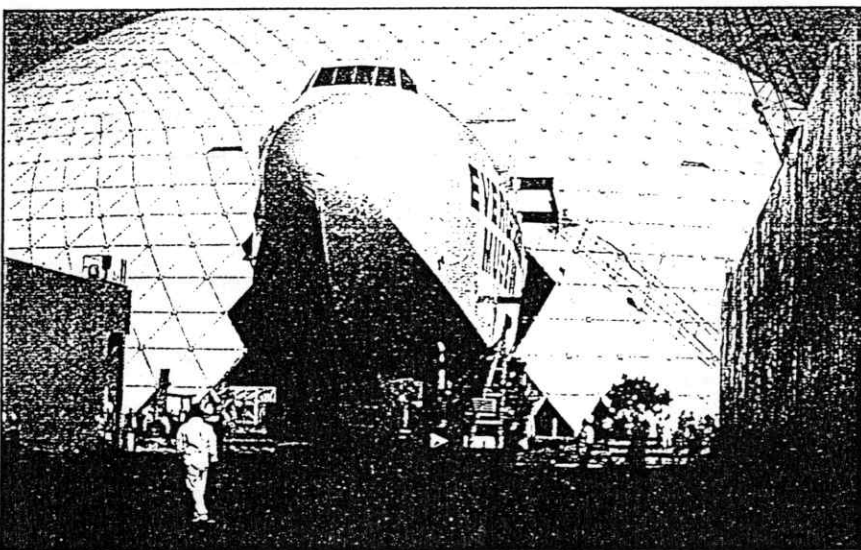
moved, followed by the flaps (74 ft. long), elevator (each half 52 ft. long), rudder (48 ft. high) and ailerons (each 71 ft. long). The easy part was now over, and already a month had gone by. The engineering team then began preparing the jigs and slings that would allow them to begin removing the huge structural members.

On September 18 the vertical and horizontal stabilizers were removed. Moving an 85 ft. tall vertical stab was the equivalent of crating an 8-story office building that weighed in at 5,000 pounds. The horizontal stabilizer alone beats the wingspan of a Boeing 727 by five feet (total span: 113 ft.). The wings, each 159 ft. long, 13 ft. thick at the root and weighing 45,000 pounds, were removed the next day. The major components were now separated and ready to be packed for shipment. To protect against weather during the ocean voyage and storage phases, each major part was shrink-wrapped with white plastic sheeting. The fuselage

© Fritz Von Tagon, Evergreen AirVenture Museum



Chairman and founder of Evergreen International Aviation, Delford M. Smith, who acquired the Flying Boat for display in the new Evergreen AirVenture Museum.



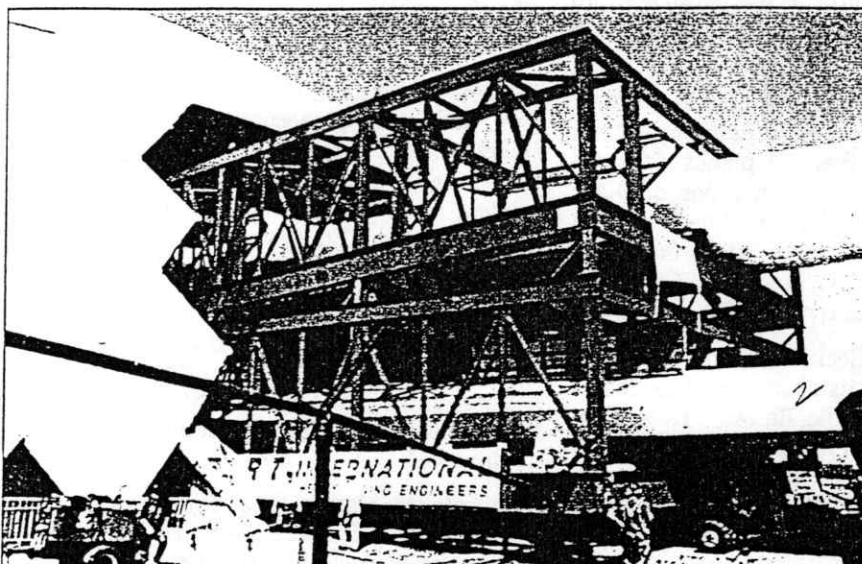
(Above) The Walt Disney Company created a 60' by 60' opening, the largest possible without endangering the stability of the dome. The huge fuselage cleared with only inches to spare

was a 2-day job for 12 workers who managed to drape over it a 64' x 200' sheet, weighing 600 pounds.

The packing consisted of structural steel cradles which served as handling points, protection for the airplane parts, stacking containers and, later, the structure of the storage building in Oregon. Each wing cradle was 50 ft. wide, 160 ft. long and nearly 40 ft. high. The steel used in each wing cradle weighed in at over 100,000 pounds. All was ready at last for the second phase, the ocean voyage.

(Below) The huge wings and cradles, stacked one on the other, created the heaviest pieces to be moved, just clearing the dome.

© Andy Witherspoon, Evergreen AirVenture Museum



M.M.A & A.I.A.A.
Electric Aircraft Cargo Competition
William Hasert - reporter

When you read Howard Crispins D/4 column the Apr. M.A. you noted the reference to this competition [Also in Feb.T/S] It was the 93/94 High School Engineering Challenge held at the Balto. Museum of Industry, Key Hwy., Balto. on 27 Feb/94.

The event was sponsored by the Museum, Engineering Soc. of Balt, American Inst. of Aeronautics & Astronautics & Md. Modelers Assn. jointly.

The competition was open to all High Schools in the state & was started in Oct./93. They were given the electric motor to be used by all teams, informed as to various building mat'ls. & the size model permitted. It must fit in a 3'x3'x2' box. No kits were allowed & the teachers were shown conventional designs but original designs by the students was encouraged.

The big day arrived & I had to see what the kids came up with, so its off to the museum @ 9:30 AM. The six teams entering the event, both boys & girls, were hard at work by 10:00 AM. With the exception of one aircraft, all were original designs, 5 were tractor type & one was a twin boom pusher.

The teams were:

- 1- Glen Burnie HS - 2 student team
Stick model w/LG, 30" ws, wide chord
- 2- High Point HS, Beltsv'l., 4 student team
Stick model w/pylon wing, 24"ws & narrow
- 3- Leonardtown HS, St Marys Co. 2 on team
Twin boom pusher w/narrow tapered 30" wing, covered w/clear saran wrap.
- 4- Kennedy Krieger Middle Sch. Balto.- 2 on team. Well built but heavy, not original design, built up box fuse. 30" polyhedral wings. Looked like "Peck-Polymers" 28" "One Niter".
- 5- Loch Raven HS. Bal. Co. Boy & girl team.
Tractor type built up fuse. 30" tapered wing, no LG & was to be launched from a elect. driven dolly. (car)
- 6- Douglas HS - Bal. 2 girls & a boy team.
Profile fuse. w/24" narrow wing. Good design but rough const.

There was a lot of excitement, enthusiasm & nervousness by the teams as the first round of competition started. There were 5 judges, one of which was Milt Peacock. They would monitor the flying competition, listen the oral presentation, & evaluate the written reports. Charlie Hughes, Har.Co. RC MC'd the event. Jack Lohene, of AIAA, assisted & weighed the models. The teams were given 2 tries to qualify each round.

To qualify the model had to ROG & fly one lap on a 20' tethered line. - -

- 1- Glen Burnie's had good ground speed but didn't lift off however after some adjustment did fly on the 2nd effort.
- 2- High Points lifted very quickly & after several laps climbed too high, went into "free flight" causing a crash & wing damage. The team had repairs made in time for the cargo lift. A great effort by the team.
- 3- Leonardtown's entry, the pusher, could not get up speed & after losing a wheel did lift off & qualify but very low altitude.
- 4- Kennedy Krieger failed on 1st try but on 2nd effort did become airborne.
- 5- Loch Ravens boy/girl team tried to get their plane off by using a R/C car as a launch pad. Great idea to reduce weight on the plane but the combo was too slow to be effective. They only made 1/2 lap & quit.
- 6- Douglass had problems with the wiring & after repairs still was too slow to lift off & only made 1/2 lap & failed to qualify.

2nd round - 1/3 weight lift

High Point flew a strong level flight of many laps showing little effort to do so.

Glen Burnie lifted off well for a good flight of many laps.

Kennedy Krieger's entry couldn't attain enough speed to produce enough lift to fly. The 2nd effort was no better.

Leonardtown's pusher also had trouble. Not enough speed to lift off & even on the 2nd try failed to get airborne.

It was now between Glen Burnie & High Point. [Tension grows!]

3rd round - now it's 2/3rds the wt.

High Point had no trouble lifting off for successful flight. Many laps again.

Glen Burnie also lifted off well but struggled to retain altitude.

4th round - HEAVY

On this final round High Point lifted off with 85 grams of cargo. It didn't have much altitude but maintained it for several laps before landing as the WINNER

Final scoring, total of oral, written & flight, resulted as follows -

- 1st - HIGH POINT H/S - Beltsville
- 2nd - LEONARDTOWN H/S - Eastern Shore
- 3rd - GLEN BURNIE H/S - AA Co.

Charlie Hughes presented the "JOHN HAMBLETON TROPHY" to the "High Point Team" & they will again be recognized at a formal dinner in near future.

The Navy Middies assisted in other activities as well. Some of these kids are very talented & we wish them well. This event ended with a lot learned by all & with a "WAIT UNTIL NEXT YEAR" in mind.

CLUB OF THE MONTH



WESTMINSTER AERO MODELERS

c/o Milt Peacock, 2313 Da Lib Rd.,
Finksburg, MD 21048

This month's honor goes to the Westminster Aero Modelers for their informative and entertaining newsletter, "The Tailspinner." In the December issue, they mention everything from payment of dues to a School Flight Program (SFP). This six-year-old, club-sponsored program is helping to promote the sport to youngsters, and so far, it has touched the hearts of more than 13,000 kids nationwide. Club member Ray Miles says that the program's success is partly due to generous contributions from companies such

as Lanier RC. When he saw an ad by Lanier illustrating "The World's Largest Rubber Band," he wrote to Lanier's Bubba Spivey and told him about six schools in which he and the kids aren't allowed to fly R/C airplanes. Ray writes, "A few weeks ago, that 'kit' arrived via UPS.... It's a 6-foot-span Styrofoam ARF. The rubber is enclosed in a 3/4-inch metal tube with the prop and spinner as one unit." Ray also credits the program's success to the diplomatic efforts of club newsletter editor Milt Peacock.

The pages of this newsletter are filled with humorous quips and quotes. There's a word puzzle, a David Letterman-style "10 Reasons to Fly Safely," a "For Sale" section, helpful modeling tips and a "Safety" section in which flutter is discussed. There's even a portion of a travel log from club member John Schaffner's European trip. He writes about his unforgettable experiences during his trip to London and other parts of England.

Congratulations to the Westminster Aero Modelers club for its soup-to-nuts newsletter! We wish them continued success with their SFP, and we hope that they enjoy their two subscriptions to *Model Airplane News*. It's an award that's well-deserved. ■



"Okay, here's our flight plan."

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



To:

John Schaffner
1811 Miller Rd
Cockeysville MD 21030

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

THE TALESPINNER



THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

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 3, 1994

8:00 PM

West. VFW Hall

Volume 10 Number 4 Apr '94

AMA Chartered Club 336

Formed 1955

PILOTS to CO-PILOTS - Pres. Ken Eckard

Well another month has passed & finally the snow has vanished, Thank God!

The days are getting longer, warmer & things are beginning to green up, well, all except at the field. After a brief visit, the only thing that seemed to be growing was a nice crop of stones & deer tracks. After no signs of grass or even grass seed, some of us took the liberty of spreading 150# of seed & fertilizer, some of which was donated by Wendell Richards who also rolled the field with his tractor. Thanks Bob Allen & I spread the seed & then acted as an extra weight on the roller. (I won't say who did the better job) All in all it didn't look too bad when it was finished. Other work needs to be done. If YOU can help, call Bob A. 876-3580, he is in charge of the field comm.

GPA Hobbies in Crofton would like a copy of our roster for a mail list. If you DO NOT wish your name disclosed, call me by May 3rd or your name will be on the list.

If you feel the need to fly & don't mind a drive, or just like flying at other fields, The Frederick MAC has invited us to fly at their field. They also fly on County ground & have 2 fields, 1 for fixed wing & 1 for rotary. They require that one of their members be present, have AMA card, & follow THEIR RULES. For more info call Al Takatsch who is also a member of FMAC, John Sterrett or me. I also have the direction, rules, & names of other FMAC mbrs. that you can contact to fly.

Speaking of flying fields I was sitting in a restaurant talking to my father about the never ending problems with flying fields & a man in the next booth asked if we were the so called trouble makers he reads about in the paper. I quietly answered "Yes, I'm the Pres. of the Club". Expecting the worse I was surprised when he replied that he didn't see anything wrong with what we were doing & also

liked the SFP. Then to my surprise he said that he owns about 50 acres of land outside of Union Bridge & if we want to make a field there we were more than welcome, rent FREE! Imagine that, someone for us! I told him that right now we have a field & he said if we ever have a problem in the future, keep him in mind. It's a little far to travel but it could be a last resort if need be.

His name is Warren C. Shirey. Needless to say I couldn't thank him enough.

Just one more thing, a man in Texas has offered to make clocks using our club logo in a 10" size. Price is \$19.95 for an order of 20 or more, not stated if less, most likely more. Call Milt or me if interested.

That's all for now, See ya - - Ken

MARCH MMA MITG. - Ken Davis

BASS- June 11-12 will have soaring contest at McDonough School.

CBRC- will have open house April 16

HARCo RC- Giant Scale Fun Fly Aug. 6

Sunday Flyers- May 5 will host a comparison between AMA & SFA at Holibird & Northpoint at 7:30 PM (Grange Sch)

SCAM- in Sept. will have a pattern contest. They also may be losing their field to a Walmart store.

SWAP- They now have a club trainer with buddy box available for new flyers to learn with.

WAM- reported that our field is not yet flyable.

WAM's MMA dues have been paid for 1994.

MMA Flea Market scheduled for Oct. 8

THOUGHTS FROM THE OLD MAN - More often than not I find myself doing those things that I ought to be doing, instead of those thing that I'd rather be doing. When I finally get to do something that I really want to do, it is all that much sweeter.

SCHOOL FLIGHT PROGRAM-Ray Miles

We surely did get a SNO postponement for one class. That now gives us 4 weeks of 2 classes each. The weather has also put a damper on any flying at the schools.

WE NEED HELP!!!!!! Anyone (especially anyone retired) that can spare the time, 4 hours a week, to assist with the S/F/P is desired. We do not need promises, we need reliable, dependable people, and as said before IT IS NOT HARD: It is shaving it mighty close when 2 or 3 of us have to carry the load, setting up, move tables, notify teachers, and get ready to present a lesson. Then trying to beat the lunch crowd after class is over. I would absolutely dread having to fold this effort because of a lack of support on our part. It would be another matter entirely if the Dept. of Ed. eliminated the subject from its' curriculum. We would have no control over that.

Listed below are the classes for May & June

Wed. May 4	Freedom Ele.	9:30 A.M.
*Tues. " 17	Mt. Airy Ele.	" "
Wed. " 18	Westminster Ele.	" "
" " 25	Hampstead Ele.	" "
Wed. June 1	Eldersburg Ele.	" "

(Commissioned Dell is scheduled to attend this one)

*****There may be a Special Request for the early part of June. We are working on that now.

COUNTY- Ray Miles

We have been given the O.K. to do the Field seeding, rolling and strawing by the Rec. Dept. We are attempting to secure seed from the County to assist with that aspect. There will not be 2 separate operations to worry about. So as soon as the crews are lined up-- go do it. Our Pres. has been notified and will get this rolling. I personally have not yet been to the site, but I am sure more entrance road work needs to be done, as well as the parking areas. It might not be a bad idea to space pilot stations 35' apart beings we have the room. They also can be put in, and we can have assembly tables. Please give me a drawing of the station sites so they can be put on the master layout. That goes for and retaining barriers, etc. Before anything permanent is is done we have to clear it with the Rec. Dept. other than the pilot stations, they can go in. I imagine we have some sort of planning committee? Keep it neat, balanced, and eye appealing. You all got your Orders?????????

TRIP:

By the time you read this the expedition to the Toledo Show will have taken place. I'm sure a full report will be forthcoming in the next T/S.

MINUTES OF APRIL '94 MEETING

John Sterrett, Sect'y.

- 1= Mtg. opened by Pres Eckard @ 7:30 PM. 24 mbrs. & 3 guests - Brian Pickett, Dwight Bauger & Ken Hands in attendance.
- 2= MMA Picnic set for May 15, 10 AM. dually anyone
- 3= Ken Eckard gave MMA Report as Ken Davis was absent. to assist with the S/F/P is desired.
- 4= Treas. Briggs reported on the accounts.
- 5= Milt P. reported on communications- Smoke system, ACE Silver Wings Club, Dougs Hobby has good fuel prices.
- 6= New member Hoyt Bishop welcomed to WAM.
- 7= Milt P. received '94 Club AMA Charter. AMA Officer patches were distributed.
- 8= Ed Goldman is procesing new members.
- 9= Ray Miles commented that it was OK for us to roll the CCMA. 150# of grass seed was put on the field by 3 mbrs. 4/1. We need a rock pickin' party & need to get our lock on the gate,
- 10= Ray Miles rept'd. need help with the school program. Otherwise, progress.
- 11= Wendell R.- no safety/sound report.
- 12= Discussed advertising in T/S. It was agreed NO ads except for our members.
- 13= Pres. Ken rptd. that C/C OK'd installing flight stations etc. He picked Bob Allen as Chrm of Field Maint. Bob will get committee together to design & work.
- 14= Bob Allen to locate a grass cutter for the CCMA.
- 15= John Schaffner donated foam blocks to anyone who wanted them.
- 16= John Sterrett read a letter from Frederick Model A/C (FMAC) inviting WAM flyers to visit their Coctoctin Flying field near Jefferson MD until CCMA is ready for use.
- 17= Voted to meet at 8:00 PM til Fall.
- 18= Several going to Toledo Show- Milt P, John Dorl, Ray Miles, Bill Hasert.
- 19= 50/50 winner- Ken Eckard. Hummmmmmm!!!!
- 20= Mtg. adjourned @ 9:00 PM.

THOUGHTS FOR THE DAY

The trouble with being a good sport is that you have to lose to prove it.

Some minds are like concrete, all mixed up and permently set.

by the PARTING SHOT
Sure, God created the heavens and earth in six days, but he didn't need a building permit.



WESTMINSTER AERO MODELERS
RULES & REGULATIONS
for
THE SPIEGEL SITE

EFFECTIVE 12/15/93
Official rules as approved
by the Commissioners of
Carroll County & the Dept.
of Recreation & Parks.

1. Persons flying at this field MUST be members of the Academy of Model Aeronautics. All pilots, both members of the W.A.M. and guest pilots, must have a valid A.M.A. license in their possession. The official A.M.A. Safety Code will apply at this site.
2. Members will affix their name, address, and phone number, in addition to their A.M.A. number, to all planes flown from this site.
3. All transmitters will meet F.C.C. standards and have the channel number attached to the antenna.
4. Radio control pilots will remove their frequency pin from the Frequency Board prior to flying and return the same pin to the board immediately after the flight. Pilots' A.M.A. card must be placed in board slot when frequency pin is removed before flying. The transmitter is not to be turned on for ANY REASON until frequency pin is attached to radio.
5. The Pit Area will be defined by a line parallel to the landing strip approximately (25) feet behind the runway.
6. The Spectator Area will be behind the Pit Area separated by a retaining line. No spectator will be allowed on the field unless permission is granted by a member.
7. There will be verbal signals given when taking off or landing of a radio controlled plane.
8. There will be NO FLYING over any houses, or the Pit Area, or Rinehart Rd. as per agreement.
9. There will be no radio control flying while Control Line or Helicopter aircraft are in operation and vice versa.
10. Every member of the W.A.M. will have the authority and will be expected to politely, but firmly, ask spectators to leave a restricted area of the field.
11. All aircraft will be equipped with mufflers, and will adhere to the noise abatement requirements of the W.A.M. and the A.M.A. while flying at this site.
12. No pilot will make a direct take-off from the Pit Area. All planes will be taxied out to the runway prior to take-off.
13. All pilots will exercise courtesy when running engines in the Pit Area so that prop wash is not directed to neighboring planes and pilots. The pilot will conduct all starting procedures from behind the plane. Spectators will remain behind restraining lines.

Con't. next page (4)

14. There will be NO NEW ENGINE BREAK-IN AT THE SITE.
15. When fueling plane, all overflow fuel is to be caught in a container and not spilled onto the ground
16. All pilots must use the designated pilot stations and are not to operate a transmitter within (25) feet of another transmitter when both are in operation. While flying, pilots must stay at their flight station.
17. Members are responsible for the removal of their trash and debris.
18. All aircraft will be range checked before the first flight of the day.
19. A pilot must be officially "SOLOED" before flying without the aid of an instructor. Experienced pilots joining the club must be checked out by a W.A.M. instructor in lieu of solo requirements.
20. On the first flight of a new plane, a safety check shall be performed by another experienced modeler to prevent unnecessary dangerous situations. (Remember - someone else may see something that you overlooked).
21. There will be NO ALCOHOL permitted at this site.
22. Flying guidelines as per Contract:
 - A. The first Sunday of every month will be designated as "Silent Sunday". There will be NO FUEL POWERED AIRCRAFT flown on that day. However, the field will be open to the flying of sailplanes, electric powered planes, gliders, and rubber powered craft.
 - B. The hours of operation will be:
 - A. MON. THRU SAT. - 10 A.M. until Dusk
 - B. SUNDAY - 12 Noon until Dusk
 - C. The field will be closed altogether from the first Saturday after Thanksgiving until Janusry 1st, as per contract.

Revision Date: December 15, 1993

THOUGHT FOR TODAY:

FOUR THINGS...

Four things a man must learn to do
If he would make his record true:
To think without confusion clearly;
To love his fellow men sincerely;
To act from honest motives purely;
To trust in God and heaven securely.
-Van Dyke

THOUGHT FOR TOMORROW:

THERE IS NOTHING MORE IMPORTANT
THAN A POSITIVE ATTITUDE, I THINK.

WAM FLIGHT INSTRUCTORS

If you need assistance to learn to fly or to check out a new model, contact your choice of instructors listed below. Remember, you must fit your time into their time. They are more than willing to help you.

Bob Allen - 876-3580
Lloyd Briggs - 833-7450
Ken Eckard - 549-6674
Frank Guiffre - 876-1304
Bob Jenness - 374-9628
Ray Miles - 781-4937
Roger Newcomer - 876-2641
Milt Peacock - 833-3122
Wendell Richards - 374-4970
Paul Schaffner - 429-1911
John Sterrett - 775-0296

SuperTigre

Important Notice

FOR OWNERS OF ALL LARGE SUPERTIGRE ENGINES: (Twin 60's, 2000's, 2500's, 3000's and G4500's)

The SuperTigre instructions recommend that you use a fuel that contains a minimum of 15% oil while breaking in the engine. After the engine has been properly broken in the oil content can then be lowered to 10% to 12% for normal running conditions. The above recommendations by SuperTigre refer to the entire oil content being castor oil. Because synthetic fuels are more commonly used than castor oil fuels, we strongly recommend that you use a synthetic/castor oil blend based fuel which has an oil content of 15% to 16%. We have found that using 2 cycle fuel, 5% to 10% nitro, which contains a mostly synthetic/castor oil blend with an oil content of 15% to 16%, provides acceptable performance over most modes of operation.

P.S. 10% Std. Synth/Castor Blend

SuperTigre engines are engineered for top performance and quality and they represent a large investment on the part of the consumer. To protect your investment we suggest you use a premium high grade fuel with an appropriate oil content level. If this engine is run on a low oil content fuel that is mostly synthetic oil, it is highly possible that it will fail due to lack of lubrication. *Engine failure due to lack of lubrication will not be covered under warranty.*

MAA ANNUAL PICNIC & FUN FLY

The picnic is open to all of your immediate family. NO neighbors, aunts, uncles, nephews, etc. Sorry, but this is for all of the member clubs familys only.

The "two-bit" (25¢) picnic is hot dogs, burgers, sodas, beans & ? all 25¢ each. The 25¢ helps prevent waste & is for the benefit of the Boy Scouts.

NOTE: STATIC DISPLAY @ the picnic. 1st & 2nd place prizes for SCALE & SPORT meaning non-scale. No further break down in types. The judging will be by votes as submitted by the registered pilots.

Everyone pray for good weather.

COME, MEET OUR FAMILIES, FRIENDS & FELLOW MODELERS & ABOVE ALL, HAVE A FUN day.

SCALE MODELERS

HOWARD CO. R/C & Doug's Hobby Shop is sponsoring the 11th Annual Mid-Atlantic Scale Championship at Bealeton VA Flying Circus Aerodrome (Rt 17 I think, ED) on -
JUNE 25 & 26, 1994

For more info call - Hoyt Bishop 840-9589

The Flying Circus does charge a spectators fee for their show on Sat & Sun.

LOOK ! LOOK ! LOOK !

I have a SALE flyer from Doug's Hobby in Waldorf which IF you take it the store & buy something, your name will be placed in the pot to win a ride in a STEARMAN (10 winners)

I have AMA mem'or'shp. apps. & "All Weather Patch" apps.

Call me for details of "COMING EVENTS" & flyer copies. Milt Peacock 833-3122

NOTE = ADDRESS CHNG's

Wm. Welling, 1732 Bollinger Rd. West'r 21157
Hoyt Bishop - "Snowfall" (it's one word)
Keep your roster up-to-date!

WHAT THE KIDS SAID - -

Dear Mr. Miles, Thank you for coming to our school & showing us how lift, thrust, drag & gravity works. And thank you for showing your model planes, hot air balloons & gliders. Tell Mr. Peacock we appreciate him flying his remote controll plane & him teaching us about lift.

Me & one of my friends Paul did a report onb Charles Lindenberg. I have a question, was John Glenn the first US person in space? Yes or no? - - Sincerely, XXXXXX

A VISIT TO SILVER HILL

It's always a treat for me to be around airplanes whether it's flying, working on models or just watching. Last Saturday (Mar 19), I had the pleasure to travel with some of our WAM members to the Paul E. Garber Restoration, Preservation and Storage Facility of the National Air and Space Museum at Silver Hill, Md. Within its 21 acres rest more than 40,000 historic artifacts highlighted by a unique collection of air and space craft. They range from some of the earliest flying machines to the jet age. A crew of about 28 master craftsmen painstakingly restore these treasures of the "Air Age".

A tour here must be scheduled beforehand and your group is conducted through a portion of the facility where the work of restoring takes place and a few buildings that store some of the most popular items. You are led through by a "docent" who is of course very knowledgeable and relates tales and information about what you are being shown.

The aircraft that we got to see are too numerous to mention them all, but one that is being restored is the Aichi M6A Seiran. The Japanese built 18 of these submarine-borne light attack seaplanes. They are floatplanes that could be disassembled for storage in a specially constructed submarine. Four of these subs were built with the mission in mind to destroy the Panama Canal during WWII. They were actually en-route with ten Seirans on board when the Japanese surrendered. One of the conditions of the surrender was to destroy the weapons of war. The Japanese took their orders literally and "deep-sixed" those aircraft at sea. Thus, the Seiran (Mountain Haze) never got to fly a combat mission. The example at Silver Hill was taken by the U.S. forces sent in to occupy Japan at the end of hostilities.

Also of interest is the "Enola Gay", the B-29 that dropped the first atomic bomb. It has been undergoing restoration for a long

con't. next column

time and the forward portion of the fuselage is being prepared for display "downtown" sometime this year. The completed aircraft will not be put on display until the facility at Dulles Airport is ready. The NASM will be using that site for the larger aircraft in its collection; the prototype Boeing 707, a 747, Concord SST, B-29, etc. Aircraft of this size are obviously too large to be displayed at the NASM downtown facility.

This column could go on and on with the Pitts Si, Martin Kitten, Col. Roscoe Turner's racer, Waco, Fleet, Sikorsky, Grumman, Lockheed, Hiller, Hughes, Hawker, Supermarine, Cessna, Piper, Caudron, etc., etc.

If you are really an airplane nut, this is the place for you. AND it is free.

by John Schaffner J.R.S.

LESSONS IN LIFE from George Washington

Strength: Washington stood 6'3" tall, head and shoulders above most of his countrymen. At that time, the average American male was 5'6", about 3" shorter than now.

Washington had huge hands and took pride in his physical strength. He put that strength to good use throughout his unusually active life. He was a businessman and farmer, soldier and statesman--often simultaneously. But he recognized the distinction between strength and force.

EXAMPLE: When Washington campaigned for election to the Virginia State Assembly in 1755, one of his speeches offended a proud man named Thomas Payne. The hot-tempered Payne grabbed a hickory branch and knocked the much bigger Washington to the ground. The next day Washington visited Payne's favorite tavern and demanded to see him. Payne thought he was going to be challenged to a duel. Instead, Washington apologized, retracted his offending comment and asked to shake hands in friendship.

LESSON: The true test of strength is not indulging your natural aggressive instincts but being able to conquer them.

(From Richard Norton Smith, Author of Patriarch: George Washington and the New American Nation)

Contrib. by John Schaffner

BOOK REVIEW: SHOOT-DOWN, Flight 007 and the American Connection
By R.W. JOHNSON

In the early hours of September 1, 1983, a Soviet fighter plane shot down Korean Airlines flight 007 as it flew without authorization over the Soviet Union's airspace. The Boeing 747 plunged into the Sea of Japan, killing all 269 passengers and crew.

Reactions around the world were of horror and indignation. The Reagan Administration energetically asserted that flight 007 had drifted off course accidentally, and that the Soviet Union fired knowingly and without warning on an unarmed civilian airliner. Meanwhile, it took the Soviets an incredible six days to confirm that they had shot down the plane at all and three more to issue their version of what had happened. By that time, the Reagan Administration had scored one of the most impressive propaganda victories of the entire Cold War.

With the passage of time, however, much new information has come to light which casts grave doubts on the American Government's early claims and the integrity of those who asserted them. In this exhaustively researched and brilliantly argued work, R.W.Johnson demolishes the Reagan Administration's version of events. He lucidly sets this tragedy in the context of vital American and Soviet strategic interests in the North Pacific, the imperatives of electronic espionage, arms control negotiations, the MX missile vote, splits within the Republican Party, and the overall state of Soviet-American relations then and now.

It will be hard for a reasonable person to read this book and not conclude that flight 007 was on an intelligence mission for the United States government when it was shot down. And if it was, the credibility of the Reagan Administration's entire Cold War posture must be questioned---perhaps by the full Congressional investigation never undertaken prior to the publication of SHOOT-DOWN.

If you would like to read this book from my collection, just ask.
J.R.SCHAFFNER

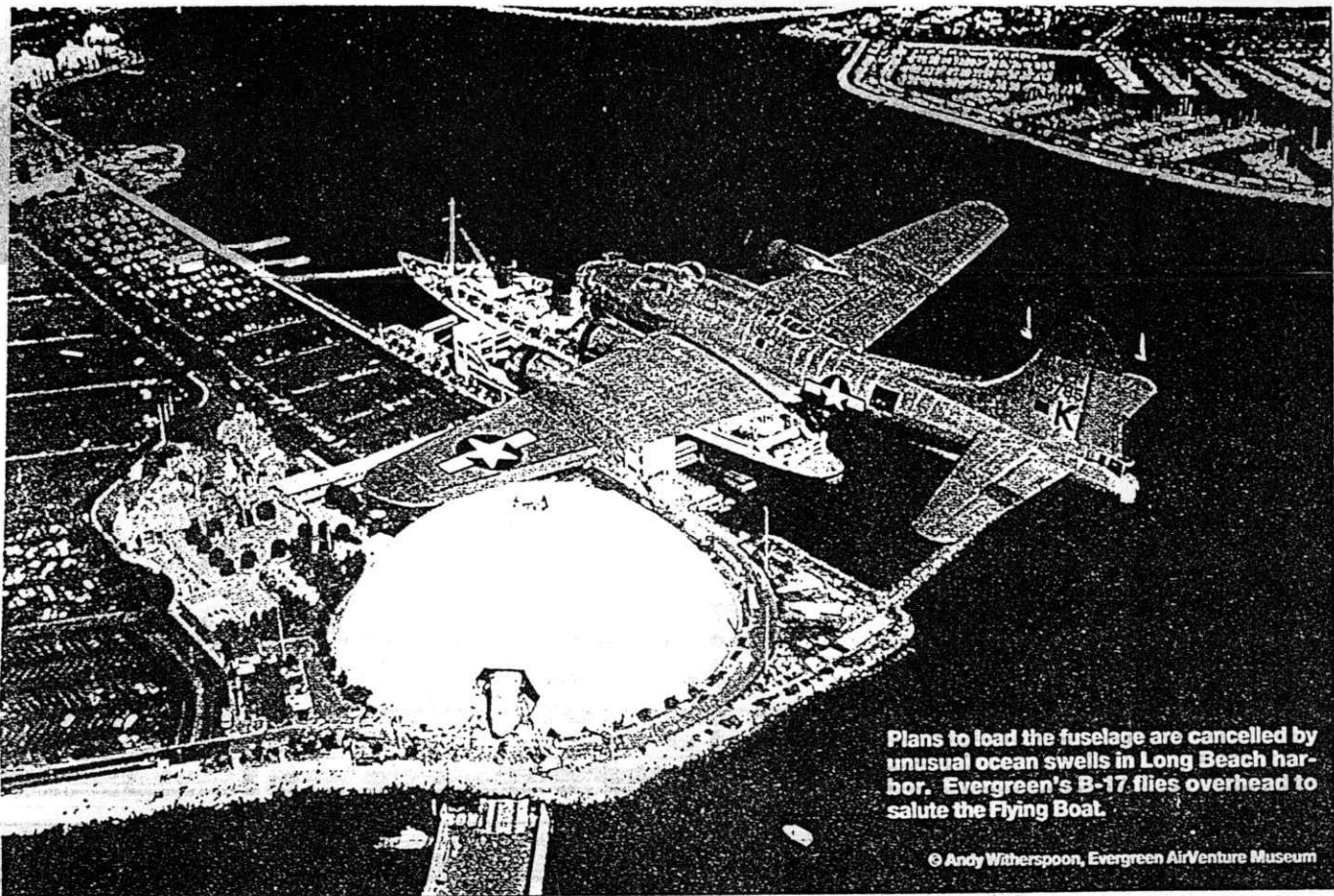
TRAVEL....

The summer vacation travel time confronts us every year and I know a lot of us plan our trips around those beautifully illustrated travel brochures. Here is a lesson in how to interpret what they really mean....

THE BROCHURE STATES

WHICH REALLY MEANS

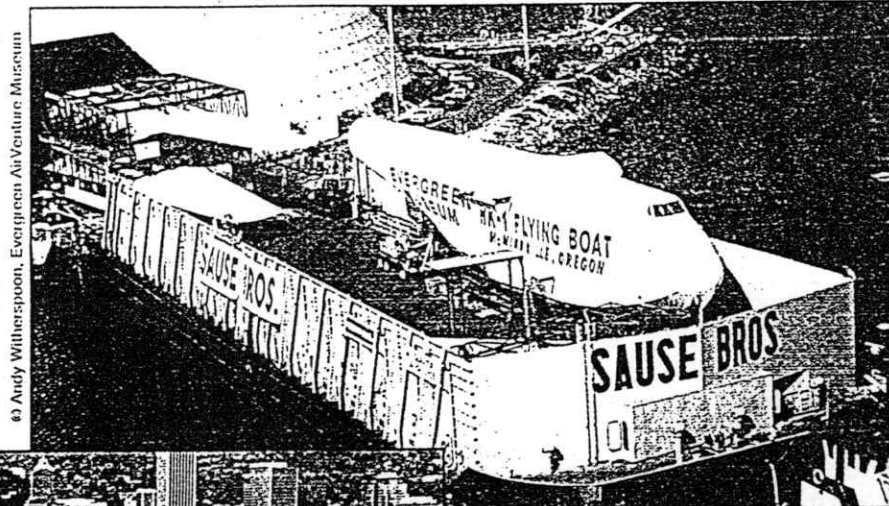
- | | |
|------------------------------|------------------------------|
| All the Amenities..... | Free shower cap |
| Aristocratic..... | Needs renovation |
| Gentle Breezes..... | Gale force winds |
| Picturesque..... | Overlooking parking lot |
| Airy..... | No air conditioning |
| Carefree natives..... | Terrible service |
| Bustling metropolis..... | Thousands of Hostile Natives |
| Open bar..... | All the ice cubes you want |
| Convenient..... | Bring bus fare |
| Motorcoach..... | Bus |
| Deluxe Motorcoach..... | Bus with clean windows |
| Quaint..... | Run down |
| Off the beaten path..... | People stopped coming |
| Superior..... | Free shampoo |
| Playground of the stars..... | Lassie stayed here |



Plans to load the fuselage are cancelled by unusual ocean swells in Long Beach harbor. Evergreen's B-17 flies overhead to salute the Flying Boat.

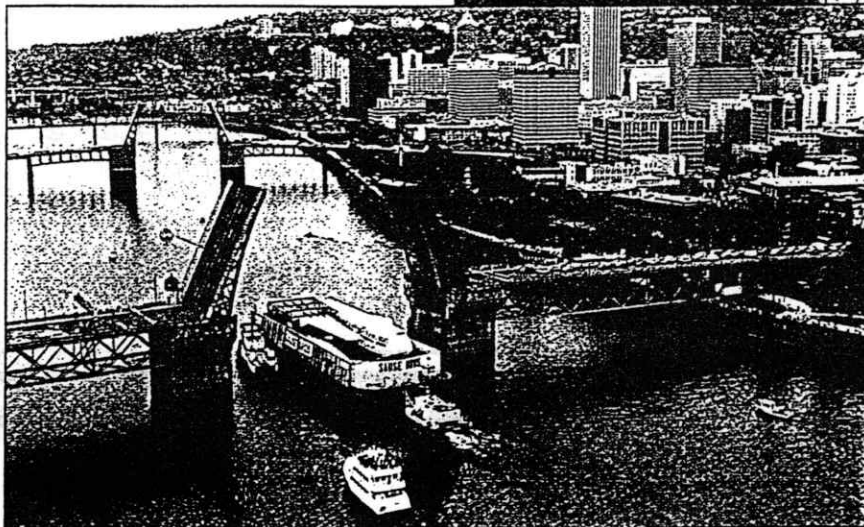
© Andy Witherspoon, Evergreen AirVenture Museum

Unfortunately for those gathered at the farewell press conference and for an entire expectant nation of television viewers, unusual swells in the harbor delayed loading of the ocean barges for a week. Finally, by mid-October the two barges, the smaller, Quinalt, carrying the rudder, ailerons, pontoons and control surfaces, and the larger, Nehalem, carrying the fuselage, tail and wing, were on their



(Right) Wings load onto a barge. Due to the immense wingspan of the Flying Boat, each wing cradle assembly was 50 ft. wide, 160 ft. long and nearly 40 ft. high when stacked for loading.

© Andy Witherspoon, Evergreen AirVenture Museum



way northward. After the weather problems departing Long Beach, the rest of the ocean voyage was exceptionally smooth. On October 22, Portland welcomed the HK-1 with a party at the city's Waterfront Park where the mayor, thousands of visitors and scores of pleasure craft showed up to view the largest plane on earth. Later that week, the second phase of the journey ended, as all components were offloaded to dry land to await adequate river levels on

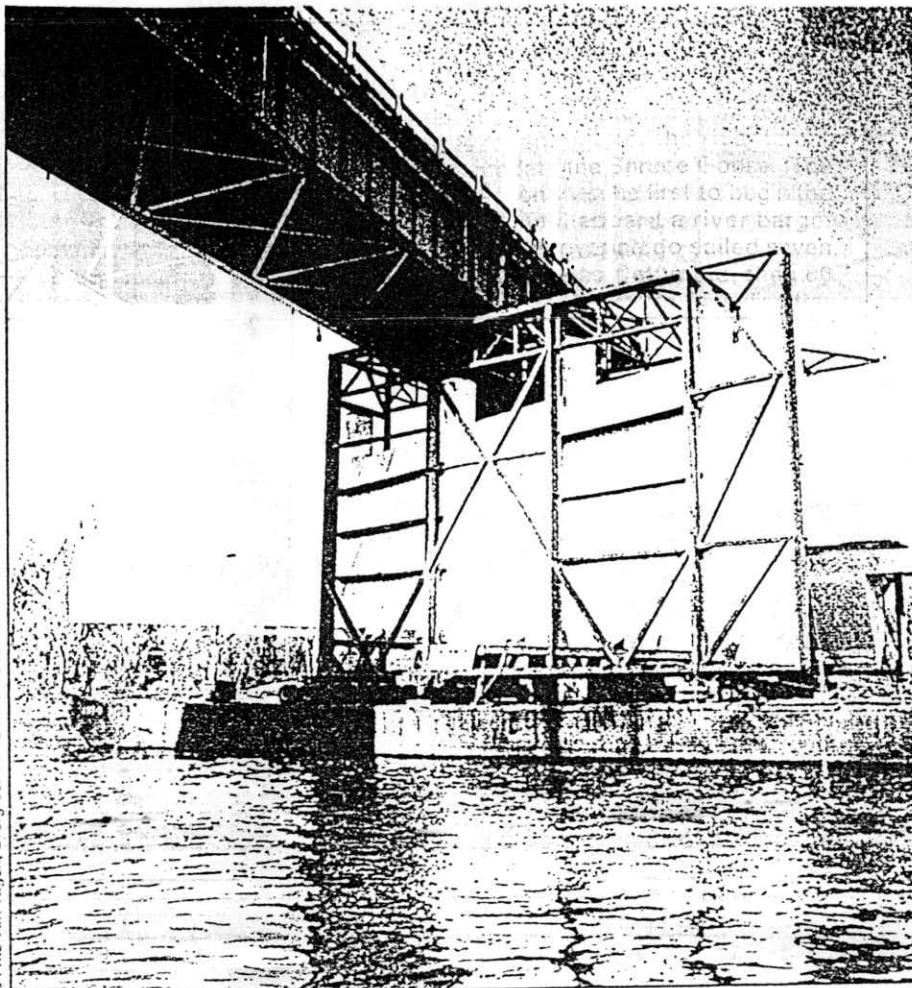
(Left) The historic load departed Long Beach harbor on October 13, 1992, arriving in Oregon five days later.

© Andy Witherspoon, Evergreen AirVenture Museum

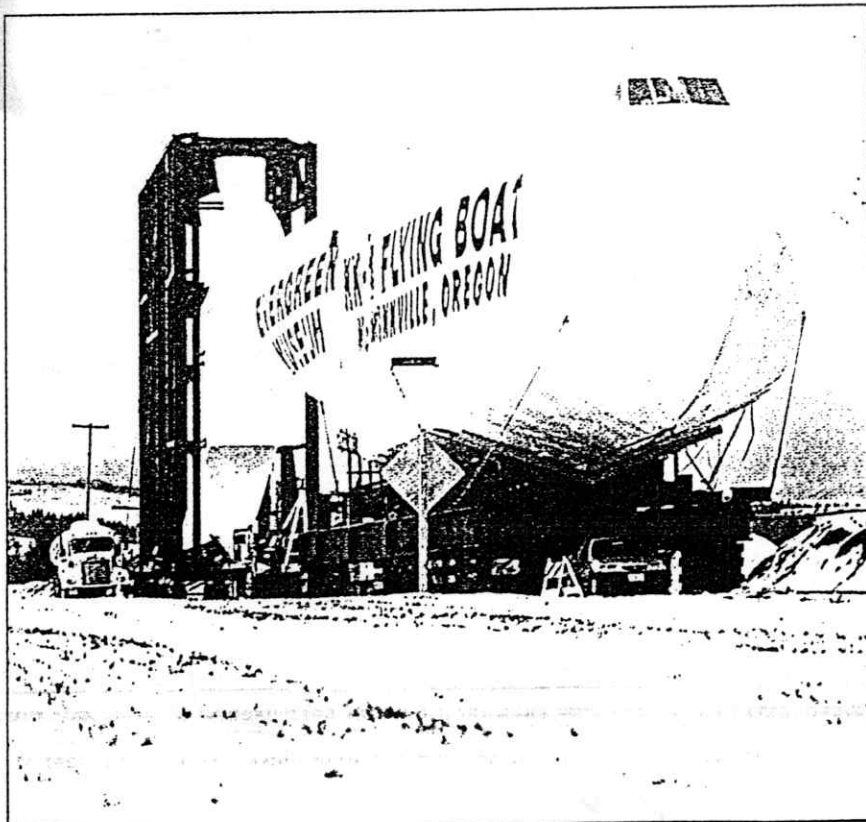
the Willamette so the journey upriver could begin.

By mid-December it was apparent that the 7-year drought was abating at least enough for the river to accommodate the Spruce Goose. The tail section was the first to begin the third phase, aboard a river barge. The unique river cargo sailed seven miles down the Columbia, then 60 miles up the Willamette, including traversing a set of locks. The tail made the trip on December 16, then was moored to await the fuselage. In the next three fog-bound days, the fuselage made the river journey, becoming in the process the longest load to ever pass through the West Linn locks.

Upon arrival at Weston Bar on the Willamette and only 7.5 miles from its final home, the HK-1 fuselage was rolled off the barge and hauled up a 1,000 ft. gravel roadbed specially constructed for the occasion. The tail followed later, to be stored in a staging area near the river. Meanwhile, the wings were being readied for the trip, awaiting ideal weather conditions. In mid-January, the wing cradles were tipped 90 degrees so the wings were vertical, then they were loaded on a river barge. The river level had to be perfect: high enough to float the heavy load, but low enough to squeak under bridges. A perfect day finally arrived and the 62 ft. high load became the tallest load to pass the West Linn locks. By the



Weather and river levels wreaked havoc with the move schedule. Either levels were too high for the wings to clear bridges or too low to allow off-loading.



end of January the entire aircraft was once again on dry land.

The final phase, the overland haul to McMinville Airport, involved negotiating a 7% grade, several hairpin turns and roads as much as 25 inches out of level. Forward motion was provided by several prime movers, three for the fuselage alone, and two for each wing cradle. The centers of gravity were so high that outriggers with 35 ton dollies and hydraulic rams were used for stability. Hydraulic dollies with disc brakes were used to support the various pieces on the trip.

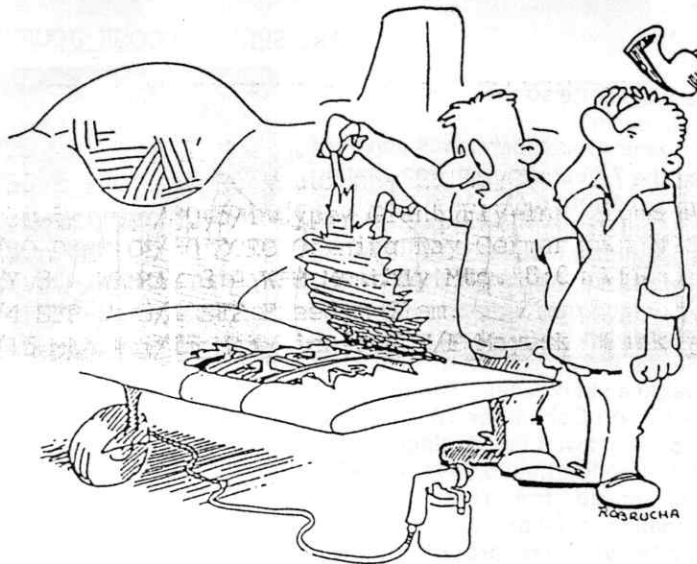
Finally, on Saturday, February 27, a triumphal Spruce Goose Homecoming Parade was held, as the convoy of components made its way majestically down the last road, past the world headquarters of Evergreen Aviation. They also passed the site of the future museum, where the HK-1 will be the centerpiece of a fleet of legendary aircraft, including a B-17, A-12 Blackbird and many other beau-

Throughout the 1,055 mile, 138 day journey from Long Beach to McMinville, Mother Nature tested move crews with wind, rain, fog and, during the overland journey, snow.

To be con't.

COMING EVENTS

4/23 How Co Float Fly @ Centennial Lake Col.
 4/27 SFP Wm. Winchester (West'r)
 4/27 MMA Mtg. Loc ? call Milt P or Ken Davis
 4/30 RC Auction - Falls Church VA
 4/30-5/1 Gypsy Giant Fly-in - Lums Pond DE
 4/30 DCRC Opening Day Germantown MD
MAY 3 - WAM Monthly Mtg. 8:00 VFW
 5/4 SFP Freedom Elem.
 5/15 MAA Picnic & F/F Mayeski Park 10 - til'
 5/17 SFP (TUES) Mt Airy Elem
 5/18 SFP West'r Elem
 5/21 Horn Pt. Antique Fly-in (Full Scale)
 5/25 SFP Hampstead Elem
 5/25 MMA Mtg. Loc ? call Milt P or Ken D.
 6/1 SFP Eldersburg Elem
 6/4-5 MARC Show & Flea Mkt.-Timonium MD
 6/4 DCRC Fun Scale Contest - Germantown
 6/8 SFP Towson (Special in Bal. Co)
 6/11-12 BASS Glider contest @ McDonough Sch
 6/18 DCRC Helicopter contest
 6/25-26 How. Co Scale Contest @ Bealton VA
 6/29 MMA Mtg. Loc ? Call Milt P. or Ken D.
 7/8-9-10 Warbirds over Del. Lums Pond Pk.DE
 7/9-10 STARS Scale Rally - Olean NY
 7/16-17 NSRCA Regional Pattern Contest
 7/27 MMA Mtg. Loc ? @DCRC
 8/20 DCRC Giant Scale Contest
 8/31 MMA Mtg
 9/10-11 Bealton VA Scale Contest



"Is there a difference between duct tape and masking tape?"

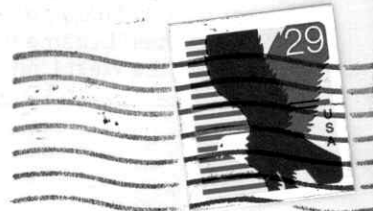
from The Turbulator
 Bart Bouricius, Editor
 PO Box 44311
 Rio Rancho, NM 87174

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

Summer 8:00 PM



THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

Membership - Ed Goldman 848-3835

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

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

VOLUNTEERS

AMA Liason - Milt Peacock 833-3122

Next Meeting:

June 7, 1994

8:00 PM

West. VFW Hall

Volume 10 Number 5

May '94

AMA Chartered Club 336

Formed 1955

PILOTS to CO-PILOTS - see ya! - Pres. Eckard

SPECIAL NOTICE

All AMA "SENIOR CITIZEN" members.

I am copying this from the MAY issue of Model Aviation, pg. 135. This item slipped by me but in my humble opinion it - - -! ED.

SENIOR CITIZENS- NOTICE- I NEED YOUR OPINION

At 70 yrs old, it occurs to me that Senior Citizens should address what they can do for Aero Modeling rather than what Aero Modeling can do for them - quite different than the public sector where the Senior Citizen deserves a helping hand.

In the Aero Modeling community, its youth, like grandchildren, should get the helping hand. The issue is the AMA structure. I question the dues concession to Senior Citizens especially during this period of transition.

AMA has 22,120 Senior Citizens paying \$10 less per yr. than regular dues. This amounts to \$221,200, an appreciable amount.

I would like to propose to the executive council that SENIOR CITIZENS PAY THE REGULAR DUES AMOUNT IN SUPPORT TO AMA & ASK FOR YOUR OPINION. The sacrifice on the part of each Senior Citizen would be less than \$1/month & at the same time reduce the burden of bookkeeping thru standardization.

I urge you to drop me a note expression your opinion to my proposal. If you do not respond, I'll have to assume you agree with the proposal.

Joe Beshar D/2 VP, 198 Merritt Dr.
Oradell, NJ 07649

SC's - EXPRESS your opinion - WRITE TO HIM NOW! as to how you feel. It's your duty.

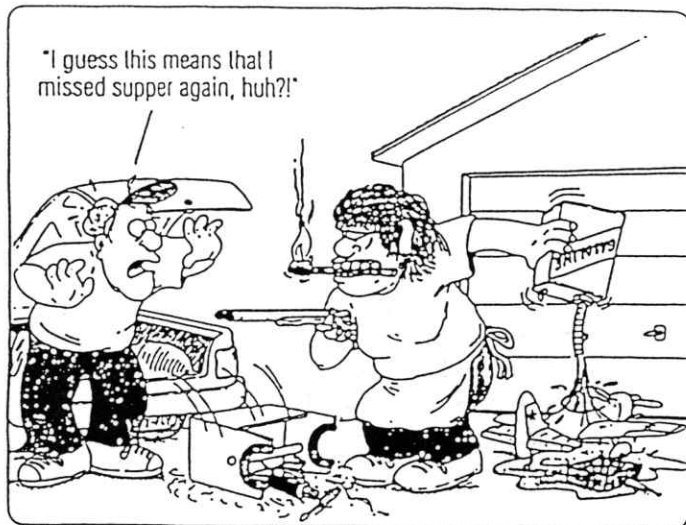
MODEL AIRPLANE ENGINE SIZE CONVERSION CHART

Cubic Inches = Cubic Centimeters

.049 cu. in. = .8 cc	.91 cu. in. = 14.9 cc
.09 cu. in. = 1.5 cc	1.20 cu. in. = 20.0 cc
.15 cu. in. = 2.5 cc	1.50 cu. in. = 25.0 cc
.19 cu. in. = 3.1 cc	1.60 cu. in. = 26.2 cc
.21 cu. in. = 3.5 cc	1.80 cu. in. = 30.0 cc
.25 cu. in. = 4.1 cc	2.00 cu. in. = 32.8 cc
.29 cu. in. = 4.8 cc	2.40 cu. in. = 39.3 cc
.35 cu. in. = 5.7 cc	2.70 cu. in. = 44.3 cc
.40 cu. in. = 6.5 cc	3.00 cu. in. = 49.2 cc
.46 cu. in. = 7.5 cc	
.50 cu. in. = 8.2 cc	
.61 cu. in. = 10.0 cc	
.80 cu. in. = 13.0 cc	

CONVERSION FACTORS:

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



from RC Mountaineers Newsletter

Jeff Davis, Editor
Charleston, WV

MINUTES - May 3/94 Mtg.
John Sterrett - Sect'y.

- 1- Mtg. opened by Pres. Eckard at 8 PM @ VFW.
- 21 mbrs present. Guests: Herman Gross, Ken Hands, Larry Nolte & Linda Miller.
- 2- Pres. Ken thanks everyone who helped to prepare the CCMA field for flying.
- 3- Treas. Briggs reported we're in the black.
- 4- Milt P. gave AMA report. A new AMA advertising display was shown.
- 5- Ed Goldman, Mbrsh'p. Chrm., proposed Dwight Bauger for mbrsh'p. Vote- unanimous.
- 6- Ray Miles rptd. that WAM field layout given to County. OK now to fly. Parking area has to be completed. Combination lock will (is) be installed at the gate entrance.
[REMEMBER LAST PERSON OUT LOCK THE GATE- ED]
- 7- Ray Miles rptd. on SFP. Requested \$100 for supplies etc. since donations ran out. Voted on & passed.
- 8- Wendell Richards - Safety/Sound requested that the impound box at CCMA be used when more than two (2) flying. Follow the rules!!
- 9- Bill Hasert requested permission to buy flag markers for the field (50' more) Voted upon & passed.
- 10- George Schollian graciously donated a 36" John Deer mower to WAM. Brian Brogealt & Wendell Richards volunteered to tune it up for use & store it.
- 11- Milt P. gave MMA rpt. Static show -SCALE & NON-SCALE on May 15 @ MMA picnic @ Mayeski Park. MARC Show June 4 & 5 @ MD. State Fairgrounds Timonium.
- 11½- WAM will not have flea mkt. tables at MARC show.
- 12- Milt P. needs more contributions for news ltr. (articles BY members)
- 13- Ed Popp announced he can get Omega fuel @ a good price. Close to \$8/ gal.
- 14- Bob Allen requested volunteers for CCMA maintenance May 7 @ 9AM. Plans to bring a Bob Cat.
- 15- Ken E. commented on flying field offer near Union Bridge. Good to keep in reserve.
- 16- Treas. Briggs needs more mbrsh'p. cards. Voted to purchase new smaller ones.
- 17- Ed Popp announced that he has copy machine available for club use.
- 18- Ray Miles was authorized by club vote to obtain Porta-Pot for CCMA thru C/C. (\$40/mo)
- 19- New products- Ken E. commented on the "FAT CAT II bat'y. chgr. Milt P. rptd. it's safe to use 6V flight bty. on Airtronics radios when using lg. # of servos. Toledo products show worth the trip.
- 20- New projects - Bob Allen rptd. his ST4500 refuses to run. No solution offered was acceptable.

MINUTES CON'T.

- 21- Ed Goldman won the 50/50 - - -AGAIN!!!
- 22- Mtg. adjourned 9:30 PM. J.Sterrett-Secty

WELCOME NEW MEMBER

Dwight E.BAUGHER - 1614 Old Taneytown Rd.
848-3789 w848-5541 West'r. MD 21158
AMA 493743 DOB 7-6-74 Join 5/94

Please add to your roster.

A M A NEWS - Milt P.

I just today (May 12) received some great news concerning WAM. I,m not going to tell here in the T/S what it is so if you have any interest in how WAM is again on the map, as I like to say, come to the June 12 meeting.

AMA's 3rd annual "Homecoming" @ Muncie on June 11 & 12. Mfgr's exhibits, full scale aerobatics, rockets, jets, buddy box flying, motorcycles (beats me) & kites.

Dinner & dancing on the runway Sat. nite.

Museum Grand Opening 10-3 both days.

I went out to the first one & had a great time. Its a great place to fly. You might even get your picture taken.

Our new Executive Director is Jerry Rouillard who will be moving from Manassas VA soon. A Commercial Pilot since 1974, the one time stunt man & skydiver worked in the movie "Gypsy Moth". He has stated "Our job is to serve the members". It appears he is on the right track. He took over April 23rd.

This will mean that my ole' friend Bob Underwood will soon be heading to St. Louis and assume a part time retirement. He deserves a rest, but we'll miss him.

If you have any questions or AMA help that I can't give you, our VP Howard Crispin & others will man the AMA booth at the MARC Show. I'm sure you can get answers there.

You can read the other news in M.A.

USING WORDS - John Schaffner

UNDERMINE: There's a fine looking girl living in the apartment undermine!

CADAVER: I told my buddy that I liked his sister & he said I cadaver!

POLYP: On my way home last nite I was involved in a 5 car polyp.

PARAMOUR: When your opponent bets on an ace high hand, you need a paramour to win!

THOUGHT FOR THE DAY

Stay away from funerals - especially yours!

COUNTY-Ray Miles

At long last I made my 1st trip to the new Model Aerodrome. And what a pretty site or sight it is. I think that the County people did a splendid job, both with the lay-out and the grading. They will be thanked.

After taking some "snaps" I did some rock removal. I was not disappointed with the road work to this point. It is much improved since we last flew the demos awhile back. I have an appointment with R/S to go over some points with him concerning things that we as a Club are going to do, thus relieving County of some work, and what we would like for them to complete for us. I would like to see the asphalt chips (as they are called) as a continuous run from the entrance to the parking area. Perhaps we can strike a solution. I had no trouble in getting my van (it was empty) to the top, however it was dry. If that road is wet and muddy it will be a far different story. The chips already placed do a great job in overcoming those problems.

A BIG THANK YOU is in order for our Field Committee for the work they have done to date. Everything is in balance, the grass is agrowing along with the rye, and BIG is BETTER. Thank you guys for the effort and the results obtained.

I have a few more ideas that I will bring up at the May meeting. I most always have ideas it seems.

SCHOOL FLIGHT PROGRAM-Ray Miles

I can't believe another school year is about to come to an end. By the time you read this we will only have 2 classes left to do.

THEY ARE:

WED. JUNE 1 Eldersburg Ele. 9:30a.m.
(Commissioner Dell is scheduled to attend)

WED. JUNE 8 Oakleigh Ele. (special request) in Towson at 9:30 a.m.

As we finish our 6th year it is time again to thank those that make this a success that it is. To Milt, John, Bill, Ed, a huge THANK YOU, from the head poo-ba, not only for totein the material but for conducting classes as well. Now when we have a crisis there are those that fill the gap.

TOLEDOREACTION-

I want to get into the discussion that I had with Jay mealy (A.M.A.) at that event. I introduced myself to him, and also thanked him for the school patches he sent to us. About a month ago I had mailed him a copy of the Fun

Fly Video that was made and shown at our club meeting 2 months ago. He had received it, and it was shown out at Muncie. I have no particulars on that, but he did go on to say as best I can remember, "Some eyes were raised and heads turned, and a chord has been struck." He said he would follow this up with some correspondence, I suppose to me. I did make mention to him that under no conditions were any remarks made were not to be misconstrued to make any club look bad, for that was not our intent. He replied it was not taken as such. I did not get to see or talk with either G/S or H/C. I believe that Milt did, but what was discussed I do not know.

For general information I made a request to the Club Treasury for \$100.00 for material purchased to replace worn out parts and for a kit purchase. The Donation Fund is down to \$0000 and have not been forthcoming. We think this request is justified beings that the people involved contribute many hours of their time, and use vehicles and cost of gas out of pocket.

If any of our members get any requests either for a static or school inquiry please let me know. Do not make a club commitment on your own. We have guidelines we have established to determine whether wheather or not if it is feasible or not. But don't just say no.

LUCKILY, NO ONE WAS HURT WHEN MARY POPPINS & THE FLYING NUN COLLIDED AT THE AIR SHOW!

MMA REPORT - Milt P.

Ken Davis & I attended the mtg. at Your Hobby Ctr. Apr. 27/94.

Final details for the MMA picnic & fun fly were completed. Charlie Hughes of Harford Co is the chrm. It was approved to give prizes for the static display at the F/F on May 15.

John Dorl & Charlie Hughes jointly will work on the MMA Booth at the MARC Show June 4 & 5. We need persons to man the booth.

MMA Flea Mkt. scheduled for Oct 8 @ VFW.

Geoff Styles will speak at the Sunday Flyers mtg. in Oct.

SCAM has a possibility of losing their field on 32 but has prospects for another.

HAR CO has Giant Scale fly-in Aug. 8

BASS has sailplane contest in June.

MARK SHOW - JUNE 4 & 5

Ken Eckard & Milt P. have \$1 off coupons
PUT THIS ON YOUR CALENDAR NOW!

Alberto Mencioni
via Bronzino I
20133 Milano
ITALY

To: Westminster Aeromodelers
c/o John Shaffner
1311 Miller Rd
Cockeysville
Maryland 21030

Milano, 23-2-94

Dear John,

I apologize for being so late in answering you, but I had a really busy time on the job, plus some flu for my kids, and that's why my computer had some rest. Just some, because I convinced my Club to start publishing a newsletter: I prepared an "Issue 0" that was presented and warmly welcomed at the annual Meeting, and you will be on the mailing list for the following issues. Winter building is going on at full speed: a Sucker pipe, 1.5 meters wingspan, .31 4-stroke ASP engine (it is a low-priced, wonderfully running Taiwanese jewel) is almost terminated, a delta-wing Enforcer by Balsa Usa is on the painting line (it will be powered by a pusher Webra .60 2-stroke) and a twin-Cox .049 Islander (designed for electric power, but I HATE whining and purring battery eaters, if I can avoid them - I'd be a good neighbour to Mr. Shoen!!!) will make its maiden flight in two weeks. Other kits are waiting in my hobby room: a Lazy Bee by Clancy, powered by a .10 diesel Webra; a Telemaster Coupe (low-wing version of the well-known trainer) that I am going to re-kit into a twin .15 O.S. flying (hopefully) creature; a Multiplex Big Lift, a 2.4 meter high-wing glider tug, that will be powered by a 1.20 4-stroke Enya; a Pica Duelist, an impressive 1.5 meter twin-engine "trainer" (so they say) with two .31 4-stroke Saito; and, finally, a 25" steam launch, since I could not resist buying a real smelling, puffing, finger-burning and clattering steam engine with a 75% discount (my favourite hobby-shop has closed its activity, and was making terrific sales.. Plenty to occupy my evenings, as you can see, from now to the next century. I am so glad your group has moved to a new field: let's hope you can fly freely without having to look over your shoulder all the time! We are on privately owned property, but in Italy you can find yourself in deep trouble for a lot of other reasons. Actually, any ill-tempered policeman, fireman or public officer could step in and confiscate your plane and radio, and possibly fine you or even send you to jail for everything from noise-making to unauthorized broadcasting to espionage, since the only rule about model planes is that you should use a certified, approved transmitter and pay for a license, but the Ministry of Telecommunications has not been certifying anything for decades, and they do not even know from whom, how and at what cost you can get the license. We are at the mercy of environmentalists, that already succeeded in killing boating, and of historic spinsters, should they think that our planes are immoral, and we survive trying not to step on anybody's toes, and using the good, old-fashioned common sense. That is particularly true for noise: pulse-jets have been banned (but mainly because the danger of fire and explosion), we use mufflers on any engine bigger than .10 and we try not to fly at siesta time. Any further effort would be meaningless, since every model-hating passer-by can decide you are annoying him, and spoil your fun. Everybody has his burden to carry around, and modelers are no exception: let's thank God that -for now, at least- you have left behind you your dedicated hell-raiser!

Thanks for the really interesting newspaper clippings, and for the beautiful postcard full of A-10s: I had to translate everything to my friends at the field (not the picture, of course)!

I am waiting for news from you and your friends: in the meantime,

happy cutting, carving, sanding,
filling, painting.....etc.



FOR SALE

COSMOS pattern model, approx. 60% built, 65" W/S
no parts missing to my knowledge

Kit- - - - - \$200.+

NEW OS 61 RF (rear exhaust) 199.

NEW Header - - - - - 36.+

NEW Pipe - - - - - 40.+

NEW Robart retracts (trike)- 135.

+ tank - etc etc - - - - ?

Total value- - - \$610.+

Total package = \$375.. or fair offer.

Above = Milt Peacock = 833-3122

"G-SHARK" w/Quadra 42. Install a radio & its
ready to fly. = \$600 = Hoyt Bishop 840-9589

TRAVELER NOTE - ED.

I learned of what I believe is a rather new museum. They have or are in the process of restoration - B-26; A-26; C-47; T-28; B-25; C-45; Mig-17; & the GNAT among other things of interest.

Location-

U.S. Aviation Museum

1271 E. 289th St.

Wickliffe, Ohio 44121

(216) 943-7555

WAM IS ON THE "MAP" AGAIN - ED

Those of you receiving RCM Magazine, look at the bottom half of page 6 in the June issue. Thanks to "Tech. Ed" Dick Kidd, it's photos & a short item covering our SFP. I have already received two requests (PA & WI) for info.

Thank you Dick, we appreciate the coverage.

THANK YOU WAM WORKERS - ED

A BIG THANK YOU is in order to Bob Allen & his crew. I'll not name them for fear of missing someone. The CCMA is really taking shape. The impound box, benches, work tables, safety fences, pilot stations, parking area, seeding, rolling, rock picking, ON & ON & ON has taken place. Oh yes, the entrance gate has been reworked to be secure and our lock is in place. The combination is !@#%\$&. That is for Sunday. Weekdays it's &+%\$#@! Everyone was supposed to have received a phone call with the number. Remember - its NOT for publication. ALSO - IF YOU ARE THE LAST TO LEAVE - SECURE THE FIELD & LOCK THE GATE properly. C/C also has THEIR lock on it so do it right by interlocking the shackles. If we don't take care of our new facility - it will be lost. Obey the rules - respect our neighbors - pick up your mess & take it home - & REMEMBER, it's NOT OURS, we only have the privilege of using it. Don't abuse that privilege. Enjoy it. Bring the family.

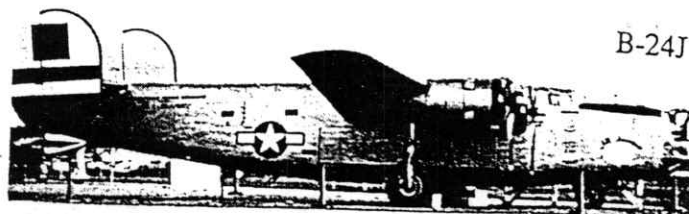
FIELD COMMITTEE REPORT

BY: Bob Allen

We had two very successful work days at the field.

On 4/17/94 we made the following improvements:

1. We set up the flight stations, this consisted of digging in the 2'x 4'x 2" concrete patio blocks, driving conduit in the ground to receive the lattice frames which also have conduit mounted on them. This makes the frames easily removable for grass cutting. We have five flight stations.
 2. Set up work tables: we have installed two 2'x 7'-6"x 3' tall, tables for assembling or working on your models. I built the tables at home. The tables are buried 2' in the ground.
 3. We set up two 12' long benches behind the pit area. Each bench consists of one 2"x 10"x 12', with three 1-1/2" x 3' galvanized steel pipe incased in concrete 18" deep.
 4. We installed a 3' tall safety fence between the pits and the pilot stations, with openings between flight stations. We used 25' of fencing and drove 25 fence posts.
- This is about all we accomplished on this particular day.
- Then on 4/17/94 we attacked again and this is the outcome:
1. We dug a 2' deep hole and planted a stainless steel post in concrete at the entrance, we shortened the cable and installed the new lock. Ken Eckard called everyone and gave out the combination.
 2. Our plexy glass on the bulletin board got busted when we moved the field box, so I purchased, cut and installed a new piece.
 3. We rented a BOB CAT for the day, and thanks to this piece of equipment and allot of slave labor, we now have a beautiful parking. AREA.
 4. The spot-o-pot arrived today, no sooner then we cleared an area and I drove a marking stake up pulls the out house.



That about raps up what we have done to date But before I sign off, I would like to thank everyone who helped, By calling out their names:

My post hole digging crew, Bob Jenness, Richard Jacobs, Brian Borgealt. Anytime you need a hole dug just call Bob J. These guys sunk about a dozen hole 2' deep in some extremely hard ground. They also set up the tables and benches. Thank Bob for the Stainless steel pipe.

On the pilot stations and fencing we had Ken Eckard, He's the one with the straight eye. Dave Kenny, who refurbished and delivered the lattice barriers for the flight stations. John and Paul Schaffner, Wendell Richards, Marvin and Sandra Eddy, Walt Smith, And I helped too.

On the second go around we had some new faces: Milt Peacock, He raked so hard that he broke his rake. Ray Miles, who supplied and installed moth balls in the impound box to keep the wasps away. Ray also had the Spot-o-pot delivered today. Ed Goldman and Ed Popp were like dulling chainsawyers. Wendell did a fabulous with the bob cat, he made the hand work minimal. Then theirs Walt Smith, he is one hard working man who doesn't stop for anything.

Jim Lehr was there to dig out some stumps. Bob Jenness, And I helped too. Loyd Briggs donated some conduit for the flight stations.

I saved Mickey Yachera for last, because he provided the end of the day entertainment for those who stayed to the end. Mickey put on a landing demonstration that tested out our pilot stations and our new safety fence, they all passed with flying colors. Hope the plane is okay Mick.

I have lined up a fellow to cut our field for the sum of \$35.00 per cut, it seemed like a fair price to me, so I'm looking no further.

This closes my report for this month
SEE YA!



AVIATION NEWS - 25 July 1909

LOUIS BLERIOT, the French aviator, successfully landed at Dover this morning after a flight in his airplane across the English Channel. He thus wins the \$25,000 prize offered by the London Daily Mail for the first successful Channel flight.

Such a flight has been the goal this summer of three of Europe's best aviators, Bleriot, the Count de Lambert and Hubert Latham, all of whom have been encamped along the Pas-de-Calais preparing for the attempt. Lambert has not been able to make a flight because of damage to his aircraft. He tried six days ago, but the attempt ended in failure.

Flying an Antoinette monoplane, Lambert took off from the top of a chalk cliff at Sangatte, near Calais, at 6:40 AM. He appeared to be flying perfectly in ideal weather conditions at an altitude of about 1,000 feet (a new record for height, he says) when the engine of the aircraft quit about halfway across the Channel. Lambert glided gently down into the water and was rescued unharmed by a French torpedo boat.

Bleriot arrived at the coast near Calais four days ago, flying a monoplane of a design similar to Lambert's but slightly smaller. It is powered by a three cylinder engine that drives a two bladed propeller. He wanted to make the Channel attempt immediately, but the flight was delayed by weather. Conditions were good today, and Bleriot took off at 5:00 AM, making the 21 mile flight in 37 minutes. The only flaw was a slight injury that he suffered during the landing.

This successful flight is a climax to Bleriot's aviation career, which began with a flight of 600 feet in 1907. The following year, he made a flight of nearly half a mile, winning the French Aero Club Medal. Until today, his most notable achievement was a flight on 3 July this year at Doue, in which he covered over 26 miles in a little more than 47 minutes. Last Nov., he narrowly escaped injury when his

aircraft capsized during an attempted takeoff near Chartres. Bleriot was made a member of the Legion of Honor with two other aviators, Leon Delagrang and Ernest Archdeacon.

BOOK REVIEW: FLIGHT OF THE OLD DOG By DALE BROWN

From the book jacket:

The unthinkable has happened. The Soviet Union has mastered "Star Wars" technology before the United States has, in fact, neutralized America's arsenal of nuclear missiles with a killer laser that can direct its superheated beam of energy to targets across the globe.

Confronted by the loss of its nuclear shield and weakened by a series of provocative attacks, the U.S. calls on the one bomber in its fleet capable of destroying the laser before it is too late; the Old Dog Zero One, a battle scared B-52 veteran of countless campaigns which has had its antiquated weapons systems removed and replaced with never-before-used, state of the art armaments and stealth hardware. To this latter-day phoenix falls the near impossible task of outwitting Russia's air defense. Crewed by an intrepid group of six men and women, the Old Dog challenges wave upon wave of SAM missiles and swarms of deadly MiG fighters on its way to deliver a payload that threatens to touch off World War III.

Rarely, if ever, in fiction or fact, has there been a dramatization of aerial combat this authentic - a dramatization that powerfully demonstrates the degree to which the technology of war is limited, and enhanced, by the human players on stage. In FLIGHT OF THE OLD DOG Dale Brown, a former USAF Captain, combines a mastery of technical detail with an instinct for vivid characterization to create a masterwork - a riveting thriller that offers readers one of the most nail-biting climaxes of the year.

I read this book and it is as advertised. If you would like the pleasure, just ask. I'd be happy to loan it. J.R.S.

This page contributed by John Schaffner

con't. next column

WERE YOU BORN BEFORE 1945?

If you were born before 1945, you are a survivor. Think about it. Just look at all the changes.

You were born before TV, penicillin, polio shots, frozen foods, Xerox machines, the "pill", radar, credit cards, laser beams, ballpoint pens, pantyhose, clothes dryers, dish washers, electric blankets, air conditioners, jet airliners, and before man walked on the moon.

You got married first and lived together afterward. Closets were for clothes, not for "coming out of". "Bunnies" were rabbits, and rabbits weren't Volkswagens.

"Fast food" was what you ate during Lent, and "outer space" was the back of a movie theater. "Made in Japan" meant junk, and the term "making out" referred to how you did on an exam. "Making love" meant kissing and necking. Pizza, McDonald's, and instant coffee didn't exist.

You were before house husbands, gay rights, com-

puter dating, group therapy, and nursing homes. Before 1945, you never heard of FM radio, tape decks, electric typewriters, artificial hearts, Teflon, word processors, yogurt, and... guys wearing earrings.

Although you were not born before the differences between sexes were discovered, you were born before the sex 'change'.

You made do with what you had, and you were the last generation to think that you had to be married to have a baby.

"Time sharing" meant togetherness, not sharing a computer or a condo. A "chip" meant a piece of wood. "Hardware" meant something that you got from a hardware store, and "software" was... well, not even a word yet.

You can remember when "Five and Dime" stores actually sold things for 5¢ and 10¢. For a nickel, you could buy an ice cream cone, a bottled coke, ride a bus, make a

phone call, and buy enough stamps to mail one letter and two post cards. You could buy an inexpensive but brand new car for \$600.00, but who could afford even that? A pity, too, because gas was 11¢ a gallon.

Back then, cigarette smoking was fashionable. Grass was something you mowed, coke was a soft drink, pot was something you cooked in, rock music was a grandmother's lullaby, and Aids were helpers in the principal's office or local hospital.

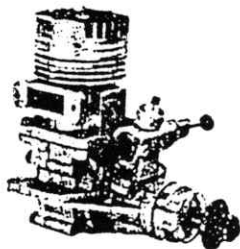
No wonder there's so much confusion and such a generation gap today! Nevertheless, you have survived. You have dealt with enormous changes, and adapted to the strange surroundings of today.

CONGRATULATIONS!
You are not necessarily old, but you are wise and strong. May the coming years be fruitful for you.

-Author Unknown

PROP CHART FOR 2-STROKE ENGINES

Contributed by WM. Hasert



ENGINE SIZE (cu. in.)	STARTING PROPELLOR	ALTERNATE PROPELLORS
.049	6-3	5¼-4, 5½-4, 6-3½, 6-4, 7-3
.09	7-4	7-3, 7-4½, 7-5
.15	8-4	8-5, 8-6, 9-4
.19 - .25	9-4	8-5, 8-6, 9-5
.29 - .30	9-6	9-7, 9½-6, 10-5
.35 - .36	10-6	9-7, 10-5, 11-4
.40	10-6	9-8, 11-5
.45	10-7	10-6, 11-5, 11-6, 12-4
.50	11-6	10-8, 11-7, 12-4, 12-5
.60-.61	11-7	11-7½, 11-7¾, 11-8, 12-6
.70	12-6	11-8, 12-8, 13-6, 14-4
.78 - .80	13-6	12-8, 14-4, 14-5
.90 - .91	14-6	13-8, 15-6, 16-5
1.08	16-6	15-8, 18-5
1.2	16-8	16-10, 18-5, 18-6
1.5	18-6	18-8, 20-6
1.8	18-8	18-10, 20-6, 20-8, 22-6
2.0	20-8	18-10, 20-6, 20-10, 22-6

NOTES ABOUT THE PROP CHARTS:

Both the "PROP CHART FOR 2-STROKE ENGINES" and the "PROP CHART FOR 4-STROKE ENGINES" printed here are intended to provide an R/C sport flier with a safe, dependable starting propellor to use on a typical sport/trainer type model airplane. While the "STARTING PROPELLOR" listed may not deliver optimum performance in every single case, it should get the model off the ground and flying nicely with the engine operating in a safe RPM range. This will provide a starting point from which other size props, either from the "ALTERNATE PROPELLORS" list or from the engine manufacturer's instructions, can be tried and compared. The model's size, weight, drag, wing loading; the type of engine being used (sport, pattern, racing, etc.) and its actual power curve; the type of fuel being used; and even the altitude at which you are flying; are all factors in finally determining the optimum propellor for each different airplane. This can be done only by flying with different props and noticing any differences in the model's speed and climb.

In general terms, a higher pitch prop will pull the airplane faster in level flight. A lower pitch prop will cause the airplane to takeoff quicker and climb faster. Some full-scale airplanes have adjustable pitch props so they can use the most efficient pitch in each situation. The pilot will select low pitch for the takeoff and climb to altitude, and then switch to a higher pitch for better level flight speed and fuel economy. It's exactly like shifting gears in a car! Low gear provides quick acceleration from a stop, while high gear is used for better fuel economy after the car is up to cruising speed. Even owners of full-scale airplanes with fixed pitch props, like a J-3 Cub, can choose between at least two different FAA approved propellers - one called a "climb prop" (lower pitch) and another called a "cruise prop" (higher pitch).

On a model airplane you should not only try different pitch props, but different diameters as well. For example, let's say you are running a .60 2-stroke engine and start out with an 11-7 prop. The model will very likely fly real nice. Next, put on a 12-6 prop, readjust the needle valve, and fly again. Watch carefully! This time the model should be able to takeoff in a little shorter distance and you will be able to pull the nose up a little steeper on the climbout without stalling. However, the level flight speed will probably be slightly less than with the 11-7. So while the engine turns both propellers at approximately the same RPM, the flight characteristics of the airplane are slightly different with each prop. Don't be afraid to try another different size propellor and note any further changes. Usually the changes will be very small, and there will always be a tradeoff of some kind - what you gain in one aspect of performance you may lose in another. By trial and error you will eventually determine which size prop best suits your particular model and how you want it to perform.

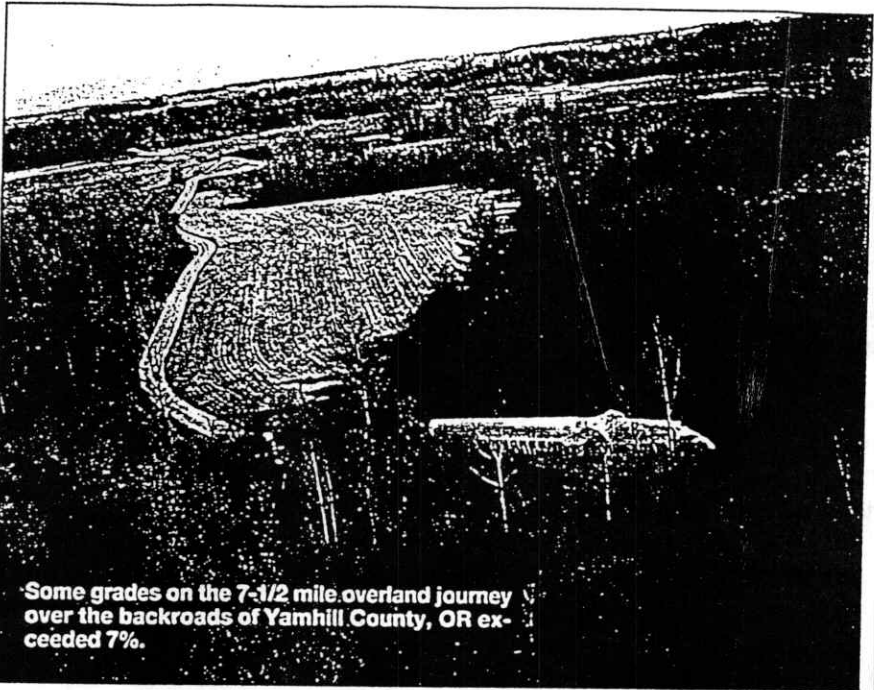
For safety, balance all propellers before use.

tifully restored and priceless antiques, golden age aircraft and warbirds. Some of the vintage aircraft that will join the Spruce Goose in the AirVenture Museum passed overhead in an aerial salute: Corsair, P-51, Ford Tri-Motor, Bell 212. The last, the longest leg for Howard Hughes' historic airplane was done. The Hercules was home. ♦

ABOUT THE AUTHOR

Penn R. Stohr (EAA 183342) currently serves as Senior Vice President of Flight Operations for Evergreen International Airlines. As a member of the Board of Directors of Evergreen AirVenture Museum he was actively involved with the HK-1 move to McMinnville. When not involved in his executive position with the airline, he can be found on the airshow circuit flying the museum's aircraft, including the B-17 and the Ford Tri-Motor.

© Peggy Nuetzel, Evergreen AirVenture Museum



Some grades on the 7-1/2 mile overland journey over the backroads of Yamhill County, OR exceeded 7%.



More than 10,000 people came to McMinnville to celebrate the Spruce Goose's arrival. A parade down the main mile included vintage military and passenger vehicles, local school bands, Scout troops and equestrian groups.

© Fritz Von Tagon, Evergreen AirVenture Museum

COMING EVENTS

5/25 SFP Hampstead
 5/25 MMA Mtg. Loc ? call Milt P
 6/1 SFP Eldersburg
 6/4-5 **MARC Show & Flea Mkt.**-Timonium MD
 6/7 WAM monthly mtg. @ VFW 8 PM
 6/8 SFP Towson (Special in Bal. Co)
 6/11-12 BASS Glider contest @ McDonough Sch
 6/18 DCRC Helicopter contest
 6/25-26 How. Co Scale Contest @ Bealton VA
 6/29 MMA Mtg. Loc ?
 7/5 WAM monthly mtg. @ VFW 8 PM
 7/8-9-10 Warbirds over Del. Lums Pond Pk.DE
 7/9-10 STARS Scale Rally - Olean NY
 7/27 MMA Mtg. Loc ?
 8/20 DCRC Giant Scale Contest
 8/31 MMA Mtg Loc. ? - Call Milt
 9/10-11 Bealton VA Scale Contest
 Call Hoyt Bishop - 840-9589

GARFIELD



JUNE-4&5
MARC SHOW
 TIMONIUM FAIR
 @ GROUNDS

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Printing Courtesy of
 Ed Popp

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 - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

VOLUNTEERS

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

Next Meeting:

JULY 5, 1994

8:00 PM

West. VFW Hall

Volume 10 Number 6

AMA Chartered Club 336

Formed 1955

Pres. Report - Ken Eckard [ED: From May]

Another month has passed, weather has warmed up & most people have cleaned the dust off their planes & flew them a couple of times. If you haven't yet because you didn't know where to fly, well I'm happy to tell you our new field is now open. The grass is a little patchy & there's a lot of stones but it's flyable. Please follow all safety rules posted at the field and when leaving, make sure last person locks the gate.

We also have a Port-a-Pot at the field which we are getting through C/C at a cheaper rate than last yr. For right now we have a person lined up for mowing for I believe \$x.00 a shot. Good price. Way to go, Bob!

I would also again like to thank all of those who helped at the field. **THANK YOU!**

Another big "THANKS" goes out to George Schollian who has donated a 12 HP John Deere riding mower to the club. Free, the only thing it needs is some work on the charge system, but that is totally beside the point. Enough thanks cannot be said.

Moving to other things, I just got back from the MMA Picnic & WAM made another strong showing. Paul Schaffner brought home 2nd. in scale with his Extra 230 & Wendell Richards won 1st in non scale with his scratch built Extra 320 (300). Other than the contest the weather was great, food hot & soda cold. The only problem was there was more food than people. Attendance was way down from last yr. Only 5 people flew & 3 of those was from WAM. I had a great time.

I would also like to welcome Dwight Baugher to the club. Looking forward to seeing you at the field. If you need any help just ask, we would be more than glad to help.

Anyone who can spare some time to help the guys with the School program, give Ray Miles
con't next col.

a call. They can always use some help unloading & loading if anything.

That's all for now, see ya at the field, and don't forget the MARC show. We could also use some help at the MMA Booth at the show. - Ken E.

WHAT THE KIDS SAID !

Dear Westminster Aeromodelers,

Thanks you for coming today. My favorite air plane was the F 5. I learned that you made all the air plane. Can you come back on a sunny day? = XXXXXX

Dear Sirs,

You are nice! I learned how airplanes fly. I like the bird. Can you come bake when the sun is owt & you can fly you airplanes. = XXXXX

Dear Westminster Aeromodelers,

Thank you for coming to Robert Moton to show your air planes and hot air balloon. They are very neat. I learned how they turn around, how they can go up and down and how they turn right and left. My favorite air plane was the big white one. I thought that one was really neat. Could you come again when it is warmer and when the sun is out? = XXXXXX
PS: Your airplanes are very neat.

Dear Sirs,

I saw your program and I like the bird. Who made all the models there? because they were cool. I also like the very big rocket ship. Can you come again so we can see more planes? and can you fly them outside to see how they fly because outside no one will hear it but us and we can see them and no one else will be yelling because it is noisy. = XXXX

[ED: See even the kids know!]

MINUTES - JUNE '94 Mtg.

John Sterrett, Sect'y.

- 1- Mtg. opened by Pres. Eckart @ 8PM @ VFW.
18 mbrs. present. Guests - Allen & Paul Rauger (from England) & Larry Nolte.
- 2- Allen & Paul Rauger gave an interesting talk to us about their "Buccaneer Club" in England commenting that noise was always a problem & that they flew powered gliders. Their club consists of 130 mbrs & was formed in 1948. [ED: he also has several hundred engines]
- 3- May mtg. minutes appv'd.
- 4- VP Ken Davis gave MMA rpt.
- 5- Treas. report - we're in the black.
- 6- Milt. P. rept'd. on MARC Show. [ED: Our ex-mbr. John Dorl who still works with the SFP was named the "Md. Modeler of the Yr"]
- 7- Ken E. read a letter from a Brazilian modeler who would like a "pen pal" from WAM. [ED: John Schaffner will corres.]
- 8- Milt P. plans to attend the AMA Homecoming at Muncie IN. WAM is now an AMA "GOLD LEADER CLUB". [ED: A plaque is forthcoming]
- 9- Mbrs'p. Chrm Goldman said no new apps.
- 10- Ray M. reported that several noise complaints had been rec'd. by C/C Comm. regarding flying at CCMA - none serious & all handled satisfactorily. Also gave school rpt.
- 11- Wendell R.- SAFETY / SOUND requested everyone keep sound below 95 db, & sound carries especially when the air is calm.
- 12- Bill Hasert purchased 100' of flag line which was put to good use.
- 13- Mbrs agreed that CCMA field should be mowed every week even though grass is not very dense yet. It does grow tall.
- 14- Milt P. cautioned that proper servo arms be used on your servos. Slippage may occur!
- 15- John Dorl was voted in as an HONORARY MEMBR. OF WAM.
- 16- Ron Bowen won the 50/50.
- 17- Mtg. adjourned at 9:40 PM.

WELCOME BACK

A big welcome back is in order for -

0- Ken Hands (Joy) 5312 Pommell Dr Mt Airy MD
795-2026 AMA 24309 DOB 09/17/35 21771

Please add to your roster. Joined 11/74

HONORS TO A W.A.M. MEMBER

Editor

Each yr. the Directors of the "MARC" Show asks the M.M.A. to select someone as the "MD Modeler of the Yr." Every club is asked to nominate someone for the honor and the MMA reviews the selections. The 1994 MD. MODERLER OF THE YEAR WAS - JOHN R. DORL. Congrats John.



SCHOOL FLIGHT PROGRAM-Ray Miles

It's all over now until Fall. We have just completed our 6th year of conducting "Flight" classes in the County Ele. schools. Total pupil attendance this year was 2,388. That figure translates into almost 14,500 boys and girls that have been witness to this program since its inception. How is that for numbers?

Commissioner Dell attended the Eldersburg class and seemed to enjoy what took place. If looks mean anything he was impressed.

Thank all of you again, those who participated, for club support with models donated, and for the funds forthcoming from the treasury.

Milt P. obtained a cart load of outdated model mags. and we have been doling them out along with our handouts in school. They will be used for either the classroom or the library. Another re-cycle effort----

I attended the May 25th M.M.A. meeting that was held at the V.F.W. in Westminster. One of the items of discussion was for donating \$100.00 to the W.A.M. S/F/P. That motion was approved and passed. I think that unselfish gesture speaks a lot for both what we do, and the quality of the M.M.A. members. They have been duly thanked. This came at an opportune time to say the least.

Another interesting situation arose after the meeting. Charlie Hughes, of the Harford R/C club informed me that he will be retiring before the end of the Summer. He wanted to know if he could help with our S/F/P. Could he ever?--For someone to want to travel from Bel Air to C.C. to get involved is some kind of commitment. I know he must have given this a lot of thought beforehand. Come on people---this will give us 2 people, not belonging to our club, that will be involved. Still, they will be representing W.A.M. and not their own organization. Yes, we can use the help---Yes you are welcome,----ANYONE ELSE???

COUNTY-Ray Miles

Off we go into the wild bl----- as the song goes. The work that club members have done to get the C.C.M.A. in shape wasn't easy. Just ask the people that did more than their share. The results speak for themselves. What a pretty place it is and it is even more so with what has been done. Dank.. That translates into, that's a gooda joba fora sure.

I want to comment about the article that appeared in the last T/S. on page 4 in the bottom right column entitled--"Thank you WAM workers". It was written by the editor, and said,

"If we don't take care of our new facility" IT WILL BE LOST-OBEY THE RULES-RESPECT YOUR NEIGHBORS-PICK UP YOUR MESS-REMEMBER, IT IS NOT OURS. we only HAVE THE PRIVILEGE OF USING IT-DON'T ABUSE THAT PRIVILEGE. Very well stated, to the point, it says it all.

The reason I bring this up is due to several FAXs, letters to the County by R/F. I will point out the items.

- #1. On Sun. May 22, flying started before noon.
NOT TRUE-I WAS THERE.
- #2. Mufflers not being used.
NOT TRUE-CLUB REGULATIONS.
- #3. Flying OVER Rinehart Rd.
NOT TRUE-ALMOST IMPOSSIBLE.

All of above were answered to the satisfaction of the County.

Again, on Sat. May 28, I was personally called by R/F REVERIES.

- #1. Started flying at 10:15.
SO WHAT-POSTED TIME IS 10:00
- #2. Flying over Rinehart Rd.
NOT TRUE-SEE ABOVE.

At that point I got into a discussion with him about field use. He did admit that he may have a perception problem. He does. I then suggested to him, that when in the future, what he takes to be some sort of problem, to come directly to the field, talk with our people, and if it turns out there is something amiss that issue can be dealt with on the spot, there and then. He would not have to send wires off to the County. That only delays any corrective measures, and avoids any distortion of facts in the process. etc. etc. etc. He agreed to do that.

R/S brought the FAX to the attention of the Commissioners, and asked how to handle it. Their reply was, "if all the agreed to provisions in the agreement were being adhered to, they would do nothing". So, expect to be monitored on occasion. END OF TALE.

ADDENDUM TO THE TALE

For all of our sakes it might not be a bad idea to delay flying for 15 minutes after the hour. Range check your plane-relax-drink a soda-scratch yourself-use the Spot-A-Pot. You just might be able to correct some minor hicky that would wreck you plane. MUFFLERS are mandatory- We all know that--Don't Wink. BBs must be met- We all know that. If you bring a new plane to the field and there is no meter to check it--DON'T FLY IT.

I use $\frac{1}{4}$ stick on letters denoting prop size and pitch, muffler/mute, db generated. etc. If any condition changes, new figures are stuck

con't pg. 4

Con't. from Pg. - 3

on. I keep mine on the rudder. It's SIMPLE,
---WHAT DO THEY SAY---KEEP IT SIMPLE SIMON!

SPOT-A-POT

The costs of that item has not yet settled. R/S is to check that out and we should end up with a \$45.00 figure in the future. I do understand we got a bargain on the cutting. It all helps.

ANYONE FOR LOWERING DBs ???????

Results of one person.

Plane: LeCrate

Engine: O.S. 25

Prop: Wooden 8/6

Muffler: with mute

Test result: 87 DBs

Changes made

Prop: 9/6 wooden

Test result: 83 DBs

2 change made

Prop: 9/6 A.P.C

Muffler extension, (the short plastic type)

Test result

Not yet taken-- but it has to be lower.

In this manner I can make minor changes without exceeding the original 87 DBs.

ADDENDUM TO SPOT-A-POT

The current statement arrived, and the adjusted rate has been made to \$45.00 per month. R/S will be thanked for taking care of this for us.

LATEST FLASH!!!

A SUN PAPERS REPORTER AND PHOTOGRAPHER COVERED OUR CLASS AT ELDERSBURG FLE. ON JUNE 1. THE RESULTING ARTICLE AND PHOTO ARE THE BEST EVER DONE ON THIS EFFORT. YOU MAY HAVE SEEN IT IN THE MONDAY JUNE 5, MORNING & EVENING SUN. I PHONED THE REPORTER AND THANKED HER FOR HER EXCELLENT EFFORT.

THE FOCUS WAS WHERE IT WAS SUPPOSED TO BE - ON THE YOUNGSTERS - AND THEIR REACTIONS.

Two government employees were leaning on their shovels & having a chat when one turned & turned & smashed a snail on the ground behind him. / "Why'd you do that?" asked his pardner. "Darn thing has been following me around all day", he replied.

JOHN SCHAFFNER

BOOK REVIEW: JET RACE

By James Broom Lynne

From the book jacket:

Earhart and Lindbergh are gone, but is their spirit of adventure dead? In this big, whirlwind novel, an international cast of jet pilots, bored with deadly corporate routine, take up the challenge of a supersonic jet race around the world. Fitted against them are not only the forces of nature, but many dangers Lindy never faced in 1927; organized crime, political terrorists, and the nuclear arms race.

An English aviation pioneer dies and leaves behind an unusual bequest; his vast fortune is to be spent financing a global jet race with rules and handicaps intended to create some of the old hedge-hopping, daredevil aviator spirit. The prize: 200,000 pounds sterling and a priceless Avro 504 airplane. The contestants; seventeen men - and one woman - competing for the money, the honor, and the adventure.

Among them are Dew Coney, a publishing magnate who intends to bring along on the race several of his magazine's most attractive centerfold playmates; Martha Ward, who tempts the Arab terrorists by flying an Israeli Westwind with a handsome hero of the Six Day War as her co-pilot; and Ted Burnett, a charming Aussie who admits that he is being sponsored by the English Mafia but denies that his jet is carrying contraband. The police of six countries choose not to believe him, and they lie in wait along the flight route as the pilots vie with each other above the clouds and in some of the most exotic locales in the world.

With expertise born of a life in the air, James Broom Lynne combines the behind-the-scenes drama of "Airport" with the non-stop adventure of "Around the World in Eighty Days" to produce a novel as big as the sky.

This book is available. If you would enjoy reading it, just ask.
J.R.S.

AMA HOMECOMING '94 @ MUNCIE IN.

Milt Peacock

Joy & I left Thurs. 6/9 heading for Muncie to attend the "'94 AMA Homecoming". Our trailer was loaded with my Stinson 108-3, Voyager, Stinson L-5 Sentinel, & Ercoupe all being 1/4 scale types. Considering tables, chairs, fuel, chargers, & all other support items, ya need a trailer. But it's fun.

We stopped o'nite in Columbus OH. We were in no hurry as the trip could really be made in a day. (560 mi.) We left Fri. morning & arrived in Muncie about 10 AM. After checking into the Holiday Inn we went to the AMA facility to register as participants at the fly-in. They have made many changes in the HQ building since I was there 2 yrs ago. It is really nice now. They have a way to go yet but it takes time. The museum wasn't opened yet but looking thru the door, it appeared to be very nice.

After registering we went to the flight area. I wanted to test fly the Ercoupe before the big event. I didn't need another pucker time. The changes I made worked just fine and it flew great. As you know, or should know, flying off hard surface is quite different and adds a little apprehension to everything. However the knee-action of that L/G really works great as every touch down really stuck with no bounce. It was a little hard to believe. Another flier suggested a different prop selection so we tinkered with the carb & prop combinations & it did add to the performance. I quit after 6 or 8 flights to go back to the motel to get Joy so we could do our thing.

Sat. morning found us on the flight line about 8 AM to get a good spot to set up. We had the same spot as I had on my visit before. The wind had turned 180° so I flew the L-5 instead. I was a little afraid of the cross wind effect on the Ercoupe. As the day progressed the wind strengthened & quartered even more requiring the approaches to enter a NO fly zone. Of course there were a few hot-shots who bent them in. Some got "bent up" too.

Noon time 4 sky-divers dropped in, 3 of which missed the "X" but #4 hit the spot. He was non other than our new Executive Director, Jerry Rouillard. The other 3 said they missed just to make Jerry look good.

Following the jumps two 1/1 scale Pitts put on a show for us. You know the routine. They put on individual performances except for the inverted / upright fly by. It was nice tho.

If you have ever seen this man fly, you

will never forget him. He has an 82" Christen Eagle, 22#, 4.2 Sachs, 22x12 APC prop that he flies like you have never seen before. If you think pattern is skill, you ain't seen not'in! As you know, I get around a bit & I here to tell you this guy is out of this world. As an example - his landing approach starts at 200' altitude above the end of the r/w, a knife edge vertical drop to 6-8' & a perfect touch down & roll out. It's a thriller. If you are ever around where he flys, stop what you're doing & WATCH. You'll never forget it!

The news media was on the scene covering the event. One of the photographers snapped a photo of Joy & me including the two Stinsons. He said he had no control of what photos would be published but to look in Sundays "Muncie Star". Of course I had to give him a copy of WAM's "School Flight Prog." brochure. Ya take it where ever & how ever ya can git it!

Flying shut down at 5PM so a pig roast could take place. 3 cookers, each containing a 260# pig had been brewing all day. The food was free for the pilots but anyone else could buy a ticket. Later the "Pink Cadillacs" played music for dancing on the R/W.

Sunday brought a better wind direction & velocity so flying was much nicer. My L-5 is powered with a Zenoah G-62. Many other were being flown & were they LOUD. Mine reads 91db and the fact that it was so quiet was announced by Bob Underwood who was acknowledging those who were flying etc. Bob also told everyone about our SFP while I was flying which brought forth some interest later. You think at times our effort is not noticed but I assure you what WAM is doing IS **KNOWN** around the country. It is worthwhile.

Oh yes! I mentioned the media. We had to buy a Sunday paper & sure enough, we made the front page. MD is "on the map".

Also other events took place. ACE had a "buddy box" set up in another area for anyone wishing to try R/C. A C/L group let novices try their hand at that. Rocket fliers had their sport going full blast along with quite a few kite flyers.

Many interesting models were flown such as a twin "Cub". He had a J-3 & PA-11 joined about 12" apart powered with K&B 61's. Most were run of the mill models however. The turn out could have been better but that also kept the flight line short.

Jay Mealy & Bob Underwood were on the front line & worked their -- off. Joyce Hager was working in the AMA tent selling shirts, drinks, etc. The weather was on the hot side but the air movement kept it bearable.

We had a great time & you should go if just to see the museum. It is better than ever.

PROP CHART FOR 4-STROKE ENGINES

ENGINE SIZE (cu. in.)	STARTING PROPELLER	ALTERNATE PROPELLORS
.20 - .21	9-6	9-5, 10-5
.40	11-6	10-6, 10-7, 11-4, 11-5, 11-7, 11-7½, 12-4, 12-5
.45 - .48	11-6	10-6, 10-7, 10-8, 11-7, 11-7½, 12-4, 12-5, 12-6
.60 - .65	12-6	11-7½, 11-7¾, 11-8, 12-8 13-5, 13-6, 14-5, 14-6
.80	13-6	12-8, 13-8, 14-4, 14-6
.90	14-6	13-6, 14-8, 15-6, 16-6
1.20	16-6	14-8, 15-6, 15-8, 16-8, 17-6, 18-5, 18-6
1.60	18-6	15-6, 15-8, 16-8, 18-6 18-8, 20-6
2.40	18-10	18-12, 20-8, 20-10
2.70	20-8	18-10, 18-12, 20-10
3.00	20-10	18-12, 20-10

Thanks to Bill Hasert. -[ED]

A M A NEWS - Milt P.

Last month I said I had some "great news" concerning WAM. (At least I think it's good news). So, for the benefit of those of you who failed to attend our June mtg., WAM is now a "GOLD LEADER CLUB". I had received a letter from Jay Mealy (AMA) telling me that we had qualified for that status & thanking us for our positive contributions to the sport of aeromodeling.

The awards will be shipped to me as soon as they are available.

This honor is a little late in coming as the application / question papers were not submitted until I got tired of waiting for them to be submitted. However - it is done!

The new museum was officially opened on June 11/94 in the HQ bldg. in Muncie. It is first class. The museum that was in Reston was nothing to be ashamed of but this new one has been given a lot of thought and one hell of a lot of hard work. Those who created, designed, built, etc. certainly deserve all the praise that can be mustered. Most of the displays are in glass show cases with more associated items shown than you can imagine.

It is not a collection of an old modelers junk. Honestly, you could spend at least 15 or 20 min. at each case. There are items that

bring back childhood memories and even for some of us, things we never heard of. If you have the opportunity to travel anywhere near to Muncie, make it a point to visit entire facility. I know a lot has been said about the move to Muncie but I for one like it. At least it is more central in the USA for all to enjoy. I don't know how many states were represented at the "Homecoming" but I met guys from NJ, CA, FL, & more.

Other AMA news is in Mod. Avia.

WELCOME - NEW HONORARY MEMBER

John Dorl had been a member of WAM since 2/87. He decided to drop his mbrs'p. in '94 for his own reasons. Even though John was no longer an official mbr. of WAM, he continues to travel from Timonium to contribute his important role in our School Flight Program. For dedication such as that, John was unanimously accepted as an "Honorary" member of WAM in 1994.

WELCOME ABOARD , JOHN

Please add to your roster =
HM John Dorl (Rita) / 406 Fleetwood Rd.
252-0715 Timonium MD 21093

MMA REPORT - Ken Davis & MP

The May 25 mtg. was hosted by WAM @ West'r VFW. Pres Ron Ware opened the mtg.

A letter had been received from Milt P./WAM requesting the MMA to consider contributing \$100 for WAM's School Flt. Prog. This was approved by a unanimous vote.

The need for some guidelines concerning the static display & awards given at the MMA picnic was discussed. Several ideas were submitted and a final decision will be made at a later date.

The two/bits which were paid for the food etc. at the picnic was given to the Boy Scouts, with the MMA making up the difference for a contribution of \$200.

A letter of thanks will be sent to C/C for the use of Mayeski Park.

A discussion concerning the proposal to eliminate the Senior Citizen category within the AMA was had with the recommendation that each club write to the AMA as to their thoughts with copies to everyone.

Balto. Museum of Industry will be hosting a Fathers Day model building seminar.

Welcome aboard- Frederick M.A.C.

Lessons in Life
FROM
GEORGE WASHINGTON

Humility: Washington's military exploits against the French and Indians made him well known when he was still in his twenties.

However, he was acknowledged as the leader of the American cause against the British 20 years later because of the practical economic measures he sponsored...and the judgment he showed as a delegate to the Continental Congress.

After being unanimously chosen as commanding general of the new Continental Army in 1775, Washington left the meeting room, telling Patrick Henry: "From the day I enter upon the command of the American armies, I date my fall and the ruin of my reputation."

Before his first election to the presidency in 1789, he explained his ambition - to live and die on his own plantation. He reluctantly agreed to run for a second term only when it became clear that he was the only person who could hold the country together.

Washington resolutely refused a third term, setting a precedent broken only by F.D.Roosevelt and now prohibited by a constitutional amendment.

After he left office in 1797, Washington returned to his beloved Mount Vernon to live the farming life he had always wanted. A constant stream of admirers visited...and each was impressed by the same character traits.

EXAMPLE: English comedian John Bernard, touring the young U.S. in 1798, came across an overturned carriage with a woman lying beside it, unconscious, on a rural Virginia road. Bernard saw an elderly man straining to help the woman and free the carriage from the half-ton of luggage burying it.

After they had finished their work, the elderly man invited Bernard to recover at Mt. Vernon...and he realized that the savior was George Washington. Bernard was impressed by Washington's thoughtful remarks - but even more by his

behavior, so different from that of most country gentlemen, who would have sent their servants to help. The former president had pitched in himself.

LESSON: Greatness is measured by action, not reputation.

THOUGHTS OF THE DAY. . .

You get out of life what you put into it---minus taxes.

We never repent for having eaten too little.

NEVER question your wife's good judgement - look who she married.

REMEMBER :

The road to success is dotted with many tempting parking places.

AVIATION HISTORY

January 13. Henry Farman, the French aeronaut, has won the \$10,000 prize offered for the first heavier than air flight to cover a circular route of at least a kilometer. Flying a 300 pound aircraft powered by a 50 horsepower engine, he took off from a field at Issy, five miles southwest of Paris, today and easily fulfilled the requirement, flying well over a kilometer at a speed of 24 MPH and an altitude of 25 to 30 feet. The flight is being acclaimed as proof that heavier than air ships will replace steerable balloons for air travel.

The Year - 1908

WHAT'S UP IS UP! (Economically Speaking)

	1944	1994
New Chevrolet	\$ 695.00	\$ 24,185.00
3-Bedroom House	3,475.00	109,800.00
Bread - 1 lb.	.09	.71
Milk - 1 gal.	.62	2.78
Bacon - 1 lb.	.41	2.32
Gasoline - 1 gal.	.21	1.19
INCOME....	4,027.00	36,468.00

THINGS I WONDER ABOUT:

If the 1980's saw the end of stay-at-home mothers, does the 1990's mean the end of go-to-work fathers?

If the stock market is not in a bear market, but not exactly in a bull market, does that mean it's a bum-steer market?

Why should airlines be concerned about showing good movies? Is anybody going to get up and walk out?

BOOK REVIEW - ACES by ROBERT DENNY

From the book jacket:

Former bomber pilot and veteran journalist Robert Denny brings to dramatic life the legendary heroics of the men who flew the B-17's for the Army Air Corps in the latter stages of WWII.

From 1942 until 1945 thousands of Americans risked life and limb to fly lumbering bombers deep into German territory, where they were sitting ducks for the Luftwaffe. ACES is the story of these men, interwoven in this remarkable debut novel through the experiences of several young servicemen, particularly Col. Mitch Robinson and his boyhood chum Major Lon Amundson. Robinson's challenge is not only to pilot his Flying Fortress through murderous barrages of flak and waves of attacking fighters, but to set an example as a leader of his men. The strain of such responsibility threatens to make him an old man at the age of thirty.

Just when Robinson and his colleagues believe they have the war won, they witness a terrifying apparition over the skys of Germany: an airplane three times faster than theirs. It is the world's first operational jet fighter, the Me-262, and is flown by the few surviving Luftwaffe aces in a last ditch effort to stop the Allied bombing.

Ranging from a buzz-bomb attack on London to the tension of a

smoke filled ready-room during a pre-dawn briefing to the green valleys and cozy small towns back home in Western Pennsylvania, ACES adroitly captures both the exhilaration of flying and the sheer terror of aerial combat. It is a powerful, authentic novel of love and war, and a penetrating look at the changes that swept America during the war years.

Author, ROBERT DENNY piloted thirty-five missions in a B-17 with the Army Air Corps' 306th Bomb Group (First over Germany) based out of Thurleigh, England. He was awarded the Distinguished Flying Cross and was discharged in 1945 with the rank of captain. He was a reporter with the Washington Times-Herald during the fifties and went on to a career in advertising and as a writer-producer of documentary films. He makes his home in Bethesda, Md.

If you would like to read ACES, I would be happy to loan it to you. Just ask. J.R.S.

PARTING SHOTS

Whoever said, "Let the chips fall where they may", never spent much time around cattle.

Golf Humor: A golfer makes a hole in one and when he retrieves his ball from the cup, a genie appears. The genie says, "I'm the Hole-in-1 genie and I will give you any wish that you desire." The golfer thought awhile and said, "O.K., I'd like for you to stop all of the wars going on in the world." The genie said, "Get me a map and show me where they are happening." They go over to his car and the golfer gets out an atlas and points out all of the places he can think of that are in conflict. The genie ponders for awhile and then says, "That's too big an order, don't you have anything else that I can do for you?" The golfer then says, "O.K., How about making my wife passionate every night for a year?" With that, the genie says, "Let me see that map again."

Lessons in Life
FROM
GEORGE WASHINGTON

John Schaffer
PAGE

Self-Improvement:

As a youth, Washington wanted to become a member of the fashionable Virginia aristocracy and win fame and fortune. He observed very closely the way his high-placed friends and relatives acted and dressed. And he read widely to make up for the deficit in his skimpy formal education.

After he inherited a substantial estate at Mount Vernon, Virginia, from a relative and then came into wealth in 1759 by marrying Martha Custis, the richest woman in Va., Washington worked to improve the estate by experimenting with new agricultural techniques and machines, and tested 60 different crops.

As he matured, Washington combined his own ambitions for material advancement with continuous efforts to develop his own character.

EXAMPLE: Washington had a fierce temper that he struggled his entire life to control. As president, one of his worst moments came when he received news of the fate of an army expedition sent to subdue a group of warring Indian tribes in Ohio. Because of the ineptitude of Major General Arthur St. Clair, who commanded the expedition, two-thirds of the men had been killed or wounded.

Washington's immediate reaction was a furious outburst of swearing. But within a few minutes, he controlled his temper and declared that St. Clair would be given a fair hearing.

LESSON: Before you can lead others well, you must learn to lead yourself.

(From Richard Norton Smith, Author of Patriarch: George Washington and the New American Nation) J.R.S.

PARTING SHOT

Bad news travels fast, but good news takes the scenic route.

AVIATION HISTORY:

Making Airplanes on an Industrial Basis

March 30. The brothers Gabriel and Charles Voisin, who announced the opening of the first factory in France for the production of aircraft last November, report the successful test flight of their biplane which is powered by an eight cylinder engine that develops 50 horsepower. The flight proves the viability of the new industrial enterprise, according to the Voisin brothers.

The Voisin brother's aircraft factory, located in Billaincourt, France, has a very small work force. There are exactly two employees. One is a former boat builder and the other is a cabinet maker. They are busy assisting the brothers in construction of the biplane. The Voisins are selling their aircraft to other manufacturers, who then modify them to meet their individual requirements.

The Year - 1907

NINE BALLOONS IN RACE FROM St. LOUIS

October 24. The German balloon Pomern has been declared the winner of the James Gordon Bennett Cup. A \$2,500 cash prize went, along with the cup, to the pilot, Oscar Erbslohan, and his assistant H.H. Clayton. Second prize of \$1,000 went to the French balloon, L'ile de France. The contest committee for this second James Gordon Bennett international balloon race determined that the Germans covered 876 miles in an air line from St. Louis to the landing spot near Asbury Park. The Germans also won third place. The Dusseldorf finished 70.75 miles behind the French. And the American balloons, the St. Louis and the America, placed fourth and fifth.

The Year - 1907

THOUGHTS FOR THE DAY

The trouble with our laws today is that criminals know their rights better than their wrongs.

Do unto others as though you were the others.

COMING EVENTS

6/29 MMA Mtg. Loc ?
 July 5 - WAM monthly mtg.
 7/8-9-10 Warbirds over Del. Lums Pond Pk.DE
 7/9-10 STARS Scale Rally - Olean NY
 7/16-17 NSRCA Regional Pattern Contest @DCRC
 7/27 MMA Mtg. Loc ?
 8/2 - WAM monthly mtg.
 8/6 - Har. Co. Giant fly in IMAA rules
 8/20 DCRC Giant Scale Contest
 8/31 MMA Mtg
 9/6 - WAM monthly mtg.
 9/10-11 Bealton VA Scale Contest
 9/28 MMA Mtg- Loc ?
 10/4 - WAM monthly mtg
 10/9 How Co float fly
 10/15-16 DCRC Helicopter Fun Fly & Contest

B-26 "MARAUDER MISSION"



Printing courtesy of : Ed Popp.

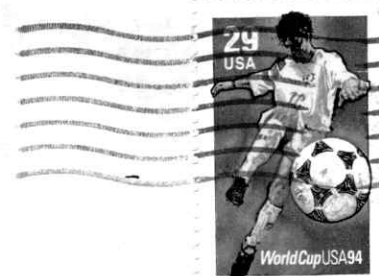
WAM - Sorry that this ain't up
 to snuff - I didn't have much
 time this month = ED: 

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.

Summer - 8:00 PM



NOTE - This months printing
and mailing by - Ken Davis



THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS
Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

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

VOLUNTEERS
AMA Liason - Milt Peacock 833-3122

Next Meeting:
Sept. 6 '94

8 PM

West. VFW Hall

Volume 10 Number 8 Aug '94 AMA Chartered Club 336 Formed 1955

PILOT to CO-PILOTS;

Well another month has slipped away & things seem to be going pretty well with the field. Sorry for the two new restrictions but we're just trying to make an effort to get along with the neighbors. Ron Fredericks even made note of these changes & thanked us in his own way, so even the slightest changes might make a little difference, so please follow them.

One other thing I've been doing is checking on sound. Even with the 95 db rule the planes seem to be louder than others. It's not really that hard to quiet them down, soft mount the engine with some scraps of old fuel tubing, larger & better props (APC) or baffle made out of a soup can lid or old pie pan. All of these cost just pennies more & a little effort. If you have a Super Tigre, Enya, K&B, or ASP I would suggest all of these changes before you even come to the field because I can tell you right now they are loud. So to avoid a lot of disappointment after driving 15 miles & being grounded so make them quiet now. For those of you who just made it at 95 db, try some of these simple things to make a little difference. Remember, the less they hear us - the less we'll hear from them. Stop & think about it!

I would like to welcome two new members to the club. Jimmy & Terry Reeves. Hope you enjoy your new club. Have any questions or need help feel free to ask anyone, I'm sure they will be glad to help.

If anyone still needs their key please contact me & I'll make arrangements for you to pick it up. Ken Eckard - 549-6674.

There will be a Leisure Expo at Cranberry Mall on Sept. 10. Set up time 8:30-9:30AM. Call Ray Miles for more info & plan to help.

Another upcoming event will be a fun-fly on Aug. 28 @ 1 PM. Come out & join the fun. Refreshments will be provided by the club. COME ON OUT!! JOIN IN!! FLY FOR FUN!!

Well, that's about it for now. Some things that will be discussed at the Sept. 6th meeting will be dues, spot-a-pot, MMA Flea Market on Oct. 8th. Tables available (Call Milt Peacock 833-3122), planting grass at the field, & the Xmas banquet.

If you have any comments or feelings on these or other subjects please let us know at the meeting.

Have fun & most of all FLY SAFE.

See ya! Ken Eckard, Pres.

PATRIOTISM

The respect & zeal you hold for your country honors the earth which truly bore you. Obedience & observance of its laws & customs must rank among your most precious possessions. Their very existence allows you to change & improve your lot in life. Freedom of choice carries responsibility & obligation as well as the gifts of expression & fulfillment.

Paul L. Helzer, 320 Long Beach, CA

HELP NEEDED

WAM is in need of a new Talespinner Editor for 1995. The '94 editor will show you the ropes. It's not that hard a job & we need a new face. STEP UP & DO YOUR PART!

ADVICE FROM YOGI BERRA -

When you get to the fork in the road, take it.

You know you're getting older when "Happy Hour" becomes a nap.

AUG. '94 MINUTES - John Sterrett, Sect'y.

- 1- Mtg. opened by Pres. Eckart @ 8 PM @ VFW.
- 28 mbrs & 1 visitor- Eric Amundsen, Clev. OH
- 2- July minutes appv'd.
- 3- Pres. Ken discussed the issues & changes at CCMA that was reported in the July T/S relative to the WAM agreement & the C/C Park Director. Read pg. 1 of the July T/S for details.
- 4- Ray M. read a ltr. from the Park director to a county resident supporting us & explaining the agreement.
- 5- Ken Davis gave the MMA report.
- 6- Treas. Briggs reported we're in the black.
- 7- Milt./ P communications- Giant Scale fly-in in NJ; 10% off of hobby books min. order of 10; ACE catalog available.
- 8- John Schaffner read ltr. from Carlo Adriano Marcedder of Brazil who sent pictures of himself taking flying lessons & of a giant scale C-130.
- 9- Milt P. AMA report- commented on possible change of mbrs'p. renewal date. WAM members voted for no change. [Ltr. sent to AMA]
- 10- Pres. K.E.- important to insert only AMA cards in pin board slots. No other card should be used.
- 11- Ken E.- refer all questions & comments regarding WAM field agreement to Club Pres.
- 12- Mbrsh'p. Ed Goldman proposed brothers Terry & Jimmy Reeves for membership. Appvd. unanimously. He also suggested up-to-date copy of field rules be given to new mbrs.
- 13- Wendell R. safety/sound emphasized importance of staying within 95 db. Important to insert AMA card in pin board slot, to taxi with care in pit area (at right angle to the fence - not parallel) & only run motors at high RPM's away from pit. Al T. suggested a reminder sign at the field exit to remind of transmitters & AMA cards.
- 14- Ray M. will post school schedule in T/S.
- 15- Wendell R. & Ed G. will direct FUN FLY Sunday Aug. 28 - 1 PM.
- 16- Milt P. said he will not publish T/S next year. [will help U get started now]
- 17- Club voted to provide Ray M. \$10 for Cert. of Ins. for Leisure Expo. @ Cranberry Mall Sept. 10 (8:30-9:00 set-up; over @ 5PM) [Has been sent for. Milt P.]
- 18- Milt P. read ltr to AMA inquiring about Gold Leader Plaque due to WAM some time ago.
- 19- Lloyd B. suggested Control Line planes be allowed to fly on "Quiet Sunday". Can't do - not in field agreement! (Ken E.)
- 20- MMA Flea Mkt. @ VFW Oct. 8. \$10/table. See Milt P.

con't next column

- 21- Bob Allen will investigate the possibility of constructing a handicapper port-a-pot & having it serviced.
- 22- Ken Davis has MMA 50/50 tickets awarded @ Flea Mkt. Oct. 8.
- 23- Mickey Yachera won our 50/50.
- 24- Mtg. adjourned 10:50 PM. = J.S. Secty.

W.A.M.'s TRAVELERS - ED

Aug. 6 - Harford County R/C - Belair MD

Sat. brought forth a bright cool day which was enjoyed by all. HCRC hosted an IMAA fly in (giants only) at their field. WAM was represented by Paul & John Schaffner, Dwight Baugher, Hoyt Bishop & Milt Peacock. Paul put on a great air-show with his Extra 300, the air was full of smoke. At one point someone tried to fly the same pattern with Paul, also with smoke, which really looked great. Milt flew his Ercoupe but a broken bell-crank grounded further efforts. Hoyt showed off his [ED boo-boo - none brought]

I believe 33 models were registered which is a good turn out in these parts. At noon all the models were lined up on the runway so the spectators could see them close up & also could talk to the pilots.

A good time was had by all.

Aug 7 - R/C Modelers of Balto = Parkton MD

Another IMAA fly-in was hosted by RCMB at their beautiful field in Parkton. Paul Schaffner again flew his Extra 300 & Milt P. gave his Stinson L-5 a workout, until the batteries became critical, making up for the shortened day at HCRC. Dwight Baugher was also with Paul as his mechanic.

I don't know how many registered but there were quite a few giants present.

Even if you don't have a giant size model, in my opinion you still enjoy the day being able to see some fine models and meeting other modelers around the country.

FOR SALE

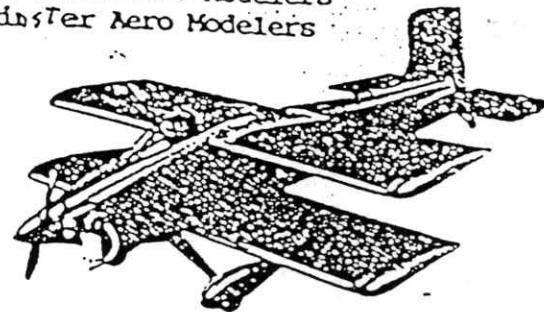
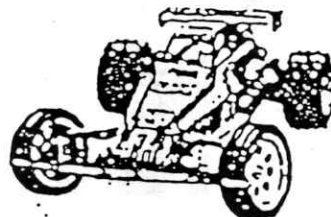
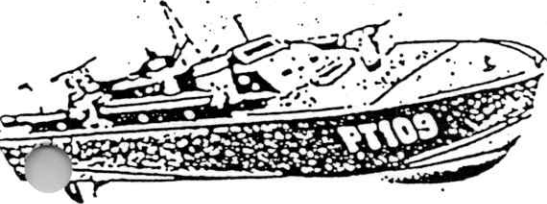
Dragon Lady ready to fly= Model only = \$175
Model & O.S. 120 Surpass - - - - = \$400

O.S. 108 New in box = \$225

Hoyt Bishop - 840-9589

You know you're over 60 when -

You're cold. White you wear sweaters, kids are running about almost naked & you can't believe they're not freezing.



MARYLAND MODELERS ASSN.

AMA
(Charter #37)

5th ANNUAL

Flea Market

**NO
DEALERS
PLEASE**

When-- **OCTOBER 8, 1994** **9 AM** -- Till Sold Out -- Usually 1 pm

Where - **Westminster VFW Hall - 2nd FLOOR**

519 Poole Rd. = Westminster, MD

Admission - \$2.00 at door.

(Vendor set-up = 8:30 AM)

Table rental = Full table (8') \$10.00 - - - 1/2 Table = \$6.00
 Includes one admission

Table reservation on a FIRST PAID basis. (Postmark on envelope)

Make checks payable to= "C.M. Peacock - MMA"

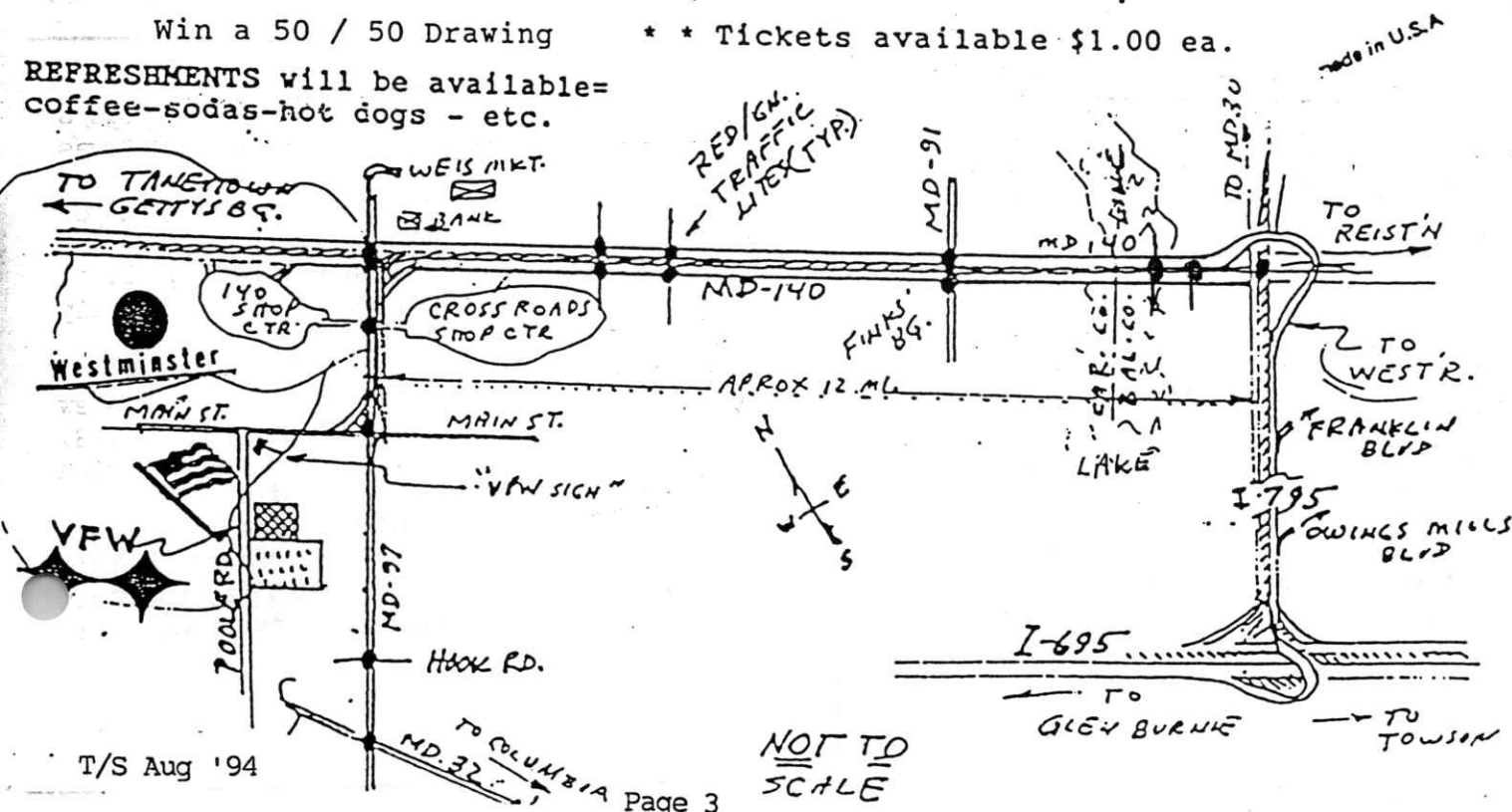
Mail to - C. Milton Peacock - - 2313 Da Lib Rd.
 (410)-833-3122 Finksburg, MD 21048 (9 AM - 9 PM)

Win a 50 / 50 Drawing

* * Tickets available \$1.00 ea.

REFRESHMENTS will be available=
 coffee-sodas-hot dogs - etc.

**NO
TAILGATE
SALES**



SCHOOL FLIGHT PROGRAM- Ray Miles

Summertime is fast departing and the 94-95 school year is just around the bend. Letters are ready to be mailed to the science teachers by the latter part of Aug. Quite a few of the teachers respond right quickly, even if it is to schedule Spring dates. All scheduling will appear in the T/S for the month following our club meetings. We will no doubt begin in Oct. Team people please make note.

We are still in need of 1 or 2 more volunteers for this effort. I have to firm up the offer by Charlie Hughes of the Harford club to see if he will be one of us.

Every effort will be made to eliminate any Tuesday scheduling. When that occurs it means we have to be at 2 schools in 2 days. That is not the best situation as several of our people just have too far to travel. I think that is asking a little too much of them. Last year 3 Tuesdays were on the calendar and we want that to go to zero. It could mean that we would have to use the last week of school, and we have attempted to avoid that as the youngsters are antsy and are looking to get out of school. Maybe that is their problem. Besides, it has interfered with vacation plans of 1 or 2 of our people, seriously impacting upon enough of the team people available to conduct the class. Not to mention the load caused by loading and unloading and setting up.

To my knowledge all static models are in good repair. We do need to replace the B-17, and Bill H. is progressing with the new E-10. There are a few other models I'm interested in that have significant historical value that would not only enhance our school display but also that of any Mall exhibit or other request we may be involved with. Some of these are in kit form and the right size, but some others I doubt there are even plans for.

COUNTY- Ray Miles

R/S of the Dept. of Rec. had received a letter from R/f with a list of his complaints. That letter was answered and I have a copy of it. This was read at our Aug. meeting. Without any mention of the contents of either letter I will say that the Commissioners and the Dept. stood fast behind us and our contract, even in spite of us conceding on some points to relieve the situation.

Perhaps a point is finally being reached where not much more, or very little more, will be tolerated by the County. I hope that is the case. We have every right to feel we should be able to present our own harassment agenda, in light of the fact, this majority of 1, always speaks for "the neighbors", when in fact not 1 other neighbor has ever complained at all. I also understand that some of you were approach-

ed at the field on a Sunday and asked to stop flying because of someone having company. I know flying did not stop, by we do not have to put up with that sort of interference. That is only my opinion.

LEISURE EXPO- Ray Miles

We have received confirmation from the Dept. of Rec. that everything is set for us at the Expo. However we cannot sell M.M.A. raffle tickets. The Mall expressed displeasure with that.

Set up time will be on Sat. Sept. 10 from 8:30-9:30 A.M. The Mall opens at 10:00 A.M. This year though all booths will shut down at 5:00 P.M. It will not be as long or as tiring as last year. The only things we have to take are a T/V, V.C.R. maybe 3 stands for models and our literature and hand outs. This is not all that involved.

JULY T/S CONFUSION?????????

Maybe it was just me, and most likely was, but I thought several items ran in the last months minutes were confusing.

1. The Air Fare: is scheduled for May or June of 95.
2. Leisure Expo: is scheduled for Sat. Sept. 1 at Cranberry Mall
3. Static Display: this is what seemed confusing. This was planned as a separate event, not along with the expo, to be held sometime from Oct. to Dec. A letter was sent to the Mall management requesting available Sat. dates. No reply has been forthcoming. I will stop in shortly and see about it.

I just wanted to clarify this in case anyone else was as confused as myself.

M M A REPORT - Ken Davis

Mtg. opened by Pres. Ron Ware @ Wargo's Restaurant in Hickory MD. Harford Co R/C was host club.

BASS N/L was awarded as N/L for month of July by AMA N/L editor Jim McNeill.

CBRC having a Scale Contest Aug. 21 at their field in Arden. They would like help from other clubs to judge the event.

Harford Co R/C hosting IMAA fly-in Aug. 6

MEADE MODELERS no longer exists. A new club has been chartered- NEW MEADE MODELERS, with new officers etc., are working with Ft Meade officials for a flying site.

RCMB is hosting an IMAA fly-in Aug. 7. They have formed Chapter #522 "Balto. Big Barnstormers" in the IMAA. This was their 1st event was very impromptu but everyone is spreading the word.

MMA Flea Market - Oct. 8 at West'r. VFW.

WHAT IS A "FATHER" ?

When you are small, a father is two huge hands. These hands help you across the street. They put worms on hooks better than any other hands in the world.

A father is a man who sits at the head of the table. He gets two lamb chops - you get one. He is nice to be near when there's thunder and lightning - or trouble.

A father understands when you think you're too old to be kissed goodnight. He is the one who teaches you how to tie your tie, who buys your first razor, who gives you permission to take the car - and who comforts mother when you're not home on time. Sometimes he helps you fail algebra.

A father spends most of his life reaching in his pocket for money to give someone for something.. His favorite words are, "Now, when I was your age - - ."

A father is the person you want to be like when you grow up. You can ignore him, but you can never forget him.

A father is a small boy grown taller and wiser.

____ Author unknown

[ED: I meant to print this for FATHERS DAY]

A man who had been feeling under the weather changed doctors. He started taking iron shots, iron tablets, & iron intravenously.

A friend asked how he was feeling after taking all the new medication.

"Oh, I'm much better now, as long as I face north!"

WELCOME NEW MEMBERS

A BIG welcome to the club to:

Jimmy W. Reeves (Sharon) 2143 Albert Rill Rd
AMA 517467 DOB 9/21/50 Hampstead MD 21074
239-7156 w-965-2028 Joined 8/94

Terry L. Reeves (Ilene) 2568 Cross Section Rd
AMA 512876 DOB 4/25/59 West'r. MD 21158
751-1217 Joined 8/94

(As of Aug. 3/94=
Please update your roster. 46 mbrs, 2 Asoc)

OUR FOREIGN CORRES. =

John Schaffner has received a very nice letter from Adriano Marceddu who lives in Florianopolis, Brazil. John read his letter at our Aug. meeting. It is really interesting to hear about the activities of modelers around the world. - Keep up the good work, John.

A M A NEWS - Milt P.

The political war is about to start. Howard Crispin, our current D/4 VP will be up for re-election for '95-'98 term. I have learned that he will have some opposition in the person of Chuck Foreman, Mechanicsv'l VA. Chuck was D/4 VP from '79-'83 so he knows the job. I'm sure that we will hear more about this in the not too far future.

Has anyone had any problems with the AMA? If so, I would appreciate a call ASAP. It doesn't matter how small your problem may have been, but I would like to know about it. On the other hand, if service was actually great, I would like to know that too. I'll make no further comment here.

AMA '94 Safety Code - General rule #7 = "I will not fly my model unless it is identified with my name & address or AMA number, on or in the model". Please pay heed!

[It was decided at our Aug. meeting that our members must put the info on the OUTSIDE of their model. ED.]

If anyone has any comment about the service provided by the AMA, what you may like or dislike about what they are doing, again please call me. Remember -WE ARE THE AMA- and we should make ourselves heard. I'm not too happy with them ever since the move to Muncie. The aches & pains of the move and new personnel is no longer an excuse.

Read MODEL AVIATION, there is a lot of news (good & bad) that you should be aware of. Lets be heard!

HISTORY IN - A U G U S T - -

- 1 '60 EAA Convention moves to Rockford IL... & to Oshkosh WI in '70.
- 1 '89 EAA Eagle Hanger dedicated.,
- 2 '09 USArmy accepts 1st aircraft from Wright Bros.
- 2 '89 EAA Memorial Wall dedicated.
- 5 '82 1st Auto Fuel STC issued to EAA
- 12 '18 1st regular airmail service in US begins: NYC - Wash DC
- 16 '60 Capt. Joe Kittinger completes highest parachute jump - 102,200 ft.
- 17 '78 1st Trans-Atlantic trip in a balloon.
- 19-1871 Orville Wright born.
- 20 '76 "Viking I" lands on Mars.
- 25 '12 1st time an aircraft recovered from a spin.
- 26-1740 Joseph Montgolfier, pioneer Balloonist, born.
- 29 '58 Air Force Academy opens.

T/S Editor

AVIATION HISTORY - 28 August 1905

With a performance that awed spectators at Rheims, Glenn H. Curtiss of the United States captured the International Cup of Aviation and a \$5,000 prize. The French were bitterly disappointed by the outcome, which they attributed to bad luck. Louis Bleriot made a desperate effort to keep the cup in France but fell 5.6 seconds short of Curtiss' mark. Curtiss flew 12.42 miles in 15 minutes, 50.6 seconds leading Count de Lambert to note: "The day on which man in his primitive form crawled out of the water and found he could move and live on land was no more an epoch than this."

REMEMBER.....

Middle age starts to show when a person who was a human dynamo shows signs of ignition trouble.

REMEMBER: Half our life is spent trying to find something to do with the time we have rushed through life trying to save.

AVIATION HISTORY:

Making Airplanes on an Industrial Basis

March 30. The brothers Gabriel and Charles Voisin, who announced the opening of the first factory in France for the production of aircraft last November, report the successful test flight of their biplane which is powered by an eight cylinder engine that develops 50 horsepower. The flight proves the viability of the new industrial enterprise, according to the Voisin brothers.

The Voisin brother's aircraft factory, located in Billaincourt, France, has a very small work force. There are exactly two employees. One is a former boat builder and the other is a cabinet maker. They are busy assisting the brothers in construction of the biplane. The Voisins are selling their aircraft to other manufacturers, who then modify them to meet their individual requirements.

The Year - 1907

WHAT THE KIDS SAID - as written

Dear Modelers,

Thank you for the show. I really like when one of you showed the rubber band plane that broke when one of you were winding it up.

Also I liked when one of you flew the big air plane outside and the plane did all the tricks and stuff.

And thank you for the ruler and the pledge and the little packet on things that fly and the pictures in the packet of all the models you had in the air show. Sincerely, XXXXX

Dear Aeromodelers,

Thanks for coming to Meckacville. I liked when you sent the bird up flying it was funny, too. Plus, I liked when Mr. Peacock talked about the history parts. I think Mr. Peacock, Mr. Dorl, Mr. Miles, Mr. Umstad And Mr. Harvard did a wonderful job. Plus, I think you were nice to send the pamlet about flight and the peldge of the aligence card too. And the ruler that has the presidets of the United States of Amica on it. Love, XXXXXXX

Dear Aeromodelers,

Thank you for coming to our school yesterday. Mr. Dorl, Mr. Peacock, Mr. Miles, Mr. Umstad and Mr. Hazard did a wonderful job!

They talked to the children about lift, thrust, drag and gravity. They were informative and interesting. The best part was the impressive display of models, especially the manned spaceship which landed on the moon.

Thanks again for giving your time and sharing your expertise. Sincerely, a Teacher

Dear Mr. Miles,

Thank you for bringing your modlers. They were cool. I liked the airplane that spun on the pole. Your a nice man. Thank you for coming to our school.

The Wright Brothers plane was neat.. I like the remote control plane. That was cool when it went around in circles. It flew upside dun and across the tot lot. I wish I had all those models. They look like there real. Thanks again. - Sincerely XXXXXXX

Dear Mr. Doral,

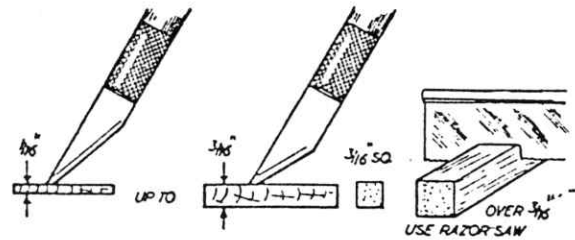
Thank you for coming to our school. It was really fun seeing the airplanes fly. It was funny when you tried to catch the airplane! Do you collect airplanes/? I like flying in airplanes. Well it's been good talking to you. Thanks again! Sincerely - XXXXX

BALSA STICKS

weight is in ounces

A knife or razor blade will work well for cutting balsa sheets and sticks up to 3/16" thick. Use a razor saw for sizes over thicker than 3/16". Always keep replacement blades on hand — blades do wear out and a dull blade can make it impossible to do a good job.

SIZE	NO. OF STRIPS	STOCK DENSITY					
		POUNDS PER CUBIC FOOT					
3/6" x		6	8	10	12	14	16
1/16" x 1/16"	16	.125	.167	.208	.250	.292	.333
3/32"	16	.188	.250	.312	.375	.438	.500
1/8"	8	.125	.167	.208	.250	.292	.333
3/16"	8	.188	.250	.312	.375	.438	.500
1/4"	4	.125	.167	.208	.250	.292	.333
3/8"	4	.188	.250	.312	.375	.438	.500
1/2"	2	.125	.167	.208	.250	.292	.333
5/8" x 3/32"	8	.141	.188	.234	.281	.328	.375
1/8"	8	.188	.250	.312	.375	.438	.500
3/16"	4	.141	.188	.234	.281	.328	.375
1/4"	4	.188	.250	.312	.375	.438	.500
3/8"	2	.141	.188	.234	.281	.328	.375
1/2"	2	.188	.250	.312	.375	.438	.500
1/8" x 1/8"	4	.125	.167	.208	.250	.292	.333
3/16"	4	.188	.250	.312	.375	.438	.500
1/4"	4	.250	.333	.416	.500	.583	.667
3/8"	2	.188	.250	.312	.375	.438	.500
1/2"	1	.125	.167	.208	.250	.292	.333
3/16" x 3/16"	2	.141	.188	.234	.281	.328	.375
1/4"	2	.188	.250	.312	.375	.438	.500
3/8"	2	.281	.375	.469	.563	.656	.750
1/2"	1	.188	.250	.312	.375	.438	.500
3/4"	1	.281	.375	.469	.563	.656	.750
1"	1	.375	.500	.625	.750	.876	1.000
1/4" x 1/4"	1	.125	.167	.208	.250	.292	.333
3/8"	1	.188	.250	.312	.375	.438	.500
1/2"	1	.250	.333	.416	.500	.583	.667
3/4"	1	.375	.500	.625	.750	.876	1.000
1"	1	.500	.667	.832	1.000	1.166	1.333
3/8" x 3/8"	1	.281	.375	.469	.563	.656	.750
1/2"	1	.375	.500	.625	.750	.876	1.000
1/2" x 1/2"	1	.500	.667	.832	1.000	1.166	1.333
1"	1	1.000	1.333	1.666	2.000	2.333	2.667
3/4" x 3/4"	1	1.125	1.500	1.875	2.250	2.625	3.000



GENERAL CUTTING GUIDELINES

RIGHT!	TYPE OF CUTTING	WRONG!
	CUTTING STICKS USE SHARP KNIFE OR RAZOR BLADE TO CHOP OFF SMALL SIZES - USE RAZOR SAW FOR LARGER SIZES.	
	STRAIGHT CUTS WITH THE GRAIN USE METAL RULER AS A GUIDE - CUT IN DIRECTION THAT GRAIN PULLS BLADE AGAINST STRAIGHTEDGE	
	STRAIGHT CUTS IN THICK SHEETS USE A RAZOR SAW - ALWAYS MAKE EDGE TO EDGE CUTS ACROSS THE FLAT SHEET	
	CUTTING FREEHAND CURVES CUT IN DIRECTION WHERE GRAIN WILL PULL BLADE AWAY FROM SHAPE - CLEAN UP LATER AS NECESSARY WITH KNIFE AND SANDPAPER BLOCK	
	CROSS GRAIN KNIFE CUTS ALWAYS CUT FROM EDGE TOWARDS CENTER - NEVER OUTWARDS TO AN EDGE	
	FOR CUTTING BLOCKS USE A STIFF BACK SAW AS FAR AS POSSIBLE - CUT IN FROM BOTH SIDES	

COMMON MODELER'S TOOLS FOR CUTTING AND SHAPING BALSA WOOD: Balsa is a very "friendly" wood to work with — so light, so soft, so easily worked into so many things. You don't need heavy-duty power saws and sanders like you would if working with a hardwood. In fact, even with an extensive power shop at their disposal, the professional model builders here at the SIG factory find that they still rely primarily on 4 or 5 simple hand tools for the majority of their work. If you are just starting out in the model airplane hobby, here are the tools that they recommend that you get:

X-ACTO NO. 1 KNIFE with a NO. 11 BLADE
for general cutting

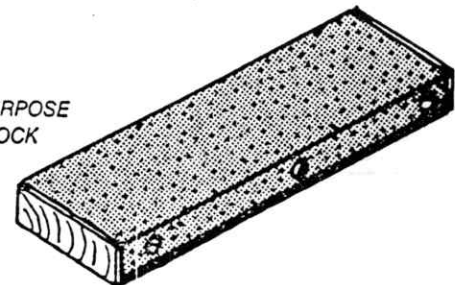
X-ACTO NO. 2 KNIFE with a NO. 26 BLADE
for carving

RAZOR SAW
for cutting thick sizes of wood

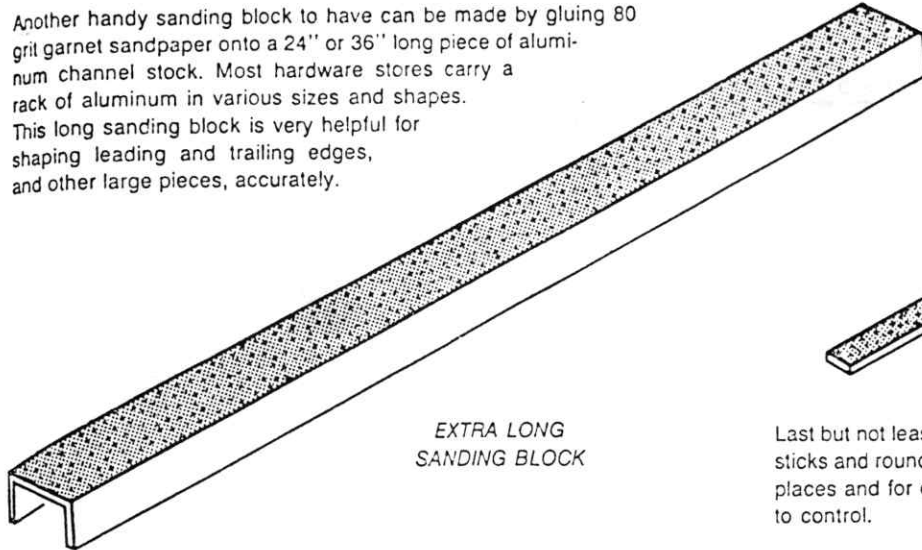
RAZOR PLANE
for shaping

YOU WILL ALSO NEED SANDING BLOCKS: In addition to the cutting tools, you will need an assortment of different size sanding blocks. These are indispensable tools for model construction. You can buy ready-made sanding blocks or make your own. The most often used general-purpose sanding block in our model shop is made simply by wrapping a full 9" x 11" sheet of sandpaper around a 3/4" x 3" x 11" hardwood or plywood block. Use three screws along one edge to hold the overlapped ends of the sandpaper in place. Use 80 grit garnet sandpaper on the block during general construction.

GENERAL PURPOSE
SANDING BLOCK



Another handy sanding block to have can be made by gluing 80 grit garnet sandpaper onto a 24" or 36" long piece of aluminum channel stock. Most hardware stores carry a rack of aluminum in various sizes and shapes. This long sanding block is very helpful for shaping leading and trailing edges, and other large pieces, accurately.



EXTRA LONG
SANDING BLOCK

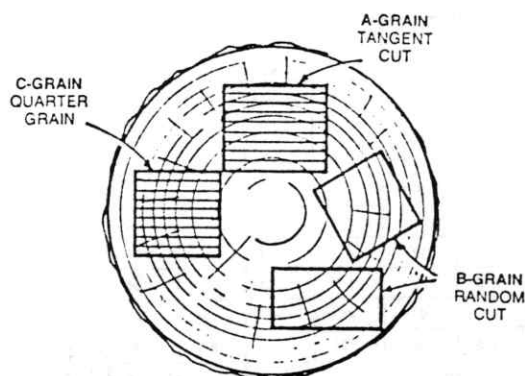
SMALL SANDPAPER "FILES"



Last but not least, glue sandpaper onto different sizes of scrap plywood sticks and round hardwood dowels. These are handy for working in tight places and for careful shaping where a big sanding block is too hard to control.

BALSA GRAIN ID. CHART - LEARN HOW TO IDENTIFY ALL THREE GRAIN TYPES

In selecting balsa sheets for use in your model, it is important to consider the way the grain runs through the sheet as well as the weight of the sheet. The grain direction actually controls the rigidity or flexibility of a balsa sheet more than the density does. For example, if the sheet is cut from the log so that the tree's annular rings run across the thickness of the sheet (A-grain, tangent cut), then the sheet will be fairly flexible edge to edge. In fact, after soaking in water some tangent cut sheets can be completely rolled into a tube shape without splitting. If on the other hand the sheet is cut with the annular rings running through the thickness of the sheet (C-grain, quarter grain), the sheet will be very rigid edge to edge and cannot be bent without splitting. When the grain direction is less clearly defined (B-grain, random cut), the sheet will have intermediate properties between A and C grain. Naturally, B-grain is the most common and is suitable for most jobs. The point to bear in mind is that whenever you come across pure A-grain or C-grain sheets, learn where to use them to take best advantage of their special characteristics. The following chart illustrates the 3 basic grain types for sheet balsa and lists the most appropriate uses for each.



CROSS-SECTION OF BALSA LOG

A-GRAIN sheet balsa has long fibers that show up as long grain lines. It is very flexible across the sheet and bends around curves easily. Also warps easily. Sometimes called "tangent cut".

DO: Use for sheet covering rounded fuselages and wing leading edges, planking fuselages, forming tubes, strong flexible spars, HL glider fuselages.

DON'T: Use for sheet balsa wings or tail surfaces, flat fuselage sides, ribs, or formers.

B-GRAIN sheet balsa has some of the qualities of both type A and type C. Grain lines are shorter than type A, and it feels stiffer across the sheet. It is a general purpose sheet and can be used for many jobs. Sometimes called "random cut".

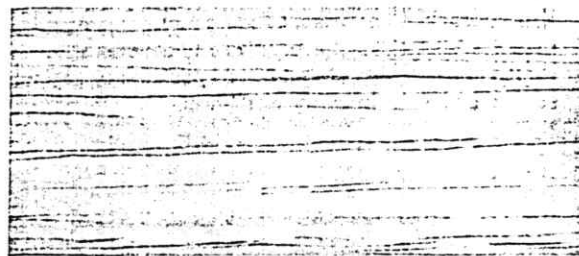
DO: Use for flat fuselage sides, trailing edges, wing ribs, formers, planking gradual curves, wing leading edge sheeting.

DON'T: Use where type A or type C will do a significantly better job.

C-GRAIN sheet balsa has a beautiful mottled appearance. It is very stiff across the sheet and splits easily. But when used properly, it helps to build the lightest, strongest models. Most warp resistant type. Sometimes called "quarter grain".

DO: Use for sheet balsa wings and tails, flat fuselage sides, wing ribs, formers, trailing edges. Best type for HL glider wings and tails.

DON'T: Use for curved planking, rounded fuselages, round tubes, HL glider fuselages, or wing spars.



The Great Paper Airplane Contest

Air & Space February/March 1994

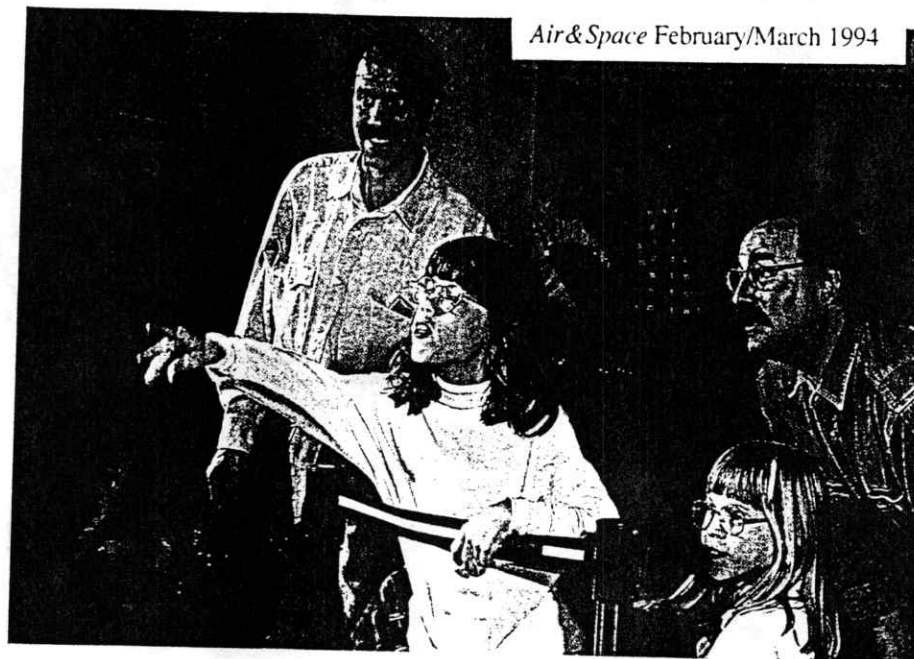
RICHARD SCHWITZ

It was a blustery Sunday afternoon in November, a perfect day to spend wandering through a museum. If you're an adult, that is. If you're a kid, well...

The National Air and Space Museum understands that even the coolest rockets and fighter planes can hold a young visitor's attention for only so long. To give the kids a chance to cut loose a little, the educational services department has worked up a half-hour's diversion—the Great Paper Airplane Contest, held every Saturday and Sunday at 2:30 p.m. in the Pioneers of Flight gallery.

One recent afternoon, intern Helen Ding, a brisk, good-natured Johns Hopkins student, got the day's contest under way. "Now for this contest there are three trials," she explained to the 20 or so kids sitting cross-legged on the floor. "The first two trials are practice—they don't count. The last trial does count. If you're the winner of the last trial you get a prize." She threaded her way among the contestants, passing out sheets of lined paper. "All you do is fold back on the lines," Ding explained. After a few minutes, the kids had fashioned more or less identical versions of the classic teacher-harassing dart design.

"Okay, I think everyone has the basic design of an airplane," Ding said. "Since we're in the National Air and Space Museum, we're going to be a little more sophisticated. We'll teach you a little bit about aerodynamics so that the plane is going to fly straight." To demonstrate the concept of stability, Ding showed how a wood rod is stable when held from the top and unstable when held from the bottom. She also pointed out that nowadays, some aircraft are actually made to be unstable. "Let's say you wanted to be doing a lot of turns easily, you wanted to maneuver easily—those planes are unstable," she said. "They are so unstable that a human brain cannot control them, so we have computers to fly those airplanes." Then, in the old tradition of wacky teachers livening up lectures with wacky props, Ding proceeded to demonstrate the inadequacy of the human mind by pulling



out a giant Mason jar with a pale gray brain floating inside. "I know some people think this is clay," she said, "but this is an actual human brain. If you're interested, come up and take a closer look at the end of the show." Three boys immediately crowded around the jar.

Ding explained that the contestants would use paperclips to produce different centers of gravity for their airplanes. For the first trial they fastened clips onto the ends of the airplanes' fuselages. When they were ready, Ding had them line up about six feet from a small cart on top of which stood a metal hoop. One after the other the children threw their planes at the hoop, and one after the other, the planes curlicued back at them.

"With a very few exceptions, everyone had very unstable airplanes," said Ding. She then instructed the children to fasten the paperclips at the front of their aircraft. "Now I want you to look at the planes around here," she said, pointing to the Vin Fiz and Amelia Earhart's Lockheed Vega. "These planes all have the center of gravity in the front. What do they have in

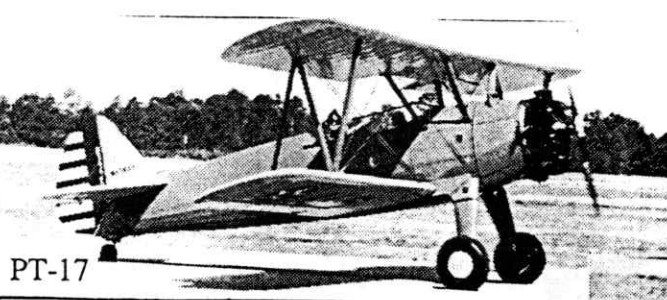
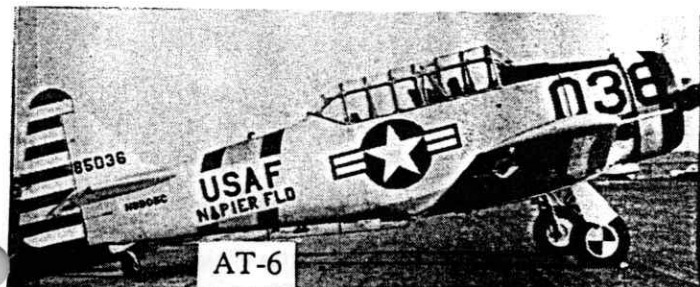
the back? In the back they have tails." Ding showed the children how to make upward tail curves that would catch the air and keep their nose-heavy planes from crashing. When the kids were ready, they lined up once more. This time, most of the entries sailed right through the hoop.

Now, with confidence high and drag low, the contestants were ready for the main event. Each child stepped up to the line. Some squinted, some held their breath, some leaned, some hunched. The onlookers—mostly parents—provided the *ooooohs* and *awwwws*. But all in all it was a relaxed affair, and none of the kids who missed the hoop looked terribly put out. By the end it was down to two boys, poised about eight feet from the hoop.

But children's attention spans have their own short trajectory. By the time a cheerful-looking boy named Ben had won the grand prize of an X-29 button, most of the other kids were starting to wander out of the gallery.

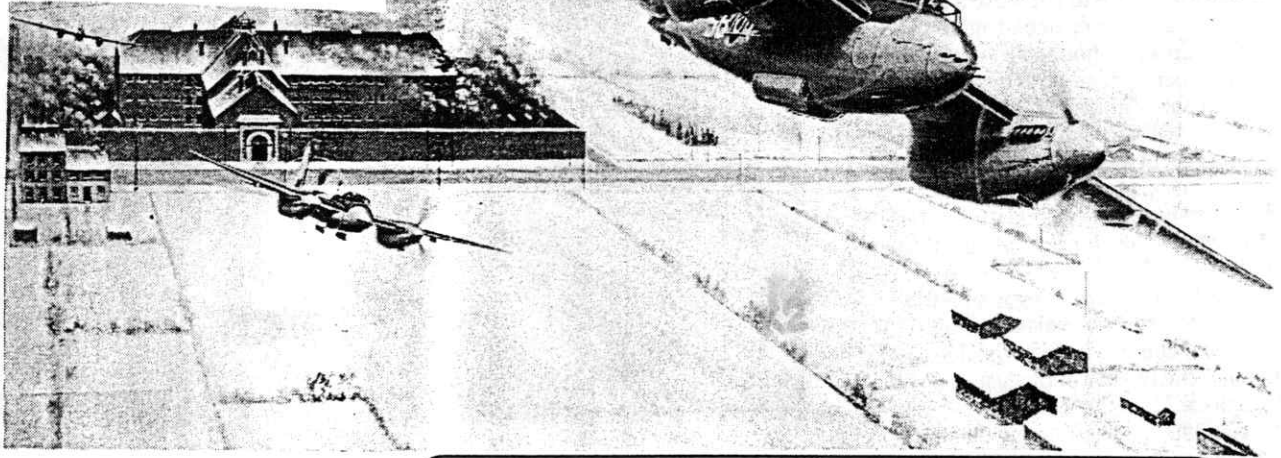
Except for a few who were gathered around the brain.

—Perry Turner



COMING EVENTS

8/31 MMA Mtg - 7:30 PM
9/6 - WAM MONTHLY MTG.
9/10-11 Bealton VA Scale Contest
9/28 MMA Mtg @ West'r VFW -7:30P
10/4 - WAM MONTHLY MTG.
OCT. 8 - MMA FLEA MKT. @ WEST'R.
10/9 How Co float fly (?) VFW
10/26 - MMA mtg.



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T/S Aug '94

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W A M EVENTS -

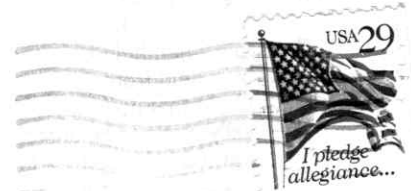
Aug. 28 - FUN FLY @ 1 PM
Sept. 10 - LEISURE EXPO @ Cranberry Mall



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

Next Meeting:

OCTOBER 4, 1995

7:30 PM
West VFW Hall

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

VOLUNTEERS

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

Volume 10 Number 9 SEPT. '94

AMA Chartered Club 336

Formed 1955

Building Tips

Have you ever tried to reglue balsa after its been saturated with oil? Its not impossible. You can have good luck with the spot cleaner K2-R. Apply a thick layer to start and this first application will remove the surface oil. Then you will have to spray four or five more times. You will be amazed how dry the wood will get. Since the fumes are probably toxic, use out of doors or in a well ventilated room and keep your face away from the fumes.

The quickest way to reinforce wing panels is with thin hot stuff and model magic type filler. Very lightly spray some 3M-77 spray adhesive on you fiberglass cloth and position the cloth on the wing. The spray glue will make the glass cloth tacky and you can then get all the wrinkles out very easily. In a well ventilated area put a plastic bag over your hand and dribble thin super glue on the glass cloth pressing the glass down as you go. The glue goes off like gangbusters so make sure you have good ventilation. Use a sanding block with some 80 grit paper to knock down the rough spots on the fiberglass. Do not sand through the glass, just get the bumps off. Now thin Model Magic, Red Devil or 3M wall repair compound with a little water until it is in a heavy cream like consistency. Spread this on the glass overlapping the edges by about 3 inches. Get it thick enough to cover the ridge at the glass edge. With a new piece of 100 grit feather edge the filler down to the glass and balsa. Sand the whole wing with 150 and then 225 grit paper and get all the sanding residue off with a tack cloth. Now you are ready for covering. The filler is very quick drying so you can get the whole job done in a couple of hours instead of overnight.

WHAT THE KIDS SAID - as written

Dear Mr. Mille and the rest,

I'm writing to tell you I liked your program. My new hobby is building models, but I'm starting with cars. Then I will go to electrical models. I liked your flying bird and your small airplane, the one you showed for the wing rib. I hope you come again.-XXX

Dear Sirs,

I learned you made a hot air baloon for a model for everyone to see what it really looks like. My favorite airplane is the control one. I also like the yellow one. Can you come again when it gets warm out so you fly your air plains outside? Do you know if Amelia Eirheart went in the bermuta tryangle?
- Sincerely - XXXXX

Dear Mr. Miles,

Thank you for coming to our school and Mr. Peacock, thanks for flying the plane. Thank you for the Presidential ruler and the Pledge of Allegiance card. The planes were good, and the hot air ballon was nice. That plane that you flew, I have it at home. The top flew off mine because I flew it too much. How far is that plane, you flew allowed to go? - Sincerely - XXXX

Dear Aero Modelers,

I really enjoyed that you decided to come and talk to 3rd grade. My purpose that I am writing to you is because I want to thank you for coming and I want to thank you for showing us your model airplanes. My favorite one is the hot air balloon and the plane that was made with a controller. I want to be a person that flies an airplane when I grow up. I really liked that you came.. - Sincerely - XXXX

MINUTES OF SEPT. 6/94 Mtg.

John Sterrett- Secty.

- 1- Mtg. opened @ 8 PM by Pres. Eckard @ VFW, 24 mbrs. & 2 guests (Ron Kennedy & son Michael) present.
- 2- Aug. minutes appv'd.
- 3- Pres. Eckard reported on meeting with C/C Comm., Park Director & Ron Frederick.
- 4- VP Ken Davis- Aug. MMA mtg. canceled. 50/50 tickets for MMA & Flea Market Oct. 8 still available.
- 5- Treas. Briggs rpt'd. we're in the black.
- 6- Milt P. read letter from former T/S editor, Art Perry. Apps. for "All Weather" patch available (IF you qualify) Read letter from Chuck Foreman as to his qualifications for D/4 VP. - 1995 EAA calendars may be available.
- 7- John Schaffner has newsl'tr from Alberto Neucioni for anyone wanting to read it.
- 8- Milt P. AMA Rpt. Geoffrey Styles retiring from AMA eff. Dec. 2/94. = Mail kit finally received from HQ. = Finally received WAM's "Gold Leader Plaque & pins. [ED- I have pins for mbrs. not at the mtg. See me.]
- 9- Milt P. needs a new newsletter editor for 1995. Needs contribution of articles.
- 10- Ed Goldman, mbrs'p. no new app's.
- 11- Safety & Sound, Wendell Richards, in good shape for the most part.
- 12- Ray Miles rp't. on school program. Needs volunteers. John Schaffner to build a PBY for new display.
- 13- Ray Miles C/C rp't.- DO NOT discuss club business with anyone outside of our club representative.
- 14- Pres. Eckard rpt'd on meeting with C/C Comm & Ron Frederick & discussions with Richard Soisson, Dir. of Parks & Rec. Ed Goldman suggested that we all thank the Dir. for making the flying field possible & indicate how much we appreciate his part.
- 15- Ray M. - Leisure Expo. set up 8:30 - 9AM Needs couple airplanes. Over @ 5PM Sept. 10.
- 16- Ken E. still need to up-date Field Rules
- 17- Wendell R & Ken E recommended that 3-400 lbs. of grass seed be put on CCMA this fall. Motion made & apvd. to spend necessary money Bob Allen will organize a raking crew probably on quiet Sunday (Oct 2)
- 18- Agd. to keep spot-a-pot until end of Oct. Use again spring of '95.
- 19- CCMA WILL CLOSE starting Sat after Thanksgiving until Jan.2/95.
- 20- Ed Goldman gave Fun Fly report & suggested another in October.
- 21- Meeting starting time chng'd to 7:30 PM
- 22- Motion apvd. to continue receiving D/4 newsltr. (\$6/yr). Milt P. recvs. it for club.
- 23- Milt P & Sandra Eddy will plan Xmas Din. con't. next col.

24- Ken E.- need to discuss next yrs. dues at next mtg.

25- GOOD OF THE CLUB - Ed Goldman suggested double checking batteries & discharge rate with ESV graph which he has available. Milt P.- bty spring clips can become corroded and cause very poor connections. Check 'em. Most of us use nicds these days but some may still use the pen lite type. Bob Jenness volunteered to help anyone having problems changing the diodes in radio TX.

26- P.J.Davis won 50/50 (Not present)

27- Mtg adjourned 9:50 PM J.S.Secty.

A M A NEWS - Milt P.

You should be receiving or reading about the up coming elections within the AMA. This is the year we elect our D/4 VP. I know Howard Crispin will run for a third term and I strongly suspect that Chuck Foreman will be in opposition but I have not seen any official notice of that. The choice is yours **BUT VOTE** when election time arrives.

I received a phone call from Geof Styles recently telling me that he will be leaving the AMA. It had been agreed that he remain in Winchester VA as our Wash. DC rep. and work from his home. Apparently this didn't sit too well with the new Ex.Dir. Jerry Rouillard and wanted to change the set-up, so Geof decided it was time to retire effective Dec. 2 when he reaches 65. I thanked him for the support that he had given us in the past & in my opinion he will missed.

I don't know what is going on in Muncie, but to my knowledge only two persons from Reston are still aboard - Joyce Hager & Carl Maroney. Bob Underwood is still doing something from his retirem't home in St. Louis.

On Sept. 2nd I received our updated roster from the AMA which was sent to them late in March. I guess ours was on the bottom of the pile, but someone has to be there. Things are just not the same. Better ?????

The T-6 races at AMA HQ Muncie was reported to be quite successful tho the entries not as large expected. This is a game for the big \$\$ boys. One of these days one of these heavy weight - speed demons is going to get away & to think we preach safety. Ahem!!!

Other news is in Model Aviation, read it!!

Ya know you're over 60 when - people talk about drugs, you think about penicillin. Snorting coke seems to have something to do with sucking up cola through a straw.

Ain't it the truth ?

SCHOOL FLIGHT PROGRAM- Ray Miles

Letters have been sent to all 3rd grade science teachers for scheduling of the 94-95 Flight classes. All dates will appear in all forthcoming T/Ss.

I have been in touch with Charlie Hughes (HCRC) and he will be part of the school team this year. We welcome him wholeheartedly. Anyone else??? We have purchased a C.C. Road Atlas for him with all school locations. This is the very least we can do for him as he will be traveling many miles in unfamiliar territory.

MARCED, INC. has funded the printing of 10,000 school handouts as ours are about to run out. A thank you letter has been sent to them for their generous contribution to our S/F/P. It is very rare indeed for a club support another in such a financial manner. Not even being in the same County makes it even more so. It speaks very highly of the caliber of people in that group. It is appreciated very much.

BYE the BYE-- I have not heard from Jay Mealy (AMA) on any follow up of the S/F/P he told me he intended to do when I spoke with him in Toledo last Apr. I suppose that with the non-stop activities at Muncie, new people, new agendas, etc., that that may have been put on the back burner, or maybe even forgotten--but no matter.

STATIC SHOW- Ray Miles

I had no luck in scheduling a Mall static show for anytime this Fall. All Sat. dates were taken. I am now shooting for one in Mar. 95. More on this as it progresses.

COUNTY-Ray Miles

Very, very interesting, is the fact that since R/S responded to R/Fs letter there has been no more tampering with the gate lock. Strange, strange.--.Evidently the word got to the party or parties responsible for this--- and we do know who ---. There is more than one thing rotten in Denmark.

Got a call from Milt a while back. No details here (covered at the Sept meeting). Effective immediately, like right now, any club member seeing any vehicles loitering at our gate area do the following: TAKE DOWN THE TAG #, TRY TO GET

A NAME, LIST TIME, DATE, AND TYPE OF VEHICLE. Reason---Because of the vandalism in this area, No more, no less. The Dept. is aware we're doing this. Pass any information to either Ken. E. or myself.

2nd item: Do not discuss any club related information to anyone nosing around either at the field or elsewhere. I think you all know what this is about, it has been brought up at our meeting. The Dept. is also aware of this. Anyone seeking, prying, etc, tell them to check with the County.

MEETING

R/F requested to meet with R/S during his staff meeting with the Commissioners on Tues. Aug. 30. We were requested to have someone present as well. Ken E. will discuss this at the Sept. meeting. I believe the crux of the matter is this person wants the field relocated as prescribed by him. R/S requested us there to eliminate any exaggerated or otherwise unsubstantiated claims being made.

ATTENTION FLYERS-

We have been notified by the Rec.Dept. that small game hunting will be done in our field area from Nov. 15-24. We have been asked not to fly on: WED. NOV. 16, FRI. NOV 18, WED. NOV. 21 and FRI. NOV. 21. Our contract states we do not have to, but in the interest of safety it was requested of us. I think we could be classified as small game???????

FIELD CLOSING----MAKE NOTE

As stated in our contract, the FIELD will be closed beginning on SAT. NOV. 26 thru DEC. 31. Flying can resume on Jan. 1st.

MONITORING

This continues to be done periodically. We are doing what, when and where we should. Everything is in order. Just keep doing what we do the way we do it at all times. With our house in order we retain the support from those able to give it. AMEN.....

SUPPORT YOUR LOCAL HOBBY SHOPS

BOBBY'S HOBBY LOBBY / YOUR HOBBY CTR

WAM Fun Fly - Submitted by - Ed Goldman
August 28, 1994 [With thanks .ED]

The first fun fly at our new field took place on August 28. The day was overcast, with a fairly strong wind coming pretty much straight down the field. But nothing could deter the eight stout-hearted fliers who chose to compete. The format included four events and the goal was to complete them in the least amount of time. Despite the wind and clouds, and with the competition fierce from start to finish, no airplanes were damaged, and a few broken propellers and a loose landing gear were the only unplanned occurrences.

In brief, the four events were a taxi race, a timed loop and roll contest, a touch and go event, and a two minute flight. In the flying events, touching down in one of two spot landing circles earned a deduction from the time. Each touch and go earned a 10 second deduction. The total elapsed time for all four events, after factoring in deductions for spot landings and touch and goes, determined the winner. The contest was very close, as the following chart shows:

OFFICIAL SCORECARD

CONTESTANT	TAXI RACE	LOOPS	TOUCH AND GOES	TWO MINUTE FLIGHT	TOTAL TIME
Wendell Richards	2 :13	1:55	1:00	2:07	7:15
Paul Shaffner	1:56	1:40	1:05	2:01	6:42
Jim Lehr	2:50	2:02	1:20	2:30	8:42
Ed Goldman	1:20	1:32	1:15	2:20	6:27
Ed Popp	2:03	3:35	1:55	2:03	9:36
Lloyd Briggs	2:21	1:54	1:15	1:53	7:23
Frank Guiffre	0:59	1:03	1:25	2:58	6:25
John Sterrett	3:58	0:52	0:50	2:00	7:40

AND THE WINNERS ARE:

FIRST PLACE: Frank Guiffre ***** Prize: 1994 Mercedes Benz 450 SL

SECOND PLACE: Ed Goldman ***** Prize: 1994 BMW 525i

THIRD PLACE: Paul Shaffner ***** Prize: 1994 Ford Mustang GT

***** Actually, the prizes were: First Place - \$ 15.00, Second Place - \$ 10.00, and Third Place - \$ 5.00

A fine time was had by all who attended. Thanks go to Wendell Richards for chairing the event and bringing the food and drinks, Bill Hasert for much time spent erecting tents and blowing up balloons, Paul Shaffner and Frank Guiffre for helping set things up, Dwight Baugher for the great watermelon and helping out, and the rest of the fliers for helping out during the events. We all had a grand day at the new field!!

Instructions for Experimenters

Model airplane builders, being scientific types in their avocation, will doubtless profit from reading the following list of recommendations concerning experimental techniques.

HANDBUCH FUR UPLOSEN DAS LABORATORIEWERKE UND UBERCOVERN DAS GROSSE GOOFUPS Author Unknown

Compendium of Ground Rules for Laboratory Workers

1. When you don't know what you're doing, do it neatly.
2. First draw your curves, then plot the data.
3. Experience is directly proportional to the equipment ruined.
4. Experiments must be reproducible. They should all fail the same way.
5. A record of data is essential. It indicates you have been working.
6. In case of doubt, make it sound positive and convincing.
7. Do not believe in miracles, depend on them.
8. Teamwork is essential in the lab. It allows you to blame someone else.

Murphy's Law: If anything can go wrong, it will; and at the worst possible moment.

Finagle's Law: No matter what result is anticipated, there is always someone who is willing to fake it.

Finagle's Second Law: No matter what occurs, there is always someone who believes it happened by his pet theory.

Finagle's Third Law: No matter what the result, there is always someone willing to misinterpret it.

Finagle's Creed: Science is truth, don't be misled by fact.

The wisdom of the giants of science, distilled and condensed for your edification:
Patrick's Theorem: If an experiment works, you must be using the wrong equipment.
Skinner's Constant: That quantity which, when added to, subtracted from, divided into, or multiplied by your answer, gives the correct one.

Allen's Axiom: When all else fails, READ THE INSTRUCTIONS.

Gumpersom's Law: The probability of a given event occurring is inversely proportional to its desirability.

Compensation Corollary: An experiment may be considered successful if not more than half the data must be disregarded to obtain agreement with your theory.

Carlson's Consolation: No experiment is ever a complete failure; it can always be used as a bad example.

A Handy Guide to the Modern Sciences:

1. If it's green or wiggles, it's biology.
2. If it stinks, it's chemistry.
3. If it doesn't work, it's physics.

An engineer is one who passes as an exacting expert on the strength of being able to turn out, with prolific fortitude, strings of incomprehensible formulae calculated with micrometric precision from extremely vague assumptions based upon debatable figures obtained from inconclusive tests and quite incomplete experiments carried out with instruments of problematic accuracy and by persons of rather dubious mentality, with the particular anticipation of disconcerting and annoying a group of hopelessly chimerical fanatics altogether too frequently described as the Corporate Staff.

HELP ! HELP !

A fellow modeler called & wanted to know if we ran "CARS". Needless to say, we don't but maybe one of us knows someone who does.

IF YOU DO = CALL-

Mike Bodnar

Work - 218-3317

Home - 549-9064

M M A MTG.

The mtg. will be hosted by WAM @ West'r VFW, 7:30 PM Sept. 29. Main topic - MMA Flea Mkt. on Oct. 8. We will need volunteers to help out with parking, tickets, set-up, etc. U R Welcome to attend.

SEA-PLANERS ALERT

Howard Co RC is having a float fly at Centennial Parks lake (off Rt 108 W of Rt 29) Sun. Oct 9.

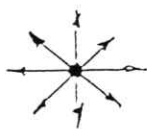
How Co is also having a SWAP SHOP at their Nov 11 meeting open to all clubs. They meet at a school in Columbia.

** Call Hoyt Bishop for directions. 840-9589

DIRIGIBLES

ED. TIME - 14 MIN

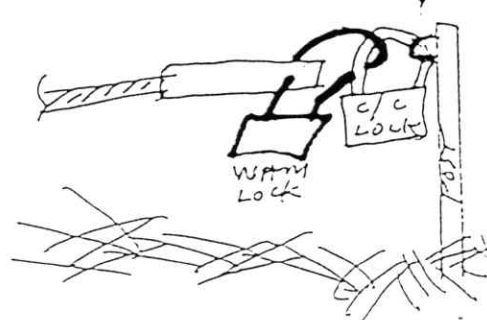
Z	E	S	P	F	N	Z	D	A	O	L	O	N	Airship	Landing
C	D	E	R	L	A	I	R	S	H	I	P	I	Ascend	Lift
Z	R	P	B	I	V	W	L	R	E	V	O	H	Capacity	Load
E	O	A	P	G	N	O	G	E	A	R	U	G	Controls	Long
P	B	H	F	H	R	Y	G	L	B	L	M	H	Craft	Pressure
P	T	S	Y	T	R	N	V	Z	L	B	C	D	Designs	Rise
E	L	A	N	S	I	E	N	I	G	N	E	L	Engine	Flights
L	L	O	D	D	S	Y	M	C	M	S	M	R	Frame	Shape
I	C	E	N	N	E	P	O	A	I	O	U	E	Fuel	Skin
N	G	A	U	G	E	S	T	G	R	K	L	S	Gauges	Tum
Z	L	L	I	F	T	C	N	U	V	F	O	K	Gear	Valves
E	A	P	E	R	U	S	S	E	R	P	V	I	Hover	Volume
P	M	Y	T	I	C	A	P	A	C	N	O	N	Hull	Zeppelin



Thanks to Art Perry - Ex Editor T/S

GATE LOCK @ CCMA

Someone between Mon Sept. 5 7:30 PM & Thurs. Sept 8 - @ 2 PM our gate was locked WRONG. The lock hooked the cable to the post. WRONG! Our lock shackle MUST go between the cable & the shackle of the Co. lock so that either lock can release the cable. See



By the time you are reading this in the next Telisclaimer I expect to be in Europe again. About a year ago we were attending a reunion of the 10th Infantry Division Association and some of us ancient warriors put our heads together and decided since this year represented the fiftieth anniversary of the heavy business that we experienced together in the winter of 1944-45, later known as the Battle of the Bulge, and there were the means, and the means, we would go together and visit some of those places still in our memories.

So, there has been a good deal of letter writing, telephone calls and negotiations with the travel agent. There will be 10 of us in our group, including spouses. It is all set up as I write this. Well, mostly all. We still have to pack the bags and then try to eliminate enough things so we can get them closed.

We had quite a pleasant surprise a couple of weeks ago when I received a long distance phone call from New York city. On the other end was a fellow who represented the nationally televised ABC News show "Turning Point" which comes over channel 13 at 10:00 PM on Wednesdays. They are putting a show together to air in December which will be centered on the "Battle of the Bulge". Now, I know that doesn't mean much to any of you younger squirts. History never meant anything to me either until I became a part of it.

This famous battle of WW II was the last ditch effort of Hitler's armies to defeat and push back the Allied armies in Europe and re-take the continent. And, my outfit was smack-dab right in the middle of it. When it was over, the division had suffered about 8,000 casualties. Most of this action took place in Belgium, the size of which is about the same as our own Maryland and the terrain is much like Carroll and Baltimore counties. Don't let me give you the impression that we were the only ones there. About 600,000 men were involved just on "our" side.

At this point in history the Belgians had lost their freedom twice in one lifetime, WW I and WW II. They will be forever grateful to the Americans who fought there.

Anyway, getting back to "Turning Point", it seems that the TV producer got in touch with the travel agency to find

con't on pg. 7

I know that only a couple of WAM mbrs who run gas engines but you may in the future. I wrote to Clarence Lee, engine expert, (has a column in RCM) about the use of various oils to mix with gas.

I have been running a 32-1 mix of 2 cycle oil to gas with no known problems, but I was curious about some of the oils such as "Amsoil" & Robarts "Snake Oil".

"Amsoil" is a 100-1 mix & a lot use it & are getting away with it. C.L. said that the 100-1 oils are intended for an engine with roller brg. rods & ball brg. cranks. Very few engs. have roller brgs. at both ends of the rods.

One of the things fellows do not take into consideration is one of the functions of the oil besides lubrication is TO CARRY AWAY HEAT.

Per C.L. - "I personally use "Amsoil". However I use it at 16-1 with a new eng. & 32-1 on a well broken in eng. After all, 32-1 is only a shade over 3% lubrication."

As to Robarts "Snake Oil" & related products, he has tried them in both .40 & .61 size engs. & has no experience with it in larger engs. so no comments can be made. Persons he knows that are using it swear it works really well & many of the boat guys say they are able to finish races even with lean runs, where as, in the past they would have been dead in the water. Disassembly of the engines afterwards show no signs of galled pistons, blue crankpins from overheating, etc.

There you have it. Use what you like and live with it. Personally, I'll stick to my 32-1 mix as my gas engs. seem to like it.

AIN'T IT THE TRUTH !

An American is a fellow who drives home in a German car from a French movie, slips off his Hong Kong suit & Italian shoes, puts on his English robe & Mexican slippers & sips Brazilian coffee from Dutch china while sitting on Danish furniture. Then he writes a letter to his congressman on Canadian paper with a Japanese pen demanding that he do something about all the gold that's leaving the country.

SUPPORT YOUR LOCAL HOBBY SHOPS

con't. from pg 6
out who was going back to the battle -
ground. The travel agent then disclosed
our names, so we were contacted. After an
exchange of phone calls and a couple of
us guys relating our experiences to the
producer, we accepted an offer for them
to come to my house with their filming
crew for an "in the flesh" interview.

They showed up last Thursday (1 Sept)
with four people and a van load of gear.
It was after five so I obligated my
faithful chef to provide them with a
crabcake dinner and afterward we got down
to serious business. The crew re-arranged
all of the furniture in the family room
out of the way and set up their lights,
mikes and camera with a chair for the
"interviewee". Setting there reminded me
of a movie where Edward G. Robinson was
being "grilled" by the cops. (No rubber
hose, of course.) It must have gone
alright because the producer mentioned
afterward that she was going to be in
Belgium with us to acquire more material
for the show. What they will do with all
of this material that they are gathering
I can't imagine. The show is only one
hour (including commercials) long. Ninety
percent must wind up in the can when it's
edited.

JOHN SCHAFFNER

STAY TUNED FOLKS, MORE TO FOLLOW
(If we still have a newsletter)

WHAT THE KIDS SAID ! (as written)

Dear Westminster,

Aero Modelers, I like the Momtgolfers Baloom
that was built im 1783 because it was neat. The
model airplanes like the bird airplane was
awesome. I like having you at Charles Carrolls
Elm. - Your friend, XXXXX

Dear Westminster Aero Modelers,

Thank you for coming & helping me understand
about planes on how they work. I was very
interested in knowong who made which plane, who
flew it & when. I would really like for you to
come again and teach me more about planes. I
never really know the importance of planes.
Thank you again and please come soon.- XXXX

SUPPORT YOUR LOCAL HOBBY SHOPS

Without them you are in deep trouble when you
are in real need of something RIGHT NOW !

OSHA VOWS TO WIPE OUT TOILET TISSUE HAZARD

WASHINGTON, D.C. - The head
of the Occupational Safety and Health
Administration has issued new rules on
how toilet tissue must be placed in dis-
pensers. The guidelines will go into ef-
fect on April 1, 1988.

"OSHA is on a roll, and we hope to
set a new American standard for the dis-
pensing of toilet tissue in the workplace,"
said John Flushing, OSHA administra-
tor. The new rules were the result of a
\$4 million, year-long government study.

The issue was brought to a head last
fall, when a Minneapolis construction
worker was severely injured in an indus-
trial accident caused by a misplaced roll
of toilet tissue in a porta-a-potty. The
worker subsequently sued his employer
for \$1.2 million.

*Doe sued his employer,
claiming that the com-
pany was negligent in
failing to put instructions
on the toilet paper dis-
penser. A U.S. District
Judge agreed with the
plaintiff.*

The case involved John Doe (not his
real name), a worker for the XYZ Co.
(not its real name, either). On the morn-
ing of Sept. 11, Doe was in the final
stages of a visit to the potty, but upon
reaching for the toilet paper, found it
was out. He then inserted a new roll into
the dispenser. However, when he pulled
on the end of the roll, the paper fell from
the dispenser and rolled out the door
of the unit. Doe, with his pants around
his ankles, hopped out after the runa-
way roll of toilet tissue. Inadvertantly,
he hopped into a busy thoroughfare and
was hit by an oncoming taxi cab. He was
paralyzed from the waist back.

Doe sued his employer, claiming that
the company was negligent in failing to
put instructions on the toilet paper dis-
penser. A U.S. District Judge agreed
with the plaintiff. Doe said the ruling
is a relief. The case is presently on ap-
peal, although the defendant's attorney
said he feels the case should be throne

CON'T ON PG. 8

LEISURE EXPO- Ray Miles

This event will be long gone when you read this. I will go out on a limb and forecast the outcome. The weather was great but then again maybe it wasn't. We had enough hands to make it easy, but then again maybe we didn't. The Tv, VCR, tapes, models on stands, and handouts were there and the exposure was good. Then again maybe it wasn't. Some forecast I'd venture to say. But we always seem to manage thru these things. Thanks to all of you that participated. We had a few new faces help, but then again maybe not. Oh well it's over, done, finished, and history.

Now to a lousy turn of events. In attempting to set up a Mall date for Mar. a shocker was thrown at me. Management has changed, policy is different, and the whole thing stinks as far as I am concerned. 1. They(management) do not want a set up if it is not along with the Malls activity agenda: meaning that many other groups would also be doing the same days scheduling. Reason- you would not get much exposure. Poppycock & balderdash says I. Hold on now, here comes the good part--- They now charge \$9.00 per skirt for the tables; and as we need 10 tables, you know what I said to them. The one woman who handled last years set up for us is not the one I talked with, but if that is the policy, I doubt if any change will be made. They did say they would be in touch, and if by mid-Nov. to call them if we haven't heard anything.

The first thing I did was to call the Rec. Dept. to see if they were charged per skirt for the 10th. They said the Mall wanted to but a adea was struck with no payment. However next year they will be charged. I was told if that is the case this will be the last year at that location. Whoopee- and they want to attract customers----- Is there any other location in the immediate area that we could use????? I doubt it.

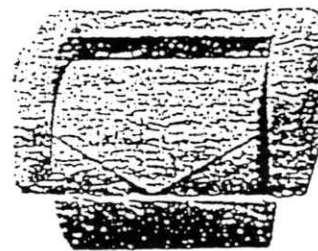
CORRESPONDENCE - Our ole' friend Art Perry who lives in Ocean Pines wrote to us saying they are so lucky not to have any "sound" problems so they bought a "Radar Gun" to check the speed of their Quickie 500's. These guys are getting 27,000+ RPM so you know that can be a bit loud. Seems as though they win something most every time they "cross the bridge".

Thanks for the note, Art. - - Milt P.

CONT. FROM PG 7

out of court.

Under the new regulations issued by OSHA, employers would be required to place detailed instructions on all toilet tissue dispensers used by employees. The instructions would have to be in letters at least 3/4" high, and include illustrations. The letters would be printed in fluorescent orange for night visibility. Employers who fail to meet the requirements would risk a brush with the law.



OSHA has begun a public education campaign on the proper way to insert toilet tissue. In photo at top, the roll must be inserted from the bottom, with the first sheet coming over the top of the roll, not from below. The end of the roll would be folded to create a point with angles of between 30 and 45 degrees from the horizontal. Middle photo shows roll correctly positioned prior to first usage. Bottom photo shows recommended method of removing empty roll, with a sweeping upward motion of the hand (either right or left, depending upon the location of the dispenser in relation to the fixture.)

U.S. GOVERNMENT PHOTOS

BEN FRANKLIN IN PARIS

Quite a few years ago there was a play on Broadway titled, "Benjamin Franklin in Paris". The play starred Robert Preston and the time was set at 1776, the American Revolution is under way. The story has the 69 year old Benjamin Franklin in Paris attempting to drum up French support for the American's fight for freedom and independence from the King of England. You all know the story (or should). The play itself was not as successful as some, but the final scene has something that should touch every American who has at least one ounce of sensitivity for this great nation. -----

While Franklin is waiting for an audience with King Louis XVI of France, he is thinking aloud as follows. --

"I have known about a cask of good Madiera wine into which a small fly fell, which cask was corked, was shipped three thousand miles across the sea, where, after twenty years of lying in the dark, was brought up, was opened, and the first glass filled from it. At which filling, it chanced, that a small drop of wine spilled upon the table top and there in that small drop of wine lay that self same fly, who, seemingly dead, did, as the sun shone on him and dried his wings, arised miraculously, shook himself and flew up into the bustling day, alive as ever he had been. Now, I don't know how scientific that tale is, but, I should like to be buried in a cask of good Madiera wine, that after two hundred years, I too should rise up, and stand once more on Pennsylvannia land, and walk, and talk, and breath the free air, for I know, in my heart, somehow, it WILL be free, I KNOW IT, I know it even now. What a dream, two hundred years, and I wonder, I wonder how I should find them then? Those Americans to whom the name "American" will not be new. Will they love LIBERTY, being given it

outright in the crib for nothing? And, will they know, if you are not free, you are, Sir, lost without hope? And, will they, who reap this harvest of ideas, be willing to strive to preserve them, as we, so willingly strove to plant them? That all men are created equal, and that they are endowed by their creator with certain inalienable rights. YES SIR!, AND, would they die for it? For that's the question one must finally ask one's self. Would I die for it? The answer one must say, - Yes sir, I would."

At this time, a courtier approaches Franklin and says, "Monsieur le Doctor Franklin, the King will see you now."

Franklin replies, " Yes, I'll be right along. Well, anyway, it would be fun to be pickled for two hundred years in a cask of good Madiera wine."

Ben was deeply moved as the courtier then announces him, "Monsieur le Doctor, Benjamin Franklin, AMBASSADOR of the UNITED STATES OF AMERICA."

A new nation is born, and eventually a great many will die for it and the principles it stands for. --

— JOHN SCHAFFNER

WHY WORRY?

ED!

There are only two things to worry about =
Either you are well or you are sick.

If you are well there is nothing to
worry about.

If you are sick there are two things to
worry about.

Either you get well or you will die.

If you get well there are only two things
to worry about.

If you die there are only two things to
worry about.

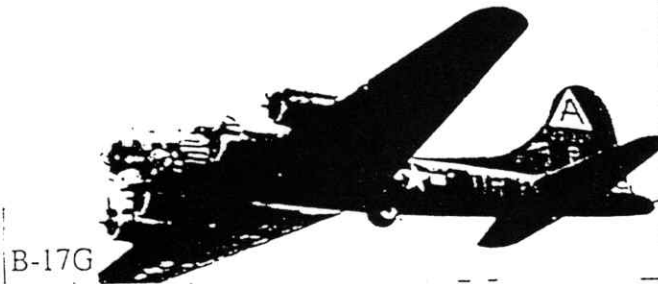
Either you go to Heaven or to Hell.

If you go to Heaven there is nothing to
worry about.

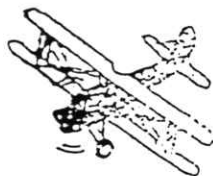
BUT if you go to Hell, you will be so darn
busy shaking hands with your friends,
You won't have time time to worry!

COMING EVENTS

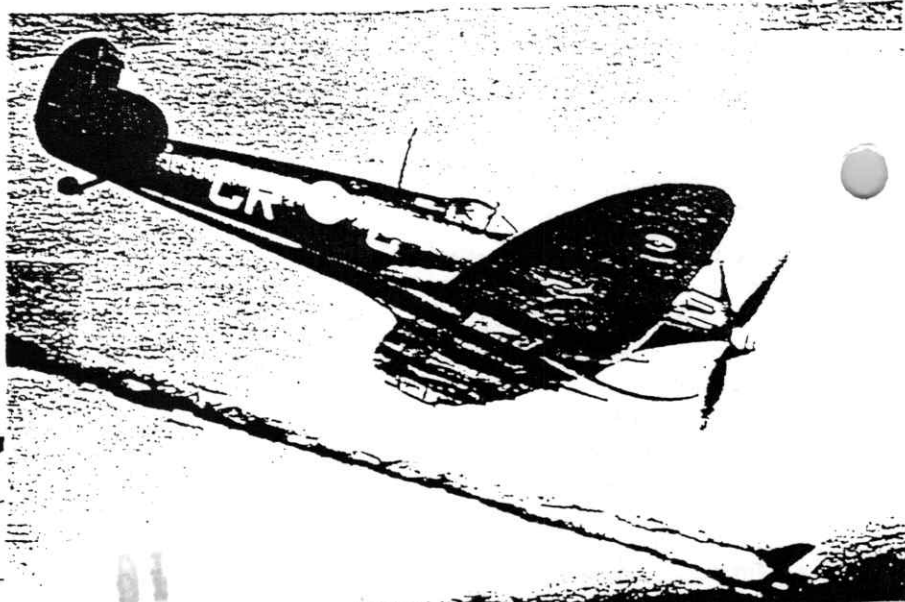
9/28 MMA Mtg @ West'r VFW -7:30 PM
 10/4 - WAM MONTHLY MTG. - 7:30 PM
 OCT. 8 - MMA FLEA MKT. @ WEST'R. VFW 9
 10/9 How Co float fly @ Centennial Pk
 10/26 - MMA mtg.
 11/1 - WAM Mtg.
 11/11- Swap Shop @ How Co R/C 7:30 PM



B-17G



Printing courtesy of Ed Popp



Spitfire Vc (Tropical) in defense of Darwin Harbour in Northern Australia

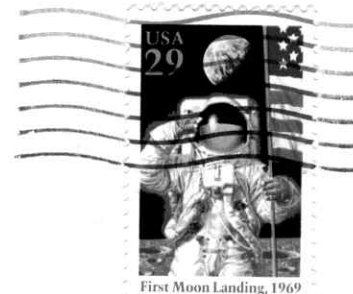
ARTICLE DEADLINE Oct 16

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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 - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

VOLUNTEERS

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

Next Meeting:

Nov. 1, '94

7:30 PM

West. VFW Hall

Volume 10 Number 10

Oct. '94

AMA Chartered Club 336

Formed 1955

PILOTS TO CO-PILOTS - Ken Eckard - Pres.

We now have two more pilots in the club, Dwight Baugher & Terry Reeves. Both have flown their solo flights. Good luck guys & always land rubber side down.

I don't know if you've heard the story or not but Terry Reeves & I had a personal meeting in the air. We were both heading toward each other & we both had the same thought at the same time. "Well I think I'll go up a little". WRONG! We met in mid-air. My wing went thru his fuselage clearing out about 6" but it seems his control rods cut straight thru my wing about 3" from the fuselage. Did you know that a 4-Star-40 will still fly but a Cloud Dancer won't with 5/8ths of a wing. I don't think I need to tell the rest of the story.

** 1 4-Star-40 minus 1 Cloud Dancer = 0. **

Thanks to the guys who helped rake & pick up rocks at the field. A special thanks to Wendell for the use of equipment & picking up the seed & fertilizer.

Now onto the technical side. There will be a new sound meter & a 9' string in the impound box at the field. The box will have the old gate lock on it with the same old combination. The combination is- !\$#%&(*%&

The reason for it being there is, NO PLANES are to be flown without being sound checked first. If they are louder than 95 Db they are NOT to be flown. NO EXCUSES! YOU are responsible for this. 95 Db IS & has been a rule of the club for a long time. Sound is about the only problem that we have at the field & now all planes are to be checked before flying. If the County comes to the field & wants to check your plane, you are to do so because they now have their own sound meter & know how to check planes. If you are reported flying a

loud plane proper measures will be taken or we could lose the field. I don't think you would be voted "Mr. Popular" if this happens.

I know this sounds like badgering, but I think it's a simple rule to live by & I'm sorry if I sound like a total ass, but we all know what the problem is & I just have to pass these messages on to you because someone don't want us there.

I know some of you let this bother you more than it should because this constant griping gets on your nerves & takes the fun out of flying but I hope you don't drop out because of this. I believe the County is beginning to get the total picture now & if we all just follow the rules "WHICH WE HAVE" things should be OK. So lets just make sure even the new [ED: I think he means "even the OLD"] planes are checked with the sound meter at the field before flying & things should be OK. NOTE: This does not take the place of Wendell's sticker, it only lets you know if you are legal until he is able to check it.

Now for the fun part. NOMINATIONS will be held at the next meeting so come on out & let your voice be heard. We need two candidates for all offices so your chance is here. Also the dinner menu will be picked.

Enough for now. See ya! - Ken

HIGHLIGHTS FOR THE NOV. 1 Mtg. - ED

- 1- Selection of the Xmas Dinner menu, See Pg.2
- 2- Nominations for WAM's 1995 Officers
- 3- Results of the Oct. 16 Fun Fly.
- 4- 50/50 to be won by someone present.

SUPPORT YOUR LOCAL HOBBY SHOPS.

MINUTES Oct 4/94 Mtg.
John Sterrett - Secty

- 1- Mtg. opened by Pres Eckard @ VFW -17 mbrs. present @ 7:30 PM
- 2- Sept. minutes apv'd as in T/S
- 3- Pres. E. rptd. that R. Soisson (C/C) has been checking eng. noise - "Stay @ 95 Db or less so Wendell R. can defend the club."
- 4- VP K. Davis gave rpt. of MMA mtg including problems that another club has been having. Milt P. elaborated on the problems.
- 5- Pres. E. emphasized importance of checking new airplane engines for sound. (No more than 95 Db) WAM mbrs discussed how to insure that no one flies with an eng. over 95 Db. Ed Goldman moved to buy another Db meter to be placed in the impound box for use of all mbrs until the Safety & Sound Officer (Wendell R.) can check officially. Motion passed. All mbrs are responsible for obeying the 95 Db rule.
- 6- Treas L. Briggs rptd. we're in the black.
- 7- Milt P rptd Flea Mkt in Dover PA Nov. 12 EAA Calendars available \$6.50 [ED-til Nov 1]
- 8- AMA rpt. (Milt P) urged you to VOTE for the D/4 VP of your choice as soon as the ballot arrives with you renewal notice.
- 9- T/S (Milt P) There will be a new T/S Editor in '95, yet to be announced.
- 10- Ray Miles small game hunting days in area around CCMA are Nov. 16/18/23/25 '94. It is recommended not to fly on these days.
- 11- Ray M. gave SFP rpt. (see his column)
- 12- Wendell R. FUN FLY Oct. 16 @ 1 PM
- 13- Wendell R. requested a work crew to rake & apply grass seed at CCMA Sunday morning Oct. 9 @ 9 AM
- 14- Ken Davis & Sandra Eddy planning Xmas Dinner Dec 4
- 15- Dwight Bauger received his Solo Cert. Congratulations.
- 16- Milt P. rptd Float Fly @ Howard Co. & IMAA giants at CBRC's Arden Field Oct. 9
- 17- Milt P rptd on crankcase pressure fuel line check valve system which is an improvement over muffler pressure system. Wendell R. has new Power!! eng. MVVS.
- 18- Terry Reeves & Ken Eckard rptd head-on mid-air collision @ CCMA in Sept. Kens plane didn't survive!
- 19- Hoyt Bishop won 50/50 - Not present.
- 20- Mtg. adjourned @ 9:19. - J.S.Secty.

 DON'T FORGET TO VOTE FOR D/4 VP 

Your AMA renewal notice should be in your hands NOW including the ballot for D/4 VP.

RENEW YOUR AMA MBRSH'P NOW & VOTE NOW !

ANNUAL XMAS DINNER - Dec. 4 - 5 PM

Put it on your calendar NOW! This is open to your family & friends. Its a time to have some fun and meet the half of the family seldom have the opportunity to meet.

COME ONE! COME ALL!

We will select the menu at the Nov. 1 meeting. We have the choice of:

Pick two meats =

Roast beef	Oriental beef
Rum raisin ham	Turkey
Baked ham	Meatballs
Stuffed chicken breast	

Pick one spud =

Washed	parsley
scalloped	sweet potato
rice	

Pick two vegs =

corn	green beans
lima beans	succotash
apple sauce	candied carrots
peas & onions	peas
mixed vegs.	California mix
tossed salad	cole slaw

Rolls & coffee are included. I'm not sure about desert at this moment.

[ED: Don't hold the ED to this, but I think the cost will be Adults \$16 & children under 12 yrs. = \$7.00]

A "Cash Bar" will be open for those who require an attitude adjustment.

At the time of this printing, I do not know what Pres. Echard has up his sleeve for entertainment.

In the past Santa has visited & a few of the GOOD members have been known to receive a goodie.. Time will tell & it's a little late to start being GOOD!

The only business that is conducted is the election of our 1995 Officers. Perhaps something else IF it is very important.

The dinner & meeting will be on the second floor of the West'r. VFW, 519 Poole Rd West'r. MD. (Same location as our monthly meeting.)

YA ALL COME NOW ! DON'T MISS IT !

SCHOOL FLIGHT PROGRAM- Ray Miles

12 schools are scheduled for the 94-95 Flight classes. We have only to hear from 7 more. The classes for Oct. & Nov. are as follows:

Wed. Oct. 26 Taneytown E. (held at the Northwest Middle school) 9:30 AM.

Wed. Nov. 2- Carrolltown E. 9:30 AM.

Wed. Nov. 16- Manchester E. 9:30 AM.

COUNTY- Ray Miles

There is not much to report this month but what there is concerns ALL of US very much.

To start: I have been informed that a letter will be sent to R/F by the Commissioners, who voted 2-1, informing him that they (commissioners) are not interested in pursuing any Field relocation. No particulars here- just a statement.

DO YOU WANT TO KEEP YOUR FIELD?

DO YOU WANT TO CONTINUE TO FLY?

DO YOU WANT TO RETAIN YOUR MEMBERSHIP?

These are 3 good questions. If your answer to all 3 is YES, then LISTEN UP and LISTEN UP GOOD.

We all know that the Field is monitored don't we? The County has their own D/B meter and it will be used. If we are doing what we are supposed to do, what is the big deal about that? Well, sound seems to be the only concern the County has of our operations. They know we do not overfly, no gate problems, no time violations, etc. etc. HOWEVER----- on a recent visit to the Field by R/S what occurred should never of happened. Remember, I am the ONLY one that has spent untold hours and many many years to get us where we are. I am extremely concerned and even upset of some CARELESS attitudes and procedures by some of our people of Field mis-use, intentional or not is of no matter. ANYHOW-- no names here, but someone put a new plane in the air on its maiden flight. R/S asked if it had met D/B levels. There was no D/B meter at the field and in a honest reply was told NO. Now, who do you suppose gets a phone call?

Just what is the problem? The rules are not in Russian, we do not speak one language and hear another, or do we??

SO AGAIN-

DO YOU WANT TO KEEP YOUR FIELD?

DO YOU WANT TO CONTINUE TO FLY?

DO YOU WANT TO RETAIN YOUR MEMBERSHIP?

If your answer to all 3 is YES, then

listen up and listen up good. From now on, names of violators will appear in the T/S for ANY OUTRIGHT FLAGRANT Field violation, such as the above. You will be hard pressed to show cause to retain club membership.

In almost, if not every T/S, there is made mention of sound. Ken E. has been preaching it for the last 6 months. We tell the County we do this, and then turn around and do that--worse of all right in front of them. I will say, there is nothing sneaky about us. We have the support and then undermine that support by some asinine action. Be forewarned, if anything like this occurs again, I will personally recommend that your club membership be forfeited. That is not a threat but a promise.

The club as a whole has taken the heat but if any individual jeopardizes the use of the Field they will answer for their own actions. From here on out you are going to hear my mouth, no ands, ifs and perhaps some BUTTS.

★ DON'T FORGET THE NO FLYING DATES ★

Coming up in the not to distant future are the restricted flying dates. They are: Small Game dates: WED. NOV. 16, FRI. NOV. 18, WED. NOV. 20 and FRI. NOV. 25. These last two dates were incorrectly listed last month. We were asked not to fly on those 4 days, but there is nothing that says we cannot, contract wise. But be forewarned. Do so at your own risk.

The BIG DAY TO CEASE FLYING is on SAT NOV. 26 thru DEC. 31. Flying RESUMES on Jan. 1st. I do not want ANY REPORT OF ANYONE IN THAT AREA, PERIOD. Not even for grounds upkeep. KEEP OUT.

E A A AVIATION CALENDARS

These beautiful calendars are available to you for \$6.50 payable in advance to Milt Peacock. They normally sell for \$9.95. I will take orders up to Nov. 1 so they can be distributed at our Xmas Dinner.

WAM's Xmas Dinner - Dec 4

Put it on your calendar NOW. Ken Davis 876-1116 & Sandra Eddy 857-0147 will be taking reservations. Cost about the same as last yr. Come & enjoy a nice evening.

WHAT THE KID'S SAID - as written

Dear Mr. Hazard,

Thank you for coming in and showing us your airplanes. My favorite plane was the Discovery Space Shuttle. I also likes the big rocket. = Sincerely, XXXX

Dear Mr. Peacock,

Thank you for coming to our school. The models of the planes were neat. The bird was cool! The model of the space shuttle really shows everyone how big it really is. I wish we went outside. I liked the plane that flew. I also liked the show. XXXX

Dear Dr. Goldman,

Thank you for coming in. I really liked the planes. My favorite plane was Amelia Earhart's because I'm reading about her. How long does it take to make a plane? = XXXX

Dear Aero Modelers,

Im thanking you for comeing. I liked see all the models and hereing about them. I reley imjoued it. Whered you get all of the pieses and paint? I reely liked when you threw the bird and the air plan. I also liked when you made every thing fly.- XXXX

Dear Aero Modelers,

thank you for coming to our school. I really enjoiyed your presentation. Your presentation was interesting but yet it was funny. I really liked your model rocket. The air planes were real interesting. But I was wandering how much fuel you would put in a model airplane if it had a place? = XXXX

Dear Westminster Aero Modelers,

Thank you for coming to Charles Carroll. Your demonstrations were most impressive. I think your bird model was the most interesting because it flew with a motor and looked like a bird. Thank you for your time.

Your friend = XXXX

Dear Westminster Aero Modelers,

Thank you for showing us your models. I liked your presentation because it was about planes. My favorite thing was the bird because I like to watch them fly. I also liked the Wright Brothers plane. Does the brown part on the space shuttle come off? Can you come back soon? = Your friend, XXXX

ED: I wish I could copy some of the drawings that the kids make. They are mostly crayon and they do not reproduce well but I'll ay this - they show some real imagination.

A M A NEWS - Milt P.

I'm going to condense a long story but in essence it tells the whoile story.

A splinter group in another club didn't like the way the club was run, the rules applying to flying on their county owned flying site & probably other items of their own choosing. The field is maintained by the club at considerable expense & operated in accordance with AMA safety rules which also means that you MUST be an AMA member to be able to use the field. The county officials understand & agree with this.

Exactly what their (unhappy's) problem is I don't know but they started a campaign via the news media. The problem for the club has become one of adverse publicity in the local media. Wisely the club policy has been NOT to respond to the press & work completely within the confines of the county agencies. Responding in the news media encourages further adverse comment & this can go into a spiral a long time & in the end, no one wins

If anyone desires more detail concerning the above I'll gladly tell you but the point being - think about what & how we respond to so called "news items" in our local papers. ONLY DISCUSS OUR PROBLEMS WITHIN OUR CLUB !! [Don't bother to ask me the name of the club as I will not tell you. No point in compounding the issue.]

An AMA Executive Council meeting will be held on Nov. 12-13 & the future budget will probably be on the agenda so if you have any comments to make, either write to our D/4 VP Howard Crispin or relay them to me & I will.

VOTE ! VOTE ! VOTE ! VOTE ! VOTE !

By the time you read this you will have received your ballot to vote for a D/4 VP. He will be elected for three (3) years. All the candidates have written their spiel in Model Aviation and you will also get another with your ballot. Make your decision & **VOTE!** If you don't vote - then don't complain. You might not pick the winner but you then have the right to speak you mind.

Other interesting things are written in Model Aviation, read it there.

You know - you are over 60 when -

Sometimes you stop to think & forget to start again. Sometimes you mix up your childrens names. Sometimes you forget your own age (which is particularly tricky 'cause it changes every year).

You'd rather talk about your grand-children than brag about your conquests.

SUPER ELECTRIC FLY - Bill Hasert

On Sept. 17 I attended the KEYSTONE R/C ELECTRIC FLY at Quakertown PA. It was touted to be the biggest ELECTRIC event on The East Coast & I had to find out if it lived up to its PR. (It did)

There were over 200 A/C on the field with 11 flight sta. There were 3-5 A/C in the air most of the day. During the mass endurance event 15 A/C were launched at one time. They were all large w/s & no mid-airers. In that event the winner logged 45 min. He could have stayed up an hour but landed after the next to last touched down.

A lot of scale A/C were present. They not only flew well but were superbly built as my photos will show. Fan jets/ multi eng/ heavy weights/ helicopters/ & speedsters were there. The impound tent had the largest collection of TX I've ever seen in one place.

The event was well attended & the parking lot was full when I arrived at 11 AM. MODEL AIRPLANE NEWS & other publications had their camera crews working. The weather was good til 5 PM on Sat. and cleared up for Sunday.

The flying was terrific. When I arrived an 8' 4 engine "Northrop Flying Wing" was in the air and all you heard was a slight buzz. A smaller 2 eng. ducted fan HORTEN HO1X13 Flying Wing was next & was beautiful to watch. An Art Chester "Goon" racer retracts followed. It was a large plane as was a P-51 Mustang that also had retracts.

There were several large A/C with geared or belt driven motors for larger props carrying as many as 30 cells. Several charging stations were on the line with a 110V line pushing a auto bty. charger. The flight pack charger was then plugged into the auto/bty chgr. Usually 3 flt. pks. were used, 2 chg'ng. & 1 flying.

Three P-38's flew formation with the lead pilot calling out the next maneuver. GREAT!

Mishaps? Only saw one. A real fast flying wing clipped off 15% of a Dura Plane wing with the wing continuing on & the Dura Plane going down with minimal damage.

Most of the A/C were 36" & up but a few small ducted fan & flying wing models were launched w/bungee cords, but once airborne flew well.

Lots of vintage & sport A/C were present along with scale & semi-scale. The most detailed scale was a butterfly wing, open cockpit, Fock Wolf FW56 trainer. It was superb! Hurricane, Spitfire, Messerschmitt, DeHavilland Mosquito, Comet, & a 4 motor Hercules all flew well.

Con't next column

The strangest part of it all was the absence of engine noise. Even with 15 a/c in the air collectively, it didn't equal one glow plug flying. It is the answer to the noise problem but something is lost when on a fly-by with a hot scale model all you get is = b-z-z-z-z.

The event lived up to its billing. It was impressive & well worth the trip of about 3½ hrs. and just North of Phila.

When listening to the pilots talk shop, you are aware that they are extremely resourceful & innovative in building & design as there are very few electric kits on the market.

Put it on your list for '95. - - Bill H.

BIG BIRD FLY IN VA. - Milt P.

The VA FLYING GENTLEMEN hosted their 10th Annual "Big Bird Fly In" at Warrington / Fauquier Airport, Midland VA on Sept. 24/25.

I left early Sat. with my ¼ scale Ercoupe & my 1/5 scale T-28 squeezed into my wagon & arrived at 9:15 AM.

The event was located on the end of the N/S asphalt runway on the A/P. with pits by the taxi way. This runway was only about 25' wide & the pilot sta. was perhaps 15' back from the runway. It was quite interesting to watch those who have never flown off hard surface take off & land. On top of that, you are landing practically at your feet which was un-nerving at first but after a couple landings it was OK. One fellow flying a Zero for an unknown reason to me, ran down the runway out of sight. Why he didn't turn off into the grass is a mystery to me.

Aprox 50 pilots registered with even more models on board. Practically all were scale of something and the fact that all were in excess of 80" w/s made a great show. There was no problem in a flying slot. I flew the Ercoupe so much that I was being kidded about battery power & I was wearing out their air.

Fred Neilson of DCRC brought his new Stinson Model "O" which was beautiful. It so happens that the tail wheel was not steerable and on landing ran off the runway when it slowed down and lost rudder effectiveness, and hit the safety fence breaking a strut. That was the only mishap that I can remember with the exception of one model losing the whole tail wheel assy. on a low pass. Crazy looking bomb!

A fine time was had by all. Ya outa go sometime, you're missing a lot.

Orville Wright Builds

First Army Plane

August 21. Orville Wright says he is ready for a series of flights to prove that an aircraft he and his brother Wilbur have built can meet the demanding requirements set by the United States War Department. The Army Signal Corps accepted the Wright's price of \$25,000 for a military aircraft last February. To be accepted by the Army, the aircraft must demonstrate it can stay aloft for a full hour at a speed of 40 MPH. The Army also requires the airplane be transportable in a standard horse drawn wagon.

Orville Wright says he will undertake the Army tests of the new machine next month at Ft. Myer, Va. At the same time, Wilbur will be in France for a similar series of flights aimed at meeting the requirements of a French syndicate, which has offered \$100,000 for exclusive use of the Wright patent.

The Year - 1908

----- also in 1908 -----

PLANE CRASH KILLS MAN

Sept. 17. Lt. Thomas E. Selfridge of the United States Army Signal Corps died today in the crash of an airplane piloted by Orville Wright. Selfridge, who was 26 years old, is the first person to die in a crash since the Wright brothers opened the era of heavier-than-air flight. Orville Wright was injured severely but is expected to recover.

The crash occurred at Ft. Myer, Va. where Orville Wright has been conducting a series of flights to demonstrate that the airplane meets the requirements set by the War Department. He and Selfridge took off at 5:14 p.m. today before 2,000 spectators, the largest crowd to witness the flights. The aircraft had flown three times around the parade ground from which it took off when a blade of the left propeller broke. The airplane plunged 75 feet to the ground. Selfridge, who suffered a fractured skull, never regained consciousness. He died at 8:10 p.m. Luke Wright, the Secretary of War, says the accident will not stop the Army's experiments with

aeronautics.

----- same year -----

Wilbur Wright Sets

Record After Record

October 6. Wilbur Wright climaxed a series of record breaking flights today by staying aloft for more than an hour with a passenger. It was his second world record flight in a week and won him the \$100,000 offered by a French syndicate for patent rights in France. The syndicate already has placed an order for 50 planes of the Wright design.

Wright's flight was made at Le Mans, where he has been demonstrating his airplane for the syndicate since August. After some short hops to test the aircraft, Wright set one world record on Sept. 21, when he made a flight of one hour and 32 minutes, covering a distance of 61 miles, thereby winning the \$1,000 offered by the Aero Club of France for the longest flight over an enclosed ground. He set another record on October 3, when he stayed aloft for 55 minutes and 37 seconds, carrying a journalist as his passenger.

Today's flight lasted 64 minutes and 26 seconds, fulfilling the syndicate's requirement for two such flights with a week. Orville Wright, flying in the United States, had matched Wilbur's feats until his plane crashed Sept. 17.

On the side: Selfridge, the first aviation fatality, participated with Alexander Graham Bell in the development of Bell's airplane in Canada. Also in that group was Glenn Curtiss and Thomas Baldwin. Upon Selfridge's death Bell quit aviation and concentrated on hydrofoils attaining speeds on water unheard of before. There is a museum dedicated to Bell's work at Baddeck, Nova Scotia near his residence. Worth a stop if you are ever in the neighborhood.

You know you're over 60 when =

you are absolutely positive they build stairs steeper these days .



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PRICE
EVER**

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FA 325 5cyl, Radial Dual Plug Muffler

FA-325 5 cyl radial	1399.99
FA-300TL 300 Twin 4.7HP	779.99
FA-130TD 130 Twin	559.99
FA-100T 100 Twin	449.99

OS ENGINES

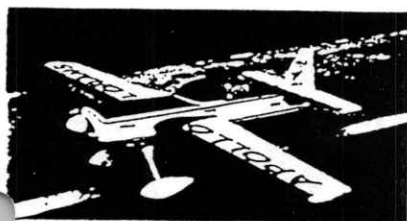
48 Surpass	188.99
70 Surpass	235.99
91 Surpass	269.99
120 Surpass w/o pump	352.99
46 SF	135.99
46 SF ABC	141.99
61 SF	176.99
61 SF ABC	188.99
120 Twin 4-C	619.99
160 Twin 4-C	759.99

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T-6	141.99
Corsair	141.99
P-51	131.99
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Ultra Sport 1000	111.99
Ultra Sport 60	89.99
Ultra Sport 40	79.99
Patriot 40	82.99
F-14 40	103.99
F-15 60	79.99

ACE R/C

Extra 230	30%	216.99
Extra 230	33%	225.99
Clipped Wing Taylorcraft		211.99
Weeks Solutions		269.99



(Extra 260 Pictured)

LASER 200-25%

Retail \$349.95

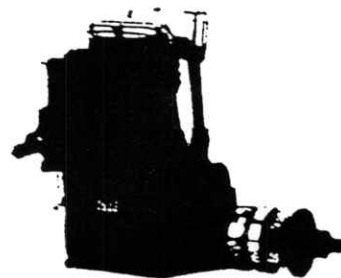
EXTRA 260-25%

Retail \$459.95

EXTRA 300S-25%

Retail \$549.95

277.99
360.99
433.99

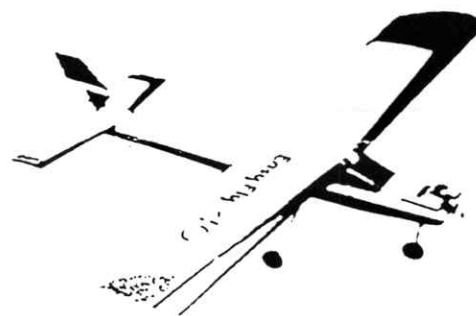


GOLDEN KNIGHT SERIES

50 GK	200.99
65 GK	229.99
80 GK	249.99
120 S	329.99
150 S	412.99

YS ENGINES

91 4-C	
w/air chamber	338.99
120 4-C	
w/air chamber	546.99



AIRPLANE KITS

Midwest #177 T-6	224.99
Pica RC4 Waco 1/6	134.99
Pica RC12 Waco 1/5	194.99
Dyna Flite F-82	
Twin Mustang	119.99
Dyna Flite Spitfire	119.99
Lanier Stinger	149.99
Lanier Stinger 120	136.99
Lanier 1/4	
Laser 200	136.99

Sale thru November 15, 1994

Prices and Availability subject to change

DOUG'S

HOBBIES - 2935 Crain Hwy,
Waldorf MD 20601

Sale thru - Nov. 15, '94

310-843-7774

T.M.E. Simple smoke pump
Futaba connector T-Series 59.99

Dubro Tru-Spin Balancer 15.99
TopFlite Magnetic Prop
Balancer 18.99

CA GLUE

2 oz. Jet 6.59
Super Jet 6.59
Slow Jet 6.59

FUEL

Cool Power 5% 6.99/Gal
10% 7.99/Gal
15% 8.99/Gal

Omega 5% 6.99/Gal
10% 7.99/Gal
5% 8.99/Gal

(Minimum 4 Gallons)



Unbelievable Ultracote Summer Sale

COVERING



Ultra Cote (All reg. colors)	8.49/roll	Monokote Reg. colors 6'roll	9.49
Fluorescents	12.99/roll	Transparent colors	10.49
Pearls	12.49/roll	Metallic colors	11.49
(Minimum 2 rolls)		(Minimum 2 rolls)	

AVIATION HISTORY - OCTOBER

10/3/67 = X-15 reaches 4,534 mph, a record that still stands.
10/4/05 = First airplane flight longer than 30 min. by Orvill Wright
10/9/35 = Martin China Clipper becomes the largest plane in the U.S. capable of carrying 38 passengers & a crew of 5
10/11/10 = Theodore Roosevelt becomes the first president to fly.
10/12/07 = First crossing of the North Sea in a balloon (Oct. 12-13)
10/14/47 = Chuck Yeager becomes the first person to break the sound barrier in a rocket powered Bell X-1.
10/15/83 = First manned hot air balloon flight (tethered) - Francois Pillatre deRosier
10/21/88 = EAA Air Adventure Museum's "Spirit of Louis" exhibit dedicated
10/25/30 = Air service between New Yory & Los Angeles begins
10/31/94 = Halloween

NOVEMBER'S HISTORY

11/1/1870 = National weather service founded
11/2/47 = The first & only flight of the Spruce Goose
11/3/15 = First launch from a ship designed as an aircraft carrier
11/6/71 = First meeting of the EAA Antique/Classic Division
11/11/-- = VETERANS DAY
11/12/12 = First catapult launch of aircraft
11/20/80 = MacCready Solar Challenger makes first test flight solely on solar power
11/21/1783 = First human free flight in a balloon
11/22/35 = First commercial crossing of the Pacific by airplane - the China Clipper
11/22/77 = First flight of the concord - London to New York
11/24/-- = THANKSGIVING
11/25/20 = First Pulitzer Trophy Race
11/28/29 = November 28-29 First flight over the South Pole
11/28/-- = HANUKKAH
11/28/?? = My wifes birthday.



WESTMINSTER AERO MODELERS
RULES AND REGULATIONS FOR THE SPIEGEL SITE

1. Persons flying at this field must be members of the Academy of Model Aeronautics. All pilots, both members of the WAM and guest pilots, must have valid AMA licenses in their possession.
2. Members will affix their name, address, and phone number, in addition to their AMA number, to all planes flown from this site.
3. All transmitters will meet FCC standards and have the channel number attached to the antenna.
4. Radio control pilots will remove their frequency pin from the frequency board prior to flying and return the same pin to the board immediately after the flight. Pilot's AMA card must be placed in board slot when frequency pin is removed before flying. The transmitter is not to be turned on FOR ANY REASON until frequency pin is attached to radio.
5. The pit area will be defined by a line parallel to the landing strip approximately 25 feet behind the runway.
6. The spectator area will be behind the pit area separated by a retaining line. No spectators will be allowed on the field unless permission is granted by a member.
7. There will be verbal signals given when taking off or landing of radio controlled planes.
8. There will be NO FLYING over any houses, the pit area, or Rinehart Road as per agreement.
9. There will be no radio control flying while control line or helicopter aircraft are in operation and vice versa.
10. Every member of WAM will have the authority and will be expected to politely, but firmly, ask spectators to leave a restricted area of the field.
11. All aircraft will be equipped with mufflers, and will adhere to the noise abatement requirements of the WAM and the AMA while flying at this site.
12. No pilot will make a direct takeoff from the pit area. All planes will be taxied out to the runway prior to takeoff.
13. All pilots will exercise courtesy when running engines in the pit area so that prop wash is not directed to neighboring planes and pilots. The pilot will conduct all starting procedures from behind the plane. Spectators will remain behind the restraining line.
14. There will be NO NEW ENGINE BREAK-IN AT THE SITE.
15. When fueling plane, all overflow fuel is to be caught in a container and not spilled onto the ground.
16. All pilots must use the designated pilot stations and are not to operate a transmitter within 25 feet of another transmitter when both are in operation. While flying, pilots must stay at their flight stations.
17. Members are responsible for the removal of their trash and debris.
18. Aircraft will be range checked before the first flight of the day.
19. A pilot must be officially "SOLOED" before flying without the aid of an instructor. Experienced pilots joining the club must be checked out by a WAM instructor in lieu of solo requirements.
20. On the first flight of a new plane, a safety check shall be performed by another experienced modeler to prevent unnecessary dangerous situations. (Remember, someone else may see something you overlooked).
21. There will be NO ALCOHOL permitted at this site.
22. Flying guidelines as per contract:

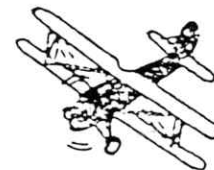
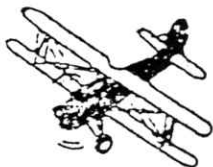
A. The FIRST SUNDAY of every month will be designated as "Silent Sunday." There will be NO FUEL POWERED AIRCRAFT flown on that day. However, the field will be open to the flying of sailplanes, electric powered planes, gliders, and rubber powered craft.

B. The HOURS OF OPERATION will be:

Monday thru Saturday _____ 10:00 a.m. until dusk.

Sunday _____ 12:00 noon until dusk.

****The field will be closed altogether from the first Saturday after Thanksgiving until January 1 as per contract.**

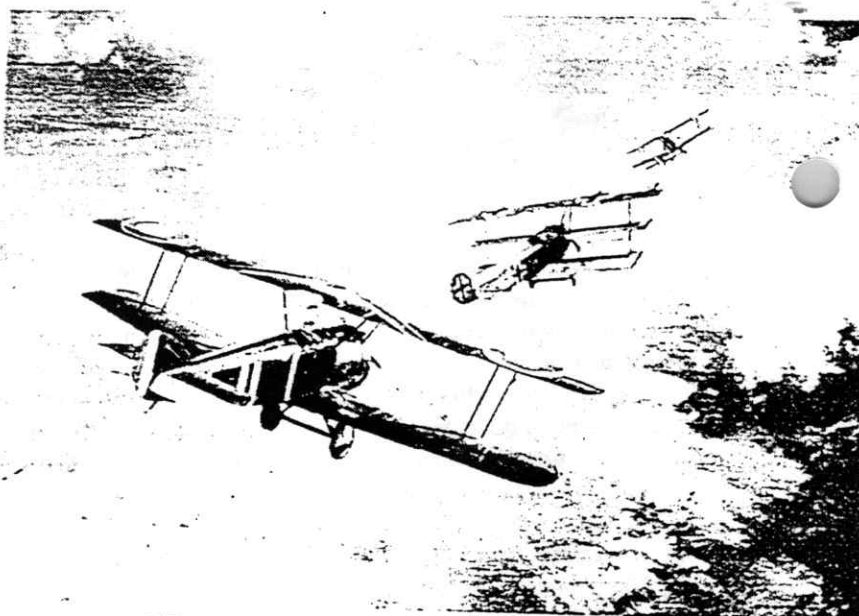


Revision Date: December 15, 1993

This is your copy.
Please Take it out and Keep

COMING EVENTS

10/26 SFP @ Taneytown
10/26 - MMA mtg. @ Frederick
11/1 - WAM Mtg.
11/2 - SFP @ Carrolltown
11/11 - Swap Shop @ How Co R/C 7:30
11/12 - Flea Market - YARC Dover PA
11/16 - SFP @ Manchester
11/30 - MMA Mtg.
12/4 - WAM XMAS DINNER - 5:00 PM



"Last Combat Of The Red Baron"

T/S articles deadline - MAIL - Nov. 12 * * Hand delivered to me - Nov. 13.

Printing courtesy of

ED POPP

with thanks.

And also the mailing this month.

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.



CHRISTMAS PARTY!



COME ONE!

COME ALL!

ANNUAL CHRISTMAS DINNER

DATE: SUNDAY, DECEMBER 4, 1994

LOCATION: 2ND FLOOR VFW HALL

DINNER INCLUDES:

ROAST BEEF

STUFFED CHICKEN BREAST

SCALLOPED POTATOES

PEAS & ONIONS

TOSSED SALAD

ROLLS

COFFEE



**PRICES ARE \$16.00 ADULTS & \$7.00 CHILDREN UNDER 12
A CASH BAR WILL BE OPEN FOR THE ENTIRE PARTY!**

**THE PARTY HOURS ARE FROM 5:00 PM UNTIL ?
DINNER WILL BE SERVED AT 6:00 PM
EVERYONES INVITED AND PLEASE BRING YOUR FRIENDS
FOR MORE INFORMATION CALL EITHER SANDRA EDDY
AT 857-0147 OR KEN DAVIS AT 876-1116**



A SPECIAL THANKS - [ED]

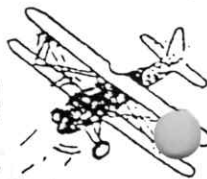
**This page created by MARVIN & SANDRA EDDY
I wish I could print it in color as the original copy.**





THE TALESPINNER

Westminster Aero Modelers



President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 775-0296

VOLUNTEERS

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

Next Meeting: /

DEC. 4, 1994

XMAS DINNER MTG.

5:00 PM
West. VFW Hall

NO mtg on Dec. 6

Volume 10 Number 11 Nov. '94

AMA Chartered Club 336

Formed 1955

Hints From the Workshop

Many times when building models you use tools and techniques that you assume are used by everyone only to find out that they are not that common. Looking at a friend's scratch built profile stunter, I noticed that the holes cut in ribs for leadouts were roughly done with a modeling knife. There are a number of ways that the holes can be cleanly cut. One is to drill the holes before assembling the model. This assumes that you are organized enough to remember this step. A regular drill bit tends to split and splinter balsa ribs so some modelers have made special drills out of hard brass tubing with the ends cut so they have little teeth like a saw blade. Usually I forgot to cut the holes before assembling the wing. If the ribs are made out of 1/8 or thinner wood, you can use a good quality hand punch like you use on paper. It can also be used as a "nibbler" to remove wood from the inside of ribs and formers if you are working at keeping the wing light. Just be careful not to "nibble" too much of the wood away in your quest for lightness!

One tool every modeler needs is a good yard stick. Not that free wooden one you got at that grand opening of your neighborhood hardware store, but a metal one. Most wood rulers are not really straight and if you use one as a guide for cutting with a modeling knife, you are as likely to cut the ruler as any wood below it. The aluminum one in my shop was purchased many years ago at a store in Milwaukee. Most hardware stores can help you out with either a steel or

aluminum ruler. Since the ruler is slick and does not stay in place when you lay it on the wood, you may want to make one small improvement. Using a little rubber cement or contact cement (3M 77 spray works well) attach 3 or 4 one inch squares of medium grit sandpaper to the back of the ruler. Now when you lay it on the wood, it will stay in place as you cut.

Making leadouts from flexible cable has always been a pain for me. Not because it was hard to do but because tubing needed for crimped ends was a pain to cut. When shopping for fishing tackle a few weeks ago I came across pre-cut tubing for making up cable fishing leaders. (I'm not sure what kind of fish needs stainless steel .027 leader but it must be huge and have teeth that I don't want to meet!) The tubing comes in a number of sizes, is cleanly cut, and saves a lot of time. If you cannot find it at your local fishing shop, check to see if they will order it for you. If you insist on cutting your own tubing it can be done by inserting music wire into the tubing and then rolling it under a modeling knife to score it. Once the tubing is scored, move the music wire until it lines up with the score and then give it a flex. Usually it will break cleanly along the score as brass and copper tubing work hardens rapidly as you roll the knife over it.

from Orbiting Eagles Newsletter

Robert Furr, Editor
8147 Read Street
Omaha, NE 68122

This article was
taken from AMA
National Newsletter
with thanks - CMP

FOR SALE

NEW AEROTREND Tuned pipe coupler #1039 -
12" long / 3/4" dia. blue (\$10.39) - \$6.00
Stunt plane - "RICOCHET" 48" ws. Set up for
a .35 eng. - it's RTF - \$75.00
NEW OS .61 RF ABC w/header/pipe/coupler - \$225
All above - Milt Peacock - 833-3122

Minutes Con't from Pg. 9

- 21- Ed Popp requested info. on best planes for him to build this winter. Several models were recommended - Cloud Dancer seemed to be the favorite.
- 22- Joe Walker won the 50/50 - Not present.
- 23- Mtg. adjourned @ 9:30 PM. - J.S., Secty

SCHOOL FLIGHT PFOGRAM- Ray Miles

Classes have begun for the 94-95 school year. We have attended 3 schools to date. Participation has been great to this point. It certainly makes a big difference when enough hands are available to pitch in. No more classes are scheduled until Feb. 95.

We do need these first few to get the kinks out and smooth out the presentation. We had a "first" at the Taneytown school. One little girl threw up just after the class began. There was no interruption, some distraction, but all in all we stayed on track. Never a dull moment.

COUNTY- Ray Miles

We also have a "first" in this category also. Not one call from the County. You don't know how that makes me feel. It tells me we are doing what we are supposed to be doing, following the rules. GOOD SHOW. Lets keep it that way. Just remember, it's your field to keep or to lose.

Remember the shut down dates. That will probably go into effect just before this T/S hits the stands.

I've heard several favorable comments about the D/B meter at the site. Perhaps that has been the reason for the last incident free month. I know that it is being used, but please be careful. Two people should be there at all times. We do not want anyone getting hurt with no one available for assistance. I realize that the temptation to fly even if you exceed the d/b limit by only one is great. Just keep in mind YOUR field is at stake. There is always tomorrow. THANK YOU FOR A NO CALL MONTH.

BUILDING TIP - Milt P.

When soldering electrical components together we should use ROSIN core solder (60/40). Never never use ACID core solder as it will slowly eat at the wires and can act as a resistor.

Clean your PC board or assembly with a toothbrush & a solution of water & "TUMS" when completed. It should neutralize any acid on the surface if you inadvertently used the wrong solder. It's a good precaution in any event.

 SUPPORT YOU LOCAL HOBBY SHOPS
we NEED each other 

MENU FOR XMAS DINNER MTG. - ED

DEC. 5th @ 5 PM @ VFW 2nd floor.

5 PM Cash bar for your attitude adjustment
6 PM Dinner will be served. You selected=

Tossed salad w/dressing
Stuffed chicken breast / roast beef
Scalloped potatoes / peas & onions
Rolls & coffee

This is a sit down dinner so bring the family and friends. Everyone is welcome.
Adults= \$16. Children under 12= \$7.

CALL = Sandra Eddy - 857-0147

OR

Ken Davis - 876-1116

for reservations. We MUST have a head count by Nov. 26.

I [ED] have no idea what Pres. Ken has in mind for entertainment. Dancing girls/guys?

The business mtg. will be minimal. The election of your 1995 officers is the main topic. Only other VERY IMPORTANT items will be brought to the floor.

COME & MEET YOUR FELLOW MEMBERS & FAMILYS

I have it from good authority that SANTA will visit the GOOD GUYS! (thanks Santa)

'95 ELECTION TIME!

As per our by-laws, two persons must be nominated for each office. Those nominated at the Nov. mtg. were -

Pres. - - Wendell Richards / Hoyt Bishop
Vice P. - Kenneth Davis / John Sterrett
Secty. - John Sterrett / John Schaffner
Treas. - Lloyd Briggs / William Hasert
Gen. Mbr. Executive Board -
Milt Peacock / Edgar Popp

The President Elect & other Elected Officers will officially take office on Jan. 1, 1995. The Pres. will announce his appointed officers & various chairmen at the Jan. 3/95 mtg.

Give the new officers your wholehearted support. This is YOUR club and YOU are needed to help keep it operating. The "same ole crowd" gets tired. Perhaps someone has something in particular that they would like to do. SAY SO! I'm sure it would be appreciated by everyone. Too many hats are being worn by the same person. A new broom sweeps clean, they say. Lets see if it does.

M M A Report - Sept. Mtg.

Ken Davis

[ED: This is late as I had to get the TS out real early last month as I was going out of town. Ken had given me the article in time for the normal issue but as I said, I had to get it to the printer early last month]

John Dorl of BASS is the MMA Events Coordinator. All of the MMA Clubs can benefit IF they call John (252-0715) before planning a date for a club event. He would know if it would be in conflict with an event by another club. This is a good system but only if everyone abides by it. Nothing stops you from using whatever date you want but many persons do like to visit other sites without shunning his own clubs affair.

Frederick MAC has had problems keeping a field as we have had. They are about to enter into a lease agreement with the County, if everything goes well. Good Luck Fred.MAC.

Mark your calendar NOW. There will be an air show at Frederick Municipal A/P on August 26 & 27, '95. There will be a full scale show by CAF & also a 45 min. model air show featuring WWII types. It sounds like a really good time.

Anyone interested in taking off, flying & landing a full scale aircraft can do so by calling Brett Mauzey (sp?) at Frederick Aviation. Cost= about \$35. for approx. 35 min.

The Oct. MMA Mtg. will be in Frederick on Oct. 26. If you wish to go call me.

GIANT WISDOM!

An aircraft is not GIANT SCALE unless it incurs major structural damage when being moved through a standard household door!

BUILDING TIP - Milt P.

When soldering electrical components together we should use ROSIN core solder (60/40). Never, never use ACID core solder as it will slowly eat at the wires and can act as a resistor.

Clean your PC board or assembly with water & "TUMS" when finished. It should neutralize any acid on the surface if you used the wrong solder inadvertently. It's a good precaution.

YOU KNOW YOU'RE OVER 60 WHEN -

You start dressing for comfort rather than blindly following the latest fad. You don't care if your neckties are wide or narrow, as long as they aren't too badly stained.

M M A Report - Oct. Mtg.

Ken Davis

It was decided that the proceeds from the MMA Flea Mkt. in Oct. be divided among the participating clubs. Each club will receive \$40 & a paid up MMA membership for 1995.

Flea Mkt attendance was down from last yr. & 50/50 ticket sales was also down from the previous yr. If anyone has any thoughts of why this is & what we might do to increase attendance at events such as this please give me a call & express your thoughts. I would love to hear them. I have more info. concerning the CAF Airshow '95. I should have copies made for the next WAM mtg.

Bob Babura, AVP D/4, made a formal request to D/4 VP Howard Crispin, under Art. XI, Sect. 6 of the AMA Bylaws, that he put forth a motion before the Executive Council at their next meeting as follows:

#1- "A copy of the Exec. Council meeting agenda to be sent to the District A.V.P.'s no later than 30 days before the referred Council mtg."

#2- "The minutes as recorded at the Exec. Council mtg. will be made available to the general mbshp. no later than 30 days after the council mtg. & the official minutes to be made available immediately upon approval"

[ED: Fellows this is important. The AMA has been VERY LAX in passing on to the mbshp. what happens in the Ex. Mtg. WE HAVE A RIGHT TO KNOW NOW! Not 6 months later. This is OUR Academy, not their private club. JUMP on the wagon NOW & write to:

D/4 VP Howard Crispin	Pres. Don Lowe
611 Beechwood Dr	902 little Bend Dr
Charlottesville VA	Altamont Springs,
22901	FL 32714

AMA

Ex. VP Dave Brown	Ex Dir/Jerry Rouillard
4871 Trudy La	5151 E. Memorial Dr
Hamilton OH 45013	Muncie IN 47302

Tell them what you think! OR DON'T GRIPE.]

The MMA has been approached by George Bauman, Ch 13, to do a piece for his "Maryland by George" segment on TV. We don't know more than that now. It would be some good PR for our sport.

That's all for now, keep 'em flyin'.

YA KNOW YOU'RE OVER 60 WHEN -

- It takes all night to do what you used to do all night.

- Some of the Presidents you actually voted for were later shown to be such incompetents that you are totally ashamed to tell anyone.

FUN FLY REPORT - Ed Goldman

The second fun fly of the Westminster Aero Modelers was held on October 16, 1994. It was a GREAT day in every way. The weather was outstanding, the camaraderie was terrific, the food was wonderful, and the competition itself was what it is supposed to be: FUN!! Eleven fliers entered the contest, and things got underway just after 1:00 p.m. The overall contest involved four events: a taxi race (no spot landings for this one), a loop and roll event, touch and goes, and a 2 1/2 minute flight. The LEAST total time determined the winner. Points were deducted from the times of the events for making spot landings, so anyone had a chance to do well.

The taxi race was a pretty normal event, and it was FUN to watch John (**ZigZag**) Sterrett maneuver his one-wheeled fun fly type plane around the field. (Are you still dizzy, John?). Most of us had to pop a balloon with our propellers to end the event, but Ken (**SharpEdge**) Eckard used his sharpened wing leading edge to do the job. (He admitted to embedding a razor blade in the wing). Wendell (**ZoomZoom**) Richards handily won the taxi race by skimming along and flying through the gates.

The loop and roll event was pretty close with the three best times within 8 seconds of each other. Paul (**Grease It In**) Shaffner, Ken Eckard and Wendell all did a fine job using Wendell's great flying Cloud Dancer. Ed (**Out of Trim**) Popp had a rough time due to engine and trim problems and did a good job getting the plane back to the field. He was a little bit short of the spot, though. This event also put Bob (**Bad Luck**) Jenness out of the competition with engine trouble. Bob's Starfire flew beautifully, but the engine had had it for the day. (The writer of this article knows how that feels).

The touch and go event was won handily by John (**Quick Turn**) Sterrett, making up for the first event. He completed 6 touch and goes and landed in the outer circle to outperform the field. Two of our new members, Dwight (**Fast Learner**) Baugher, and Jimmy (**Smooth Jim**) Reeves did outstanding jobs in their very first fun fly. They deserve a lot of credit.

The timed 2 1/2 minute event was won by Ken (**Alarm Clock**) Eckard with a time of 2:31. Lloyd (**GoodTime**) Briggs was very close to the 2:30 mark, also. Ken (**Fight the Wind**) Davis kept trying to land in a reasonable time, but the wind and his Smoothie made landing difficult and increased his time. Jimmy (**Broken Watch**) Reeves took the FUN in Fun Fly and stayed up forever. But when the sky is great and you own it, why not?

OFFICIAL SCORECARD

CONTESTANT	TAXI RACE	LOOPS & ROLL	TOUCH AND GOES	2 1/2 MINUTE FLIGHT	TOTAL TIME
Ken Davis	2:18	1:22	1:10	3:41	8:31
John Sterrett	2:22	1:22	0:55	2:47	7:26
Wendell Richards	0:58	1:05	1:15	2:42	6:00
Ed Goldman	1:16	1:10	1:10	2:50	6:36
Ken Eckard	1:36	0:57	1:10	2:31	6:14
Dwight Baugher	2:39	1:39	1:40	2:48	8:46
Paul Shaffner	1:38	1:04	1:05	3:29	7:17
Lloyd Briggs	1:52	1:15	1:35	2:38	7:20
Bob Jenness	2:00	1:45	Had to withdraw due to engine problems.		
Ed Popp	2:20	2:30	Had to withdraw due to trim and engine problems.		
Jim Reeves	3:44	1:39	1:20	4:23	11:06

AND THE WINNERS WERE:

<u>FIRST PLACE:</u>	Wendell Richards	1995 Lexus Convertible	(\$ 15.00)
<u>SECOND PLACE:</u>	Ken Eckard	1995 Volvo 850 Turbo	(\$ 10.00)
<u>THIRD PLACE:</u>	Ed Goldman	1995 Dodge Stealth	(\$ 5.00)

Many thanks to Sandy and Marvin Eddy for manning the food table. Also thanks to Bill Hasert, Bob Jenness, Ken Eckard, Wendell Richards, and to all others who helped to make this fun fly a big success!!

DISTRICT IV NEWSLETTER

OCTOBER 1994

This article taken from
D/4 VP Howard Crispins
newsletter.

NEW FAI RECORD: The following was obtained from the District of Columbia Radio Control Club Newsletter. Bob Hoff, Editor. The author of the article, and participant, is Rob Rosenthal.

On 3 September 1994, Maynard Hill and his team established a new world record of 328.926 miles of non-stop cross country distance flown by a radio controlled model. The airplane met all the rules and specifications set forth by the Federation Aeronautique Internationale (FAI). The FAI rules specify that the model cannot weigh more than 11 pounds, that it cannot use an engine with a displacement larger than 10cc (.61 Cubic inch), and that the destination of the flight must be stated, in writing, prior to the launch. This flight started at 0947 AM from a launch point near Wertzville, Pennsylvania, about thirteen miles west of Harrisburg. The course of the flight was southwest along Interstate 81. The model was pursued by a convertible with pilot, co-pilot, and two officials, a chase vehicle behind, and a scout vehicle ahead. The landing was made at 1602 PM at the Mountain Empire Airport near Marion, Virginia. The road distance traveled by the convertible and airplane was 363 miles, but the FAI recognizes only the Great Circle distance traveled. As a matter of interest, the aircraft got 993 miles per gallon of fuel. The convertible got 14 miles per gallon.

Rob says, "While I participated as the primary pilot, I know this record attempt could never have been successful without the dedication, knowledge, and experience of Maynard Hill, the designer and co-pilot, John Patton, the chief certification official for the Academy of Model Aeronautics and the FAI, Claude "Ozzie" Eans, the convertible driver and assistant official, Tien Seng Chin, the chase van driver and official observer, and Scott Hill, the advance traffic scout, official observer, and model launcher."

The story of the flight is extremely interesting, and provides a real sense of the accomplishment in the technology developed, and applied, in the making of such a flight. Maynard has devoted many years in the pursuit of records, and certainly is to be commended by all of us for what he has contributed to this sport. There are not enough honors to express this gratitude. One item of modern space technology is of special interest. A GPS receiver was mounted in the car (an attempt to mount it in the aircraft failed due to space), and this provided a print out of the course as flown. This is included with the documentation, and also as printed in the DCRC Newsletter article.

A M A NEWS - Milt P.

The AMA Executive Council will have met in Muncie HQ by the time you read this. Items to be discussed include the content, readership, columns, & the need of the MA magazine; NATS report; museum (Mike Fulmer gave up the project, it would really be interesting to know exactly why he quit after putting so much effort into the project so far); Special Interest Group (SIG), the Warbirds Racing Assn. has made application to the AMA; among other topics.

As you may have noted, there was little to no information in the current issue of Model Aviation concerning the AMA. Everything must be a secret. At least they make it appear that way. Perhaps you personally don't give a hoot about what they do, BUT remember, they are creating the rules they expect YOU to abide by, they are spending YOUR money, they (in my opinion) lean toward the competition group & forget the sport members. I don't expect much from the AMA, but darn it, I hate to see the service go downhill at it seems to be doing. Unless you raise the roof, they are sslllooww!!! It wasn't that way a couple yrs ago. Nuf said!

MINUTES - 11/1/94 Mtg. - John Sterrett, Secty

- 1- Mtg opened by Pres Eckard @ VFW w/22 mbrs. present @ 7:35 PM
 - 2- VP Ken Davis gave MMA report.
 - 3- minutes appv'd as in T/S.
 - 4- Treas Briggs rptd. we are in the black.
 - 5- Milt P. Flea Mkt Dover PA 11/12. EAA Calendars available \$6.50 ea.
 - 6- AMA Rpt. -Milt P. thinks AMA Council Mtg. minutes should be reported to membership sooner. Too much about NATS in M.A. AMA should contact mbrs more about important decisions. All mbrs should voice their opinions more to AMA.
 - 7- John Schaffner still corres. to model club mbrs. in Italy & Brazil.
 - 8- Milt P. needs articles for T/S. Next yrs. editor will be Ed Goldman. Many thanks to Milt P. for a job well done!
 - 9- Mbrshp. Ed G. No new apps.
 - 10- Milt P. mentioned that a new way to change needle valve settings remotely. May be a coming thing.
 - 11- Ray M. County Rpt.-NO complaints this mo.
- NO FLYING @ CCMA STARTING NOV. 26 til 1/2/95
FRI. AFTER THANKSGIVING LAST DAY IN 1994.
- 12- Ray M. gave school rpt. (Con't on Pg. 9)

THINKING "BIG"
Starting into GIANTS - Milt P.

You see large models in articles & magazine ads. More & more gas powered giants are appearing at our flying sites. It looks like great fun but being on the cautious side, you better ask some questions and check around first. Great, but do it right the first time.

Haunt the flying sites, giant scale fly ins & talk to the guys flying 'em. With so many kit designs & power options available, it can be a bit confusing. Your first "giant" should probably be a kit & your "wants" & "wallet" will determine your selection along with the transportation problems, building room, etc.

Don't be in a hurry. Make your selections after garnering as much information as possible. "BIG" doesn't have to be gas. New large 4-cycle & 2-cycle engines could be a transition step for you & still build big with the large scale flying qualities. My T-28 is flying using a ST 2500, but I really would like to see a small gas engine in it.

Lets go thru the motions ignoring income. You will have the same steps to go thru & obstacles to overcome. Having made your choice of kit, the first thing that may scare you when opening the box & framing up is the lack of substance to that air frame. You are probably comparing it to the slab sided smaller kits that you are used to, however, it is better to think of giant building as scaling down a full size homebuilt, not scaling up a "model". Construction techniques should be similar with just slightly different materials.

If you feel that you have a strength problem, don't hesitate to beef up areas that concern you. I always strengthen up center sections as a matter of course. When a wing panel calls for shear webs, I build a box spar 3/4's of the span. Use hardwood triangular stock to reinforce the firewall & forward bulkheads. Make the engine mount & forward fuselage as rigid as possible. Also don't forget tail wire/struts & make them functional. Vibration seems to filter back to that area & rigidity is necessary. Use heavy duty hinges, push rods & the like. The kit mfgs. recommendations are usually ample & have taken weight, strength & size into design consideration. The extra strength that you build in is going to affect those considerations, so keep it minimal & yet enough to give you peace of mind. Rely on your past building experience.

The only consideration of extra strength is that of extra weight & remember, build to fly not to crash. That's fine if you grease in

every landing, never go down dead stick off the runway or flip over on a cross wind landing. But if you are like me (build 'em & bang 'em school), a little extra strength here & there can keep you out of the shop & in the air. However repairing/rebuilding is a lot faster & less expensive than building a new model.

When you are satisfied with the air frame begin to install all hardware & electronics before covering. Follow the kit mfgs. recommendation. Ideally the radio gear should be near the CG with a minimum or no long leads to the servos. There is usually less vibration in this area. Use pushrods, bellcranks, torque rods, or cables to reach control surfaces & BE SURE you have access to equipment for any later changes that may be necessary. DO NOT BURY EQUIPMENT.

Now you find that you have too few & small servos. Make your purchase of new servos with strength in mind. You can use your small servos for throttle, smoker, kill switch, lites, etc. You may be able to use them if you have separate ailerons or double them up with a coupler, depending on their size & strength as well as your planes design. The giant community recommends servos of 45 in.oz. static thrust. Today there are many good giant servos quite reasonable in price to a normal servo. Check yours with your radio manual specs. If you buy large servos, make them as healthy as your wallet & peace of mind will allow.

Place all of the hardware, fuel tank, radio equipment, etc. in the airframe & see if the CG is going to be in the ballpark, then mount it being sure everything works to your satisfaction. Now you can cover your beauty.

Some people who double servos & split control surfaces add an extra radio. They put one aileron, rudder & one servo of a pair hooked up to a servo doubler (CB Assoc or similar) operating an elevator & aileron on one receiver & the others on another receiver of SAME FREQ. as a safety measure.

Now that the paint is dry & all the equipment is installed and adjusted, you are ready to go, right? **WRONG!** Now comes to the serious stuff before a wheel leaves the ground. I'll have more in the next issue. Until then, keep your feet firmly planted in the air.

A word about the kind of paint you can use. IF GAS powered you can use most anything such as latex house paint, enamels, Rustoleum, etc. Test a sample before using but most is unaffected by gasoline. Don't expect anything to resist a soaking of gas.

TRAVELING EUROPE 1994
By John Schaffner

WE ARE DOING IT AGAIN !!!

This time the trip to Europe was inspired by something different. In September 1993, Lil and I attended a reunion of the 106th Infantry Division Association at Columbia, S.C., near Fort Jackson, the division's initial training site. That reunion celebrated the 50th Anniversary of the organization of the Division. While there, some of us talked about returning to Belgium in 1944 to visit those places where we were in action against the German Army during The Battle of the Bulge in December and January 1944-45, another 50th anniversary.

The people of Belgium have never forgotten those horrible times and the fact that the Americans restored their freedom, and relieved their suffering from the yoke of the Nazis, and prior to that, the same situation during the first World War, 1914-18. These things happened in their backyard, and they also lost their homes and many civilian lives. ALSO, they DO REMEMBER that it cost many thousands of American lives. So, being veterans of that conflict (on the winning side) guaranteed us a warm welcome. And, the fact that two of us in the group had already established a lasting friendship with some of those Belgians who would be hosting us didn't hurt either.

So, it was over a year ago that the seed was planted. Also, we knew that there was a travel agency specializing in returning ex-G.I.'s to the scenes of their individual experiences, so we enlisted their cooperation to set up the travel tickets and hotel accommodations and also to have our plans coincide with a portion of their established tour. A lot of phone calls and

letter writing took place over the year in between, but it all eventually fell into place, and when the time came to pack the bags we were ready and anxious to go.

During the last week of August '94, several of us (survivors of the B.O.B.) received phone calls from the producers of the TV news show, "A&C News Turning Point". It seems that they were interested in doing a show on Dec 14, 1994 about, and featuring, individuals who were involved in this significant battle of WWII. (December 16th is the actual 50th anniversary date of the opening attack of the battle.) The TV people acquired our names from the travel agency, and as a result, set up interviews with myself and others participating in the trip, and then arranged to have a TV crew follow us around these places in Belgium and Germany.

19 Sept 1994 - MONDAY

Depart BWI on British Airways Flight #194 at 8:15 PM An uneventful, smooth flight in a Boeing 767-400 (thank goodness). A few weeks earlier a USAir 737 had gone down near Pittsburg with all souls. We were flying British Airways, but, little did we know,-----

Look for the first chapter in the next issue of your copy of the "THE TAILSPINNER".

PARTING SHOTS.

It is a good thing to be steady. But, some are so steady they hardly move at all.

It is far better to be happy than rich, but there is no harm in being both. OR - Whether you are rich or poor, it's nice to have money.

Optimists are wrong just as often as pessimists, but they enjoy



ACADEMY OF MODEL AERONAUTICS

5151 East Memorial Drive Muncie, Indiana 47302 (317) 297-1256 FAX (317) 297-4248

FOR IMMEDIATE RELEASE
CONTACT: CARL P. MARONEY

C.M. PEACOCK NOV -7 RCU

NOVEMBER 3, 1994

"YOUR SITE OWNERS--MEMBER COVERAGE; IS IT REAL?" *
ABSOLUTELY!

A recently published article has raised questions concerning the extent and quality of insurance provided by the AMA.

AMA provides commercial general liability coverage of \$2.5 million to its membership through Royal Surplus Lines Insurance Company, a totally independent company with assets of \$127,052,000.

In order to provide the maximum benefit at the best possible price, the Academy has opted for a \$250,000 retained limit feature. In essence, the retained limit means that the AMA will pay the retention, like a deductible, on behalf of everyone insured under the policy. No ifs, ands, or buts.

As everyone knows when they go out and buy insurance, if you raise the deductible, you lower the premium and can afford increased coverage. It makes good business sense, therefore, for the AMA to carry the retained limit feature and gain the greatest insurance value for each premium dollar.

Does the AMA have the financial resources to back the retained limit feature? The AMA has remained financially sound since its foundation in 1936. The 1993 audited financial statement, published in the December, 1994 issue of *Model Aviation* (page 168) gives you the hard numbers. Under "Liability and Fund Balances", there is an Unrestricted Fund Balance total of \$3,940,000 for contingencies. This amount is specifically designated for the Academy's insurance obligations.

The Academy's insurance obligations are self funded and capped at \$250,000 per occurrence up to an aggregate total of \$1 million per policy year. In reality, this is less loss exposure than AMA previously had. Effective March 31, 1993, the loss exposure was reduced from \$1 million per occurrence to the present amount of \$250,000. At the same time, the overall policy limit of \$1 million was increased to \$2.5 million at no additional cost.

Does self funding of the retained limit create a conflict of interest? Does it mean that AMA can choose which claims to honor? Absolutely not! AMA has contracted an independent Third Party Insurance Administrator (TPA) to handle claims on behalf of the Academy. In 1993, the TPA paid out \$143,704. No valid claim against AMA's insurance has ever been denied.

This is your AMA. You deserve the most general liability coverage available at the best price. Site owners, whether they are local landowners, local governments, state governments, or the federal government, protected by the Royal policy, have a real certificate of insurance backed by a real insurance company with real coverage.

Is there a conflict of interest in AMA's obligation to pay the retained limit on the member's behalf? Absolutely not. Certificate of insurance to a site owner without qualifications? Absolutely. No ifs, ands, or buts.

As always, if we can help clarify this matter further, please contact AMA's Special Services Department at (317) 287-1256.

-10-

December, 1994 issue of RC Modeler

2

DECEMBER AVIATION HISTORY

- 1- '21 First helium filled balloon flight
- 4- '65 1st rendezvous in space; Gemini 6 & 7
- 5- '12 Schneider Cup Seaplane race announced
- 7- '41 Attack on Pearl Harbor
- 8- '41 U S A enters WW II
- 10- '11 Calbraith Rogers completed 1st U.S. air crossing in 84 days
- 11- '72 Last time humans set foot on the moon (Apollo 17)
- 14/23- '86 Dick Rutan, Jeana Yeager & Voyager 1st non-stop; non-refueled flight around the world
- 17- '03 1st powered flight in heavier than air vehicle. Orville & Wilbur Wright Kitty Hawk, NC
- 19- '28 Harold Gatty flies 1st American autogyro
- 24- '68 Apollo 8 becomes the first manned vehicle to orbit the moon
- 28- '13 1st time an airplane reached 20,000'
- 31- '62 US Navy disposes of its last Airship

YA KNOW YOU'RE OVER 60 WHEN -

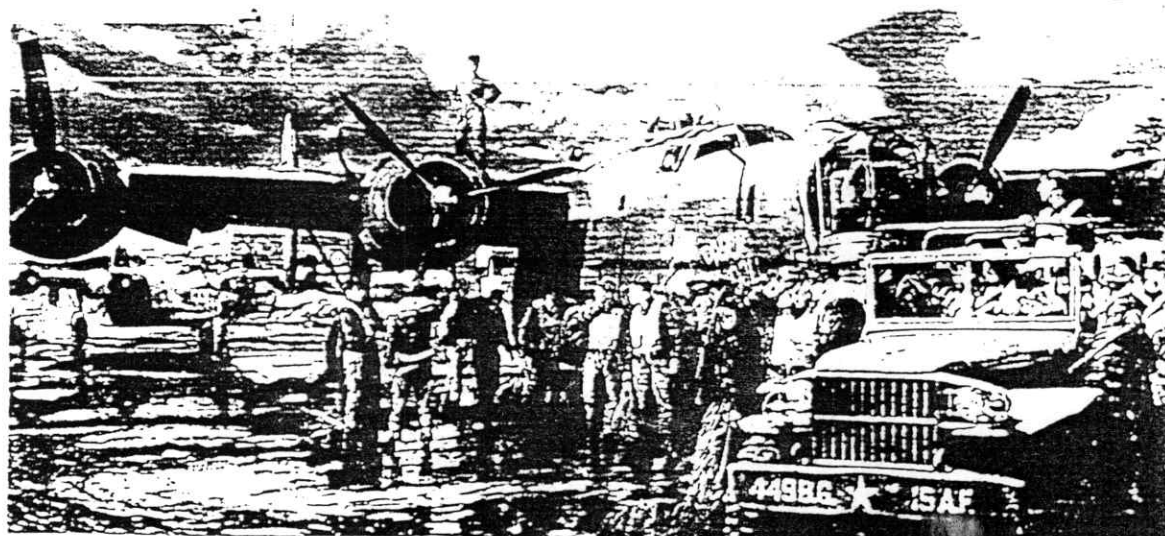
You don't see anything humorous or strange in carefully perusing any ads promising relief from hemorrhoids, constipation, hair loss or back pain.

WAM MINUTES Con't from Pg- 6

- 13-Safety & Sound- Wendell R. has checked quite a few planes for noise, APC props helps with border line noise. Higher prop pitch will reduce noise. Ken E. commented to be sure & yell out when landing. Stay within 95 Db.
- 14- Bill Hasert, property, got a good price on field marker paint.
- 15- Fun fly rept. in next T/S. (Ed G.)
- 16- Menu for Xmas Dinner, Dec 4, 5 PM, (Sandra E.) As voted upon- roast beef & stuffer chicken breast; scalloped spuds; peas & onions; tossed salad.
- 17- Nominees for 1995 officers (2 ea)
Pres.= Wendell Richards / Hoyt Bishop
VPres = Ken Davis / John Sterrett
Secty = John Schaffner / John Sterrett
Treas = Lloyd Briggs / William Hasert
Gen Mbr of Ex.Bd.= Milt Peacock / Ed Popp
Vote @ Dec. 4 mtg.
- 18- Swap shop @ How Co RC 11/11
- 19- John Sterrett demo. telescopic pole (50') as a safe method to extricate planes from trees. Call him if U need it.
- 20- Ed G. has many props 4 sale cheeeep!!
Con't on Pg.2 (sorry)

COMING EVENTS

11/24 - THANKSGIVING
 11/30 - MMA Mtg.
 12/4 - WAM XMAS DINNER - 5:00 PM
 12/6 - NO WAM MTG.
 12/25 - MERRY XMAS
 1/1 - HAPPY NEW YEAR



" LET US NOT FORGET - - -"

Deadline for items in Dec issue 12/17

A SPECIAL THANKS TO OUR
 PRINTER - STAPLER - FOLDER
"ED POPP"

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

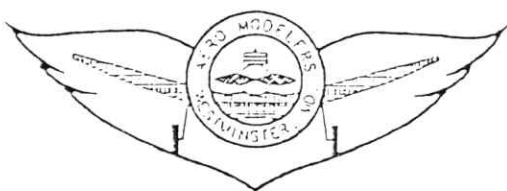
Newsletter of the
 Westminster Aero Modelers

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.

T/S Nov 194



THE TALESPINNER

Westminster Aero Modelers

President - Ken Eckard 549-6674
V. President - Ken Davis 876-1116

Membership - Ed Goldman 848-3835

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

OFFICERS

Treasurer - Lloyd Briggs 833-7450
Secretary - John Sterrett 301-619-7345

VOLUNTEERS

AMA Liason - Milt Peacock 833-3122

Next Meeting:

Jan. 3, 1995

7:30 PM

West. VFW Hall

Volume 10 Number 12 Dec. '94

AMA Charter Club 336

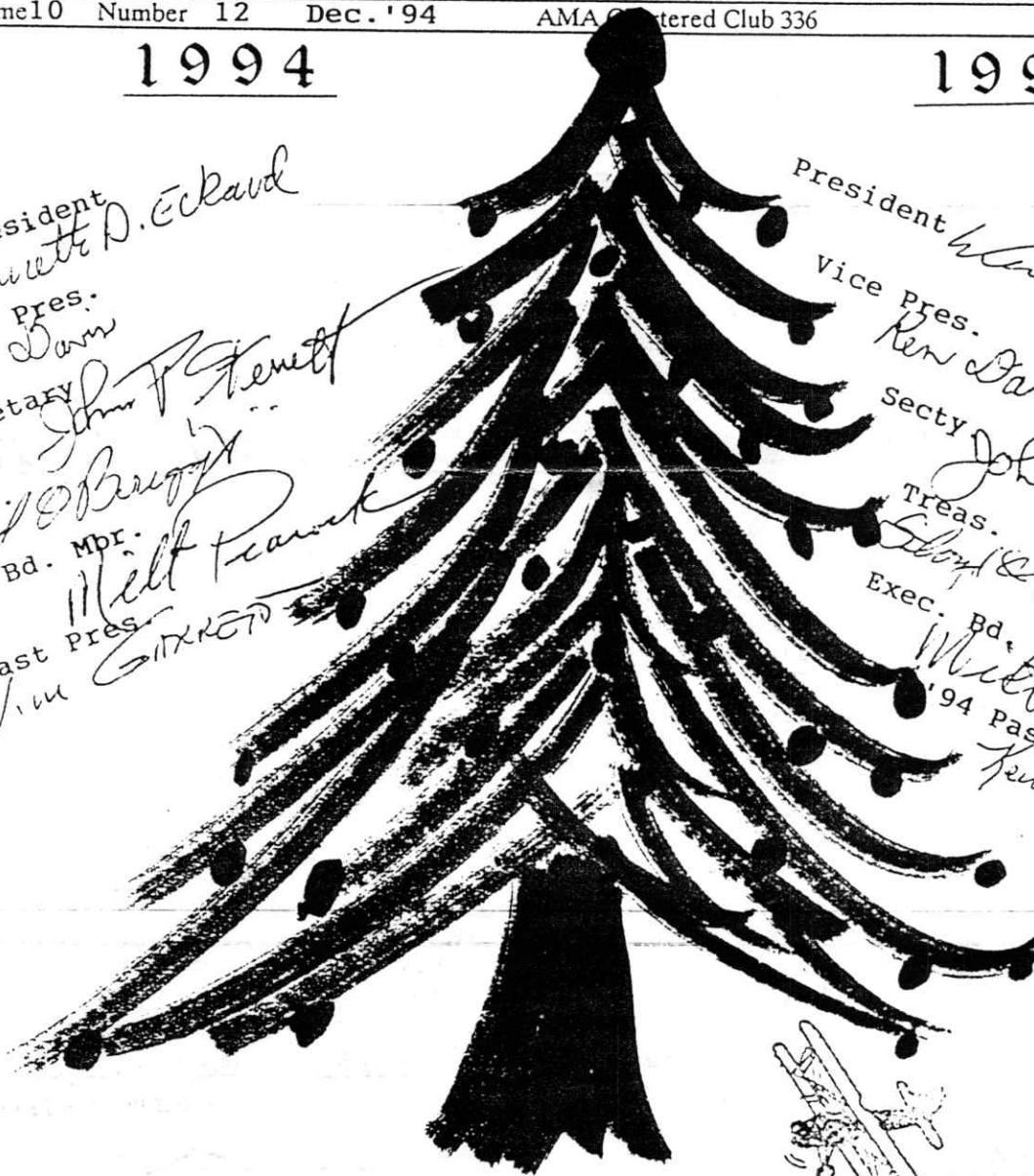
Formed 1955

1994

1995

President
Ken Eckard
Vice Pres.
Ken Davis
Secretary
John Sterrett
Treas.
Lloyd Briggs
Exec. Bd. Mbr.
Milt Peacock
'93 Past Pres.
Jim Glick

President
Ken Eckard
Vice Pres.
Ken Davis
Secty.
John Sterrett
Treas.
Lloyd Briggs
Exec. Bd. Mbr.
Milt Peacock
'94 Past Pres.
Ken Eckard



HAPPY HOLIDAYS

SEASONS GREETINGS

SCHOOL FLIGHT PROGRAM - Ray Miles

Classes have been completed for the Fall. We will really get rolling in Feb. There are 6 schools yet to schedule but that will be resolved shortly. To eliminate bi-weekly classes I want to use the 6 remaining Weds. beginning in Feb. The 2 testing weeks in the Spring dictate this. At this point I don't want to deviate from that premise. For some reason I haven't been able to have more schools use the Fall season. Of course I can't tell them how to conduct their plans.

John Schaffner has completed the PB4-4 I asked him to build. John is a whiz with the plastic kits. He brought it to the Xmas Dinner & it is splendid. Thank you for that effort John. [As usual - A GREAT job. ED]

Bill Hasert is now concentrating on completing the E-10 which means another box to construct & he's very competent at that.

MALL STATIC SHOW - Ray Miles

I have been in contact with Cranberry Mall pursuing our efforts for a display. The Mall has a plan which is sound in that they are going to set aside 2 weeks each Spring for non-profit groups which means filling the mall for those 2 weeks instead of a catch as catch can basis. They hope to generate more traffic that way. The table apron fee for non-profit groups may be eliminated.

The scheduling is to be completed by Jan. Interested N/P groups (WAM) will receive an application by mail. We have a good reputation with them. More details later.

CARROLL COUNTY - Ray Miles

At this time all is quiet. My feelings is that R/F will wait until the new Board is seated & then start up. I did place a call to R/S & he confirmed my feelings about this. If we continue to control ourselves, it makes R/S's position much more tenable. I'm also aware that County personnel have been BELOW our established numbers. I'm especially pleased that all of you are putting a great deal of effort & monies to help keep YOUR field. Because the nature of what we do can only be carried so far I cannot ask more than that. My thanks & appreciation to all of you.

As flying ceases for the year it's time for me to wish you & your families the best for a happy & healthy holiday season. As our new editor takes over the TALESPIINNER I am hopeful that all of the errors in spelling,

punctuation, & all the rest that appear in what I type will be eliminated. Thats for shore....

AIR SHOW - Ray Miles

See what I mean... This is the latest flash from West'r. Air Port (West Air). I have contacted Mrs. Poage, West Airs Oper., about the proposed '95 Spring Air Show. It is not being set up by an out of County group as I had been told. Its that one of the planning board persons lives out of C/C.

The show will be in a different vien than before. The theme will be "The History of Aviation". Without going into detail, Mrs. Poage was very interested in our historic models & what we have to offer. She extended an invitation to attend future planning meetings with her. As this looks as it will happen, we will need help from our members. Several models are needed. I would like to add the following - Martin B-26; B-24; P-26 Peashooter, replace our beat up B-17 & if at all possible a Sovioa Marchetti twin hull Italian flying boat. It was flown to the 1935 Chicago Worlds Fair.

In the same vein, I spoke to Jim G & Ed G on a related matter, we have a 5x7 card for each display. We need a photo (we have many of these already). A picture would head a card with all pertinent info. below & we're shooting for color. This aspect was also of great interest to Mrs. Poage.

To put this into some semblance of order it follows:

- 1- Several builders of models.
- 2- Computer work is already set up.
- 3- Historical data is completed.
- 4- Photo taker. This I think is a set up.
- 5- Models will no doubt have to be purchased or donated, the latter preferred

The dates for the A/S is May 13 & 14. A Sat & Sun. display & storage will be worked out. Most likely we will use a hanger thus solving several problems, duplication of work, models under lock & key, etc. In the meanwhile if anyone thinks they may be able to assist in this venture, just call me.

LOOK LOOK LOOK LOOK TRIP TO "PAUL GARBER FACILITY"

A bus trip to above is being planned for either Jan 21 or 28. This is the restoration shop for the Smithsonian & a museum. A great place to visit. Reservation to Milt Peacock- 833-3122 or Ron Ware- 355-2446 \$15 payable in advance. Refund only IF we do not fill the bus. (Need 46) Bus leaves I-70 & Rt 32 park & ride 8:30AM. Call for more details.

TRAVELING EUROPE 1994

By John Schaffner

19 Sept 1994 - MONDAY

The four of us, Walt, Elsie, Lil and I, departed BWI on British Airways Flight #194 at 8:15 PM, on time for an uneventful, smooth flight (thank goodness), in a Boeing 767-400. A few weeks earlier a USAir 737 went down near Pittsburgh with all souls. We were flying British Airways, but,

little did we know that they had a business arrangement with USAir and were using USAir's aircraft. One can't help feeling just a wee bit uneasy about these things but it didn't slow us down at all. The flight across was on top a solid cloud cover so there was nothing to see or do except sit back, eat and drink the things the nice lady brought, and wait out our arrival at Gatwick the next morning. Don't ask about the movie. It was about a rock group and all that they were showing us was somebody's tonsils. I left the earphones in the bag. No matter, I sat with my traveling companion, Walt Snyder, and we had plenty to talk about. Walt and I first became acquainted in March, 1943 when we were both skinny 18 year old draftees reporting for duty at Ft. Jackson, near Columbia, S.C..

20 Sept 1994 TUESDAY

Arrive London Gatwick at 8:35 AM.

It was a long night and we could not do more than doze a bit now and then. I wondered if everyone was as tired as I was. As we arrived over England, the big Boeing slid down through the cloud cover and emerged into the overcast daylight again at about 4,000 feet altitude on the final approach to Gatwick. The tires touched the runway a few minutes ahead of schedule. It was no hassle to claim our luggage, clear customs and get through the airport.

We considered taking the train into London and I had already researched the schedule, but we

found a shuttle bus that will take us directly to our hotel and there was not that much difference in the cost. There was four fares to say either way. Never mind the train, too much luggage to drag, then we would need a taxi from Victoria Station to the hotel and besides - don't quite know the ropes yet and suffering some from jet-lag too. The shuttle bus was handy and only a few pounds (\$) extra to go door to door. So let's take it. This driver sure gave us our money's worth on the way to our hotel. He had several stops to make and before he dropped us off we had a ten-cent tour of London and a thrill a minute in the London traffic, including U-turns and driving up on the sidewalk.

Our reservations were at The Strand Palace Hotel, 372 Strand, London for four persons / one night - one double, two singles - 20 Sept 1994, etc. We have an "in and out" schedule covering the next couple of days and weeks and it was not easy to get it right. English and American is not always the same language. However, the desk clerk was very patient and got us squared away.

We are still suffering from "jet-lag", but this afternoon Walt & I walk from our hotel to Buckingham Palace to check out the procedure for a tour of the place. (It was not too far for us old infantry soldiers.) Since the disastrous fire at Windsor Castle, the Queen decided to allow the public to pay for the restoration of the castle by selling tours to Buckingham Palace. Not a bad idea. She must have a bit of American capitalism in her. Anyway, it seems that it is "first come, first serve", so we will have to come back when we are ready, buy tickets and then take our turn to see the place. We'll do that tomorrow morning.

Walt and I got wet with that "London sunshine" before returning to the hotel. I should know better than to go anywhere in England

about an umbrella. The weather is cool and damp today. We stop at the Adelphi Theater on the way back and buy tickets to see the musical play, "Sunset Blvd", in the evening.

Supper at Johnston's Restaurant at the hotel - fish & chips, just so-so. It's a brand new restaurant and they are not quite in the groove yet. Called Aunt Lily at Harrietsham and set up a visit for Thursday 22nd Sept., to drop off Elsie, depending on the train strike. Found out trains WOULD RUN on Thursday. The train workers strike is a day-to-day thing so we can't plan too far ahead. I don't know how we would have traveled to Harrietsham if the trains didn't run. Maybe there's a bus.

In the evening we left Elsie at the hotel to recover from the long flight and Walt, Lil and I went to the theater for the show. Terrific production, we enjoyed every minute - even in our fatigued condition, "going on the fumes", from jet-lag.

Tomorrow we will plan on touring Buckingham Palace and seeing some of the high-lights of London.

MINUTES - Dec 5/94 Mtg - John Sterrett

- 1- Pres. Ken E. commented on the past yrs. accomplishments - 21 mbrs. present.
- 2- VP Ken D. MMA gave us \$40 from the Flea Mkt & also WAM's '95 MMA dues automatically paid.
- 3- Nov. minutes as in TS appv'd.
- 4- Treas Briggs rptd we're in the black.
- 5- Guest spkr failed to show so John Schaffner spoke on his WWII experiences & the Battle of the Bulge. Excellent presentation.
- 6- The meal was great!
- 7- Awards were given to various mbrs for past yrs performance by Pres. Ken. Thanks Ken E., for a job WELL DONE! He was also given a plaque by WAM.
- 8- "Most Improved Pilot" - Dwight Baugher
- 9- Ed Popp won (?) the KAMAKAZE trophy (again)
- 10- Santa Briggs gave presents from 50/50 \$\$
- 11- July '95 mtg date pending (WILL BE 7/11)
- 12- '95 Officers - Pres W. Richards; VP Ken Davis; Treas L. Briggs; Secty J. Sterrett; Bd Mbr. M. Peacock. // Mtg adjourned 8:30 PM

FELLOW FLYERS, Wendell Richards, Pres. Elect

Well, believe it or not, the time has come & gone for the yearly elections & I guess I'm the lucky (?) one elected as President.

But seriously, I believe we can make good effort together in the coming yr.

At this time I would personally like to give Ken Eckard a very big "THANK YOU" for the truly great amount of time & effort he put into the club functions, both privately & with the C/C Govt, sometimes working alone, & other times with Ray Miles. Altogether I believe a good rapport has been achieved with both the county & "most" of our neighbors. Fine job!

I would also like to ask all of the committee chair-persons to continue in their respective areas, or to contact me if that does not agree with their wishes.

In the coming year, I hope we can all work together to improve the field, relations with "all" our neighbors, & the general publics' "perception of WAM, but above all, to get the fun back into our hobby like it used to be, maybe more weekly evening get-togethers like we had at Nelson Field - -.

Well anyway good luck with your winter building and/or repairing projects, & remember to build them straight, light, & QUIET!! Til then. - Wendell

A M A NEWS - Milt P.

Results of the election for D/4 V.P. =

*** Howard Crispin = 584 Brad Booth = 350

Charles Foreman = 569

1503 votes from a district as large as D/4 is shameful. Md Mod Assn alone has 1200 possible votes. If you didn't vote, then I sure don't want to hear any @#*%&@# about what is wrong within the AMA or Dist. If you didn't vote then you don't have any say. Was it that much trouble to put an "X" on a card or were you too poor to put a stamp on it? I doubt the later. You should have had more interest in who is going to represent you for the next 3 yrs. I'm sure that Howard will do his best, but that's not the point.

D/2,6 & 8 will have a new VP. This should shed some new thoughts within the Council.

Per D/4's newsletter - "Wishing everyone a VERY HAPPY HOLIDAY SEASON & the New Year brings all the best for you & yours.

Howard & Carol Crispin

Til next time - Milt

FOR SALE

NEW SIG J3 Cub 71"ws (1/6 scale) NIB = \$50

NEW Ace 4-40 Bipe NIB (Ace-\$75) = \$45

All above - John Dorl 252-0715



By NORM PETERSEN

(Photos Courtesy of Old Rhinebeck Aerodrome)

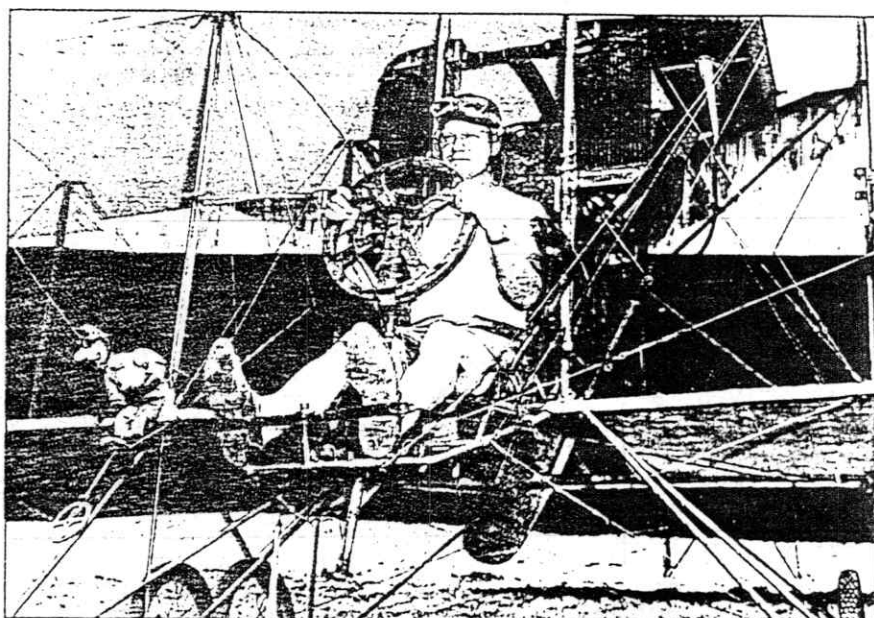
Approximately 100 miles north of New York City, not far from the west bank of the Hudson River, is a tiny airport with the unusual name of Old Rhinebeck Aerodrome. Although the name comes from the nearby town of

Rhinebeck, NY, the ordinary name "Rhinebeck Airport," would be an injustice to the dedicated man who founded this particular airport and adorned it with the far more accurate name, Old Rhinebeck Aerodrome.

Shortly after he was born on a farm in Pennsylvania on December 28, 1925, James H. Palen, Jr. (Cole Palen)

With its original Mercedes engine turning over, the chocked Fokker D VII is held by volunteers as the pilot gets ready for takeoff for the afternoon performance in front of the crowd.

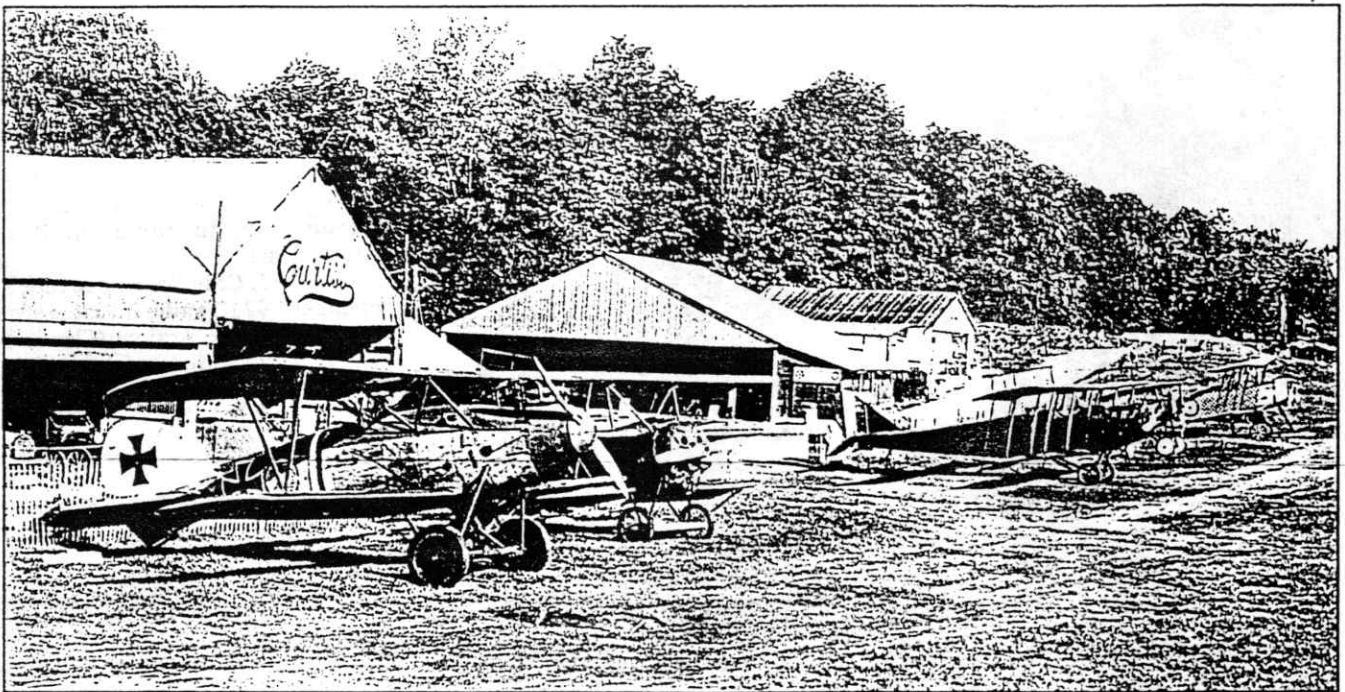
moved with his parents to Red Oak Mills, New York where his father engaged in poultry farming and his



A younger Cole Palen gets ready to fly the Thomas Pusher as his sidekick, the famous "Mike Spandau," sits next to him to help fly the airplane. Note "Mike's" special control wheel.



The originator of the Old Rhinebeck Aerodrome, the late Cole Palen, complete with helmet and goggles standing in front of the Great Lakes.



The morning sunshine greets the aeroplanes as they are rolled out for the days activities.

mother was a school teacher. The young lad spent many happy hours building model airplanes and dreaming of the day he would fly through the sky. The dreams merely intensified when Cole Palen made his very first airplane flight at the age of ten in a big New Standard "Bathtub" biplane that would hold four passengers at a time. Cole Palen never forgot the exuberant feeling of flight throughout his entire lifetime.

Following high school graduation in 1944, Cole Palen entered the U.S. Army and ended up in the heavy fighting during the Battle of the Bulge. Upon mustering out of service after the war, Cole enrolled in Roosevelt Mechanics School located at Roosevelt Field, Long Island, NY with the idea of becoming an airplane mechanic under the auspices of the G.I. Bill. While at the school, Cole was highly intrigued by the old airplanes on display at the "Cradle of Aviation" from whence Lindbergh had taken off on his famous transatlantic solo flight in 1927. Little did he realize that one day he would own six of the nine aircraft on display: a Spad 13, 1914 Avro, Jenny JN-4, Standard J-1, Sopwith Snipe and an Aeromarine. The die was being cast.

Some three years after finishing his A & E license at Roosevelt Mechanics School, Cole was nearly beside himself with excitement when he learned that Roosevelt Field was being closed down and the old aircraft collection was to be sold to the highest bidder. It was May of 1951 when Cole Palen bid his entire life savings (which was meager at best) for all of the remaining six air-

craft - the Smithsonian had acquired three of them on a first choice basis. Much to his pleasant surprise, his bid was the highest and he was awarded all six aircraft. Now the fun began in earnest.

Cole had the really tough job of dismantling each airplane, loading the pieces on a (small) trailer and hauling each load through New York City and on up to his father's farm near Red Hook, NY, a distance of 100 miles! The task required nine round trips of 200 miles each with headaches and heartaches of every possible kind plus a complete lack of funds! Remember, he had spent everything to bid on the airplanes. However, Cole Palen was a driven man on a mission and he was not about to give up because of adversity. The dream of a flying museum was foremost in his mind.

Always one to use his limited resources to the absolute maximum, Cole Palen spent his time rebuilding the old airplanes as best he could and always remaining on the lookout for additional parts and pieces to add to his meager collection. Remember that back in the mid-fifties, few people were interested in old airplanes and fewer still were interested in old parts and pieces! In retrospect, Cole Palen was about thirty years ahead of his time. Meanwhile, he was scouring the countryside to find a proper place to build his "dream airport" for actually flying the oldtime airplanes - still within his tiny budget.

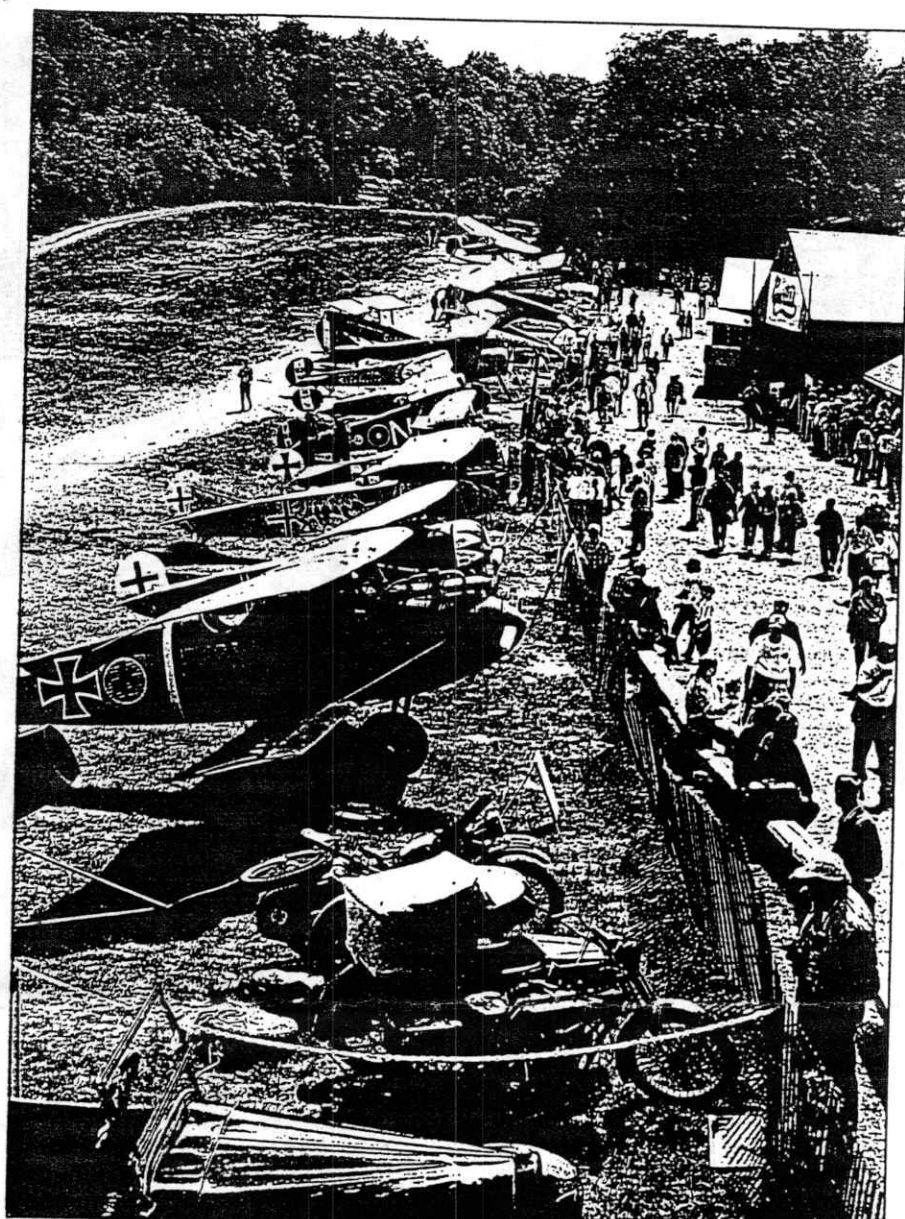
The break came in 1958 when he discovered a small farm for sale along Stone Church Road, just north of

Rhinebeck, NY. Apparently, the farmhouse had been the scene of a murder in years past and the locals considered the place "haunted." Cole could visualize a possible runway being laid out in an approximately north/south direction although much work would be necessary. In addition, the house was quite derelict, had no running water and no indoor plumbing (four rooms and path!). However, Cole felt he had struck gold when he purchased the farm for the equivalent of back taxes.

Now the really hard work began.

The word began to circulate about this "upstart" of a person and his project of carving an airport out of a piece of rolling ground covered with rocks of all sizes. Almost like a magnet, aviation people in the area began to stop by and observe Cole Palen doing his thing. Many wanted to help. Volunteers began to arrive to help carry stones and rocks from the rolling runway. Some say there were "millions" of rocks to move, one at a time. It was a long, arduous task, but Cole Palen was at his very best, encouraging the volunteers, always doing more than his part and above all else, never complaining. These distinctive traits, so necessary to a person with his foresight, would see Cole Palen through the next thirty-five years. To people who had difficulty remembering his name, Cole would always tell them to think of "coal pail"! The analogy stuck.

Once there was enough grass on the short runway and enough trees were cut down on the ends of the runway to allow use of the short sod, the flying



Typical Sunday afternoon crowd gets a close look at the airplanes as they are lined up next to the fence prior to the airshow. Note the old motorcycles in the foreground.

began. Nothing attracts more attention than the staccato bark of an old engine - especially if it's an old airplane engine and even more so if it isn't running well and has occasional "burps." People began drifting in to watch the action, usually on the weekends. It was a festive atmosphere because the flyers were actually having fun with the old airplanes. This was exactly as Cole Palen, a perennial optimist, had planned it.

Winters were spent rebuilding old airplanes, building new airplanes according to very old drawings, acquiring more "basket case" airplanes for eventual restoration and, when the weather allowed, new buildings were erected to house the growing collection. Funds were tight as usual and many meals consisted of peanut butter sandwiches

and milk; however, the jobs were completed regardless. Cole Palen never wavered in his dream of a flying museum so aptly named - Old Rhinebeck Aerodrome.

Weekend on-the-spot flight demonstrations during the early sixties evolved into once a month airshows for the gathered spectators and eventually, an airshow was presented every weekend from June 15 to October 15. Over the next thirty plus years, thousands of people would flock to the small airfield in the woods. In the early days, Cole Palen would become chagrined at the many folks who would line the road along the runway and watch the activity for free. Before long, the woods grew thick and green - and the road visibility completely disappeared! The Cole Palen magic had

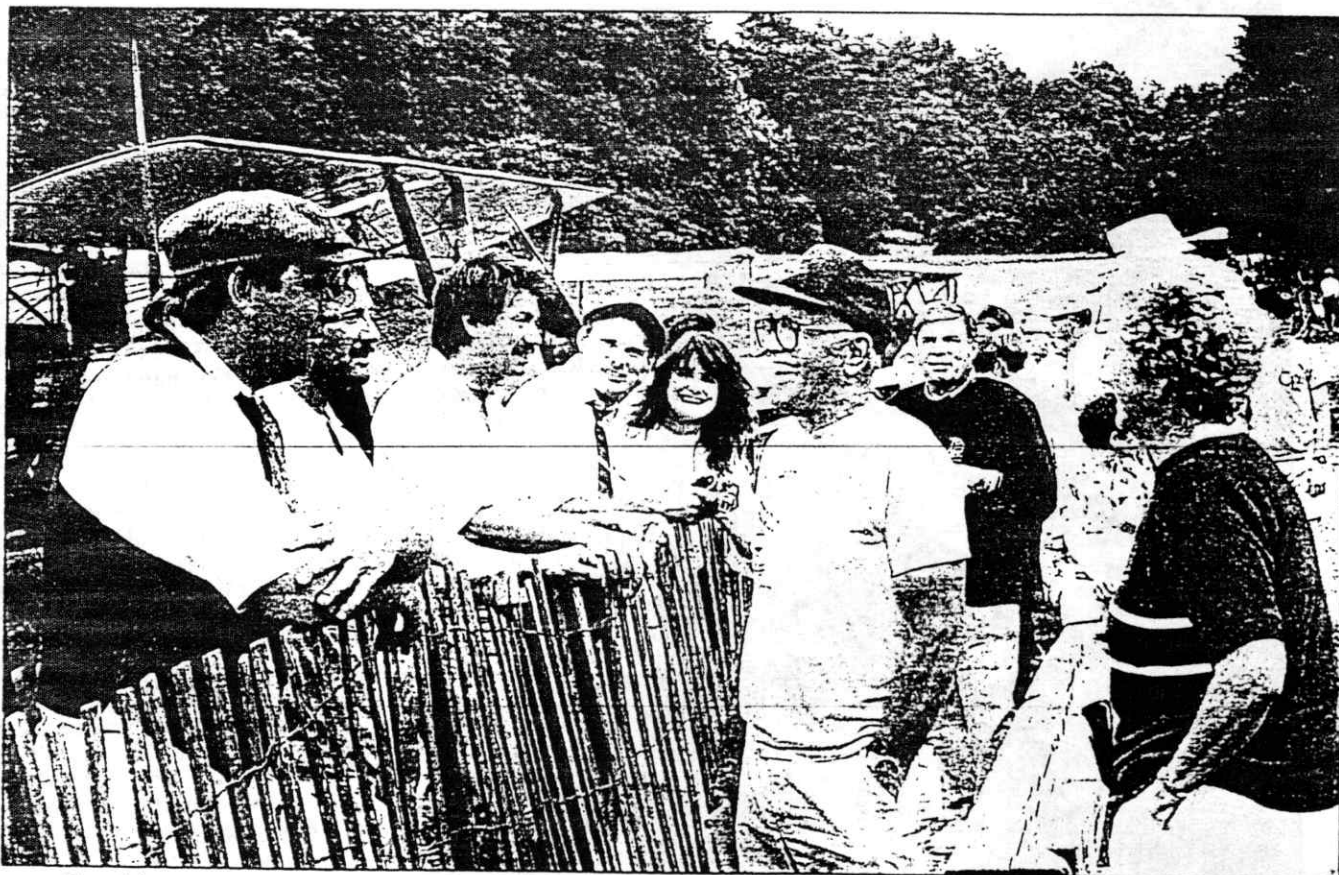
worked again. Pioneer airplane rides, World War I mock dogfights and barnstorming acts would make up each show. As Cole Palen had said many times, he was always trying to portray some of the fun and excitement of early aviation and everything at the Aerodrome, in some small way, showed this.

In 1967, Cole Palen became EAA member 39712 and a bit later became a member of the Antique/Classic Division as number 3044. One of his close friends over the many years was the late Gordon Bainbridge who authored a book entitled "The Old Rhinebeck Aerodrome" which was published by Exposition Press, Hicksville, NY, in 1977. This book is a delightful array of aeronautica that explains Cole Palen to the core. And it is written from the heart. If you want to know what makes a man like Cole Palen tick, this is the book for you. Gordon Bainbridge passed away on October 31, 1995 at Rhinebeck, NY.

Ev Cassagneres of Cheshire, CT, has been a compatriot of Cole Palen's from the very early days and writes this endearing story about Cole Palen. "I recall one night when it was raining rather hard and we drove along this dark and lonely road. Cole's headlights showed up some kind of animal in the middle of the road that had been hit by a car and was just lying there staring at us. Cole stopped the car, we both got out and went to the animal's side. It was completely Cole's idea to do something, even though I have always loved animals and nature. He very, and I mean VERY, gently and with a board, picked up the animal (I think it was a possum or a beaver) and carefully moved the poor thing way into the woods out of sight of people. He then remarked, 'Animals and nature have a wonderful way of healing themselves and should be given a chance to survive like us.' I never forgot this, Cole the giver, a man with a lot of love and respect for life, his fellow man and laughter."

Some of the characters who became part of the land according to Ev were IBM engineer Bob Love, old time and highly respected pilot Dave Fox, Morgan Cobb, Don Brewster, Owen Billman, Tom Stark, Ralph Hasking and, of course, the legendary "Mike Spandau." Ev Cassagneres went on to do the "clown act" with a J-3 Cub for many years at the Old Rhinebeck Aerodrome. Cole Palen helped Ev restore his famous Ryan ST to flyable condition, only to have Ev (before he reached the runway) taxi the wing into Cole's mailbox mounted on a three bladed propeller.

As the collection of oldtime air-



The all-important contact with the crowd after the performance is a tradition at Old Rhinebeck - and the people love it!

planes grew at Old Rhinebeck Aerodrome, Cole Palen branched out to include old motorcycles (some with sidecar), old cars, ancient trucks, ancient ambulances and even a huge army Renault tank. Many of these off-beat vehicles are used in the weekend shows in various capacities to add

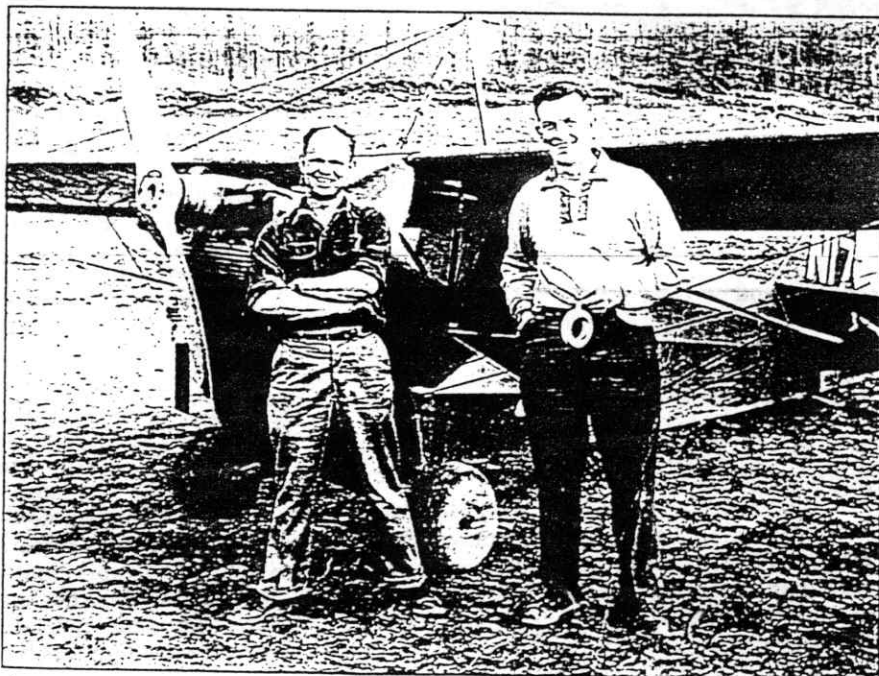
color to the presentation. The crowds love them. Can you imagine a rather nice car parked near the end of the runway with the announcer asking the owner to please move it? The plea is repeated several times by the announcer - all to no avail. Suddenly, the army tank is driven down the line

in front of the crowd and is run right over the parked car - crushing it to scrap metal! Only later does the crowd learn it was a put up job, but it surely keeps the car parking in line!

Cole Palen, who has been described as a modern day Rickenbacker, Doolittle, Lufberry, Lindbergh, Acosta and Papana all rolled into one with all the talents, daring, adventure, skill and cleverness necessary to develop and run such an operation, passed away in Florida on December 8, 1993.

During the spring and summer of 1993, Cole Palen and his wife of many years, Rita, founded The Old Rhinebeck Aerodrome Museum Foundation. The purpose was to perpetuate the Aerodrome's historical significance in the annals of aviation as well as keep it located on the property of its inception.

Cole had worked tirelessly all summer to construct a new and long lasting 70' X 120' all-metal building within which to house the most significant of his collection of aircraft. This collection had actually grown from the original six aircraft he purchased in the mid-fifties to more than sixty-five housed on the Aerodrome today, including his most recent acquisition, a Fokker Eindecker that he was in the process of restoring at the time of his



An early photo of Cole Palen and Bob Love taken in the 1960s in front of the Aeronca C-3.



Cole Palen in his famous "Black Baron" get up after flying the Fokker Triplane in the background. This was a real crowd pleaser and Cole could play the part to the hilt.

death.

Included in the list of aircraft that are to become part of the Rhinebeck Museum is:

Nieuport 10.....Fokker DVII
Fokker Triplane (3)Albatros
Spad XIIIMorane Saulnier A-1

Nieuport 11Avro 504K
Curtiss PusherBleriot (3)
Thomas PusherHanriot
Pigeon-Fraser Pursuit.....Monocoupe (2)
New Standard D-25 (2) ..Great Lakes Trainer
Sopwith DolphinSopwith Camel
Curtiss-Wright Jr.Curtiss Jenny
Davis D1WAPittcairn Mailwing
Ansaldo SV5AFleet 16B
Aeromarine Klemm.....Primary Glider
Morane D-27Raab-Katzenstein Glider
Brunner-Winkle Bird.....Curtiss Fledgling
Caudron G-4Sopwith Snipe
FE-8Nieuport 7
DeperdussindeHaviland Puss Moth
Krieder-Reisner KR-31 ...Nicholas-Beazley

There are numerous other airframes that are incomplete as well as many road vehicles that include an original GMC ambulance (1917) and Royal Enfield Motorcycle (1917), Renault tank, etc.

The new director of the Museum Foundation is 37-year-old John Parker (EAA 65632) who has been an active volunteer and pilot for the Old Rhinebeck Aerodrome weekly shows for a number of years. John's wife, Pam, who is an airline pilot by profession, is also an active participant in

the museum activities and together with the foundation staff, this extremely well qualified couple will be doing their absolute best to continue the long established principles of Cole Palen and the Old Rhinebeck Aerodrome. The sincere best wishes from the entire sport aviation community are extended to John and Pam Parker.

The Rhinebeck Aerodrome Museum will continue to operate the Aerodrome and put on airshows. As in the past, they will display the fascinating history of early aviation for the education and edification of the general public. (Dates for the 1994 summer season are May 15 to October 15.)

As a member supported organization, the foundation will continue Cole's dream of being the mecca for aeroplanes and enthusiasts of Pioneer, World War I and the Lindbergh eras.

Cash donations to continue the work of Cole Palen and ensure the future of the Aerodrome are needed. Checks may be sent to the Rhinebeck Aerodrome Museum, 42 Stone Church Road, Rhinebeck, NY 12572 or call 914/758-8610. All donations are fully tax-deductible. ♦

RETIREMENT AT LAST

Milt Peacock

As most of you know by now, this is my last edition of the TALESPINNER. For those of you who enjoyed its content, **THANK YOU**. To those of you (& I know there are some) who were tired of my ramblings, ya get a break. If more persons had given me more to print I wouldn't have had the space to speak my piece. So there!

I'd be amiss if I didn't recognize those of you who did contribute items. I know I will miss someone but I've had at least 3 or 4 items from the following:

John Schaffner - boy, could I ever depend on you for travel, stories, quips, etc.

Pres. Ken Eckard had his message for Pg 1

Pres. Jim Garrett did the same every month

Bill Hasert for his travel logs etc.

Ray Miles with the C/C News, SFP, & others

Dr. Ed Goldman with product reviews, Fun Fly reports & other items.

Secty's. John Schaffner & Sterrett for the club minutes which kept everyone up 2 date, George Schollian for items of interest.

MMA Reps. Bob Allen & Ken Davis for rpts.

Wendell Richards for a few Safety rpts.

Bob Jenness for a couple Radio Tech rpts.

And anyone else I know I must have missed.

A VERY HONEST & SINCERE

" THANK YOU "

Ed Goldman has graciously volunteered to take over the EDITING of your TALESPINNER & I know he will do a great job. I can assure you it will look much nicer as he will do it on a computer program & I only have a type writer to work with.

REMEMBER, he is ONLY the EDITOR & NOT the writer. Please send him something to print. I know he will appreciate it.

I admit that I spoke my personal mind many times in the TS & I'm sure some didn't agree with what I said. Sorry 'bout dat! If I hurt some feelings, I'm sorry. That was not the intent. It was just to bring some things to light and things we should be aware of.

We have elected our 1995 Officers and who the various committee chairmen will be, I don't know, but the '94 chrm. are out of a job as of Dec. 31. I'm sure Wendell will be on the phone asking for help in '95. Give him your support & WE will have a successful year. The same ole gang is getting "burned out". It's time some new blood gets off their duff and carries us along. Gosh, I got on my band waggon again didn't I?

One last thing - We have several members who belong to the VFW. Someone had better start being known around the VFW so we may continue to meet there etc. That is IF you want to continue to meet there. I have been the rep. ever since we started there but I don't expect to be around for ever, SO - - -

See ya in the funny papers! - Milt P.

AVIATION NOTES FROM JANUARY

- 1/'14 Beginning of commercial aviation. Tony Jannus started the 1st regularly scheduled carrier service, St. Petersburg / Tampa FL
- 7/1745 Jacques Montgolfier, 1st pioneer balloonist, born.
- 7/1785 1st balloon flight across the English Channel.
- 10/'10 1st aviation meet in US held in Los Angeles CA Jan 10-20.
- 12/'70 1st 747 flight across the Atlantic.
- 13/'78 NASA selects 1st female astronauts.
- 18/'11 Eugene Ely lands a Curtiss Pusher on the cruiser Penn, the 1st carrier landing
- 19/'37 Howard Hughes sets transcontinental flight record, 7 hrs. 28 min.
- 21/'76 1st supersonic airliner service available: CONCORDE by British Airways & Air France.
- 26/'11 1st takeoff & landing of an aircraft in the USA on water.
- 31/'58 "Explorer" becomes 1st American satellite to orbit Earth.

Printing, folding & staples

COURTESY OF

ED POPP

T/S Dec '94

FORGETFUL GUS SEZ - Milt P

I just knew I was leaving something out of my "Farewell Spiel" & to you guys, I'm sorry but very grateful for your help, for without you we may not have had a TALESPINNER.

First EDITOR (to my knowledge) was Art Perry who now lives in Ocean Pines but stays in touch with us. I may be wrong but I believe Jim Garrett followed Art.

Speaking for the club - WE THANK YOU!

How could I ever forget the PRINTERS? Again without them we wouldn't have had a newsletter. Art Perry; Dave Kenney; Ken Davis & Ed Popp. You guys were lifesavers. It's a big job to print, fold & staple the many copies we mail. (To other clubs, magazines, etc) MANY MANY THANKS!!

OK, now I'm finished, I think!
Its been fun But I'm DONE!!

Milt P. - Past Editor

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

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