



# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

President - Wendell Richards 374-4970  
Vice President - Ken Davis 876-1116

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

## VOLUNTEERS

Membership - Bob Jenness 374-9628  
Field Chairman - Bob Allen 876-3580  
Property - Bill Hasert 833-7271

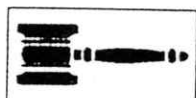
AMA Liaison - Milt Peacock 833-3122  
Sound/Safety - Ken Eckard 549-6674  
Newsletter - Ed Goldman 848-3835  
16 Kalten Road, Westminster, Md. 21157

**NEXT MEETING**  
**TUESDAY**  
**FEBRUARY 7, 1995**  
**7:30 P.M.**  
**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 1

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, *President*

### Model Mates

Well, here we are again in the midst of another winter building season, and I just know everybody has the balsa dust flying and the sealing iron sizzling in preparation of another "sky burner" or "dream flyer" for the coming year. I hope to see more of you at the flying field this year. Please don't let the objections of one neighbor prevent you from enjoying our flying site. Just obey our field rules, don't fly outside our flying space and "do" use the sound meter at the field if need be and there will be nothing for this neighbor to complain about. I look forward to having a great field this year with lots of thick grass and few of those \*\*\*! stones.

Maybe we can get to the field early this spring or late winter and roll it well, throw some more seed and fertilizer on it, pray for a warm & not too wet spring and summer, and the grass should really come along.

Right now I am in the process of trying to get an engine/prop/muffler combination together for my new "Ohio R/C Ultimate" that will meet our 95 db. sound level, and to quote somebody, "It ain't easy." I think I have the boys at APC working overtime making up those two piece paraps. I have been buying and trying and I still haven't really found the right combo yet, but I am getting real close. One of the benefits of doing this kind of trial and error testing is getting your engine well broken in and you can also get used to any quirks it may have before you get it into an airplane. In this case the engine is a Moki 1.8, using a Pitts style "Bison" muffler. This engine is very impressive and has enough power to scare you.

But with all this horsepower, just like getting a lot of real horses, you get a lot of noise, too. And after trying as

many different prop & muffler combinations as I could afford, it now appears the only way I can get a reliable 95 db. or lower reading is to simply limit the throttle travel to where the engine turns 7100 - 7200 rpm max. In this case I simply used the setting on my computer radio (but of course you could also do the same thing with the linkage if you are not using a computer radio). I'm using an APC 20x10 prop and 15% nitro. This is very easy to change if I fly at another field that has a higher sound level than we have, and I want the maximum power of the engine.

This may well be the only practical and consistent way to keep engines of this size or larger at or below 95 db. Of course, if you have enough ground clearance, you could go to larger props. It appears to me that the sound increases at a greater rate if you increase the pitch rather than the diameter. Just something to think about

There is the WRAM show coming up in Feb., and I think there will be a bus trip again this year. Maybe we could get a group together for this. Several of us went last year and we had a good time. The show is a good one with lots of "stuff" and good buys. It's worth the trip.

Well, I think my new "computer controlled, laser-guided, micro-processed" sealing iron is ready to go to work!

See ya at the field,  
Wendell

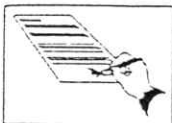
### EDITOR'S VERY FIRST STATEMENT

Murphy's Law: If anything can go wrong, it will.

O'Toole's Comment: Murphy was an optimist!!

I hope that the above comments were not made regarding your new editor. **Wish me luck!**

Eddie the Editor



## MINUTES - JANUARY, 1995 MEETING

*John Sterrett, Secretary*

1. Meeting opened by Pres. Wendell Richards at 7:30 p.m. at the VFW with 20 members and 1 guest present.
2. The December, 1994 minutes were approved as published in The Talespinner.
3. Ken Davis reported that there was no MMA meeting in December. Milt Peacock notified the members of a bus trip to Paul Garber facility on January 21, 1995.
4. Treas. Lloyd Briggs reported that we're in the black.
5. President Richards commented that the "Executive Board" met and decided to keep the 1995 dues the same as 1994 since WAM may need the money in the future for field maintenance, etc.
6. Milt Peacock recommended that WAM not buy patches.
7. John Shaffner read letters from modelers in Milano, Italy and Brazil. John also mentioned that trickle chargers can be obtained from French Electronics Co. at a cost of \$9.84 each if six are purchased.
8. John Shaffner will write a letter to our correspondent in Belgium.
9. Milt Peacock gave the AMA report. Howard Crispin was re-elected as district representative.
10. New membership chairman Bob Jenness reported two new applications - Cristin Yachera and John Wunderlich. Club agreed to accept (through vote) Cristin Yachera since Mickey is a club member, without her personally submitting an application for membership at a regular business meeting. It is difficult for her to attend our meetings since she is 12 years old.
11. Ray Miles reported that the lock is on the gate at the CCMA field. No problems to date. Ray suggested that we obtain a list of local residents adjacent to CCMA field who support our club for the benefit of the County Commissioners.
12. Pres. Richards mentioned that we need a new Radio Tech. chairman. Ken Eckard is the new Safety and Sound chairman.
13. Ray Miles reported that there are no school programs scheduled for January.
14. Bill Hasert is making an inventory of Club property.
15. New T/S editor Ed Goldman would appreciate receiving articles from the membership, and will need them within two weeks of the meeting date to be included in the next edition of the T/S.
16. Bill Hasert apologized for lack of photos from the Xmas dinner. "Camera didn't function properly."
17. Ray Miles commented on future Cranberry Mall display and Air Show at the airport.
18. Milt Peacock arranged to have the July meeting changed from July 4 to July 11 at VFW on 2nd floor.

Approved by club.

19. Milt Peacock requested comments from members about time and place for 1995 Xmas dinner. Paul Shaffner suggested having the dinner on Saturday instead of Sunday. Milt P. will investigate.
20. Club members voted to have Don Nelson, John Dorl, and Charlie Hughes as Honorary Members for 1995.
21. Pres. Richards suggested building a lean-to shelter at CCMA field. Members voted to check prices, feasibility, etc. Pres. also suggested more fun fly events and more fliers. Discussed possible activities at CCMA such as picnics w/out contests to draw more fliers.
22. **1995 DUES ARE DUE.** (See notice in this T/S.)
23. Milt Peacock reported on a servo tester (analyzer) which is available. Device fits between receiver and servo. Milt liked it.
24. Hoyt Bishop (not present) won the 50/50.
25. Meeting was adjourned at 9:25 p.m.



### CARROLL COUNTY REPORT

*Ray Miles*

Other than the fact that the letter writing campaign has resumed, nothing that I am aware of has changed. I'm sure I will hear from R/S if that occurs. You may have read an article or two in the papers recently. Under **NO** circumstances is anyone to respond to any of these. We should have learned our lesson last year. That only adds fuel to the fire. I am one of the guilty ones. To bite your tongue when mis-information or outright lies are printed is extremely difficult to do. But bite we must. I have absolutely no idea of how the new Commissioners will respond to the situation, other than the one. There may be some activity at that level, but I know nothing of it.

I would assume that the gate lock and D/B meter have been replaced.

Can anyone give me complete names and addresses of the neighbors in the immediate vicinity of the field? We may at some time in the future need support from those people who have no problem with our activities. If the Commissioners are to represent **ALL** of the people and not just **ONE**, it would seem to me that those others should be heard from. After talking with some of you I know that this is the case. Let's not wait until the last minute to do the scrambling.



### MARYLAND MODELERS REPORT

*Ken Davis*

There was no meeting held last month. Ken will fill us in on the next one.

♦♦Random events tend to occur in groups.♦♦





## SCHOOL FLIGHT PROGRAM

Ray Miles

The 1st Flight Class this year will be at the Elmer Wolfe Elementary School in Union Mills on Wednesday, February 8 at 9:30 a.m. We have yet to hear from several teachers, so it is possible for a class before that date. If that does occur, all team people will be notified as soon as possible.

The only reason for a cancellation of a class would be in the even that schools are closed for a snow day. You will be notified of that also, most likely VERY EARLY in the morning of that same day.

### UPCOMING SCHEDULE

|             |                                |
|-------------|--------------------------------|
| February 8  | Elmer Wolfe Elementary School  |
| February 15 | Robert Moton Elementary School |
| February 22 | Piney Ridge Elementary School  |
| March 1     | Winfield Elementary School     |

## WHAT THE KIDS SAID

Dear Mr. Miles,

Thank you for showing us the air-planes. Thank you for coming. Thank you for letting us see the Voyager. Thank you for showing us the rockets. I loved your models. You had very neat planes. I liked the fake pigeon.

Your friend, XXXX

Dear Westminster Aeromodelers,

Thank you for coming to our school. The show was good. I liked the fake pigeon. When it flow the second time it hit me in the head. I liked the Spirit of St. Louis and Amelia Earhart's plane. The Wright brothers plane was good too. I like the big rocket that made you look so small.

Your friend, XXXX

Dear Mr. Miles,

Thank you for coming to Manchester and teaching us stuff about airplanes. I really liked the bird and the rubber band airplane. I can't believe that rubber band airplane didn't brake when it crashed into the wall. I really liked how you explain all that stuff and how you made that one airplane on that stick move around. There is one thng I want to know, where did you get all those airplanes?

Your friend, XXXX

Dear Acromodelers,

I liked when you flew the airplane outside. I like all of the airplanes. Thank you for sharing the airplanes with us. I wish you could come every day! Thank you for coming to our school. I think you should come every year!

Your friend, XXXX

## 1994 WAM CHRISTMAS PARTY RECAP

### Planned Expenses

|                        |                  |
|------------------------|------------------|
| 40 Adults x \$ 16.00 = | \$ 640.00        |
| 2 Children x \$ 7.00=  | 14.00            |
| <b>TOTALS</b>          | <b>\$ 656.00</b> |
| 8 No Shows             | -128.00          |
| <b>TOTAL COLLECTED</b> | <b>\$ 526.00</b> |

### Actual Costs

|                         |                  |
|-------------------------|------------------|
| 35 Adults x \$ 10.00 =- | \$ 350.00        |
| 2 Children x \$ 5.00 =  | 10.00            |
| <b>TOTALS</b>           | <b>\$ 360.00</b> |
| <b>TIPS</b>             | <b>100.00</b>    |
| <b>GIFTS</b>            | <b>30.00</b>     |
| <b>TOTAL COST</b>       | <b>\$ 490.00</b> |

Thanks to Milt Peacock the VFW dropped the count to 35 adults because we had so many no shows. Therefore, we had \$ 36.00 left over.

A GOOD TIME WAS HAD BY ALL!!  
SPECIAL THANKS TO JOHN SHAFFNER FOR HIS INFORMATIVE SPEECH ABOUT THE BATTLE OF THE BULGE.

Contributed by Sandy and Marvin Eddy

## WELCOME OUR NEW MEMBER

### ◆CRISTIN YACHERA◆

We congratulate Cristin on being elected to membership in WAM. She is our first new member of 1995, and is, I believe, the youngest person to join our club. We're certain that 12 year old Cristin will be an able student of RC flying, and will progress rapidly. WAM is proud to have a young lady in our midst, and we all wish her many years of happy flying!!

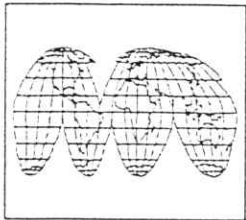
**SALE**

### BARGAIN CENTER

**SALE**

SIG J3 CUB - NEW!! 71" wingspan ( 1/6 scale)  
SPECIAL FOR YOU \$ 50.00

ACE 4-40 BIPE - NEW (Original \$ 75)  
SPECIAL FOR YOU \$ 45.00  
Call John Dorl  
252-0715



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

Europe - 1994

21 September - Wednesday

After an only fair breakfast at Johnston's this morning we taxi in the

rain to Buckingham Palace and buy tickets for a tour. It's a first come, first serve arrangement. Your ticket is stamped with an entrance time (ours is 11:15), so you will not have to stand in a long line. Of course, in the meantime you can shop in the Queen's (own) gift shop. (They don't have a dummy running this show).

As our admission time approached we walked around to the side entrance and took our place in line with the rest of the tourists and were not long in reaching the front door. It is a good system.

Buckingham Palace is the official London residence of Her Majesty, The Queen, and as such is the very symbol of British sovereignty. Yet, it has been in possession of the Royal family for only a little over 200 years. Not a very long time for England.

It is also the only official Royal residence in the world which has kept a name bestowed on it by a nobleman - John Sheffield, Duke of Buckingham House, which occupies the site on which Buckingham Palace now stands, was the London home of the Dukes of Buckingham. The house was bought by King George III in 1762 for £28,000, and on May of the same year, His Majesty and his 18 year old consort, Queen Charlotte, moved in.

The Palace nowadays has over 600 rooms and is far more than just a home for the Royal Family and a place of lavish entertainment. It is also the center of an important administrative complex, where the affairs of State are handled by a staff of more than 300 specialists with widely different talents and skills. Here The Queen receives foreign Heads of State, leaders of the Commonwealth and representatives of the Diplomatic Corps. Simply put, the British consider it the most famous address in the world.

We were able to walk along the designated route throughout the Palace at our own pace and could actually take as long as we wished. It is hardly possible to relate to a reader just how extravagant the interior of this place really is. When you look around at the walls, ceiling and floors and try to consider how much skill and labor was involved in the building of it, it "boggles" one's mind. There are works of art of all description executed by the masters of their trade. Enough gold leaf and rare wood and marble artifacts to sink a battleship. If what we did not see is anything like what we did see, I can't imagine that it is any more beautiful. Photography, of course, was not allowed, so we bought a guidebook to bring home. Later, on the outside, I commented to a cabbie about the extravagance of the place and his statement was, "Yes, and worth

every penny!!!!" He didn't need any convincing. I can't think of anything American that would equal the symbolism for us, as does The Palace for the Englishman.

After the Palace tour, we stopped in for lunch at the "Bag O' Nails" pub. Chicken, ham & mushrooms potpie and British ale to wash it down. Pretty good food and a pleasant, if crowded, place to eat.

Next we bought tickets and went on a double decker bus tour with the London Big Bus Co. We rode past all of the main attractions with a guide describing everything. The tour lasted for an hour and a half and we returned to our hotel by 1700. There are enough things in London to see to satisfy anyone who has the time and desire to see them. We had the desire but didn't have the time. (Maybe next time).

We went out to dinner at a Mediterranean type restaurant. This was a real colorful place, decorated in early gauche (really bad taste). But it was close to the hotel and the food was good.

After dinner we took a walk through Covent Gardens, only two blocks from the hotel. If you saw the movie, "My Fair Lady," you can recognize this place where Liza Doolittle sold flowers. It was after hours by now, so only a few shops were open, but this is a bustling palace during the day that we will try to hit when we return from Brussels.

We hear that the trains will be running tomorrow so we will travel to Harrietsham to visit with Lil and Elsie's family. Long time - no see. Some folks, never.

Stay tuned.



## BUILDING TIPS

Milt Peacock

### SOLDERING

When soldering electrical components together we should use **ROSIN** core solder (60/40). Never, 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 and an solution of water and TUMS when completed. It should neutralize any acid of the surface if you inadvertently used the wrong solder. It's a good precaution in any event.

### BENDING BRASS TUBING

Before bending a section of brass tubing, thread a piece of weed eater monofilament line through your tubing **before** bending. Then bend the tubing. **VOILA - NO KINKS!!**

SUPPORT YOUR LOCAL HOBBY SHOP

THEY NEED YOU AND YOU NEED THEM.

SO.. BUY LOCAL

## DUES ARE DUE

Please send your 1995 dues ASAP to our treasurer, Lloyd Briggs. We would like to be able to print a new and current roster shortly after March 1. This information also must be available to the AMA. Save yourself a telephone call from "Dutch" and send your dues now. Also, there is a \$ 5.00 re-entry fee if your dues are not in Dutch's hands before March 1.

### DUES STRUCTURE - 1995

|                           |          |
|---------------------------|----------|
| Junior Member ( under 16) | \$ 21.25 |
| Senior Member (16 - 20)   | \$ 42.50 |
| Open Membership (21 - 59) | \$ 85.00 |
| Senior Citizen (Over 60)  | \$ 42.50 |

Make your check payable to WAM and mail to:

Mr. Lloyd Briggs

915 Lindellen Lane

Reisterstown, MD. 21136

### DUES ARE DUE

*I know I've repeated myself, but it's important!!*

## MISCELLANEOUS NOTES

### FROM THE PROPERTY MANAGER

At the January meeting, Bill Hasert asked that anyone in possession of any club property give him a call and let him know about it. Bill would like to be able to "have a handle" all of the club items, and would appreciate your helping him out.

### JULY MEETING CHANGE

Since the first Tuesday of July falls on the Fourth of July this year, the club decided to schedule our meeting on July 11 this year. Milt Peacock has arranged for us to use the VFW, but we will probably be upstairs. Please mark your calendars for this change in dates.

### FIELD IS OPEN

Our flying field is officially open according to the terms of our agreement with the county. Please remember to be good neighbors. Use the DB meter to check your plane's sound level, especially if you have made any changes (different prop, muffler change, engine change, etc.). As usual, observe the starting times for flying: 10:00 a.m. Monday thru Saturday, and 12:00 noon on Sunday.

Ken Eckard has agreed to resume his former duty as Sound and Safety Officer. He knows a great deal about keeping our models at 95 DB or less (at 9 feet), and can help any of us who care to ask him.

Some brave souls will probably try some "cold weather" flying. Have fun, keep the wings level, and enjoy yourselves.

NO FLYING ON THE FIRST SUNDAY OF EACH MONTH



I would like to use this column occasionally for any comments which would be helpful to all of us regarding our 95 db requirement at our flying field, or to bring up any suggestions or comments

regarding the field in general. I know that many of our members, including myself, have had to modify their engine/muffler/propeller setups in order to meet the 95 db. (or lower) level. If anyone has any new ideas, please write them out or call me, and I will be happy to include your comments in this column. Your solution(s) may be just what someone else would like to hear about, and I believe that everyone will benefit. This is the place to have your ideas reach the club.

It would also be nice to have any of our members relate any incidents (humorous, serious, or otherwise) that may have happened at the field, shop, etc. There is always something that is going on which could be shared with everyone. It could be anything from how to perform a certain maneuver, what was wrong with an engine which wouldn't run properly, or just how you feel about things. Let me know. I will try to contribute something myself, but would rather hear from all of you.



## JOKES AND FUNNIES



What do you call a prostitute's children? Brothel Sprouts!

\*\*\*\*\*

Most attorneys practice because it gives them a grand and glorious feeling. Hand 'em a grand and they feel glorious!

\*\*\*\*\*

What do you get when you cross a praying mantis with a termite? A bug that says Grace before it eats your house!

\*\*\*\*\*

After a party, a departing guest shook the host's hand and said, "I'd like to say good-bye to your wife." The man replied, "Who wouldn't?"

Milton Berle

### THE REVENGE OF THE MOUSE

You may remember that one of our members managed to mortally wound a field mouse when his plane landed short of the runway two years ago. Well, Bob Jenness seems to have been the target of the mouse's revenge. According to Bob, a little rodent decided to take up residence in one of his airplanes for the winter, and stored its' food in the fuselage. It also decided to have dessert, and chewed up some of the wiring. Good thing Bob discovered the damage, or he may have become the first official RC casualty of the rodent world!!

Kirby's Comment on Committees: A committee is the only life form with 12 stomachs and no brain.





## AVIATION HISTORY FEBRUARY



- 01/ 1970 EAA's International Aerobatic Club Formed
- 04/ 1902 Charles Lindbergh born in Detroit, Michigan
- 06/ 1971 First golf ball hit on the moon.
- 20/ 1962 America's 1st manned orbital flight: John Glenn in "Friendship 7."
- 22/ 1921 Transcontinental airmail service begins.
- 26/ 1968 EEA Warbirds of America Division formed.

### WE SALUTE YOU



The three gentlemen listed below have been granted Honorary Membership in WAM for their efforts, past and present, on our behalf. Their contributions are significant, and we should note the fact that we all have benefited because of their contributions.

#### Don Nelson

Don, as most of us know, allowed WAM to fly at his home for many years, and either taught several of us to fly or improved our skills. His tolerance of our activities was a tribute to his love of our hobby, and without him our club may not have been able to evolve as it has. We should all be grateful to him and his family for allowing us to pursue our love of flying for so many years.

#### John Dorl and Charlie Hughes

John and Charlie have helped out with the School Flight Program last year, and will continue to do so this year. Most of us don't realize how much effort it takes to put on the "show," and without John and Charlie's help, our job would be very difficult. Both of these gentlemen have to travel a fair distance, and give up the greater part of their day to help the SFP. WAM thanks both of you appreciates your substantial contribution.

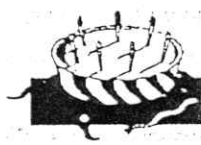


### YA KNOW YOU'RE OVER 60 WHEN:

- Your stomach fails to appreciate a cream pie or salami sandwich just before bedtime.
- Your medicine chest has to struggle to contain all your pills, lotions, and medicines.
- Your back goes out more than you do.
- You stop looking forward to birthdays.
- You plot revenge on people who write these truths.

*Contributed by Milt Peacock*

**Schrimpton's Law of Teenage Opportunity:** When opportunity knocks, you've got your headphones on.



# HAPPY BIRTHDAY!!

### ♦JANUARY♦

Don Nelson  
Jim Umstead

George Schollian  
Joe Walker

Bill Welling

### HELPFUL HINT ABOUT FUEL

During the past flying season, I did not have to make as many dead-stick landings as in the past. One reason may have been that Wendell R. advised me to mix 2 oz. of castor oil and 2 oz. of Klotz oil per gallon of fuel. I use 10% Byron sport fuel, and the addition of the above additives seemed to help my engines run cooler and more reliably. I also was able to save the battery life in my tachometer.

*Thanks to Wendell for this "Helpful Hint."*



VANSELOW

"Sure I can talk, stupid! But can you fly?"

(Thanks for the cartoon, Milt. If anyone else sees a good one, please forward it to me. I'll be happy to get it and publish it in a future issue).

Do fish go home at night and lie about all of the bait that they stole? Hummmm.....I wonder!!

# Adopt-A-School Programs

The following clubs have put educational programs into practice in their communities. Not only are they educational for the students, but club members have a great time too! It is a lot of work, but very rewarding. What is better than to share your love of modeling with an eager, interested audience?

The Westminster Aeromodelers of Carroll County, Maryland has been presenting *The Science of Flight* for over five years. In conjunction with the Carroll County Department of Education's "Hands On Science Program", the club developed a visual and instructive program to compliment the standard textbook material.

The Westminster Aero Modelers' presentation consists of a "Static Display", a "Lecture", a "Question & Answer" period, and, if conditions permit, a flying demonstration of a radio controlled miniature aircraft. The club produces a brochure outlining the program as follows:

The static display consists of numerous model aircraft beginning with man's earliest dreams of flight through our present day flying machines. The lecture not only covers the history of flight, but visually illustrates the four basic principles of flight: thrust, lift, drag, and gravity. Club members use a model to show how an aircraft is controlled in flight, demonstrating the use of each of the control surfaces.

Next on the program is the history of powered flight, beginning with the "Wright Flyer" through the development of the Space Shuttle. A model of each historic aircraft is on display. A brief description of all the other aircraft on display is given along with its intended use and the program concludes with a "Question and Answer" session with the audience. If they are fortunate enough to have access to a safe area and good weather conditions, club members fly a radio controlled airplane to demonstrate the controls.

The Westminster Aero Modelers have done more than Adopt-A-School. *They have adopted an entire county.* The club presents their program to every elementary school in Carroll County, Maryland, as well as scout troops, private schools and other civic organizations. Club representative Milt Peacock estimates that the program has been presented to over 13,000 people in the county and nearly every child over third grade has been exposed to model aviation. The Westminster Aero Modelers was honored with the Governor's Citation in 1991 for their work in the county schools.

In a recent issue of *The Tailspinner*, the Westminster Aero Modelers' newsletter, several thank you notes received from a third grade class were reprinted. The students were very enthusiastic about the program and, judging from these letters, some are preparing to enter the hobby!

The Thermal Thumbers of Metro Atlanta has recently completed a very successful Adopt-A-School program with the Simpson Middle School in Marietta, Georgia.

Club members spent over 300 man-hours in preparation and instruction to 290 students. 248 AMA Delta Darts were assembled in the three week-long program. The club provided all the funding and materials needed for the project with assistance from Midwest Models, Home Depot and Hobby Supply South.

The program, lasting five days, began with a short course on aerodynamics followed by the NFFS video "The Joy of Flying Free".

An hour long demonstration of flying various types of indoor models, static displays and hands-on with outdoor free flight models and RC sailplanes took place on the second day. The third and fourth days were spent constructing the Delta Darts and the last day the students got to fly the models in the schoolyard.

The course was repeated three times for each of three 95-student "pods". Each 50 minute class period was taught by three members of the TTOMA Club.

AMA Newsletter December, 1994

## AMA NEWS - Milt P.

The article above & to the left was taken from the AMA's NATIONAL NEWSLETTER which is sent to every N/L editor in the USA.

It's nice to get a little recognition for the efforts a few of our members put forth in the name of our club. Ray Miles, John Dorl, Bill Hasert, Jim Umstad, Ed Goldman & Milt P. make up the team. We have also had a few other occasional helpers - Ken Davis, Don Berwager & I'm sure some others. John & Paul Schaffner have built models for our use. Charlie Hughes, a member of Harford Co. R/C travels from Belair to help us. Now that's dedication to a worthy cause. I hope I didn't miss anyone. If so, I'm sorry.

It's wonderful when a person will travel all the way from Belair when I know we have retired members of WAM who could give a couple hours and don't. Thank those that do.

I really wonder just how much CARROLL COUNTY appreciates what we do. [??????]

1995 brings changes. Insurance certificates now cost \$20. (was \$10) Sanction fee will now be \$15 (was \$10)

BRING YOUR 1995 AMA CARD TO NEXT MTG. I must see it so you can use our facility in '95. It will save me a lot of work when roster time rolls around. IF you haven't renewed your AMA Membership yet DO IT NOW.



## FROM THE EDITOR

I have accepted the position of editor of The Talespinner with mixed emotions. The previous editors of your newsletter have made their act a tough one to follow. Milt Peacock has performed this job admirably for the past four years. It has been a huge effort, and his hard work, dedication to our hobby, and contacts with other clubs, both locally and nationally, have provided the members of WAM with an outstanding source of information. Jim Garrett also provided our club with an excellent publication for two years, and set the stage for Milt's role. Jim's commitment to his family, job, and education limited his time, and he could no longer continue to "do it all." The example set by these two gentlemen have made my new endeavor one which will be difficult to live up to. I will do the best that I can, and will be asking for your help to make The Talespinner live up to its' previous high standards.

As Milt and Jim did, I will be asking any and all of WAM's membership for articles, ideas, comments, helpful hints, etc. to use in this newsletter. The more information relayed to me, the more I can share with the club. If you see a helpful hint in a modeler magazine, cut it out and send it to me. If you like a kit you are building, tell me about it. If you can get an engine to run consistently and well, we'd like to know how, too. We'll all benefit from your contribution, and that is what a newsletter is all about.

The Talespinner will be typed and edited on a computer using Microsoft Publisher. Some articles will be imported from CD-ROMS, some from books, etc. Credit will be given for these sources because it has to be, and I am glad to do it. A wealth of information is there for the taking and editing. **But I would like the main source of information to come from the members of WAM.** I am counting on Milt P. for his usual contributions, Ray Miles for his news and comments, our officers for their timely reports, John Shaffner for his travelogues and other information, and our other usual contributors. And it would be especially nice to see some new names on articles. Let the club know what you're doing, where you've been, how the last show or flea market was, what works and what doesn't, how you got that great covering job, etc. It will all be greatly appreciated.

So, here is your first editon from me, Eddie the Editor. I've had a long time to prepare this one, and I hope that the following editions will be timely, informative, and interesting. With your help, I will be able to continue in the fine tradition of The Talespinner and live up to its' past reputation.

*Ed Goldman, Editor*



## WHY LINDBERGH SUCCEEDED WHILE OTHERS FAILED

You know the story: Someone named Orteig puts up \$ 25,000.00 for the first non-stop flight from New York to Paris or vice versa. Big fuss. Daredevil pilots crash, burn, disappear over the Atlantic, lots of exciting stuff. Young guy named Charles Lindbergh comes out of nowhere, nails it. Instant massive hero. How'd he do it?

The simple answer is, he presumed success. He didn't load his plane with precautions. There was, most noticeably, no copilot to spell him if he got tired or sleepy (the Orteig Prize didn't require a solo flight). He took no radio, because he knew if he crashed in the Atlantic he'd probably die anyway before anyone found him. He had only one engine rather than the usual two. He didn't pack a life raft. He literally didn't weigh himself down with fear.

So there's today's inspiring trivia nugget: To get far in life, never countenance failure. Though marrying someone rich is also a good technique.

*From: The Washington Post*

## FUELPROOFING

When fuelproofing engine and tank compartments, brush on a slow curing epoxy. Then, turn on your heat gun and play the heat over it. It will thin the epoxy, making it run and cover more area. It will also cause it to penetrate deeper into the wood. As an added benefit, the heat will cause the epoxy to cure in less time.

*Brett Horton (as printed in RC Modeler)*



## PARTING SHOTS

The best angle to approach any problem is the try-angle.

Don't let your yearnings exceed your earnings.

Nature couldn't make us perfect so she did the next best thing — made us blind to our faults.

Nothing makes it easier to resist temptation than a proper upbringing, a sound set of values AND — WITNESSES.

A small town is a place where everyone knows whose credit is good and whose spouse is not.

*Contributed by Milt Peacock*

**Higdon's Law:** Good judgment comes from experience. Experience comes from bad judgment.

**Jacobsen's Law:** The less work an organization produces, the more frequently it reorganizes. (Ain't that the truth!)





## FAIRCHILD REPUBLIC A-10 THUNDERBOLT II ( WARTHOG )

*From "Warplanes: Modern Fighting Aircraft CD-Rom (Maris Multimedia, Ltd.)*

During the Vietnam War, the USAF realized that it lacked a warplane capable of attacking ground forces in close terrain. Lighter planes, such as the Cessna O-1 Bird Dog could operate from forward airfields to reach the front line quickly, but lacked the firepower to deal with them. The heavier warplanes, (F-100 Super Sabre), had the firepower to inflict damage, but could only operate from major air bases in the rear area. They could not reach the front lines quickly, lacked the endurance to loiter in enemy-infested areas, and were not very capable in close terrain, such as jungles. The USAF decided it needed a close-support warplane with long endurance, a heavy warload, agility at low altitude, and the ability to operate from small airfields. In addition, the plane was to have extraordinary structural strength and systems redundancy, and the ability to survive anti-aircraft fire up to 23 mm. Also, the USAF wanted a 30 mm. multi-barrel cannon for tank-killing rounds, armor protection for the pilot and key systems, basic avionics for clear weather conditions and very high reliability with minimal servicing. Quite a tall order. Twenty one companies asked to bid on the project in 1967, and in 1970, Fairchild and Northrup each received an order for two prototypes.

Fairchild was selected to produce the plane, although the prototypes from both companies were similar because of the need for the huge General Electric Avenger cannon to be in the forward fuselage. Recoil force of 19,000 lbs. required that the cannon barrel be in the center of the fuselage to prevent asymmetric recoil forces. The position of the engines shields them from ground fire and the tail design shields the already cool exhaust so that it is difficult for ground launched SAM missiles to lock on. The A-10 Warthog is slow ( max. speed 440 mph) but immensely strong, highly maneuverable, and well-armored. The plane carries 2,900 lbs. of armor, including 1,200 lbs. of 1.5 inch thick titanium to surround the pilot. Armament is obviously determined by the mission, and can be extremely varied.

The A-10 has no sophisticated radar systems, and therefore is limited in its role. This lack of sophisticated tracking systems was short-sighted, and when it was decided not to install high-tech radar, the Warthog was relegated to second-line units in the 1980's. The Iraqi war in 1991 allowed the Warthog to function with front-line troops for perhaps the last time. It was a fearsome tank-killer and Scud missile-buster. The Warthog is being phased out of front-line service and being replaced by a version of the F-16 Fighting Falcon modified for close air support and battlefield interdiction. Other countries, however, are interested in purchasing the exceptionally potent Warthog's, and Turkey has already received several. South Korea is also interested, so we may not have seen the last of the A-10 Thunderbolt II.



## COMING EVENTS



1/25 MMA Meeting. Call Kea Davis or Milt Peacock for place and time.

2/7 WAM MEETING 7:30 p.m. YFW HALL

2/22 MMA Meeting. Call Kea Davis or Milt Peacock for place and time.

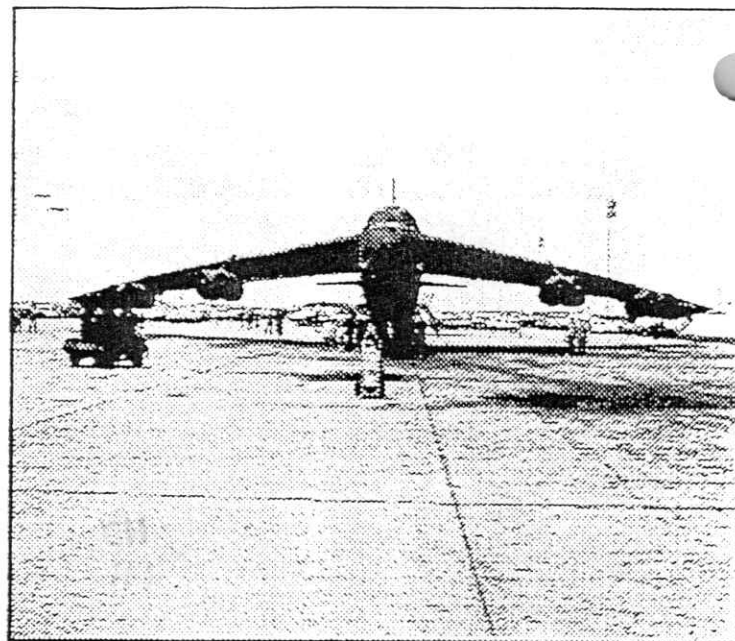
3/7 WAM MEETING 7:30 P.M. YFW HALL

Little activity during the winter months. I'll keep you posted on what I know. Please let me know if you hear of any coming events.

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of:

Our Hero: 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 or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor 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 thereon without recourse against anyone. Contributions to The Talespinner are welcome! Credits 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

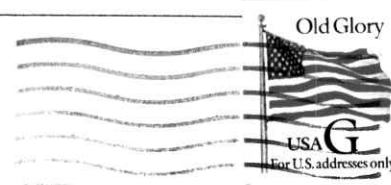


## B-52 BOMBER

*from Sentimental Wings CD-ROM Walnut Hill*

### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO:

John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

WELCOMED TO ALL MEMBERS



# THE TALESPIINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

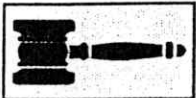
**TUESDAY**  
**MARCH 7, 1995**  
**7:30 P.M.**

**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 2

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

Well, the word from ole Phil the Guru of Winter Weather Prognosticators is that there will be an early Spring. But, since he said that just three days before this season's first big snowstorm, what does that little "hairball" know?

I just hope that we do, in fact, have a mild winter and early spring which will make it easier for the new grass on the flying field to survive, and will also give us an early shot at the rolling, etc. which needs doing. Then we can get down to some serious flying! I also hope that your winter building is coming along well or is already done so that you are ready to do some flying, as that is what we are really about.

There is some talk about a very large increase in the price of methanol due to production decreases which are, in turn, due to the low profit margin of methanol itself. And the new demand for ingredients used in the production of the new "clean burning" gasoline that the E.P.A. is requiring most states to use. This, couple with a worldwide increase in demand for the available methanol will surely mean higher prices for us. I think this may be a good time to stock up. Not many things do become cheaper as time goes by. Maybe some of us can pool our orders together and get a good price now. It's something to think about.

Something else to think about, especially if you have had problems in the past with a "too loud" engine/plane combination, would be to try some of the many ways and means to quiet down the beast. You should be able to detect what will help just be ear, but just be sure that you are un-

der 95 DBA. There are several sound meters available among the club members, including myself, to check your setup, and I would be more than willing to work with anyone on his/her noise problem. Just give me a call.

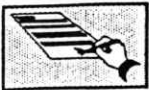
If you do wait until you go to the field to check the sound level of your plane and it is too loud, you will have only yourself to blame. But, please don't ask or expect the person doing the checking to ignore this violation, or make him feel that it is his responsibility to solve the problem for you. If he can, and is willing to do that, fine. But the problem of too loud an engine/airplane combination is all part of the hobby. And that is true, to at least some extent, almost anyplace you may fly. It is the responsibility of each and everyone of us to keep our own sound level under 95 DBA. While many members, myself included, are more than willing to help anyone with almost any hobby related problem, the place to do this is in the shop at home - not at the field, please. The same is true for breaking in your engine or getting it to run well in the particular airplane you have it in. Any extended full throttle operation while others are trying to fly their airplanes is not only very bothersome, but it could be dangerous and is not very considerate of your fellow fliers.

On a more positive note, I hope that some of you get a chance to go to the upcoming trade shows and swap meets. You can stock up on all the "goodies" that are offered. That way you will be able to get that plane ready and I can .....

**See You At the Field**  
**Wendell**

**Lunsford's Rule of Scientific Endeavor: The simple explanation always follows the complex solution.**





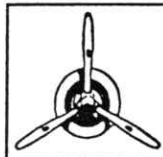
## MINUTES - FEBRUARY, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by Pres. Richards at 7:35 p.m. with 22 members and one visitor (Dan Holoski) present.
2. The January minutes were approved as published in The Talespinner.
3. Pres. Richards commented that the Director of Rec. and Parks recommended that no structures such as lean-to buildings be erected at the CCMA field in 1995.
4. The club voted to have the annual Xmas dinner on Saturday, Dec. 2, 1995 and to place a \$ 100.00 deposit with the VFW via Milt Peacock.
5. VP Ken Davis gave the MMA report. (See article).
6. Treasurer Lloyd Briggs reported that WAM is in the black.
7. Milt P. provided an AMA report. (See article).
8. John Shaffner read two letters from Nick Jonckheere, an aeromodeler from Belgium..
9. Milt P. has the minutes from the July AMA meeting. They are available to anyone interested in them. NATS will be in Tri-Cities, Washington State.
10. Ken Eckard commented that computer radios definitely have a place and prices are now within range. L. Briggs says ham radio tests are available. Call Lloyd if interested.
11. Membership chairman Bob Jenness proposed that John Wunderlich be voted into WAM. Motion passed. Dan Holoski applied for membership. He commented that he has flown RC in the past but will need a "refresher" course.
12. Ray Miles reported that R. Soisson said to "sit tight" on CCMA field construction in 1995. Commissioner Brown is aware of WAM activities. Our friendly neighbor (Jack) graciously offered to work on the CCMA field road in the spring. **Maintain the 95 decibel or below level!! Remember that engines may be checked for DB level by members of the Dept. of Rec. and Parks at any time.**
13. Safety and Sound Chairman Ken Eckard emphasized that 95 DB is the rule! SuperTigre engines seem to be loud (and need additional muffling). OS engines are quieter. Ken discussed several methods to reduce engine noise.
14. Ray Miles reported that the School Flight Program starts on Feb. 8. All programs will be on Wednesday. If school is late or closed, the program is cancelled. (Please see schedule in this T/S).
15. Bill Hasert has submitted his property inventory to Pres. Richards. Bill plans to set up tents on hot days.
16. Club members complimented Ed Goldman for an excellent T/S. Ed said, "Thank you very much, and

please send articles."

17. Ray Miles reported that the Mall Show will be the same as it was last year. (See article by Ray).
18. Ken Hands discussed renting tables at the MARC show.
19. L. Briggs reminded everyone that **1995 dues are due by March 1.**
20. Pres. Richards commented that methanol may become scarce since it is no longer used as a gasoline additive and manufacturers are cutting back production. Milt P. suggested using a van instead of a bus for the trip to the WRAM show.
21. Milt P. reported that there will be a Float Fly in April at Centennial Lake in Howard County.
22. Hoyt Bishop mentioned that a Scale Model event will be held on June 10 -11 at Bealton, Va.
23. Ed Popp (not present) won the 50/50.
24. The meeting was adjourned at 9:25 p.m.



## CARROLL COUNTY REPORT

*Ray Miles*

Wendell and I met with R/S of the Rec. Dept. in February with the club's plans to for the upcoming flying season. R/S

had no problems with what we were planning to do at the field. His suggestion was to sit tight for the time being and wait to see what will occur in the near future. The new Board wants to come to the field later this spring to see for themselves just what it is that we do, but more specifically, in response to the letter(s) from R/F and his complaints about what he determines to be excessive sound. So it is sit tight we must, but that by no means stops our flying.



## AMA NEWS

*Milt Peacock*

I've received a copy of the Executive Council minutes from the July '94

meeting. If anyone would like to read them, contact me. I received the '95 applicationn for out "Gold" Leader Club status. It was completed and returned to the AMA.

If you remember, some time ago, D/2 VP Joe Beshar made an effort to scuttle the AMA Senior Citizen membership. It has been discussed at EC and the motion failed (Y-5 & N-7). The SC membership remains as it was.

**PLEASE BRING YOUR '95 AMA CARD TO OUR MEETING.** It won't be long before I must submit a report to the AMA and a copy of our '95 roster showing membership & I need to know **YOUR** status.

If anyone has any problems concerning the AMA, please contact me ASAP and I will try to get it resolved.

**Lorenz's Law of Mechanical Repair:** After your hands become coated with grease, your nose will begin to itch.



## MARYLAND MODELERS REPORT

*Ken Davis*

The 21st of May has been requested for the "two bit" picnic. I'll let you know when and if it is confirmed. The MMA flea market was discussed, but nothing has been decided yet.

If interested in going on the monthly trip to the Marine Museum to either look around or volunteer in the restoration of aircraft, tanks, or other pieces of equipment used by the Marines, call: Bill Stetzlea of Chesapeake Bay R.C. at (410) - 987-2790.

**Feb. 11 and March 11:** Work sessions for the Hamilton Trophy Contest held from 9:30 - 12:30. Fly-off will be held on April 23. Volunteers can call: Charlie Hughes at (410) - 836-9055.

**March 4:** Harford County is holding a flea market/auction at Belair Middle School. Doors open at 9:30 a.m. Auction starts at 11:00 a.m.

**August 19:** CBRC is holding a Scale Contest. IMAA contest will be held sometime in Sept.

**June 3-4: MARC SHOW** Timonium Fairgrounds  
New Meade Modelers have a temporary field at Meade High School. Site will be lost when a new school is built.  
South Carroll Aero Modelers are temporarily flying at a site on the Springfield Hospital grounds.

**Andrews AFB Armed Forces Day - See Flyer**



## SCHOOL FLIGHT PROGRAM

*Ray Miles*

School Listings for 1995 SFP

(All Dates are Wednesdays at 9:30 A.M.)

|             |                               |
|-------------|-------------------------------|
| February 22 | Piney Ridge Elementary        |
| March 1     | Winfield Elementary           |
| March 8     | Sandymount Elementary         |
| March 15    | Eldersburg Elementary         |
| March 22    | William Winchester Elementary |
| March 29    | Friendship Valley Elementary  |
| April 5     | NO CLASS - TESTING WEEK       |
| April 12    | Freedom Elementary            |
| April 19    | Mechanicsville Elementary     |
| April 26    | Runnymede Elementary          |
| May 3       | Spring Garden Elementary      |
| May 10      | NO CLASS TESTING WEEK         |
| May 17      | Hampstead Elementary          |
| May 24      | Charles Carroll Elementary    |
| May 31      | Mt. Airy Elementary           |
| June 7      | Westminster Elementary        |

**PLEASE COPY AND SAVE THESE DATES  
ON YOUR OWN CALENDAR**

We invite any of our members to attend one of the School Flight Programs. I believe you will find your visit rewarding and very interesting. Why not mark a date and visit a school with us?

## MALL STATIC AIRPORT SHOW

*Ray Miles*

I am combining both of these items under one heading, because, to date, the end result is the same in both cases. I haven't heard a word from the Mall people. They were supposed to complete their N/P scheduling by the end of Jan. They were to mail applications to those groups interested in putting on their displays. That has not happened yet, and I will not make any more calls or beg for their acceptance. If it happens, it happens.

The same is true for the proposed Airport Show. The last I heard was that, "we will get in touch with you very soon." If they do, the do. If not, they won't. Again, I will not pursue it any further.

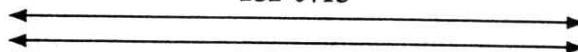


## BARGAIN CENTER



**SIG J3 CUB - NEW!!** 71" wingspan (1/6 scale)  
**SPECIAL FOR YOU \$ 50.00**

**ACE 4-40 BIPE - NEW** (Original \$ 75)  
**SPECIAL FOR YOU \$ 45.00**  
Call John Dorl  
**252-0715**



## MORE FOR SALE

### NEW IN BOX

|                                     |           |
|-------------------------------------|-----------|
| Supertigre 3000 (New Carb)          | \$ 190.00 |
| Saito 120                           | \$ 300.00 |
| OS BX1 3500                         | \$ 285.00 |
| Modeltech ARF Cap 21 72" (120/1.08) | \$ 200.00 |
| Great Planes Kit Ultra Sport 1000   | \$ 100.00 |
| R/C Airmodels Citabra ARC           | \$ 330.00 |
| R/C Airmodels G-Shark ARC           | \$ 230.00 |
| Pilot Arkomaster Kit (120 size)     | \$ 100.00 |

### LIKE NEW

|                            |                |
|----------------------------|----------------|
| Supertigre .61 Ring        | \$ 100.00      |
| Great Planes Super Kaos    | \$ 140.00      |
| Fox Eagle III .61 Ring     | \$ 80.00       |
| OS 1.08                    | \$ 200.00      |
| Call Steve Rothschild..... | (410)-242-2036 |

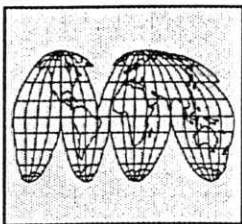
## AVIATION TIBDITS

### Did You Know?

That the first airplane flown by the U.S. Navy to have a retractable L/G was the Grumman XFF-1 fighter and entered service as the FF-1 in June, 1933?

That the most successful fighter of WWI was the Sopwith Camel, which achieved no less than 1,294 victories over enemy aircraft?

*Contributed by Milt Peacock*



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

22 September, 1994 (Thursday)

We breakfast at Johnston's again this morning. they have a continental spread for us to choose from. It's still not "up to snuff," but it is convenient. Walt will be on his own today as Lil and I will travel with Elsie to Harrietsham to leave Elsie for a visit with Aunt Lily and their cousin, June. While Elsie stays with family, Walt, Lil, and I will fly to Brussels to join up with the Galaxy tour group to begin our Belgian "Friendly Invasion."

Lil and I pick Elsie up at her room and check her out of the hotel. The buses look a bit crowded, so we taxi to Victoria Station. I had intended to phone to tell Aunt Lily when we were departing Victoria, but by the time I stood in line to buy two round trips and one one-way tickets, we had to rush to make the train. I figure that we can always call from the station at Harrietsham.

The train arrived at Harrietsham about 1230 and we find that the RR station is closed....no phone and we are in the "boonies." I walked down the lane and poked around an adjacent pottery yard and found a nice lady to call for me. June came forthwith. We drove by and picked up Aunt Lily and went to June's for lunch and much "nattering" until it is time for Lil and I to return to London on the 1714.

At the station there is a posted schedule that we don't have any faith in (because of the rail workers strike), but another rider shows up to reassure us. The train is on time, but then breaks down at Bromley-South and all passengers have to transfer to another train for the rest of the trip. Lil and I are back in London at 1845. It's about that time, so we have supper at Garfunkel's in the Victoria Station Mall. Not a bad restaurant for a rail station.

We return to the hotel and set the alarm for 0440. Blimey!, that's awful bloomin' early, but we have a plane to catch in the morning. Walt and I go to the desk and make an early checkout from the hotel and order a taxi for the morning to take us to Gatwick. We considered checking some baggage at the hotel until our return, but don't. Figure we will probably need it.

23 September, 1994 (Friday)

We are up at 0440 and decide to taxi to Gatwick and avoid the hassle again. The fare was Lb55, but Walt and I split it. And we have plenty of money anyhow - right. We check in with British Airways about 0630 and while waiting our old friends, Harold and Jessica Kuizema from Grand Rapids come along. Real good to meet them. It's always nice to be travelling with friends. That way, if we get lost, we have somebody else to blame.

We board the plane on schedule and begin taxiing at 0750 past airplanes from every country around the world:

Caldonia, Monarch, Jersey European, etc., etc. While flying over France and Belgium toward Brussels, we see mostly farmland, red tile roofs and very few trees. The trees are planted in rows like corn. There is little or no untended, overgrown land as we find at home in the USA. Land in Europe is at a premium and any not in use for something has to be pretty rugged. Breakfast is served in flight: ham on a croissant and coffee. Touchdown at Brussels big airport comes at about 1000 local. It was about a 44 minute flight.

The big airport here is going through the pains of renovation and enlargement (as are most major airports around the world), so we deplane on the ramp and have to be shuttled to the terminal. There's no problem with entering the country, so after clearing customs we all board the Airport Express train for Brussels. Just before it departs Jack Roberts, from Michigan, shows up on the platform. Another pleasant surprise. There are six of us now.

On arriving at the train station in Brussels, I take charge and lead our little group out of the station to the taxi stand. They immediately knew that I was lost when we exited the station on the side street and the taxi drivers were all Arabs. Oh well, we take two taxis to the Brussels Hilton and probably pay them too much, but we are there. In the lobby we run into John Gatens and Min and the rest of the group travelling with the Galaxy tour. Walt, Jack, Lil and I walk around the neighborhood and find a little off-beat Italian deli type restaurant to have lunch. Nobody speaks English and they don't understand my French but we manage to get it across that we would like one of their "oom" sandwiches and a coke. We roam around the downtown neighborhood until 0630 and return to the Hilton Hotel to get rested somewhat. At 1800 everyone in the tour group assembles on the 26th floor for a welcoming party and to meet the Galaxy tour guide, Dene Degas. We manage to unload the three plaques we have been transporting from home onto Major Hill, who will present them to our Belgian hosts at the appropriate time.

(To Be Continued)

## WELCOME OUR NEW MEMBER

◆JOHN WUNDERLICH, JR.◆

We congratulate John on being elected to  
WAM and look forward to seeing  
him at the meetings  
and the field.

SUPPORT YOUR LOCAL HOBBY SHOP  
THEY NEED YOU AND YOU NEED THEM.  
SO..... BUY LOCAL



## DUES ARE DUE

Please send your 1995 dues ASAP to our treasurer, Lloyd Briggs. We would like to be able to print a new and current roster shortly after March 1. This information also must be available to the AMA. Save yourself a telephone call from "Dutch" and send your dues now. Also, there is a \$ 5.00 re-entry fee if your dues are not in Dutch's hands before March 1.

### DUES STRUCTURE - 1995

|                           |          |
|---------------------------|----------|
| Junior Member ( under 16) | \$ 21.25 |
| Senior Member (16 - 20)   | \$ 42.50 |
| Open Membership (21 - 59) | \$ 85.00 |
| Senior Citizen (Over 60)  | \$ 42.50 |

Make your check payable to WAM and mail to:

Mr. Lloyd Briggs  
915 Lindellen Lane  
Reisterstown, MD. 21136

### DUES ARE DUE

*I know I've repeated myself, but it's important!!*



I was impressed with Ken Eckard's discussion at the February meeting regarding engines which are quieter (OS and I believe Enya are two), and the relatively simple ways in which louder

brands of engines (Supertigre, ASP) can be muffled down below 95 db. Ken probably has as much knowledge as anyone in the club about this topic (that's why he is our Sound and Safety Chairman), and it would be a good idea to listen to his ideas.

His simple solution for baffling an existing muffler using a piece of metal from a soup can and some JB Weld is simple, cheap, and effective. I have had to devise some of my own solutions, but Ken's idea certainly is worth trying if you have the need.

Wendell Richards' saga of his attempts to quiet a Moki 1.8 cc. was informative also, but from the opposite perspective. He has spent a great deal of time and money in an effort to bring the Moki down to 95 db., but without total success. It seems to be quite a problem. I'm hoping that Wendell finds a solution soon, because I also have a Moki 1.8 (purchased at Wendell's suggestion). At this point in time, I'm Wendell's biggest fan, and wish him the best of luck. (Please let me know how you're doing, Wendell, and when you have a quiet Moki, please buy me whatever worked and I'll pay you back!)

## MISCELLANEOUS NOTES

### ANYTHING TO SELL?

The "Bargain Center" always has room for items which are of little use to you but which may be of help to another member. The space is there for you, and I will be glad to include your list of your no longer needed goodies.

### JULY MEETING CHANGE

Since the first Tuesday of July falls on the Fourth of July this year, the club decided to schedule our meeting on July 11 this year. Please mark your calendars for this change in dates.

### BUILDING TIPS

*Milt Peacock*



A simple pencil sharpener is a great tool for chamfering the ends of plastic wing hold down bolts. The taper on the end of the bolt makes them easier to insert.

*From The Gator Gazette*

Here's a quick way to make a simple air filter for your engine: Cut a piece of an old nylon stocking or pantyhose about 1" square. Place it over the venturi of the carburetor and slide an appropriate sized "O" ring over the nylon and venturi. This method provides a very effective and inexpensive alternative to commercial air filter, and works well in cowed situations.

*From RC Modeler*

## JOKES AND FUNNIES

A teacher asked, If you had five apples and I asked for one, how many would you have left? A boy answered, "Five!!."

\*\*\*\*\*

A lady in Tibet rushed home to her stove and saw her dinner going up in smoke. She said, "Oh, my baking yak!."

\*\*\*\*\*

A worm tried to make love to a centipede, but the centipede just crossed her legs and said, "No, no, a hundred times no!."

\*\*\*\*\*

You can't choose your ancestors. But they probably wouldn't have chosen you, either.

\*\*\*\*\*

A man still enjoyed chasing girls when he was seventy. When his wife was asked if she minded, she answered, "Why should I be upset? Dogs chase cars, but they can't drive!"

*Milton Berle*

**Pattison's Electronic Law:** If wires can be connected in two different ways, the first way always blows the fuse.



# HAPPY BIRTHDAY!!

◆ MARCH ◆

Lloyd Briggs

Mickey Yachera



## TRIBUTE TO JOHN

Perhaps this column will seem melodramatic, but I felt a need to write it. We all know by now that John Shaffner has been contributing many articles to The Talespinner, and that his travelogues have been related to Europe because of his infantry experience in World War II and "The Battle of the Bulge." At our Xmas dinner, John filled in for the speaker who failed to appear, and in an impromptu talk, provided us with a poignant and very personal tale of his army days.

I was quite moved by his story, and, by chance, saw John on television as part of a program commemorating the 50th anniversary of "The Battle of the Bulge." David Brinckley was the commentator, and John, along with other veterans, was interviewed. The show included many photographs and film clips of the harsh winter these men fought and lived through, and also showed the men visiting cemeteries in which their fallen comrades are buried, their old foxholes (still clearly visible), and other scenes of the terrain as it is now.

When the show was over, I could only think about the valor and selflessness of those men, and the thousands of others, who risked or gave their lives, fought in horrendous winter conditions, and did it for all the right reasons. And John's talk at the Xmas dinner became even more emotional to me, for here is a quiet, good-humored man who was one of many who literally saved the world as we knew it. Every one of us owes our way of life and the preservation of our basic freedoms to men like John and his compatriots. There is no way to express our gratitude enough, but I would like to say to John and all those who served with him, "Thank You!" Our world and our lives are so different because of what they did, and we should all remember once in a while how lucky we are that they answered the call and prevailed.

*The Editor*

**\*\*I realize that other veterans within our club also served their country as John did, and have their own tales to tell. I salute all of you, and pay the same tribute. I just don't know of your personal experience, and therefore can't write about it.**

**Katz's Law: People and nations will act rationally when all other possibilities have been exhausted.**



## AVIATION HISTORY MARCH



- 01/ 1949 Boeing B-50 completes 1st around-the-world non-stop flight.
- 01/ 1969 First trial flight of the Concorde.
- 08/ 1910 Madame de Larouche becomes first certified woman pilot.
- 15/ 1972 NASA announces the Shuttle program.
- 20/ 1922 Navy's 1st aircraft carrier, USS Langley, is commissioned.
- 30/ 1961 X-15 reaches altitude of 169,000 feet.
- March- Mrs. Jerri Mock becomes the 1st woman to
- Apr. '64 fly solo around the world (Cessna 180)

## PRODUCT REVIEW

### SYSTEM ANALYSIS METER - by Hobby-tec

*Milt Peacock*

The "SAM" is a precision tool you should use on all your radio installations. With little care, it should give you years of service. The unit is about the size of an ESV, but when put into use it tells you if there is too much friction, binding, etc. in your control surface set-up. Needless to say, if there is binding the servo will continually try to reach its' idle point and therefore is continually drawing current from your flight battery. BAD!!!!

The proper connectors to fit YOUR radio system are not furnished with the "SAM." Actually, you only have to cut the "+" (red) wire, skin the center of the "-" (black) wire, and leave the signal wire intact to connect it to the "SAM." The "SAM" is usually connected between the battery and switch connectors, but can be connected between the receiver and a single servo. If a gyro is in your system, TURN IT OFF.

I'm not going into every detail of checking your system, but I plug it between each servo, actuate the servo, and the "SAM" should (must) be in the "normal" zone. If it reads "hi-load," you have some binding somewhere. If it reads "stall," you are in real trouble. Correct the problem NOW.

It will also tell you if you have BAD connections. One bad connection can cost you your model. The "SAM" is much cheaper.

It is particularly helpful while building a new model since it is much easier to correct a problem then rather than trying to locate a tight spot later.

I think that you will be surprised at what it tells you about your installation. In my humble opinion, I wouldn't be without it. Hobby-tec's unit is about \$ 25.00. I have seen others advertised, but know nothing about them.

**Hobby-tec**

**P.O. Box 220762**

**Santa Clarita, CA. 91322**

### **Editor's Comment**

The following article about flight trimming was contributed by **Bob Jenness** and was taken from Design and Build Your Own RC Aircraft by Kenneth L. Smith, published by Robinson House Hobby Supply, 1984. I thank Bob for his contribution. I suggest that you either cut out this article or save this edition of The Talespinner. The information presented here is very valuable to all of us, and you would be wise to hold onto it. We will all learn something from these hints, and may become better fliers if we heed some of this advice.

### **FLIGHT TRIMMING Part I**

*Contributed by Bob Jenness*

Flight trimming a model is the process of aligning the engine thrust, the wing incidence, and the center of gravity to give the best possible flight characteristics to the model. The tail is fixed and would require major surgery to change, so trimming is the process of aligning the above to the tail.

Flight trimming should be done at the speed you plan to do most of your flying, which for most models, is full speed. Once trimmed, the craft will perform well at all speeds with only slight trim adjustments.

During the trimming process, only one small change should be made at a time. After each change, the model should be test flown to check the result and to re-adjust the trim tabs back to center. The full effect of a change cannot be determined until the craft is re-trimmed to fly straight and level with the trim tabs centered.

I can't emphasize the importance of making only one small change at a time, then checking the results to insure it is what is desired before making another change. Don't be afraid to experiment. Trimming should be a satisfying learning experience. If, after considering the forces acting on a model, you may fly better with less positive wing incidence, then shim the wing and try it. You are flying the model and you will develop a better sense of what is required than any text.

Flight trimming should be done on calm days when the wind won't interfere with the test results. The following is a list of test flights that will help to determine what changes are required to improve the flight characteristics of a model. The test flights start with trimming for straight and level flight and continue up to knife edge flight. If the model you have built is not designed to do some of the maneuvers, then simply omit the tests which do not apply.

#### **Trimming for Straight and Level Flight:**

Fly and trim the model to fly straight and level without any stick control. On several passes quickly cut the throttle. The model should hold the same heading when the throttle is first cut. The craft should gradually glide downward as the airspeed decreases.

#### **Corrections for Straight and Level Flight**

1. If the model jumps upward when the throttle is first cut, then it likely has too much engine down thrust.
2. If the model dives when the engine is cut, then the engine likely has too much engine up thrust.
3. For aerobatic models, pull the craft into a vertical climb and cut the throttle. If the craft noses toward the topside, reduce the engine down thrust. If the craft noses toward the bottom, add down thrust.

#### **Trimming for Straight Inverted Flight**

Low and shoulder winged aerobatic models should fly straight inverted with a small amount of down elevator. If too much elevator is required, try moving the CG slightly rearward. High winged and shoulder winged trainer type models will require large amounts of down elevator for inverted flight and may not be stable in this position. If the craft tends to turn during inverted flight, trim the rudder in the direction of the turn. Retrim for straight upright flight. Repeat the two steps until the craft flies properly both upright and inverted.

#### **Trimming For Loops**

Fly a number of different sized inside loops. On a calm day, an aircraft should do at least one good elevator only inside loop as well as one outside loop without changing the heading. If the model changes heading by one wing panel dropping away from the center of the loop, add weight to the other wing tip. The heavy wing will be easier to detect on a tight, faster loop. If your design can fly outside loops, then the same heavy panel will fall out in both inside and outside loops. It is easier to detect the heavy panel if you fly inside and outside loops both away from you or both toward you.

Once the wings have been balanced, try a few more loops. If the craft tends to lose its heading near the top of the loop, try flying a few steep upward banks. As the model starts to slow down, if it pulls to the left, add a little right engine thrust. If it pulls to the right, reduce the engine right thrust.

*To Be Continued in Future Issues*



## **ANDREWS AIR FORCE BASE ARMED FORCES DAY SHOW**

**MAY 19 -20 (FRIDAY - SATURDAY)**

This years' feature attraction will be the U. S. Air Force Thunderbirds, flying their F-16 Falcons. This is an invitation to the member clubs of the MMA to promote our sport/hobby with a static display and flight demonstrations during this two day show.

Yes, I did say flight demonstrations. Those wishing to fly during the show will get the opportunity. At last years' show we had a one hour and forty five minute time slot to demonstrate our aircraft and a static display area on the fifty yard line.

This will be CBRC's seventh year at the Andrews show and it is without a doubt the largest airshow on the East coast, with 200,00 spectators each of the two days. To be a part of an aviation extravaganza of this size is something to be experienced.

All we ask is that for every warm body in your car there be one R/C model for the static display. We are looking for models of all types and sizes, in any stage of completion. We also request that each of us, at some time during the day, spend some time on the spectator line answering questions and promoting our sport/hobby. In return, you will be treated to the finest air show, with your seat on the fifty yard line of the taxi way.

For further information, call Bill Setzler at (410)-987-2790. When you call, please tell him what day(s) you can attend, how many models you will be bringing, and if you will help with the flight demo. Hope to see you there.

Editor's Note: I attended the Andrews AFB show several years ago and it was outstanding. The above flier from CBRC provides anyone an opportunity to help our sport/hobby, enjoy a fantastic show, and be able to have front and center seats. You would be wise to take advantage of this opportunity. It's a truly exciting day, and well worth the effort to attend.

### **TRAVEL NOTES**

*Milt Peacock*

The MMA sponsored a trip to the "Paul Garber" restoration facility in Suitland, MD. The bus was cancelled due to a lack of participants, so those wanting to go car-pooled. For those who don't know, all the restoration work for the displays at the "Air & Space Museum" takes place at the "Paul Garber" facility.

I went with Larry & Linda Nolte and we met about 12 others there. We were split into two groups for the tour through the facility. Larry and I had different guides but we basically visited and saw the same things.

The Air & Space Museum is currently revamping the display in D.C., so many of the items that were in the museum are now in Suitland which sort of junked up the place. In fact,

the museum portion of "Paul G." was practically non-existent.

Usually, the tour is of their displays in the P/G museum and not often do you get to see the actual work areas in other buildings. At least that as been my experience during my past visits. Since it was so cluttered up, we visited building # 12, where several aircraft were in the process of being restored. A Japanese sea-plane that was designed to be carried on a 400' + submarine, parts of the B-29 Enola Gay, and a Hawker Hurricane(which is actually being built rather than restored) were being worked on. It seems that the British promised to give a Hawker to the Smithsonian, but when the time came to actually do it, they didn't have one. GREAT! They had also sold all the rights, parts, drawings, etc. to one individual, who for whatever reason, is holding tightly to them. The British did, however, have many spares for the Hawker, such as a wing, engine, cockpit, etc., but not a whole plane. These mismatched parts were given to the USA, so, in reality, a new Hawker is being built. It should be "flyable" when completed. We were told that it will be the only one flying in the world, but that isn't true. I can't remember the "Heritage Group" in Ontario, Canada, but they have one flying escort with their "Lancaster," which is one of only two in the world. The one in England, I was told, is very weary.

I had the occasion a few years ago to see a flyover of the Lancaster, a B-17, B-24, Hurricane, P-51, and an F4U all in one formation. That brought chills and tears to one's eyes. If those aircraft could only talk, what tales they would spin.

The day was topped off with a great lunch at the "94th Aero Squadron" one the edge of the Riverdale Airport near College Park. I don't know which was better - the food or the stories.

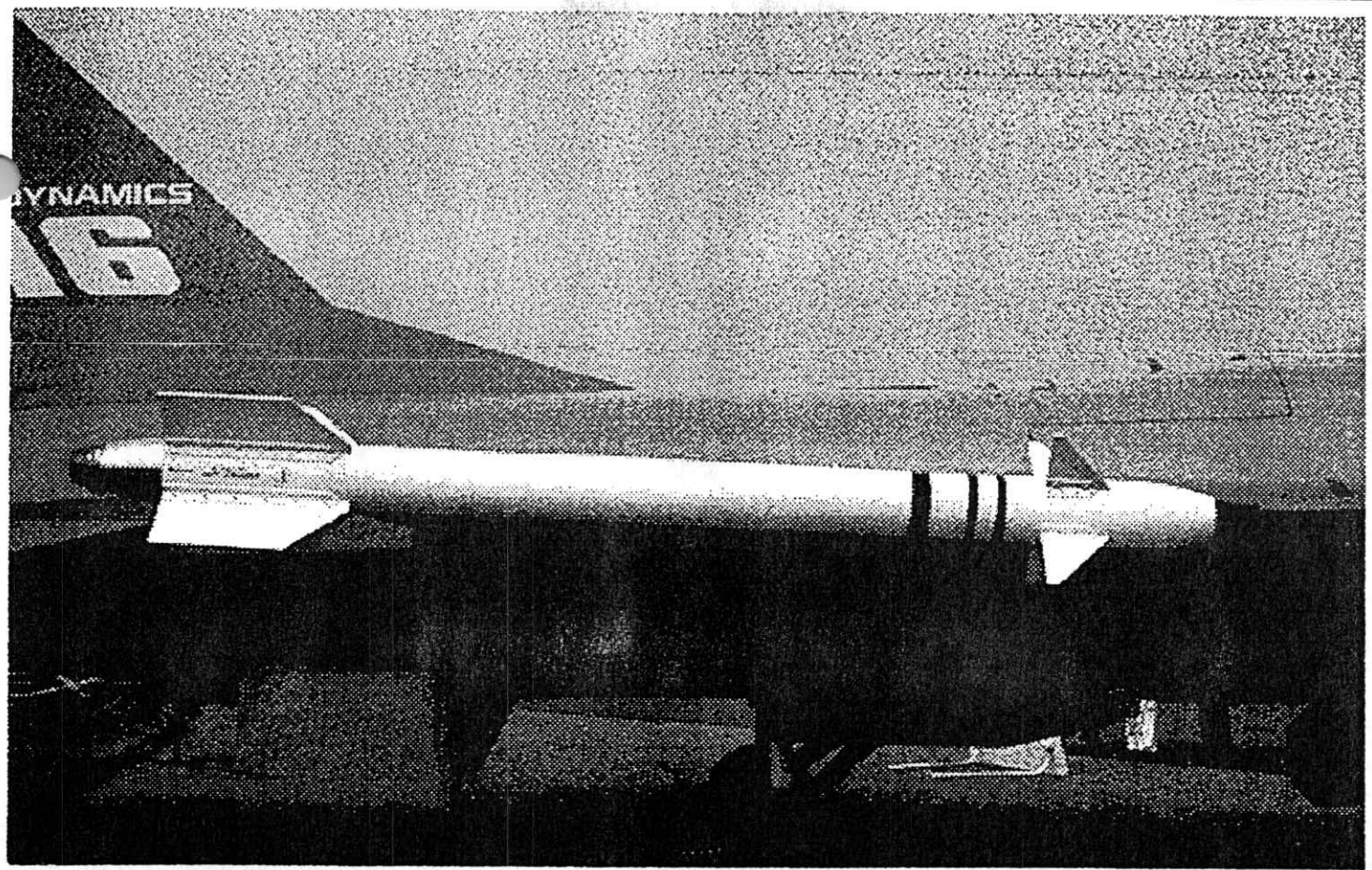
It was really a shame, in fact disgraceful, that more persons did not take advantage of the trip. ( 15 out of 1200 ain't much). You missed a fun day with people with the same interests. I believe I can speak for Larry and Linda when I say,



### **FROM THE EDITOR**

Well, this is edition Number 2 for me and I am getting the hang of this job. For the most part it is enjoyable, but I now appreciate even more the effort our past editors put forth for the good of the club. It has also been very gratifying to have received help, in different forms, from several people. Milt, Ray, John Shaffner, John Sterrett, and Wendell have been forthcoming with articles. Bob Jenness has helped with his contribution on flight trimming as well as with the computer side of this producton. Jim Garrett has also been of great value with his computer expertise and experience. Ed Popp took care of the first printing and mailing, and Ken Davis did the job for this one. Others have given me material which will eventually show up in a future edition. Many thanks to all of you!

*Ed Goldman, Editor*



### RAYTHEON AIM-9 SIDEWINDER GULF WAR LAUNCH

*From: "Warplanes: Modern Fighting Aircraft" CD-Rom (Maris Multimedia, Ltd.)*

The history of the Sidewinder air to air missile is extensive. Amazingly, it was first placed in service in May, 1956, and after almost 40 years and a long series of modifications, is still used today by many countries. The original Sidewinder was manufactured by a joint effort of Ford Aerospace & Communications Corp. and the Raytheon Company. In the late 1940's, the U.S. Navy decided to create a simple air to air missile because they were convinced that one of the keys to air-combat success with jet powered fighters would be a guided missile, which would replace the four 20 mm. cannon then in use. Work began in 1949 at the Naval Ordnance Test Station at China Lake, CA. The weapon was to be cheap to make, simple to use, and very effective. The success of this first effort at developing an air to air missile is attested by the fact that more Sidewinders have been built than any other AAM.

The original missile was a mere 5 inches in diameter, about 9 ft. long, and weighed less than 200 lb. Speed was Mach 2.5 and its range was 31,750 yards. Under good conditions and at high altitudes, the original Sidewinder was 70 % effective in single shot kills, but the performance in poor visibility situations and lower altitudes was not great. But at the time of its development, the Sidewinder was clearly a usable weapon, and it was obvious that the concept of an air to air missile was there to be improved.

The utility of the Sidewinder was increased by its light weight, simplicity (less than 24 moving parts), and was targeted by the pilot's eyes. This allowed almost any fighter capable of carrying the Sidewinder to have air to air missile capability. In practice, all the pilot had to do was acquire a target visually, fly straight toward it until within launch range, activate the missile, listen in his headset as the low-pitched growl of the seeker rose to a high-pitched whine (indicating that the target had been acquired), and then launched. The missile was a fire-and-forget weapon, and allowed the pilot to turn his fighter away from the target as soon as the missile was launched.

Obviously, the Sidewinder of today is far more sophisticated than the original, and is used, in various versions, by many countries. The Sidewinder is truly a success story, and was the result of an idea whose time had come, and was developed as a totally new type of weapon.





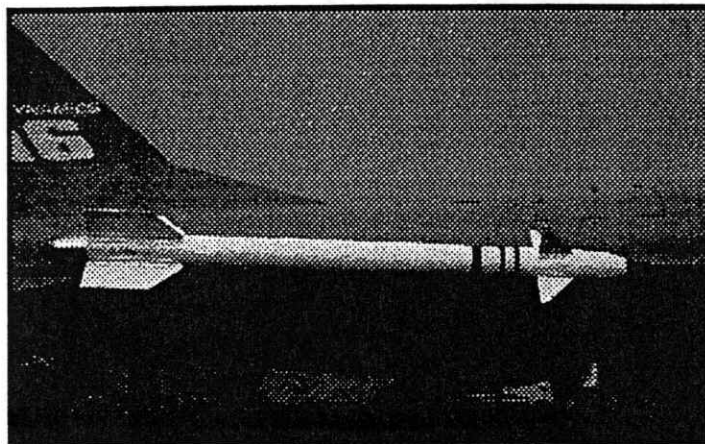
## COMING EVENTS



- 2/2 MMA Meeting. Call Ken Davis or Milt Peacock for place and time.  
 3/7 WAM MEETING 7:30 P.M. VFW HALL  
 3/11 Flea Market - Lebanon, Pa.  
 3/11 Auction DCRC 9:30 AM Rockville, Md.  
 5/19-20 ANDREWS AFB AIR SHOW (See article and call Milt about static display and flying.  
 6/3-4 MARC SHOW at Timonium Fair Grounds  
 6/9-10-11 AMA Homecoming @ Muncie, IN.

For more details about events, call Milt P. 833-3122.  
**PUT DATES ON YOUR CALENDAR NOW!**

Materials and opinions published in The Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor 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



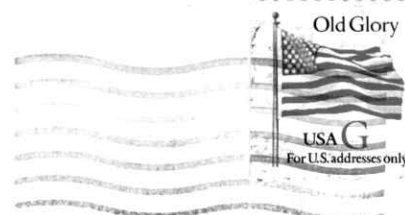
### AIM - SIDEWINDER

From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)

This issue of The Talespinner  
 was printed, folded, stapled, and mailed courtesy of:  
**Our Hero: Marada Industries & Ken Davis**

### THE TALESPINNER

Newsletter of the  
 Westminster Aero Modelers  
 c/o Ed Goldman, Editor  
 16 Kalten Road  
 Westminster, MD. 21158



TO:

John Shaffner  
 1811 Miller Road  
 Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**





# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

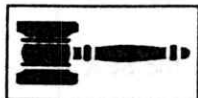
**TUESDAY**  
**APRIL 4, 1995**  
**7:30 P.M.**

**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 23

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

Time sure has a way of slipping away when you have several things to do, and the next thing you know is that you find yourself "behind" as I am this month with my article for "Eddie the Editor." As I write this month's message, we have just finished seeding and fertilizing the field and, hopefully, next weekend we will roll it with a five to seven ton roller to flatten the high spots and mash some of the \*%#?!\* stones down because the field is certainly rough now. I didn't bother to call a lot of members to help with this work because it wasn't that much to do, but there should be more work to be done later in the year and more help will be needed then. Anybody who wanted to help this time, but didn't get called, can help later on.

Dwight Baugher graciously invited a few of us to fly from one of their ponds with our float planes a few weeks ago. And while somebody made a "non-standard" water landing (no names), John Schaffner's Cub flew great as did John Sterrett's seaplane. It was a lot of fun and does add another dimension to the hobby. I have a feeling that I'll be building a new Cub with floats next. This is a project some of you might consider doing. Maybe you could convert one of your old trainers to floats (Don't try using one with marginal wing area, as I did. The final wing load will most likely be too high and it will fly like a pool table,

just like mine did).

Another club I belong to has some members who actually fly from water at night, and as far as I know, use only aircraft lights. Talk about a "high pucker factor!!"

Some of our members have already completed their winter project new planes, and some of them are real beauties both on the ground and in the air. I hope that yours is, also, so we can have more members flying at our field this year. Remember, "Light is Right."

**See You At the Field**  
**Wendell**



## FROM THE EDITOR

Well, I just keep plodding along as your T/S editor, and I keep thanking the stalwart contributors. Your contributions are what appear in your newsletter, and I am always grateful to receive material.

I also am pleased to say that the School Flight Program continues to function well. The classes this year seem, for the most part, to be well-behaved and well informed. Many of the students have already been taught their section on "Flight," and are quite eager to show the flight team what they know. Ray, John D., Milt P., Bill H., Charlie H., and yours truly definitely enjoy what we do, and that feeling is definitely reciprocated by the students and teachers. Many teachers tell us it is their favorite program of the year!

**Eddie the Editor**



## MINUTES - FEBRUARY, 1995 MEETING

*John Sterrett, Secretary*

1. The March 7, 1995 was opened by President Richards at 7:30 p.m. with 22 members present.
2. The February minutes as printed in the T/S were approved with one correction: Omit Line 17 in the February T/s regarding mall show comments by Ray Miles.
3. The MMA report is printed elsewhere in this T/S.
4. Treasurer Briggs reported that WAM is in the black. Membership cards are available for all members who have paid their dues as of March 1.
5. Milt Peacock commented on future Flea Markets. (See Coming Events in this T/S).
6. John Schaffner read a letter from Nick Jonckheere from Belgium, who commented that he enjoyed reading The Talespinner.
7. Milt Peacock informed us that the AMA Leader Status for WAM was renewed for 1995.
8. Milt Peacock had no radio tech report for this meeting. (Ed. Comment: Now that Milt knows he is the radio tech, he may have a report for the next meeting. Just kidding, Milt). Ken Eckard suggested that WAM maintain a list of all radio frequencies used by club members so that anyone purchasing new radio could obtain a frequency which is not widely used.
9. Membership chairman Bob Jenness nominated Dan Holoski for membership in WAM. Dan was admitted unanimously.
10. Ray Miles reported no news from Carroll County.
11. Safety and Sound chairman Ken Eckard reported that very little flying was being done due to winter.
12. Ray Miles gave a SFP report. (See article in T/S).
13. Property chairman Bill Hasert reported that all is well.
14. Ed Goldman thanked all of you who have contributed articles and material to the T/S/. So far, all is going well.
15. Ray Miles reported that WAM will not participate in the Cranberry Mall Show this year because the mall now will charge WAM lots of money to participate.
16. Ray Miles and Milt Peacock reported that there will be an Historic Air Show at the Westminster Airport on May 13 - 14. We need volunteers for R/C flying and a static show. (See article in this T/S).
17. A motion was made by Milt P. to change the start of the WAM fiscal year from January 1 to February 1. This change would set back the dues date from March 1 to April 1. The motion was seconded, discussed, and passed. Milt P. will lead the committee regarding a change in the by-laws necessary for this change.
18. Good of the Club: John Schaffner and Ed Goldman

would like those who place ads in the T/S to notify Ed G. when any items are sold. Ads will run for one month unless the advertiser requests that they be run again. Ken Eckard suggested that shoes be worn in your shop since some of our tools are sharp and feet are vulnerable to sharp objects which may be on the floor.

19. A short discussion was held about the proper use of sound meters. Instructions for proper use are included in the DB meter presently at the field.
20. Richard Jakubs' name was drawn as the winner of the 50-50, but was not present to collect his prize.
21. The meeting was adjourned at 9:41 p.m.



## AMA NEWS

*By Milt Peacock*

First-be sure to read your Model Aviation. There is much important information in it that you should be aware of, and there is no point in repeating it here.

I have an update to the dispute between the SFA and the AMA:

1. After a series of court rulings against it, the SFA has abandoned pursuit of any claim for injunctive relief.

2. The court has dismissed SFA's claims against Dave Brown, Howard Crispin, Carl Maroney, and Geoffrey Styles.

3. An attempt at mediation failed, and AMA has been obligated to continue its' defense against the SFA accusations.

[Personal Opinion: It's a shame that a profit-making organization is so hard up that it had to attack a non-profit group in order to line its' own pockets].

I have sent the necessary forms to the AMA to renew our charter for 1995 and the insurance covering our meeting place and flying site. Sixty dollars of your dues paid for that. Our official roster has also been updated and sent to the AMA.

The Annual Homecoming Fly-In at Muncie will be on June 9-10-11. I have attended these events and have had a great time. You should think about going & see what you have paid for.

## WELCOME OUR NEW MEMBER

### ◆ DANIEL HOLOSKI ◆

We congratulate John on being elected to  
WAM and look forward to seeing  
him at the meetings  
and the field.



## MARYLAND MODELERS REPORT

*By Milt Peacock*

I did not attend the February meeting as I was out of town and was told that Ken Davis also was unable to attend. This report is all second hand, but factual.

The annual 25cent picnic, fun fly, and static competition will be on May 21 at Mayeski Park. It has been a good place to fly if the wind direction cooperates. The static contest is divided into two groups: "Scale" and "Sport". The model **MUST** be built and owned by the exhibitor and **MUST** be on display by 11:00 a.m. and remain on display until 3:00 p.m. to qualify for a prize.

Your immediate family is welcome, but NO uncles, aunts, etc. and their children. The intent is for modelers and their families to meet one another and have an enjoyable day. Hot dogs, hamburgers, sodas, etc. are all 25 cents each.

**PUT A FUN DAY ON YOUR CALENDAR NOW**

April 23 is the date for teams from area high schools to bring their models to the Museum of Industry on Key Highway for the annual "Cargo Carry" contest. The model is electric powered and flies on a 20' tethered line. The models are judged for original design, the designer(s) make a presentation of their thoughts behind the design, and, of course, the plane must fly and carry cargo.

Charlie Hughes is chairman and needs judges. WAM furnished personnel last year. Let's do it again! Call Ken Davis or Milt P. It is very interesting to see and you are welcome to attend. The museum itself is worth seeing. The original Martin PBM is also on display there.

It was suggested that an "MMA" patch be designed and made available to any member club members. More later.

August 26-27 is the date for the Confederate Air Force Show in Frederick. Ken Kortwright of the Frederick MAC is still looking for WWII type giant scale models to display and fly at the show. Anyone showing a qualified model will be invited to a dinner with his full-scale counterpart on Sat., August 26. This should be an event not to be missed.

It has been decided to again the annual Flea Market at the Westminster VFW on Oct. 14. Let's hope that YARC doesn't throw a monkey wrench into that date like they did several years ago.

It is hoped that WAM and SCAM will set up the Mayeski Park flying area. Will you help out as we have done in the past? Call me for any other details.



## CARROLL COUNTY REPORT

*By Ray Miles*

Nary a peep, nary a word, nary nothing from anyone about anything. No news is

good news, so carry on as usual. I did attend the Feb. meeting of the Recreation and Parks Board to see that nothing was slipped in or past us. There wasn't. I'm sure that I would be notified in advance if something like that was foreseen, but having been a Boy Scout - "Be Prepared."



## SCHOOL FLIGHT PROGRAM

*Ray Miles*

### School Listings for 1995 SFP

(All Dates are Wednesdays at 9:30 A.M.)

|          |                               |
|----------|-------------------------------|
| March 22 | William Winchester Elementary |
| March 29 | Friendship Valley Elementary  |
| April 5  | Home Study Class (Frederick)* |
| April 12 | Freedom Elementary            |
| April 19 | Mechanicsville Elementary     |
| April 26 | Runnymede Elementary          |
| May 3    | Spring Garden Elementary      |
| May 10   | NO CLASS TESTING WEEK         |
| May 17   | Hampstead Elementary          |
| May 24   | Charles Carroll Elementary    |
| May 31   | Mt. Airy Elementary           |
| June 7   | Westminster Elementary        |

### PLEASE COPY AND SAVE THESE DATES ON YOUR OWN CALENDAR

We invite any of our members to attend one of the School Flight Programs. I believe you will find your visit rewarding and very interesting. Why not mark a date and visit a school with us?

\* Call Ray Miles for details @ 795-2447

## MALL STATIC SHOW

*By Ray Miles*

This effort has completely fallen by the wayside. We did, in fact, hear from Mall Management with a cover letter and an application for participation in the non-profit days set aside for these groups. However, they still insist on a \$10.00 per table fee for skirts, etc. I declined to enter the club for it. Their thinking is all screwed up. We should be PAID to be there. They say their budget won't allow them any other recourse. That's just "tough toenails" as far as I'm concerned. End of Statement.

It does make one stop and wonder just what it is with the mall's thinking. I'd better stop at this point.

## DID YOU READ?

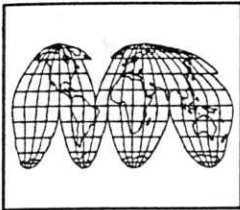
I couldn't believe the article in last month's MA magazine. A club got a field because one individual having a wooden leg removed his leg, hobbled to the mayor of the town, and said, "We need a field." Presto! Bingo! It was done. Not only did they get the field, but the runway was too close to a tree line, so it was relocated. We ought to get in touch with this individual. That's using your head, or using your leg. What oneupmanship!

## WAM HAS DONE IT AGAIN

Recently I submitted the necessary information to the AMA concerning our status as a "GOLD LEADER CLUB." I'm pleased to tell you that we have been confirmed as a "GOLD LEADER CLUB" for 1995.

(Thanks for taking care of this, Milt. The Editor)





## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Schaffner

24 September 1994

(Saturday)

It will be a busy day today so we are up bright and early. Breakfast is provided at the Brussels Hilton Hotel and is a buffet in a beautiful dining room. These first class hotels set up for anything that anyone would want to start the day, American as well as European tastes.

We will be travelling today and will spend the night at St. Vith, so our bags must be packed and outside the room by 0815. Our bus is to depart the hotel at 0845. Everybody is aboard and ready to go on time, except for one member of our tour. Our guide becomes a bit disturbed and goes running around trying to find Horace. Seems as though Horace slept in. Horace is an old-timer, 84 and showing it; and traveling alone from the states. We departed late. We know now that we will have to keep an eye on Horace.

Dene, our guide, and a Belgian lady toured us around old Brussels. We stopped at various locations and got off the bus to take in only some of the many, many attractions of the old city. The Palace of Justice, the Royal Music School, and the Garden of Sablone, which is surrounded by 48 statues, each depicting one of the crafts. The garden is opposite an ancient church, Our Lady of Sablone, which is constructed of sandstone with many carvings, and dates from the early 18th century. We notice 1729 on the cornerstone of a nearby house, and on another, 1567. We walk by the Old Masters Museum, Palace of Dukes of Burgundy, Place de Verrands, through Central Park and by the Royal Palace.

While in the "old city" downtown area we stopped to look at the "Mannikin Pis." You all know of that life-size statue of a small boy relieving himself in the fountain. (In fact, he IS the fountain). He is dressed in a different outfit every day and special ones for the holidays. Probably everybody who visits Brussels goes down there to take a peek. Just next door was a sandwich shop and since the timing was right, we went in for lunch. I had "Crepes Glace." You should try THAT sometime.

Brussels may be an ancient city, but it has kept up with the times. It is the site of NATO headquarters and houses European offices of every major and world-wide industry active in Europe.

There is a large park that is the site of the "50th Anniversary Park Museum." We were not given any time to visit this museum (even though I cried real tears). Among many other things, it housed a collection of 500 automobiles (donated by one individual), and a large collection of aircraft. Maybe next time.

Our driver took us past the U.S. Embassy, St. Michael's Church (begun in 1206), Royal St. Mary's Church and Our

Lady of Lateen Royal Crypts, while our guide gave us a running commentary. We drove through ethnic neighborhoods on "Belgian Block" streets and crossed over a 500 year old canal that connects Brussels to Antwerp, making Brussels a seaport. Nowadays, like here in the U.S., trucks carry much of the goods that were formerly transported by barge. (Sometimes I think that the mail is still carried the old way, especially when I am waiting for something. Like my Tale-spinner, for instance).

In 1958, the World's Fair was held in Brussels, and like most of the other fairs, there are attractions "left over." One of these is the Automium. The structure represents one iron atom, enlarged to the "nth" degree. Visitors can enter at ground level and be transported via the connecting tubes through the structure to a restaurant at the top. And, of course, there is the ever-present gift shop at the base. The Automium is located next to a beautiful lake which is between it and the Trade Mart, also left over from the fair. The Trade Mart is the site for many international business meetings and a place for manufacturers to show off their products.

We saw a lot of Brussels in the short time that we had. Like so many places that we have visited, we would like to return there and take our good old time to see more.

In mid-afternoon we climb back on the bus to drive to the next place on our itinerary, Henri Chapelle American Military Cemetery. This cemetery is one of several established during World War II to hold the remains of those American soldiers who fell during the fighting in Belgium and Germany. At one time shortly after the war, it held about 18,000 Americans. Currently, the graves number a few less than 8,000. The other remains have been sent home at the request of their families.

We were met there by the Belgian dignitaries, speeches acknowledging the service of the Americans were made, a wreath of fresh flowers was laid at the centerpiece statue at the entrance to the burial ground, and we were given time to locate and visit the graves of those who we had known.

I had visited this place in 1992, so I thought that it would be easier this time. It was not. It is very hard for me to stand there in the company of those soldiers who I still feel so close to. "There, but for the grace of G-d, go I." I don't know who said that first, but it applies.

While there, the weather turned cool and it began to rain. One of our 589th veterans, Ted Kiendl, who lives in France, joined us there to accompany us for the rest of the tour. Here, also, we pick up the ABC TV crew who will follow us around the areas where we were in action during the Battle of the Bulge. Several of us were interviewed by them prior to the trip, to be included in a special TV show being built around the battle. (It was broadcast on 12/15/94, only one day shy of the 50th anniversary, and although these TV folks acquired miles of tape in Europe, they used only a

continued on next page →

they used only a "smidgeon" for the show. In my opinion, they told the story as it was. Good job!).

After the ceremonies at Henri Chapelle we drove to the WW II War Museum at Ensival. The displays at this museum mostly full scale, diorama form, with the visitor able to walk through the displays as though he were actually at the site of the action. There is much (muddy) equipment, vehicles, and other hardware of war displayed in a comprehensive manner. We veterans and spouses on the tour were given free admission to the museum.

We then drove on to St. Vith where the tour will spend the next few days. (Eleven of us associated with the 589th FABN will separate from the tour tomorrow afternoon after the ceremonies here). On arrival, we all check in to the Pip Margraff Hotel. (In December of 1944 there was a bitter fight for St. Vith, and before it was decided, the town was leveled. To be there today and look around, you would never know it). We all sat down to supper at the Pip, and lovely it was. Most of us could not figure out what the entree was, so we asked the waiter. We were having rabbit, and real good it was.

In the evening I called our friend in Verviers, Mary Jonckea, who assured me that there would be six cars, plus drivers, there at 1300 to carry us to Baraque de Fraiture tomorrow after the St. Vith ceremony. Much natter and to bed about 2230. Light rain continues.

*To Be Continued*



As spring approaches, I hope that we are all preparing for an enjoyable flying season. I know that some of our members have been able to venture forth during the winter months when the tem-

perature has climbed a bit. The "All Season Flier" badge is something worth working for.

I'm sort of anxious to get going again, too. Last year was one of "tinkering" for me in order to bring two of my planes below the 95 db. level. One required just a prop change, one a lawn mower muffler, and one Davis Diesel muffler. But it was worth the time and effort to get the airplanes in compliance, and makes it more relaxing to fly knowing that I cannot violate our sound level requirement. I would anticipate that this year will be the quietest one yet, since we have a sound meter at the field, and several of our members have shared their knowledge about how to control sound. I'm sure that future issues of The Talespinner will also contain more information along those lines.

So, if you have any questions or need some help in quieting your airplane, call Wendell, Ken E., myself, or anyone else you may want to consult. There are ways to accomplish your goal, and another flier may just be able to save you some time and expense in reaching that goal.

**HAPPY FLYING**

**SUPPORT YOUR LOCAL HOBBY SHOP  
THEY NEED YOU AND YOU NEED THEM.**

## **HISTORIC WESTMINSTER AIR SHOW**

**May 13 - 14**

*by Ray Miles*

John Tegler, organizer of the Historical Air Show at the Westminster Airport, invited me to a meeting at the airport on Friday, March 3rd. It was made evident that they wanted WAM to participate in the event. At the last minute, I asked Milt P. to accompany me, since I thought his expertise would be beneficial. That turned out to be true.

The results were:

1. There would be no area that could accommodate our historic static model display. They are expecting tremendous attendance, and the ENTIRE airport will be utilized.

2. They DO want R/C and C/L flying. The airport will be shut down both days to accommodate all aspects of the show. Our flying time for both days will be from 9:00 a.m. to 10:30 a.m. It will be up to us to plan what we want to do and submit that agenda to them by the middle of April. Flying will take place on the taxiway closest to the airport.

3. We will need an extensive R/C static display in addition to those that will be in the air.

All of the above will be addressed at our next two meetings. We will need volunteers for all phases of the program. In all probability, we may have to call on the services of GOOD R/C pilots from WAM and other clubs. That also will be discussed.

I can't begin to go into the types of ancient and to-date aircraft that are scheduled to be there. It boggles the mind. Each will present some sort of fly-by, be parked, and then the next aircraft will fly by, etc. I do not know if the presentation will be in historical order. If this show turns out to be all that it is proposed to be, it will be like nothing else ever seen in this area. **PLAN TO ATTEND!** Cameras and video recorders will be the order of the day, I'm sure. Tentatively, the admission will be \$ 10 for adults and \$ 5 for children. The show is shaping up to be a biggie, so plan ahead.



## **JOKES AND FUNNIES**



### **COW QUIPS**

Worrying is like standing in a mudhole: It gives you something to do, but it doesn't get you anywhere.

Keep your face to the sun and the shadows will fall behind you.

When you find yourself in over your head, don't open your mouth.....Swim!

If you never climb a hill, you will never know if it's different than a plain.

What's a metaphor? A place for cows to graze in.



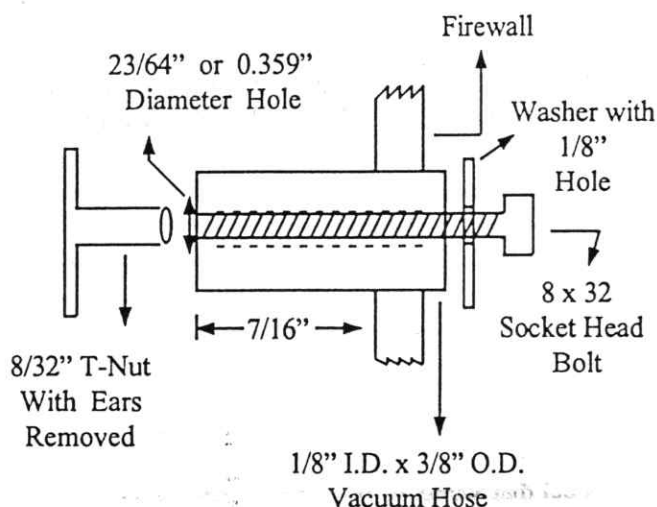
## "BITS FROM THE PITS"

Wendell Richards

If you are looking for a soft engine mount that really works, won't cost half as much as another engine, and will allow total engine adjustment (i.e. left, right, up, down, forward and backward), read on. The parts needed can be purchased at any auto supply and/or hardware store. Items needed are:

1. 1/8" I.D. x 3/8" O.D. Vacuum Hose
2. 8 x 32 T-Nuts or Blind Nuts and Bolts

### The Setup Is As Illustrated



Amount of Hose Exposed Should Not Exceed 3/8". This Can Be Adjusted On Each Mount To Adjust the Engine to the Thrust Line.

The T-Nut is pushed into the vacuum hose from the rear, and then the hose is pushed through the firewall. The T-Nut can be glued to the inside of the hose with C.A. to prevent it from being dislodged or lost. When the hose is compressed with the 8/32" bolt, the T-Nut will bind at the back of the firewall and the hose in front of the firewall will compress to different thicknesses depending upon the length you leave exposed. You will need to experiment with that as well as how much to tighten the bolts, but don't overtighten as that would defeat the softening effect of the rubber hose.

I have tested this setup on a 1.8 Moki using a radial mount with only 3 firewall bolts and the mount has held with no problems and no excess shaking or dancing of the engine. The cost was about \$ 2.00. If you have any questions, please give me a call or, better yet, stop by my place and we'll work it out.

**Wolter's Law:** If you have the time, you won't have the money. If you have the money, you won't have the time.



## AVIATION HISTORY

APRIL



- 3 1933 1st flight over Mt. Everest - 29,028 feet
- 6 1924 US Army sponsors first "mass" flight around the world using single engine biplanes on floats.
- 9 1959 NASA announces first seven astronauts for Mercury program.
- 12 1981 Space shuttle "Columbia" lifts off.
- 13 1928 First East-to West flight over North Atlantic by Koehl and von Huenefeld (Germans).
- 15 1952 First flight of Boeing YB-52 bomber prototype.
- 16 1867 Wilbur Wright born.
- 18 1942 Jimmy Doolittle leads 16 B-25's on raid over Tokyo.
- 25 1948 First turbojet to exceed Mach 1 (XP-86).
- 28 1927 First test flight of the "Spirit of St. Louis."



# HAPPY BIRTHDAY!!

♦APRIL♦

Joe Lorditch  
Milt Peacock

Marvin Eddy  
Terry Reeves



## HELPFUL HINT

### Simple Air Filter

Instead of using a relatively expensive air filter to keep "junk" out of your engine, try this: Cut an old nylon stocking or pantyhose in 1" square pieces. Place a piece over the venturi of the carburetor and slide an appropriate sized "O" ring over the nylon and venturi to secure it. This simple filter works extremely well, can be hidden inside a cowl, and is easily replaced.

Submitted by Mike Horlacher  
From RCM magazine, Feb. 1995



## ANOTHER HELPFUL HINT

### Fuelproofing

When fuelproofing engine and tank compartments, brush on slow curing epoxy. Then, turn on your heat gun and play the heat over it. The heat will thin the epoxy, making it run and cover more area. It will also cause the epoxy to penetrate deeper into the wood. As an added benefit, the heat will cause the epoxy to cure in less time.

Submitted by Brett Horton  
From RCM magazine, Feb. 1995

**Law of Revelation:** The hidden flaw never remains hidden.



### EDITOR'S COMMENT

This is a continuation of the material from Design and Build Your Own RC Aircraft Kenneth L. Smith. Bob Jenness is the source for this material. As in the previous edition, I urge you to either save this edition of The Talespinner, or cut out this article and save it.

### FLIGHT TRIMMING Part II

#### Trimming For Horizontal Rolls

Try three horizontal rolls. The rolls should take about 4 - 5 seconds with full aileron deflection. Adjust the aileron throws as required. In order to do smooth rolls, the elevator servo must be adjusted to give more down throw than up throw. The correct amount of up and down throw is achieved when the model will fly through three horizontal rolls with even up and down movement of the elevator stick.

Horizontal rolls can be improved by moving the center of gravity rearward. Do this in small increments, so that too much stability is not lost in the process. Differential throw may also help improve horizontal rolls. When the ailerons are deflected, the down aileron produces more drag, which tends to pull the nose off its heading. By setting up the ailerons to give slightly more up deflection than down, this tendency can be reduced. Differential throw must be set up with the linkage. (Or with a computer radio - Ed.).

The correct amount of differential aileron throw can be checked by flying a number of Split S's. If you roll the model to the right and the craft heads to the left, try adding more differential throw. If the craft heads to the right, reduce the differential throw.

#### Trimming for Point Rolls

Try knife edge flight. If the model tends to pull toward the top of the craft, then move both ailerons up slightly. If the model pulls down in knife edge flight, try moving the ailerons down slightly.

Incorrect dihedral can also effect point rolls. If your craft tends to roll during knife edge flight, the cause may be improper dihedral. If it rolls to the opposite side of the applied rudder, you need more dihedral. If it rolls to the same side as the applied rudder, you have too much dihedral. An aerobatic model designed with correct dihedral will, during straight and level flight, skid from side to side in the direction of the rudder application. There should be no rolling tendency when the rudder is applied.

If all attempts to trim the rudder roll characteristics out of the craft fail, the wing must be cut and the dihedral changed. It may seem like drastic action, but it is better to make the change than to fly a model that wants to roll when rudder is applied. With a little care, most wings can be cut and the dihedral changed without cutting through the finished side of the wing.

**NOTE:** The above only applies to pattern and fully aerobatic models. High winged models, especially rudder and elevator only craft, are supposed to roll in the direction of the rudder command.

Editor's Note: The next T/S will include the rest of this series, and will be just in time to get your airplane flying beautifully when the weather turns nice again.

*To Be Continued in Next Issue*

### IS YOUR SERVO GOING BAD?

The other day I was asked if there is any way to tell when a servo is going bad. That's like asking your auto mechanic to tell you exactly when your car will stop running; But, just like your car, servos about to fail will give you some warning signs before deciding they've had enough. For example, you may notice slow movement, increased current drain, black residue inside the case under the motor, squealing, jittery movements or jumping during travel, or intermittent lack of response.

While none of these symptoms by themselves necessarily indicate that a servo is about to quit, they do warrant a little extra attention to determine the exact nature of the problems and their repair.

#### SYMPTOM

Slowing movement or increased power drain

Black residue inside case

Squealing

Jittering

Jumping during travel

Intermittent movement

#### POSSIBLE CAUSE

Motor wearing out.

Motor brushes worn

Worn bushings or gears

Pot worn at that point or dead band

Bad pot or worn gears

Broken wire, short, bad solder joint, or bad connection

Good maintenance of your servo, and careful mounting and connections will help keep your servo from suddenly quitting in mid-air. If you see any of the above symptoms, pull your servo out and get it fixed. They won't repair themselves.

*From Radio Control Sport Fliers, Bill Powell, Editor*

**NOTICE TO ALL MEMBERS  
PROPOSAL FOR A BY-LAW CHANGE**

The following is a proposed change in WAM's Constitution & By-Laws. In effect, it merely changes our club's fiscal year from January 1 to February 1. The thought behind the change is that it would move our "DUES DUE" date away from the Xmas holidays (expensive time of the year), and, perhaps, make it easier for members to pay their dues on time. This would make the treasurer's job a bit easier, also.

NOTE that everything else remains the same, e.g. elections, installation of officers, etc.

**Proposed Changes**

**ARTICLE IV - NEW MEMBER QUALIFICATIONS**

**Section 1 - B:**

**WAS:** Accompanying the application must be a check (or cash) in the amount of one (1) years dues if submitted prior to June 30, or one-half (1/2) of a years dues if submitted on or after July 1, plus the.....

**NOW:** Change the months to read: "July" and "August"

**ARTICLE V - WAM MEMBERSHIP QUALIFICATIONS & DUES & ASSESSMENTS** Section 2 -

**Dues**

- A. The amount.....OK
- B. The annual.....OK
- C. All dues and fees must.....OK

**WAS:** All dues are due on January 1st of each year and payable prior to March 1st of the same year.

**NOW:** CHANGE THE MONTHS TO READ -  
"FEBRUARY" and "APRIL"

**WAS:** If your dues are NOT RECEIVED prior to March 1 you will.....

**NOW:** CHANGE MARCH 1 TO APRIL 1.

**THIS PROPOSAL IS SUBMITTED BY C. MILTON PEACOCK AND WILLIAM HASERT AND WILL BE VOTED ON AT THE APRIL MEETING.**

**Lawrence's Law Holes:** No matter how shallow or deep you dig a hole, when you fill it back up there's always more dirt than you started with.

**Oien's Observation:** The quickest way to find something is to start looking for something else.

**Storry's Principle of Criminal Indictment:** The degree of guilt is directly proportional to the intensity of denial.

**Law of the Marketplace:** If only one price can be obtained for any quotation, the price will be unreasonable.

**ANDREWS AIR FORCE BASE  
ARMED FORCES DAY SHOW**

**MAY 19 -20 (FRIDAY - SATURDAY)**

This years' feature attraction will be the U. S. Air Force Thunderbirds, flying their F-16 Falcons. This is an invitation to the member clubs of the MMA to promote our sport/hobby with a static display and flight demonstrations during this two day show.

Yes, I did say flight demonstrations. Those wishing to fly during the show will get the opportunity. At last years' show we had a one hour and forty five minute time slot to demonstrate our aircraft and a static display area on the fifty yard line.

This will be CBRC's seventh year at the Andrews show and it is without a doubt the largest airshow on the East coast, with 200,00 spectators each of the two days. To be a part of an aviation extravaganza of this size is something to be experienced.

All we ask is that for every warm body in your car there be one R/C model for the static display. We are looking for models of all types and sizes, in any stage of completion. We also request that each of us, at some time during the day, spend some time on the spectator line answering questions and promoting our sport/hobby. In return, you will be treated to the finest air show, with your seat on the fifty yard line of the taxi way.

For further information, call Bill Setzler at (410)-987-2790. When you call, please tell me what day(s) you can attend, how many models you will be bringing, and if you will help with the flight demo. Hope to see you there.

**Editor's Note:** I attended the Andrews AFB show several years ago and it was outstanding. The above flier from CBRC provides anyone an opportunity to help our sport/hobby, enjoy a fantastic show, and be able to have front and center seats. You would be wise to take advantage of this opportunity. It's a truly exciting day, and well worth the effort to attend. I also believe that Milt Peacock will provide some information about this event.

**SALE**

**BARGAIN CENTER**

**SALE**

**ROYAL A6MS ZERO**

Wing Span: 62 5/8" Fuselage Length: 51 7/8"

Kit is put together, but needs finishing.

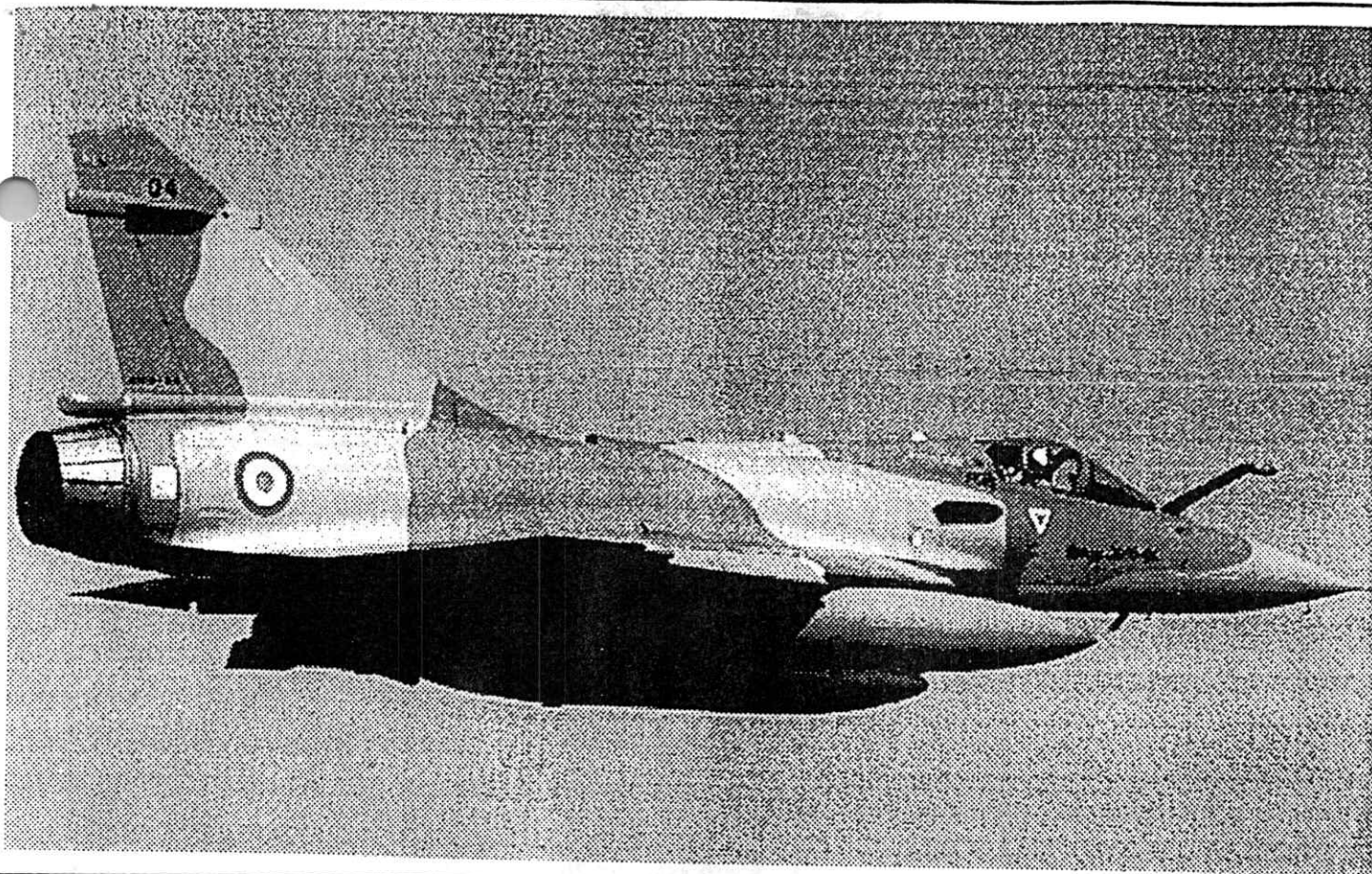
\$ 300.00

Flight Box with airplane holder, starter, power panel, electric fuel pump, 12 volt battery with charger, and Ni-Starter with charger

**Make Offer**

**CALL DAVE STAHL: 239-2315 OR 239-2378**





### DASSAULT MIRAGE 2000

*From: "Warplanes: Modern Fighting Aircraft" CD-Rom (Maris Multimedia, Ltd.)*

The Dassault Mirage 2000 was designed in the early 1970's to replace the Mirage III and the Dassault Mirage F-1. Several prototypes of varying configurations were produced utilizing variable wing geometry and twin engines. But upon further refinement, a fixed wing, single engine plane was also designed and named the Super Mirage. Dassault, however, felt that this plane would be too expensive for the French government. They were wrong. The end result was that the Super Mirage was cancelled and a revised delta-wing type (the Mirage 2000) was produced. Dassault was correct, however, in that the use of the latest CCV (Control-Configured Vehicle) concepts along with advanced technology would make the Mirage 2000 into a warplane offering capabilities far superior to the Mirage III with basically the same layout. The core of this capability was the combination of fuselage and a cambered wing carrying automatically scheduled full-span slats on its leading edges and full-span elevons on its trailing edges, and a fly-by-wire control system. This combination provided a huge reduction in trim drag, good turn rate at high altitudes and high speeds, and excellent control at low altitudes and low speeds. Both a two seat and single seat version were produced. A very strong, but fuel efficient engine, low overall weight, and very low drag provided a high power/weight ratio. The first Mirage 2000 to roll off the production line flew in October, 1983, and the two-seat version was named the Mirage 2000C.

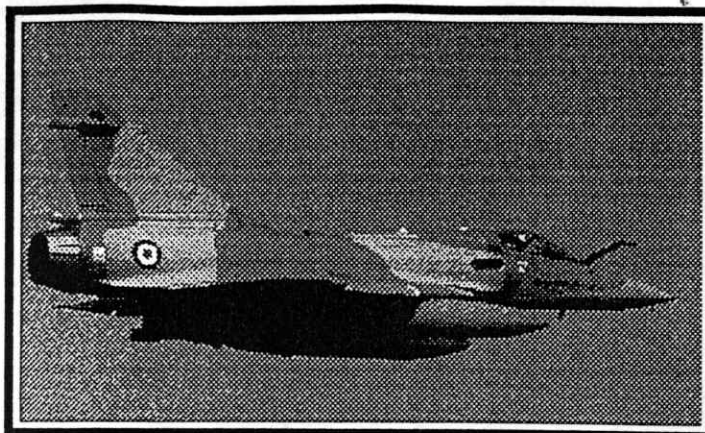
This fighter became France's most important warplane in the later 1980's and maintains this position during the 1990's in the primary interceptor and air-superiority roles. Secondary functions include close support, interdiction, and reconnaissance duties. Low level flying, however, is poor, despite the fact that it was originally planned to function well at low-level flying. The large but lightly loaded wing is responsible for this poor ride at low level. As is typical, the Mirage 2000 has seen many redesigns, and the low level performance has been improved. Versions of this plane now see service in the air forces of Greece, India, Peru, Taiwan, Egypt, and Abu Dhabi. The Mirage is capable of carrying anti-aircraft missiles, laser-guided bombs, cluster bombs, anti-runway and anti-tank weapons, grenade launchers, and other armament.



## COMING EVENTS

- 4/4 WAM Monthly Meeting 7:30  
 4/7-8-9 Toledo, Ohio Trade Show  
 4/15 Howard County Float Fly - Centennial Lake  
 4/23 High School Cargo Lift event @ Baltimore Museum of Industry (See article)  
 5/2 WAM Monthly Meeting 7:30  
 5/13-14 HISTORIC AIR SHOW @ Westminster Airport  
 5/19-20 ANDREWS AFB AIR SHOW (See article and call Milt about static display and flying.  
 5/21 MMA "Two Bit" Picnic & Fun Fly plus Scale/Static Competition - Mayeski Park  
 6/3-4 MARC SHOW at Timonium Fair Grounds  
 6/9-10-11 AMA Homecoming @ Muncie, IN.

For More Details, Call Milt Peacock @ 833-3122



### DASSAULT MIRAGE 2000

From: "Warplanes: Modern Fighting Aircraft"  
 CD-Rom (Maris Multimedia, Ltd.)

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Our Hero: Marada Industries & Ken Davis

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### THE TALESPINNER

Newsletter of the  
 Westminster Aero Modelers  
 c/o Ed Goldman, Editor  
 16 Kalten Road  
 Westminster, MD. 21158



TO: John Schaffner  
 1811 Miller Road  
 Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!



# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

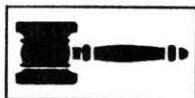
**TUESDAY**  
**MAY 2, 1995**  
**8:00 P.M.**

**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 4

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

With the coming of warmer weather, there are also a greater number of "things to do" which take away from prime flying time. Why can't these things come due when the weather isn't fit to fly? I guess none of us do get to fly as much as we would like to. I know that I don't.

It's even worse if one of those "things" is replacing an airplane that was lost (sounds a lot better than "crashed," don't you think?) at the very beginning of the flying season, as my beloved Cloud Dancer was a few weeks ago from what now appears to have been a bad on-off switch on board the plane. I know that I had at least 150-200 flights on that plane will not be satisfied until I build another. But, for now, I have just finished a Goldberg Cub with floats and must get to work covering my Ohio Ultimate (are you listening, Ken?). Hopefully it will be finished in time for the big flying show at Carroll County Airport in May. It's been sitting around since just after Christmas in "the bones" and if I don't soon cover it, the termites might start eyeing it up.

If any members have any ideas for things to do at the field this year as far as activities are concerned, please come to the next meeting and present them to the club. This is what the club is for and we do need more member involvement and activity. Please use

your field.

If it's a matter of being worried about not being a good enough flyer or having someone seeing you make a mistake, bad landing, etc., please take heart. If the other fliers who come to the field were there to see that, I'm sure that I have already given them enough of all of those things and more. So get those airplanes charged up and come on out.

**See you at the field,**  
**Wendell**

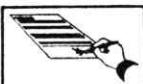


## FROM THE EDITOR

Well, here we are again with another Talespinner. It seems as though each month comes spinning around just a little bit sooner than the last one did. I made it out to the field for the first time a few weeks ago, and flew my trusty Trainer 40. It was nice to get back in the air again, even though the wind was very strong and landings were somewhat bouncy. I think that one of these weekends soon we'll have the weather that we like, and everyone will dust off their favorite airplane, charge everything up, check the trim, and take to the air.

We should all take the opportunity this year to check out some of Bob Jenness' trimming hints and solutions as presented in the T/S. I think that we would all benefit and fly more smoothly.

*Eddie the Editor*



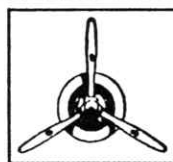
## MINUTES - APRIL 4, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 7:40 p.m. with 18 members and one visitor, Charles Hoffmeister, present.
2. The March minutes were accepted as printed in the T/S. (Note: The editor goofed last month and the minutes were noted as the Febreuary meeting instead of March).
3. The members voted to begin the May meeting and all subsequent meetings at 8:00 p.m. until further notice.
4. President Richards reported that the Port-A-Pot is back at the field, and that the field was rolled, seeded, and fertilized in March. (Thanks to Wendell and whoever helped him).
5. Vice-President Ken Davis and Milt Peacock gave the MMA report. (See article in this T/S).
6. Treasurer Lloyd Briggs reported that we are in the black, and that he has membership cards for those who have not yet gotten them from him.
7. Milt Peacock reminded everyone about the Howard County Float Fly on April 15 at Centennial Lake.
8. John Schaffner read a letter from Nick Jonckheere of Belgium, who commented on his latest models.
9. Carroll County Rep. Ray Miles announced that R/S had requested a flight demonstration for the County Commissioners on April 27 at 6:00 p.m.. Several WAM members volunteered to fly for them.
10. AMA Rep. Milt Peacock reported that the WAM roster is up to date. The AMA eyewear discount program provides great savings for those who need glasses. Milt will pick up I.D. stickers for anyone who wants them when he goes to the Toledo, Ohio trade show. Call Milt. Milt also mentioned that Airtronics will replace the lithium batteries in their radios without charging for labor.
11. There were no new members to be voted on in March.
12. Safety & Sound Chairman Ken Eckard reported that it is NOT necessary to check the DB level every time you fly UNLESS changes have been made to your aircraft.
13. The SFP report was given by Ray Miles. (See article).
14. Property Manager Bill Hasert had no report.
15. "Keep sending articles," said Eddie the Editor, and many thanks for everyone's help.
16. Dwight Baugher and Ed Popp reported that fuel can be obtained at Doug's Hobbies for \$ 10 per gallon (10%).
17. The By-Law change as printed in the March T/S was voted on and passed unanimously.
18. Dwight Baugher announced that there will be an Ultra-Light Fly-In at his place on May 6 and all are invited.
19. Milt Peacock recommended two field improvements: (1) An obvious sign indicating 95 DB REQUIRED be posted in a conspicuous place, and (2) A spectator (safety) fence between the pit and benches be erected.

Ray Miles will take care of the sign, and WAM voted to erect a spectator fence.

20. Milt P. announced new coordinators for the Frederick Air Show (Contact Adam Strausner, Larch Lane Hobbies at 301-473-4587 for info. - J. Sterrett).
21. Milt P. and Ray Miles announced that fliers and static display airplanes must be signed up for the Historic Air Show at Westminster Airport by April 14. (See article).
22. Milt P. suggested that we have an open house at CCMA for the public with refreshments.
23. Wendell R. reported that he lost his Cloud Dancer recently when the receiver switch failed.
24. Milt P. reminded us of the MARC show at Timonium the first weekend in June.
25. David Goldman (not present) won the 50/50.
26. The meeting was adjourned at 9:45 p.m.



## CARROLL COUNTY REPORT

*by Ray Miles*

I received a call from R/S requesting that we hold a flying demo at our field on **Thursday, April 27, at 6:00 p.m.** for the commissioners. In the event or rain, another date will be selected. R/F has been invited (not by me). The people who will do the flying have been chosen. I could add a lot more to what has taken place very recently, but those would have been MY views and we need not get into that here.



## AMA NEWS

*by Milt Peacock*

We have received our 1995 AMA Charter and insurance certificates covering our meeting place at the VFW and flying site at Carroll County Model Aerodrome.

I have passed on the 1995 Officer patches to Wendell, so if you haven't received yours, see him.

Our club roster is up-to-date, including the latest new WAM members.

The fund raising efforts to support the Western Regional Flying Site was NOT a success. The result is that the raffle for the Chuck Yaeger flight and other items will NOT be held. All moneys donated at this point will be returned to the individuals who made the donation. Any questions in this regard will be answered at the Academy headquarters.

## WOMEN TROUBLE

A British police doctor solved one of WW II's strangest plane crashes. A German seaplane, 200 miles off course, crashed into an English vicar's garden. A mine exploded, seemingly being the cause of both men's death. The doctor made a 2nd exam of the pilot's body and discovered a .32 caliber bullet had entered the back of his head. The shot had come from the other man's pistol. **Both men were carrying a picture of the same woman!!**





## MARYLAND MODELERS REPORT

by Ken Davis

The date for the MMA "Two-Bit" Picnic is confirmed for May 21st. All Club members and their immediate families are invited.

MMA is designing a jacket patch. If anyone has any ideas about this design, please get them to Ken Davis.

The **MMA Flea Market** will be held at the Westminster VFW Hall on October 14th.

The **York Area Flea Market** will be held in Dover, Pa. on October 7.

**Andrews AFB Armed Forces Day Show** has been extended an extra day. Dates are May 19, 20, and 21. You can get in free if you bring a plane for static display and answer questions from spectators, etc. Call Bill Setzler of CBRC at 410-987-2790 for additional information.

CBRC also has a **Scale Contest** on August 20. They are also in the process of restoring a DeHavalin DH4 at Quantico, Virginia. If you are interested in helping, call Bill Setzler at number above.

Harford County RC's field is not moving, and will have two runways in operation. They are having an open house on April 30. Call Charlie Hughes for location @ 836-9055.

Nominations for MMA "**Modeler of the Year**" are being sought. Please submit a summary of achievements that you feel qualify your nominee and his/her name to: Maryland Modelers Association, 425 E. Patapsco Ave., Balt., Md. 21225. For more info, call Milt Peacock (833-3122) or Ron Ware (355-2446). Entries must be received by May 31.

The **Second Annual Father's Day Model Airplane Festival** will be held at the Baltimore Museum of Industry on Sunday, June 18 from 12:00-5:00 p.m. Admission is \$ 3.50 for adults, \$ 2.50 for seniors and students. Children under 6 are free. **Fathers and Grandfathers are admitted free with their children.** There will be a paper airplane contest with lots of prizes, you can inspect police helicopters, test your flying skills on a flight simulator, and enjoy exhibits of military, civilian, and commercial aircraft presented by local clubs. There is also a model airplane workshop for families. A fee is involved for the workshop, during which a plastic or balsa wood model will be assembled under the direction of expert model builders. **For more information, call Beverly Baker (410)-727-4808, Ext. 112.**

The **Cargo Flight Contest** will be held at the Baltimore Museum of Industry. This is an interesting event involving school children. Help is needed! Call Milt Peacock for more information (833-3122).

**Lieberman's Law:** Everybody lies, but it doesn't matter since nobody listens anyway.



## SCHOOL FLIGHT PROGRAM

by Ray Miles

School Listings for 1995 SFP  
(All Dates are Wednesdays at 9:30 A.M.)

|          |                                            |
|----------|--------------------------------------------|
| April 12 | Freedom Elementary                         |
| April 18 | Robert Moton Elementary ( <b>Tuesday</b> ) |
| April 19 | Mechanicsville Elementary                  |
| April 26 | Runnymede Elementary                       |
| May 3    | Spring Garden Elementary                   |
| May 10   | NO CLASS TESTING WEEK                      |
| May 17   | Hampstead Elementary                       |
| May 24   | Charles Carroll Elementary                 |
| May 31   | Westminster Elementary                     |
| June 7   | Mt. Airy Elementary                        |

### PLEASE COPY AND SAVE THESE DATES ON YOUR OWN CALENDAR

We invite any of our members to attend one of the School Flight Programs. I believe you will find your visit rewarding and very interesting. Why not mark a date and visit a school with us?

The entire months of March, April, and May, as well as the first week in June are booked solid for classes. The schedule is above. If you can manage to attend, you are very welcome. I, too, am of the impression, as is Eddie the Editor, that this is a favorite program of the teachers. At least that is the impression they convey to me.

We did have a special request in Brunswick, Frederick County in May. More on that in the next T/S. I did turn down one request since it would have been too sparsely attended and included children under 6. The teacher fully understood our reasons for declining. We do not baby sit. That situation may crop up once in a while, but it is nothing that we cannot handle.

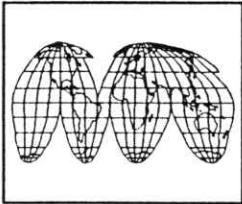
## HISTORIC AIR SHOW

by Ray Miles

All of the basic preparations have been made for our part in the Show to be held at the Westminster Airport on May 13-14. Milt P. is in charge of the R/C pilots, their pit people, and the announcer. We were referred to a person, not of our club, who is qualified to do the announcing and agreed to do it.

I am in charge of the people with static displays. We were not limited as to the number of people to take part. We do have to supply the Show Committee with names and the planes of EVERYONE to be involved. All of this will be firmed up by our May meeting. We do have to have our agenda to them by the middle of April.

It is shaping up to be one big event. There may be people in attendance taking NOTES. It has to be good, it has to be professional, and it has to be **FIRST CLASS**. Nothing else will do. **PLAN TO BE THERE!**



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

25 September 1994

(Sunday)

Today will be a day to remember. We are up at 0700 in this very

neat little Belgian hotel and ready for whatever comes. The first thing of note is the strange bathroom plumbing arrangement with the shower. The shower is installed at the faucet fixture by means of a flexible tube and there are no curtains to prevent splashing the room and no means of hanging it to use "hands off." Awkward to us. Anyway, we manage. Walt's room is on the top (3rd) floor, so before going down to breakfast at 0800, I invade his privacy to make a couple of photos of the main street of St. Vith from the dormer window in his room. It is hard to believe that this town was reduced to rubble in 1944. The weather on this Sunday morning is sunny and cool. Perfect.

After breakfast I coordinate the activities of our special 589th group with Dene (our tour guide). There are eleven of us who will separate from her tour this afternoon and place ourselves in the charge of our Belgian friends from CRIBA. She is very cooperative with all of this, so long as she knows what is happening.

CRIBA is an organization of people who live in the eastern area of Belgium where most of the fighting during the Battle of the Bulge took place. They and/or their families suffered terribly then, and now they are dedicated to the study of the history of the battle and willingly assist any and all American veterans who wish to return. Before we depart from them, they become like family. I will also mention, on the side, that the town of St. Vith is located in the eastern part of Belgium, not far from Germany, where it has been traded back and forth with the results of past wars. The people there are German speaking, but their allegiance is strictly Belgian. During WW II the Nazi armies devastated the area, committed many atrocities against the civilians and earned much hatred that is still evident today.

When everyone is ready we all walk from the hotel to St. Vitus Catholic Church for the service, along with the Mayor of St. Vith, Albert Gehlen, and his wife. (The ABC-TV crew tags along with us). We Americans are given recognition, and ushered right up front to the first pew, and during the service the comments were made in German, and also in English for our benefit. After the church service everyone assembled outside to participate in a Memorial Service at a monument dedicated to those who lost their lives during the war. There was a speech by Mayor Gehlen, and also comments from the U. S. military attache' to Belgium, Colonel Fairlamb. A local brass band played the Star Spangled Banner and the Belgian national anthem. There were color guards from the Belgian army, local Belgian veteran groups, and the special color guard unit of the USAF. The

trumpeter played "Taps" without fault.

Many people went to a great deal of trouble just for us. But, our group is not the only group that they will do this for. The Belgians have a high regard for the Americans and are not only willing, but anxious, to show that they realize how much our countrymen sacrificed to restore their freedoms. I am sure that the average U.S. citizen can not realize what privileges he actually has.

At the finish of this ceremony the band marched off, playing as they went. The rest of us all fell in behind the color guards, and the whole procession, including local citizens, marched to the music the few blocks to the site of the 106th Infantry Division Memorial. This is a new memorial built to replace one that has suffered from the elements over the last 50 years. It consists of a huge stone placed on a concrete block and approached by a brick apron from the street. On the stone is a bronze plaque with the inscription: "IN MEMORY OF THE MEN OF THE 106TH INFANTRY DIVISION, U.S. ARMY, WHO FOUGHT AND DIED FOR THEIR COUNTRY IN THE ARDENNES FOREST DURING THE WINTER OF 1944-45."

When we had all assembled there, Mayor Gehlen then made another short speech. Col. Fairlamb, AUS, had a few more remarks and our Association rep, Major Hill, made a speech. Neither of the three men completed their talk before being overcome with emotion. "Taps" was sounded again and Harold Kuizema and I laid a wreath at the monument. It was a privilege for me to participate in this ceremony.

We all then retired back to the Pip Margroff for wine, a lunch of roast quail, and more short speeches by the Mayor, Col. Fairlamb, and Major Hill. All of the veterans were presented with certificates of appreciation from the Belgian government by a representative from Brussels. And, in turn, our group representative, Major Hill, presented the Mayor with a Certificate of Appreciation for affording us the hospitality of his town of St. Vith. We are treated like celebrities.

During this time, our CRIBA friends arrive with cars and drivers to take charge of our group of 589th guys and gals. We grab our bags, tell Herr Pip we will return, load up and head out. For the rest of the day and all of tomorrow, the remainder of the tour group will do their thing on the bus with the tour guide. We have something special going for us.

We drive on west and south, across the German border (No problems, no border guards. It is like crossing state lines here) to the place of the battalion's initial positions on the road to Auw near the intersection of the road to Laudesfeld. (TV crew follows). Our convoy tours around Auw, Prum, etc. winding up at Gerolstein. This is where a large number of American prisoners were marched on their way to the Stalags.

Time was getting late, so the convoy was turned around to make the trip back to Baraque de Fraiture (Parker's Crossroads) where we will spend the night. Tomorrow there is to be a ceremony there and we will have chance to roam around on our own.

For the ride back, I accompanied former Lt. Ted Kiendl. He had flown from his home in France to Brussels and had rented a car to be able to be with us. The two of us had an opportunity to play "catch-up" on what had happened to us since the war. It was a most rewarding ride. This time I sat in the passenger seat reading the map, and he drove.

We were a bit late getting back to the Auberge (inn) and when we walked in, it was jumping with wall to wall people. The party had started without us. We all were given a very warm greeting by all the folks there. Gifts were pressed on us, much hugging and kissing and even requests for autographs. A banquet table was laid out and ready. It was overwhelming. You would think it was V-E Day all over again. All of our CRIBA friends were there: Andre Hubert, Mary & Louise Jonckea, Emile & Suzanne Pirard, Raymond Goeme & wife, Joseph Gavroye, Pierre Mawet, Eddy Monfort, Albert Foist, many others I met that night, and, of course, our hosts Maria & Joseph LaHaire, Bernadette & Claude LeJeune and their lovely daughter, Esmeralda. The party went on until midnight.

I received a dedicated copy of Eddy Monfort's book, titled *L'Offensive des Ardennes*, containing my experience at "Parker's Crossroads," a stone picture frame (local name: coticule) engraved with the date 1944-45 for the mantle, a pewter plate loaded with fine, high grade Belgian chocolates made by Maria's sister's business, a special enameled pin from Pierre Mawet depicting the fighting at Manhay, a commemorative plate with the 50th anniversary picture of the G.I. in the snow, a commemorative coin from the Town of Vielsalm, a "bola" cravat from Mary and Louis, a memorial book of monuments in the Ardennes and a book of Emile Pirard's very sensitive poems from Emile and Suzanne.

The veterans of the 589th FABn had the "keys to the city" that night. We will never be so honored again. It was a genuine privilege to participate in such festivities. We must not forget that our appearance there, and our acceptance of all the adulation given us, is as a representative of all of the G.I.'s involved. We are a flesh and blood symbol of freedom to the Belgian people and they are truly grateful to the U.S.A. for the sacrifices made in their interest during World War II.

**Rudnicki's Nobel Principle:** Only someone who understands something absolutely can explain it so no one else can understand it.

**Fant's Law:** When attempting to open a locked door with only one hand free, the key will be in the opposite pocket.

**Farrell's Law of Newfangled Gadgetry:** The most expensive component is the one that breaks.

**Ken's Law:** A flying particle will always seek the nearest eye.



**HAPPY BIRTHDAY!!**

♦MAY♦

Ken Eckard

Frank Guiffre



## MISCELLANEOUS NOTES



### ANYTHING TO SELL?

The "Bargain Center" always has room for items which are of little use to you but which may be of help to another member. The space is there for you, and I will be glad to include your list of your no longer needed items.

However, please call me if the items have been sold or you no longer wish to advertise them in the T/S. If I don't hear from you, I will discontinue your ad after two issues in order to use the space.

### JULY MEETING CHANGE

Since the first Tuesday of July falls on the Fourth of July this year, the club decided to schedule our meeting on **July 11** this year. Please mark your calendars for this change in dates.

### NEW MEETING TIMES FOR SUMMER

Beginning in May the meetings of WAM will begin at **8:00 p.m.** instead of 7:30 p.m. so that members can fly a bit later on the evening of the meetings. This schedule remains in effect until further notice.

### ANDREWS AFB ARMED FORCES DAY

Don't forget about the chance to sit in the middle of the show. Bring your camera and/or video recorder, and have a great day. See details or call Milt P.

### ULTRA-LIGHT FLY-IN - MAY 6

There will a fly-in of ultra-light aircraft at Dwight Baugher's farm. This should be a very interesting event and a chance to see these unusual aircraft "up-close and personal."

Call Dwight B. for Details, & Directions at 848-3739

### FLIGHT DEMONSTRATION FOR COUNTY COMMISSIONERS

April 27 at 6:00 p.m.

We will be flying demo flights for the commissioners.  
An alternative date will be set if weather is bad.



## AVIATION TIBDITS

### Boeing 747

January 21, 1995 marked the 25th anniversary of the Boeing 747's first commercial flight, a New York to London trip by Pan American's Clipper Constitution with 324 passengers aboard. Pan American, now defunct, spent \$ 525 million for 25 of the first wide-body planes. The 747 remains the world's largest airliner. The following statistics provide a glimpse at the awesome size and complexity of such an airplane.

- Passengers carried since 1970: **1.5 Billion**
- Miles logged since 1970: **18.3 Billion**
- Estimated cost of a 747 in 1970: **\$ 24 Million**
- Estimated cost of a 747 today: **\$ 170 Million**
- Total number of 747's sold: **1,046**
- Sales of 747's since 1970: **\$ 148.1 Billion**
- Sales outside the U.S. in the past 5 years: **93 %**
- Airlines with the most 747's: **Japan Airlines (91), United Air Lines (58), British Airways (57), Air France (50), Northwest (50).**
- Passenger volume of a 747: **31,285 cubic feet**
- Gross Weight: **870,000 lbs**
- Tail Height: **63 feet, 8 inches**
- Wingspan: **211 feet, 5 inches**
- Fuel Capacity: **57,000 gallons**
- Number of lights, gauges, and switches on the flight deck of the first 747: **971. Today: 365**
- Total number of parts in a 747: **6 Million**
- Food carried on an international flight: **5.5 tons**

*Contributed by John Schaffner*

## NOTICE TO ALL MEMBERS BY-LAW CHANGE AS OF 4/4/95

The following changes to WAM's Constitution & By-Laws were approved by the membership on 4/4/95 as follows:

### Article IV-NEW MEMBER QUALIFICATIONS

#### Section 1-B:

**WAS:** Accompanying the application must be a check (or cash) in the amount of one (1) years dues if submitted prior to June 30, or one-half (1/2) of a years dues if submitted on or after July 1, plus the.....

**NOW:** Change the months to read: "July" and "August."

### ARTICLE V-WAM MEMBERSHIP QUALIFICATIONS AND DUES ASSESSMENTS: Section 2-Dues:

- A. The amount..... OK
- B. The annual..... OK
- C. All dues and fees must... OK

**WAS:** All dues are due on January 1st of each year and payable prior to March 1 of the same year.

**NOW:** Change the months to read: "February" and "April."

**WAS:** If your dues are NOT RECEIVED prior to March 1 you will.....

**NOW:** Change "March 1" to "April 1."

(Please cut and staple this change to your Constitution & By-Laws)



## AVIATION HISTORY

### MAY



- 4 1927 First balloon flight over 40,00 feet.
- 5 1961 Alan Shepard & "Freedom 7" complete 1st American sub-orbital flight. (15 min. 22 sec.).
- 12 1980 First non-stop crossing of North America in a balloon.
- 13 1918 First airmail stamp issued. Cost was 24 cents.
- 14 1908 First passenger, Charles Furna, flew with Wilbur Wright.
- 18 1953 Jacqueline Cochran becomes first woman to break the sound barrier.
- 20 1927 Charles Lindbergh departs New York on his non-stop flight across the Atlantic. He arrives in Paris after a flight of 33 hrs. 39 min.
- 21 1927 Charles Lindbergh lands in Paris.
- 21 1932 Amelia Earhart becomes the first woman to solo across the Atlantic.
- 22 1906 Wright brothers receive patent on airplane.
- 23 1848 Otto Lillenthal, designer of gliders, born.
- 24 1962 Scott Carpenter becomes 2nd American to orbit the earth.
- 25 1927 James Doolittle flies first outside loop.
- 27 1931 A. Picard becomes 1st person to reach the stratosphere ( 51,777 feet).
- 30 1966 "Surveyor" makes first soft landing on moon.
- 31 1919 Lt. Cmdr. A. C. Read completes first Trans-Atlantic flight (required 7 stops).



## BARGAIN CENTER



### ROYAL A6MS ZERO

Wing Span: 62 5/8" Fuselage Length: 51 7/8"

Kit is put together, but needs finishing.

\$ 300.00

Flight Box with airplane holder, starter, power panel, electric fuel pump, 12 volt battery with charger, and Ni-Starter with charger

Make Offer

CALL DAVE STAHL: 239-2315 OR 239-2378

### Cox Queen Bee .075 RC w/muffler.

Like new. One hour running time

\$ 30.00

### McCoy Series 21 .35 size Control Line Engine

Excellent Condition. 3-4 hours running time

\$ 30.00

### Goldberg Profile P-40 Control Line Model

With Fox 35 engine

No flaps. About 3 hours flying time on plane and engine. Includes tank, wheels, spinner, prop, etc. Ready to Go!

\$ 65.00

CALL KEN HANDS: 795-2060

## **COMMON TRIM PROBLEMS AND EFFECTS**

### **Wing Incidence Is Set Too Positive**

1. The model tends to climb through right and left turns.
2. When pulling out of a dive, the model tends to zoom upward instead of returning to level flight.
3. When full throttle is applied, the craft tends to zoom upward.

### **Wing Incidence Is Set Too Negative**

1. The craft tends to dive through the complete flight.
2. The model will react opposite to # 1, 2, and 3 above.

### **Center Of Gravity Is Too Far Forward**

1. The nose tends to drop in steep left and right turns.
2. Rolls will be of the barrel type rather than axial.

### **Center Of Gravity Too Far Rearward**

1. The tail tends to drop during turns.
2. The controls will be too sensitive.
3. Wind penetration will be poor.
4. The model will tend to balloon when turned into the wind.
5. The model lacks stability during flight.

### **Too Much Engine Down Thrust**

1. The model jumps up from straight and level flight when the engine is suddenly cut.
2. The elevator requires excessive up-trim to maintain level flight.

### **Not Enough Engine Down Thrust Or Slight Engine Up Thrust**

1. The model goes into a dive from level flight when the engine is suddenly cut.
2. The elevator requires down trim for level flight.

### **Not Enough Engine Right Thrust**

1. A model should not require any left engine thrust. If it seems to need left thrust, look for some other problem.
2. If during a steep climb, the model tends to pull to the left as it loses speed, add right thrust. If the model pulls to the right, reduce the amount of right thrust. (But do not create left thrust).
3. If the model tends to pull to the left near the top of a loop, add right thrust. If it pulls right reduce right thrust.

### **One Wing Panel Is Too Heavy**

1. The same wing panel will tend to pull outward during both inside and outside loops.
2. A heavy wing panel will cause the ailerons to trim with one aileron up and the other one down.

### **Too Much Dihedral (Pattern Aircraft)**

1. The model will roll in the direction of the applied rudder.
2. Rolls will be barrel rather than axial.
3. The model will want to roll out of knife edge flight.
4. Inverted flight will be difficult.

### **Too Little Dihedral (Pattern Aircraft)**

1. The model will roll in the opposite direction of the applied rudder.
2. The wing wants to tuck under during knife edge flight.
3. Poor tracking during inside loops.
4. The model tends to lack stability during upright flight.

(Continued on Next Page)

### **The Model Will Not Trim Properly**

1. Check all surfaces for warps.
2. Aileron and elevator gaps should be sealed.
3. Check model alignment.
4. Check that both elevator halves move the same amount up and down. Check that they are in perfect alignment.
5. Check for play in the control linkages and servos.
6. Check for poor servos that don't center properly.
7. Make sure that the radio isn't the problem. (Does it work well in other aircraft)?

Trimming a model may, at first, seem like a very tedious task. In order to realize the full potential of any model, it must be trimmed properly. Many models have been labeled as "dogs" because they were never properly trimmed. Take the time, and trimming will become easier and enjoyable.

**Editor's Note:** This is the last of the series of articles on flight trimming from Design and Build Your Own R/C Aircraft, by Kenneth L. Smith. Once again, I thank Bob Jenness for contributing this material to the T/S.. I think that everyone who has ever flown an R/C aircraft has experienced symptoms which may be corrected by ideas presented in these pages. I know for certain that I will be working on several of my planes when flying season gets underway. It is obviously a rare event when a new R/C plane performs perfectly after the first flight and some minor up/down and/or left/right trimming. My personal experience is that most of us get a model flying fairly well, and we get to know its little "quirks." But these little "quirks" are the things that bother us continuously. We continue to fly the model, but always realize that the flight characteristics are just not quite right.

A prime example is my Midwest P-51 Mustang powered by an OS 0.90 four cycle engine. It first flew at Nelson field with Paul Shaffner on the controls. The plane did not want to take off, and when it did, it was very unstable until it picked up more air speed. Takeoffs occasionally had to be aborted because of a lack of ground speed, and the fear that if it broke ground, it would be uncontrollable and would meet a tragic end. Yet, once airborne, the P-51 performed beautifully at flying speed and only exhibited strange tendencies when slowed down for a landing. After speaking with someone at Midwest and being advised to add right and down thrust to the engine, the Mustang was trotted out to our new field. With Paul S. at the controls again, the plane taxied perfectly straight, took off smoothly and performed like a champ. The airplane which I was afraid to fly was transformed into a smooth, reliable and easy to handle aircraft. A seemingly small difference in engine thrust turned a plane from a potential "hangar queen" into a fun-to-fly aircraft.

I strongly suggest that we all refer to the excellent advice about trimming R/C aircraft when trying to figure out how to eliminate some of the bad habits our planes seem to have. Your ideas and/or experiences with your own airplanes would be welcome, and I will be happy to publish them in the T/S.

### **HOW DRY I AM**

How long does it take some of the paints and adhesives we use to dry? Technically, epoxies and CA (cyanocacrylates) do not dry, but harden by chemical reaction. Most of the products we use take longer to dry or harden than most people think. Five minute epoxy will not fully cure in five minutes, and, if used outdoors in cold weather, may not cure for hours!! Epoxy paint is not fully cured and fuel proof as soon as it feels dry. It takes a minimum of 24 hours even in warm conditions to be fuel proof. Dope keeps gassing and drying for months or years, and should not be exposed to fuel for at least two or three days, and preferably a week. It should not be rubbed out for a month, but, you can fly the plane while waiting to rub out the finish.

Water based wood glues and glues like Sigmet take days or weeks to dry when used to laminate wood, such as applying doublers. That means the plane should not be painted until the glue has fully dried, as the paint keeps the glue underneath from drying.

**From Orbiting Eagles Newsletter  
Bob Furr, Editor  
Omaha, NE**

### **CHEAP TRIM TAPES**

Stretch 2" wide masking tape between two stools, then spray paint it with your color choice of quality epoxy paint. After it has cured, lay the tape out on a sheet of glass, then cut it into required widths. This tape bends around tight curves and doesn't fall off in the sun. Dave recommends an overcoat of clear epoxy after application.

**Dave Platt, Palm Bay, FL**





### MCDONNELL-DOUGLAS AS-84 APACHE HELICOPTER

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The Apache helicopter was placed in service in 1984, and was the result of the Army's need for an all-weather, day or night helicopter capable of battlefield close air support and anti-tank warfare. The Huey Cobra was a potent weapon, but lacked all weather flight, had limited weapons capabilities, and had only enough armor to protect it from small arms fire. A more potent and capable attack helicopter was sorely needed. In the 1970's, the primary task of the U.S. Army was defending Western Europe against the forces of the Warsaw Pact and the Huey was not capable of this role.

Requirements of the new attack helicopter included: 1) the ability to acquire and destroy targets under all weather and light conditions, 2) the ability to carry weapons capable of destroying the heaviest armor in the enemy's forces, and 3) the ability to avoid or survive any anti-aircraft weapons used against it. Agility (including rate of climb) was seen as the most important means of avoiding detection as well as "nap of the earth" flight techniques and maneuvers too tight to be followed by tracking systems of enemy missiles and anti-aircraft batteries.

The modern Apache protects its' two man crew with Kevlar seats and boron armor under and around the cockpit, and a blast barrier between the two crew members. Several systems protect the helicopter itself from enemy attack. Radar jammers, chaff/flare dispensers, and a laser warning system make the task of shooting down an Apache rather difficult.

Weaponry carried by the Apache includes a fixed 30 mm. cannon for suppression of enemy ground forces and the appropriate underwing armament for the mission. Standard loads consist of 16 AGM-114 Hellfire anti-tank missiles, or four multiple launchers each carrying 19 unguided rockets, and four AIM-92A Stinger anti-aircraft missiles.

As usual, there are several variations of the Apache. The AH-64B is capable of carrying two Sidewinder missiles in addition to its' normal weapons. The AH-64D Longbow version carries the Longbow radar system which allows rapid target-area search, automatic detection and classification of targets, and all-weather fire-and-forget Hellfire missiles which carry a warhead capable of penetrating any tank armament. The Sea Apache is designed to protect battle groups operating without an aircraft carrier and can carry anti-aircraft missiles or Harpoon or Penguin anti-ship missiles.



## COMING EVENTS



- 5/2 WAM MONTHLY MEETING 3:00 (New Time)\*\*  
 5/13-14 HISTORIC AIR SHOW @ Westminster Airport  
 5/13 YARC Float Fly at Lake Redman 9:00 - 3:00  
 5/19/20/21 ANDREWS AFB AIR SHOW (See article and  
 call Milt about static display and flying.  
 5/21 MMA "Two-Bit" Picnic & Fun Fly plus Scale/  
 Static Competition - Mayeski Park 10:00 am  
 5/31 MMA Meeting Location? Call Ken Davis  
 6/3-4 MARC SHOW at Timonium Fair Grounds  
 6/9-10-11 AMA Homecoming @ Muncie, IN.

For more details about events, call Milt P. @ 833-3122  
**PUT DATES ON YOUR CALENDAR NOW!**



### AS-84 APACHE HELICOPTER

*From: Warplanes: Modern Fighting Aircraft  
 CD-Rom (Maris Multimedia, Ltd.)*

Materials and opinions published in The Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor 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

This issue of The Talespinner  
 was printed, folded, stapled, and mailed courtesy of:

**Our Hero: Ed Popp**

### THE TALESPINNER

Newsletter of the  
 Westminster Aero Modelers  
 c/o Ed Goldman, Editor  
 16 Kalten Road  
 Westminster, MD. 21158



TO:

John Schaffner  
 1811 Miller Road  
 Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**



# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

**TUESDAY**  
**JUNE 6, 1995**  
**8:00 P.M.**

**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 5

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

Well, as Yogi Berra said, "It looks deja vu all over again." And so it seems with the Spiegel Property. After the last flight demonstration for the commissioners, we were told that we would have to give up one of our weekend days for each weekend throughout the year; that is, we would have to decide on either Saturday or Sunday as our only weekend day to fly. I talked with Richard Soisson and explained that this would, in fact, kill our club, as it would only leave about 48 weekend days out of our flying year, and that if you figured that 50% of that to be decent flying weather, you have about 24 days for about 90% of our flying members per year. Not very many members would be willing to pay the necessary dues for so few days of flying time.

At this point, I asked RS if he could set a time and date with the commissioners so we could negotiate some terms we could all live with. This was set for 4:00 p.m. Monday, May 15, with Ken Eckard, Ray Miles, and myself meeting with all three commissioners. After stating our position to the commissioners, I proposed the following: we would give up flying on Tuesdays and Thursdays in exchange for all Saturday and Sundays throughout our flying season: that is, January 1 thru the Friday after Thanksgiving and we wanted to be able to start flying at 10 a.m. on all days

of flying. This was not satisfactory with R. Frederick, who was also at the meeting. But after more discussion my proposal was to be voted on by all 3 commissioners. We will be informed of their decision, hopefully before our June meeting. Keep your fingers crossed !!

Commissioner Ben Brown said that their decision would be the last one concerning the flying site. Now, with all this in mind, please plan to be at our June meeting to vote on some very important items. The entire membership of the club should be in on this (and all) club decisions, as it does affect all members. So, please be there!

See you at the field (?)

Wendell

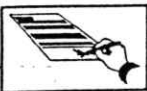
## IMPORTANT NOTICE - PLEASE READ!!

**THE NEXT MEETING OF WAM WILL BE A VERY IMPORTANT ONE. DISCUSSION OF A TOPIC CONCERNING OUR FUTURE WILL BE HELD, AND WE WISH TO HAVE YOUR INPUT. PLAN TO ATTEND THE MEETING ON JUNE 6 @ 8:00 P.M.**

**Rap's Law of Inanimate Reproduction:** If you take something apart and put it back together enough times, eventually you will have two of them.

**Anthony's Law of Force:** Don't force it. Get a larger hammer.





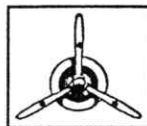
## MINUTES MAY, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 8:00 p.m. with 19 members and 3 guests (Robert, R.C., and Jameson Marslander) present.  
(Editor's Note: Jameson is my patient and his brother, R.C., has been getting ready to fly for the first time. I was sorry that the first meeting they attended was so gloomy, but perhaps better times are ahead.)
2. The minutes of the April meeting were accepted as printed in the T/S.
3. President Richards reported on the flying demonstration by club members for the County Commissioners who seemed pleased. (Thanks to Ken Eckard and Milt Peacock, who risked their airplanes to fly with very difficult wind conditions. WAM owes them our thanks).
4. Vice-President Ken Davis and Milt Peacock gave the MMA report. (See details in this T/S).
5. Treasurer Lloyd Briggs reported that WAM is still in the black.
6. Milt Peacock mentioned that Sig has Tee and Sweat Shirts with club logos available at \$ 7.66 each in lots of 24. We would have to supply the logo. On June 18 there will be a father and son tour of the Baltimore Museum of Industry.
7. The AMA report was given by Milt Peacock. The AMA is having their annual Open House and Fun Fly in Muncie, Ohio on June 10 - 11. All are invited. The AMA also has an electronic bulletin board available to each club.
8. Membership chairman Bob Jenness nominated Charles Hoffmeister for membership in WAM. Charles was voted in unanimously. Robert and R.C. Marslander announced their desire to become WAM members. We will be happy to have them.
9. Safety and Sound chairman Ken Eckard pointed out that we should all take care **NOT** to stand in line with the prop when checking engine DBs.
10. Bill Hasert gave the SFP report. (See article in T/S).
11. Newsletter Editor Ed Goldman continues to thank those who contribute to what we all read, and encourages anyone who has something to let the club know about to give it to him so we can all share it.
12. Milt Peacock reported that the Historic Air Show will be held and participants will be notified regarding parking, etc.
13. The High School Cargo Carrying event sponsored by the MMA was won by Glen Burnie High School. Milt has included a report in this T/S.
14. Milt reminded us of the MARC show to be held the first weekend of June at the Timonium Fairgrounds.
15. Milt (you again) Peacock discussed a new product: a

Proportional Controlled Fuel System he used in one of his airplanes. He's still working the kinks out, but it does seem to increase power.

16. President Richards plans to have an Executive Board meeting to discuss the current field situation, etc.
17. Dwight Baugher won the 50/50. Way to go, Dwight.
18. The meeting was adjourned at 9:45 p.m.



## CARROLL COUNTY REPORT

*by Ray Miles*

**REMEMBER:** The flying season is about to start for many of us. I would like to bring to your attention two items that have to be addressed:

1. If you are the **FIRST** one to open the gate, **LOCK THE LOCK** to the end of the cable so that it is not lost or stolen.

2. If you are the **LAST** to leave, **LOCK THE LOCK** to the shank of the **COUNTY LOCK** and **NOT TO THE U-BOLT** on the post. When you do that, the county has no access to the area.

Those two items seem to still be a problem. Let's fix it! There's no electronics involved and it is very simple.

When the club moves, it really moves. The spectator fence is up and in the right place. The signs are up and very visible. We will enforce the spectator requirements and we do have the right to ask anyone to vacate the premises if they do not comply. The county has the plat update so they are aware of everything that is in place at the field.

On a very, very windy day (April 27), the scheduled demo for the county was held. Ken E. and Milt P. were the only brave souls to put a plane in the air. I think, according to the many people I have talked with, that a very favorable impression was made to the commissioners, members of the Parks board, visitors, etc. Of course, you cannot please everyone. There is much that has been done since that event, behind the scenes, that is being addressed. More as all of this unfolds.

I will say that excellent support was rendered by a very close neighbor on a one to one basis with the Commissioners. We owe this person a debt of gratitude, to say the least. Maybe in the very near future we will once again be able to return to the **FUN OF FLYING** that we had been used to for so long.

## HISTORIC AIR SHOW

**Brief Note**

*by Ed Goldman*

Quite a few members of WAM attended the show on May 13, and several of our members put on an R/C demonstration. Milt P., Hoyt Bishop, Ken Eckard, and John Sterrett gave the (small) crowd an outstanding performance under difficult conditions. It seems as though rides were being sold on a Ford Tri-Motor, and every time it taxied or landed, our fliers had to bring their planes in. But our show went on and was excellent. Congratulations to our fearless fliers!



## AMA NEWS

by Milt Peacock

There will be an Open House and Homecoming at the AMA headquarters on June 10 - 11. This is a great opportunity to see our Headquarter's facility. The museum is also something to see. It is not like what you may have seen at Reston. The new museum is much better organized and enjoyable. Various manufacturers will have their products on display and some will be available to purchase. There is usually a small flea market, also.

If you arrive early, you can fly on Friday as well as both Saturday and Sunday on the blacktopped runway and with wide open spaces. Hopefully, I will get there again this year. I can honestly say that I had a good time both times in the past. Muncie is just over the Ohio line, a good days drive from here. Bring your favorite plane and join the fun



## SCHOOL FLIGHT PROGRAM

by Ray Miles

### School Listings for 1995 SFP

(All Dates are Wednesdays at 9:30 A.M.)

May 24

Charles Carroll Elementary

May 31

Westminster Elementary

June 7

Mt. Alry Elementary

### PLEASE COPY AND SAVE THESE DATES ON YOUR OWN CALENDAR

We invite any of our members to attend one of the School Flight Programs. I believe you will find your visit rewarding and very interesting.

We will be completing our 7TH YEAR of classes in the school system. This program continues to be accepted, and as long as that is the case, we will keep up with it. That is, unless something drastic and unforeseen occurs. I think that you can read between the lines. To date, the total number of children involved approaches 16,000. Again, I must extend my thanks to John Dorl, Milt Peacock, Bill Hasert, Ed Goldman, and Charlie Hughes for their dedication and dependability. Without them, nothing would be taking place. If any of our members are planning to retire this summer and would be interested in joining us, you will be most welcome. There are times when we are spread quite thin and a few more hands could be used. Think about it! If it fits your fancy—give us a holler.



## MARYLAND MODELERS REPORT

by Ken Davis

The Historic Air Show will be held at the Westminster Airport on May 13 - 14. The Andrews AFB Armed Forces Day Show will be on May 19 - 20, and the MMA "two-bit" picnic and fun fly takes place on May 21 at Mayeski Park behind South Carroll High School. The "two-bit" picnic is for all club members and their immediate families.

Those interested in participating in the Confederate Air Force Airshow at the Frederick Municipal Airport on August 26 - 27 should call John Patton at (301) 898-9111 or Adam Strausner at (301) 473-4587, or Ron Ware at (410) 355-2446. A reservation is needed to participate. Anyone who wishes to join the Confederate Air Force can contact Adam Strausner for an application.

The New Meade Modelers are now flying at the Ft. Meade High School unless a new middle school is needed and built there.

The Miniature Aircraft Owners of Harford County are getting a new 500 acre flying site.

RCMB will have their IMAA Giant Scale Fun Fly on July 15 instead of July 7 as was previously scheduled.

## BLUE ANGELS AND THUNDERBIRDS 1995 SCHEDULE

The following schedule list events which are close enough for those of us in WAM attend. You may want to save this and check it in the future to see if any of the dates and locations for the performances of these magnificent air shows are suitable for you to attend.

### U.S. Air Force Thunderbird Demonstration Team

May 20-21 Andrews Air Force Base  
August 26-27 Wings of Freedom Air Show  
Frederick, Maryland

### U.S. Navy Blue Angels Demonstration Team

May 27 Patuxent River Naval Air Station  
Patuxent, Maryland  
May 31 Graduation Ceremonies, U.S. Naval Acad.  
Annapolis, Maryland  
June 24 Welcome America Air Show  
Philadelphia, Pennsylvania  
August 19-20 Reading Aerofest  
Reading, Pennsylvania

Contributed by Milt Peacock



## FIELD IS OPEN

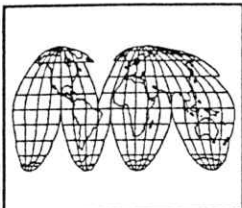
THE WEATHER IS FINE

PLEASE USE THE  
DB METER

HAVE FUN!!

LET'S ENJOY OUR HOBBY!

Hoare's Law of Large Problems: Inside every large problem is a small problem struggling to get out.  
Heid's Observation: Junk mail never quits.  
Fahnestock's Rule for Failure: If at first you don't succeed, destroy all evidence that showed you tried.



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

26 September 1994

(Monday)

Last night, during the banquet, our hostess, Bernadette, called me out to take a phone call. I couldn't imagine who could be calling me at such a time and place. When I picked up the phone it turned out to be one of the ABC news team wanting to know what time we would be getting started in the morning so they could be here with their people. The TV team arrived soon after Maria and Bernadette had set out our "Continental" breakfast, so we all sat down at about 0800.

Things were relatively quiet this morning. Harold and I decided that we would take a walk around and try to piece together some of the events that we experienced here nearly 50 years ago. I suppose that when things happen to you as they happened to us back then, your desire is to suppress the memories, but you can never erase them. Before we got far, the ABC news team caught up with us and hung their "mikes" on us and followed in our footsteps. As we walked and talked, the camera crew followed us around, but it was not hard to ignore them and go about as if we were alone.

There is now a new (different) building standing where the one was that came down around our ears that evening of Dec. 23, 1944. I'm sure that the same stones were used in it's construction. It seems a bit larger and slightly different, but nonetheless, pretty much the same and we are convinced that we are standing in that same place. All is very serene this morning, and that is a big difference.

About 1100 we noticed a crowd beginning to gather at the crossroads. A ceremony was planned and we were scheduled to appear as guests of honor, so Harold and I walked back to the inn. I couldn't help but notice that Harold had to hang back and take one more look at the route we two followed when we were attempting to escape capture that evening of Dec. 23, 1944. I made a photo of him as he stood there, quietly looking down across the field toward the woods. It was near this spot that he was wounded in the legs by fragments from an exploding mortar shell. I didn't have to ask what he was thinking about.

We walked on back to the intersection to participate in the ceremony where the memorial has been placed. On the corner, facing south toward Houffalize, the memorial consists of a U.S. 105 mm. Howitzer M101 placed on a large concrete star and surrounded by a bed of gravel, floral plots and three very tall flag poles flying the flags of the USA, Belgium, and the European community. Also there are three huge stones bearing bronze plaques which commemorate the stand here of the 589th FABn during the period 19-23 December, 1944 and express the appreciation of the Belgian people for the Americans who restored their freedoms. At this memorial, and at all of the others we saw, and

on every photo of a memorial in Belgium, there are always fresh flowers in place. AND, it is 50 years later.

Time for the ceremony came, so our small group of guys assembled in front of the howitzer, the local dignitaries formed up in front facing us, and the crowd all gathered around the edge of the intersection. The color guard stood at attention around the memorial as the bugler sounded Taps. Then the Star Spangled Banner followed by the Belgian National Anthem was heard. Flowers were placed by the LaHaire family (our hosts at the Inn). The Mayor of Vielsalm made a short speech, then Andre Huber, President of CRIBA spoke in English with his remarks being repeated in French by Joseph Gavroye for the benefit of the local citizens present. As the speaking ended, two Belgian Air Force jet fighters came thundering by at about 300 feet. This sort of thing is tough on an old soldier (tends to clear out the sinuses and tear ducts). I feel sorry for anyone who has never felt this kind of emotion.

The ceremony ended with a prayer spoken by the Mayor, as follows:

"O loving God, in whose hands are the living and the dead, we give thanks for all those who have laid down their lives in the service of their country for the cause of righteousness and freedom. Especially we remember all fallen Americans and their allies in the Battle of the Bulge. We give thanks for the people of Belgium and Luxembourg and others, for the sacrifices and suffering they endured in their struggle for a better world. Continue to heal the wounds of battle. Be with the people as they feel the hurt of the Second World War, and give them comfort and peace. Grant to all who served, the light of your presence and a true sense of your purpose, so that the good work that you have begun in them may be perfected in them. Through Him, who by becoming one of us, suffered in our flesh and died for our sake, thy son, our savior, Jesus Christ. Amen."

There were a lot of people with cameras wanting to pose us here and there. In addition to ABC news there was the local cameraman. We were sure getting plenty of attention. When the dust finally settled, we crossed the road and entered the inn again for the planned luncheon.

After the lunch we all loaded up with our CRIBA drivers and, with ABC TV trailing along, drove to the place where the monument to Lt. Eric Wood is located in the woods near the village of Meyerode. He was one of our officers. The story of Wood's activities harassing the Germans in this area has been told in The Saturday Evening Post magazine.

Then it is back to the road just west of Auw to look over the places where the three firing batteries of the 589th were in position at the start of the German attack. The terrain has hardly changed at all. Same houses (rebuilt), same woods, same fields; no problem at all for us to recall what happened there. I almost expected to see the German tanks coming up the road. Four of us stood there in a farmer's



lane talking about how we managed to live through that particular day. One of our group almost didn't. Lt. Ted Kiendl took refuge behind a tree from one of those tanks and was severely wounded when a shell hit the tree, driving wood splinters into his shoulder.

The day grows late and the sun is sliding into the trees on the horizon, so we all drive back to the inn at Baraque de Fraiture for supper and to spend the night. Maria and Bernadette has it all ready for us. There is still a lot to talk about and it's after 2300 when we turn in for the night. Tomorrow morning we will rejoin the tour group at St. Vith for a bus tour to Clervaux, Diekirch, Ettelbruck and Bastogne.

### HIGH SCHOOL COMPETITION

*by Milt Peacock*

The high school competition involving cargo carrying aircraft was held on April 23, 1995 at the Baltimore Museum of Industry. All high schools in Maryland were invited to participate in the design, building, and successful flying of a model airplane with the capability of carrying cargo. The "American Institute of Aeronautics and Astronautics (AIAA)" furnished each team with a 9 volt electric motor and prop (they could use their own prop if they wanted to). The model had to fit in a 3' x 3' x 1' box and the design and materials used was their choice.

The model had to fly on a 20" tether (at the contest 15' was used), and fly a minimum of one lap to qualify for the cargo carrying attempt. After qualifying, the cargo was weighed and then put aboard. The model then had to become airborne for a minimum of one lap. The model carrying the heaviest weights would gain the team additional points.

Each team was also required to write a report describing their reasoning behind their design, why the particular materials were used, time spent, etc. This was graded by judges. Each team also had to make an oral presentation concerning their project. What was said was also judged and given points.

The Maryland Modelers Association worked in cooperation with the AIAA. Charlie Hughes of Harford County RC and WAM assisted with the flying end of the event. Milt Peacock of WAM and RCMB assisted in judging the written and oral reports.

The winner was Glen Burnie High School, second place was taken by Leonardtown High School, third place by C. Milton Wright High School, followed by Herford, C. Milton Wright (a second team), and one that failed to show up.

The Glen Burnie team built a 39" styrofoam wing that really flew well. One used a built up wing covered with paper laminate, one used solid wood covered with tissue, one had a stick fuselage, and another was built up like a rubber band model. It was interesting to see what the kids came up with. Some really worked hard to accomplish their aim. I think the winner carried 100 grams, which may have been a record. Each year you can see the improvement in the models.



**HAPPY BIRTHDAY!!**

♦JUNE♦

Don Berwanger

Richard Jacobs



### MISCELLANEOUS NOTES



#### JULY MEETING CHANGE

Since the first Tuesday of July falls on the Fourth of July this year, the club decided to schedule our meeting on **July 11** this year. Please mark your calendars for this change in dates.

#### NEW MEETING TIMES FOR SUMMER

Beginning in May the meetings of WAM will begin at **8:00 p.m.** instead of 7:30 p.m. so that members can fly a bit later on the evening of the meetings. This schedule remains in effect until further notice.

#### ANDREWS AFB ARMED FORCES DAY

Don't forget about the chance to sit in the middle of the show. Bring your camera and/or video recorder, and have a great day. See details or call Milt P.

#### ROSTERS

Rosters for the 1995 membership year have been distributed to those present at the May 2 meeting, or mailed to those who were unable to attend. If you have not received yours by some chance, or I have not printed correct information, please call Eddie the Editor and he'll be glad to forward one to you.

### **WELCOME OUR NEW MEMBER**

♦Charles W. Hoffmeister♦

We congratulate Charles on being elected to  
WAM and look forward to seeing  
him at the meetings  
and the field.

A woman was showing a friend around the house. In the kitchen, they found the maid sitting at the table, sipping brandy. The woman immediately fired the maid. Getting up, the maid reached into her pocket and threw the lady's dog a biscuit and said, "Thanks for helping me wash the dishes!!"

## AVIATION TIBDITS

### FIRST AIRCRAFT CARRIER

Did you know that the 1st American aircraft carrier was the USS Jupiter, an ex-collier (coal ship) of 11,050 tons, which was converted to feature a stem to stern flight deck of 534 feet in 1920. The name was later changed to the USS Langley.

### MISSING CREW

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

*Contributed by John Schaffner and Milt Peacock*

## WAM'S TRAVELERS

*by Milt Peacock*

April 15 came in STRONG! Boy, the wind did blow but Hoyt Bishop went to Howard County RC's float fly at the Howard County "Centennial Park Lake" off Md. Route 108 near Columbia bright and early, anyway. Milt P. showed up about 10 AM and Hoyt left since we then had a WAM representative. As I said - the wind was a witch! I anchored my "Northstar" and enjoyed chit-chat about who was too chicken to fly. One fellow did fly his chopper but it was a little hairy.

Paul and Carol Schaffner arrived with his ole' faithful "Cub" on floats and after a little deliberation decided to give it a try. Taxiing out downwind went fine, BUT to turn around into the wind - that's another story. In nothing flat the Cub was on its' back, tail in the air. The rescue crew had the recovery boat on the way but it was a circus watching them try to catch the Cub. It was like the Cub had a mind of its' own. "Don't touch me", it said. It would just lay down on it's back and sail away from the boat just as they would reach for it. The the tail would come up again as if to say, "Ya! Ya! Ya! Ya can't catch me." The Cub finally blew, floated, and whatever right back to Dad (Paul) standing on the beach.

Things were getting a little dull so I decided to give it a try. I knew that the Northstar could not be blown over and the only question was getting it back. Getting off wasn't the real problem. The takeoff went fine, but the air was like a washboard - really gusty. The landing threw up too much water and stalled the engine so the rescue boat had to make another trip. But no damage was sustained. I'll admit, I was glad to be out of the air and back in one piece.

A HCRC member then flew a small Cessna (?) which also bounced around, and on landing the floats stopped but the airplane continued a short distance. Too bad. The event was cancelled about noon but a good time was had by all. With all the work that goes into setting up a fly-in, it was a shame that the weather didn't cooperate.



## AVIATION HISTORY

JUNE



- 4 1783 First hot air balloon demonstration in France by the Mongolfierre brothers.
- 7 1936 Major Ira Eaker makes the first transcontinental "blind" flight. (New York to Los Angeles).
- 12 1979 "Gossamer Albatross," piloted by B.Allen, becomes first **human-powered** aircraft to cross the English Channel.
- 14 **Flag Day** (every year)
- 15 1919 Capt. J.Alcock and Lt. A. Brown complete the first non-stop flight over the Atlantic in a Vickers Vimy bomber.
- 18 1928 Amelia Earhart becomes the first woman to cross the Atlantic.
- 24 1930 First use of radar to detect an aircraft.
- 26 1936 First successful helicopter. (FW 61).
- 27 1923 Air to air refueling demonstrated.
- 29 1916 First Boeing built airplane flies.

## OUR SINCERE CONDOLENCES

The members of the Westminster Aero Modelers extend their most sincere sympathies to John and Rita Dorl on the recent loss of their son. John is a contributing member of the School Flight Program. Those of us in that group especially convey our most heartfelt condolences.

What can be more devastating than the loss of a child? That is simply not the natural order of the way life should be, and our hearts go out to John and Rita.



## BARGAIN CENTER



**Cox Queen Bee .075 RC w/muffler.**

Like new. One hour running time

\$ 30.00

**McCoy Series 21 .35 size Control Line Engine**

Excellent Condition. 3-4 hours running time

\$ 30.00

**Goldberg Profile P-40 Control Line Model**

**With Fox 35 engine**

No flaps. About 3 hours flying time on plane and engine.

Includes tank, wheels, spinner, prop, etc. Ready to Go!

\$ 65.00

**CALL KEN HANDS: 795-2060**

After a class did poorly on his exam, the professor said, "A fool can ask more questions than a wise man can answer."

A student replied, "No wonder so many of us flunked."

**Editor's Note:** The following article was written by Al Takatsch and is appreciated by WAM. Al, as many of us know, is quite experienced in electric-powered RC aircraft, and has graciously provided this material. As space permits, other information will be provided in The Talespinner. Even though Al doesn't realize I'm printing this here, I'm sure he would be glad to assist you with your questions. Perhaps the answers could also be incorporated into an article for the T/S. I thank Al on behalf of all of us for sharing his knowledge with WAM.

## ELECTRIC CORNER

*By Al Takatsch*

I was talking to our Talespinner editor about starting up an Electric Aircraft Column for the club and he suggested that it start off with information that a newcomer would appreciate hearing. You are all good builders and just need to know about the peculiar items such as power systems and support equipment which are unique to electric-powered models. It is especially important to build your airplane "light" and accurately to reduce the amount of glue used.

To begin with: A word of caution: Electric aircraft may start instantly and without warning. And if the propeller meets an obstruction it will continue to cut until the fuse blows. **Always be ready for motor power on by positioning and securing the fuselage before connecting the battery.**

Your choices in electric-powered models are growing all the time. Just visit KRC during their annual meet in Pennsylvania and you won't believe your eyes. (Editor's Note: Several of our WAM members have been there). Pilots and manufacturers from all over the country come to this meet to show off their latest inventions and designs. Everything from .01 to .90 motors, geared drive to direct drive, brushed to micro-processor controlled brushless motors, folding props to ducted fan units, trainers to pattern ships to multi-engine scale aircraft are there.

A good electric trainer to start with would be the Carl Goldberg Mirage. It builds easily and comes with a motor for about \$ 60.00. The aircraft features a built-up frame, elevator and rudder control with a one piece wing (54 inches), and a bottom hatch for battery changes. It flies best with a variable speed control including BEC (receiver Battery Eliminator Circuit) and 2 micro servos. You'll get 2 to 3 climbs to 800 feet, a surprising thermaler and fun acrobatics. My Mirage has over 200 flights on it and is still going. This is a great entry level trainer to experiment with, fine tune your soldering skills, and try out different motors and speed controllers and battery combinations.

My own interest has been in improving performance and learning all that I can about why there are so many kinds of batteries, motors, speed controllers, and chargers, and the differences between them. I am not an expert by any means, but I would call myself a very successful beginner.

Let's start with Electric Motors. One of the best sources of information I've come across is the motor cross-reference chart in the Hobby Lobby catalogue. It contains valuable data such as motor power in watts, how many cells it was designed to use, it's weight, prop size, thrust, and dimensions. Some motors are called .05's like glow motors, and others have numbers like 600 written on them. As far as I can tell, the glow motor designation used by some manufacturers in the beginning of electric flight were used to help glow motor pilots figure out the approximate power output they could expect from this "Can Motor" and the number such as 600 was used to designate how many seconds of powered flight could be expected from that particular motor. Both terms give only a general idea. It's up to you to determine what is best for your application. Power output in electrical terms can be expressed in watts of power. An example would be that an economy .05 motor supplied with kits has the approximate power of a .049 glow motor, or 75 watts of power. When you are searching for a motor for your aircraft, be sure to note the recommended motor size and number of cells. You can then fine tune your selection by picking a similar weight motor with a higher wattage output (and usually a correspondingly higher price).

Motor design improves wattage output by:



1. Having more powerful magnets (cobalt or neodym). Inexpensive ferrite magnets are less powerful, heavier, and lose power if run too hot.
2. Larger brushes (Ex. Astro Flight Motors) have more contact area with the commutator. This allows higher currents and keeps the commutator running cooler.
3. Ball bearings reduce spinning resistance, so less thrust is lost to friction.
4. Staggered armature plates, used by Astro Flight, eliminate the magnetic clicking felt when you rotate the shaft by hand. This also supposedly reduces spinning resistance.

I hope that this and future articles will be of use to you and help you get started in electric flight. If you have any questions, comments, or information to share, please write me:

Al Takatsch  
112 Stonegate Drive  
Frederick, MD. 21702

### ENGINE IDLE

A good reliable idle is a great confidence builder. Most motors will idle reliably if the plug is good, the fuel is fresh, and the mixture is lean enough. If the mixture is too lean, the engine will idle well, but when you give it throttle, it will run dry, cough, and die. If it is too rich, the engine can continue to idle for quite a long period, but fuel gradually accumulates in the case and when you give the motor throttle, the liquid splashes up into the cylinder and drowns the plug. The way to go about adjusting the idle mixture is to pinch off the fuel line and see how the engine acts when the fuel is shut off. If, after stopping the fuel flow, the motor runs more than 10 to 12 seconds, the mixture is too rich. If it shuts off in less than 4 or 5 seconds, your mixture is too lean. This check should be made after the engine has been idling for 15 - 20 seconds so the crankcase accumulation can stabilize. Once you have an adjustment that seems to work, it's best not to fool with it.

Now for things that can foul up the detail. (1) A plug that has become oxidized or (2) fuel that doesn't have enough nitro. Assuming that you have a good plug, the fuel is fresh and contains the right amount of nitro, and your engine does not idle properly, the thing to look for are air leaks. Air leaks could come from the rear cover being loose, a leaky gasket, a worn main bearing, a worn piston, leaks around the carburetor, or leaks around the high speed needle thread. These will all contribute to an unstable idle.

Tightening the rear cover or replacing the gasket will usually take care of that kind of problem. A bit of fuel tubing between the high speed needle and seat can stop an air leak around the needle valve. If you have a worn piston skirt or main bearing, there is nothing but a major engine repair that will do much good.

If your engine seems to idle satisfactorily with the glow heater on, but slows and dies when the glow plug heater is off, try a hotter (or new) plug. If that fails, try changing fuel. An inverted motor is always more difficult to get to

idle reliably than an upright one. Avoid inverted installations whenever possible.

Don't be a person who thinks that 0 RPM is the proper idle speed, but grumbles when he hits the throttle for a go-around and nothing happens. Not one in a hundred models can't be landed with a 3,000 RPM idle speed. Most properly adjusted motors are better than 99% reliable at this RPM.

As the motor wears and you start to get more leakage, the first symptoms to appear are idle problems when the engine is hot. That is, your motor will seem to idle quite nicely when you first start it up and taxi it around on the ground. But when you take it up and run it around hard for awhile and get it good and hot, then pull it back for an idle, the oil that seals around the piston skirt and the bearing is too thin and doesn't hold compression like when it was cooler. The result is that the engine quits. Sometimes it's pretty hard to convince a person whose motor has run like gangbusters that it quits at idle time because it has seen too much flying time.

Now for the opposite situation. A brand new motor will seldom idle reliably until it has run enough to free up. A motor that is nice and free can misfire a time or two and still carry on, whereas a tight motor will stop if it misfires just once.

Getting a nicely working linear carburetor with no lean or rich spots is pretty much a matter of luck. This is because of the wide variations of fuel used, prop size and type, the way various manufacturing tolerances may accumulate, and the small amount of fuel flow. Also, as a motor settles in, its demands may change. A carburetor that works beautifully on one motor doesn't always work well on another, even of the same make and model.

*Contributed by Darwin Evelsizer*

*Editor, Frederick Model Airplane Club*

**Editor's Note:** Mr. Evelsizer and I are sharing our newsletters by mutual agreement, and I have reprinted his informative article with minor editorial changes. I thank him fully.



### CRUISE MISSILE GULF WAR LAUNCH AGAINST IRAQ

From: *"Warplanes: Modern Fighting Aircraft"*  
CD Rom *Maris Multimedia, Ltd.*

The Boeing AGM missile series entered service in 1981 as an air launched cruise missile and is one of the most important weapons in the U.S. arsenal. It was originally designed as a decoy missile, but was then developed as the long-range cruise missile for the Rockwell B-1 bomber. The production of the B-1 was cancelled, and the missile was redesigned as the AGM-86B and was to be carried and launched from the B-52 Stratofortress. With 170 B-52's capable of carrying 12 AGMs each, 85% of the strategic targets in the U.S.S.R. could be reached from 225 miles outside Soviet air space. In the 1990's, the primary launch airplane for the cruise missile is the B-2A bomber, which can carry 16 weapons on 2 internal rotary launchers. Obviously, the missile was modified for this role. The AGM-86C armed with 1,000 lb. blast-fragmentation warheads was used in the Iraqi war to great effect. Other versions are nuclear capable.

It is worth noting that the complement to the air-launched AGM series of missiles is the General Dynamics BGM-109 Tomahawk cruise missile, which is launched from ships or submarines. This weapon entered service in 1983 and also has been developed into several related weapons. The BGM-109A is the naval version which can carry a 200 kiloton nuclear warhead over a distance of 1,555 miles. The BGM-109B Tomahawk is an anti-ship missile carrying a 1,000 lb. warhead over 282 miles. Interestingly, the terminal guidance of this weapon is derived from the McDonnell-Douglas Harpoon anti-ship missile which commands the missile into a pop-up and dive attack so that the target is struck on its more vulnerable upper surfaces. The BGM-109G Tomahawk is the ground-launched version and was deployed extensively in Europe in nuclear form. The weapons were carried in a highly mobile four-round launcher designed for rapid deployment.

The combination of the AGM air launched cruise missiles and the variants of the Tomahawk land and sea launched weapons provide an astounding arsenal for the pinpoint delivery of conventional or nuclear warheads.





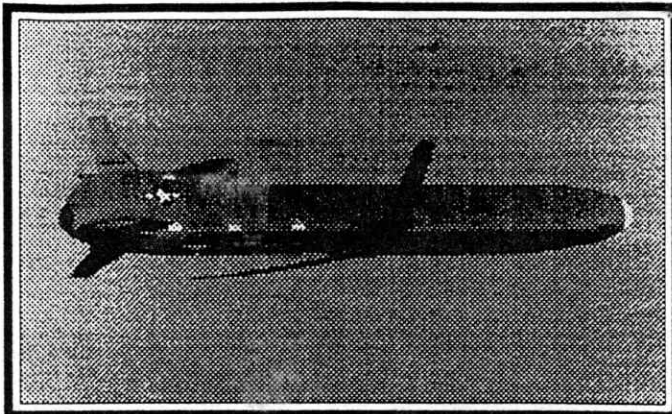
## COMING EVENTS



5/19/20/21 **ANDREWS AFB AIR SHOW** (See article and call Milt about static display and flying.)  
 5/21 **MMA "Two-Bit" Picnic & Fun Fly plus Scale/Static Competition - Mayeski Park 10:00 am**  
 5/31 **MMA Meeting Location? Call Ken Davis**  
 6/3-4 **MARC SHOW at Timonium Fair Grounds**  
 6/9-10-11 **AMA Homecoming @ Muncie, IN.**  
 6/17 **IMAA Fly-In Hamburg, Pa.**  
 6/22 -25 **15th Annual IMAA Rally of the Giants will be held at Danville, VA**  
 7/8 - 9 **STARS RALLY @ Olean, N.Y.**  
 7/15 **RCMB IMAA Giant Scale Fun Fly**  
**For more details about events, call Milt P. @ 833-3122**  
**PUT DATES ON YOUR CALENDAR NOW!**

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of:

**Our Hero: Ken Davis and Marada Industries**



### BOEING AGM CRUISE MISSILE

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO: John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**





# THE TALESPIINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

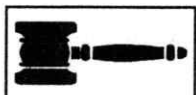
**TUESDAY**  
**JULY 11, 1995**  
**8:00 P.M.**

**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 6

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

I guess that by now most members know the results of our meeting with the commissioners over the Spiegel Property flying site. Personally, I feel that we are better off now than we were last year at this time as far as the flying time is concerned. It is true that we did lose two days of flying time during the week (Thursday and Friday), but at least we do have both weekend days throughout the rest of the allowed flying year. And, Commissioner Brown said, "This is the last meeting we are going to have on this matter."

The grass has really taken hold and started growing like crazy. (I wish I knew who had the bright idea of putting all the fertilizer and seed on the field). The mowing hardly seems be able to keep up to the growing (Ed. Note: Wendell made a rhyme - how about that!!), but at least there are very few stones being thrown up now and the flying field looks GREAT! So, please use it for our enjoyment.

I think that I speak for several of us when I say that we need to have a Fun Fly to really get this flying year going. This would be a good topic for the next meeting. If you think that you could and would like to handle a fun fly, please speak up. It really isn't that much trouble and I will be more than willing to lend a hand in whatever needs doing, as would some others if they were asked to.

I haven't been doing as much flying this year as I normally do because of my work schedule and other duties, but this is going to change before long and I will be able to "turn them horses loose." Until then I hope to.....

See You At the Field,

Wendell

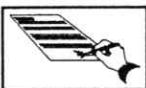


The rains and wind have stopped, the weather is better, the grass is in, the controversy is over the field is (hopefully) over, and WAM members should be feeling good about our flying site at the Spiegel Property. Our president, past president, Ray Miles, and others have toiled on our behalf and we now have the opportunity to fly with more peace of mind than we have for several years. Let's get our engines tuned, batteries charged, dings and dents repaired, and wheels turning. It's time to fly and have a good time enjoying our hobby. I am looking forward to a fun fly, so let's set one up and have fun!

Eddie the Editor

## THE JULY MEETING WILL BE HELD ON JULY 11

If you show up for the meeting on July 4, you either had nothing better to do, are unpatriotic, or do not read The Talespinner!!



## **MINUTES - JUNE 6, 1995**

### **MEETING**

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 8:05 p.m. with 29 members and one guest, Al Takatsch, present.
2. The May minutes were accepted as printed in the Talespinner.
3. President Richards reported that the commissioners agreed to a compromise regarding the field in which there will be NO FLYING on Thursdays and Fridays. The field is open Saturday thru Wednesday each week and the flying season will begin on January 1 and end on the Wednesday before Thanksgiving each year. Startup time will be 10:00 a.m. Wednesday thru Saturday, and 12:00 noon on Sunday. There is no longer a Silent Sunday - the field is open EVERY Sunday. In essence, we gave up flying on Thursdays and Fridays in return for our no longer Silent Sunday. President Richards will check with the commissioners regarding mowing and the use of electric and sailplanes on Thursdays and Fridays.
4. Treasurer Lloyd Briggs reported that WAM is still in the black.
5. The club voted to reimburse Milt Peacock for the printing of flyers for WAM which were distributed at the MARC show.
6. The MMA report was given by Ken Davis. (See report in this T/S.)
7. WAM received a letter of thanks for its participation in the Historic Air Show.
8. The Frederick Air Show will be held on August 26, and CBRC will hold a Scale Meet in Arden on August 20. (Call Milt P. for more information). WAM modelers will be invited to the 1996 Air Show at Carroll County Airport. (Ed. Note: The report is that many of the spectators enjoyed our program as much as the real airplanes).
9. John Schaffner read letters from modeler Adriano Meredder from Brazil, who thanked the club for patches sent by Milt P. and Ken Davis, and from Nick Jonckheere of Belgium, who described his paraplane model.
10. The AMA report was given by Milt P. A request was made to subscribe to the AMA newsletter for \$ 6.00 per year. This request was approved.
11. Milt P. gave the Radio Tech report. He provided information which he obtained at the MARC show regarding the new metal hydrazide NiCad batteries. They are powerful, but sensitive to heat and difficult to handle. ( So are some aeromodelers).
12. Membership chairman Bob Jenness made a motion to accept R.C. Marslender as a new member of WAM. R.C. was unanimously accepted.
13. The Carroll County report was given by Ray Miles. (See article in this T/S.).
14. The School Flight Program was also given by Ray Miles. (See article in this T/S.).
15. Property Chairman Bill Hasert hopes to have tents in place for weekend flying now that it is getting hot. (How about a swimming pool, Bill?).
16. Eddie the Editor reported that The Talespinner is spinning right along, thanks to the stalwart members who provide information and articles. As always, it would be appreciated if any member who has an item of interest, method of doing something, has used a helpful new tool, etc. would jot the idea down and send it to him. He'll certainly print it if he has it.
17. Milt P. gave a report on the recent MARC show. (See article in this T/S.)
18. Ken Eckard had to leave for work, but it was suggested that the commissioners and Director Soisson of the Dept. of Recreation and Parks be invited to our next Fun Fly.
19. President Richards mentioned that the grass at the field needs to be cut shorter and the parking lot also needs to be mowed.
20. Mr. and Mrs. Jack Untener (our ostrich raising neighbors) were unanimously voted into WAM as Honorary Members. They are GREAT NEIGHBORS!!
21. Ed Goldman thanked all of the people who have dealt with the County Commissioners and the Dept. of Recreation and Parks over the past several years. All WAM members agreed that the efforts of these people (Wendell Richards, Ray Miles, and Ken Eckard) deserved our thanks and appreciation, and their efforts were acknowledged with a round of applause.
22. There is a new hobby shop in Reisterstown.
23. There will be an IMAA show in Danville, Va. on June 23, 24, and 25. (Call Milt P. for more information).
24. Al Takatsch described his electric Piper Cub.
25. The 50/50 was not won. Bob Hunter's name was drawn, but he forgot(?) to put in his \$ 1.00.
26. The meeting was adjourned at 10:35 p.m.

### **SCHOOL FLIGHT PROGRAM NOTES**

On the next page you will find Ray's report on the School Flight Program, as well as several letters sent to him by some of the 3rd grade students. I can only tell you that the program is excellent and very enjoyable for those of us who participate. Even though it is hard work and time consuming, the rewards are there, also.

While space in the T/S limits the number of letters I can print, reading them is quite a treat, and shows that our efforts are appreciated and that the program does indeed add to the information that the students are taught in class.

I would hope that some of you could visit at least one school next year to see your club in action. You'll enjoy it!



## MARYLAND MODELERS REPORT

by Ken Davis

The "two-bit" picnic had less of a turnout than last year, and has been declining over the past three years. I would appreciate some input from club members as to what it is that is keeping you from coming out. Maybe you just don't want to associate with other clubs. Please let me know if you have any suggestions for improving the attraction of the event. Give me a call and let me know if you have any ideas to stimulate more interest.

BASS is having a two meter hand launch sailplane fly on June 11 in Upper Marlboro. Contact John Dorl for details.

Harford County RC is having a Big Bird Fun Fly on August 6. The location is between Aberdeen and Havre de Grace. You can either try to find the field on your own, but a better idea would be to call Charles Hughes.



## SCHOOL FLIGHT PROGRAM

by Ray Miles

Classes for the 1994-95 school year have been completed. Another year, another 2,000 youngsters encountered. We hope that WAM has been able to have had some influence upon the future of these boys and girls. Their letters to us indicate that the R/C flying seems to be the most remembered or the best part of our presentation. There are, however, the four or five students who have absorbed the essentials of our talk. One can tell by the contents of their letters.

This past year was not the greatest one for flying. The weather at the start of the year was horrendous: rain, snow, or high winds. We did finish up with four good weeks of flying demos. We are still waiting for Dutch to retire so that control line flying can be done at the schools with small fields. Each year, though, it seems that Dutch is one year further from retiring than he was the previous year.

A new Kadet will have to be built. These past three years have done a number on our current one, and a not so good flight damaged the wing and cracked the tail section. It is not easy to fly and dodge all of the obstructions that are in place at the schools: screens, gym classes, monkey bars, dips and hills, tall grass, etc. You name it and it's there. It gets more difficult each year. Milt P. deserves a lot of credit for doing as well as he does.

**THANK YOU ALL AGAIN FOR A GREAT YEAR. IT TAKES TEAMWORK, AND THAT WE HAVE.**

A lady had been married four times: first to a banker, then to an actor, then to a minister, and finally to an undertaker. When asked why she had married so often, and to men with very different occupations, she replied, "One for the money, two for the show, three to get ready, and four to go."



## WHAT THE KIDS SAID

Dear Mr. Miles and friends,

Thank you very much for coming to our school. I really enjoyed your lesson on flight. I learned a lot. It wasn't boring for me because I didn't know as much about flight as I do now. I loved watching the model airplanes, especially the ones that flew. Your talk about flight was great.

Thanks for encouraging us to stay in school. I am going to collage so I can get a good job.

Sincerely,  
XXXXXX

Dear AeroModelers,

Thank you for coming just for a special program to show everyone AeroModelers. It was absolutely terrific. And I especially liked how you let us walk up towards the AeroModelers and see all the very little people. I especially enjoyed the Montgolfiers Balloon-1783. I loved that AeroModeler. I'll tell you all 4 basic principals of flight just in case: 1. Thrust, 2. Lift, 3. Drag, and 4. Gravity. Happy I am! I am so happy how you and your friends helped you out because that's what friends are for in the first place.

How about some questions? Here we go.... Did you bye or already have the Aeromodelers? How many Aeromodelers do you have besides the one you show us on April XX? Do you collect or build Aeromodelers? Well, sorry but out of questions. Bye!

Sincerely,  
XXXXXX

Dear Aeromodelers,

I liked your program. The models looked very professional. I build models at my house, too. I have seven models, four I have not built. I have two big ones that will take a long time. Those ones are a B-29 and a B-24. The other ones are not too big. My favorite model that you brought was the Twin Beach. I like to draw airplanes, mostly from WW II. I get a lot of credit and am recinised (recognized?). I know for shore what happened to Amelia Earhart. I think she crashed into the ocean so hard that most of her plane fell apart and fell to the bottom and disenagreated! That's why we can't find it with sonar. I might fly the Arora someday. Not many people know about it. It is faster than the SR-71. I think airplanes are great!

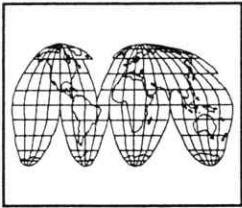
Sincerely,  
XXXXXX

Dear AeroModelers,

I am very interested in models so I really enjoyed the show. Thanks for the education you gave me. When I grow up I want to be like you. Your're nice, and smart. Now I know what I want to be.

Sincerely,  
XXXXXX





## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

27 September, 1994

(Tuesday)

The time is 0630 and everyone is up this morning at the Auberge du Carrefour, and our breakfast is set out for us already. Albert Fosty, one of our CRIBA friends, and a driver this morning, is there at the breakfast table with us and is distributing a souvenir poster to our people that depicts the American G.I. at the Battle of the Bulge. The theme of the picture is that "Belgium Remembers."

Our CRIBA cars and drivers show up at 0730 to return us to the Galaxy tour group at St. Vith for today's bus tour. So it is a tearful goodbye with Maria and Bernadette and Esmeralda, our gracious hosts.

This morning the fog is settled in and is reminiscent of those days back in December, 1944. Visibility is down to a minimum. I was sure that I could hear the firing of weapons. But no, we drive on peacefully out of that "twilight zone."

Lil and I are riding with Emile and Suzanne Picard again, and since Suzanne can understand and speak some English, there is a lot of chatter as our little convoy proceeds toward St. Vith. We arrive at the Pip Margroff Hotel just in time to unload our bags and say our goodbyes to most of the CRIBA friends. Tomorrow morning Mary and Louis Jonckea and Eddie Monfort promise to be here again to transport Lil and I and Walt to Verviers to catch the train back to Brussels. It seems that these people cannot do enough for us.

Our bus pulls out at 0900 to visit Luxembourg. The fog has cleared and we have a very pleasant drive through the lovely countryside of SE Belgium and into Luxembourg. The first stop is at Clervaux, where we are greeted by the Camille P. Kohn, president of CEBA, Frank Kieffer, curator of the CEBA museum, and Tilly Kimmes-Hansen, CEBA secretary and a CEBA guide. (The CEBA organization in Luxembourg is similar to CRIBA in Belgium). They conduct us to the "Unknown G.I." monument and tell us about why it is so important to them, as it represents their liberation from the Nazis. The town of Clervaux, especially the old castle, was left in ruins as the German army retreated in January, 1945, but one would not know to look at it now. Next we are toured through the old castle which contains the CEBA WW II museum and into a meeting room where our group is officially greeted by M. Kohn, who has a very warm speech to give, and then everyone partakes of the local wine in a toast of lasting peace and friendship.

As we are touring the museum, I have a moment of weakness and promise M. Kieffer, the curator, that I will send him a model of a P-38 for display. He also expressed a desire for models of the 195 mm. Howitzer M101 and the 155 mm. Long Tom cannon. I might even make him a model of an L-4 if we have a cold winter.

Lunch time is nigh, so Tilly leads us down the hill to a pizza

parlor for a "fast" lunch that took about an hour. Bad choice. Seems everybody wanted pizza and this place had a "one at a time" pizza oven.

Our conversation somehow got onto stamp collecting and before we departed Tilly presented me with a Luxembourg First Day Cover with a picture of General Patton commemorating the 50th anniversary of the Liberation of Luxembourg. We load up again for the drive to Diekirch. Our route takes us along a ridge having a panoramic view on both sides. There should be some spectacular scenery from this road in the winter.

The WW II Military History Museum at Diekirch is opened up to us and the horror and the hardships of the war are depicted by graphic displays, military hardware, and skillfully constructed dioramas. It is a sobering experience to view it.

We leave here and proceed to Ettlebruch for a look at the Patton Memorial. Here again, the memory of the war is ever present at those places that saw fierce fighting. There is an American tank on display, a stone monument-several bronze plaques, and a larger than life bronze statue of General Patton.

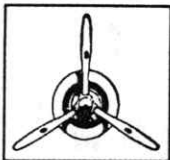
Our bus then continues on to Bastogne and the elaborate War Memorial at Mardosson, just outside the city. All of the major units that took part in the war in the European Theater, Army and Air Corps, are represented on the memorial structure with large reproductions of their shoulder patches. The memorial is star-shaped and open, with columns supporting a frieze around the top deck with the names of all of the United States in large block letters. The building containing the static displays of uniforms and personal equipment (and the gift shop) also provided a 15 minute film describing the battle that took place there in December, 1944. This is where the ABC-TV team took their leave of us. As we boarded the bus and rode off into the sunset, they filmed our departure.

Sometime "way back," someone said, "Those who do not learn from history are destined to repeat it." It is apparent to me that it will probably be a long time before war returns to Europe in those places we visited. These folks remember.

The bus returns us to the Pip Margroff Hotel in St. Vith for our final evening together as a tour group. Herr Pip serves us a fine dinner at 1900 and we split up to prepare for our departure in the morning. This evening Mary Jonckea phones to assure us that she, Louis, and Eddy Monfort would be there in the morning to drive Lil, Walt, and myself to Verviers to catch the train to Brussels. How can we make it up to them? (Maybe it is THEM trying to repay US?).

### Churchill's Commentary on Man:

Man will occasionally stumble over the truth, but most of the time he will pick himself up and continue on.



## CARROLL COUNTY REPORT

by Ray Miles

**FINALLY**, the field issue has been resolved. This was in great measure due to WAM President Wendell Richards. If

you recall, at the last meeting it was announced that we had received what I took to be the final condition, and that was to give up either a Saturday or Sunday of flying each week. Wendell read more into that than I did. He arranged a meeting at the Office of the Commissioners between the commissioners, R/S, ourselves (Wendell, Milt, Ken Eckard, and myself) and R/F. With that arrangement, it could not be said that anyone was not informed.

At that point, the commissioners stated that any decision reached by them would be the FINAL one, and now was the time to speak up. They wanted to know what we could counter-propose in an effort to settle this issue. Our position was that we certainly could not agree to a Saturday or Sunday shutdown because of the amount of dues necessary to maintain the field for limited weekend flying, the hunting season limit, and bad weather conditions, all of which already limit our activity. Giving up a weekend day would, in effect, end the club. But we would be willing to:

1. Agree to give up two days during the week, for example Tuesday and Thursday (but not necessarily those particular two).
2. We would want our Silent Sunday back for flying.
3. We would continue to honor the "limited fly zone."
4. We would continue to honor the hunting season shutdown period.

5. We would want a standard startup time of 10 a.m. Each of us, in turn, was given the opportunity to speak. Some of the comments were:

1. All previous compromises have come from us, and not one from the opposition.
2. Compromises are not working, and result in additional ones being asked of us.
3. With the days we had surrendered, and even given two additional days, this was not enough.

Thus, the meeting was terminated, and we were advised that a decision would be rendered. I was informed of the decision by R/S, and it is as follows:

1. The two NO FLYING DAYS are Thursday and Friday.
2. We no longer have a Silent Sunday. We can fly EVERY Sunday.
3. Hunting season dates remain as they are.
4. Start up time remains at 10:00 a.m. for Monday thru Wednesday and Saturday, but is at 12:00 noon on undays. (Same as before).
5. We will continue to honor the "limited fly" zone.
6. The most significant result is that neither the commissioners nor R/S has to respond to any further letters,

faxes, etc. from R/F. All we have to do is honor our commitment, watch our DBs, and HAVE THE FUN OF DOING WHAT WE LIKE TO DO!!!!

We will continue to be monitored, and well we should. The new rules and no flying days have been posted at the impound box. The new amended agreement was discussed at the June meeting, and a few minor issues still need to be resolved, but it looks like everything will be worked out and we can enjoy our hobby once again. AMEN!!

## MMA PICNIC

by Milt Peacock

On May 21, 1995, the MMA "two-bit" picnic was held at Mayeski Park in Winfield, MD. As you should know, every club member and his family were invited. Coffee, buns, hot dogs, hamburgers, beans, and soda were abundant.

The only thing not abundant was warm bodies. It was the poorest turnout we have had. The park has a ball diamond, playground items for the younger set, a covered pavilion, and tables. Can't ask for much more.

Many clubs were represented, but several did not appear. It's a shame that with all the hard work performed by a handful of the same people, more did not attend. You can't say it rained, either. We ordered up a perfect day.

No one was more upset with the depth of the grass than me. Who would believe how much it grew in a day and a half? I cut it Friday at 4:00 P.M., and it was great when I left it. By Sunday the runway was 2 1/2 " high. I'll admit, it was tough to get a plane up, but several pilots did fly many times. But no one knew the grass was a little high until they got there, so that was no excuse for not coming.

As you know, we had a "static" competition judged by "Pilots Choice." There were two classes: SCALE & SPORT. The winners were:

SCALE: Milt Peacock took 1st Place, and Bill Griffin and Ed Tennyson tied for 2nd Place.

SPORT: Lino Albi took 1st Place, and Wendell Richards and Ken Eckard tied for 2nd Place. Congratulations to each of them. All winners received a plaque.

I do think that those attending enjoyed the comradeship of others who enjoy our sport and recreation (and the food). It's a good question as to whether there will be a 5th Annual Picnic. Ya missed a good time!

## SAFARI GUIDE AVAILABLE

It seems as though WAM has a member in its midst who can penetrate the deepest vegetation, find hidden structures in the densest growth, press forward through stickers and poisonous vines, and return (almost) unscathed. Who is this remarkable man? It is our own **Dwight Baugher!!**

When Eddie the Editor's Airtrax failed to come out of a Talespin(ner) and plunged nose down into the woods, my hero Dwight was able to retrieve the plane. Thanks to Dwight, my Airtrax has soared and spun again!

## HISTORIC AIR SHOW

May 13 and XXX

by Milt Peacock

What a nice and different show! That was on Saturday. Sunday we were rained out. The show got a late start, but when it did get rolling, I should say flying,.....it got interesting.

Westminster Aero Modelers were asked to set up a display of model aircraft and also to fly RC in the morning to start the show. Ray Miles set up the static portion and I set up the flying part. I'm sure that I speak for Ray when I say, "Thanks for coming, fellows!" It was a bit of a hassle at the start but it got ironed out. The free admissions helped sooth the frustrations. Thanks go out to:

|                  |                   |                       |
|------------------|-------------------|-----------------------|
| Bob Allen        | Ed Goldman        | John Schaffner        |
| Hoyt Bishop - *1 | Bill Hasert       | Paul Schaffner - *4   |
| Lloyd Briggs     | Ray Miles         | John Sterrett - *5    |
| Ken Davis        | Milt Peacock - *3 | Ed Tennyson-CBRC      |
| Ken Eckard - *2  | Wendell Richards  | J. Tennyson - *5-SCAM |

\*1 - Flew his PT-19, \*2 - Flew his Cloud Dancer, \*3 Flew his Ercoupe and Stinson L-5, \*4 - Flew his Telemaster with a sailplane on which was released and flown by Ken Eckard, \*5 - Flew his Chipmonk.

Ed Tennyson brought and ran his 5 cylinder hand made radial engine. It is a thing of beauty and runs like a clock. Thanks to Ed T. That is something to be proud of.

A special thanks to Don Rothbaum of CBRC, who was our public address announcer. He did a fine job of describing the model flying, what the planes were doing, and who was flying them.

Several of the guys had never flown off a hard surface before, and it proved interesting for them. It's a little different when you must (should) land on the runway. We only had one mishap when a taxi-way light got in the way of one landing. I think the light suffered as much as the model. (Hopefully, more so).

This was to be a "Historic" type show, and it started with a 1909 Bleriot XI reproduction and another of a similar type flying on the far side of the airport. To name a few that followed: Bellanca, Curtiss Jenny, Fleet Bi-plane, PT-17, PT-19 and 26, AT-6, F4F, TBM, P-51, P-47, T-28, B-25, T-33, and any more.

If you wished to spend \$ 35, you could have a ride in a Ford Tri-Motor. This one was in the best condition as I have ever seen. You just don't realize how wide that wing is until it passes over your head while flying your RC. Talk about blind flyin"? Ya did it!

All of us got cooked in the sun watching the show, but it was worth it. It was a real shame that the weather turned sour on Sunday. Maybe they will have another show another time.

As a volunteer at a local hospital, a man sang songs and told jokes to entertain the patients. One day as he was leaving after his performance, the man said to a patient, "I hope you get better." The patient replied, "I hope that you get better, too."



# HAPPY BIRTHDAY!!

♦JULY♦

Dwight Baugher

Larry Nolte

Paul Schaffner



## AVIATION HISTORY JULY



- 2 1900 Count von Zeppelin takes 5 people on the first flight of his airship.
- 2 1937 **Amelia Earhart disappears.**  
First successful helicopter flight.
- 16 1969 **Apollo 11 launched.**
- 21 1969 **Neil Armstrong becomes the first person to set foot on the surface of the moon.**
- 21 1977 World record for hang gliding set (95 miles).
- 22 1933 **Wiley Post becomes the first person to solo around the world. (July 15-22).**
- 24 1919 First flight of the American trimotor passenger airplane (Garden City, New Jersey).
- 25 1909 **First crossing of the English Channel by a airplane.**
- 26 1985 The "Concorde" makes a historic, first-ever appearance at EAA in Oshkosh.
- 29 1958 NASA is created by Congress.



## BARGAIN CENTER



### FOR SALE

Goldberg Extra 300 Kit (New in Box)

\$ 100.00

Call Dave Kenney at 484-5054



## CONGRATULATIONS TO MILT

Those members of WAM who attended the recent MARC Show in Timonium and stopped by to look at the static display of R/C scale aircraft were probably amazed, as I always am, at the remarkable workmanship and scale appearance of the model airplanes displayed there. This year, **Milt Peacock**, took 1st Place in the Giant Scale category for his 1/5 scale Lockheed Vega ("Winnie Mae"). This aircraft, piloted by Wally Post, was the first to fly around the world (1933). Milt's winning entry is certainly a thing of beauty, as were the other entries. We congratulate Milt on being recognized for his outstanding modelling abilities.



## **MURPHY'S LAWS OF COMBAT**

*from AMA Newsletter, (May, 1995)*

1. When the enemy is within range, so are you.
2. Incoming rounds have the right of way.
3. The enemy diversion you have been ignoring will be the main attack.
4. If your attack is going well, you have walked into an ambush.
5. New draw fire, it irritates everyone around you.
6. When you have secured an area, don't forget to tell the enemy.
7. Never forget that your weapon was made by the lowest bidder.
8. Tracers work both ways.



## **BUILDING TIPS**

*from AMA Newsletter (May, 1995)*

### **PAINTING STRIPES**

Chris Barker of the Whidbey Island Radio Control Society suggests the following: When spray painting a stripe on a wing, for example, first mask the wing on either side of where you want the stripe to be. Then, instead of painting the color of the stripe, first spray the color of the rest of the wing and allow it to dry. This way, if paint is going to seep under the tape, it will be the same color as the surrounding area. When this coat dries it will seal any gaps between the tape and the wing surface. You can now paint your stripe without any worry of bleed-through.

*From Wing-N-It  
Tim Purcell, Editor*

### **MONOKOTE HINT**

When covering your nice, new airplane, stick a 2" length of double-sided Scotch tape on the edge of your workbench. After cutting a piece of covering material to size and you're ready to apply it, just tap the piece on the double-sided tape and the backing material will peel off neatly.

### **BATTERY PACK HINT**

When installing a new battery pack in your plane and/or transmitter, take a Sharpie permanent marker and write the date installed on the battery. Since battery packs have an expected life of about three years, you will know when it's time to think about replacing them - before it's too late!

*Bob Barnes  
The Manatee Flyer*

**Schmidt's Law:** If you mess with a thing long enough, it'll break.

**The Salary Axiom:** The pay raise is just large enough to increase your taxes and just small enough to have no effect on your take home pay.

## **PLACES TO GO, THINGS TO SEE**

The following is a list of some museums which might be of interest to you if you happen to be travelling and end up near one of them. I can't print all the info available, but you can always call ahead to get a schedule and list of activities.

**INTREPID SEA-AIR-SPACE MUSEUM**, Pier 86, W. 46th St. and 12th Ave., N.Y.C., N.Y. (212) 245-0072

The aircraft carrier Intrepid, 31 years in active service, has an impressive museum. More than 70 historic aircraft, rockets, and satellites. Open all year, Wednesday - Sunday.

**MID-ATLANTIC AIR MUSEUM**, Reading Municipal Airport, Reading, Pa. (215) 372-7333

Features aircraft restored to flying condition by volunteers. B-25J, Lockheed P2V Neptune, Martin 4-0-4, Vickers Viscount airliners. A P-61 "Black Widow" is currently being restored. Open daily except holidays.

**NATIONAL WARPLANE MUSEUM**, off Route 63, Genesco, N.Y. (716) 243-0690

Restores mostly WWII era planes to flying condition: including a B-17 Flying Fortress, P-40 Warhawk, Stearman PT-17, PBY-6A Catalina, PT-19, PY-26, etc. Year-round.

**NEW ENGLAND AIR MUSEUM**, Bradley Inter. Airport, Windsor Locks, Ct. (203) 623-3305

Largest collection in the Northeast. Tour guides and flight simulator. Daily except Thanksgiving and Xmas.

**FLORIDA MILITARY AVIATION MUSEUM**, St. Petersburg-Clearwater Inter. Airport (813) 535-9007

P2V-2 Neptune, A-4 Skyhawk, F-4 Phantom, C-47, AT-11, F-102, and many more. Days and hours vary.

**YANKEE AIR MUSEUM**, Detroit Willow Run Airport, Belleville, MI. (313) 483-4030

B-17, B-25, B-52, T-33, F-101, F-84, and LOTS more. Restoration work can be seen in progress, and there are engine, trainer, and museum displays. Closed Mondays and holidays.

**OLD RHINEBECK AERODROME**, the Original Museum in the Sky, Rhinebeck, N.Y. (914) 758-8610

Weekend shows feature planes from a 1909 Bleriot, 1910 Hanriot, 1911 Curtiss Pusher, Sopwith Camel, Fokker Triplane, etc., etc. The Flying Farmer performs here. Shows start late June and continue through most of October.

**AMERICAN AIRPOWER HERITAGE MUSEUM**, located at the Confederate AF Headquarters in Midland, Texas. (915)-563-1000

Internationally recognized for its' extensive collection of WWII artifacts. Museum tour given. Daily except Thanksgiving and Xmas.

**MUSEUM OF AVIATION**, located next to Robins AFB, Georgia. (912)-926-4242

Aircraft from a 1896 Chanute glider to an SR-71. Many other aircraft from all eras. Free. Museum is open Daily except Thanksgiving, Xmas, and New Years.



### **BRITISH TORNADO INTERDICTORS OVER IRAQ**

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The Panavia Tornado Interdictor was designed by the Belgian, British, Canadian, Dutch, Italian, and West German governments as an advanced warplane to provide NATO partners with a STOL plane able to undertake roles in close air support, battlefield interdiction, long-range interdiction, counter-air attack, interception, air defense, reconnaissance and naval strike roles. Several countries dropped out of the project, leaving Britain, Italy, and West Germany to develop the aircraft. The resulting MRCA-75 (Multi-Role Combat Aircraft for 1975) was a high performance, fly-by-wire, advanced avionics plane which could fly at supersonic speeds at low altitudes in all types of weather. The goal was to allow pin-point day or night first pass attacks with a heavy (and diverse) warload against a variety of well defended targets.

Five core capabilities were required: 1) The ability to take off and land in very short distances, 2) the ability to fly at high speed at very low levels over long ranges, 3) the ability to undertake low-level penetrations of hostile air space by and or night in all weather, 4) the ability to hit any target with complete accuracy in a first pass attack, and 5), the ability to attain supersonic speed at all altitudes. A variable geometry wing was a necessity. In its' minimum-sweep configuration of 25° high lift was provided for take-off and landings which reduced speed and allowed for shorter runways to be used. In its' maximum sweep of 68° the wing allowed high supersonic speed and low gust response for a smooth low-level ride.

The powerplant consisted of two turbofans with very low fuel consumption for long range, and high after-burning thrust for maximum acceleration at take-off. The Tornado can fly at Mach 1.2 at an altitude of 200 feet, reducing warning time to enemy defenses. A wide variety of missiles, as well as different types of bombs, can all be delivered by the Tornado. These warplanes saw extensive action in Desert Storm and are one of today's most important warplanes. The Tornado still forms the main interdiction and strike strength for the air forces of Great Britain, Italy, and West Germany 20 years after its first design took to the air.



## COMING EVENTS

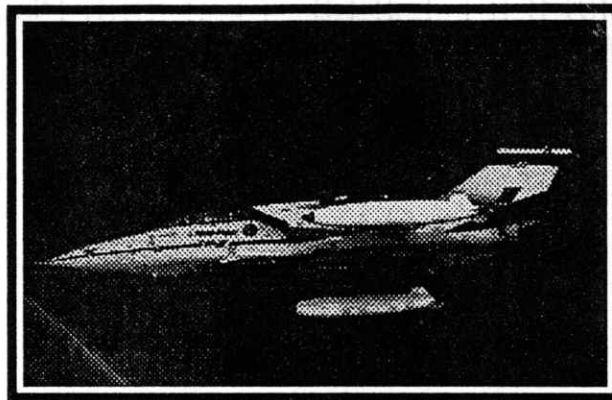


- 7/15 GIANT SCALE FUN FLY.** The Big Baltimore Barnstormers IMAA. 10 am til 8 pm. RCMB FIELD, PARKTON, Note this date. This date is correct!! Call (410) - 483-9783 for more info.
- 8/20 CBRC 19th Annual R/C Scale Contest.** AMA Santed. Sportsman, Expert, and Team Events. For info and registration, call Steve Wheeler (410) - 647-1483.

**For more details about events,  
call Milt Peacock @ 833-3122  
PUT DATES ON YOUR CALENDAR NOW!**

This issue of The Talespinner  
was printed, folded, stapled, and mailed courtesy of:

**Our Hero: Ed Popp**



### PANAVIA TORNADO INTERDICTOR

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO:

John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**





# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

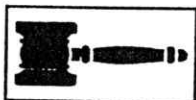
TUESDAY  
AUGUST 1, 1995  
8:00 P.M.

VFW HALL  
WESTMINSTER

Volume 11 Number 7

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

When it rains, it pours. That old saying surely has proven itself this past month or so, and the grass certainly loves it, as some of the members can tell you after they tried to coax their planes off the runway recently, without success. Some of the fellows who did get their planes off were treated to something resembling a "Velcro" landing, when the model seemed to just "stick" to the point of touchdown, and would not move again. All this was less than 48 hours after the field was mowed. But this is still better than bare ground or all of those #@!!\*&\*%# rocks and stones we had last year. Right?

I had another "first" this past weekend. After starting my engine (YS 120) and walking around behind it, I accidentally bumped the throttle, and the plane "jumped" into my flight box and did a fair job of chewing it and my starter up before I could pull the stick back. Now I can tell you that this all happened in a fraction of the time it takes to tell it, but the startling effect it has on you lasts a long time afterward. Not to mention the embarrassment of it all. Fortunately, no one was injured or threatened, but surely could have been if conditions had been only a little different. I do not intend to treat this lightly as it could have been very dangerous, to be sure. But as it turned out, it was the first time that I had to do a repair job on my flight box after a days' flying.

On another note, it was a welcome "Carroll County"

report from Ray Miles at the July meeting when he said that he had heard nothing from the county in the way of complaints or concerns. Maybe we really will have some peace of mind at our flying field now.

We also have a tentative Fun Fly date of August 6. This is a Sunday, so why don't you make plans to be there? The last two we had (last year) were enjoyed by all participants as well as the spectators, and it is also a good time to meet some of your fellow club members and chew the fat (so to speak) about airplanes, or whatever. And it will give me a chance to.....

See You At the Field,  
Wendell

## EDITOR'S NOTE

Is there something missing in your life? Perhaps it was Page 7 of the June issue of The Talespinner. Due to a mild oversight, this page was not forwarded to our printer, and the June T/S was a nine pager. Don't worry, though, because having one less page to read probably gave you time to do something important, like reread page 6.

This issue may also be shortened due to the late July meeting, early August meeting, and the fact that I will be away for one of the weeks in between. If the July T/S is a full one, you can rejoice. If it's not, you can always read it twice!



## MINUTES - JULY 11, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 8:00 p.m. with 18 members and 1 guest (R.C. Marslender's father) present.
2. Milt Peacock reported that the June meeting of the MMA meeting was cancelled: therefore, no report.
3. Treasurer Lloyd Briggs reported that WAM is still in the black.
4. Milt Peacock mentioned in his Communications report that Carroll County wants nominations for the "Carroll County Most Beautiful Person." Also, a Scale Event will be held at the CBRC field in Arden on Sunday, August 20.
5. AMA representative Milt Peacock reported that the AMA wants to know the location of the CCMA field. Information was sent to Howard Crispin. Also, Maynard Hill has set another new world record by flying 776.75 MILES on a closed course to add to his other records. An amazing feat. (See article). The AMA Council for elections announced that District 4 is not electing this year.
6. John Schaffner read a letter from Nick Jonckheere (from Belgium) in which he mentioned visiting an air show, and that he enjoys reading *The Talespinner*. He also asked for an explanation of what a 50/50 is. Ariano Merceddo, from Brazil, sent 4 decals of his country's flag for WAM club members. Alberto Neucioni of Italy sent a letter explaining why he has not written to John for so long. It seems as though his young son developed a quite unusual and severe problem which occupied almost all of Alberto's time. Fortunately, his son is making good progress, and we all hope that Alberto and his family continue on the road to recovery and good health. (Ed. Note: Alberto's letter was quite involved and revealed that John's correspondent is quite a fine person in many ways. He showed great courage, compassion, and other attributes of character in dealing with his family problems and being willing to share his feelings with us through John. He sounds like a very admirable individual).
7. Radio Tech Milt Peacock reported on a new radio with the ability to dial in different frequencies. This might be a concern to other fliers in that as the operator is changing frequencies he might interfere with another pilot who is flying on one of those frequencies. Sounds like something to be wary of and, hopefully, the radio is not actually transmitting while the frequencies are being changed.
8. Membership Chairman Bob Jenness was not present; therefore no report.
9. Carroll County representative Ray Miles reported

that there has been NOTHING TO REPORT regarding the field. This is the first time that we can remember such good news in a long time. HURRAY!!

10. Sound and Safety Chairman Ken Eckard reported that everything was great at the field.
11. Ray Miles had no report on the SFP (school is out).
12. The South Carroll club has closed their field on Route 32 and is now flying on state property on the grounds of Springfield Hospital.
13. No reports regarding new products or projects were given.
14. The grass at our CCMA field is growing too fast for some people's models. Even though the grass is cut on Fridays, it is pretty long by Sunday. Lots of rain and plenty of fertilizer is responsible. Someone (E.G. it is said) received a personal invitation to fly on July 4 because he had trouble flying on the Sunday before. The grass was cut again (just for him?) on Monday, but unfortunately E.G. couldn't make it to the field to take advantage of the clipped grass. Please give me a call next time. I appreciate it! (Whoops).
15. The 50/50 would have been won by Roger Newcomer had he been present at the meeting.
16. The meeting was adjourned at 9:30 p.m.



## MARYLAND MODELERS REPORT

*by Ken Davis*

As mentioned in minutes, the June meeting of the MMA was cancelled due to unforeseen events. Tune in next month for all the latest.



## AMA NEWS

*by Milt Peacock*

See minutes for AMA news. See article about Maynard Hill's new and additional world record. Very interesting.



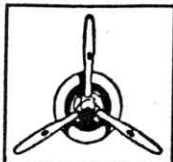
## SCHOOL FLIGHT PROGRAM

*by Ray Miles*

All is quiet on the school front as summer ends that activity. Letters will be sent to all 3rd grade Science teachers by the end of August for scheduling in the coming year.

Editor's Note: As usual, the members of the SFP can always use some additional help. If any WAM members find themselves with no great obligations on a Wednesday morning during the school year, your help would be appreciated. I don't think that you will regret the time you spend. The SFP is wonderful, and any WAM members are always welcome, even if just to visit and experience the presentation for themselves.

**Law of Human Quirks:** Everyone wants to be noticed, but no one wants to be stared at.



## CARROLL COUNTY REPORT

by Ray Miles

Here, too, all is quiet. I have heard nothing from the County of any misbehaving on our part. (Ed. Note: There never was!).

That's good news. I haven't been to the field lately because both of my charge units are being repaired, but I did post the new Day schedule, non-flying times, and any other changes that were required by the new contract with the County. All we have to do is to follow and obey the terms of our contract.

## STARS SCALE RALLY

Olean, New York July 8-9, 1995

by Milt Peacock

Actually, the rally is in Ischua, New York, which you have probably never heard of. The city of Olean closes down their Municipal Airport, which is in Ischua, from 10:00 a.m.-5:00 p.m. Saturday and Sunday for the rally. The only requirement to fly is that your model must be a replica of an actual aircraft. No Stingers, Kadets, etc.

When you register you receive a ticket for a FREE chicken dinner. You can buy extras or food tickets worth \$5.00 that can be used at the refreshment stand operated by the Hinsdale Volunteer Fire Department. There are no landing fees. It's FREE.

On Saturday night an auction is held in the hanger with the club receiving 10 % of the selling price, but no fee if it is a buy back. That auction is a lot of fun as there are quite a few Canadians in attendance and if the exchange rate is favorable, they bid like crazy. It's a lot of fun.

I went to Hornell on Thursday to visit an "ole" flying buddy, Dave Lander, and his wife, Judy. We stayed with them and went to Olean the next morning to get a good place to set up our shelter. Mine is 10' x 20' and we needed that to protect our models on Saturday. I got one flight in on Saturday morning and then the misty rain started which lasted most of the day. There were a few souls who braved the rain and flew, anyway. Tain't for me. That made it "PARTY TIME." I know quite a few people up there now which makes it nice. Crazy bunch!!

Sunday brought blue skies with puffy clouds and wind on the runway. We had 86 registered pilots with a lot of scale flying time on the 5 flight stations.

This event is the weekend after the 4th of July every year. You fellows who have scale aircraft should go sometime. I know that you would have a good time. Hornell is 287 miles from my house and Olean is 46 miles from Hornell. It's not that far. Think about it for '96. Motels are reasonable and not too far away.

**Firmage's Law of Auto Repair:** That which is attached with only two bolts is directly behind something which is attached with eight.



## WHAT THE KIDS SAID

Dear Mr. Miles and friends,

Thank you very much for coming to our school. I really enjoyed your lesson on flight. I learned a lot. It wasn't boring for me because I didn't know as much about flight as I do now. I loved watching the model airplanes, especially the ones that flew. Your talk about flight was great. Thanks for encouraging us to stay in school. I am going to college so I can get a good job.

Sincerely,  
XXXXXX

Dear Mr. Miles and friends,

Thank you for coming to my school. I really appreciated that. I also enjoyed seeing the airplane fly up in the air. That was really neat. I also liked that big roket. I liked how you taught us about thrust, life, drag, and gravity. My favorite part was when you flyed that bird and it crashed into the wall. I really think your very knowledgable. I can tell you really care about and love planes. I think you really proved what you said. Like you proved the top of the wing was longer. Well, I really hope we meet again.

Sincerely,  
XXXXXX

Dear Aeromodelers,

I want to thank you for what you did. I'm in 3rd grade. My name is XXXX Utz as potatoe chips. I'm in XXXX school. What I liked best about your program was the hot air balloon by the Montgolfieres. That was cool. The models must be a lot of cash \$\$\$. On the bottom of the paper is a picture. Hope to see you next year.

Sincerely,  
XXXXXX

Dear Aeromodelers,

I am very interested in models, so I really enjoyed the show. Thanks for the education you gave me. When I grow up I want to be like you. You're nice and smart. Now I know what I want to be.

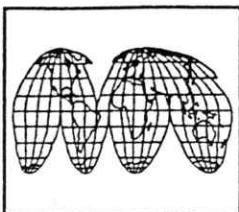
Sincerely,  
XXXXXX

Dear Aeromodelers,

I really enjoyed your program today about "flight." I learned that when the first shuttle went to space while it was going up pieces came off. Some of the pieces fell in the atmosphere and burned while others fell in the ocean. I liked it when you explained how the four forces work together to lift the plane and let it fly. Thanks for coming!

Sincerely,





## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

28 September, 1994

(Wednesday)

We are up and about at 0630 and since it is early we take a short walk around the neighborhood. St. Vith is another of those towns that were unfortunate enough to have been directly in the path of bitter fighting during World War II. About the only things that remained the same in the process of rebuilding was the positioning of the roads and the general architecture. I have seen aerial photographs that were made after the battle here and there is nothing but rubble and shell holes evident.

I notice that the sidewalk is being washed down in front of the hotel. It may have needed it since dog owners around there seem to allow their mutts to relieve themselves anywhere they have the urge. It's easy to cut your foot on a "Dutchman's razor." I would imagine that hosing down the sidewalk is a daily ritual in St. Vith.

We have breakfast at the hotel and Mary, Louis and Eddy show up as scheduled to drive Lil, Walt, and myself to Verviers to catch the train. We are totally dependent on our Belgian friends for these favors, but never nervous about whether they will let us down or not. I know that would be unthinkable to them.

After a pleasant drive to Verviers we are on time to catch the 0925 for Brussels. Mary and Eddy escort us to the platform and wait with us for the arrival of our train. When it stops in front of us where are the emotional goodbyes, hugs, and kisses on both cheeks, and we are off again. When we arrive at Brussels' Central Station this time, we have the smarts to hail a taxi at the front of the station for the ride to the Hilton.

At the hotel we arrange with the concierge for a bus tour of Ghent and Brugges for tomorrow. Walt and Lil and I walk to a little deli type restaurant for lunch and then "do" downtown old Brussels. Around the Grand Place there is a "mime" entertaining the crowds, and further on, a young fellow is playing his clarinet for tips. It is a fascinating old city to stroll, but one must always be on the alert for the ever-present beggars, pick-pockets, and thieves who can easily recognize a tourist. If you appear to be aggressive they will leave you alone. In the afternoon, the three of us stop at a nice restaurant on the Boulevard de Waterloo for something to kill our afternoon appetite. I was satisfied with a chocolate souffle' and a cup of coffee. Mighty good, thank you. Belgian chocolate is of the quality that some people would kill for. We spend more time walking the old city and later that evening we returned to the same place for a fine dinner.

On the way back to the Hilton we do a bit of window shopping and I notice a nice men's suit in the show window of a habadashery (Georgio Aramini's). It was priced at about \$ 4,000, but that included the shoes and tie. Too bad it was

after hours and they were closed. We are back to the Hilton about 0900 to relax awhile and then to bed early.

Tomorrow we are planning a tour of the ancient cities of Ghent and Brugges.

## FLASH - STOP THE PRESS - HOT NEWS

Excerpted from District IV Newsletter

June 1995

Hagerstown, Maryland - June 26, 1995

A new FAI World Record was established at the Mason Dixon Drag Strip (and it wasn't by a fast car) in Hagerstown, Md. Maynard Hill set a new FAI record for F3A Piston Motor Airplanes Distance in a Closed Course. Maynard had previously held this record, but Gian Maria Aghem of Italy had broken Maynard's old record by flying an R/C aircraft a distance of 1239.00 kilometers on July 26, 1986. Maynard flew a distance of 1250.00 kilometers ( 776.75 miles) to set the new record.

Maynard Hill's record setting flight began at 0700 on a day threatened by rain. The flight ended at 2000 hours, for a flight of 13 continuous hours. The closed course was set up with two pylons 0.5 kilometers apart, giving a distance of 1 km. per lap. The pilot stands in midway between the pylons, and other helpers with radios call the turns. Members of the Pegasus Radio Control Club and DCRC helped with the event, although Maynard was the only one to fly the plane. After the record was set, fireworks and champagne cork erupted.

For those of you who may not know about Maynard Hill, here is a brief synopsis of his accomplishments. He has been pursuing world records for many years, and has excelled designing, building, and modifying aircraft, engines, controls, etc. in his quest. He currently holds the following world records:

1. Piston Motor Airplane Duration: 33 hours, 39 minutes, 15 seconds. Set October 3, 1992.
2. Altitude: 26,922,24 feet. Set September 6, 1970
3. Speed on a Closed Course: 150 mph. Set November 26, 1984.
4. F3A Piston Motor Seaplane - Altitude: 18,535.28 feet. Set September 3, 1967.
5. Distance in a Straight Line: As mentioned above, Maynard recently broke this record, also. He also had a full pound of fuel left after his flight of 776.75 miles, so it is a pretty sure bet that he will attempt to break this recently set record.

Maynard Hill is one of the outstanding aeromodelers of all time, and has been involved in many aspects of the craft. His applications relate to model aircraft, remotely piloted vehicles, and full scale aircraft. Among his many endeavors was the invention of the electrostatic autopilot, a system making use of the natural electrical fields of the atmosphere. Congratulations to Maynard Hill. He is an incredible aeromodeler!!

## **RALLY OF THE GIANTS** **IMAA NATIONAL FLY-IN**

**JUNE 22 - 25, 1955**

**Danville, Virginia**

*by Milt Peacock*

I packed up my trailer and headed for Danville, Virginia on Wednesday morning (6/21). We arrived there about 3:00 p.m., found a spot to set up my gazebo and scouted out the lay of the land. The rally was held at the Danville Municipal Airport. The city closed down two runways on one side of the airport for our use. Speaking of the city, they were beyond belief. They set up safety cones on the highway to control traffic and create an entrance for the rally. Police were there directing the traffic. The Rescue Squads handled the parking (free to participants and \$2 - \$3 for spectators) along with First Aid service, etc. If you wished, you could fly on Wednesday, but we checked into our motel and put the transmitters on charge. The receivers were being topped off via my 12 volt system in the trailer.

Opening ceremonies took place Thursday morning with the city fathers and other officials welcoming us. It just so happens that the Mayor is an R/C flyer, which certainly was in our favor. The American Legion's Color Guard was present and played the National Anthem, followed by a local dare-devil who cut the runway ribbon with a 120 Stinger on knife edge 3 feet from the blacktop. Whew!!

The fun began on a VERY humid day. The weather threatened, but didn't dare rain on us. Once in a while it got a little breezy, such as a little "twister" which crossed the approach end of the runway just as I was coming in with my L-5. The wind flipped it onto its back, blew a couple of shelters down, and damaged three models on the ground. I managed to save the L-5 with no more than a broken wheel and windshield.

Friday, Jerry McCallum and his wife, Denise, from RCMB showed up, so we shared my shelter area with them. It was nice to have someone from home to enjoy the affair with.

There were five flight stations and lots of room to fly. You had to have a spotter who was in communication with the flight line controller who gave you permission to take off, make a low pass over the runway, do a touch and go, and land. He called the shots and it worked great. When the pin was available, you moved into line at the station from which you wished to fly, and usually only two or three other people were in line with you.

By Sunday, 445 pilots were registered. But unless you had a popular channel, it was no problem to fly. I was lucky in that only one other person had my channel. I'm here to tell you, a hard surface runway spoils ya!

Friday night brought forth a cocktail and hor d'oeuvre

party at the local National Guard Armory with a DJ for dancing. On Saturday night we have a nice banquet with a live band.

Most of you reading this have never seen so many models at one time. Many R/C aircraft were for sale, such as a 40% Stearman selling for \$6,000.00, a 1/2 scale Cub which you could own for a mere \$8,000.00, a B-24, B-17, F7F, F-82, and, of course, Jerry's beautiful Acrobat with smoke and my Ercoupe and Vega. There were also about 30 vendors there with everything you wanted.

It rained every night, but we had good weather in which to fly every day. I was certainly glad that I went to this rally. Next year it will be in Louisiana, which is a mite far. It was great to see and fly with many old friends.

## **FOREIGN CORRESPONDENT**

*by Eddie the Editor*

For those members of WAM who cannot make it to the meetings, you are missing something very interesting. During most of our meetings, John Schaffner reads at least one, and sometimes several, letters from fellow aeromodelers to whom he has been writing for quite some time. These letters are not only informative, but they show us that those of us who pursue the hobby of R/C aircraft share the same love of the hobby, encounter similar problems, and maintain an active interest in building, flying, and learning about model (and full-scale) aircraft.

Foreign correspondent John communicates with Adriano Merceddo from Brazil, Nick Jonckheer from Belgium, and Alberto Neucioni of Italy. These fellows seem to love their contact with WAM, thru John, and write long letters to him every 1 - 2 months.

At the July meeting, we heard from our long-lost "pen pal" from Italy, Alberto. It seems as though his son had a major problem of an unusual nature which, thankfully, is improving. John hadn't heard from Alberto for a long time, and we were all wondering what might have become of him. But it turned out that he was being a father and husband first, and did not have time to pursue his hobby. He put things in perspective and devoted himself to helping his young son recover from his illness. Alberto's letter could have come from anywhere in the world, because his human reaction to a problem with his son simply overwhelmed him. His openness and willingness to share his thoughts and concerns with John speak well of both Alberto and John. I'm sure that Alberto would never have revealed what had transpired to John unless he felt very comfortable in doing so. So, my hat is off to our Foreign Correspondent, John Schaffner, for representing WAM and helping to promote the comradeship of R/C flying by staying in touch with fellow modelers in three countries.

## MAKING GAPLESS HINGES

You may have seen fabric "gapless hinges" advertised in many of the model magazines. Well, here is a way you can make your own gapless hinge, using either Monokote or fabric coverings such as Solartex or Worldtex. The benefits are less flutter of control surfaces, lower cost, and a hinge that can't come loose!

First cut two strips of covering material with the same length as the control surface you will hinge and about 1/2" in width or larger, depending on the size of the ship (plane). Use the same color as the surrounding surface.

Next, you'll need to make a special heat tool consisting of a thin wire and a transformer. The wire gets hot from power provided by the transformer and is used to seal a thin line between covering strips. Place the two strips of material directly on top of each other with the adhesive sides facing each other. Apply heat with the wire, joining the two strips down the middle. Now, open the strips and use your iron to attach the control surface.

I have used this method on all the ships I build and I have never lost a control surface since converting to this method  
*by Don Swaggert.*

*From The Flightline  
Tom Minger, Editor*

## THE "IMAA" CORNER

*by Milt Peacock*

As many of you know, several of the WAM members fly giant scale aircraft which are too big to be flown at the CCMA. Most of these planes are powered by large gas engines which are on the edge of the noise restriction at CCMA. Therefore, we have formed a new chapter within the International Miniature Aircraft Association (IMAA). The Charter members are: Bob Allen, Hoyt Bishop, Milt Peacock, Wendell Richards, and Paul Schaffner. These models WILL NOT be flown at the CCMA, but at other fly-ins.

Our name will be "Baugher's Big Boys," our chapter number is # 569, and my address is the official contact location. Anyone interested in joining the IMAA can call me and I will get an application for you. The dues are \$ 15.00 per year, which also gives you a subscription to their magazine, "Hi-Flight," which is published four times per year.

I will try to keep you posted on upcoming happenings. The District IV Regional fly-in will be on September 30 - October 1 at Ridgely Airpark in Ridgely, Md. on the eastern shore. For more about this new chapter, call me at 833-3122.



## FIELD IS OPEN

FLYING TIME IS HERE AGAIN!

PLEASE USE THE  
DB METER

HAVE FUN!!



# HAPPY BIRTHDAY!!

## ♦AUGUST♦

Bob Allen  
Bob Hunter

David Goldman

Bill Hasert  
John Schaffner



## AVIATION HISTORY AUGUST



- 2 1909 U.S. Army accepts first airplane from the Wright brothers. (Six years after 1st flight).
- 12 1918 First regular air mail service in the U.S. begins: New York City to Washington, D.C. (Even then, junk mail went to Washington).
- 16 1960 Captain Joseph Kittinger completes the highest parachute jump (from 102,200 feet).
- 17 1978 First successful transatlantic trip in a balloon.
- 19 1871 Orville Wright was born.
- 20 1976 The "Viking I" lands on Mars.
- 25 1912 The first time an aircraft recovered from a spin.
- 26 1740 Joseph Montgolfier, pioneer Ballonist, was born.
- 29 1958 The U.S. Air Force Academy opens.

**FUN FLY FUN FLY**

**THERE WILL BE A WONDER-  
FUL, MARVELOUS, LIVELY, EN-  
JOYABLE, HAPPY FUN FLY ON**

**AUGUST 6**

**SUNDAY**

**GET THE PICTURE?**

**FUN FLY FUN FLY**



**BARGAIN CENTER**



**FOR SALE**

Goldberg Extra 300 Kit (New in Box)  
Call Dave Kenney at 484-5054

**\$ 100.00**

**Baruch's Observation:** If all you have is a hammer,  
everything looks like a nail.



## BULLET-PROOF PLANES

From the AMA Newsletter  
May, 1995

Many times it is necessary to reinforce a spar, a leading edge, or even a fuselage side but there does not seem to be the right material to do it with. Think about using Kevlar (yes, the stuff they make bullet proof vests from) to strengthen the structure. It is light, easy to apply, and I have tested it thoroughly. Kevlar is a fabric-like cloth and is available in several forms. One is fishnet line sold under the Stern brand in either 70 or 110 lb. test. I bought the 70 lb. test at WalMart in a 100 yard spool for about eight dollars. This will do a lot of planes! Another form is in woven strips and cloth. This is available in most hobby shops for about five to twenty dollars, depending on the quantity packaged.

I used the fishing line to reinforce the leading and trailing edges of my Sidewinder. I cut a groove along the leading edge, around the tip, and down the trailing edge. Then I dusted the wood and Kevlar line with baking soda (makes a great accelerator but creates strong fumes), laid the line in the groove and fastened it with a bead of CA. This was covered with light weight spackling compound and sanded smooth. You could not even tell it was there.

For wings with thin trailing edges, don't cut a groove; just lay the line around the edge and CA it into place. It adds quite a bit of strength and if you happen to bang it on a door frame it will not dent as easily.

Strips of Kevlar cloth do wonders for fuselage strength if you run them the length of the surface on the inside. The cloth can be held in place with 30 minute epoxy thinned with alcohol so it will soak through the cloth and attach to the surface.

Try it! It will only cost a couple of dollars per airplane, adds very little weight, and significantly increases strength.

Eagle Eye News  
Bob Czepl, Editor

## WISE WORDS

From the AMA Newsletter  
February, 1995

"Give us Spitfires!" Adolf Gallund, Luftwaffe General of Fighters, when asked by Herman Goering what he needed to win the Battle of Britain.

"We wouldn't do it again for a million dollars." Lowell Smith as he climbed from the open cockpit of his Douglas World Cruiser after completing the first around the world flight.

"A monument to drag." Jeff Micko, on the landing configuration of a Corsair.

*When once you have  
Tasted flight  
You will always walk  
The earth with your  
Eyes turned skyward;  
For there you have been  
And there you will  
Always be.*

*Leonardo da Vinci*

**Drew's Law of Highway Biology:** The first bug to hit a clean windshield lands directly in front of your eyes.  
**Herblock's Law:** If it's good, they discontinue it.  
**Law of the Marketplace:** Weekend specials aren't.



DO YOU KNOW THIS PERSON?

AMA National  
Newsletter



## AVIATION TIBDITS

John Schaffner

### CURTISS GOLD BUG

The Gold Bug was the first airplane built independently by Glenn Curtiss and was shown in the spring of 1909. From it, he developed his famous "Golden Flyer," which proved to be one of the fastest aircraft in the world at Reims, France.

### ANTOINETTE

The Antoinette was built by Leon Levavasseur in 1908. It was powered by a 50 horsepower, 8 cylinder, water cooled engine, and weighed 101 lbs. The length was 37', the wingspan was 42', and its' maximum speed was 45 mph. The airplane was specially built for Hubert Latham, who took off two days after Louis Bleriot's triumphant crossing of the English Channel to try to better Bleriot's time. It was also the maiden flight of the airplane. (Ed. Note: Was the brain functioning?). After about 7 miles, the engine quit and Latham came down in the channel. The pilot and the airplane were fished out of the water by a French torpedo boat off Calais. Latham made up for this failure by winning the altitude prize at Reims a month later when he flew the Antoinette to a height of 508.5'. The shape of the Antoinette set the example for aircraft design for years to come. It was named for Antoinette Gastambide, the kind of woman men write poems about and name airplanes after.

### BLERIOT XI

Built by Louis Bleriot, his model XI was powered by an Anzani 3 cylinder, 25 HP engine. Gross weight was 661 lbs., wingspan was 25' 7", length was 26' 3", and maximum speed was 47 mph. Bleriot was the first one to cross the English Channel by air, flying from Calais to Dover, on July 25, 1909. The London Daily Mail had offered a prize of 1,000 pounds to the first aviator to fly the channel. Bleriot's flight took 16 minutes, 35 seconds, but almost ended in disaster. His engine overheated and leaned out over the water, but a sudden rain squall cooled the engine, it recovered, and the record-breaking flight was completed.

### FOCKE-WULF - 189

One of the mainstays of the early German WWII Luftwaffe, the Focke-Wulf entered service in July, 1940 as a short range reconnaissance/support type aircraft. It was used primarily on the Eastern front, and was continuously produced until 1944, by which time 850 aircraft had been put in service.

**Kierkegaard's Observation:** Life can only be understood backwards, but it must be lived forwards.

## RETHINKING "LIFT"

A recent letter to the editor in the June, 1995 issue of Model Aviation from Don Typond of Warwick, New York discussed the subject of wing shape and its' relation to "lift". Some people have theorized that because some wings have a flat bottom and a curved top surface, the air which passes over the top of the wing must travel faster than the air passing below the wing in order to meet at the trailing edge of the wing at the same time. Since the top of the wing is curved, the air must travel a greater distance and therefore its' speed must be greater. This differential in air velocity is supposedly what causes a partial vacuum to develop on the upper surface of the wing, and this vacuum literally "sucks" the wing into the air because it creates "lift."

This theory relates to Bernoulli's principle which pertains to the velocity of a fluid and its' effect on pressure. But Bernoulli proposed his theories based on fluids, not gases. And since Bernoulli died in 1705, it is doubtful that his theories had anything to do with airplane wings.

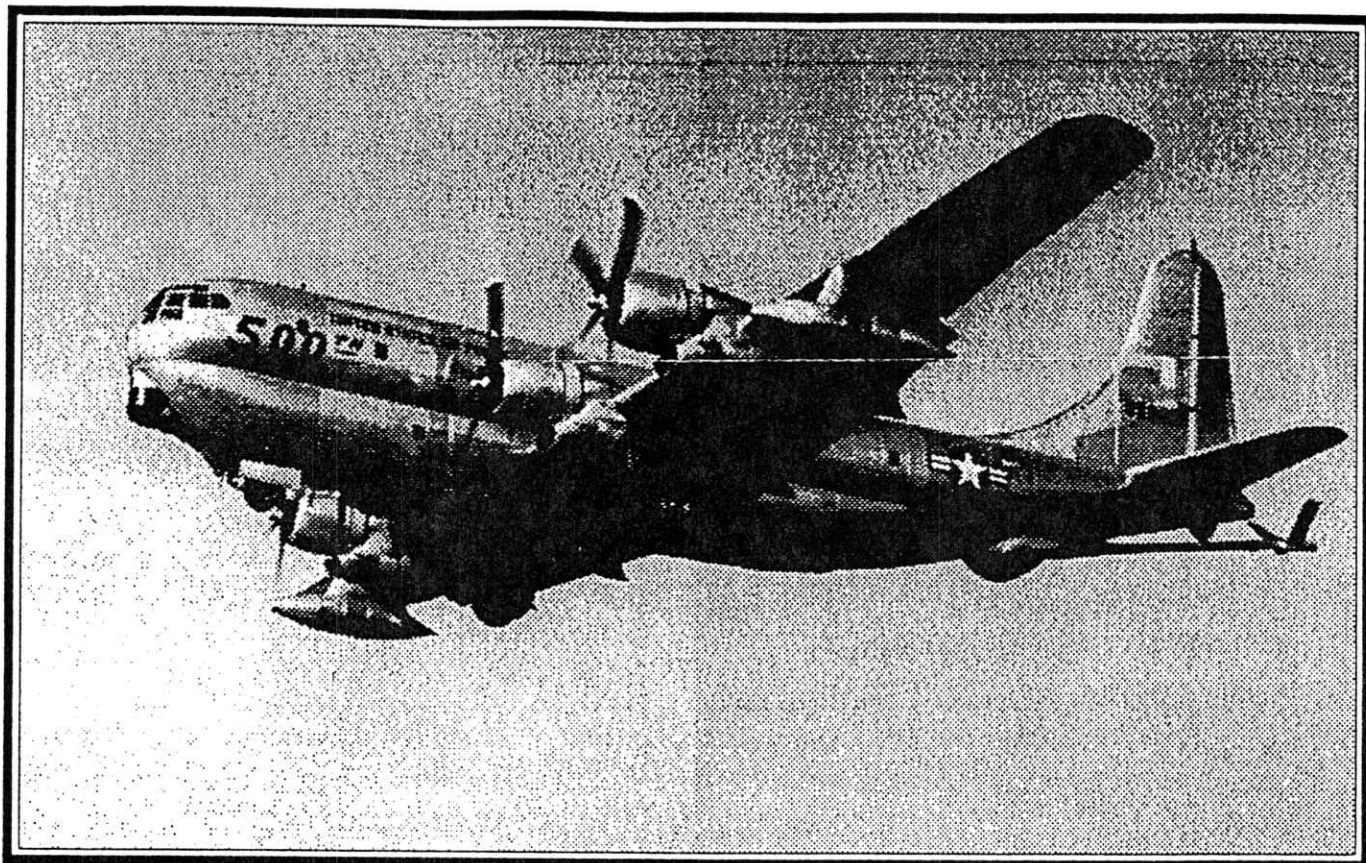
Even if Bernoulli's theories did relate to the shape of a flat-bottomed wing, and did create a vacuum or negative pressure on the top surface, how does that explain the fact that symmetrical wings or wings which are flat on the top and the bottom (toy gliders) are able to create "lift". There must be something else involved, and there is.

A wing generates lift through its' angle of attack. The more a wing is tilted upward at its leading edge relative to the fuselage, the more "lift." A little bit of tilt creates a little bit of "lift", and more tilt creates more "lift". But if you tilt the wing too much, the wing will stall. The reason that a wing is designed with a curved surface is to allow a smoother airflow which, in turn, allows a higher angle of attack to be built into the aircraft before a stall is created.

See, you learn something new every day. (Well, some days we don't). Anyway, I never could understand why airplanes flew, and now even what little I thought I understood I find wasn't correct. It would probably have been better to forget what I thought I knew or never tried to understand it in the first place. I'm sure that some day another smartaleck will write a letter to the editor and tell us that Don Tymond is wrong, also. Maybe airplanes don't even really fly at all, and we just think they do, so none of this makes any difference anyway.

We could all go up to the field and not fly at all, but pretend that we did. Then we would have nothing to repair, wouldn't have to build another plane, quiet an engine, adjust the trim, and hope for a good flying day. We could use the field more often, stay in our cars on cold days, not worry about wind or rain, and fly anywhere we wanted. WOW!! But then again, someone would probably complain that there were too many cars parked at the field, and we'd have to perform an imaginary test flight for county officials. They would have to listen for imaginary sound, and where would we be then? I guess we should just fly the way we do now, and not worry about why our planes stay in the air.





### BOEING 367 STRATOFREIGHTER

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The Boeing 367 Stratofreighter (also known as the KC-97) was born along with the the B-29 bomber. In 1941, Boeing began to consider a transport version of the B-29 Superfortress. The U.S. Army Air Force was sorely in need of long-range transports soon after the U.S. entered WWII, and the Stratofreighter was the result of this need. This was a natural development, since other bombers were modified and developed into transport aircraft. (The B-17 Flying Fortress was also reconfigured into a previous transport). The KC-97 used the wings, tail unit, landing gear, and original powerplant of the B-29. The fuselage, however, had to be redesigned with a "double-bubble" module in order to withstand the strains of pressurization. In addition, two levels of payload volume had to be developed to maximize the storage capability of the airplane. The Stratofreighter could carry 134 troops, or three loaded 1.5 ton trucks, or two light tanks loaded via lower clamshell doors and built-in ramps. A hoist travelling along an overhead rail aided in loading and unloading. Other Stratofreighters were modified to function as inflight refueling tankers.

The Stratofreighter was powered by four Pratt & Whitney R-4360-59B radial piston engines, each rated at 3,800 horsepower. Fuel capacity was 14,990 gallons internally, and could be supplemented with an additional 1,400 gallons in external underwing tanks. Empty weight was 82,500 lb., with a maximum take-off load of 175,000 lb: This meant that the Stratofreighter could carry more than its own weight in luggage.

Maximum level speed was 375 mph with a cruising speed of 258 mph. Maximum range was an incredible 4,300 miles: this was necessary since the Stratofreighter itself could not be refueled in flight. A total of almost 900 aircraft were produced in many different configurations as the years went by. The last of the Stratofreighters was retired from active duty in 1977.



## COMING EVENTS

**8/6 WESTMINSTER AERO MODELERS - FUN FLY**  
 Mark this one on your calendar now!  
 Lots of flying, food, and fun. Come out and support our daring fliers as they compete for paltry prizes, but great honor and pride.

**8/20 CBRC 19th Annual R/C Scale Contest. AMA Santed. Sportsman, Expert, and Team Events. For info and registration, call Steve Wheeler (410) - 647-1483.**

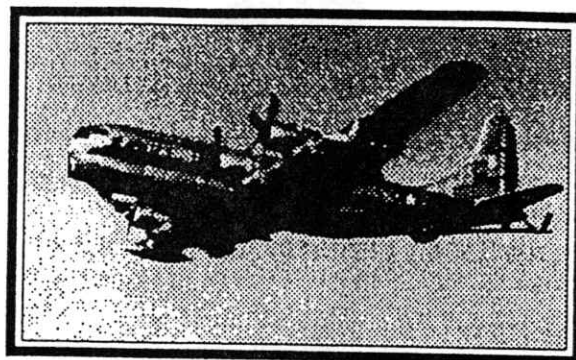
For more details about events,  
 call Milt P. @ 833-3122  
**PUT DATES ON YOUR CALENDAR NOW!**

This issue of The Talespinner  
 was printed, folded, stapled,  
 and mailed courtesy of:

**Our Hero: Marada Industries and Ken Davis**

### THE TALESPINNER

Newsletter of the  
 Westminster Aero Modelers  
 c/o Ed Goldman, Editor  
 16 Kalten Road  
 Westminster, MD. 21158



### BOEING STRATOFREIGHTER

*From: Warplanes: Modern Fighting Aircraft  
 CD-Rom (Maris Multimedia, Ltd.)*

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TO:



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer) at the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**



# THE TALESPINNER

*Westminster Aero Modelers*

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

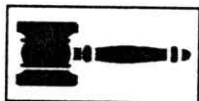
## NEXT MEETING

**TUESDAY  
SEPTEMBER 5  
1995  
8:00 P.M.  
VFW HALL  
WESTMINSTER**

Volume 11 Number 8

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

### Model Mates

**Wendell Richards, President**

The "Dog Days' Dulldrums" have arrived and if you are like me, you probably have several unfinished projects sitting around your workshop that you just can't seem to get around to finishing up. These include both models and/or things the house that need doing. It seems like the better the weather is the easier it is to find an excuse to go flying or fishing or whatever than it is during wintry or otherwise bad weather. I'll bet this explains how the "Winter Building Season" idea got started.

The problems with the entry lock/cable to the Spiegel property have struck again. This time it seems as though the county bypassed our lock, resulting in our having to undo the cable clamps (couldn't anyone do this?) to get to the flying field. After some discussion with other members and R/S, I am going to install a chain at the entrance with our lock on one end and the county lock on the other end. If this can be locked wrong, then somebody knows something that I don't.

I am sure that, by now, most of you have seen or been told about the county regrading of our entrance road and adding some stone and cutting some "bleeder" ditches in it. This was a welcomed piece of work and I called R/S to tell him so. This was when R/S told me that our disappearing neighbor had com-

plained about the county doing this work for WAM. R/S told the neighbor that the work was standard preventative maintenance, the same as the county does on all of their access roads. And so it goes.

We have had our first Fun Fly of the year. I'm sure that Eddie the Editor will fill you in on the details, but I would like to thank all those who helped, and hope we have another one or two this year. We have had a few work days this summer and I want to also thank all those truly brave and "tuff" souls who did show up and helped, as the temperature was in the 90's both days. We will have a need for more work days this fall for sure, and maybe we will see some new blood then.

Please try to make the September meeting. Until then,

**See You At the Field,**

**Wendell**

## CONDOLENCES

Our condolences to Ken Eckard and his family on the loss of his father last month. Many of us knew that Ken had been dealing with his dad's illness for some time, and WAM extends our sympathy to him.

## FOOD FOR THOUGHT

Lots of little things happen while we are flying our planes: some good, some not so good, some funny, and some really funny. Eddie the Editor would appreciate hearing about some of these little incidents, and I'm sure that some of our members would, too.



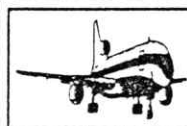
## MINUTES - AUGUST 1, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting of the Westminster Aero Modelers was opened by President Richards at 8:00 p.m. with 16 members and one visitor, Frank Yocalavitch, present.
2. The July minutes were accepted as printed in the T/S. Secretary Sterrett had no other comments.
3. The CCAM field is looking good. (Ed. Note: The rains really helped the field out, but now the heat has taken its toll. However, when the weather cools again and fall arrives, I think the field will be better than ever).
4. The MMA meeting was cancelled for July.
5. Treasurer Briggs reported that WAM is still in the black.
6. Milt Peacock reported that the IMAA chapter has been accepted and that he has the certificate. Dues are \$ 15.00 per year, and members receive a quarterly magazine. Call Milt if you have any questions (833-3122). Several upcoming mall shows were mentioned. The first annual bazaar will be held at the 140 Village Shopping Center on September 16 and there will be tables for displays. Cranberry Mall will not host the Leisure Expo this year. It will be held at Carrolltowne Mall on November 9. Further discussion will be held to determine whether WAM will participate or not.
7. Milt also mentioned that there will be a Giant Scale event at Belair this weekend (August 5 or 6), and the IMAA is having an event at DCRC field on August 12.
8. The Atlantic R/C fuel mixture control valve, which can richen or lean your engine in flight, has been reduced to \$ 5.00 if 20 of them are purchased at one time.
9. The Confederate Air Show is scheduled for August 26 - 27 at Frederick. Volunteers are needed to help with set-up activities. Tickets are \$ 8.00 if purchased ahead of time and \$ 10.00 if purchased at the gate. Call Milt P. for more info. More details in this T/S.
10. John Schaffner, our international correspondent, read a letter from our friend, Nick Jonckheer, of Belgium. Translated plans are available for Nick's paraplane. See article in this T/S.
11. Milt P. reported that he had not yet received the minutes of the AMA council meeting. We don't know who will be running for President at this

time. Improvements are still being made at Muncie. The FCC has decided NOT to interfere with the radio frequencies used for R/C airplanes. Letters to the U.S. Congress seemed to be effective. (See Milt's article in this T/S).

12. Bob Jenness was not present; therefore there was no membership report.
13. Carroll County representative Ray Miles reported that the gate was found unlocked on July 24 and gave his report. See article in this T/S.
14. Sound and Safety chairman Ken Eckard was not present; therefore no report. Milt P. reported that the Dubro muffler attachment is very effective in noise reduction. (Ed. Note: I understand that Mr. Bruce Dutterer monitored the field several weeks ago and found that all of the planes he checked with the DB meter were well below our 95 DB limit. Good work for those involved).
15. The SFP report was given by Ray Miles. (See article in this T/S).
16. Property Manager Bill Hasert reported that all was well and tents would be in place for the next Fun Fly.
17. Eddie the Editor was not present; therefore no T/S report. But keep those items coming in. As always, I am looking for items from our members.
18. Milt Peacock mentioned that the EEA Calendars will be available again for 1996. A Flea Market will be held on October 16 at XXXXX
19. It was mentioned in "For the Good of the Club" that Airtronics servo positions vary.
20. The 50/50 was won by Ken Davis.
21. The meeting was adjourned at 9:25 p.m.



## AMA NEWS

*by Milt Peacock*

The 1995 mid-year Executive Council meeting was held on July 22-23 in Muncie was attended by our VP, Howard Crispin. The Nominating Committee is composed of all VPs in the AMA and determines who will be on the ballot in the fall. This year we will elect a new PRESIDENT of the Academy. Don Lowe is not running for re-election. There were five (5) names placed in nomination for President. The Standing Rules to the By-laws authorized three names for the ballot. Those names (alphabetically) are Dave Brown, Howard Crispin, and Richard Hanson. Statements from each candidate will appear with the ballot and in the pages of Model Aviation. This is a very important post and I urge you to make your selection and VOTE!



**VOTE! VOTE!** If you wish to discuss the merits of the nominees, please call me and I will give you my personal and informed views.

The VPs of District I, V, and IX will be selected by those District's members. We in District IV are not involved. At this time all the incumbents are on the ballot.

Model Aviation (Page 126/Sept. issue) has an article on more improvements on Muncie, but don't ask me to explain the map. I have been to Muncie several times and I have no idea where the HQ building and main gate are located. I think I will send the mapmaker a map to CCMA without the main highways on it and see if he can find it.

Also, on page 19 of Sept. Model Aviation is the "Newcomers" column by Bob Underwood. Ray Miles has spoken to Bob by telephone and it appears that we may qualify for a few bucks. Ray and I will be working on that. It makes more sense to me for the AMA to fund something like this than waste \$\$ on "National Championships" which, in reality, are not championships at all. It's really just another contest in which "Mother Luck" picks a winner.

Anyone with an AMA problem, please call me and I will try to get it resolved.



### SCHOOL FLIGHT PROGRAM

*by Ray Miles*

The letters have been put together and are ready to be mailed to the teachers by the end of August. We will adhere to the Wednesday scheduling as this is what we are all used to.

All team people will be advised as to all dates that are scheduled. All of these dates will be published right here in The Talespinner at least one month prior to each school's program. Milt is progressing at a feverish pace to finish the new model prior to the start of our programs. The Kadet had a mishap on the last day of the school programs and has not flown right since then. So, to be on the safe side, a new kit, a Sig Astro Hog 40 was purchased from Ron Ware at cost to replace the Kadet. Ron offered it to us for nothing, but he has been good to our program in many ways so we did not let that happen.

I am assuming that all repairs to the many models used in the School Flight Program have been done over the summer. Bill Hasert is trying to finish the E-10 and build a box for it. We need that badly.

**Rennie's Law of Public Transit:** If you start walking, the bus will come when you are precisely halfway between stops



### WHAT THE KIDS SAID

(As written by the 3rd Graders)

Dear Air Model Instructors,

Thank you for the presentation. It was super! The part I liked the best was when we saw the model plane fly by remote control. Also I liked when the bird, the small plane, and the glider flew. That was neat with the engine a rubber band.

Thanks for coming.

XXXXXX

P.S. I was glad you came. I didn't want to go to math and science.

Dear Air Model Instructors,

Thank you for taking time to come to XXXXX Elementary School. I have learned so much about flight from my science class and from the Air Model Instructors.

My favorite part was when you asked the third grade teachers a question and none of them answered. I enjoyed watching you fly the planes and learning flight history.

I hope you can fix the plane that crashed.

Sincerely,

XXXXXX

Dear Air Model Instructors,

Thank you for giving us a wonderful presentation. All of my friends enjoyed it. I enjoyed it very much. It really caught my attention and not a lot of things do that. I hope you had a good time performing for us. I hope you come again.

Sincerely,

XXXXXX

Dear Mr. Miles,

I really enjoyed your show. I learned how the airplane moves, by thrust. I learned that the airplane lifts and it slows down when the gravity pulls the airplane down. There's one thing you forgot to tell us, how a airplane is made. I think your show was great. I hope you come again.

Sincerely,

XXXXXX

Editor's Note: Ray gives me tons of letters from the 3rd graders. It's hard to select from all of them. They are printed here as written, spelling errors and all. But they are all enthusiastic and enjoyable to read and see.



## THE IMAA CORNER

*By Milt Peacock*

Our little group has received our Charter, etc., and are now officially created. We "big bird" lovers hopefully will be attending the Harford County Aero Modelers Giant Scale Fly-In on August 5 in Belair, as well as the "Fly By Fly-in" on August 12 in Germantown and the "CAF Wings of Freedom" show in Frederick on August 26-27.

Anyone wishing to join the IMAA can call me for an application. The dues are \$ 15 per year. Our only aim is TO HAVE FUN, period. The dues include a quarterly magazine, Hi Flight.

## CONFEDERATE AIR FORCE WINGS OF FREEDOM AIR SHOW

The Frederick Airport will be the site of the CAF show on August 26 - 27. This is their 2nd annual show and from what I was told, last year's show was great. The USAF Thunderbirds, the Eagle's Aerobatic Team, World War II aircraft, and a ZLIN 242 flown by local Thomas Young will be there. Quite a lineup!

Gates will open at 8:00 a.m. and the show will start at 11:00 a.m. Prior to the air show and again after the show, a demonstration of R/C Scale Model WW II aircraft will be flown. At this time we have 36 pilots registered with a larger number of models from well-known modelers.

Tickets are as follows:

|                      |      |          |       |
|----------------------|------|----------|-------|
| Advance Sale Adults: | \$ 8 | At Gate: | \$ 10 |
| Children 8 - 12:     | \$ 4 |          | \$ 5  |
| Children under 8     | Free |          | Free  |

All reserved seats are \$ 3.00 additional.

## HELP! HELP! HELP!

Volunteers are needed to do the many, many things necessary to put on the show. THIS WILL GET YOU FREE ADMISSION, PARKING, AND LUNCH. If you can help, write to:

Gail Norman, Community Relations

330 Aviation Way

Frederick, Md. 21701

or call: (301) 631-5357 or FAX: (301) 631-0957. Include your name, address, age, phone number (day and night), date(s) you can work, choice of "All Day, 7-1, or 12-6. Do this ASAP, please.

Call Milt Peacock at 833-3122 for more information

**Gattuso's Extension of Murphy's Law:** Nothing is so bad that it can't get worse.



## MARYLAND MODELERS REPORT

*by Ken Davis*

The July meeting of the Maryland Modeler's Association was cancelled; therefore you do not have bother reading this report.



## ART PERRY WRITES

*Contributed by Milt Peacock*

For those of you who don't know, Art was a long time member of WAM who was our first Talespinner editor. He moved to Ocean Pines, Md. a couple of years ago, but still stays in touch with us. I just got a lengthy update from Art today (August 4), which I will outline. I'll have his letter at the next meeting for anyone wishing to see it.

As Art has done in the past, he again sent us a \$ 5.00 check to cover postage for his copy of The Talespinner. MANY THANKS, ART! He also sent a drawing for a transmitter tray that they are using in his club (MARKS) in Salisbury. If you would like a copy, call me. The Salisbury Times wrote a nice feature article about model aviation. (I sent it to Eddie the Editor). They are lucky as they have NO problems with neighbors, noise, or anything - and their field isn't that far away from civilization, either.

They will have an air show (Fly In) on Sept. 10 that attracts loads of spectators. It will also include 100% scale aircraft. They have a few members with aircraft who give a demo at the model show. It will run from 1 - 4 p.m. (I may go - would anyone want to join me)?

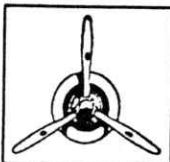
Their current president works for U.S. Air/Piedmont, so they hold their club meetings in one of the U.S. Air training rooms where they can learn to silver solder, bend tubing, adjust 4 stroke valves, show videos, etc. Great, eh? Hard to take!

After 6:00 p.m. on Thursdays the club gives flight lessons to anyone interested at their club field. This is the beauty of having the field close in and accessible. Art said, "I'm taking advantage of this since the old demon, landing, is still somewhat a mystery to me. I know that by the end of summer I do pretty well. Then comes winter, and when spring returns it seems that my thumbs are stupid again, so I sort of start over again each spring." (Art, do you think you're alone?).

Sarah, Art's wife, is OK. She still has a few problems from the broken femur (as I can attest to) but all things considered, is doing well.

Art - great hearing from you. I'll get a letter off to you soon.

*Milt Peacock*



## CARROLL COUNTY REPORT

by Ray Miles

Another month, no phone calls. I figured all was well. But after a call to R/S asking for some material for the road to the field, I discovered that there has been some contact by our nemesis. This guy just won't quit. Nothing major. He accused us of a contract violation by leaving the gate unlocked on Sunday, July 23. It was unlocked on Monday morning. Our lock was locked to the shank of the county lock, and the cable was beside the road. Richard....please note. Wendell Richards (our president) was the last person to leave the field that Sunday evening at dusk, and THE GATE WAS LOCKED. Evidently someone has gotten access to a key. Not only that but the very next day (Tuesday) John S. went flying, unlocked the gate, and laid the cable along the road. When he left the field, someone(?) had looped the plastic retaining cable over the post. Games are being played, I'm sure, but some people are never satisfied.

On another note: I have actually gotten back to do some flying. Twice in two weeks. It felt ever so good. Only my 3 channel "Le Crate," but I had fun. My Phaeton II has yet to be test flown, but I am mighty close. The "Corben Super Ace" is nearing completion. I was lucky to find a rare kit of it by Veco. Actually, Dutch came across it at Ron Ware's store. I even went to Toledo looking for that kit, and it was here all the while. It is a good flyer. I had one about 10 years ago. I don't know what all this has to do with the county - but it's here.

## PARAPLANE PLANS

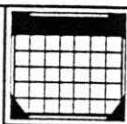
by John Schaffner

Nick Jonckheer has provided me with the magazine containing the plans and write-up of PARACOOOL, the parachute contraption that he built and flies. He has also provided a translation of the text which is written in French. If anyone is interested in making this little fun machine, I will make all of this available to you.

## FRENCH TRICKLERS

John Schaffner has a few French Tricklers available at cost of \$ 10.00 each. List price is \$ 11.95

**SUPPORT YOUR LOCAL HOBBY SHOP**  
THEY NEED YOU AND YOU NEED THEM.  
SO..... BUY LOCAL



## EEA CALENDARS

by Milt Peacock

1996 EAA Aviation Calendars will again be available. I have a sample copy which I will bring to the September 5 meeting. The cost is the same as last year: \$ 6.25 payable to me in ADVANCE. If I get ten (10) orders by our November meeting, I will order them and distribute them at the Xmas Party. Editor's Note: These are really great calendars, fellows, and are nice to have on hand. You can also find out what will be in the Aviation History column ahead of time.



## BARGAIN CENTER



Falcon 56 ( for .40 engine)  
Airplane Only - Excellent Flyer - \$ 75.00  
Call John Sterrett (410) 775-0296

Avistar 40 Trainer  
Completely Built, Never Flown  
With OS 40 FP engine and Futaba 4NBL Radio  
New NiCads, Charger, and Trickle Charger  
\$ 225.00

Great Planes Field Box with: Power Panel,  
Starter, Hot Shot, Field battery, Fuel Pump, Volt  
Meter, Battery Charger, and some hardware  
\$ 60.00

Heatgun, Sealing Iron, and Trim Seal Tool  
Never Used  
\$ 30.00

Great Planes Wing Jig - 10.00  
Sig Mid Star 40 Kit, Wing Assembled - 30.00

Call Dave Rossi at 239-7507

## LITTLE SAYINGS FROM JOHN S.

The best way to get your tomatoes to ripen is to go on vacation.

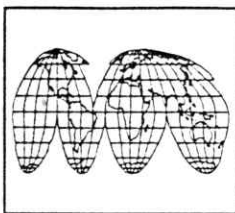
A good time to keep your mouth shut is when you are in deep water.

There are worse things than getting a call for a wrong number at 4:000 a.m. It could be the right number.

Scratch a dog and you will have a permanent job.

There are no new sins - the old ones just get more publicity.





## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

29 September, 1994

(Thursday)

We had researched the train schedule to Brugge, but decided that a bus tour that picked us up at the hotel and returned us there would be more convenient. And, beside, we would have the services of a guide and visit two cities, Ghent and Brugge, instead of one. If we only had more days to spend we could have devoted a day to each of the towns, but that is a big "if." It seems like everywhere that we go we are wishing for more time.

Breakfast early at the <sup>HILTON</sup> and out in the lobby at 0830 for the pickup. The tour company picks us up in a small shuttle bus for the ride to the terminal. At one hotel we are joined by a young lady carrying a one year old child, a collapsible stroller and a huge tote-bag with all of her necessities for the baby. We give her a hand with her load. This is an all day trip and I can't help thinking that she is going to wish she stayed home. But, to end the suspense right here, I can tell you that that baby enjoyed the trip as much as any of us. No crying or fussing, just went along like a veteran traveller.

We all boarded the big bus and the driver threaded his way out of the old and narrow streets, leaving Brussels behind. Driving around these old cities in Europe is a real treat as long as you can sit back and leave the driving to someone else. It was a pretty day and while enroute, the guide entertained us with a steady patter of the history of whatever area we were passing through. He seemed very knowledgeable, but had the personality of a cement block. Must have had a bad night, I guess.

The bus arrived at Ghent about 1000, and we were given some time to tour around the old part of the city. Like most of the older European cities, Ghent was originally a fortress built about 1180 A.D. It sheltered the people living nearby and provided a place for the church, school, merchants, and privileged people to live. The Cathedral of St. Bavo (one of about 55 churches) houses a great <sup>MANY</sup> relics and also a marble statue done by none other than the famous Leonardo da Vinci. We have about 1 1/2 hours there. It was not nearly enough time, so after making some photos, I bought a guide book on the city (and intend to read it some day).

Ghent is the capital city of the Flanders region of Belgium and is situated at the juncture of the Scheldt and Lys rivers. Although many miles inland it is, and has been, a major port. The Lys river connects Ghent to Ostend (home town of our correspondent Nick Jonckheer) on the coast via Brugge. The city is divided by the two rivers and many canals into islands connected by more than 200 bridges. Practically all of the major arts, industries, and crafts are represented in Ghent. The area has figured prominently in history and has been ruled at various times by the Normans,

Spanish, Germans, Netherlands, and finally, in 1830, became a part of Belgium.

### On to Brugge

Arriving at Brugge about lunchtime, we are steered to a rather nice restaurant by our guide. (He probably got his "free lunch" as a favor). After eating, we got to follow the guide through old Brugge town. One of the most unique things that I have ever witnessed was to watch a Belgian lady making lace. She sat with a card in her hand which had many straight pins stuck in it according to the pattern that she was working with. Hanging around the perimeter of the work were as many as 50 (that's fifty) spools of white thread. Her hands literally flew over the work, switching the position of the spools and working the threads over and around the pins. No way could one learn anything by simply watching. In this case, the hand IS quicker than the eye. Of course, we had to bring home some of this work as souvenirs, so we went shopping. There are stores every 10 feet with a myriad of lace products (all machine made in the Orient). Certainly we bought lace and candy souvenirs. We ate the candy. Why do you think we came here?

The town square dates to about 1300 A.D. Older than I am. Brugge is said to have been a city in the 7th century originally named Flanders. The Flemish word "brugge" signifies "bridge" or "place of bridges." The town is situated on low ground and is laced with canals, so the name is appropriate. At times it has been referred to as "The Venice of the North." It was the capitol city of Flanders until Ghent assumed the premier position after 1180 A.D.

The city was occupied by the Germans during both World War I and World War II, and the German naval base at the dock area was heavily bombed, but the old town itself was not severely damaged.

In the past many of the locals worked in the lace making industry, but for today the task is too labor intensive to compete with computer controlled machines. And, the untrained eye cannot tell the difference. That's progress for you.

I also bought a guide book on Brugge and promise to read it someday, too. We return to the bus about 1730 and are back in the hotel by 1900. And still we haven't heard a whimper from that baby who made the trip with us.

Tomorrow, it is back to London.

### LEAKY FUEL TANK

by Eddie the Editor

I recently had a problem getting one of my engines to run well when the plane was held vertically. I thought that the fuel tubing had a slight nick in it, but it looked O.K. But the tank compartment was damp. Thanks to the astute John Sterrett, the cause was found. Over the years the stopper of my fuel tank had begun to leak, and consequently it couldn't draw fuel reliably. An unusual find, but one you may want to tuck away in your memory bank.

### NEWS FLASH

Eddie's tachometer has not been touched this year! Oh, My!



# HAPPY BIRTHDAY!!

♦ SEPTEMBER ♦

Hoyt Bishop

Jim Garrett

Ken Hands

Ray Miles

Jimmy Reeves



## AVIATION TIBDITS

by John Schaffner

### A.V. Roe Triplane

Following earlier unsuccessful work on a triplane, Roe completed the first of two Roe I triplanes in May, 1909. An acute shortage of funds had resulted in the use of wood instead of steel tubing for the airframe. The wings were covered with paper, and a 9 horsepower J.A.P. engine was installed. Crashes during his first attempts to fly at Lea Marshes, Essex, England caused damage to the airplane's wings. But on July 13, 1909, Roe managed a flight of 100 feet to become the first Briton to make a flight in an all-British aircraft. Ten days later he completed a flight of 900 feet. A second, modified triplane was later constructed with a 20 horsepower engine. This aircraft flew in December, 1909.

### Convair F-106 Delta Dart

A Mach 2 interceptor capable of operating at 70,000 feet. Development on the F-106 began in 1956 as an improvement of the F-102. Extensive modifications were necessary to accommodate the Pratt & Whitney J75 turbojet. Changes to the rudder, landing gear, cockpit, and fin made this a new aircraft. It was not until 1961 that the Delta Dart entered into front-line service. Maximum speed in level flight is Mach 2.3, and maximum range is 1,150 miles.

## HELP NEEDED

Ray Miles is finishing an airplane and desperately needs some paint for the project. He is looking for a full or partial can of Formula U paint, # 20093 Aircraft Yellow. If anyone has some of this paint available, please give Ray a call at 795-2447. Ray thanks you!!

Song of the Happy Plumber: "Singing in the drain."  
Old chimney sweeps never die...they come down with the flue.

(Blame these on John Schaffner)



## AVIATION HISTORY SEPTEMBER



- 2 1910 Blanche Scott becomes the first American woman to fly solo.
- 5 1922 Jimmy Doolittle becomes the first person to cross the United States in less than 24 hours (21 hours, 19 minutes).
- 7 1927 Cessna Aircraft Company incorporated.
- 15 - 18, 1984 First solo crossing of the Atlantic Ocean in a hot air balloon.
- 20 1898 First controlled, sustained flight ever!! Santos-Dumont # 1.
- 24 1852 Henri Giffard makes the first powered flight in a dirigible (Paris).
- 25 19xx Wrong Way Corrigan Day
- 28 1924 First around the world flight completed by the U.S. Army.
- 30 1906 First International balloon race.
- 30 1976 Don Taylor completed the first around the world flight in a home-built aircraft. (Thorp T-18)

## EDITOR'S NOTE

Milt P. sent me the article from the Salisbury Times about our hobby. It was an excellent item and showed that the hobby of building and flying model airplanes is gaining in popularity, a great leisure activity, and can provide a lifetime of challenges.

The article states that "Being a member in one of the model airplane clubs... takes a special kind of person, someone who is sophisticated enough to understand the complexity of aeronautics, but still be swept up by the simple joy of flying." Flier Steve Nuwer stated that "We're not a group of men playing with toys, and we're not acting like we're playing a little boy's game."

Quoting further, the article says, "Club members said flying model airplanes is an exuberant experience, highlighted by daring maneuvering and the powerful feeling of being in control of something that moves at great speeds." Richard Sears is a pilot for US Air, and knows about intensity. "Believe it or not," he says, "operating a model airplane is much more exciting than a passenger plane packed to capacity."

It is gratifying to see that our hobby can be supported in such a positive way, as well it should be. Perhaps it just takes some time for non-fliers to realize that what we do is important to us, and we take it very seriously.

## FUN FLY REPORT

*By Eddie the Editor*

Since opening my mouth at the July meeting and suggesting that WAM have a fun fly, I found myself in charge of a fun fly. The first date was set for August 6, but after 25 days of heat and no rain, it rained on August 5 and continued into the morning of the 6th. First fun fly, first rainout. The event was rescheduled for August 13, and I did many anti-rain dances for that date. It worked. We had beautiful, though somewhat hot, weather, and the whole day was enjoyable.

A series of four events comprised the ultimate test of flying skills. Timed consecutive loops, touch and goes, a flight of as close to 2 1/2 minutes as possible (without a watch to look at), and a fast and slow pass across the field with the object to have the greatest difference in speeds were all part of the competition.

Seven intrepid fliers competed. They were (in no particular order): Mach 1 Richards, Smooth Paul Schaffner, Speedy Dutch, Snap Roll Reeves, Eddie the Editor (and glue man), Steady Frank Guiffre, and the man with the brightest plane in the sky, John Sterrett.

The combined scores all events produced the following winners:

|            |                    |
|------------|--------------------|
| 1st Place: | Frank Guiffre      |
| 2nd Place: | Paul Schaffner     |
| 3rd Place: | Eddie the Editor** |

Frank and Paul always seems to be right there at the top of most of WAM's fun flies. I guess there must be a reason for that. Perhaps it's because these two fellows have done a great deal of flying, have built smooth flying airplanes, and know how to handle them. That editor guy seems to crash his way into 3rd place occasionally, and no one can figure out how.

\*\* This contestant could not have won without the help of John Sterrett's 2 oz. bottle of CA. It seems that your editor's airplane broke in half (literally) at the site of an old break at the end of the 2nd event while attempting a spot landing. The two part fuselage was rejoined during the food break, and the airplane went on to compete in the last two events without incident.

We had several volunteers, and I would like to thank Paul and John Schaffner, Wendell and Jane Richards, Milt Peacock, Dutch, John Sterrett, Jim Reeves, and Frank Guiffre for their help and participation. Milt, although not a competitor, was a great help in keeping everything going. One person can't do it all, but it's easy when everyone pitches in. Milt also got a chance to fly the new School Flight Program airplane, and it did quite well.

Fun Fly days always seem to be what they are meant to be - a day to fly together in friendly competition and to have fun and enjoy our hobby. I've never been to one where there haven't been plenty of laughs, good food, lots of teasing and joking, and a feeling that the day was too short.

## PLACES TO GO, THINGS TO SEE

The following is a list of some museums which might be of interest to you if you happen to be travelling and end up near one of them. I can't print all the info available, but you can always call ahead to get a schedule and list of activities.

**INTREPID SEA-AIR-SPACE MUSEUM**, Pier 86, W. 46th St. and 12th Ave., N.Y.C., N.Y. (212) 245-0072

The aircraft carrier Intrepid, 31 years in active service, has an impressive museum. More than 70 historic aircraft, rockets, and satellites. Open all year, Wednesday - Sunday.

**MID-ATLANTIC AIR MUSEUM**, Reading Municipal Airport, Reading, Pa. (215) 372-7333

Features aircraft restored to flying condition by volunteers. B-25J, Lockheed P2V Neptune, Martin 4-0-4, Vickers Viscount airliners. A P-61 "Black Widow" is currently being restored. Open daily except holidays.

**NATIONAL WARPLANE MUSEUM**, off Route 63, Geneseo, N.Y. (716) 243-0690

Restores mostly WWII era planes to flying condition: including a B-17 Flying Fortress, P-40 Warhawk, Stearman PT-17, PBV-6A Catalina, PT-19, PY-26, etc. Year-round.

**NEW ENGLAND AIR MUSEUM**, Bradley Inter. Airport, Windsor Locks, Ct. (203) 623-3305

Largest collection in the Northeast. Tour guides and flight simulator. Daily except Thanksgiving and Xmas.

**FLORIDA MILITARY AVIATION MUSEUM**, St. Petersburg-Clearwater Inter. Airport (813) 535-9007

P2V-2 Neptune, A-4 Skyhawk, F-4 Phantom, C-47, AT-11, F-102, and many more. Days and hours vary.

**YANKEE AIR MUSEUM**, Detroit Willow Run Airport, Belleville, MI. (313) 483-4030

B-17, B-25, B-52, T-33, F-101, F-84, and LOTS more. Restoration work can be seen in progress, and there are engine, trainer, and museum displays. Closed Mondays and holidays.

**OLD RHINEBECK AERODROME**, the Original Museum in the Sky, Rhinebeck, N.Y. (914) 758-8610

Weekend shows feature planes from a 1909 Bleriot, 1910 Hanriot, 1911 Curtiss Pusher, Sopwith Camel, Fokker Triplane, etc., etc. The Flying Farmer performs here. Shows start late June and continue through most of October.

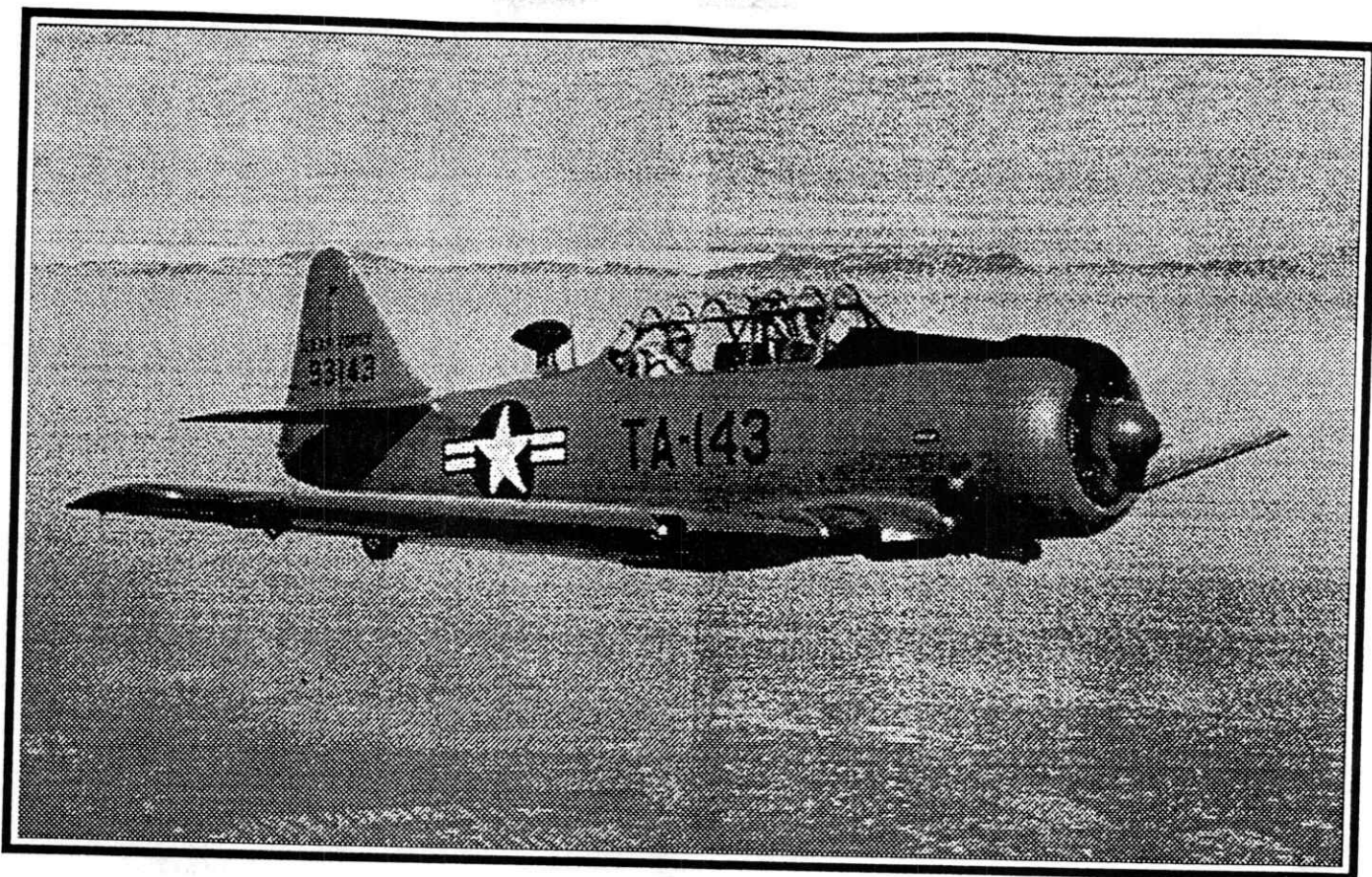
**AMERICAN AIRPOWER HERITAGE MUSEUM**, located at the Confederate AF Headquarters in Midland, Texas. (915)-563-1000

Internationally recognized for its' extensive collection of WWII artifacts. Museum tour given. Daily except Thanksgiving and Xmas.

**MUSEUM OF AVIATION**, located next to Robins AFB, Georgia. (912)-926-4242

Aircraft from a 1896 Chanute glider to an SR-71. Many other aircraft from all eras. Free. Museum is open Daily except Thanksgiving, Xmas, and New Years.





### T-6G TEXAN

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The NA-26, more commonly known as the T-6G Texan, is probably the record holder among airplanes for being in service for the longest period of time. This venerable trainer was manufactured by North American Aviation, Inc. from a private-venture prototype of 1935, and was introduced into service in 1940. It was designed and built for one purpose: training pilots for the U. S. armed forces. The fact that it is still in service after 55 years in this capacity attests to the skill and thoughtfulness of its designers.

The Texan is classified as an advanced flying trainer with limited armament capability. It was not planned to be utilized to produce pilots capable of aviation warfare, but rather to teach them to capably fly an aircraft which would allow them to progress in their development as pilots. The crew consisted of a pupil and an instructor seated in tandem. Power was supplied by one Pratt & Whitney R-1340-AN-1 Wasp radial piston engine rated at 550 horsepower. (Editors Note: Several exotic automobiles are being produced today with more than 600 horsepower). The fuel tank held a miserly 110 gallons, there were no external fuel tanks, and no provision was made for in-flight refueling. The aircraft weighed 4,158 lbs. empty, and had a maximum takeoff weight of 5,300 lbs. Maximum speed was just over 200 mph., and range was 750 miles.

As is usual, several variants were produced. During World War II, 17,000 were produced. The AT-6 was the Army Air Force version, the SNJ the Navy's variant, and the Harvard was used by the British. The Texan remained in service for many countries after the war. In 1949, the U.S. Air Force decided to keep its many airplanes in service into the 1950's, and began a re-manufacturing program which resulted in 2,068 planes being rebuilt to the modern T-6G standard. The Pratt & Whitney radial engine remained the same. As these aircraft were declared surplus, many were passed on to American allies. The U. S. still maintains about 2,000 Texans, and the Texan has probably trained more military pilots in more countries than any other airplane.



## COMING EVENTS

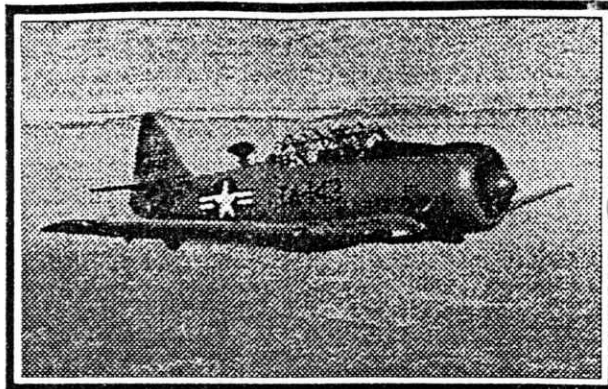


August 26-27 Confederate Air Show at Frederick  
This should be a GREAT SHOW!!  
September 5 WAM Meeting at 8:00 p.m. VFW Hall  
Sept. 23 - 24 Big Bird Fly-In. Warrenton-Fauquier  
Airport, Midland, Virginia  
September 24 IMAA First "Monster" Fly-In. Sunday  
Flyers Linhurst Field.  
Sept. 30 and IMAA District IV Regional Fly-In.  
October 1 Ridgely Airpark, Ridgely, Md.

For more details about events,  
call Milt Peacock @ 833-3122  
**PUT DATES ON YOUR CALENDAR NOW!**

This issue of The Talespinner  
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Courtesy Of:

Our Hero: Marada Industries and Ken Davis



### T-6G TEXAN

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO:

John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday  
of every month, unless otherwise noted, at 7:30 p.m. (8:00 p.m. during the summer)  
at the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!



# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

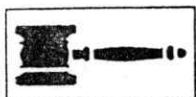
16 Kalten Road, Westminster, Md. 21158



Volume 11 Number 9

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

### Model Mates

Well, as hard as it is to believe, it's time for the September newsletter, and I was just getting used to having to mow the grass again. As I write this, I am just getting over my annual vacation trek to Maine, and I can tell you that time flies just as fast up there as it does down here. And before you know it, we will all be into the "winter doldrums" again. It is with this in mind that I am asking for a volunteer(s) to hold the club's Xmas dinner meeting this year, as that time is surely coming fast. Hopefully, we can get all these details worked out at our October club meeting which, by the way, starts at 7:30 p.m. now.

The grass at the Spiegel field has turned as brown as a mud flat for lack of rain, but I don't think that any permanent harm has been done, and it should turn green again when the rains return.

Elsewhere in this newsletter you will find a telephone tree that, if used correctly, will take a big load off any one person when the entire

membership, or even a large part of it, needs to be contacted. This whole idea and compilation was done by Milt Peacock., and I for one, am very thankful for that work. "Thank You, Milt!!" We will be needing to have some work days this fall trying to get the field in shape and other jobs that need doing. And if I don't see you at one of these, maybe I will.....

See You At the Field,

Wendell



### NEW MEETING TIMES

At the September meeting, it was voted that **ALL MEETINGS FROM NOW ON WILL BEGIN AT 7:30 P.M.** This change will take effect beginning with the meeting on October 3. Previously, WAM met at 8:00 p.m. during the summer months when we flew at Nelson field and had our meetings immediately afterward in Don's home. With our new field, having the meetings at 7:30 p.m. will allow us to start and finish earlier. I think this will be a better arrangement.





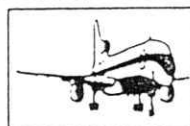
## MINUTES - SEPTEMBER 5, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 8:05 p.m. with 18 members and three visitors present: Bob Johns from CBRC, John Davis and his son, John Davis. Young John Davis is a prospective new member.
2. The August minutes were accepted as printed in the T/S. John Sterrett commented on his visit to Jack Untenner's ostrich farm near our field. Mr. Untenner has been very receptive to our presence at the field because, he says, our presence there keeps troublemakers away.
3. Ken Davis was not present to give the MMA report. Milt Peacock gave a report on the MMA meeting.
4. Treasurer Lloyd Briggs reported that WAM is in the black.
5. Milt Peacock mentioned that Doug's Hobbies is having a fall sale. Several upcoming events from different clubs were announced. See more info in this T/S.
6. John Schaffner has not heard from our foreign correspondents recently.
7. The October RCM magazine reprinted an article submitted by John Schaffner which was in a recent T/S. It seems as though the editor of RCM does read newsletters of the clubs that send him a copy. It was nice to be recognized in RCM.
8. Milt Peacock reported that WAM is up to date with the AMA. Everything is in order.
9. Radio Tech Milt P. reported that some fliers have had trouble with channel 14, although Milt has never had a problem with that channel. It was also suggested that we do not use channel 20 in this area because there is some interference from T.V. channel 4.
10. The Frederick Model Airplane Club is having a picnic and Fun Fly on September 16. Lots of flying and food.
11. Wendell R. mentioned that two members of FMAC are interested in joining WAM.
12. Ray Miles gave the Carroll County report. The road has been improved. (And it is really a great improvement). The problem with the lock has been resolved with R/S. Eddie the Editor restated his opinion that it is worthwhile to write a letter to a county commissioner or other county official when they do something supporting

WAM. It is good for us to do it, and "Thank You's" to those who help us are in order.

13. Safety and Sound chairman Ken Eckard had nothing to report. He has been busy lately with other things.
14. Ray Miles gave the SFP report. See more info in this T/S.
15. Bill Hasert was not present, so there was no property report.
16. Eddie the Editor mentioned that almost every article printed in the T/S comes from 3-4 people, and asks that anyone with anything interesting to others in the club let him know. It's easy to do and we might like to hear about what our members have been up to.
17. The newsletter from the BASS club was passed around by visitor Bob Johns.
18. The new airplane for the School Flight Program is a XXXXX
19. The next meeting will be at 7:30 p.m. instead of 8:00 p.m.
20. Ed Goldman suggested that a Fun Fly be held and that someone volunteer to run it. No one did.
21. Milt P. reported that the Confederate Air Show in Frederick went well. The scale models did well except for a few radio problems.
22. The WAM Christmas party will be on Dec. 2. A chairman and volunteers are needed.
23. For the Good of the Club: Flip the servo reversing switches on your radio occasionally to reduce the buildup of corrosion. It does work, and may save your airplane.
24. The 50/50 was won by John Sterrett.
25. The meeting was adjourned at 9:40 p.m.



### AMA NEWS

*by Milt Peacock*

WAM is currently up-to date with all AMA requirements. The election for the presidency of the AMA will be held shortly, and we should all vote for the candidate of our choice. Those running are: Dave Brown, Howard Crispin, and Richard Hanson. When you get your AMA ballot - **VOTE VOTE VOTE!** I will be glad to give you my personal opinion or info about the candidates, but I'd rather not put it in print. Just give me a call (833-3122). Vote you own mind, but **VOTE!**

**Murphy's Elghth Corollary:** It is impossible to make anything foolproof because fools are so ingenious.



## SCHOOL FLIGHT PROGRAM

by Ray Miles

Letters have been sent to all 3rd grade teachers so that they can begin scheduling classes for the 1995-96 school year.

The schedule so far is as follows:

|            |                         |
|------------|-------------------------|
| October 4  | Freedom Elementary      |
| October 18 | Hampstead Elementary    |
| October 25 | Taneytown Elementary    |
| November 1 | Carrolltowne Elementary |
| November 8 | Manchester Elementary   |

All dates are on Wednesdays

All programs start at 9:30 a.m.

Any WAM members are always invited and welcome to attend a SFP. Not seeing one is missing something very special and rewarding.

If you have the chance, treat yourself and visit one of the schools and see the show.

### YES FUNDING

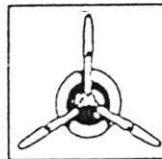
If you read the September issue of MA, you are aware of the article written by Bob Underwood, Educational Director at the AMA. The E/C has approved the concept of providing funds from the Academy to those clubs involved with any type of school related program. We had discussed this at our August meeting. There were 3 interpretations by our people as to what this meant. 1) Did this mean for clubs already involved - as we are? 2) Or for clubs just starting a program, or 3) Did this mean for only those clubs which instructed youngsters on how to build models? There was only one way to find out.

I placed a call to Bob Underwood for clarification. It just so happened that ours was the 3rd call he had received about the same thing. I explained our SFP: the how's, why's, where's and the rest. He had no idea, nor had he been informed, about what WAM was doing! Makes you stop and wonder if there is any avenue of communication within the AMA, even though Howard Crispin's articles from District IV have covered the SFP on several occasions.

Bob Underwood was completely unaware. He was definitely interested, and we more than qualify for eligibility for these funds. The money for the program will be in the 1996 fiscal budget. He suggested that we send an outline, newspaper clippings, photos, etc. to him to be presented to the Educational Committee. At a later date a formal written request from WAM will be sent requesting funds. A maximum of \$ 1,000.00 can be applied for for two consecutive years by a club. There are some requirements that accompany those requests. The

first is that accountability of money spent be recorded with the AMA twice per year. Secondly, an up-to-date status report of a club's participation (meaning, are we still involved with the SFP). Also, that any material purchased with AMA funds becomes club property, and, finally, we must allow the AMA to distribute and promote the program information thru its' membership service. I am hoping to receive acknowledgement of the letter I sent, and the information I receive will be printed here in the The Talespinner.

Milt Peacock has finished the new plane for school demos. It has been flown and is in condition to "go." With costs involved in purchases needed for us to continue with the SFP, the funds mentioned above would certainly be a "shot in the arm." As you know, donations cannot be relied upon. As we leave that to the discretion of any special request group, that is mostly ignored. In my view, our school effort should be self-supporting, and it is not. We cannot HOPE for relief from either the MMA or WAM to keep us solvent. To date, team members have put much of their own money into material needed over the years, and I do not mean transportation costs. We volunteered to do this, and that is part of the commitment.



### CARROLL COUNTY REPORT

by Ray Miles

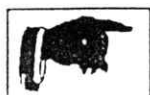
I placed a call to R/S of the Dept. of Recreation and Parks requesting some help with the road conditions at the CCMA. That request was taken care of before our Aug. 13 Fun Fly. Your calls to me indicated that a good job had been done by the county, even to the extent of additional grading to prevent washout in the road. I called R/S and thanked him for the prompt attention given to our request, and for the excellent job that was done.

One problem did arise. Upon leaving, the crew locked the cable to the county lock. The U-bolts had to be removed so that the cable could be lowered. The solution is at hand, however. The county lock will remain on one end of the cable and ours will be on the other end (the left side as you enter the road). R/S agreed to this arrangement. It is, looking back, strange that this was not thought of by anyone before.

The cost of the sanitary facility at the field has been increased to \$ 88 per month.

I received a call from R/S on Aug. 16. One of the county employees lives beyond the field and passes it on his way to work. On several occasions the cable

has been down. The last person leaving the field is responsible for locking the cable. I know full well that this is done. Again, is someone playing games? Does someone have a key they are not supposed to have? I made a suggestion at the Sept. meeting to eliminate this. Whether it will be done or not remains to be seen. If someone is caught tampering with the entrance, WAM, like the county, will prosecute. Let us get the word around.



## MARYLAND MODELERS REPORT

*by Ken Davis*

Not much happened at the last MMA meeting, other than announcements regarding upcoming events:

1. The next meeting of the MMA will be held at the Westminster VFW on Wednesday, Sept. 27 at 7:30 p.m.
2. The MMA Flea Market will be held at the Westminster VFW on Saturday, October 14. Volunteers are needed to help with this event. Please call Milt Peacock (833-3122) if you can lend a hand. Bring your stuff and buy someone else's stuff. Support the Flea Market, since a good part of the excess cash comes back to WAM

## IMAA CORNER

*By Milt Peacock*

Since our last meeting I represented WAM at the "Fly by Knights" giant scale fly-in at their field in Germantown on August 12. It was a nice turnout with a good field and a nice breeze to keep things cool. We will be invited to participate next year.

Howard County R/C hosted a big bird fly-in on August 19 at their field in Columbia. You would have to look hard and long to find a better flying day, and their field is one of the best. It's a shame that they will lose it on September 30. Condos will take its place.

In another column I described the "CAF" show in Frederick. Incidentally, we have already been invited back in '96. So - build a WW II big bird and get a free admission to the air show. It's worth it. The show will be on August 24-25 of 1996.

September 23-24 will be the "Virginia Flying Gentlemen" chapter 198's 11th Annual Big Bird fly-in at the Warrenton-Facquier Airport. I was there last year and had a good flying day.

The "Monster Modelers of Md." (Sunday Fliers Club) will host their 1st annual fly-in at their Lynhurst Field on September 24. I will represent us there.

September 30/October 1 are the dates for the IMAA Region IV fly-in hosted by the Chesapeake Bay Miniature Aircraft Association, and will be held at Ridgley Airpark on the Eastern shore. It should be a great event.

If you don't go to some of these affairs you are missing a lot of fun within our sport. You meet a lot of nice people and swap more info than you would ever learn otherwise. Try it sometime - you'll like it!!



# HAPPY BIRTHDAY!!

♦ OCTOBER ♦

John Dorl

Sandra Eddy

Bob Jenness

Roger Newcomer



## AVIATION HISTORY OCTOBER



- |       |      |                                                                                                                  |
|-------|------|------------------------------------------------------------------------------------------------------------------|
| 3     | 1967 | X-15 reaches 4,534 miles per hour, a record that still stands.                                                   |
| 4     | 1905 | First airplane flight longer than 30 minutes, by Orville Wright.                                                 |
| 9     | 1935 | Martin "China Clipper" becomes the largest plane in the U.S., capable of carrying 38 passengers and a crew of 5. |
| 11    | 1910 | President Roosevelt becomes the first president to fly in an airplane.                                           |
| 12/13 | 1907 | First crossing of the North Sea in a balloon.                                                                    |
| 14    | 1947 | Chuck Yeager becomes the first person to break the sound barrier in a rocket-powered Bell X-1.                   |
| 15    | 1783 | First manned hot air balloon flight (tethered) by Francois Pilatre de Rozier.                                    |
| 25    | 1930 | Air service between New York and Los Angeles begins.                                                             |

## HELP NEEDED

Ray Miles is finishing an airplane and desperately needs some paint for the project. He is looking for a full or partial can of Formula U paint, # 20093 Aircraft Yellow. If anyone has some of this paint available, please give Ray a call at 795-2447. Ray thanks you!!

**\*\*PLEASE SAVE THE TELEPHONE TREE\*\***  
**\*\*ON PAGE SEVEN OF THIS T/S\*\***



## CONFEDERATE AIR FORCE WINGS OF FREEDOM AIR SHOW

Frederick, Md. August 26 - 27, 1995

by Milt Peacock

As you all knew, the CAF held their 2nd annual Air Show at the Frederick Airport. This was also a celebration of the 50th anniversary of the end of World War II, and all the aircraft were of WW II vintage. This year they also invited giant scale R/C models of the same types of aircraft to be flown in the full scale show.

The show was opened by R/C flying of a German 163 rocket plane, a B-17, P-40, P-51's, F6F, AT-6, a Typhoon, and my L-5. We flew for about 45 minutes, which was plenty of time. More types of R/C planes were on static display and didn't fly: a PBY, P-38, F4F, a 1/3 scale L-5, and several Stearman's (including Charlie Hughe's new bird). Of course, the largest bird flown was the 40% 80 pound Stearman which you can buy for a mere \$ 8,000.

The CAF show included not one, but three B-17's, a B-25, P-51's, T-34's (T-6 and SNJ), an HE-111, L-2/4/5/19/?, SB2C, F4U, and many other beautiful planes. The Japanese types put on a Tora-Tora-Tora show with simulated bombing runs.

The Christian Eagles aerobatic team, consisting of Charlie Hillard, Tom Poberezny, and Gene Soucy put on a show you won't forget. This is their 25th year performing together, and will be their last. They are retiring. You would be hard pressed to see a better show.

An F-117 (Stealth) fighter made two passes across the field, and the U.S. Air Force Thunderbirds made a visit. I have seen better performances by them. The show seemed a little cut off to me.

The R/C er's also closed the show with ample time to fly. We had the misfortune to have a P-51 and the Typhoon crash, but fortunately they caused no damage to anything else. It was a shame to lose them and both owners claimed that the cause was **bad batteries**. I can't believe that anyone would take such a risk, particularly in the situation that existed.

The CAF static display wasn't too shabby. Several choppers, planes, military vehicles, encampments, etc. were there for your visit.

WAM's honorary member Charlie Hughes and I were the only club participants. I only remember seeing Bill Hasert and Richard Jacobs, but there may have been others. Al T. (past member) made a visit.

All in all, it was a good show. I have never seen three B-17's at one time since I was in England, and the SB2C Curtis Helldiver was a first. I was responsible for

one while I was in the USN in Maine and, believe me, it was a hoss of an airplane.

Ya shoulda went to the sho! Youda enjoyed it!!!

**SALE**

### BARGAIN CENTER

**SALE**

Falcon 56 ( for .40 engine)  
Airplane Only - Excellent Flyer - \$ 75.00  
Call John Sterrett (410) 775-0296

Avistar 40 Trainer  
Completely Built, Never Flown  
With OS 40 FP engine and Futaba 4NBL Radio  
New NiCads, Charger, and Trickle Charger  
\$ 225.00

Great Planes Field Box with: Power Panel,  
Starter, Hot Shot, Field battery, Fuel Pump, Volt  
Meter, Battery Charger, and some hardware  
\$ 60.00

Heatgun, Sealing Iron, and Trim Seal Tool  
Never Used  
\$ 30.00

Great Planes Wing Jig - 10.00  
Sig Mid Star 40 Kit, Wing Assembled - 30.00

Call Dave Rossi at 239-7507

### FRENCH TRICKLERS

John Schaffner has a few French Tricklers available at cost of \$ 10.00 each. List price is \$ 11.95

**SUPPORT YOUR LOCAL HOBBY SHOP  
THEY NEED YOU AND YOU NEED THEM.  
SO..... BUY LOCAL**

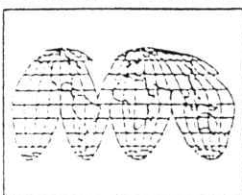
### QUESTIONS OF THE MONTH

Why is it when you transport something, it's called a **shipment**, but when you transport something by ship, it's called **cargo**?

How does the guy who drives the snowplow get to work in the morning?

Why do you need a driver's license to buy liquor when you can't drink and drive?

Contributed by Milt Peacock



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

30 September, 1994

(Friday)

We have to rise and shine again early this morning for our departure from Brussels and the flight to Olde England. Our stay at the Brussels Hilton could not have been nicer. This hotel is listed as being the best in Brussels and according to the rate listings, is the most expensive. However, since we booked with the tour of returning veterans, we must have been given an extremely low rate. I could not believe the charge that appeared on my VISA bill, it was so low. Gratefully accepted, thank you!

Again we arrange the evening before to order a taxi for the ride to the airport. There is a train direct and it is less expensive, but by the time you taxi to the rail station and then transfer to the train, struggling with the baggage all the way, the convenience of the car looks good. Our flight departs at 0935, so we are at the lobby to pick up our ride before the sun is up very high. The driver got us there in plenty of time and gave us a hand with the baggage.

There were no problems at the airport so our check-in was routine. While we waited for boarding time we bought some more Belgian candy and the souvenir hats for the boys.

The plane departed on the minute and before we had leveled off, the pretty young ladies came around with the breakfast trays. Breakfast served on plane was a sandwich on a roll, a KitKat bar, and coffee. Made me feel good that we had eaten at the hotel before leaving.

It was only a 42 minute flight to London on top of a solid cloud cover. We were treated to a most unusual sight as the plane was about to re-enter the clouds on descent to Garwick. A perfect shadow of the aircraft on the cloud, overlaid with a circular rainbow. Alas, my camera was in the overhead bin in my carry-on bag. And then we were in the soup.

The weather in England was totally overcast on the ground. We taxied to London with one of the "unwashed" Hindus for a driver. His B.O. was enough to fell an ox. And, this ride was nearly an hour. It seemed like it would never end. Our first really unpleasant experience of the trip.

After checking back into the Strand Palace we walked two blocks to Covent Garden and had lunch at the Crusting Pipe, a fine serving of Blue Brie cheese with a crusty roll, washed down with a glass of fine port wine. What could be better? The pigeons picked up

our crumbs and the music was supplied by a very talented string quartet in the open court where we ate.

Covent Garden goes back a very long way as one of the busy marketplaces in the history of old London. It is a mall in the very loosest sense of the term. There are shops of all kinds from flea-market junk to the finest of clothes, art, and house furnishing. On my way home to the states in 1945, I had the good fortune to acquire a 24 hour pass to visit London, and on that night, I (and a hundred or two other G.I.'s) congregated at a huge dance hall at Covent Garden and competed to hold a real live doll in our arms once more. How sweet it was - combat boots and all.

That afternoon Lil and I took a bus (#9) to Knightsbridge to shop at Harrod's, a department store known around the world. Lil wanted to buy a few items for souvenirs and to have a fancy English teapot sent home for our friend Jane Simmers. We are back to the hotel by about 1600 so we can pack up for our trip to Harrietsham the next day. Lil and I will be spending the next two days with her family and Walt will be on his own to absorb some of the cultural aspects of London. He has already bought a ticket to the opera.

We collect Walt and the three of us go to dinner at The Paradiso & Inferno, a real nice Italian restaurant just down the street from the hotel. That night we call Lil's cousin, June, to let them know that we will be there tomorrow morning.

We make an early checkout at the desk and make sure our reservations are in order for the return trip on the 3rd. The desk clerks here are very friendly and have been very cooperative with our unusual schedule.

Tomorrow: RETURN TO HARRIETSHAM

### NEWS FROM BOBBY'S HOBBY LOBBY

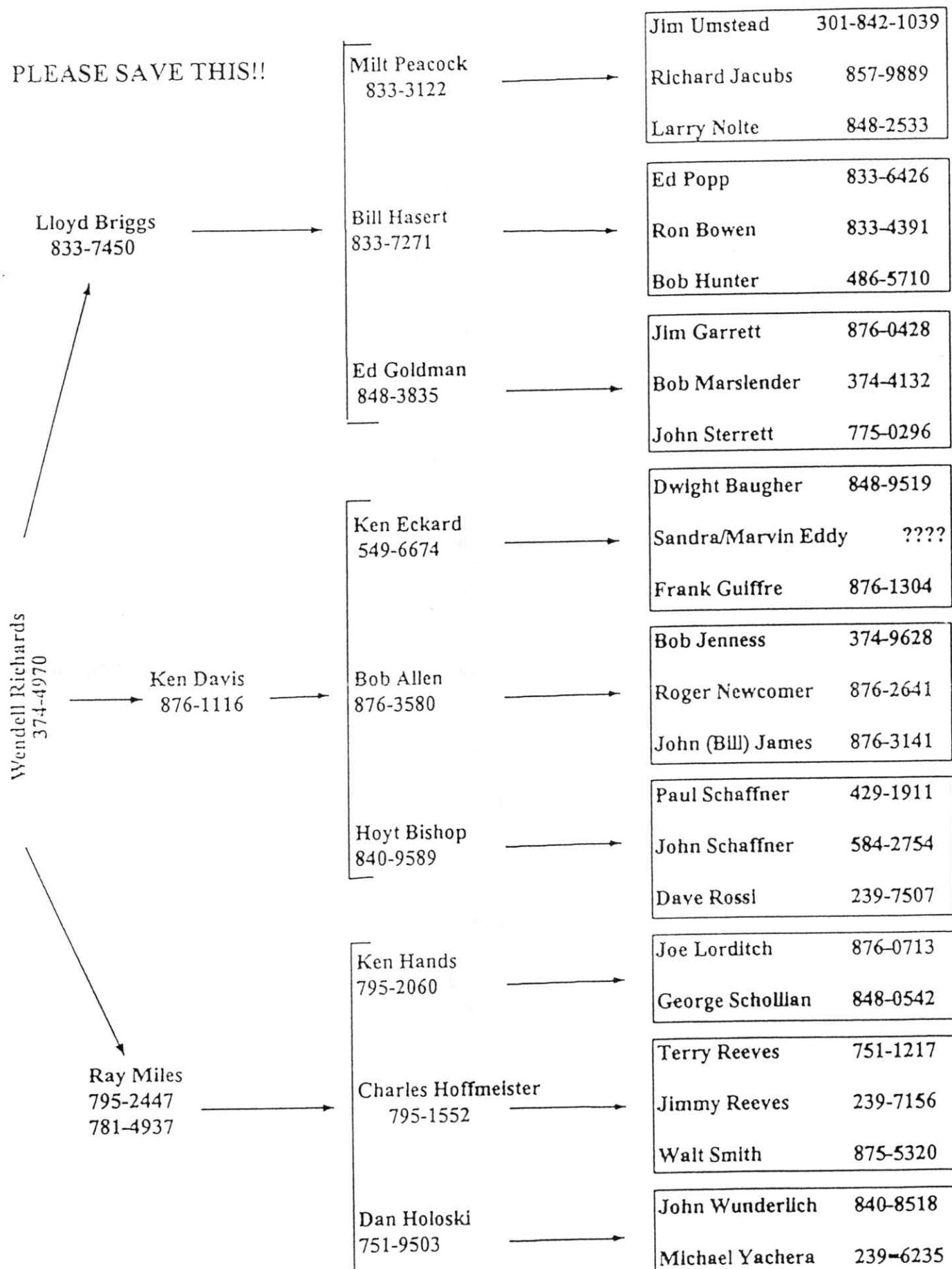
I received a letter on September 1 from Wanda Pease of Bobby's Hobby Lobby informing me that the store was sold to Randy and Bonnie Henry on August 16. Ms. Pease had managed Bobby's for 41 years, which is quite an achievement. I think she is entitled to a well-deserved retirement.

Ms. Pease will continue to assist the new owners for a period of time, and Roberta Kasik will continue to work there, also. The store will continue to operate as it has in the past.

Ms. Pease also thanked us for the "Buy Local" notice in The Talespinner, and for our support. I would encourage our members to continue to support Bobby's in the future, and WAM wishes the new owners the best of luck in the future.

# WESTMINSTER AERO MODELER'S TELEPHONE TREE

PLEASE SAVE THIS!!





## FLIP YOUR SWITCHES

*by Eddie the Editor*

Several years ago I read in one of our aeromodeler magazines that the servo reverse switches on our transmitters can become mildly corroded, and cause problems which seem to have no apparent cause. In August, I took my trusty Great Planes Trainer 40 to our field, gassed it up, did a radio check, and flew it several times with no problems. After flying another airplane, I put the Trainer 40 back into the air. But this time, it climbed immediately after takeoff. I thought that I had accidentally moved the elevator trim tab, but that was in its' normal position. I moved the trim tab to full down, but nothing changed. By this time, the plane was very high, stalling, and not able to be controlled because of its nose high attitude and low air speed.

Realizing that I was in trouble, I cut the throttle to idle and let the plane nose over, gain speed and then (with great composure and skill), guided it to a safe landing on the field. When I checked the elevator movement, there was no "down" movement at all. The elevator was in a slightly "up" position. My first thought was that the servo had gone bad, but then I realized that I had replaced this servo not too long ago. Perhaps the transmitter or receiver was defective. I didn't know and could not tell at the field.

When I got home, I removed the elevator servo and checked it by hooking it up to another airplanes' aileron wire. It worked fine. I then connected a brand new servo to the receiver. No "Down." The problem, I thought, must be either in the transmitter or receiver. Then I remembered the tip I had read several years ago. I "flipped my switches" on the radio that reverse the servos and, "Shazaam!", the servo worked in both directions.

It is possible that I still have a problem with my radio system, but I would advise all of you to occasionally flip the switches on your radio several times once in a while to rub off any mild corrosion which may form there and cause a minor (or not so minor) change in current flow. We should all probably make this a habit, and it certainly doesn't take any amount of time to do. Just remember to check all of your control surface movements and throttle movements to be sure that the switches were put back in their original, correct position.

## THOUGHT OF THE MONTH

When attempting a spin, be sure to start the maneuver at the highest possible altitude; then, if you can't recover, you will have that much longer to enjoy the sight!



## WHAT THE KIDS SAID

*(As written by the 3rd Graders)*

Dear Mr. Miles,

Thank you for coming to our school. I really think you worked hard to make the airplanes that you shared with us. I did not know a rubber band could be an engine. I hope the remote control airplane can be fixed, but you still did do a very nice job flying the airplane. I really did like the stunts you did with the remote control airplane.

I really learned a lot from you. Thank you for teaching it to us.

Sincerely,  
XXXXX

Dear Aeromodelers,

Thank you for coming to our school and sharing your models. My favorite model was the one that was flying in the back of the school because it is big it has a radio control to steer the airplane. I found out that airplanes have ribs. You also reminded me what the four main things about airplanes and they are gravity, lift, drag, and thrust. Gravity is what holds the plane down. Lift is what pushes the plane up. Thrust is what pushes the plane forward. Drag is what tries to hold the plane back.

Sincerely,  
XXXXX

Dear Air Model Instructors,

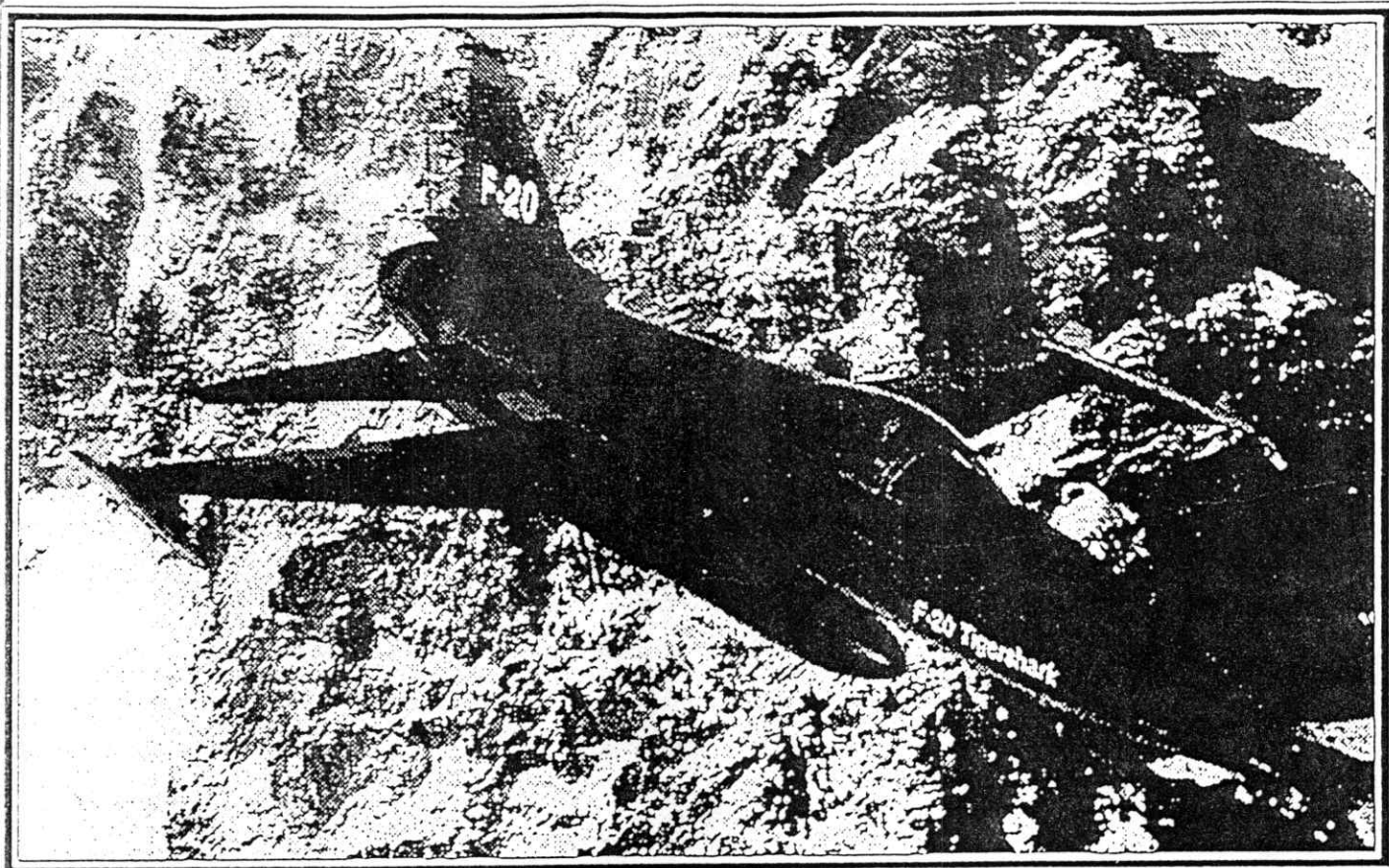
Thank you for...taking your time off and coming here to our school to teach all of us about airplanes. It was COOL how the wings move and work. It was COOL when you flew the plane. I liked it when it crashed.

Sincerely,  
XXXXX

Dear Air Model Instructors,

Thank you for coming to our school and showing us model airplanes and flying some for us. I like the bird for us I did like it. That was funny when you throw the glider and all most hit Miss F. That is neat how you fly a model plane with a rubber band as a motor. That was funny when the plane crashed.

Sincerely,  
XXXX



### NORTHROP F-20 TIGERSHARK

From: *"Warplanes: Modern Fighting Aircraft"*  
CD Rom Maris Multimedia Ltd.

The Northrop F-20 Tigershark was an experimental airplane put in service in August, 1982, and withdrawn from service in November, 1986. A short active-duty time. Given the commercial and operational success of the first-generation F-5 Freedom Fighter and second-generation F-5E Tiger II multi-role tactical fighters, it was hardly surprising that Northrop should consider a third-generation airplane using modern powerplant technology to achieve a major improvement in performance without detriment to the excellent handling characteristics that had been among the best features of the Freedom Fighter and Tiger II. Those two fighters had modest supersonic performance, and Northrop now felt that genuine Mach 2 performance was required in a world market that wanted the performance of the latest U.S. Air Force fighters. The F404 turbofan engine was designated for the Tigershark. This was the same engine slated for the F/A-18 Hornet, and offered a 60% improvement in thrust for only a 17% increase in empty weight, and would allow a single engine configuration compared to the Freedom Fighter and Tiger II's dual engine design. Modifications in design caused the nose to be slightly more rounded and flattened on the undersurface (like a shark and hence the name). This and other changes in accommodate the single, more powerful engine did improve high angle of attack performance and maintained truly superb handling abilities.

Other improvements involved the cockpit design, avionics, radar systems, etc. Flight trials revealed superb handling and agility as well as a phenomenal rate of climb. In addition, the Tigershark displayed a 97% mission reliability rate. Virtually every pilot who flew the Tigershark commented most favorably on the handling and cockpit layout.

Despite the greatness of this airplane, it died a quick death because a production order was needed, and Taiwan's bid was turned down because of Chinese political pressure, other production orders were too small to warrant the start of production, and the U.S. ordered none. This was the death knell for the Tigershark. The airplane was cancelled in November, 1986 for lack of enough production orders.



## COMING EVENTS

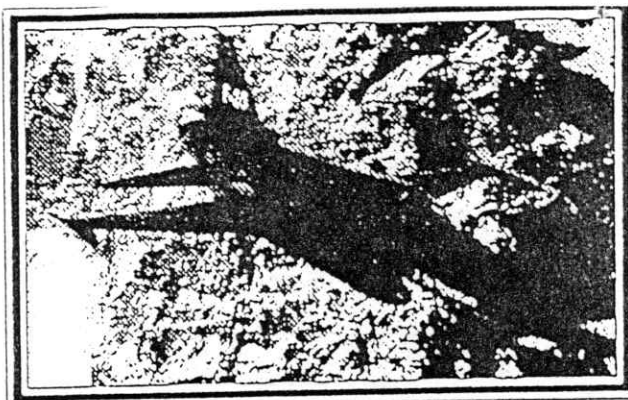


- Sept. 24 IMAA First "Maryland Monster" Fly-In  
at Sunday Flyers Linhurst Field.
- Sept. 27 MMA Meeting at Westminster VFW at  
7:00 p.m. All are invited to attend.
- Sept. 30 & IMAA District IV Regional Fly-In at  
Ridgely Airpark ( off Rt. 301 on the  
Eastern Shore).
- October 3 WAM Meeting. VFW at 7:30 p.m.
- October 7 YARC Flea Market
- October 14 MMA Flea Market at Westminster VFW

For more details about events,  
call Milt Peacock @ 833-3122  
**MARK YOUR CALENDAR NOW!**

This issue of The Talespinner  
was printed, folded, stapled, and mailed courtesy of:

Our Hero: Ed Popp



### NORTHROP F-20 TIGERSHARK

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO:

John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday  
of every month, unless otherwise noted, at 7:30 p.m.  
in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!





# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

**TUESDAY**  
**NOVEMBER 7**  
**1995**  
**7:30 P.M.**  
**VFW HALL**  
**WESTMINSTER**

Volume 11 Number 10

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

## Model Mates

Well, our October 15 work day is history, and to the members who showed up to help, "Thank You!" To the members who didn't, maybe next time.

The members who worked, really did "work." We hauled and spread six or seven loads of topsoil to fill in the low spots in the field, and some of these spots had water in them from the rain on the 14th which quickly turned into mud and made raking next to impossible. This, combined with the need to drive onto the field to get to the low spots, has made something of a mess of that "corner" of the field. But this should all "grow out" again.

Speaking of "growing out," that is what is happening to 1995. And we will need to have nominations for the officers of the club this next meeting, so we can vote for these nominees at the Christmas Dinner Meeting. Please come to the November meeting and be heard. We will also be voting on the menu for the Christmas dinner at the November meeting.

I hope that all of our flying members are taking advantage of the remaining flying time as the season winds down. I know that I didn't do nearly as much flying as I wanted to this year, but there's always next year.

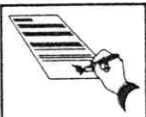
As a parting note please vote, for AMA officers, that is. It's not that hard to do, and an active, voting membership will only make the Academy that much stronger. And by voting for the candidate of your choice may make the AMA more responsive to your desires or requests in the future. And speaking of the future,

**See You At the Field,**

**Wendell**

I had nothing to really put in this place, so I'll just say "Thanks!" to Larry Nolte. Larry sent me material from Flying magazine which will appear in next month's issue of your favorite reader, The Talespinner. "Thanks" also go to Milt Peacock for the "Hints and Tricks" fuel filler on Page 7.

You, too, can have your name appear in this spot if you simply send something nice to put in the T/S.



## MINUTES - OCTOBER 3, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 7:35 p.m. with 17 members present.
2. The minutes of the September 5, 1995 meeting were accepted as printed in the Talespinner.
3. President Richards commented that the field at the Spiegel Property looks good after the recent rains. (I can attest to that - Eddie the Editor).
4. The new "telephone tree" should be a helpful time-saver when the need should arise.
5. Vice-President Ken Davis gave the MMA report.
6. Treasurer Lloyd Briggs reported that we are in the black.
7. Milt Peacock mentioned that Carroll County Hospital is seeking donations. There will be a flea market in Dover, Pa. sponsored by the York club on October 7.
8. Foreign correspondent John Schaffner read letters from Nick Jonckheer and Adrian Merceddo. Nick, of Belgium, mentioned he had helped out at an air show, and sent pictures of various aircraft. Adriano thanked John for the pictures John had sent to him as well as information about Supertigre engines. He also expressed a desire for more info on Supertigres.
9. AMA representative Milt Peacock reported that our AMA roster is up-to-date. Attendance was low at AMA contest events. Milt also urged us again to VOTE for the candidate of our choice for AMA president.
10. Lloyd Briggs mentioned that Futaba has a new radio on the market. I believe it can handle frequencies and settings for eight airplanes. (I can't always handle one frequency and one airplane - Eddie the Editor).
11. Milt Peacock received a letter from someone who will be moving to Mt. Airy and expressed an interest in joining WAM. Milt has mailed him the appropriate information. Several others have contacted Wendell. We'll probably hear more from them in the spring.
12. County rep Ray Miles had nothing to report. Wendell R. noted that R/S of the Dept. of Recreation & Parks checked the DB's of several airplanes on Sunday, Sept. 24. ALL WERE BELOW 95 DB. WAY TO GO, FELLOWS.!
13. Milt Peacock mentioned that a Pennsylvania

school would like to receive information on making an airplane quiet. Anyone who has been very successful in this may want to give Milt a call and have him pass the info along.

14. Ray Miles reported on the SFP. See article in this T/S.
15. Property Manager Bill Hasert reported that all the property is being managed well (it's all there) and thanked Paul Schaffner for taking care of the work necessary for the last Fun Fly.
16. Eddie the Editor, as always, asked for articles for the T/S and threatened to use very large type if the article supply is low.
17. An Xmas Party chairman was needed to coordinate that event: menu, contact person, etc. Mickey Yachera (Thank You, Mickey!) volunteered to chair the event, and Milt will act as go-between with the VFW. Bill Hasert offered to help Mickey. The dinner will be on SATURDAY, Dec. 2. See article in this T/S. LET'S MAKE THIS A WELL ATTENDED EVENT AND HELP MICKEY IF HE NEEDS IT.
18. WAM will be presented at the Leisure Expo at Carrolltowne Mall on November 11. Ray Miles will be there, among others. (OOPS! This event has already been held. We'll be there next year).
19. Milt Peacock and Paul Schaffner attended the IMAA fly-in at Linhurst Field, Va. Paul managed to bring his Laser 230 in with a broken prop. Milt said that Paul put on a good show.
20. Ray Miles brought his model of a Corben Super Ace to the meeting and described it.
21. The 50/50 was won by Dwight Baugher.
22. The meeting was adjourned at 9:45 p.m.

### AMA NEWS

*by Milt Peacock*



Nothing earthshaking that I am aware of within the AMA is currently happening. The elections for VP's in other districts is taking place. We can and SHOULD vote for president of the AMA. You have received your ballot by now and I urge you to VOTE-VOTE-VOTE for the candidate of YOUR choice. Our newsletter is not the place to campaign for anyone.

You have received your 1996 renewal application and it would be helpful to the AMA staff if you get your renewal in early.

**REMEMBER**  
**VOTE - VOTE - VOTE**



## SCHOOL FLIGHT PROGRAM

*by Ray Miles*

Letters have been sent to all 3rd grade teachers so that they can begin scheduling classes for the 1995-96 school year.

The schedule so far is as follows:

|             |                              |
|-------------|------------------------------|
| November 1  | Carrolltowne Elementary      |
| November 8  | Manchester Elementary        |
| November 15 | Friendship Valley Elementary |

**All dates are on Wednesdays  
All programs start at 9:30 a.m.**

We're off and running and have begun the 8th year of classes. Three schools have already been completed. With 6 school dates this fall, we will have some breathing room come spring. It means we do not have to start too early in February, thus possibly avoiding snow days, and giving us some flex dates in the event of any rescheduling. This is the first time this has happened.

As soon as all spring classes are scheduled I will send those dates, along with a letter of invitation, to the new commissioners and ask them to try to fit one of the dates into their calendars.

**Any WAM members are always invited and welcome to attend a SFP. Not seeing one is missing something very special and rewarding.  
If you have the chance, treat yourself and visit one of the schools and see the show.**

## YES FUNDING

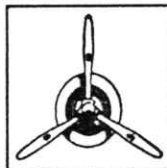
The last issue of the T/S did not say in so many words, but I did send a letter to Bob Underwood and the Executive Committee a synopsis of our SFP. I placed a call to Bob U. on the 28th of September to see if that information had been received. It had. He neglected to notify me and apologized. No big deal. I asked him what the up-to-date picture was.

Only two clubs had responded asking for information. At this time it seems possible that those letters will be used as an informal request for funds. The first step—a committee of five people has been formed, and each of those persons has read both letters but, as yet, have not met as a group. They will meet the first week in October. One of those people sits on the E/C so certainly the proceedings will reach them. It is also possible at this time that this committee may be able to approve requests

without the E/C approval. I don't quite understand that, but that is what was told to me.

The AMA fiscal year is the same as the calendar year, so in January this is supposed to be underway. Bob Underwood asked me how much we were requesting. As I interpreted it by what I read in Model Aviation, \$1,000.00 was what we wanted. It may also be possible that the committee will itself determine what we will get. How they will arrive at a figure I don't know. I don't mean just WAM, but what any club would receive.

I detected a somewhat lowering of aspirations as compared to my last call to Bob. He just seemed not to know just what will happen with this concept. He did say that he would keep me informed. What led me to believe that he is not sure is the statement he made concerning the committee. That group may not have been sure of the interpretation of what was written in Model Aviation. That is - Does this mean funds for clubs ready to venture into this area, or was it to include clubs already committed, as we are? It may be that we do not qualify. As reported in the last T/S, what he told me was HIS view. Now we have a committee involved, and their views may be opposite of his. WE'LL FIND OUT, WON'T WE !!



## CARROLL COUNTY REPORT

*by Ray Miles*

My phone has been so quiet I thought it was out of order. **NO CALLS!!**

There is no bad news. The silence is deafening, as they say. I'm sure that more field coverage will appear elsewhere in this T/S.



## TELEPHONE TREE UPDATE

It has been brought to my attention that a few of the telephone numbers printed on the "Telephone Tree" in the October T/S may be incorrect. It is **very important** that these numbers be corrected so that the "telephone tree" will work properly and no one will miss their call. **PLEASE** call Eddie the Editor at 848-3835 if your number was not printed correctly.

**The Grocery Bag Law:** The candy bar you planned to eat on the way home from the grocery store is hidden in the bottom of the bag.

**Dooley's Law:** Trust everybody, but cut the cards.





## MARYLAND MODELERS REPORT

by Ken Davis

The South Carroll Club is now flying at their new field. Thanks to all those who participated at the Frederick Air Show. The MMA Flea Market is on October 14 at the Westminster VFW. Help is needed between 8:00 a.m. - 9:00 a.m. If you could lend a hand for an hour or so it would be appreciated.



## THE IMAA CORNER

By Milt Peacock

Paul Schaffner and Carol, along with Joy and I have attended several Giant A/C Flyins this past month. Jerry McCallum and Nicie from RCMB were also along with us. Sept. 23 found Paul, Jerry and I in Warrenton, Va. at the "Virginia Flying Gentlemen" gathering. I am sorry to say, but it wasn't the greatest. It is held on an active airport but the asphalt runway that we always use had been deactivated and grass had grown up in all the cracks. They cut the grass on Friday, but before it could be cleaned up it rained and the whole mess was matted down on the hard surface like glue. Leaf blowers didn't budge it. They even got a Cessna trying to blow it off with his prop wash, but that was a wasted effort also. By about 10:30 or so we started a little flying in unfavorable cross winds and a messy runway. I think that Paul, Jerry, and I each flew twice all day. Twern't much. Wasn't worth risking your airplane.

Our VP, Howard Crispin, attended the affair, so I blamed him for the poor conditions. I have attended that fly-in in the past and it was always a good one. But this time, not only was it cold and damp, but the Va. Flying Gents were not prepared. Ya can't win 'em all.

Sunday, Sept. 24 found the gang at the Sunday Flyers flying site in Lynnhurst. It was the first time I have been there and they have a very nice field. It's a shame that a developer may soon want to develop the area and it will be lost. IMAA Chapter # 234 "Monster Modelers of Md." hosted the event. It was their first effort along these lines and I think they did a great job. You couldn't ask for a better day. Paul tried his best to smoke up the place, but apparently the temperature etc. had a bad effect on the smoke oil. Even at that, he put on a good show. I'm sure I speak for Paul and Jerry when I say it made up for the Virginia trip.

Sept. 30 - Oct. 1 found all of us in Ridgley, Md. at the 1st Annual Region IV Giant Fly-in sponsored by IMAA chapter # 523, the "Chesapeake Bay Miniature Aircraft Association," which is mostly fellows from CBRC. This was held at the Ridgley Airpark on the Eastern Shore. WE went down on Friday to set up shelters, etc. and enjoyed the comradeship of fellow aeromodelers. Saturday was a nice day, but the wind was somewhat across the asphalt runway and blowing over the top and through trees 150 yards away, which kinda made the air burble or somethin'. Anyway, it was a little bumpy

when you were below the top of the trees and when landing. By afternoon we either got used to it or it calmed down because we had a great day of flying.

Ed Tennyson and Bill Seltzer were the CD's and the chapter went all out to make everyone welcome. It was a nice sized turnout with 40 - 50 models being shown and flown.

Sunday was even a better day, with a slight breeze right down the strip. I even got nerve enough to fly my new Vega, which is a BEAR on grass. I messed it up a couple of weeks ago on grass and with only 6 previous flights on it I was a bit nervous, particularly in front of an audience. The plane is great in the air BUT a BEAST on the ground (grass). They gave me 5 minutes or so to fly it alone, which I really appreciated. In any event, it was something to see it lift its tail and run down the hard surface and gently become airborne. I'll be conceited and say that it was beautiful on low passes. Now comes the test, getting it down. You could hear a pin drop, I think, but it touched down and didn't disturb the dust. On the rollout, when the tail dropped, it tried to lift off again and ran off the hard surface, hit the grass, and flopped over on its back. Embarrassing, but that's the way the beast acts. The second flight was much better, along with a nice landing.

Paul is the luckiest man going. He was flying his Extra 230 when he experienced a loss of power, yet the engine seemed to be running OK. Jerry was his spotter and told Paul to get it down, which he did, and noticed that the spinner was missing during the landing. Upon stopping the engine (a G-62) we discovered that the 20" prop was now about 12". The spinner apparently hit the prop, shattering it when it departed. Luckily, enough of both ends of the prop remained that it did not rip the engine out of the plane. True, the cowling was just hanging on, tail flying wires were loose (one missing) and everything was shook up in general, BUT he did get it back in one piece. LUCKY! LUCKY!

All the pilot numbers were put in a hat and a drawing was held for prizes. Paul and I both won a set of plans and Jerry pulled the number for the top prize - a jacket with a Cub on the back and his name on the front.

I'm telling you guys, you miss a lot of fun by not going to some of these fly-ins. Til next time,

*Milt Peacock*

## JUST SOME THOUGHTS

I, for one, surely enjoyed this past summer's flying activities at the CCMA. And even though the weather was hot, the grass temporarily browned, and the wind blew, I believe that those of us who flew felt a bit more relaxed and were able to enjoy our hobby more than we have for the past several years. The reason: we now have an established county field and do not have to "fly in fear" of one person's whims THANKS to several WAM members and a number of county officials.

*Eddie the Editor*



# HAPPY BIRTHDAY!!

♦ NOVEMBER ♦

Ken Davis

Ed Goldman

Ed Popp

Wendell Richards



## AVIATION HISTORY NOVEMBER



- 1 1870 National Weather Service founded.
- 2 1947 The first and only flight of "The Spruce Goose," Howard Hugh's wooden aircraft.
- 3 1915 First launch from a ship designed as an aircraft carrier.
- 12 1912 First catapult-launch of an aircraft.
- 20 1980 MacCreaddy Solar Challenger makes the first test flight powered only by solar power.
- 21 1783 First human free flight in a balloon.
- 22 1935 First commercial crossing of the Pacific Ocean by an airplane, the China Clipper.
- 22 1977 First flight of the Concorde - London to New York.
- 28 1929 First flight over the South Pole.

### HELP NOT NEEDED

Ray Miles has finished an airplane and desperately needed some paint for the project. He was looking for a full or partial can of Formula U paint, # 20093 Aircraft Yellow. If anyone had some of this paint available, Ray doesn't need it anymore, so don't call him at 795-2447. Ray thanks you!!

### HOBBY SHOP NEWS

*by Milt Peacock*

Bobby's Hobby Lobby is now being operated by new owners - Bonnie and Randy Henry. They are in the process of re-arranging the shop to their liking, but I understand that they will be keeping the hobby lines. I don't know if they will continue to give WAM members a discount. WE WISH THEM GOOD LUCK!

### REMEMBER

**Support Your Local Hobby Shops**

# HOLIDAY DINNER

Mark **SATURDAY, DECEMBER 2** on your calendar for this year's extravaganza! We will be holding the dinner at the Westminster VFW again. Festivities will begin at 5:00 p.m. with a cash bar Happy Hour. Dinner will be served at 6:00 p.m.

President Wendell promises to have interesting speaker(s) this year. We will decide upon our menu at the November meeting.



### THE "SPRINGLANDER"



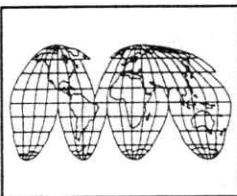
In the October issue of RC Modeler magazine, there is an advertisement for a new type of nosegear for tricycle type RC airplanes (page 182). The concept is that the coils incorporated in the nosegear are arranged vertically, therefore allowing more flex to take place and absorbing more shocks from hard landings or bumpy grass fields. The idea looks very logical to me, and after having bent many nosegears of my own, I might give it a try. I know there are others in our club who might also want to add one to their tricycle gear planes.

The "Springlander" is made of 5/32" music wire and should be capable of handling most .40 or .60 RC planes. The unit costs \$ 5.95 + \$ 2.00 shipping per unit and can be ordered from:

Sky Products Company  
110 Goodale Street  
Peabody, MA. 01960

Tel. No. (508) 535-4545

*Mickey Y. - This one's for you (and me).*



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

1 October, 1994

(Saturday)

Today Lil and I will make the trip to Harrietsham, home of her Aunt Lily and cousin June. We will stay there for today and tomorrow and then return to London with Lil's sister, Elsie, on Monday the 3rd, for our last day prior to making the flight home. Looking back on the last couple of weeks, it seems that the time has really flown by.

We are taking only one carry-on type bag apiece, so Lil and I hop on the bus (#11) that stops in front of the hotel, and go to Victoria Station. Public transportation in London is very convenient and everyone that we have asked for information has been helpful. The system is posted at all of the stops and almost anybody can figure out how to get from point A to point B just by paying attention to the maps and schedules.

I got in line at Victoria Station to buy tickets: two round trips and one 1-way from Harrietsham back to London. Now that didn't seem to be too complicated, but it took a great deal of patience between me and the ticket agent to get it straight. In the meantime, there was a "lady" behind me who was in a great big hurry to get a ticket for a train that was about to pull out, and she was sweating bullets. She was becoming rude and it was all that I could do not to ask her why she didn't start earlier if she was going to be late. Discretion, they say, is the better part of valor, and, after all, I was in HER country and I didn't want to be struck with her purse. So I kept quiet and apologized for holding her up. I'm just glad that she wasn't riding with us. I'd probably have to listen to her for the hour's ride.

I called June from the station to tell her that we would be on the 10:18 out of London and would arrive about 11:30. It was a pleasant day and we enjoyed watching the scenery slide by. The only thing bothering me was the on-again, off-again train workers' strike. We have to trust to luck that the train would be available for our return ride. I had the impression that our "country cousins" avoided driving in the big cities like the plague. I can't say that I blame them, having been there.

She was there to pick us up and drove us back to her home for a splendid dinner and much natter. We had company later with more family who came to see their "foreign" relatives. Ron and Theresa with their sons, Allen and Robert, David and Rita, June's sister, also came. John and Susan were there. Some of the

conversation was in an English language that I had never heard before, so I just nodded and smiled or shook my head and groaned, just guessing most of the time as to what they were saying. If they were any more British, I wouldn't have understood them at all. I felt like I needed a translator.

That night, when we prepared for bed, I noticed that I seemed to be catching a cold. No wonder, with all of that hugging and kissing going on (from the time we landed in England and Belgium). Tomorrow, John Coulling, June's son, has offered to drive us around the local countryside. This should be interesting; I can understand his English.



## ELECTIONS ARE COMING!

Nominations for WAM officers and committee chairmen will be held at the November 7 meeting. As a personal comment, I hope that this meeting will be well-attended and that OUR club will not be lacking in members who are willing to run for an elected office or chair a committee. For many years, a core of very hard-working members has shouldered a majority of the workload involved in running and serving WAM. In many cases, the same people seem to be serving in one or more capacities for several consecutive years. I commend all of them, and thank them for making it easier for the rest of us.

Perhaps we take for granted that jobs will be done, meetings attended, liaison with AMA and MMA taken care of, fun flys held, fields kept in shape, etc. We shouldn't. These tasks don't happen without someone doing them. While we are not all "doers," it is my personal belief that WAM has many capable people among its members who could easily handle the variety of duties that must be performed.

Please consider the pleasure of our hobby, and the fact that it takes more than a few to keep things running well. Many "jobs" are not that difficult or terribly time-consuming, and it would be a pleasure to see many of our members be willing to contribute. Let's ALL help!

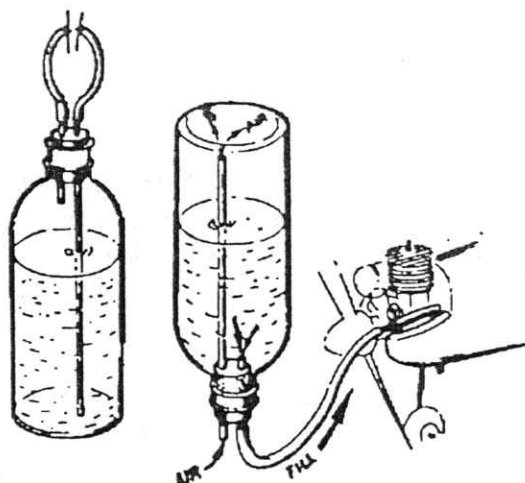
My comments here are not intended to offend or criticize anyone, just to point out that we all benefit from membership in WAM and should not always depend on "the other guy" to accomplish what needs to be done. Thanks for listening.

*Eddie the Editor*

**Mrs. Weiler's Law:** Anything is edible if it is chopped finely enough.



## Hints and Tricks



### NO COST FUEL FILLER

Force two pieces (one long and one short) of Nyrod tubing through a rubber bung (available at a pharmacy or a hobby shop) as shown. Fill a large plastic bottle with fuel and tightly insert the bung in the top of the bottle. Attach one end of a fuel line to the short tube and the other end to the fill line on the model. If the bottle is held inverted over the model (as shown), it will fill the tank at a surprising speed. Remember, the higher you hold the bottle, the faster it will fill. To seal the bottle, simply plug the fuel line onto the vent tube.

*Craig Watkins Coventry, RI*

### ANOTHER CHEAP FUEL PUMP

For the simplest and cheapest fueling system, forget those expensive and troublesome electric pumps or hand crank gear. Why not use a plastic pressure pot, the kind for spraying flowers? Simply remove the nozzle and install a length of fuel line. A few pumps on the handle and you can fill a fuel tank in seconds with infinite control over the flow rate. The plastic seems to be compatible with the fuel and the pump will hold 1-2 liters of fuel.

*Dave Marriott, Wellington, New Zealand*



## WHAT THE KIDS SAID

(As written by the 3rd Graders)

Dear Mr. Miles and Modelers,

Thank you for coming with all those neat airplane models. I learned that you need thrust and drag for success. I relly enjoyed meating you.

Sincerely,  
XXXXX

Dear Mr. Miles and Modelers,

Thank you very much for bringing your Flight Program to xxxxxx Elementary School. My favorite part of the program was when you told us that people are ants compared to a spaceship. I think you are going to be the most famous teecher in flight. Can't weat until you come agin in fourth graed.

Sincerely,  
XXXXX

Dear Mr. Miles and Modelers,

Thank you very much for bringing your flight program to xxxxx Elementary. My favorite part of the program was when you demonstrated the different planes and when you told us about the different parts of the planes. I thought the bird and the electric plane were the neatest. I liked how we got to see the electric plane fly. I really liked your presentation.

Sincerely,  
XXXXX

Dear Mr. Miles and Modelers,

Thank you very much for bringing you Flight Program to xxxxx Elementary. My favorite part was when you flu the big airplane. It was very insterting. I hope your club will last forever! I wish I was in the club and know sow much. I bet the next 3rd grade will love it. Do you have to keep on buying the same kind of bird in the same place?

Sincerely,  
XXXXX

P.S. The one in the wolf shirt.

Dear Mr. Miles,

Thank you for coming in today adn giving us a presentation! I really enjoyed it! If you were nervous, you sure did not show it!! I liked all the models you brought in to show us! I liked it the best when we went outside and we saw the airplane.

Sincerely,

## THE CONFEDERATE AIR FORCE

### How We Started

The war had been over for 12 years. Soldiers, sailors, and airmen had been discharged, served time in the reserves, returned to college and jobs, and started businesses and families. It was a time of peace, time to let down and to make new beginnings.

In the lower Rio Grand Valley of Texas, a small band of ex-service pilots kept in touch through their mutual interest in airplanes and flying. Although none of them realized the potential of their interests, they were about to set in motion events that would, improbably but inevitably, develop into the world's finest and most complete collection of flying World War II combat aircraft.

One of them bought a war surplus P-40 Warhawk in 1951. It was a classic airplane, the first truly modern American fighter developed since the fabric covered pursuit planes of the early 1930's. The Valley flyers enjoyed the old Warhawk, but a desire for more speed and power turned into a search for a P-51 Mustang, reputed to be the greatest fighter of the war. In 1957, a surplus Mustang was discovered for sale in El Paso. The aviators pooled their resources and bought the prized Mustang.

They formed a loosely defined organization to share the pleasure and expense of maintaining the Mustang. Other pilots took an interest and joined the group. The new outfit was christened when one of them painted Confederate Air Force on the Mustang's fuselage. The only thing remaining was to commission one and all a "Colonel" in the brand new, one plane CAF. Shortly later, the group acquired a Navy F8F Bearcat, leading to a friendly competition between the former Army and Navy men in the CAF.

This competition soon led to invitations to display and fly the restored combat planes at military and civilian bases across the country. By 1960, the unexpected interest in their project encouraged the Colonels to go a step further. They would create a complete collection of American WW II fighters. But where would they find them? The obvious source was the military. The CAF members reasoned that there would be plenty of the great planes available as surplus. They were wrong.

They learned that not only was there little or no surplus available, there was no organized program to preserve even single examples of the historic aircraft of the war years. The U.S. Navy Air Museum had not yet been established, and many World War II aircraft types were missing from the Air Force collection. **And none were**

### to be kept flying.

Worse than official indifference was the official destruction of the greatest combat air force ever built. When the Colonels tried to salvage aircraft or parts from surplus depots, they found a sad sight: the systematic destruction of thousands of aircraft for scrap. Of 300,000 planes built, almost all were gone!

Of 15,000 P-47's, not one was left in flying condition in the United States. Wildcats, Aircobras, and Warhawks were nearly extinct. Corsairs, Avengers, Helldivers, and Hellcats were followed by Liberators, Flying Fortresses, Mitchells, Havocs, Dauntlesses, and Lightnings into the smelters. The CAF Colonels now had a larger cause: to preserve a portion of our American Military aviation heritage. The objective was to save for future generations of Americans a few of the remarkable airplanes of the War: 1939-1945.

With this heading set, the CAF was chartered as a non-profit corporation on September 6, 1961. By 1963 the collection of American fighters was complete and the Colonels turned their attention to the American WW II bombers. By 1972, the entire collection of American combat aircraft was complete. So great was the momentum that the collections also included transports and trainers, a combat glider, and the only helicopter type to see service during WW II.

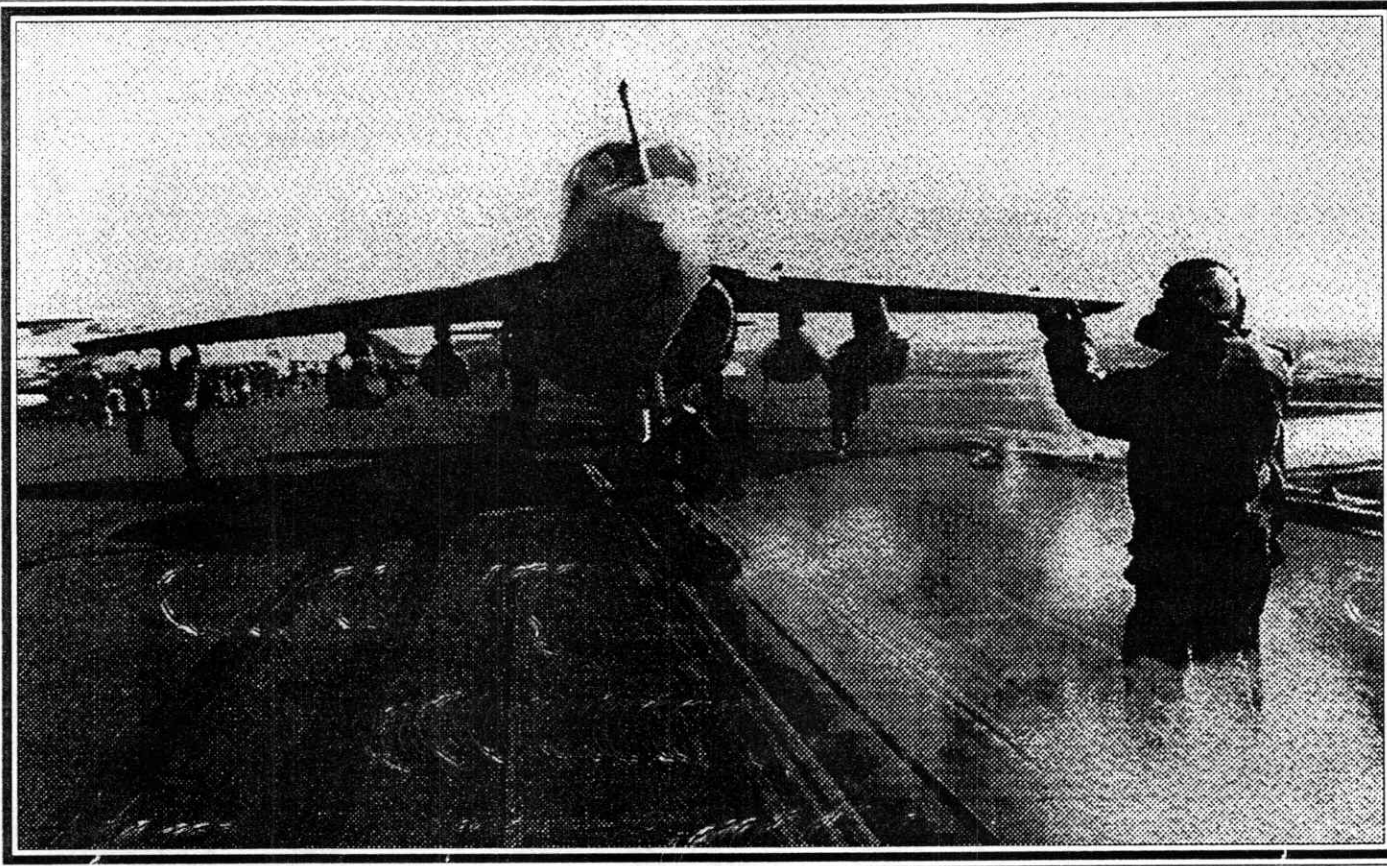
Having finished this goal, the CAF continued to collect aircraft, including Royal Air Force, German Luftwaffe, and Imperial Japanese Navy aircraft and a fleet of replica Japanese warplanes which, along with the CAF Zero, were in the movie, "Tora, Tora, Tora."

With this fleet of aircraft it became possible to portray many of the combat air actions of WW II. Today, we bring you part of this demonstration, known as the World War II Airpower Demonstration.

*From: Wings of Freedom  
Program of the Confederate Air Force Show  
Frederick, Maryland: August 26-27, 1995*

### EDITOR'S NOTE

I copied the above article because I was very impressed with the CAF show in Frederick, and amazed that so few of these magnificent airplanes are left in flying condition. While advances in aviation have obviously made WW II era planes totally obsolete, were it not for the CAF we would never have been able to see these wonderful planes in flight. We all should be grateful that the Colonels of the CAF had such a love of flying and history that they preserved a flying tribute to the men and the flying machines of World War II.



### GRUMMAN EA-6 PROWLER

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The EA-6 Prowler is a derivative of the EA-6 A Intruder -a flying electronic warfare machine designed to jam enemy radar. In January, 1963, Grumman began work on the EA -6 Prowler and its' new TJS (Tactical Jamming System). However, the sophistication of the new TJS required more than one electronic countermeasures officer, and the fuselage was lengthened by 4' 4" to accommodate an additional officer. Other changes were necessary involving the wings and fuel tanks, and by 1971 the first Prowler with the new configuration was produced.

Two Pratt & Whitney J52-P-8A turbojets powered this model, and future ones were upgraded to more powerful engines. Maximum speed is 817 mph, and cruising speed is about 650 mph. Range varies from 1,000 - 2,000 miles. The Prowler can carry weapons, such as four AGM anti-radar missiles, but is normally protected by fighter escorts and/or other aircraft to destroy the selected targets. The U.S. Navy attack capability is dependent, in some situations, on the capabilities of the Prowler's improved ability to detect, locate, classify, and jam hostile radars. During the Gulf War, EA-6 Prowlers effectively shut down Iraq's radar systems, and allowed the other warplanes of the alliance to wreak their havoc with little interference.

Since its' introduction in 1971, more than 170 Prowlers have been built as of 1991. As usual, improvements in engines, electronic equipment, computer systems, etc. have been made to keep up with more sophisticated enemy capabilities. The latest configuration, the EA -6B, has four Tracor chaff/flare/decoy dispensers rather than the original two, a new countermeasures system that **automatically** detect, identify, evaluate, and jam voice and data communication systems, as well as early warning radars systems. There is provision for four missiles as noted above, two outer wing ECM (electronic counter measure) pods, and an additional ECM or drop fuel tank under the center of the wing.

The EA -6B Prowler is an airplane with a specific goal in life, and has been modified continuously for more than 20 years in order to keep up with the increasing sophistication of modern warfare. You can be certain that many pilots (as well as other servicemen) owe their lives to the work that the Prowlers do.





## COMING EVENTS

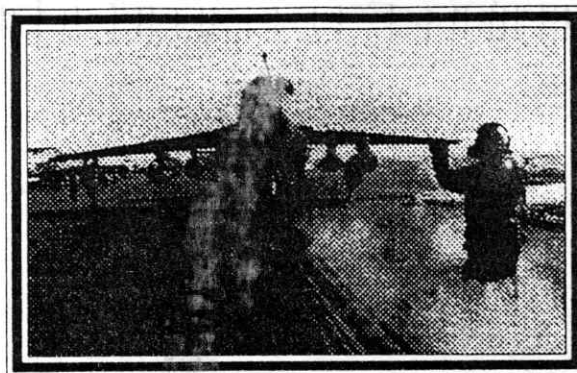


**November 7** WAM Meeting. VFW Hall @ 7:30 p.m.  
**December 2** CHRISTMAS DINNER. VFW HALL. See details in this T/S.

With summer ending and the weather changing, it seems that there are fewer "Coming Events" going on, so this space may be a little sparse. If anyone hears of something that might be interesting to our members in terms of an event, or otherwise, I'll be glad to utilize this space to announce your message.

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of:

Our Hero: Ed Popp



### GRUMMAN EA-6 PROWLER

*From: Warplanes: Modern Fighting Aircraft  
 CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
 Westminster Aero Modelers  
 c/o Ed Goldman, Editor  
 16 Kalten Road  
 Westminster, MD. 21158



TO:

John Schaffner  
 1811 Miller Road  
 Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**





# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

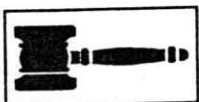
## NEXT MEETING

HOLIDAY DINNER  
SATURDAY  
DECEMBER 2, 1995  
5:00 P.M.  
VFW HALL  
WESTMINSTER

Volume 11 Number 11

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

## Model Mates

It's hard to believe, but a whole year has passed since I was elected to be president of WAM at the Christmas dinner of 1994. At this time I would like to thank all of the members who helped me get through the past twelve months more or less unharmed.

At the risk of scaring off any potential officers/candidates, I would say that there is much more responsibility involved in keeping a club such as ours operating, and hopefully, prospering than many members realize. And for that reason, anyone in my position must depend on many volunteers and appointed committee heads to help shoulder the load. Our club certainly does have members both willing and able to do this, it is to those members that I say, "Thank You!"

I would also like to encourage all members to take a more active part in the day-to-day workings of our club and hobby. There is no such thing as too many active members.

With the coming year, I hope we can get out to the flying field as often as we would

like, and also do more things together - such as fun flys or perhaps some sort of "open house." Who knows, this may bring several more members into our hobby and club. I also hope that we can get more into the IMAA side of model building and flying, as these "big birds" are really something to see in action, and if I ever get some of mine finished, I hope to see how they fly.

I do hope to see many of you at our Christmas dinner. It should be enjoyable this year since it will be on a Saturday evening (no work the next day).

Finally, also would like to wish everyone a Happy Thanksgiving, Merry Christmas, and Happy New Year.

See You At the Field,  
(Next year)

Wendell

REMEMBER TO MAKE YOUR  
RESERVATIONS WITH MICKEY  
YACHERA AND ENJOY WAM'S  
EVENING OF FOOD AND FUN AND  
FRIENDSHIP ON DECEMBER 2.



## MINUTES - NOVEMBER 7, 1995 MEETING

*John Sterrett, Secretary*

1. The meeting was opened by President Richards at 7:30 p.m. with 15 members present.
- 2.. The minutes of the October meeting were accepted as printed in The Talespinner.
3. Ken Davis gave the Maryland Modelers Association report. (See article in this T/S).
4. Treasurer Lloyd Briggs reported that WAM is in the black.
5. Milt Peacock had many photographs available to any member who wanted them. Any not taken at the meeting would be sent to some of our "foreign correspondents" by John Schaffner.
6. John Schaffner read a very nice letter from our Belgian correspondent, Nick Jonckheer, about his local flying and included some nice photographs. Nick also expressed his enjoyment with The Talespinner. (Thanks, Nick. I'm glad you enjoy it).
7. AMA representative Milt Peacock mentioned that the AMA executive meeting is coming up. WAM is up-to-date with the AMA. Milt also mentioned that there were 120 sanctioned events in District IV this past year.
8. Membership chairman Bob Jenness has had one inquiry about joining WAM. He will follow this up.
9. Ray Miles reported that there are NO problems with the county. Recent DB checks by the Dept. of Recreation and Parks were good - no engines above the 95 DB level. (Way to go, members. This is all we have to do to maintain our good relationship with the county).
10. **THE FIELD WILL BE CLOSED AFTER WEDNESDAY, NOVEMBER 22 THROUGH JANUARY 1, 1996. PLEASE OBSERVE THIS REGULATION.**
11. Safety and Sound chairman Ken Eckard was not present at this meeting.
12. Ray Miles gave a School Flight Program report. All is going well.
13. Property chairman Bill Hasert reported that all is well with club property.
14. Eddie the Editor reported that the T/S is doing just fine. Ray Miles mentioned that we are sending a copy to Mr. Brian Sullam of the Carroll County edition of the Evening Sun, and that Mr. Sullam appreciated it.

15. Mickey Yachera has organized our Xmas dinner. The menu was voted upon. Cost will be \$ 17.00 per adult and \$ 8.00 per child. (See more details in this T/S).
16. Nomination for WAM Officers for 1996 were made. Voting will take place at the Xmas dinner on December 2. **PLEASE PLAN TO ATTEND FOR A NIGHT OF COMRADERIE, FUN, FOOD, PRIZES, AND THE ELECTION OF OUR NEW OFFICERS.** The nominees for each office will be found in this T/S.
17. The Port -O -Pot has been or will be removed from the field for the winter.
18. Milt Peacock offered to help anyone who is interested in building large scale models.
19. There were no new building projects reported. (But I bet there are some fairly busy members getting ready for the next flying year).
20. John Sterrett asked the membership what might cause a connecting rod in an engine to bend. Other than a "hard" landing, the consensus was that a flooded engine started with an electric starter would be the likely cause.
21. Bob Allen would have won the 50/50 had he been at the meeting.
22. The meeting was adjourned at 9:00 p.m.

### AMA NEWS

*by Milt Peacock*



Hopefully, every club member has marked his or her "Election for President" ballot and returned it to the AMA. The choice was yours as to who you would like to see as our new president. But if you failed to spend a stamp and vote, don't gripe about the winner.

You also received your 1996 membership renewal form. I hope everyone was prompt in sending in their dues. It makes my job a little easier when everyone renews on time. The updated roster will come from the AMA after the first of the year and then I find out who the procrastinators are.

I assume everyone has seen the latest issue of Model Aviation with the results of the NATS. Apparently it was a good event. Next year all will be held at Muncie and maybe I'll be able to make the trip again.

Nothing earth shaking is happening that I am aware of. Quiet is nice!

If anyone has problems concerning the AMA, I would appreciate knowing about it. I'll try to get it resolved for you. Call me at 833-31222.





## SCHOOL FLIGHT PROGRAM

*by Ray Miles*

Letters have been sent to all 3rd grade teachers so that they can begin scheduling classes for the 1995-96 school year. The schedule so far is as follows:

|             |                                |
|-------------|--------------------------------|
| November 15 | Friendship Valley Elementary-- |
| December 6  | Winfield Elementary            |
| December 13 | Robert Moton Elementary        |

**All dates are on Wednesdays  
All programs start at 9:30 a.m.**

The Robert Moton program will be the last class of the 1995 year. The 1996 classes will begin in the spring. This is the first year that more than 3 schools scheduled the SFP for the fall. A total of 7 responded to our request for more Fall classes. This makes for a more balanced teaching year for our people. It will also allow us to fit the remaining 12 schools into the remaining Wednesdays allotted. This also enables us to avoid the month of February, which can be one nasty month. Of course, that is no guarantee that a snow day, or days, will not occur in March, but it lessens the possibility of having to reschedule a class due to bad weather.

Master builder Milt Peacock has been flying the new school plane this year. He informs me that it is a much steadier craft to fly and that he is completely at ease with it. We need every margin of safety that we can muster.

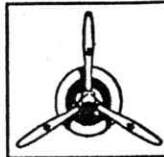
Charlie Hughes is working on a Special Request for an elementary school in Harford County. This will be a spring event if it becomes a reality. If anyone else in the club is connected with elementary school systems in the counties surrounding ours and thinks there may be a possibility for us to present a class, please inform me so that details can be worked out.

**Any WAM members are always invited and welcome to attend a SFP. Not seeing one is missing something very special and rewarding.  
If you have the chance, treat yourself and visit one of the schools and see the show.**

## YES FUNDING

*by Ray Miles*

Nothing concrete to report at this time. Bob Underwood called me a few weeks back. The Funding Committee approved our request for funds (amount yet to be determined) by a unanimous vote. That means 100% in favor of it. This request will be presented to the Executive Council at their Nov. 11 meeting. Bob will get back to me with those results. More as this tale unfolds.



## CARROLL COUNTY REPORT

*by Ray Miles*

Nothing! Nothing! Nothing! And with so much Nothing I paid a visit to the Dept. of Recreation and Parks on Wednesday, Nov. 1 to see if they were still in operation. They are. Richard, Bruce and Jeff were all there and I touched base with each of them. I told R/S that we are pleased that the results of the random DB checks have all been below limits, as that is our main concern. R/S said, "That is my ONLY concern." Credit goes to where credit is due, and that is to the entire flying membership of WAM who have made every extra effort to bring all of their aircraft at or below the 95 DB limit. **Thank you all very much!** I hope that this will lower the anxiety level within the club and that our flying well eventually return to the fun level, and I believe that is now starting to occur.

### NOTE TO ALL MEMBERS

**PLEASE BE AWARE THAT THE CCMA IS SCHEDULED TO BE CLOSED AS PER OUR CONTRACT THE SATURDAY AFTER THANKSGIVING FOR THE HUNTING SEASON. THE FIELD WILL REOPEN AS PER THE CONTRACT ON MONDAY, JANUARY 1, 1996.** (Editor's Note: Since we cannot fly on Thursday or Friday, the last flying day of 1995 is actually Wednesday, November 22).



## THE IMAA CORNER

*By Milt Peacock*

Not much is happening within the realm of the IMAA gang. There was a fly-in in Allentown, but that was a bit too far to travel to this time. The season is winding down and the winds and rain are taking over.

I have heard rumors that some "Big Birds" are being built, but I have no idea who the builder(s) are. If he isn't a member of the IMAA, I hope he will call me so we can get a new member in our ranks. We should be able to get our giant scale models in the air in 1996. A lot of work must still be done, and you younger fellows are going to have to pitch in and help. Us ole f---ts can't stand the gaff anymore.

All in all, 1995 was a good year for the big birds. The Md. Monsters (Sunday Flyers Club) had their first fly-in and it was a great success. The sad thing is that I just learned that a construction trailer is now sitting in the middle of their runway. It's a shame as that was a very nice place to fly.

Region IV had their first fly-in and that also was a success. I have heard that they are working on next years meet, with some improvements. A whole lot of improvement isn't needed. The only complaint that I heard was, "I'm having too much fun." Want to have a great day at a fly-in? Then put the IMAA dates on your calendar in 1996.



## MARYLAND MODELERS REPORT

by Ken Davis

At the last MMA meeting it was decided to distribute \$ 50.00 to each club that participated in the MMA Flea Market and to also pay the \$10.00 dues for each participating club for 1996. Flea Market organizer Milt Peacock wishes to thank all those who helped out, and reports that there were 216 admissions. The event was sold out at 12:03:40 (to be exact). I feel that the clubs who attended this event owe Milt a big "Thank You!" for undertaking this chore for the past 6 years. So, on behalf of WAM, I thank you, Milt.

The Harford County club is having a flea market on March 2, 1996 and the IAA Cargo Challenge is on the schedule for April 27. Help is needed. If you are interested in lending a hand, please call Charlie Hughes at (410) - 836-9055.

RCMB is having an Old Timer Fun Fly on November 11. The MARC show is scheduled for June 1-2, 1996.

The New Meade Modelers now have a new field on Ft. Meade property that parallels Route 175 that is 400' x 200'. South Carroll is now flying at their new field on the grounds of Springfield Hospital. The Sunday Flyers have lost their Linhearst field. Howard County has lost their field.

Bob Babura, AMA District IV Associate VP reports that if Howard Crispin wins the AMA presidential seat, he will appoint two nominees for VP to be voted on at a special election.

## EAA CALENDARS

by Milt Peacock

I have your 1996 EAA Calendars. If you want, you can call me to be sure that I'm at home and come pick yours up. Or, I will have them at the Xmas dinner and you can get the calendar from me there.

## SHUTTLE MISSION 51-L

by John Schaffner

On January 8, 1986, the shuttle Challenger exploded during launch, killing its crew. The reason given for the disaster was that an "O" ring on one of the solid rocket boosters leaked. That's about all I remember about it. Recently I came across a book titled Who's Who in Space - the First 25 Years, by Michael Cassutt. The details of this event are given by the author in the condensed biography of the mission commander, Francis

Scobee, as follows:

The launch of the 51-L was delayed twice by technical and weather problems, and finally lifted off at 11:38 a.m. EDT, after a night in which temperatures at Cape Canaveral dropped below freezing, a night in which, unknown to the crew, engineers at Morton Thiokol (builders of the Shuttle's powerful solid rocket boosters) and the NASA Marshall Space Flight Center were engaged in a debate over the safety of a launch in such weather. Some engineers were concerned that the O rings, the seals between the segments of the huge boosters, would lose their flexibility in the cold, allowing super-hot gases to escape from the solid rocket booster.

An analysis of films taken of the launch showed that a plume of smoke escaped from the right SRB at liftoff. Moments later, unknown to the crew or NASA flight controllers in Houston, the smoke was replaced by a jet of flame with a temperature of over 6,000 degrees F. - a blowtorch aimed at the metal strut that joined the SRB to the huge external fuel tank. As the Challenger rocketed to an altitude of 9 miles, the the point known as "max Q," where speed and aerodynamic pressure place maximum stress on the vehicle, the attach point burned through and the aft wall of the tank blew open. A sudden and violent thrust forward, caused by fuel escaping from the ruptured tank, slammed the errant SRB into the right wing of the Challenger. An instant later the whole external tank vaporized. The Challenger broke apart due to the violent stress. Originally thought to be killed in the first surge from the external tank or in the disintegration of the Challenger itself, the astronauts apparently survived the initial breakup, only to perish from oxygen deprivation or from the impact of the crew cabin (which emerged intact from the cloud of debris) as it hit the Atlantic Ocean three minutes later.

The crew compartment, resting on the floor of the Atlantic Ocean at a depth of over 100 feet, was not discovered until early March, six weeks after the accident. Recovery of the astronaut's remains from the site took several more weeks.

I just thought that we should be reminded once in a while that while we take space flight for granted these days, the risk is still there for these brave individuals who show that they have the "right stuff." You can borrow this book from me if you like. Just ask.

## CONDOLENCES

Bob Pease, original owner of Bobby's Hobby Lobby, informed us that his mother passed away. WAM offers our condolences to Mr. Pease.

# HOLIDAY DINNER

Mark **SATURDAY, DECEMBER 2** on your calendar for this year's extravaganza! We will be holding the dinner at the Westminster VFW again. Festivities will begin at 5:00 p.m. with a cash bar Happy Hour. Dinner will be served at 6:00 p.m. If you have not made your reservations yet, please call Mickey Yachera at 239-6235 and save him the job of calling you. The cost of dinner is \$ 17.00 per adult and \$ 8.00 per child. (The VFW has raised their cost about \$ 1.00 per meal).

President Wendell promises to have an interesting speaker this year. Ernie Hancock of the Sunday Flyers Club and head of the Monster Modelers of Maryland should provide some entertaining ideas. The usual prizes, awards, and good natured teasing will abound. The menu was voted on at the Nov. 7 meeting, and is as follows:

Cash Bar at 5:00 p.m.

Dinner at 6:00 p.m.

## Menu

Roast Beef with Gravy

Stuffed Chicken Breast

Parsley Potatoes and Green Beans

Salad

Rolls and Coffee

Also at the November 7 meeting, the slate of nominees for WAM's officers for 1996 was selected. The candidates for those offices are:

President: Wendell Richards/Ken Davis  
 Vice President: Ken Davis/Mickey Yachera  
 Treasurer: Lloyd Briggs/Bill Hasert  
 Secretary: John Schaffner/ Mickey Yachera  
 Member at Large: Ed Goldman/Dwight Baugher

It would be nice to see a large representation of our membership and their families at our annual and only Holiday Dinner. Plan to attend, visit with your friends and fellow hobbyists, and cast your votes for the candidates of your choice.



# HAPPY BIRTHDAY!!

♦ NOVEMBER ♦

John Sterrett

Cristin Yachera



## AVIATION HISTORY DECEMBER



- 1 1921 First helium-filled balloon flight.
- 4 1965 First rendezvous in space: Gemini 6 and Gemini 7.
- 7 1941 Attack of Pearl Harbor.
- 8 1941 United States enters World War II.
- 10 1911 Calbraith Rogers completed the first U.S. air crossing in 84 days.
- 11 1972 Last time humans set foot on the moon (Apollo 17).
- 14-23 1986 Dick Rutan, Jeana Yeager and the "Voyager." First non-stop, non-refueled flight around the world.
- 17 1903 First powered flight in heavier than air vehicle. Orville and Wilbur Wright, Kitty Hawk, North Carolina.
- 19 1928 Harold Gatty flies the first American autogyro.
- 24 1968 Apollo 8 becomes the first manned vehicle to orbit the moon.
- 28 1913 First time an airplane reached an altitude of 20,000 feet.

## JOHN SCHAFFNER WINS BIG!

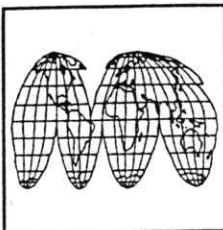
*Eddie the Editor*

As you may recall, an article in The Talespinner was used in RC Modeler magazine about the Boeing 747. The information was sent to me by John. I recently received a very nice note from Dick Kidd, editor of RC Modeler, in which he noted that John would be receiving a check for \$ 25.00 for his article.

John was delighted with the good news. No wonder he contributes so many items to our newsletter - he wants to augment his social security! Anyhow, congratulations to John.

At the November 7 meeting, John graciously announced that he will donate the money to the SFP to support the club's efforts. **THANKS A LOT, JOHN!**





## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

2 October, 1994

(Sunday)

John Coulling came over to drive us to the village of Burwash for Elsie to see St. Bartholomew's Church where she was a member of the Sunday School as a child. There was also the elementary school that she attended and the house that she lived in.

We parked the car and strolled around the village. Upon entering the church we found a large "board" on the wall inside the entrance which contained the names of the many pastors who served there since the year 1090, when the chancel, nave, and tower were first built. It has been well maintained over the years and unless one inspected the tombstones you would not be aware of its history. The church cemetery contains the graves of Lil and Elsie's grandparents and other ancestors. I'm sure that it was very meaningful for both of them to be there.

The elementary school was easily recognizable and the monument in the "roundabout," dedicated to the veterans of World War I, was still standing. Engraved on the stone column are the names of two of Lil's family who were members of the British Army and were lost during that "war to end all wars."

We even located the house where the family lived for a time. There was no one home at the time, or I am sure that we would have been invited in to have a cup of tea. We then drove on down to nearby "Bateman's," the estate where Rudyard Kipling lived. Elsie and Lil's mother kept house for Kipling's secretary on the grounds of the estate. Everything still looks pretty much the way it was then. This place is now an historic site and is being maintained as a museum devoted to Rudyard Kipling's work. We were given the OK to take our time and look in all the nooks and crannies.

On the way back, Joe drove us to Headcorn Aerodrome for my benefit. It is a grass airfield of good size, once used by P-51s during World War II. Many aircraft are based there from antiques to the more modern types. If we had more time I could have taken a joy ride in an Auster. Some 1,604 of these aircraft were built during World War II in England under license from Taylorcraft. They were/two-seat tandems, powered by in-line Cirrus Minor or Gypsy Moth engines. Several civil models were built following the war. This one was an ex-military, and one of the first

off the British production line (the curator tells me).

They also have an aviation museum of note at the field housing all sorts of flying memorabilia from a piloted version of the Nazi V-1 to modern jets. This particular example V-1, commonly known as the "buzz bomb," was one of the prototypes built with a cockpit for testing. The famous German pilot of the 1930's, Hanna Reitsch, was one of the test pilots for the project. She wrote a very interesting book titled, Flying Is My Life. All of you airplane nuts should read it.

Wish I could get back there some time. A nice gentleman by the name of Stan Kemp toured me through. He was good enough to give me a "lick and a miss" tour in the little time that I was allowed. Among other things, there were a lot of displays of aircraft parts that have been dug up (literally) from the countryside. When a plane went straight in from altitude, there was little left on top of the ground. Every now and then some farmer will turn up something with his plow. Many an aircraft (and crew) ended up this way during the "Battle of Britain."

We returned to Harrietsham by way of the village of Grassy Green where John and his family live. Of course, we stopped and visited his home for a few minutes. If you have ever watched the T.V. show, "All Things Great and Small," then you can say you've been there.

We then returned to June's for another whopping big dinner of lamb with all the trimmings and a most pleasant evening with more of the family. June really went overboard to entertain us. She is one fine cook and treated us like V.I.P.'s. We were in bed by 10:30 p.m. and none too soon. We were plumb tuckered out. Tomorrow it will be back to London for us. We have been trying to get some late information on the situation with the train strike, but to no avail. If the trains are not running, maybe we will have to hitch a ride on a lorrie. Stay tuned.

**Tracey's Time Observation:** Good times end too quickly. Bad times seems to go on forever.

**Sattinger's Law:** It works better if you plug it in.

**Van Gogh's Law:** Whatever plan one makes, there is a hidden difficulty somewhere.

**Rudnicki's Rule:** That which cannot be taken apart will fall apart.

### AIRSHOW HOTLINE

Want to know where to see a good airshow nearby? Call the **Airshow Hotline** (900-287-1000) 24 hours a day from any touchtone phone worldwide. Callers select a state and a date and hear about all the major and regional airshows, fly-ins, aerobatic competitions, balloon festivals and other aviation events scheduled, and get a contact telephone number for each event. The rolling eight week schedule is updated weekly, and the computer that runs the service can handle 8,000 calls simultaneously. (Guess we shouldn't all call at once!).

Charges run \$ 1.99 per minute, and Astradyne (the Glenside, Pennsylvania company that runs the service) says that the typical call costs \$ 3.98. For more information, call Astradyne at (215)-887-6289.

*Contributed by Larry Nolte  
Excerpted from Flying magazine*

### WILLING TO LOAN

I have used a **Master Magic Magnetic Builder** from Eldon J. Lind company in building my last several planes. It has been a great time-saver, and allows construction of wing halves, fuselages, or other parts in much less time and with straighter and more accurate fits than other methods I have used. A large metal grid with many different types of holders (for wing ribs, fuselage sides, etc.) allow you to position all or most of the component parts you are assembling prior to any gluing. You can also do this over the plan, if you like. Once the parts are arranged as you want them, just go along with CA and glue the parts together. Once the initial set occurs, just remove all the magnetic holders and add glue to your liking.

The magnetic method is not fool-proof, and most of us build wonderful models in our own ways, but I would be happy to loan my magnetic building board to any WAM member who would like to give it a try. Just give me a call at 848-3835.

*Eddie the Editor*

### JOHN SCHAFFNER'S QUIPS

Of all the people who have lived to age 65 in the history of the world, more than half are alive today!

The difference between ORDINARY and EXTRAORDINARY is that little EXTRA.

**Wyszowski's Second Law:** Anything can be made to work if you fiddle with it long enough.



### WHAT THE KIDS SAID

(As written by the 3rd Graders)

Dear Aeromodelers,

Thanks for the great talk. Can I make a plane that flies or moves? I would like to make model planes but my brother will brake them. My dog will also eat them. I would make one for my dad because he would want to fly mine.

Yours Truly,  
XXXXX

Dear Aero Modeler,

Thank you for coming to our school. I didn't no that 2 people were in Amelia Earhardt's plane. I think it was cool when you started to talk about World War II. Did you ever hear of the Hitler?

From,  
XXXXX

Dear Westminster Aero Modelers,

Thank you for coming to my school. I liked seeing the planes and you telling when they were made. I liked the flying plane. Have you ever wanted to fly around the world? I do. I want to have real pretty wings. Then I could fly everywhere. It think it would be cool, don't you?

Your friend,  
XXXXX

Dear Westminster Aero Modelers,

We are very luck that you came and showed us model airplanes. Thank you so much. You did a great presentation. I'm shure the rest of the 3rd grade enjoyed it too. I liked the bird the best. It was neat seeing all the airplanes. It was very nice of you to come and teach us about airplanes.

Love,  
XXXXX

Dear Aero Modelers,

I loved the program. I learned new things like the parts of the plains and how they worked. I like seeing the plains you had too. I like how the one guy in your team flew the plain when he did the loops and turns. Well, got to go.

Your friend,

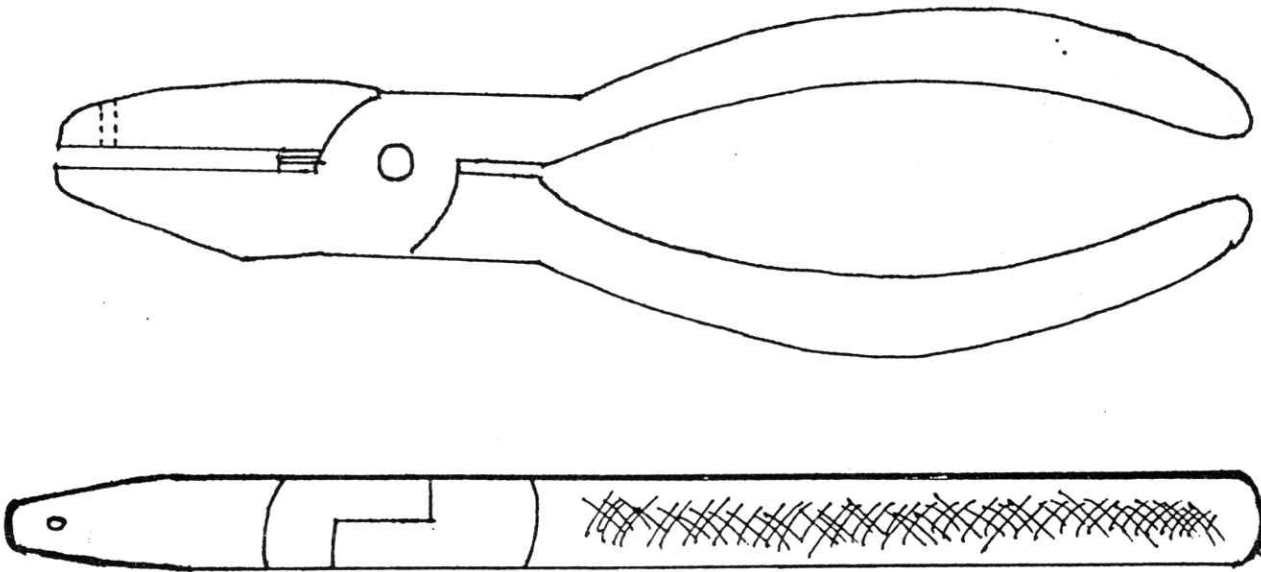
**Horner's Five Thumb Posulate:** Experience varies directly with equipment ruined.

## HOME-MADE Z BENDER

by John Schaffner

Back in May, 1995, our Belgian correspondent, Nick Jonckheer, sent us a tip on how to make your own Z-Bender. I made one and I am here to tell you that this little gem works even better than the one I paid good American dollars for. Start by going to The Dollar Store and buying one of those cheapie pliers from the Orient. This is your final cost. (Editor's Note: If you want to be stupid, ask for a price check).

Drill a hole as shown that matches the wire size that you use the most. If the tool is hardened you may have to heat the area cherry red and let it cool down to make drilling easier. That's all there is to it. What makes it better than the factory job is that you can vary the size of the bend by swinging the wire around to the side for making the second bend. Go for it!



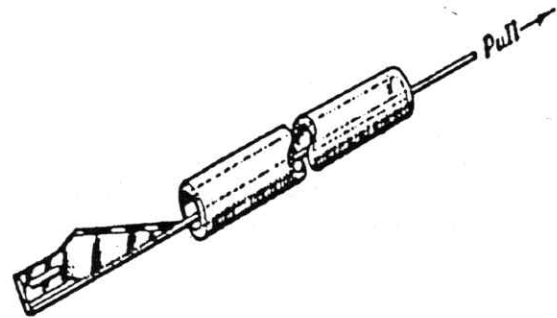
### PLOESTI RAID B-24 SALVAGED

Using airbags, Turkish divers have salvaged the wreckage of a USAF B-24 Liberator bomber that had lain on the seabed of the Mediterranean since it was shot down in August, 1943. The B-24 had taken off from Benghazi, Libya, as part of the infamous low-level raid on oil refineries at Ploesti, Romania, and was one of 54 USAF bombers that failed to return, shot down by anti-aircraft fire. At the time of its loss, seven of the ten crew were rescued from the sea by Turkish villagers; three others perished. One survivor, Roy Newton, of San Clemente, California, was on hand to see the bomber surface, and he was reunited with his rescuer from 52 years ago. Skeletons of two more crew members were recovered from the wreck and will be repatriated.

Contributed by Larry Nolte  
Excerpted from *Flying* magazine

**Fudd's First Law of Opposition:** Push something hard enough and it will fall over.

### HINTS AND TRICKS

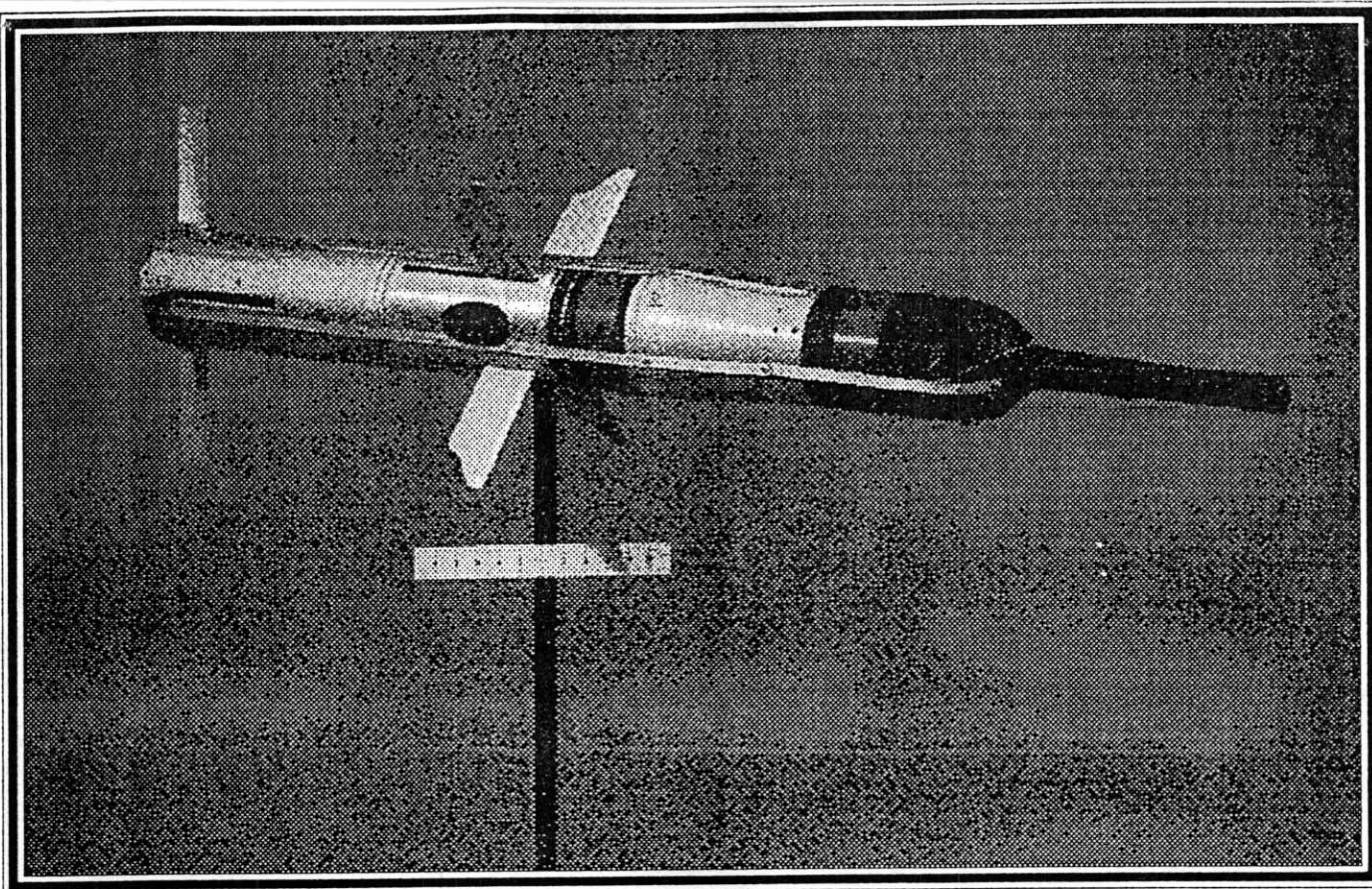


### TUBING SLITTER

Slit rubber tubing is often used as a cockpit edging. To make a slitting tool, use thick CA to glue a number 11 blade to a piece of 1/16 inch diameter music wire that is slightly longer than the tubing. Then pull the wire through to tubing for a clean cut.

Les Schjelderup, Coal Valley, Illinois  
Contributed by Milt Peacock





### HUGHES BGM-71 TOW MISSILE

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

The Hughes Tow ( Tube-launched Optically tracked Wire-guided) missile was placed in service in 1970, and is still the West's most important anti-tank weapon. It is a heavyweight type designed for vehicle or helicopter borne launchers, and has proved its capabilities in several wars as a result of its reliability, high degree of accuracy, and a warhead that has shown itself able to penetrate heavy armor. The missile has been modified and improved upon in response to the need for greater range, heavier penetration, a more sophisticated guidance system, and one which cannot be affected by countermeasures.

The first TOW had a range of 3,280 yards and was able to penetrate 23.6 inches of armor. Throughout the last 25 years, the TOW has been improved in response to the development of more heavily armored Soviet tanks. In 1987, the TOW 2A was introduced. This model had an improved direct-attack warhead with tandem charges to defeat reactive armor and then core armor. A small explosive charge on the nose probe triggers the detonation of the target's reactive armor, opening the way for the gas/metal vapor jet of the missile's main HEAT charge. The tandem warheads (using explosively created self-foraging fragment technology) create an opening by striking obliquely downward and forward, into which the main charge is delivered. The sensor package in the cone also includes optronic and magnetic components, the former to acquire the target by shape and the latter by its iron content.

The TOW 2B is somewhat different than the 2A, in that wires are no longer needed for guidance, supersonic speed has been achieved which reduces the time in which the launch helicopter is exposed to enemy attack, and a range of 10,000 yards (almost 6 miles). Still more improvements are in the pipeline, and several modifications have been developed by the British and Israeli armed forces. Modern TOWs can penetrate more than 35 inches of armor. The Tow is approximately 4 feet long and 6 inches wide. Many modern types of helicopters are capable of bringing TOW missiles to the battlefield, especially the Huey Cobra, Supercobra, and SeaCobra.



## COMING EVENTS

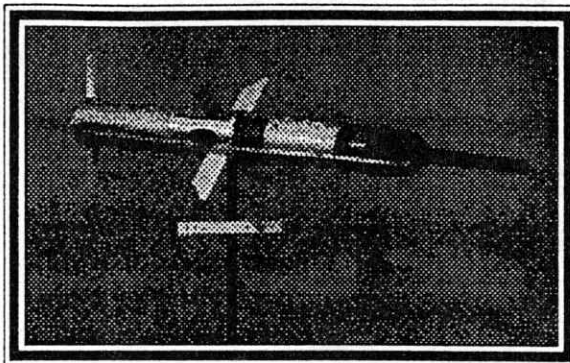


**December 2 (Saturday) CHRISTMAS DINNER. VFW HALL.  
CASH BAR AT 5:00 P.M.  
DINNER AT 6:00 P.M.  
RESERVATIONS THROUGH  
MICKEY YACHERA.  
PLAN TO ATTEND AND HAVE A  
PLEASANT EVENING WITH YOUR  
FELLOW AEROMODELERS AND  
THEIR FAMILIES.**

**WITH THE WEATHER COMING AND THE CCMA CLOSING FROM NOVEMBER 23 THROUGH JANUARY 1, 1996, THIS SPACE WILL BE RELATIVELY QUIET. BUILD AWAY!!**

This issue of The Talespinner  
was printed, folded, stapled, and mailed  
Courtesy of:

**Our Hero: Marada Industries and Ken Davis**



### HUGHES TOW MISSILE

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

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### THE TALESPINNER

Newsletter of the  
Westminster Aero Modelers  
c/o Ed Goldman, Editor  
16 Kalten Road  
Westminster, MD. 21158



TO:

John Schaffner  
1811 Miller Road  
Cockeysville, MD. 21030



The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

**VISITORS ARE WELCOME !!!**



# THE TALESPINNER

Westminster Aero Modelers

## OFFICERS

|                |                  |          |           |               |          |
|----------------|------------------|----------|-----------|---------------|----------|
| President      | Wendell Richards | 374-4970 | Treasurer | Lloyd Briggs  | 833-7450 |
| Vice President | Ken Davis        | 876-1116 | Secretary | John Sterrett | 775-0296 |

## VOLUNTEERS

|                |             |          |              |              |          |
|----------------|-------------|----------|--------------|--------------|----------|
| Membership     | Bob Jenness | 374-9628 | AMA Liaison  | Milt Peacock | 833-3122 |
| Field Chairman | Bob Allen   | 876-3580 | Sound/Safety | Ken Eckard   | 549-6674 |
| Property       | Bill Hasert | 833-7271 | Newsletter   | Ed Goldman   | 848-3835 |

16 Kalten Road, Westminster, Md. 21158

## NEXT MEETING

JANUARY 2, 1995

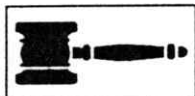
7:30 P.M.

VFW HALL  
WESTMINSTER

Volume 11 Number 12

AMA Chartered Club # 336

Formed 1955



## PILOT TO COPILOTS

Wendell Richards, President

## MODEL MATES

With the passing of the 1995 Christmas Dinner, the 1995 flying season also came to a close, and I am sure it was a memorable season for several of us, for several reasons. I hope that 1996 sees more WAM members flying and also more new members joining our club.

The dinner served at this year's meeting was excellent. Ernie Hancock was the speaker and did what I thought was a great job relating his adventures while flying "shotgun" as a tail gunner in a B-24 in China during World War II. And Mickey Yachera did a bang-up job taking care of all the details relating to the Christmas Dinner. I only wish we could have had more members there to enjoy the get-together.

As your returning President, I would really like to see some new faces taking an active part in the club functions. These jobs don't have to bring blood, sweat, and tears since there are many members willing to lend a hand in any activity. But for some reason, they don't want to "be in charge" of anything. We could cer-

tainly do more in the way of fun flies or other flying related get-togethers, but it would be nice to have a few new "lead dogs" in the string.

I hope the coming winter building season finds you completing all of your new projects, or at least completing any needed repairs to your present models. And remember - if I can be of any help to you, whether in building your airplane or working with an engine, please give me a call. If nothing else, we can "chew the fat" about our hobby and we might just be able to solve your problem, too.

Till I See You  
At the Field,

Wendell



## IN SYMPATHY



WAM learned of the passing of  
Larry Nolte's  
father on Thursday, December 7, 1995.  
The membership of WAM extends its  
heartfelt sympathies to Larry and  
his family and wishes to offer our  
sincere condolences.





## MINUTES - DECEMBER 2, 1995 MEETING

*John Sterrett, Secretary*

1. The annual Xmas Dinner meeting of WAM began with a social hour at 5:00 p.m. The members present, and some of the wives, spent some time chatting and renewing acquaintances. A fine dinner was served by the folks from the VFW, and we all enjoyed it very much.
2. Following dinner, President Richards introduced our guest speaker, Mr. Ernie Hancock. Mr. Hancock spoke about his experiences as a tail gunner in a B-24 during World War II. His story about being drafted as an 18 year old "country boy from Edgemere," being sent to different Air Force bases, and finally ending up in China after many weeks was told with humor and humility. Interestingly, the Chinese government wanted to honor all the Americans who had served in China, but the orders were lost. Somehow, the orders were found 28 years later, and Ernie proudly displayed a medal from the Chinese government which he received 28 years after serving in China. Ernie represented thousands of his generation who served their country willingly and with honor. We are all very lucky that they did.
3. After Mr. Hancock's story, President Richards introduced Mr. Howard Crispin, District IV Vice-President. Mr. Crispin had made the trip from his home in Virginia to our dinner meeting in order to pre-sent something very special to WAM. A check was given to Ray Miles in the amount of \$ 500 to be used for the School Flight Program. Thanks to the AMA and its' new involvement in educational programs put on by local clubs, Ray was able to let the proper people at AMA know about what we have been doing, and the AMA responded with some much-needed funding to benefit the SFP. It was an honor to have Mr. Crispin on hand to present Ray with the check.
4. Prize and Award Time: President Richards gave Certificates of Appreciation to the following individuals for their efforts over the past year:
  - Eddie the Editor - for "Endless Editing."
  - Dwight Baugher - for many hours of work on the new field.
  - Milt Peacock - for doing so many things in the background which

benefit our club.

5. The annual Kamikaze Award was unable to be announced at the meeting this year because the 1994 owner, Ed Popp, was unable to attend the dinner meeting. Rumor has it, though, that some one with the initials of W.R. **may** have been the intended recipient for 1995. Hopefully, this unfinished business will be concluded at our next meeting.
6. Door prizes were won by Mrs. Larry Nolte and Mrs. Howard Crispin. They were appreciated.
7. Prizes were given to members and guests via winning ticket holders. The funds for the prizes came from the 50/50 drawings at WAM meetings throughout the year.
8. Elections were held for WAM's 1996 officers.

### Your New Officers Are:

|                        |                         |
|------------------------|-------------------------|
| <b>Member at Large</b> | <b>Dwight Baugher</b>   |
| <b>Treasurer</b>       | <b>Lloyd Briggs</b>     |
| <b>Secretary</b>       | <b>John Schaffner</b>   |
| <b>Vice-President</b>  | <b>Ken Davis</b>        |
| <b>President</b>       | <b>Wendell Richards</b> |

### **CONGRATULATIONS TO ALL**

9. The festivities concluded at approximately 8:15 p.m. A fine time was had by the 33 people who were present.



## AMA NEWS

*by Milt Peacock*

As some of you knew, I was away for a good part of November, and am a little out of touch with current happenings. Those of you who attended WAM's Xmas party know that, mainly through the efforts of Ray Miles, Howard Crispin, through the AMA, awarded \$ 500.00 to our SCHOOL FLIGHT PROGRAM. The funds are not for general club use, but for the SFP exclusively. For the most part, the general expenses of the SFP have been funded by members of the SFP team. The printed flyers for the program were paid for by MARCED, INC. and the Maryland Modelers Association has also provided some funds. But that did not cover everything. It will be nice to have a few extra bucks.

### THANK YOU, AMA!

The AMA Presidential election has been held, and the new AMA President is **Dave Brown**.

On page 158 of the January, 1996 Model Aviation, WAM received a little recognition. The topic was not about WAM, but at least we were mentioned.



## SCHOOL FLIGHT PROGRAM

*by Ray Miles*

Letters have been sent to all 3rd grade teachers so that they can begin scheduling classes for the 1995-96 school year.

The schedule so far is as follows:

|             |                         |
|-------------|-------------------------|
| December 6  | Winfield Elementary     |
| December 13 | Robert Moton Elementary |

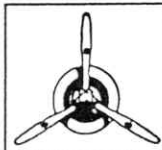
**All dates are on Wednesdays  
All programs start at 9:30 a.m.**

Classes have been completed at eight schools this past fall. This is almost a 150% increase in fall presentations as compared with the past. I am certain that we will be able to maintain that scheduling in the future. This will be a certainty once the three new elementary schools now under construction are completed. We'll no doubt need two or three more dates when that occurs. There was not too much flying done at schools since the weather was not very cooperative. However, that does not seem to dampen the youngsters' spirits at all.

The class held at the Friendship Valley Elementary School on Wednesday, Nov. 22 brought another "first" to our team. Four 5th graders approached us - two girls (one with pad and pencil) and two boys (one with a camera) and they informed us that "we were to be interviewed for their school paper." What a surprise and how unexpected! The two girls held the interview, and a good one it was, and the two boys were the photographers. Their questions had been prepared in advance and everything was handled with precision. These youngsters were polite, well-mannered, articulate, and well-poised. We informed them of our own T/S and we would see to it that they received this issue. I did fail to request the one they were working on. I'll see if I can correct that oversight. We thanked Mr. Schnorr, the principal, for the interest shown in us that day. He informed me that the entire staff is deeply committed to their students and work very closely with them. That was most obvious.

**Any WAM members are always invited and welcome to attend a SFP. Not seeing one is missing something very special and rewarding.  
If you have the chance, treat yourself and visit one of the schools and see the show.**

**Bralek's Rule for Success:** Trust only those people who stand to lose just as much as you do when things go wrong.



## CARROLL COUNTY REPORT

*by Ray Miles*

The CCMA field will reopen for flying on Monday, January 1, 1996. I would expect there will be some new aircraft ready to go and some itchy pilots ready to try them out. Of course, I'm referring to the quick builders and the cold weather flyers in the club. Just follow the rules and all that goes along with it.

## YES FUNDING

*by Ray Miles*

Most of you are aware by now of the request by our club to the AMA for funds earmarked for those involved in educational activities. There was some confusion as to just where we stood to be eligible. As it turned out, we were eligible, and I was notified by Bob Underwood, Education Director, that we would be receiving a \$ 500.00 grant from the AMA. A check in that amount was presented by District IV Vice-President, Howard Crispin, at our Xmas Dinner on Dec. 2. I can't believe so much has happened in such a short time. It had to be with some effort on Howard's part to even manage to get here on such short notice. Mrs. Crispin accompanied Howard. Both of them have been to one of our school classes a few years back, so Howard knows all about what we do. We owe them our sincere thanks for the effort they made in joining us at the Xmas Dinner.

In my opinion, this is a significant accomplishment in that our club is a relatively small one. But it has been said that "Good things come in small packages." Letters have been sent to the proper parties thanking them for the generous and unselfish support in awarding this grant to us. It will be used very prudently. We may have been the recipients of the funds, but the county's 3rd graders are the benefactors. To Bob Underwood, Don Lowe, and those involved in the selection process, we will try to prove ourselves worthy of the trust and confidence placed in us and our program.

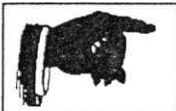


## THE IMAA CORNER

*By Milt Peacock*

Everything seems to be quieting down for the winter. There is nothing to report this month - so keep building.

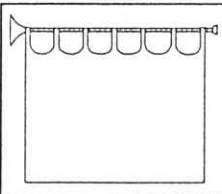
**Futility Factor:** No experiment is ever a complete failure - it can always serve as a negative example.



## MARYLAND MODELERS REPORT

by Ken Davis

The MMA held its' Xmas Dinner, which was quite enjoyable. No formal meeting was held, so there is nothing further to report this month.



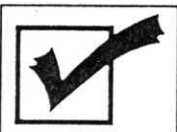
## PRODUCT NEWS

by Milt Peacock

This should interest our IMAA members. I received a "DU-BRO Show News" and they, as of November 27, 1995, have produced a new line of wheels for larger and heavier planes. The wheels have a foam interior and a tough outer skin and are treaded. The sizes range from 4" thru 6" in 1/2" increments with a 3/16" axle hole which can be enlarged to 1/4" diameter. The prices are \$ 11.50 to \$ 15.50 per size. (I assume this is per pair). The sheet was headed "Unit Price." A field test report indicated someone used the 6" size on a 39 pound P-47 and has made 75 T&L's on concrete with no signs of wear. Now, that is a little difficult to believe. NO SIGNS?

They also now show a new muffler for 4-stroke engines. The Saito .65 tested at 93 DB with a stock unit and 86 DB with the DU-BRO. They also now have extensions for 2-stroke engines.

I also have a new price list which has been updated as of October, 1995. If you would like a new price for a DU-BRO item, call me with the part number.



## HELPFUL HINTS

### Covering a Wing

Before you cover the wing of your next pride and joy, take a few extra minutes and do the following:

1. Close your eyes and run your fingers all over the wing, feeling for rough spots. Sand the areas and do it again, especially where the cap strips join the leading and trailing edges and the leading edge sheeting joins the leading edge stock.

2. Look at the ribs. If air can be trapped between the rib bays, it will be much harder to shrink the covering down tight. Make a small hole in each rib so that the hot air will pass from one rib bay to another. (I use a single hole paper punch on each rib before I install the cap strips). Also, check the last rib where the tip is attached.

3. Brush off the sanding dust and then vacuum the entire wing using a brush tip before you start the covering process.

Sticky Back Trim is available from Top Flight, Midwest, Coverite, Major, and several other manufacturers. It can be applied over the covering with or without bubbles under it. If you don't care, cut it to size, remove the backing, and slap it into place. This will almost guarantee bubbles under the trim. Or, cut the trim to size, but do not remove the backing. Mix a couple drops of liquid dish soap into 2-3 oz. of water and, with your fingers, smear the solution all over the area where the trim will be placed. Remove the backing from the trim piece, place the trim where you want it, then push or squeegee the soap solution out from under the trim. (An old credit card works well). Wipe the area with a soft cloth and let it dry for 24 hours.

Balsarite by Coverite Products (for film or fabric) applied to plywood around the outside edges of the body nose section will make your covering stick to the plywood and help "fuelproof" the plywood. It also works well on the top of the fiberglass center section of the wing. **Caution:** Too much Balsarite will seal the plywood or fiberglass and cause air bubbles to get trapped between the covering and the body sides.

Wing fillets and tail fillets are beautiful to see but very hard to cover, especially if the fillet has "Hot Stuf" over the top of it. Your covering will just not stick to the area properly. You can try to use Balsarite over the fillets. It helps but it is still very difficult. I have not found a good method for making the covering stay down. I usually end up PAINTING those areas.

by Ken Kehlet

from the AMA Newsletter, June, 1995

## REPAIR TIPS

Recently a fellow flyer asked me to repair a damaged fiberglass cowl. For about \$ 5.00, I was able to fix one up that originally cost \$ 30.45. It turned out looking almost new. First I used gap filling CA with accelerator to attach broken pieces and repair cracks. Then I lined the entire inside with strips of Bondo brand fiberglass which is quite thick, using epoxy thinned with alcohol. This gave the cowl great strength. Finally, I filled the outside of the cowl with resin. Sanding, with some repeated fill in low spots, did the trick. After a new coat of paint, the cowl looked virtually new.

If you acquire a cowl needing fill due to engine modification, this technique will do the trick.

by Duane Alman in the AMA Newsletter, June 1995





## TRAVEL LOG

by Milt Peacock

A new museum opened on November 21, 1995 in Polk City, Florida, about 10 miles NE of Lakeland near I-4. It is called "THE FANTASY OF FLIGHT"

and was developed by Kermit Weeks, who is well known for his collection and restoration of aircraft.

The admission is \$ 8.95 for adults and \$ 6.95 for children, plus tax. Seniors get a \$ 1.00 discount. Perhaps I have been to too many museums, but I think the admission is a little high for what they have to offer. However, the installation is new and probably cost a mint.

You enter into a darkened passage depicting a WW II battlefield, and then into a revetment of a B-17 getting major repairs. You can walk through the B-17, which made me remember how nice the Navy PB4Y-1 (B-24) was. Lots more room in the PB4Y-1. You then go into the open hangar of the museum. Several WW I type aircraft were there: a Spitfire, a Lockheed Vega (like mine), a Ford Tri-Motor, an F4F Wildcat, and the only British Sunderland flying boat in existence (in all its glory). A few other planes were also there. A B-24 was in the adjoining hangar, but was not accessible to see (unless you went thru a door labeled "Authorized Personnel Only"). Gee Whiz - I paid for my ticket so I was authorized in my mind.

Another room was made up as part of an aircraft carrier and had an F4U on display along with simulators (similar to a LINK trainer) which, for an additional \$ 5.95, you could try your luck at flying a fighter and shoot down the enemy. That is, if you didn't mind waiting in line for an hour. I don't know how much time you had to fly, but they could only handle about 6 at a time, which is what caused the line.

It wasn't too bad. However, I had the option of going to Orlando's RC World's Fly-In which is held every Thanksgiving or the CAF Valiant Air Commands Museum in Titusville, or the museum in Kissimmee, which is pretty nice. Personally, I think I picked the wrong museum to visit. I must say, though, that the parking was free - but very limited.

**Law of Life's Highway:** If everything is coming your way, you're in the wrong lane.

**Bell' Theorem:** When a body is immersed in water, the telephone rings.



# HAPPY BIRTHDAY!!

♦ DECEMBER ♦

Don Nelson

Charlie Hughes

George Schollian

Jim Umstead



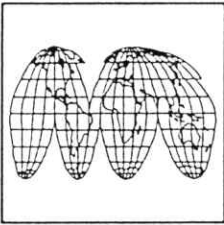
## AVIATION HISTORY JANUARY



- |    |      |                                                                                                                                                |
|----|------|------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | 1914 | Beginning of commercial aviation. Tony Jannus started the first regularly scheduled air carrier service from St. Petersburg to Tampa, Florida. |
| 7  | 1745 | Pioneer balloonist Jacques Montgolfier was born.                                                                                               |
| 7  | 1785 | First balloon flight took made across the English Channel.                                                                                     |
| 10 | 1910 | First aviation meet in the United States held in Los Angeles, January 10 - 20.                                                                 |
| 12 | 1970 | First 747 flight across the Atlantic Ocean.                                                                                                    |
| 13 | 1978 | NASA selects first group of women astronauts.                                                                                                  |
| 18 | 1911 | Eugene Ely lands a Curtiss Pusher on the cruiser <u>Pennsylvania</u> for the first "carrier" landing.                                          |
| 19 | 1937 | Howard Hughes sets transcontinental flight record of 7 hours, 28 minutes.                                                                      |
| 21 | 1976 | First supersonic airliner service available on the <u>Concorde</u> , by British Airways and Air France.                                        |
| 26 | 1911 | First takeoff and landing of an aircraft in the United States on water.                                                                        |
| 26 | 1953 | EAA holds first meeting at Curtiss-Wright Field in Milwaukee.                                                                                  |
| 31 | 1958 | "Explorer" becomes the first American satellite to orbit Earth.                                                                                |

## THE SFP MARCHES ON

You are all familiar with the articles in each newsletter regarding the SFP and the work that is done in the public schools by members of WAM. I found it interesting that Ray Miles pointed out, while accepting the AMA's check for \$ 500.00, that more than **17,000** elementary school children in Carroll County have viewed our program. That's quite an impressive number!



## TRAVELS WITH JOHN

(Where Has He Gone Now?)

By John Shaffner

3 October, 1994

(Monday)

June was up early and had a real "man-handler" breakfast all ready for us. She has treated us like V.I.P.'s during our short stay in Harrietsham and it has been most pleasant becoming acquainted with the British part of our family. Too bad we couldn't stretch it out a bit longer. There is so much history close by for one to search out. Funny, I never was interested in history until I became a part of it. Oh well, maybe next time.

We don't have too much time to waste this morning. Our train is scheduled to stop at Harrietsham at 0921. We still haven't heard anything about the strike situation, but are of the opinion that no news is good news. June loads us and our baggage into the car and drives us to the train station to catch the "local" for London. There was already someone waiting at the station when we got there and he was confident that the trains were running today. That was reassuring to hear. A last minute snapshot and tearful goodbyes when the train came, and we were off.

The weather is turning cool now in England, but I don't see the same kind of fall foliage that we have back home. Of course, this is mainly farming country so there are not as many trees as we have. Most of the land is neatly divided into fields by stone fences and hedge rows. We ride by one field that seems to be "stocked" with deer. That's different. I would suppose that land is managed much differently here, since there is not all that much of it. Americans are spoiled with all of the wide open spaces that we have.

Once back in London we take a cab to the Strand Palace Hotel and check in. We want to see Elsie Covent Garden so we walk up there for lunch. Again we visit the Crusting Pipe and have the cheeses and port wine. It makes a great lunch and the setting is right out of a tour guide book. The rest of the afternoon was spent in the Covent Garden area shopping around. This is not a garden at all, but when it comes to shops I am sure that the ladies think about it as a "Garden of Eden." The market area was established hundreds of years ago, and if you look around long enough, I'm sure you can find merchandise of the same age. Some of the stands are outside and covered by canvas canopies and we had to put up with a bit of rain, but not enough to worry about. Any time you take off walking around England, you WILL carry an umbrella.

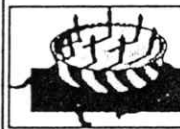
We drifted back to the hotel for a chocolate and a cup of coffee to warm up the innards. Later on we got back with Walt and went out to dinner at the Italian place again. I think that all of us are in the mood now to wind things up and prepare for the trip home tomorrow.

In the hotel we made an early checkout and arranged to have a cab pick us up at 0800 for the ride to Gatwick. And so to bed. It's all over but the trip home tomorrow. I almost forgot - Lil and I ate the rest of those delicious Belgian chocolates before crawling in.

4 October, 1994

(Tuesday)

Must have been some kind of security alert at Gatwick because everybody was being thoroughly checked out for the outgoing flights. As a result of the delay, we could only get seating for a pair and two singles. So Walt and I sat separately and the two girls sat together. It was a smooth flight and the fellow sitting next to me was good company, so it was not too bad. The food was good and the movie was *Maverick II*, which we had not seen before. No problem coming through customs at BWI and Jane and Bud were on the spot to meet us. A great time. Glad to be home.



### ONE OF THE BEST LETTERS

YET

Several days after the SFP presented its' program at an elementary school near Ray Miles' home, Ray received the following letter in the mail. The letter was from one of the 3rd graders who lives near Ray.

Dear Mr. Miles,

I would like to invite the Westminster Aero Modelers to come to my Birthday. It is May 4, 1996. Please bring all your planes. You can stay for the magic show and everything else.

Remember to bring the tables.

Sincerely,

XXXXX

This youngster was obviously impressed and wanted to show his friends what he had seen in school. Ray has already written a reply explaining that we would be unable to attend the party. It was certainly a nice thought on the young man's part, and it was the first invitation the SFP has received to a birthday party and magic show. (I kind of hate to miss it).

## RC DEFINITIONS

*from The Aviator  
Frederick Model Airplane Club*

**Angle of Attack:** Direction from which you are hit after setting up a nice mid-air with your clubmate's new plane.

**Auto-rotation:** What your car does on icy roads.

**Balsa:** What dreams are made of.

**Balsa Stripper:** Lightweight female dancer, rhythmically removing covering, to show inner structure to drooling RC pilots.

**Blind Nut:** Judge at a pattern contest.

**Crash:** Quick method of removing radio and engine from a model in order to fit them in a new one.

**Computer:** Device that enables you to make mistakes at the speed of light.

**Cyanoacrylate:** Special glue, instantly curing when parts are misaligned, but will hardly (if at all) cure when parts are correctly aligned.

**Dead Stick:** Two of these can be found on your transmitter after failing to properly charge your batteries.

**Engine:** Device designed to make noise. Will suddenly stop making noise when beyond glide-in distance.

**Epoxy:** The stuff that has replaced balsa after the flying season.

**Fail Safe:** Option on PCM radio that allows a pilot to choose whether to crash near him, or a long way off.

**Flying Wing:** Something you see after performing too tight of a loop.

**Fuel Tank:** Plastic bottle designed to leak when placed in a totally inaccessible location.

**Glitch:** What you holler when you pull up elevator while flying inverted at 10 feet of altitude.

**Pattern Plan:** Make a copy of the plans so when it crashes, you have the patterns to build another one.

**Propeller:** Rotating knife that cuts holes in the air, which the aircraft falls into, thus propelling the aircraft.

**Propeller:** Also, a handy tool to cut away excess skin on your knuckles.

## TIME TO CHECK THINGS OUT

Like most of us, I can't wait for another flying season to begin. But in the meantime, we should all be checking our batteries, repairing dents and dings (or worse), spiffing up our covering material, etc. I have a hard time doing this myself, and most of you are probably way ahead of me. But it is a good idea to take some time and slowly prepare for next spring.

Think of warm, soft breezes and smooth flying aircraft. Winter will end some day, and we'll be ready for our ventures into the air again, and our adventures bringing our craft down again.



## WHAT THE KIDS SAID

(As written by the 3rd Graders)

Dear Mr. Miles,

Thank you for coming to our school. I really enjoyed looking at the models. The one I liked best was the big brown one. It was neat. I also liked the model airplane that was like Amelia Earhart's. I learned hot air balloons need to cool down before coming down. I also learned that planes had ribs. I felt bad about not being able to see you fly the remote control airplane outside. Thank you for coming to let us see the show.

Sincerely,  
XXXXX

Dear Mr. Miles,

Thank you for coming. I liked it because you told about allot of airplanes. I was disappointed when you said that you could not fly the remote controlled airplane. I learned that the longest flight that was by a hot air balloon took 8 days. At home I have a book about airplanes that is as thick as a colage dictionary. The thing that I liked the most was when you flew the helicopter.

Your friend,  
XXXXXX

Dear Mr. Miles,

Thank you for coming to our school. I liked the planes you shared with us. I especially liked the SE-5 the most. I like the Voyager, too! I learned that there were girl pilots. I learned that the Spirit of St. Louis was silver. I also learned that some model planes were controlled by a remote control. I felt excited. I felt happy. I hope you can come again!

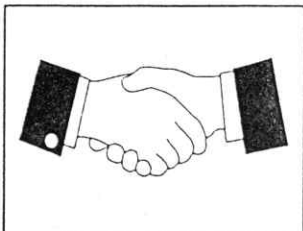
Your friend,  
XXXXX

Dear Aero-Modelers,

Thank you for coming to our school. I really liked the bird and helicopter you launched. The Wright brothers are my favorite pilots. Leonardo DeVinci is my favorite pilot, too. I have tons of models just like you do. I learned that the top air has to travel faster and farther than the bottom. I have a Wooden by plane at home. I felt good that you came. Please come again!

Your friend,  
XXXXX





## EDDIE THE EDITOR SAYS "THANKS"

This issue of The Talespinner completes my first full year as your editor, and I must say that it has been an enjoyable, though time-consuming, experience. There are many people to thank for their help, contributions, assistance, and whatever. The usual contributors have supplied the vast majority of the material you have read in the last twelve issues. John Schaffner, Milt Peacock, Ray Miles, Wendell Richards, all the officers and representatives who give me their reports to include, as well as those who have contributed an article here and there deserve your thanks as well as mine.

Simply having a computer and program upon which to create The Talespinner is not, in itself, enough to guarantee that you will have an issue to read each month. Unbeknownst to you, there were occasions when producing an issue of the T/S was in jeopardy simply because your editor hit some wrong keys and made things disappear or not work the way they were supposed to. Several behind-the-scenes individuals are also deserving of your appreciation. Jim Garrett, Bob Jenness, and Dan Holoski all were extremely helpful in calming down your editor when he blew things off the screen and didn't have the faintest idea what to do, or when computer nightmares arose caused by you know who simply being stupid. Each of these individuals spent their time at my house or on the telephone at various hours of the day and night bailing me out. In addition, the program that I use to import the pictures for the various articles about different aircraft on page 9 of each edition was supplied by Bob Jenness, who also showed me what to do with it.

Lastly, we all have to thank Ken Davis and Ed Popp for alternating in the printing and mailing of each edition. All I do is give a copy to one of them, and you get your edition of my latest effort in the mail. Both of these fellows spend several hours insuring that The Talespinner finds its way to your home.

So, I thank all those who have contributed their time and help to me and to you so that I at least have the material to put together an edition for you to read each month.



## IT'S A NEW YEAR

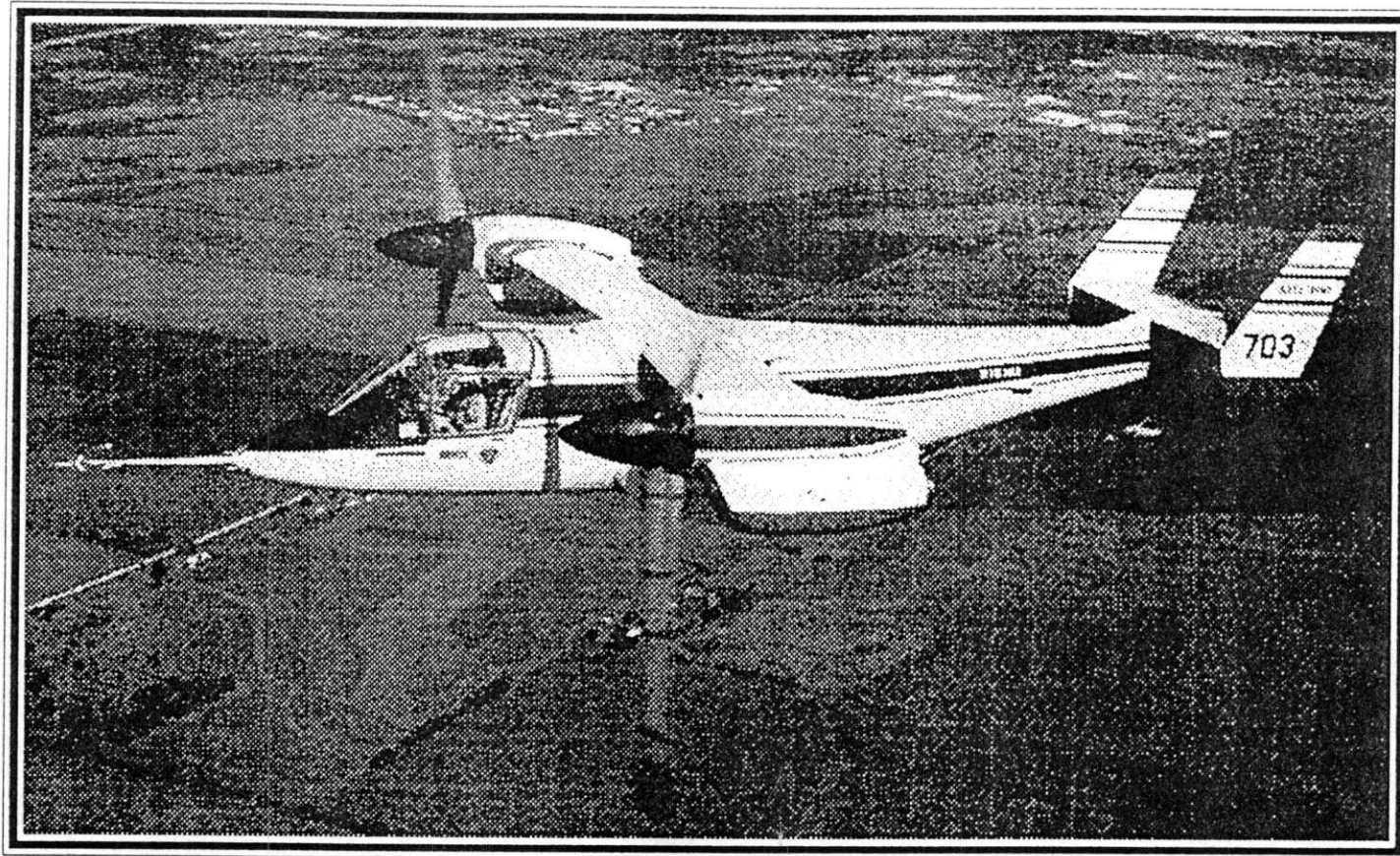
*by Eddie the Editor*

The field is closed, we've had our annual Xmas Dinner and Election of Officers, and a new year will be here shortly. To those of you who have served WAM in any way, shape, or fashion, I can only say "Thank You!" Maintaining and running a club such as ours entails much more than meets the eye. Although WAM is a club composed of members whose common interest is the building and flying of miniature aircraft, there are many jobs, large and small, that must be done so that our club members are able to enjoy our common hobby. Many of those jobs are really performed "in the background." The members who perform them are not often recognized for the time and effort they have expended in benefiting us all. It is always fun to pack up our planes, take them to the field, and enjoy some flying time with our "buddies." But maintaining a club with the responsibilities that WAM has (caring for the field, getting information from the AMA and MMA, dealing with county officials when necessary, arranging the Xmas Dinner and buying the gifts for it, obtaining a speaker, publishing, printing, and mailing newsletter, etc., etc.) means that many people put out some effort to benefit us all.

As for now, I hope that your winter projects are taking shape and being completed, that the grass is preparing itself to emerge on the field ready to feel some light airplane wheels taxiing along, and that WAM will continue to be one of the premier clubs in the area in view of what we do for ourselves and the community.

My wish for the New Year and WAM is that we learn to appreciate those who work for all of us, and that our members will be ready, willing, and able (we all are) to pitch in and help in any way, large or small, that we can. It would be a pleasure to see some new faces at the meetings, hear some new voices volunteer to head a committee, offer their assistance when it is needed, and just be there when the need arises. We can all help in our own way to contribute to our common good.

**Best wishes to all of you for a Happy Holiday Season and a wonderful New Year!**



### BELL MODEL 301 - EXPERIMENTAL AIRCRAFT

*From: "Warplanes: Modern Fighting Aircraft"  
CD Rom Maris Multimedia, Ltd.*

Given its very considerable experience with rotary-wing aircraft in general and with the tilt-rotor aircraft (the XV-3), the Bell Helicopter Division was selected as the prime contractor for a joint research program between the U.S. Army's Air Mobility Research and Development Lab and NASA to prove the operational practicality of the tilt-rotor concept that had been validated by the XV-3. The new program was intended to explore the practical advantages that might accrue from the procurement of aerial platforms possessing the attributes of fixed-wing aircraft (greater payload carried over longer ranges and at higher speed) as well as the most important capabilities of rotary-wing aircraft (VTOL and hovering capabilities allowing the use of small landing areas at sea, in fields, or forest clearings).

Bell drew upon its experience with the XV-3 and, with additional funding from the U.S. Navy, produced two prototypes of the Bell 301 (XV-15). The 301 looked like a small conventional fixed-wing transport with a streamlined fuselage, upswept tail unit with endplate vertical surfaces, and a high-set cantilever wing. More advanced proprotors were located in rotating nacelles in the wingtips. The twin engines were cross-shafted so that either of the turboprop engines could drive both rotors in the event of a single engine failure, and by locating the engines in the tip-mounted nacelles, the fuselage was left free for payload.

The design provided for vertical takeoff with the three proprotors rotational axes in the vertical plane so that the horizontal rotors gave direct lift, and then a 12 second translation to forward thrust as the rotors were swiveled to the horizontal plane to provide horizontal thrust.

The first XV-15 prototype flew in 1977. Modification after wind-tunnel testing allowed the second prototype to fly in 1979, and it was this aircraft that accomplished the first free translation from vertical to horizontal flight. The XV-15 program was a major success, and paved the way for the joint Bell/Boeing program which later developed the V-22 Osprey as the world's first production standard tilt-rotor transport.

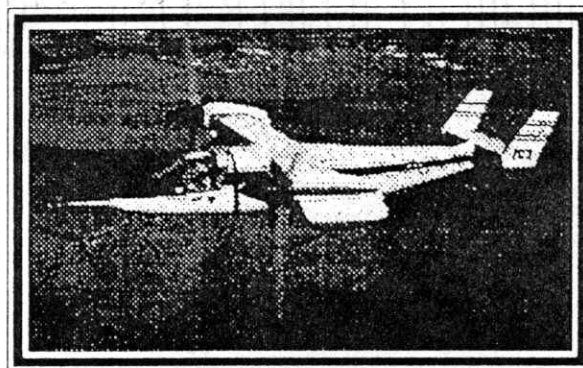


## COMING EVENTS



**JANUARY 2: WAM MEETING @ 7:30. VFW HALL**

**WITH THE WEATHER COMING AND THE CCMA CLOSING FROM NOVEMBER 23 THROUGH JANUARY 1, 1996, THIS SPACE WILL BE RELATIVELY QUIET. BUILD AWAY!!**



### BELL MODEL 301

*From: Warplanes: Modern Fighting Aircraft  
CD-Rom (Maris Multimedia, Ltd.)*

This issue of The Talespinner  
was printed, folded, stapled, and mailed  
Courtesy of:  
Our Hero: Ed Popp

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### THE TALESPINNER

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The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!