



THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Wendell Richards	374-4970	Treasurer	Lloyd Briggs	833-7450
Vice President	Ken Davis	876-1116	Secretary	John Schaffner	584-2754

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

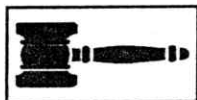
NEXT MEETING

FEBRUARY 6, 1995
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 1

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

AHH! The good ole winter building season. "DON'T YA JUST LOVE IT?" I hope you are getting as much work done on your projects as you want to (good excuse for not shoveling SNOW). I have finally gotten around to finishing two models that have been sitting around in the "bones" stage for a lot longer than I intended.

If, on the other hand, you have a project underway that is giving you problems or one you would like to have some other ideas or opinions on, why not bring it to the next club meeting and discuss it with some of the other members? This could be very beneficial to you and the other builders, also. We have some very talented and skilled builders and flyers in our club, and I am sure they would be more than willing to share some of that knowledge and skill if they were asked.

There are several members in our club (myself included) who feel that WAM needs much more of this kind of activity since we all share the same common interest in building and flying model airplanes. As simple as that statement may sound, I believe our club has sort of shifted away from that common interest.

If you have attended one of our regular monthly "business" meetings in the past few years, you are probably aware of the need to make a few changes to the overall program or format in an effort to get more of the general membership involved and interested in these meetings, and to take a more active role in our club.

Toward this end, I called a board meeting on Jan. 16 to discuss various ways to accomplish this. I will not go into

everything that was discussed at that meeting now, but will at our February meeting. I think we may have some good ideas that are well worth trying.

Maybe we can replace some of the "Business" of our meetings with some of what we all joined the club for in the first place - and that is airplanes, airplanes, and fun! Please make plans to attend the February meeting and add your voice to WAM.

Till I See You
At the Field,

Wendell

DUES ARE DUE

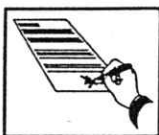
Please send your 1996 WAM dues ASAP to our treasurer, Lloyd Briggs, or bring it to the February meeting. We would like to be able to publish a new roster shortly after March 1. The AMA also needs a list of our members who are paid for 1996 for their records. Save yourself a telephone call from "Dutch" and send him your dues now. Remember that there is an additional 5.00 re-entry fee if your dues are not in Dutch's hands before March 1.

DUES STRUCTURE - 1996

Junior Member (Under 16)	\$ 21.25
Senior Member (16 - 20)	\$ 42.50
Open Member (21 - 59)	\$ 85.00
Senior Citizen (60 and up)	42.50

Please make your check payable to WAM
and mail to

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



MINUTES OF WAM MEETING

JANUARY 2, 1995

John Schaffner, Secretary

1. The meeting was opened at 7:42 p.m. at the Westminster VFW by President Richards with 16 members and 1 guest, Tom Appler, present.
2. Minutes of the December, 1995 meeting were accepted as printed in The Talespinner.
3. Due to the holiday season, there was no report from the MMA.
4. Treasurer's report by Lloyd Briggs was accepted as read.
5. Communications received by Milt Peacock concerned the Air Show Hot Line, new items by Dubro, and announcements on the upcoming WRAM Trade Show (see article in this T/S).
6. Our International Correspondent, John Schaffner, read the latest letter from Belgian correspondent Nick Jonckheer.
7. AMA Representative, Milt Peacock, related news about the new staff at AMA headquarters. Milt has the printed minutes of the last AMA meeting should anyone want to review them.
8. No update from the Radio Tech.
9. No update from the Membership Chairman.
10. Carroll County Representative Ray Miles reminds us that the field is now open for flying activities.** (See comment next column).
11. Ray Miles reports that the SFP is on winter break. The new schedule will follow in future editions of the T/S. Ray mentioned that the \$ 500.00 grant from the AMA was an item in the Carroll County Times.
12. No changes in the club property were reported by Chairman Bill Hasert.
13. Editor "Cap'n Eddie" (a.k.a. "Eddie the Editor") reported that The Talespinner keeps coming, thanks to contributions of several members.
14. WAM has made a \$ 100.00 contribution to the Westminster VFW through Milt Peacock to be used for the VFW's Children's Activities Program.
15. Honorary Membership was voted to John Dorl and Charlie Hughes for their volunteer work with the SFP. (Their contributions are invaluable).
16. Milt Peacock noted that the first Saturday in December, 1996 is reserved at the VFW for our next Xmas meeting.
17. An open discussion followed concerning ways and means to make the club meetings more attractive to those members who do not attend regularly. An Executive Board meeting was scheduled for January

16 to address that issue and also ways to make the Xmas dinner meeting more attractive to the members and their spouses.

17. The 50/50 was won by Paul Schaffner.

18. The meeting was adjourned at 9:10 p.m.



AMA NEWS

by Milt Peacock

As of January 1st we have a new President of the AMA. Dave Brown has taken office. As you should know, he was the Executive Vice-President and was the watch-dog over the budget. A new VP will have to be selected to fill that spot. Read your Membership Manual as to how this is accomplished.

Plans are underway for the 1996 NATS, which will be held in Muncie. This will be the first NATS to be held in Muncie. It has to be a real headache trying to fit in all the events and, at the same time, keep everyone happy. Read your copy of Model Aviation for other tidbits.

** THE FIELD IS OPEN

According to Ray Miles (and never doubt what Ray says), the field is now open. You can say that again. It's as open as anything can be. There's not a sign of life there. The only problem seems to be the 24" - 30" of snow which is laying on it. Perhaps the club can hire a Huey to haul us in there, along with a bulldozer and roller. Once the field is clear and level, about 18,000 square yards of Astroturf can also be airlifted in and laid in place. That done, we can run electrical lines in, build a heated shelter, drop lift 1/2 ton of food and supplies, and camp out for 3 -4 months. While we're waiting, we can shovel the snow off the road and lay track for a cable car to get us up there. Someone will probably hurt themselves in the effort before the cable car is operational, so we'll need to bring in a dog sled pulled by a team of Huskies to haul the unfortunate soul down to the main road. That road will probably be snowed in and we'll have to have the Huskies pull the poor devil back up to the field so the Medevac helicopter can get him out.

THANKS, RAY! SEE YOU AT THE FIELD!!

**PLEASE BRING YOUR A.M.A. CARD
TO OUR FEBRUARY MEETING SO
I CAN CHECK IT. THE WAM
ROSTER AND OTHER INFO NEEDS
TO BE COMPILED AND VERIFIED.**

Milt Peacock



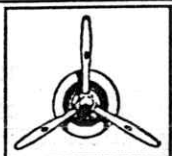
SCHOOL FLIGHT PROGRAM

by Ray Miles

No classes are scheduled until March - Winter break so to speak. The remaining schedule will be printed in the next issue of The Talespinner. I have sent letters of invitation to the two County Commissioners who have not been to a school, along with a schedule of our remaining dates in the hope that they may be able to squeeze one of them into their agenda.

There was a small blurb in the "NEWCOMER" column, by Bob Underwood (Education Director), of the most recent issue of Model Aviation noting the grant approval by the AMA to WAM. I would imagine that more on this subject and our club will appear in future issues.

A short article appeared in the "Neighborhood" section of the December 29 edition of the Carroll County Times along with a photograph of the \$ 500.00 grant presentation made by Howard Crispin at our Xmas Dinner. It took a while for the article to appear, but at least it did.



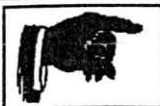
CARROLL COUNTY REPORT

by Ray Miles

The CCMA officially opened for the 1996 flying season on January 1st as per our contract with the county. Sixty eight fliers were there, and the skies were filled with airplanes from 10:00 a.m. until dusk. What a sight it was! You would never have guessed that the temperature felt like 78 degrees, and there was a very gentle wind blowing right up the field. If you missed it, too bad. (I missed it, too, but my dream was a good one).

It may behoove us, each and every one, to refresh ourselves with the rules as a refresher course for the coming year. We must be in complete control at all times. Not a thing has been forthcoming from the county. Enough said.

Editor's Note: Our record speaks for itself. Keep up the good work.

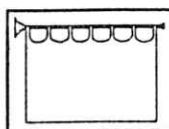


MARYLAND MODELERS REPORT

by Ken Davis

No report this month since nothing happened last month. (Makes sense to me).

The Pitfalls of Genius: No boss will keep an employee who is right all of the time.



PRODUCT NEWS

by Milt Peacock

A NEW ENGINE

Some time ago Howard Crispin wrote an article concerning the development of a new concept in model engines. The engine is the "Migrating Combustion Chamber Engine (MCC)." I normally don't keep old issues of magazines, but it was written up in Model Aviation about two years ago. I had the opportunity to see the engine while it was still a prototype a couple of years ago at the AMA Homecoming in Muncie. It is quite different, but I can't tell you much more than that. My poor mind doesn't retain everything. I will say this - it had a lot going for it. The designer flew it several times and, as I remember, it was impressive.

Reality is about to replace speculation. The first in the model aircraft line should be on display at the Toledo Hobby Show in April, and some of the pre-production units will be running prior to that time.

The first engine will be one of approximately 3.0 HP swinging a 20" prop at about 7,000 RPM. This should be a very good introduction in a size capable of powering many of the IMAA Giant Scale type aircraft.

In review, there are some things that you should know about the engine. One is that these engines operate at a relatively high torque output, meaning that they develop considerable power per cubic inch of displacement. This, in turn, means that they swing a fairly large prop at a respectable RPM. The design utilizes much of the energy developed in actually operating the engine and driving the shaft output. One result is that energy, in the form of heat and exhaust pressure, is minimal. Silencing of the exhaust note is very easy due to the fact that the exhaust gas pressure is only slightly above atmospheric pressure. Only the prop noise needs to be addressed through careful selection of prop design. Users will find that they will have the most quiet aircraft on the field when using the MCC engine.

If you are interested in this engine concept, contact the manufacturer: Engine Research Association
5710 Industrial Road
Fort Wayne, IN. 46825.

They will have literature available and, as stated, will be at the Toledo show in April.

Howard hopes to have a sample prior to that date in order to run some tests and have it available for the show. We should be pleased that this contribution to quieter operation is at last becoming available.

Thanks, Howard.....Milt P.

Material for this article was taken from the D/4 Newsletter, edited by Howard Crispin

Murphy's Constant: Matter will be damaged in direct proportion to its value.

ONE MAN'S THEORY

The following exchange of letters appeared in Model Builder Magazine and was reprinted in The Aviator the newsletter of the Frederick Model Airplane Club.

Dear Jake,

You have written in the past about Emotional Torque (a pull between the Earth and Attractive airplanes which causes them to spiral in and crash) and Kinematic Ugliness (a repulsion between the Earth and eyesore airplanes which causes them to last forever). I wholeheartedly believe in these two phenomena. Every gorgeous airplane that I've ever spent hours and hours creating has lasted about as long as it took the paint to dry, while every thrown-together toad of an airplane I've ever had has outlived dirt.

I think I have isolated two additional forces that also play a role in determining an aircraft's life expectancy. They are Dyne to Improve It, and Benign Neglect. Dyne to Improve It is a unit which measures the energy stored in the airframe whenever you tinker with it. This energy doubles when the work you do is unnecessary, i.e., when you fix something that ain't broke. When this energy reaches a critical level, it discharges through the atmosphere, usually creating a radio glitch of sufficient duration to crash your airplane.

Benign Neglect, as the name implies, is maximized when you care so little about your airplane that you completely ignore it. Benign Neglect builds up in the airframe, and in large enough quantities, counters any tendency toward functional anomalies which would draw attention to the model. The result: uninterrupted, incident-free flights.

All these forces are interconnected. Obviously, the Emotionally Torqued airplane gets too much Dyne to Improve It and not enough Benign Neglect. Whereas the Kinematically Ugly airplane gets so much Benign Neglect, it can't help but last forever.

A neutral aircraft may receive no Benign Neglect. This can foster attention-getting behavior in the model. The attention may come in the form of Dyne to Improve It energy. This in itself is dangerous, but enough Dyne to Improve It attention could actually bump the neutral aircraft into the Emotionally Torqued category and guarantee its demise. On the other hand, too much Benign Neglect of a neutral airplane could eventually degrade its appearance to the point where it finally becomes Kinematically Ugly, thereby assuring its immortality.

These forces are real. I know from experience that if I pamper and baby a ship, it's a goner. (Too much Dyne to Improve It!). But let some doggy airplane rattle around in the trunk between flying sessions, and it'll still work when an archaeologist digs it up in 2292. (Benign Neglect at work!).

Thanks for the insight, Jake. I hope my own observations have shed a little light, too.

Theorist in Asbury Park, N.J.

Dear Theorist:

Thank you for your supportive letter and your very remarkable, yet indisputable, theories on the forces at work in our universe. Very few readers have shared your positive opinion on the validity of the Emotional Torque and Kinematic Ugliness ideas. In fact, many have suggested that another force was at work in the formulation of these theories. That force, they claim, was the Critical Density of the author,

Jake



ARE YOU INFECTED?

(Answers of yes to more than five of the questions below is a strong indication of a serious infection called Hobbypox.)

1. I need another radio. Add one YES for every radio you own over five. (Two channel and AM radios count as 1/2 YES.)
2. I have more than one large box of balsa scraps.
3. I save pieces of Monokote that are as small as an inch square.
4. I keep broken props.
5. Two hundred dollars extra for a four cycle engine is worth it because it sounds better than a two cycle.
6. I have more than three functional flyable airplanes. (Add one YES for each airplane over four.)
7. I have parts to more than three airplanes that are not functional and never will be.
8. I need a more powerful engine.
9. I have thought of buying a new vehicle so I could buy a larger airplane.

*From the AMA Newsletter
February, 1995*

Heisenberg's Uncertainty Principle: The location of all objects cannot be known simultaneously.

Corollary: If a lost thing is found, something else will disappear.

WRAM SHOW
SATURDAY, FEBRUARY 24, 1996

by Milt Peacock

I assume that most of you know what the WRAM Show is. In my opinion it is about the best trade show on the East coast. That is if you don't consider Toledo as East Coast. Many manufacturers, distributors, discount hobby shops (i.e. Balsa USA) have booths along with the radio and kit manufacturers, etc. Most have their products for sale at show prices (?). The term "show prices" is a little suspect sometimes.

RCMB (Radio Control Modelers of Baltimore) is organizing a bus trip to the show, which is in White Plains, NY.

The bus will leave from Timonium "Park and Ride" (N end of the light rail system) at 6:00 AM SHARP (free parking) and return at approx. 9:00 PM. We generally leave the show at 3 or 3:30 PM SHARP. In the past we stopped somewhere for dinner but we still make it back by 9 - 9:30 PM. With a full bus, coffee & snacks will be served. (In the past it has been at the parking lot before the bus leaves. This year ??)

COST - \$25.00 + driver tip (\$1 if you wish). Make checks payable to R.C.M.B. (DO NOT INCLUDE THE TIP). You have to obtain your own show ticket. Read the magazine ads as to how to get your ticket. Basically it's stand in line when you get there..

Send your reservation to:

Don Stricker	or	Richard King
8548 Oak Road		2814 Steele Road
Baltimore, MD. 21234		Baltimore, MD. 21209
(410) 668-6144		(410) 358-5907

FIRST COME - FIRST SERVED

This has been a fun trip in the past & I would assume it will be again. If you plan to go - call Bill Hasert (833-7271) or me (833-3122) so we can get together.

It's a long day but a fun day. On top of that you always come away with a lot more knowledge about a lot of products that otherwise you only read about. Be sure to carry some type of shoulder bag to put all the literature & goodies in. Believe me it's a lot better when you have both hands free.

Jose's Axiom: Nothing is as temporary as that which is called permanent.

Jose's Corollary: Nothing is as permanent as that which is called temporary.



HAPPY BIRTHDAY!!

♦ **FEBRUARY** ♦

Ron Bowen

Walt Smith



AVIATION HISTORY
FEBRUARY



- | | | |
|----|------|--|
| 1 | 1970 | EEA'S International Aerobatic Club Division formed. |
| 4 | 1902 | Charles Lindbergh born in Detroit. |
| 6 | 1971 | First time a golf ball was hit on the moon. |
| 20 | 1962 | America's first manned orbital flight: John Glenn in Friendship 7. |
| 22 | 1921 | Transcontinental airmail service begins. |
| 23 | 1909 | First sustained Canadian flight: Silver Dart. |
| 26 | 1968 | EEA Warbirds of America Division formed. |



FLASH! FLASH!

by Milt Peacock

A few days prior to Xmas I was talking to Geoffrey Styles with Seasons Greetings and he was elated with the following bit of news.

The Executive Council has approved making Geoff a "FELLOW" in the AMA. This award, quoting from the manual: "FELLOW CERTIFICATE -.... Automatic to outgoing President. It is also for long and dedicated service on behalf of others. Does not have to be an officer."

Personally, I think this is great. I know Geoff does not sit well in some minds. However, he has served WAM well several times in the past. In any event, it is an honor to receive the recognition.

Geoff is still living in Winchester, VA and has a trip planned to go to England this coming summer to a model meet. He is keeping busy traveling here and there and assisting a friend with a business. Geoff sends best wishes to all of W.A.M. members.

Phillips' Law: Having a four wheel drive vehicle just means that you will get stuck in more inaccessible places.



WHAT THE KIDS SAID

(As written by the 3rd Graders
They used computers - different
typefaces and no spelling errors).

Dear Westminster Aeromodelers,

I liked the show that you did. I learned a lot about flight. I wish you could come every year. You told me things that my mom and dad didn't know, like one of the flaps on the airplane is called the elevator. My favorite part was when you showed us how planes fly. I didn't know that Amelia Earhart was the first one to try and fly by herself. I didn't know that the four steps to flight were thrust, lift, drag, and gravity.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I really enjoyed your program. That was very nice of you to come to our school to explain about flight for free. You took your time to explain the parts of an airplane to all of us. I appreciate you speaking loudly so we could hear you. My favorite part of it was the part when you flew the airplane and it crashed into the wall. Thanks for taking time to put up those models of airplanes. You entertained us every time you spoke. Thanks for the terrific program. I hope you come again for the next third graders.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I had a great time learning about planes and gliders. I loved learning about the elevators, but I can't remember the rest of the names. I never knew that Wilbur and Orville Wright made planes. It was amazing to me that they tested animals before people. I've always wondered what Amelia Earhart did. I hope you and the rest of the crew can come back soon.

Your Third Grade Student,
XXXXX

Dear Westminster Aeromodelers,

Thank you for coming and showing the airplanes and how they work.

I like the remote control plane the best but I like everything.

Sincerely,
XXXXX

P.S. The joke about the first French fly wasn't so dumb.



WHERE HAS HE GONE NOW?

by John Schaffner

Well, not very far from home, but a unique experience for me just the same. While this story may not be about airplanes, it IS about a sailboat, and that could be considered "aerodynamic." I know, to look at me, you would never know that there was any money in the family. But, removed as it is, I do have a cousin who has worked hard and made it pay off. Big time.

It all started with a phone call from his sister, telling me that her brother was in Baltimore, on his boat, which was tied up at the foot of Broadway. You know the place. Without that call, I would have missed one of those "one time shots" that we all have the choice to decide upon on the spur of the moment.

After a phone call to him on the boat, we went on down to see what it was all about. This boat is a full-scale replica of the famous schooner, "America," the boat that won the first cup race in England in 1851. Since then the event has been known as "The America's Cup Race." While the basic design of the schooner is very old, this particular boat has been built to the latest high-tech standards. Materials and equipment are the best one can get. It was launched on August 30, 1995.

Ray was the gracious host, as always, and showed us all over the boat. In passing, he told us that they were going to sail the river on Friday for a few hours of "shakedown" and invited us to to along.

Friday the 13th notwithstanding, it was a gorgeous day and we showed up on time and went along. The Pride of Baltimore II and the Clipper City were also in the same area that day and America sailed circles around both of them, literally. At the helm was a guest, Gary Jobson. They tell me that he has skippered Ted Turner's boat, among others. He has also been the "color" commentator on TV for the America's Cup the last five times that it was held. He certainly did give us an exciting ride. We were out from 2:00 p.m. until 4:30 p.m. I shot a few photos for the memories.

Lil and I went down to the pier again the first of the week so I could deliver the hardware that I volunteered to make for Ray (they are still finishing out the interior). It was then that he told me that they would be participating in a sailing race to Norfolk on October 19, and suggested that I make the trip with them. When Lil said, "GO!" it took me all of five seconds to say, "Yes." The only thing concerning me was how to return to Baltimore after the voyage. When Ray said that there would be others returning here and his "car" would be coming back, I was ready.

I asked my son, Bob, if he could drop me at Fell's Point before going to work on Thursday. He said, "No problem." That was the last hurdle. There was a race to be won!

Thursday the 19th, just prior to 9:00 a.m., all of the boats made ready to depart. There was a parade of boats moving up to circle around the Inner Harbor. Sails were up, but there was hardly any breeze at all, so they were all "motoring." The lead ship was the Pride II and as she came by Fell's Point on the way out, the America moved in line behind her, and ahead of Clipper City. The column of boats moved on out of the river and proceeded to the south side of the bay bridge where they simply "milled around" waiting for the starting time. Nobody on board seemed certain when that would be, but we finally got the word prior to the signal just before 3:00 p.m.

There were several guests aboard who had a personal interest in the boat. One from Albany, who had worked on the hull. Another whose interest was in the sails, one who seemed to be spending most of his time with the electronics, and a couple of others who were like me, just along for the ride.

The wind was almost directly out of the south and not very strong, about 5-10 knots. So it was back and forth across to one side and then to the other for the rest of the daylight hours. There was plenty of practice tacking. The boat was indicating a speed of 4-5 knots and slowing down to 2-3 on the tack. Headway was zilch. Most of the lighter boats went way out in front. I thought that we would never lost sight of the Bay Bridge. And then after dark, the lights of the radio towers at Annapolis seemed to never disappear.

Earlier in the day the mate compiled a list of those people on board for the purpose of standing watch through the night. I volunteered, but when the list was posted my name was not on it. I was not the least bit upset by that. I have stood watch on other occasions, and I really didn't need to do it again. When I hit the sack I laid there and tossed and turned twice before going off to sleep. I'm sure that I would have slept through, but about 0230 the "commodore" woke me to tell me that the wind had shifted and we were on a straight course at last. I could have done without that tidbit, also.

Yes, the wind had increased and changed direction to ESE. The moment of truth. The America was then able to hold a steady heading and began to make much better time. On occasion we saw 11 knots indicated on the meter with only 18-19 knots of wind. During the night we passed every boat except one, The Wood

Wind, a much smaller and lighter boat. During the next day, The Wood Wind stayed out in front, but we were steadily (if slightly) gaining. Had the finish been but a few miles farther we would have passed her, too. As it was, America was first into Norfolk Harbor. The finish line, we found out, was a Parallel of Latitude based on a light house. I believe that our folks were looking for a more specific point to reach. Otherwise, I feel they could have navigated slightly differently.

On several occasions boats would come alongside and the operator would shout over to us what a beautiful boat the America was. (WE KNEW THAT!).

We were at the dock at Norfolk a bit after 4:00 p.m. and were greeted by our chauffeur waiting for us deserters with the limo. The boat would be continuing south to Florida, the Caribbean, and then on to Europe. There were six of us to make the return trip: three to Annapolis, two to Fell's Point, and myself. I rode up front on the way back with Mike, our driver. Several gas stops and six hours later I was home. Would I do it again? You can bet the farm!



MORE TIDBITS FROM JOHN

During the wildfire season in the Northwest, C-130's were busy dropping fire-retardant slurry on the raging conflagrations. Like their World War II counterparts, some of the pilots had given their planes nicknames. My favorite: **Forest Dump.**

When early steam engines ran dry at a town without a water tower, the crew had to "jerk" water in buckets from wells and haul it to the locomotive. Hence, they contemptuously labeled the place a "**Jerkwater**" town. Didja know that?

Some of the first coins struck in the U. S. after 1776 were inscribed with the motto: "**Mind your Business.**"

History repeats itself because each generation refuses to read the minutes of the last meeting.

**The biggest problem with the world
is that our knowledge has
increased faster than our wisdom.**



WINTER FLYING AND YOU

Flying radio controlled airplanes in the winter provides a few different challenges than flying in the summer. First of all, there are no bugs. This means you don't have to worry about a gnat flying in your ear when you're trying to flair for a hot landing. No distracting mosquitoes biting your legs, and no bees and hornets bugging behind you. Also, no can of smelly bug spray in your flight box. There are, however, a few new things you do need to worry about...As you load up the car for the journey to the field, don't forget a small piece soft plywood and/or a piece of carpeting to kneel on and to set your flight box on so it doesn't sink into the snow. Glow plugs, screws, and small tools like to disappearing the snow when they are dropped, so your plywood can also be used for a work surface. If your skis are warm from sitting in the car with the heater on full blast while on your way to the field, the cold snow will tend to want to stick to them. Let them sink the snow for a while to chill out before taking off.

Getting small engines to start in the cold may require a shot or two of WD-40 (which, by the way, stands for the fortieth revision of a water displacement formula) into the carburetor. And tuning a needle valve behind a spinning propeller will instantly remind your fingers of what the weather person means when he/she mentions "wind chill."

Batteries will lose their stored energy faster when they are cold, so make certain you check their condition before each flight, and don't plan on flying so many times in one outing unless you have a charger with you. Plastic parts like to become brittle as they are chilled. And plastic covering is damaged much easier, too. This is just your airplane's way of telling you that it would rather be sitting in a nice warm basement. Don't ignore these pleas for warmth, just keep them in your mind.

December and January air is denser than June and July air. Denser air means your wings will generate more lift, and your prop and engine will generate more thrust. Lift and thrust are good. After all, they are the two basic elements of flight that Mother nature did not provide to us. The lift is extra nice to have, unless your wing configuration is a high-lift design, then the airplane still wants to putz around in the sky when you are

ready to head for home.

Safety around a propeller cannot be ignored in the winter. Sure, your fingers are numb from the cold, so a strike from a prop's leading edge probably won't be felt until you thaw out the next day, but keep in mind that your gloves are bulkier than your bare hands, and they can get sucked into the airscrew much easier. Props also like to eat scarves that hang around your neck, so keep them tucked into your jacket.

Footprints in the snow are not the best thing to have while attempting a takeoff or landing, so be careful where you step if you need to retrieve a dead stick.

Being the mere hunters and gatherers that we humans are, we generally are not well equipped to withstand long exposures to cold. So pack plenty of coffee or hot chocolate in the car, and wear plenty of warm clothes. Standing still in the midst of a barren field requires more insulation than shoveling snow from the driveway.

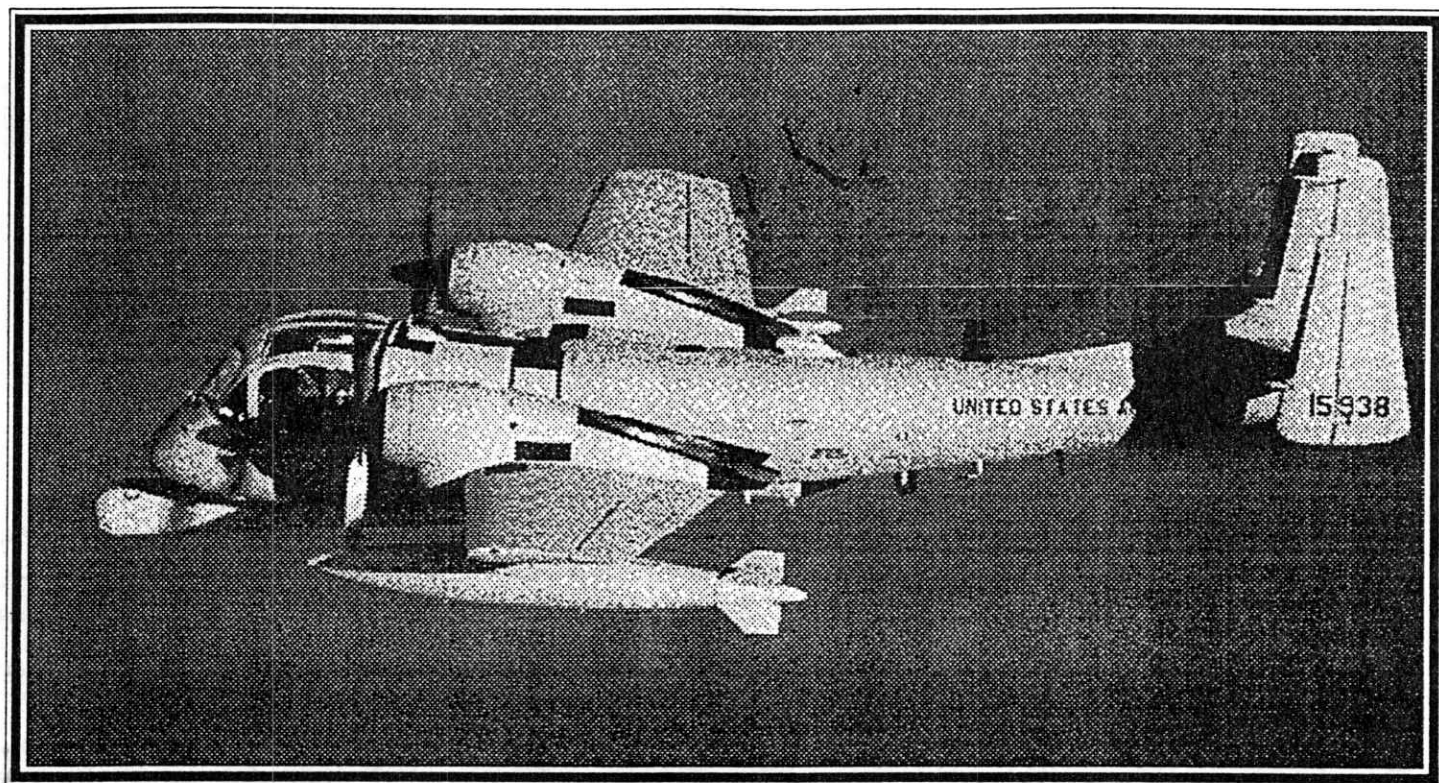
Good luck, fly safe, and DO NOT stick your tongue on the windsock pole!

*from The North West Angle
Jeff Taylor, Editor
As in the AMA Newsletter
February, 1995*



NOW IT'S EASIER THAN EVER!

Eddie the Editor is now in possession of a small scanner to help with the newsletter. It's a Hewlett-Packard Scanjet, and should be of great value in allowing me to scan any picture or article of interest into the T/S. It may take me a while to learn how to use it, but once that is accomplished, anyone can send me an article, picture, cartoon, etc. and I should be able to eventually get it into a future issue of WAM's newsletter. Time will tell. But in the meantime, if you see anything of interest, all you have to do is cut it out and send it to me. Hopefully, it will be an easy matter to scan it and publish it. Please let me know where the item came from, however, so proper credit can be given. If the HP Scanner doesn't work out as I'm hoping, then forget what I just said. We'll just have to continue doing it the old-fashioned way - relying on the typing fingers and cutting and pasting.



GRUMMAN G-134 MOHAWK

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

The Grumman G-134 Mohawk has the distinction having been the only fixed-wing aircraft to have been exclusively designed for the U.S. Army. At the end of Korean War, the U.S. Army and the Marine Corps realized that they needed a successor to light planes such as the Cessna Bird Dog for use in battlefield observation and reconnaissance. In 1956, a joint planning team issued requirements for a fixed-wing aircraft with STOL capability from poor airfields and roads, visual observation and day and night photographic capabilities, and provision for later upgrades to electronic surveillance equipment. Grumman designed the Mohawk as an all-metal monoplane with a cantilever mid-set wing of very small span and area but containing extensive high-lift devices, a powerplant of two strong turbine engines, retractable tricycle landing gear, a T-tail, and a large cockpit set in the extreme nose with bulged side windows for the best possible fields of vision.

The T-tail proved unworthy, and it was changed to a lower structure with three vertical surfaces. In addition, an armored floor and bulletproof windscreens were added for pilot protection, and flak curtains were placed on the forward and aft cockpit bulkheads. The first of these improved planes flew in 1959, powered by two Avco Lycoming turboprop engines of 950 hp. each. External drop tanks added to the fuel supply. Between 1960 and 1965, 64 of these aircraft were delivered. Hardpoints were added to the wings and gave the Mohawk the ability to carry various weaponry, including free-fall or retarded bombs, heavy machine guns, smoke and/or bomblet dispensers, FFAR unguided rockets, and even an AIM-9 Sidewinder missiles.

As is usual, electronics were developed and added to subsequent versions of the Mohawk. Also, as is common in aircraft development, more powerful engines were substituted. Two Lycoming T53-L-701 turboprop engines rated at 1400 hp. each were used. Eventually, the wing span was lengthened from its original 42 feet to 48 feet. The modern versions carry sophisticated photographic and electronic equipment, making it a valuable tactical battlefield asset. The G-134 Mohawk is still in service after 35 years.



COMING EVENTS



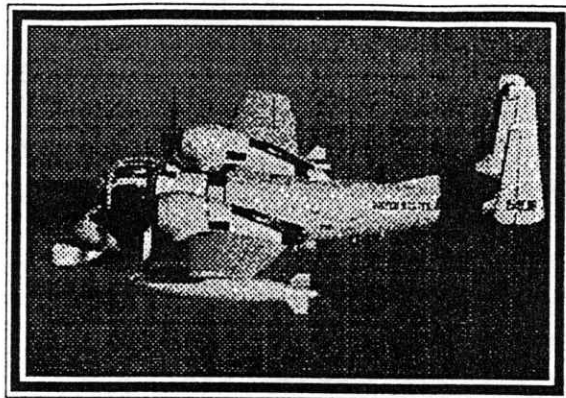
FEBRUARY 6: WAM MEETING @ 7:30 - VFW HALL.

FEBRUARY 24: WRAM SHOW. (See article in this T/S).

**WITH WINTER WEATHER COMING
(MAKE THAT HERE).
THIS SPACE WILL BE RELATIVELY QUIET.
BUILD AWAY!!**

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

Our Hero: Ken Davis and Marada Industries



GRUMMAN G-134 MOHAWK

*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 Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

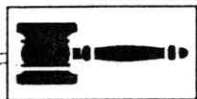
NEXT MEETING

MARCH 4, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 2

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Boy, if our flying season is as long and intense as this winter season has been, we will all need to get our doctors to prescribe a dose of tranquilizers for us. Enough of this already! If this snow stuff doesn't stop soon, the governor might want us to donate our models to raffle off to help pay for all the snow removal. Naah! Maybe our houses.

I have had so much time to build this winter that I've used up almost all of my building supplies, and I've ordered so much glue that "Satellite City" has offered me a seat on their board of directors. Naah! As you can tell from my ramblings, I gotta get out of this shop and do some real flying!!

I certainly hope that everybody is doing a lot of building during this endless winter so we can all have some big groups out flying this spring and summer. In the meantime, this is a good time for trips to some of the better air museums. This opportunity was discussed at

our February meeting and I, for one, would like to visit some of them. It can't hurt, and it sure as he__ beats shoveling snow!

See you at the field

Wendell

DUES ARE DUE

Please send your 1996 WAM dues ASAP to our treasurer, Lloyd Briggs, or bring it to the February meeting. We would like to be able to publish a new roster shortly after March 1. The AMA also needs a list of our members who are paid for 1996 for their records. Save yourself a telephone call from "Dutch" and send him your dues now. Remember that there is an additional 5.00 re-entry fee if your dues are not in Dutch's hands before March 1.

DUES STRUCTURE - 1996

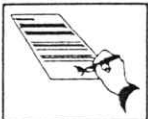
Junior Member	(Under 16)	\$ 21.25
Senior Member	(16 - 20)	\$ 42.50
Open Member	(21 - 59)	\$ 85.00
Senior Citizen	(60 and up)	42.50

Please 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!!!



MINUTES OF WAM MEETING

FEBRUARY 6, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Wendell Richards with 20 members and 2 guests, Tom Appler and Dave Uebel, present.
2. Minutes of previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell discussed special meeting of officers and announced the appointment of a special activities chairman, Mickey Yachera. Also, it has been decided to have the business meeting devote more time to modeling activities and less to the mundane business matters.
4. V.P. Ken Davis reported on MMA upcoming activities. Details are elsewhere in The Talespinner.
5. Treasurer's report was accepted as read.
6. Communications received by Milt Peacock concerned the Carroll Co. Christmas in April program, RC Trader, WRAM Show, Harford County, Flea Market, and DCRC Auction.

Our International Correspondent, John Schaffner, read the latest letter from Belgian correspondent Nick Jonckheer and was given a new foreign correspondent to reply to - Marian Nazimek of Kluczbork, Poland.
7. AMA Rep. Milt Peacock reported all AMA business is up to date and to refer to page 132 of the Model Aviation magazine.
8. No update from the Membership Chairman or Radio Tech.
9. Carroll County Rep. Ray Miles reports no noise from Carroll County.
10. No report from Sound and Safety.
11. Ray Miles reports that the SFP is ready for action. The schedule appears elsewhere in The Talespinner.
12. No changes in the Club property was reported by Bill Hasert.
13. Editor Cap'n Eddie reported that he now has a scanner for his computer and will be able to reproduce certain items for The Talespinner. Send articles, drawings, etc.
14. \$ 100.00 deposit was allocated to the Westminster VFW through Milt Peacock to secure the 1st Saturday in December, 1996 (Dec. 7th - Pearl Harbor Day) for the annual WAM Xmas Dinner Meeting. MARK YOUR CALENDAR NOW!
15. Bob Allen was authorized to spend \$350 to erect an impound station at Baugher's Field similar to the one at CCMA.
16. Modeling bull session time - Milt Peacock brought

in his Giant Scale, scratch building project, Waterman Aerobile fuselage, for all to inspect.

17. Ken Davis stated that it is not certain that he will be able to produce The Talespinner in the future due to a change in management. Anyone with access to copying facilities is URGED TO COME FORWARD to help.

18. Baugher's pond will now be a designated flying site and will be included in the AMA insurance coverage.

19. 50/50 was won by Lloyd Briggs.

20. Meeting adjourned at 9:30 PM



AMA NEWS

by Milt Peacock

The main news from the AMA is that the SFA lawsuit against the AMA has been settled. The insurance carrier for the AMA has agreed to pay an undisclosed sum of money as a means of cutting off additional fees and costs of handling AMA's defense. The amount paid is reported to be a small percentage of the \$ 350,000.00 which the SFA incurred in legal fees throughout the case. The settlement was merely a cost-saving measure by the AMA's carrier, and not because the SFA case had any merit. In fact, the presiding Federal court judge had already dismissed some of SFA's claims.

Any representations by SFA as to reasons for settlement of its claims against AMA should also be measured against a host of facts that AMA has not publicized until now because of the pending lawsuit. But the SFA is on its fourth set of lawyers, has abused the legal process to the extent that numerous fines and penalties have been imposed by the court, and a federal magistrate has recommended that all of SFA's claims be dismissed due to such abuses. It will also be shown that SFA has never filed a federal tax return and that its failure to pay corporate franchise taxes to the state of Texas resulted in a revocation of its corporate charter in 1995.

In reality the SFA gained nothing, although they may claim a symbolic victory. The SFA never proved that any of their claims against the AMA had any merit. The AMA is pursuing a countersuit against the SFA to recover damages caused by the SFA's false and misleading statements and for attorney's fees which AMA and its insurance carrier have been forced to incur.

The whole scenario is a shame, but we live in that kind of world.



SCHOOL FLIGHT PROGRAM

by Ray Miles

All class scheduling is complete. Team people, please make note of the days, times, and schools listed below. One of the schools is a special request, courtesy of Charlie Hughes. (The one in Bel Air).

March 6 Elmer Wolfe *** Note that this school is being torn down. Class will be held at the OLD New Windsor Middle School. It is located on Route 75 about one block after you turn in New Windsor headed for Union Bridge. It is on the left. If you reach the NEW school, you have gone too far.

March 13 Mechanicsville Elementary.

March 20 Piney Ridge Elementary

March 25 William Paca Elementary ***This is in Bel Air and will be on a MONDAY. Directions later.

April 3 William Winchester Elementary

April 10 Sandymount Elementary

April 17 Mt. Airy Elementary

April 24 Runnymede Elementary

May 1 Spring Garden Elementary

May 8 Westminster Elementary (Commissioner Yates plans to attend).

May 22 Charles Carroll Elementary

May 29 Eldersburg Elementary

Please note that all programs are on WEDNESDAYS at 9:30 a.m., except for William Paca in Bel Air, which is on a Monday.

All members are invited to attend a SFP. You'll enjoy it very much.

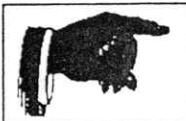
Commissioner Brown was invited to attend one of the schools of his choice. Neither he nor his office responded to the invitation. I would have thought that he, if anyone, would have shown an interest.

Last year another 2,000 youngsters saw a SFP, bringing the total to approximately 17,000. It is also time once again to extend my thanks to the club for any contributions you have made at our request. It takes a club to make this work. To Milt, John, Bill, Charlie, and Ed - my thanks especially for your time, effort, commitment, and all the things you do to bring this together.

So 'til next fall - Let's go Fly!

Owen's Theory of Organizational Deviance: Every organization has an allotted number of positions to be filled by misfits.

Corollary: When a misfit leaves, another will be recruited.



MARYLAND MODELERS REPORT

by Ken Davis

The MMA Flea Market is scheduled for October 12 at the Westminster VFW Hall.

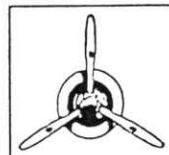
The BASS Club has offered to give glider demonstrations at any club field upon request. Just contact John Dorl at 252-0715 to set up a date and time, or contact me with your request and I'll call John.

The Air Cargo Challenge is set for April 21. Any club or group (such as the Boy Scouts, schools, etc.) may enter a team. Register through the Museum of Industry. Motors for the even are available at \$ 3.00 each through Charlie Hughes. Help is also needed for this event in the categories of photography/video taping and crowd control. If you can help, please call Charlie at (410)-836-9055.

Harford County is have a Giant Scale Fly-In. Tentative date is August 3.

MMA 2 Bit Picnic - Do you want to have one this year? What would entice you to attend? Call Ken Davis at 876-1116 with the answer to these questions before the last Wednesday of February. I would really like to know how you feel. **The picnic is for you and your immediate family to enjoy.**

Thanks, Ken



CARROLL COUNTY REPORT

by Ray Miles

All is quiet on the county front. The next time I'm in Westminster I will pay R/S a call.

I was amazed at the activity at the field in January. And Gate Passes!!! Good Idea. Eddie the Editor created a fantasy last month. It was quite a bright spot in that I did not have too much in my article. Of course, I assume the rest of you knew that it was in jest. If not, you sure missed all the action.

NOW BOATS?

It seems that Ray Miles has talent not only in R/C aircraft, but also in building model boats. It was mentioned at the February meeting that Ray constructed a 1:8 scale model of the U.S.S. Constellation (the one at the Inner Harbor). This model is rumored to be very impressive, and will be on display at the Eldersburg branch of the Carroll County Library beginning on March 1. Stop by and take a look if you're in that area. I'm sure Ray did a magnificent job!



HELPFUL HINTS

TEN TIPS FOR COVERING

1. The best MonoCote technique will not make up for poor surface preparation. Sand everything with extra fine sandpaper (220, 320, or 400). Make pin holes in solid sheeting.
2. Cover in manageable sections.
3. Place seams over solid wood.
4. Use the iron on the edges only (perimeter).
5. Use the heat gun to shrink inside the perimeter.
6. Let the heat do the work.
7. Use a soft cloth to burnish down the hot covering material.
8. Use a heat and stretch/heat and stretch technique over convex surfaces like wing tips and nose cones.
9. Use a straight edge to get a straight seam.
10. Always use a sharp blade. (About 40 blades for a 40 size plane).

PS. Cover concave surfaces, like wing filets, with a separate strip of material first. Have your covering design firmly in mind before starting. Take your time and enjoy yourself!

*From Skylarks Skywriting
Jim Taylor, Editor*

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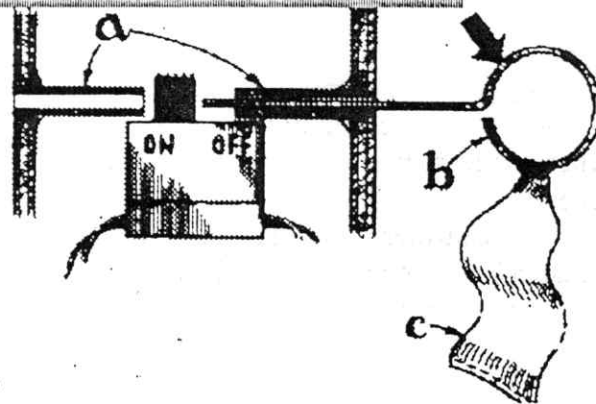
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Senior Citizen	(60 and up)	\$ 42.50

Please make your check payable
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Reisterstown, MD. 21136

HINTS AND TRICKS



HIDDEN PUSH/PUSH SWITCH

Glue Nyrod guide Tubes (a) through each fuselage side (aligned with the switch), then use a coat-hanger wire "key" (b) to push the switch on and off. The brightly colored flag (c) allows the key to be found if dropped in the grass.

Mike Taylor, El Paso, TX



LOVE TO FLY (OR JUST CRAZY)?

Rumor has it that two of our members flew at the CCMA recently. Wendell (Ice in Veins) Richards and Paul (Frozen Solid) Schaffner made their way up to the field and flew recently. I don't know what prompted their decision to bring out their planes and venture out to the field, but it may be time to have them examined by a competent professional.

I'm sure they had fun, but I'm not sure if they love to fly, - - - or are just crazy.

THANK YOU !!

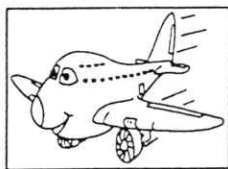


At our February meeting John Schaffner donated the \$ 25.00 check he received from RCM magazine for the article that was published. I want to thank John for personally for his thoughtfulness in this kind gesture. It will help, as every little bit does, to assist us in our school effort. **THANK YOU, JOHN!**

In addition, George Schollian gave me a box of small balsa airplanes he has accumulated for the SFP. We will attempt to get these in shape and possibly leave one at each school for the classroom. **THANK YOU, GEORGE!**

So - as I stated above, assistance comes from the CLUB, and its involvement is just as necessary as the effort by others. This is what makes it all work.

Ray Miles



THE IMAA CORNER

By Milt Peacock

Nothing to report as far as the IMAA is concerned. Winter time has really put us on the back burner. At least you can be warm on the "back burner."

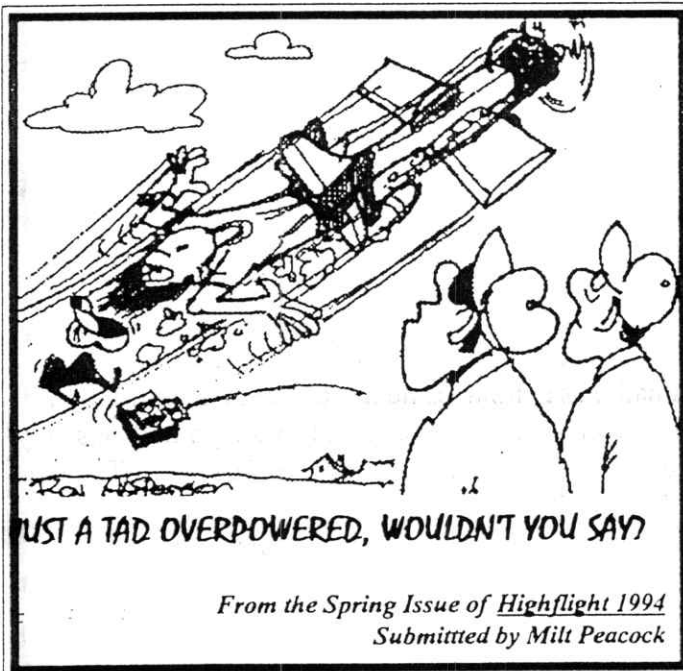
Paul Schaffner has just about completed his "Christen Eagle" giant scale craft. He had photos of it at our last meeting and it looks great.

I am working on a "Waterman's Aerobile" giant scale model. It has been a bear to build. Bob Holman peddled a set of "so-called" plans, which I bought. They stink, to put it mildly. When am I going to learn. From here on out, I'm drawing my own. I can create my own mystery just as easy.

I haven't heard of any other big models being built. I suppose that spring will bring them out into the open. If anyone has an interest in the IMAA, please call me before sending in your application for membership.

Thanks, Milt.

Editor's Note: Milt brought his unusual "Waterman's Aerobile" to the February meeting. It is a very strange looking craft, and very different than what we are used to seeing. It stimulated a great deal of interest. It would be very nice to see some of the extremely good models some of our members built. I, for one, could certainly learn something from seeing them and hearing the builder talk about how he did certain things. So - perhaps you will bring one of your beauties to the meeting, or bring some questions about any problems you might be having.



HAPPY BIRTHDAY!!

♦ MARCH ♦

Lloyd Briggs

Mickey Yachera



AVIATION HISTORY MARCH

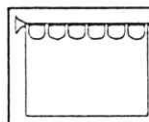


- 1 1949 Boeing B-50 completes 1st around-the-world non-stop flight.
- 1 1969 First trial flight of the Concorde.
- 8 1910 Madame de Larouche becomes first certified woman pilot.
- 15 1972 NASA announces the Shuttle program.
- 20 1922 Navy's 1st aircraft carrier, USS Langley, is commissioned.
- 30 1961 X-15 reaches altitude of 169,000 feet.

CONGRATULATIONS

According to the latest news, congratulations are in order for Terry and Ilene Reeves. They are the proud parents of a new baby girl, born on February 14, 1996. WAM is happy for the Reeves family and their new addition.

GUESS WHAT I DID?



Eddie the Editor, the one who has been putting all those notices about paying your dues, has neglected to send his own check to our long-reigning treasurer and keeper of the dough, Lloyd. But while the computer is saving this edition of the T/S, I am going to get the checkbook and write my check to Dutch so that I won't have to pay an extra \$ 5.00 late fee. I hope that you weren't as short-sighted as I have been, and that your check is already in Dutch's hands.

Let's all join our club and enjoy the coming year!



WHAT THE KIDS SAID

(As written by the 3rd Graders
They used computers - different
typefaces and no spelling errors).

Dear Aeromodelers,

Thank you for coming to our school to present all the models about airplanes. I liked when you flew the bird and it hit the ceiling and came straight down. That was real funny!! I also liked when the helicopter flew straight up and hit the ceiling and came down and made a very hard landing. That was funny, too. I never knew that one plane was the only plane that could go above the clouds. I also learned that the Voyager had a lot of gas tanks in it. I felt like I was in one of the planes when you displayed them. I couldn't imagine being in a plane laying down and flying it. Thanks again for coming to our school.

Your friend,
XXXXXX

Dear Aeromodelers,

Thank you for sharing your airplanes. My favorite plane is a jet. I liked how big a space ship is compared to people. How do you know how to make the airplanes. I liked how Willber flew with his feet. I never knew that airplanes were made millions of years ago. I like how you guys talked. I liked how a spaceship's part fall of to land on the moon. I knew that hot air balloons need hot air to make them go up. I knew that the Wright brothers were the first people to fly with a motor. My favorite part of the program was when one of you flew the airplane. It was fun and cool.

Your friend,
XXXXXX

Dear Westminster Aeromodelers,

When you came, the most interesting plane was the Amelia Earheart plain. The story about her was most exquisite! The airplanes were great! Thank you! You were great! Oh, I forgot something. I was the red-head in the front row that was asking alot of questions. Well, thanks again!

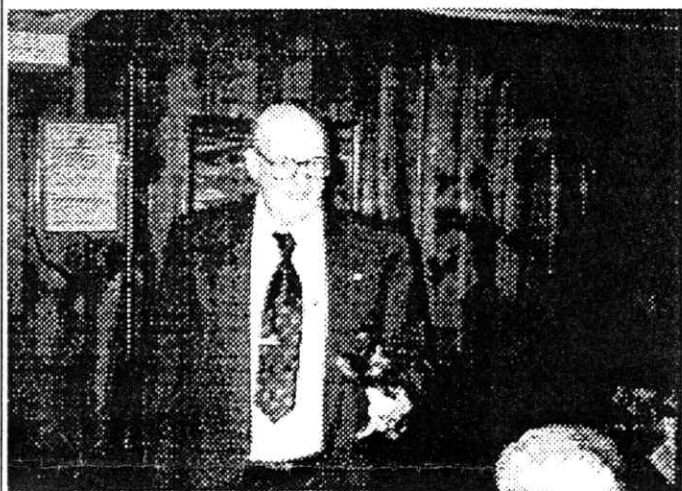
Sincerely,
XXXXXX

Dear Westminster Aeromodelers,

Thank you! for bringing in all those airplanes. I would like to ask a few questions. What happens if you run out of gas?

From,
XXXXXX

LOOK WHO'S HERE!



IT'S JIM AND KATHY GARRETT
AND OUR D/4 REP - HOWARD CRISPIN

I'm not sure how well these picture will reproduce (they still have their clothes on), but I thought it was worth an attempt at putting two of the pictures Bill Hasert took at the Xmas dinner meeting in the T/S. If this works decently, perhaps we can show some pictures of our airplanes, fun at the field, etc. in future issues.

Get your cameras ready, your planes spiffed up, and smiles on your faces, folks. You may be next!

A QUICK JOKE

A felon was convicted and sent away to a penitentiary. His wife came to see him. As they talked, the wife remembered something and said, "Oh, honey, guess what I have to tell you? I'm not frigid anymore."

Milton Berle

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

Model Aviation must have been focused in on Westminster, Md. and the Westminster Aero Modelers for the February edition. Two VERY nice compliments were paid to our club and its members. These articles were scanned, edited, and are presented here for you. Read On!!

The first article is from Howard Crispin's District IV report in the February issue of Model Aviation. I'm sure most of you have already read it, since it appeared. It is quite a compliment to the SFP, and, in my opinion, well deserved.

The second article is taken from a long article by Greg Rose, in which he describes many types of aircraft and their builders.

Congratulations to the SFP, Milt, and WAM for having two very complimentary articles in the same issue of Model Aviation!

SCHOOL PROGRAMS

School programs are essential to the introduction of model aviation to the youth of America. We all understand that there is a small amount of exposure at our various flying events, but the attendance at most of these comes from individuals with an already existing interest in aviation. Mall shows, while outstanding for public exposure, do not provide the dynamics which come with well organized school programs.

The exposure to aerodynamics, and aeromodeling, in language levels appropriate for the age group is the only true manner in providing a really effective input to the child.

There are a number of school programs, conducted by dedicated individuals within very supportive clubs, which are doing an outstanding job in this effort. More of these groups are required if we are to keep model aviation alive and well for the future. This comes at a time when there is opposition to many of our clubs, due to perceived problems with noise, safety, and other considerations.

One such active group was recently honored for their efforts here in District IV. One of the major problems we have within the Academy is the apparent inability to pass on very basic information. Many years ago the Academy changed from a very small mailing called Model Aviation. This publication carried just a few articles, a list of events (not many in those years), and a few ads. Later years saw a change in the amount of material which the members expected, and publication of the news in a viable model aviation magazine became the method of passing this on to the members. Today we have a section in the magazine Model Aviation devoted

to AMA news. Personally, I have a problem with the location of this in the magazine, and wonder whether this location at the very rear of the magazine may contribute to the inability of the members to find the needed information. Would the members be better served if this were up front where one would encounter the information first, and not after going through all the paid articles, and advertising?

Whatever the reasons, an extremely small number of groups saw the notice of possible monetary awards to these programs, based on the merits of the programs. In any event, two groups were recently selected for these awards. One of these was in District IV. The Westminster Aero Modelers, Westminster, Maryland was one of those selected. The club has sponsored a school program for eight years, under the leadership of Ray Miles. This is a program which goes out to elementary school students with a complete package defining aeronautical fundamentals, operating demonstrations, and static displays of a wide range of aerospace vehicles. The program also provides for live demonstrations of several model types, weather conditions permitting.

The club has printed many letters from students in the club newsletter, The Talespinner. These letters are priceless, and reflect the degree of accomplishment of purpose for the program.

The program has also been well received by the teachers, and by officials of the school board. There is a request in to expand the program, and this will require much more effort and expenditure of time. There are a few individuals from other clubs taking part in some of the program, and there would probably be a need for even more of this effort. I had the privilege of presenting a check for \$500 to Ray Miles from the Academy on the behalf of the program, to all of those involved in the program, and the club.

Editor's Note: A very small photograph was also included in Howard's report, but I could not reproduce it here.

Our buddy in Maryland, Milt Peacock, recently sent a picture of his latest creation, a 100-inch Winnie Mae, from Jim Pepino's Scale Plans and Photo Services plans. Milt made some modifications, and powers his model with a G-62 that sports a home-brewed muffler and turns a Zinger 22 x 8-14.

Milt is quite enthusiastic about his use of "costly" parts - the parts for his functional oleo legs include a

broken ski pole, a rung from a broken lawn chair, new springs, and aluminum attachment blocks that he produced on his "vertical mill" (his drill press).

Milt's Winnie Mae is covered in Solartex and finished with Sherwin Williams Industrial White enamel, trimmed with blue Rust-Oleum. The graphics were made by JO Designs in Oklahoma, but the Lockheed Star on the wheel pants came directly from the Lockheed Corporation. Milt had eight flights with the model at the time he sent the photos; he claims that each one is better than the one previous, and that he looks forward to many more.



Milt Peacock with his new 100 inch wingspan Winnie Mae Lockheed Vega. A Zenoah G-62 turns a 22 x 14 Zinger propeller.



NOW IT'S EASIER THAN EVER!

Eddie the Editor is now in possession of a small scanner to help with the newsletter. It's a Hewlett-Packard Scanjet, and should be of great value in allowing me to scan any picture or article of interest into the T/S. It may take me a while to learn how to use it, but once that is accomplished, anyone can send me an article, picture, cartoon, etc. and I should be able to eventually get it into a future issue of WAM's newsletter. Time will tell. But in the meantime, if you see anything of interest, all you have to do is cut it out and send it to me. Hopefully, it will be an easy matter to scan it and publish it. Please let me know where the item came from, however, so proper credit can be given. If the HP Scanner doesn't work out as I'm hoping, then forget what I just said. We'll just have to continue doing it the old-fashioned way - relying on the typing fingers and cutting and pasting.



RADIO RANGE CHECKS

Dick Pettit of R/C Report talked about a guest speaker named George Abbott, who is a long-time modeler and a partner in Tele Control, Inc. TCI specializes in troubleshooting and repairing all brands of R/C equipment. George gave a talk on typical R/C problems that have been encountered over the years.

Most of us perform a radio range check, with and without the engine running, before flying on any given day. We normally do this with the transmitter antenna fully collapsed to simulate the worst possible range. George states that "this method will put an overload on the output transistor." It seems that the collapsed antenna presents a very small load on the output device and the RF voltage at the transistor can exceed its upper voltage rating, heating it up excessively and possibly burning it out. He suggests turning the receiver on and walking away from the plane with the transmitter turned off. When you get to the distance you feel correct for a good range check, turn the transmitter on and check everything quickly.

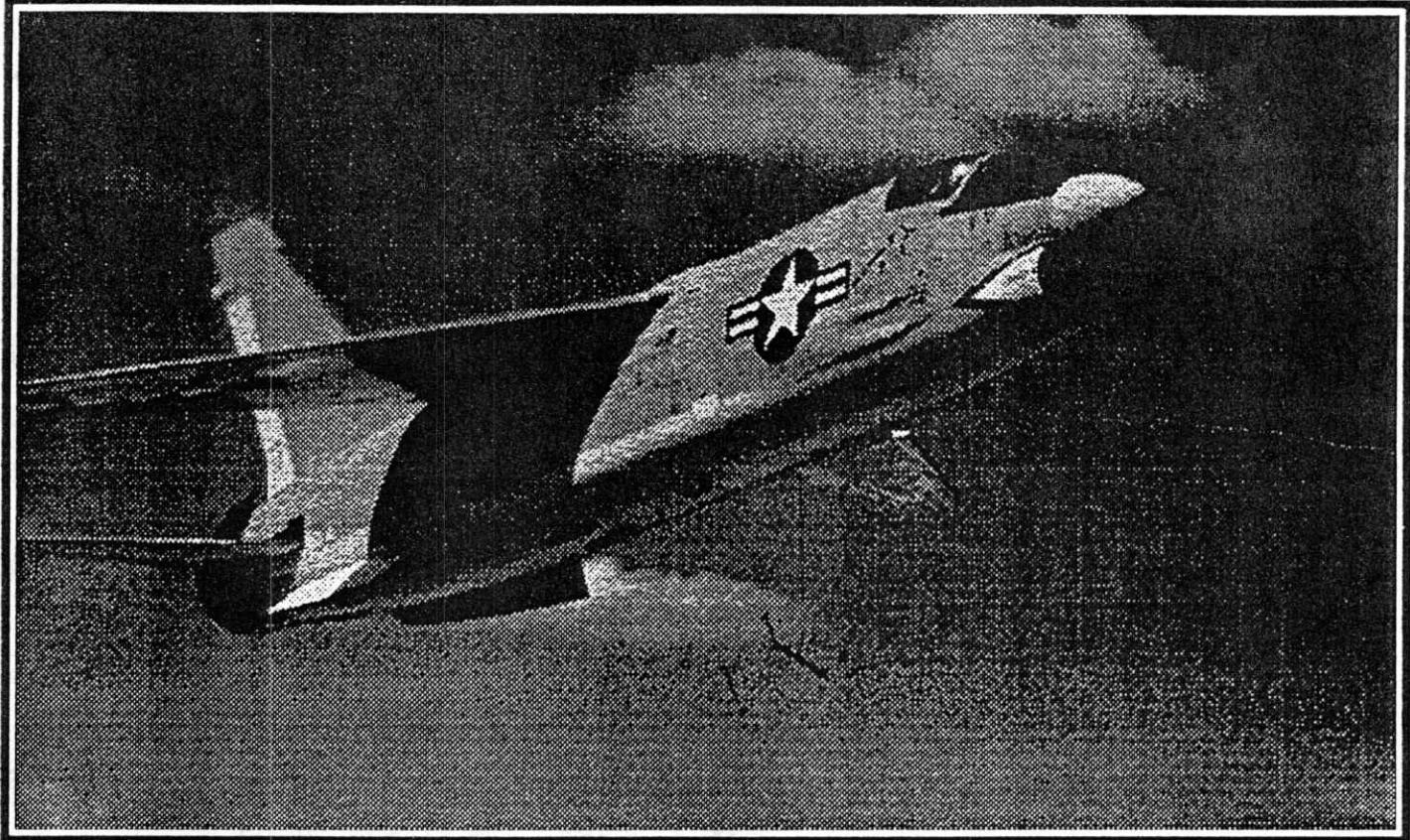
from The Golden Flyer

Newsletter of Robert Pease's club in Florida

Editor's Note: I have little knowledge of how and why transmitters and receivers work, except that they usually do when they are charged properly and the servos are installed correctly. But the article above may raise some questions for all of us. I was always told to collapse my antenna and walk slowly away from the plane while checking that all servos and their desired functions worked properly. This usually meant that the radio would be on for at least 1-2 minutes with the antenna collapsed. Most of the other fliers I've seen perform their range checks the same way. Are we all doing something wrong? I don't know, and have never had the type of problem mentioned in the above article, but perhaps someone in WAM with a good understanding of the point of the article can let the rest of us know how he feels about Mr. Abbott's suggested method of range checking. If anyone cares to comment, please let me know and we'll write about it next month.

Mr. Cooper's Law: If you do not understand a particular word in a piece of technical writing, ignore it. The piece will make perfect sense without it.

Blair's Observation: The best laid plans of mice and men are about equal.



CHANCE-VOUGHT F-8 CRUSADER

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

This durable fighter aircraft was put into service in 1957, and played a role in the Gulf War as a naval attack plane. When being developed, the U.S. was fighting the Korean War, and the U. S. Navy decided that it needed a carrierborne air-superiority fighter which would be far better than the current subsonic aircraft in use at that time. Supersonic flight in level flight was a priority. Amazingly enough, 22 designs were submitted by 8 aircraft manufacturers, including tailless and canard varieties. All 8 companies were in the competition until the very end, when Vought Aircraft was awarded the contract. The original F-8 had a Pratt & Whitney J57 afterburning turbojet engine and all swept-back flying surfaces. Unique to this plane was its variable incidence capability. This feature enabled the aircraft to assume a slightly nose-down attitude when making its landing approach - an obvious advantage which provided the pilot with a superior visual field when landing on a carrier. The entire wing was pivoted to create an incidence of 7 degrees. Pretty Slick!

As usual, the Crusader has been modified and its arsenal varied over time and by mission requirements. In the Vietnam era, the Crusader was "revitalized" to perform a naval fighter role. More North Vietnamese Migs were shot down by Crusaders than by F-4 Phantoms. Other Crusaders were outfitted to perform a reconnaissance role. During the Gulf War, Crusaders were involved in many missions. Equipped with sophisticated radar, the Crusader's main strength is its ability to fly very low and through varied terrain, thereby escaping radar detection. (The British Tornado also performs this way). Weaponry includes AGM-12 Bullpup anti-submarine missiles, two 2,000 lb. bombs, 24 Zuni unguided missiles, or Sidewinder anti-aircraft missiles. With such versatility, it's not hard to see why the Crusader has been such a valued component of the U. S. Navy's arsenal.

Several hundred Crusaders were produced. They are still being used by the U.S., France, and The Phillipines, although certainly their time will be up soon as newer and even more versatile aircraft are devoped and put into operation. But an almost 40 year span of service is certainly a testament to the Crusader's inherent design.



COMING EVENTS



FEB 24: WRAM Show

MARCH 2: Harford County R/C Club Flea Market at BelAir Middle School. 9:30 - 1:00 Auction at 11:00.

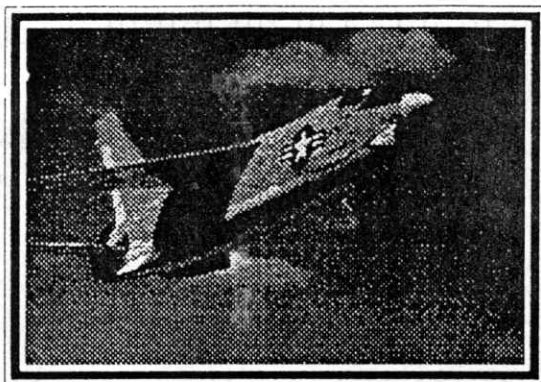
MARCH 5: WAM MEETING @ 7:30 - VFW HALL.

MARCH 9: D.C.R.C. Auction. Wooten High School (Rockville) 9:30 - 2:00

MARCH 9: Flea Market. Lebanon Fair grounds. Pa. 9:00 Admission.

Call Milt Peacock for Details and Directions
833-3122

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of:
Our Hero:
Ed Popp



CHANCE-VOUGHT CRUSADER

*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

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 TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	Wendell Richards	374-4970	Treasurer	Lloyd Briggs	833-7450
Vice President	Ken Davis	876-1116	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

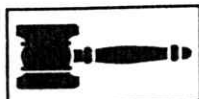
NEXT MEETING

APRIL 2, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 3

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

With the coming of spring, there will be a good deal of field maintenance to be performed as a result of our "endless winter." I visited our WAM field on Sunday, March 10, and after two flights with "po-go" takeoffs and landings, I decided to wait until after the field has been rolled before trying to use the field again, which is what I would advise others to do, unless you have a model that has 5" - 6" wheels.

Not only do we now have the usual "springtime clumps" and holes in the field, but there is evidence of dirt bikes and ATV's trying to rearrange the flying field. There's not a whole lot of damage now, but that is most likely due to the ground being frozen at the time of the action. I would hope this is not a sign of things to come.

On a more positive note, the field does look very green for this time of year, and I believe that with a good rolling and some "light" work, the site will be in fine shape again.

So therefore: Have you checked your models for loose control horns, motor mounts, hinges, etc.? Checked and/or cycled your batteries? Ditto switches?

Those are all things we may tend to overlook on models we have been flying for a while, but those are the very models that need a thorough check-up before we take them to the field for the first flight of the new

year. Another thing you might want to do is fill your fuel tanks about half way and give the model a good shaking. This will dissolve any old oils and deposits that may have formed in the tank over the past (long, long) winter. This fuel should then be removed and disposed of. If you can remove the fuel tank, the above task can be made a lot easier, and you can also check all the fuel lines on the model and in the tank, too.

If you do all these things, and keep your equipment on standby charge, you will be ready to go flying when that "perfect" day does come, and maybe then I can.....

See you at the field

Wendell



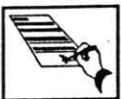
OOPS!!

Eddie the Editor goofed in proofreading the last issue



of The Talespinner. It seems that the date for the March meeting was printed as being on March 4 instead of March 5. These things do happen, and I don't think that anyone showed up on March 4, anyway. If you did, I hope you will just remember that the meetings are ALWAYS on the first Tuesday of the month.

*** The date for the Model Airplane Cargo Lift at the Museum of Industry has been changed from April 21 to April 20. Please note this new date and call Charlie Hughes if you can volunteer to help at this event.



MINUTES OF WAM MEETING MARCH 5, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by Pres. Richards with 17 members and 3 guests, Randy and Bonnie Henry and their daughter Christal. Randy is the new proprietor of Bobby's Hobby Lobby
2. Minutes of previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell reminded all of the upcoming regional modeling activities, swap meets, and auctions.
4. V.P. Ken Davis reported on MMA upcoming activities. Many events are planned for the area. Details are elsewhere in The Talespinner.
5. Treasurer's report was accepted as read.
6. Communications received by Milt Peacock concerned the upcoming hobby shows, and the annual workshops and events at The Baltimore Museum of Industry. More elsewhere in The T/S. International Correspondent John Schaffner read the latest letter from Belgian correspondent Nick Jonckheere and submitted an article written by Nick for inclusion in the current issue of The T/S. Look for it. A letter from Marian Nazimek of Kluczbork, Poland was read. Any members wishing to communicate with Marian are free to write him. Check with the WAM secretary for the address.
7. AMA Rep Milt Peacock reported all AMA business is up to date and that WAM is once again designated a GOLD LEADER CLUB. Also that all facilities currently in use by WAM are covered under the AMA insurance. Milt also refers all members to read page 29 of Model Aviation magazine (April)
8. John Sterrett has accepted responsibility for the Membership Committee and as his first order of business submitted membership application from Tom Appler who was unanimously voted in.
9. Mickey Yachera is asking for assistance in planning future club events (fun flies, etc.) Call Mickey if you are willing to help.
10. Ed Popp was present to receive his award for being The Most Improved Pilot for 1995. **CONGRATULATIONS, ED!** Ed also made the long-awaited **KAMIKAZE AWARD**, railroading it off to Wendell Richards. **NICE GOING WENDELL!**
11. Carroll Co. Rep Ray Miles reports no noise from Carroll County. (They are obeying the 95 db. limit).
12. No reports from Sound and Safety.
13. Ray Miles reports that the SFP is in operation. The schedule appears elsewhere in The T/S.
14. Prop. Manager Bill Hasert reports no changes.
15. Editor Cap'n Eddy is still trying to line up a back-up reproduction facility to produce The Talespinner in a "pinch."
16. The 1st Saturday in December 1996 (the 7th-Pearl Harbor Day)

Day) is secured for the annual WAM Christmas Meeting. **MARK YOUR CALENDAR NOW !!!**

17. Jim Garrett offered to produce WAM flyers for distribution at the MARC show at Timonium in June.
18. Lengthy discussion on the condition of the field(s) and various and sundry projects and products.
19. Bill Hasert brought in his recently constructed model of a Lockheed E-10 to turn over to Ray Miles for the SFP. It is in the "bare bones" stage and shows excellent workmanship by Bill. (See article in this T/S).
20. 50/50 was won by Ray Miles.

Meeting adjourned at 9:30 P.M.



AMA NEWS

by Milt Peacock

The AMA Executive Council met in Muncie on February 17 - 18, 1996.

This was the first meeting chaired by our new president, Dave Brown. As you know, Dave was the Executive VP and that position was vacated as a result of the election so the council had to choose a replacement. One of our own District IV's AVP's, Doug Holland from Raleigh, N. C., was appointed to fill the vacancy. We wish him much success.

Jerry Rouillard, who has been the Executive Director for the past two years has resigned to pursue other personal vocations. Joyce Hager was appointed as Acting Director. She, along with Carl Maroney, are the only persons who worked in Reston, Va. Joyce should do a great job in that position and I wish her much success, also.

The usage fee to fly at Muncie has been rescinded. However, scheduled events get first preference and those events should not be interfered with.

1996 will see the elections for District VP in Districts III, IV, and XI. The election of the Executive VP will also take place. We in District IV will only be able to vote for the EVP. Howard Crispin will chair the Nomination Committee for this election.

Membership in the AMA is on the rise again after a couple of lean years. The increase is about 7 %, which is a welcome sign that our hobby is growing and flourishing.

Estes, known for model rocketry, has bought up Sterling and Cox. Maybe they will update Sterling. It could use a little review (that is my opinion).

My personal thanks to everyone who renewed their AMA membership on time. Only two persons dropped the ball. It sure made my job with the official roster easier. **THANK YOU!! THANK YOU!!**



SCHOOL FLIGHT PROGRAM

by Ray Miles

This is being written before any remaining classes get underway, so there is nothing much to report. We will have four people capable of conducting classes this year, thus spreading some of the load. All class scheduling is complete. Team people, please make note of the days, times, and schools listed below. One of the schools is a special request, courtesy of Charlie Hughes. (The one in Bel Air).

- March 20 Piney Ridge Elementary
- March 25 William Paca Elementary ***This is in Bel Air and will be on a MONDAY. Directions later.
- April 3 William Winchester Elementary
- April 10 Sandymount Elementary
- April 17 Mt. Airy Elementary
- April 24 Runnymede Elementary
- May 1 Spring Garden Elementary
- May 8 Westminster Elementary (Commissioner Yates plans to attend).
- May 22 Charles Carroll Elementary
- May 29 Eldersburg Elementary

Please note that all programs are on **WEDNESDAYS at 9:30 a.m.**, except for William Paca in Bel Air, which is on a Monday. All members are invited to attend a SFP. You'll enjoy it very much. Last year another 2,000 youngsters saw a SFP, bringing the total to approximately 17,000. It is also time once again to extend my thanks to the club for any contributions you have made at our request. It takes a club to make this work.

ADDENDUM TO SCHOOL REPORT

Bill Hasert has informed me that the Electra E-10 is just about complete. By the time you get to read this that may very well be the case. However, at that time the model will be turned over to me for covering, (Sig Koverall), boxed, and ready for use. The Hudson Bomber we have been using these last 8 years will be trashed. If my recall is 100%, that model is the only one we used that is not an authentic replica for our display.

Editor's Note: Bill brought the "bare bones" Lockheed Electra E-10 (the plane Amelia Earhardt was flying when she disappeared) to the March meeting. It looked great! Bill used all hardwood so the model would hold up well for the School Flight Program. Thanks, Bill, for your excellent contribution.



MARYLAND MODELERS REPORT

by Ken Davis

It was decided that the MMA Two-Bit Picnic would not be held this year because of the declining attendance. Perhaps this event will be held again in the future, but we'll have to wait and see.

The BASS Club is having an open soaring meet on March 24 next to Stella Maris on Timonium Road.

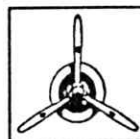
The Model Airplane Cargo Lift will be held On **April 20** at the Museum of Industry on Key Highway. Charlie Hughes still needs help with this event. Video camera work, crowd control, a helping hand, etc. are all things that you can volunteer for. Please give Charlie a call at (410)-836-9055 if you are able to lend a hand. There have been 30 motors issued to schools so far, so this should be a very busy and interesting event this year.

Good News! The New Meade Modelers have a new field on post. More Good News! The Howard County club also has a new field at East Gate Industrial Park on Route 175 near Dobbin Road.

The MMA Flea Market is scheduled for October 12 this year right here at the Westminster VFW. Mark this date on your calendar now. It's always a good event with a large turnout.

We need to be thinking about nominations for Maryland Modeler of the Year. Please contact me for further information.

Fliers are needed to hand out at the MMA booth at the MARC Show held the first weekend in June. Jim Garret offered to prepare these. Thanks!



CARROLL COUNTY REPORT

by Ray Miles

As absolutely nothing has been relayed to me from any County Department, I think that, instead of repeating myself in each issue, I will delete this column and report directly to the club membership at our monthly meeting. If anything should arise that should be reported to the entire membership, I will continue to do this through The Talespinner.

Editor's Note: Since we spent so many months reading about conflicts, complaints, and confusion from our opponent, I enjoy reading Ray's reports which contain only good things regarding CCMA. I may keep writing this good news all the time.



HELPFUL HINTS

BALANCING

Out of the Texas Wings' newsletter, Flightlines, Larry Jensen, Editor, comes this suggestion for balancing your plane. Originally found in a model magazine, Jensen has tried this method and says it works!

A model airplane has one point of balance: where the wing's CG and the fuselage centerline intersect. Install a light plywood block at this intersection. The block goes on the top for a high-wing design, and on the bottom for a low-wing design. When ready to balance the plane, screw a small eyebolt into the block and hang the model from the eyebolt. With the uncovered model suspended and hardware and engine attached, add wingtip weight near the main spar until the model is balanced laterally. After covering the model, repeat the process, moving battery and receiver, or adding weight as required until the model is balanced front to back. Models built 'straight' and balanced in this way should require very little trim adjustment when they are flown. This process results in a very accurately balanced model.

from AMA Newsletter, February, 1995



FOR THOSE WHO MIX THEIR OWN FUEL

by Milt Peacock

I received some information about a new oil to be used in our engines called **BLUEMAX**, being distributed by Genesis Aircraft of Ohio. I wrote to the company for additional information as their letter did not state whether the oil was to be used for gasoline only or if it could be used in glow fuel as well. I also asked for a sample of the product, which has been received. They also sent the following information:

*****BLUEMAX** is formulated to mix with any type of auto or aviation gasoline. **DO NOT ATTEMPT** to mix this product with alcohol or gasohol, however. **BLUEMAX** will, in fact, absorb up to 35% alcohol.

Mix **BLUEMAX** like you would any other 2 stroke oil, in clean and accurate containers. **BLUEMAX** has been tested past the 100:1 ratio levels. However, these tests were conducted using very precise pyrometers to monitor head and exhaust temperatures. I strongly advise you to start mixing at a 50:1 ratio. Our tests have been on Quadras and Zenoahs, and all run great at 100:1. In either case, whether you use 50:1 or 100:1,

ratio, your engine will run stronger, start easier, not smoke, and won't splatter an oil all over your plane.***

At this point I have absolutely no idea about the results of using this product. It is an interesting item and warrants looking into further. If you would like more information, write to them at:

Genesis Aircraft of Ohio
10888 Station Road
Columbia Station, Ohio 44028

or you can call them at (216) - 236-6050.

If you would like to try it, I will give you some in YOUR container.

WELCOME OUR NEW MEMBER

TOM APPLER

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



QUOTES FROM JOHN S.

You can multiply happiness by dividing it.

No one should retire from life at any age.

It's nice to be important, but it's more important to be nice.

Every man desires to live long, yet no man desires to be old.

Age is a high price to pay for maturity.

It's hard to be nostalgic when you can't remember anything.

Friendship is like a bank account. You can't continue to draw on it without making deposits.

A happy person is not a person in a certain set of circumstances, but one with a certain set of attitudes.

Don't ever be afraid to admit you were wrong. It's like saying you're wiser today than you were yesterday.

★ **ROSTERS AND CALL LISTS AVAILABLE** ★
★ **AT THE NEXT MEETING. GET YOURS!** ★



THE IMAA CORNER

By Milt Peacock

Last year Danville, Va. hosted the National IMAA "Rally of the Giants." I attended that event and it was a first-class affair. This year the "Danville Aero Modelers" are hosting "The Meeting of the Giants" on June 220, 21, 22, and 23 at the airport in Danville. The Danville Airport and Parks and Recreation are the co-sponsors. The city went all out last year and I'm willing to bet that it will provide the same great support this year. You won't be sorry if you attend.

Another IMAA fly-in will be held May 3 - 5 at Lums Pond, Delaware. I don't have any other details right now. Several WAM members have visited the site, which is just over the Md.-Del. line off of Route 40. I guarantee that you will see some great aircraft there. I'm willing to bet that the wind will be strong and blowing across the runway. It always is when I go there.

*Til Next Time
Happy Flying*

Editor's Comment: Hey, Milt! If the wind blows hard across the field when you're at Lums Pond, why don't you either not attend, or quit talking so much. (Sorry, Milt, but I couldn't resist).



MALL SHOWS

by Ray Miles

The time is fast slipping away for us to be involved in a Mall situation. Nothing has come my way from any source. Should any club member be approached for the possibility of having one, accept the inquiry, but contact a club officer so a decision can be made and an answer given. Do not turn any offer down. *Of course this does* not mean that we go to Tim Buck Too to do one. Anything within reason will be considered.



ATTENTION. PLEASE

New rosters and call lists have been printed and are up-to-date. They will be available at the next meeting. **Please make an effort to attend the next meeting so you can pick up your copy.** This will minimize any mailing costs for the club. And, besides, we would like to see lots of faces at the meetings, and it would be pleasure to see yours. I hope you can make it.

Mark's Law of Monetary Equalization: A fool and your money are soon partners.



HAPPY BIRTHDAY!!

♦ APRIL ♦

Joe Lorditch
Milt Peacock

Marvin Eddy
Terry Reeves



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. NASA announces first seven astronauts for
- 9 1959 Mercury program.
Space shuttle "Columbia" lifts off.
- 12 1981 First East-to West flight over North Atlantic by
- 13 1928 Koehl and von Huenefeld (Germans).
First flight-Boeing YB-52 bomber prototype.
- 15 1952 Wilbur Wright born.
- 16 1867 Jimmy Doolittle leads 16 B-25's on raid over
- 18 1942 Tokyo.
First turbojet to exceed Mach 1 (XP-86).
- 25 1948 First test flight of the "Spirit of St. Louis."
- 28 1927

LOCKHEED ELECTRA E-10

by Bill Hasert

We need a Lockheed Electra E-10, the plane flown by Amelia Earhart, for the School Flight Program. No kit is available, but through the Pond's Plan Service I found a 27" set of Cleveland drawings. The model was to be built with balsa with twin engine booms for rubber band free flight.

Our need is for static display, so I built the aircraft of bass wood. It has turned out well and is 90% complete in construction. I brought it in to our last meeting to let the other members of our team know just where we are, and to let other club members see it. Ray Miles will be covering the aircraft with Sig "Coverall."

Cleveland plans were nicely designed, but due to optical plane reproduction distortion, many parts cut from plates just didn't fit. One has to do a lot of redimensioning, which was made even slower because of bass wood construction. The aircraft has to be sturdy because of ever curious little hands that must touch. We are presently using a Lockheed "Hudson" in the SFP and that beat up model has to be replaced.



WHAT THE KIDS SAID

(As written by the 3rd Graders
They used computers - different
typefaces and no spelling errors).

Dear Aeromodelers,

Thank you for coming to our school for the presentation. I like it when you flew the helicopter and the airplanes. My favorite was the SE5 fighter. I really liked the big, white plane. I felt really neat learning all this stuff about airplanes. I learned that the Voyager had tons of little gas tanks. Thank you again for coming to our school for the presentation.

Your friend,
XXXXX

Dear Mr. Miles,

Thank you for coming. I learned that a hot air balloon can only go up if it has hot air in it. I learned that you have to have a lot of space to fly the airplane. I liked the bird when it flew. It did not matter if we did not get to see the remote control airplane.

I liked the airplane show that I saw in Plattsburg, New York. There were all kinds of airplanes. There were remote control airplanes. It was at a runway and we saw real airplanes take off and landed. I know why our class answered a lot of the questions. Because we studied flight before any of the other third grades. We were almost done, and they were just starting.

Do you know about the plane that can turn into a helicopter? Where do you make your model airplanes?

Your friend,
XXXXX

Dear Aeromodelers,

Thank you for coming. I like the big airplane. I liked the big black airplane. I learned about elevators. I learned about stabilizers. I wish I could see a jet. I wish I could fly.

Your friend,
XXXXX

Dear Aeromodelers,

Thank you for coming. I like your airplanes. The hot air balloon was neat. I like how you flew the airplanes. It was an incredible flight. I wished I was in that plane. It was nice seeing you.

From,



RELATED AWARDS!!

POPP AND RICHARDS WIN!!

**NEXT YEAR'S CONTEST BEGINS
SOON!!**

Perhaps you weren't aware that two of WAM's annual awards, which are normally given at the Xmas Dinner, had not been presented or officially announced until our last meeting.. The tale of this delay begins with Ed Popp, who was not at the Xmas Dinner. But Ed was the 1994 winner of the Kamikaze Award, given to the pilot who has the you know what - crash of the year (or crashes of the year). It was Ed's duty to bestow the hallowed Kamikaze award to the crashiest (not a word, but who cares) pilot of 1995, and he wasn't there to do it.

The other award which was not given at the Xmas Dinner was the Most Improved Pilot award. WAM is proud to announce that the very same Ed Popp is the recipient of that award based on his very marked improved skill level in 1995. (Only 17 people had to duck in all of 1995 as Ed took off and landed, and only 3 had to hit the deck and pray quickly). Congratulations to Ed! May he continue to fly well and make WAM proud.

The tale continues. At our March meeting, Ed was there to receive his award and also to present the Kamikaze Award to the most deserving member for 1995. After thinking for a very short time, the hallowed Kamikaze trophy was presented to our president, Wendell Richards. I believe that what clinched it for Wendell was the number of planes demolished in a single year. But he shouldn't be very upset, because he's in very good company considering the past winners of the Kamikaze Award.

So, finally, the awarding of the 1995 trophies is completed, and we now must wait until December to find out who the new owner of the Kamikaze trophy will be. The competition begins when the weather warms up, and everyone has an equal chance.



J. Peed's Very General Law of Life in General:

If you wish it would, it won't; unless you don't, in which case it probably will.

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

Milt P.

❖Page 7❖

ANOTHER OF JOHN'S JOKES

Son: "Dad....I have to do a special report for school. Can I ask you a question?"
 Dad: "Sure, son....what is the question?"
 Son: "What is politics?"
 Dad: "Well, let's take our home, for example. I am the wage earner, so let's call me **MANAGEMENT**. Your mother is the administrator of the money, so we'll call her **GOVERNMENT**. We take care of you and your needs, so let's call you **THE PEOPLE**. We'll call the maid **THE WORKING CLASS** and your baby brother we'll call **THE FUTURE**. Do you understand?"
 Son: "I'm really not sure, Dad. I'll have to think about it."

That night, awakened by his baby brother's crying, the boy went to see what was wrong. Discovering the baby had seriously soiled his diaper, the son went to his parent's bedroom and found his mother sound asleep. He then went to the maid's room where, peeking through the keyhole, he saw his father in bed with the maid. The boy's knocking went totally unheard by his father and the maid, so the boy returned to his room and went back to sleep.

THE NEXT MORNING

Son: "Dad, now I think I understand politics."
 Dad: "That's great, son. Explain it to me in your own words."
 Son: "Well Dad, while **MANAGEMENT** is screwing **THE WORKING CLASS**, the **GOVERNMENT** is sound asleep, **THE PEOPLE** are being completely ignored, and **THE FUTURE** is full of shit."

BERT'S HOBBY SHOP



**DELIVER IT BETWEEN 7 AND 10 TOMORROW.
 THAT'S WHEN MY WIFE IS AT BINGO**

LETTER FROM NICK JONCKHEERE

Achtung Spitfire

(Nick is our Belgian correspondent, and writes regularly to John Schaffner. This is his latest letter, and I thought I would share it with all our members. His interest and knowledge of aircraft is extensive, and it is always a pleasure to hear from him. He is a bright young man and enjoys RC very much).

From the 43,209 Spitfires produced, about 200 still exist, and at this moment 46 are airworthy. When in 1988 Roland Frassiniet's Spitfire PR.XL PL 983 was sold to Warbirds in the United Kingdom, no longer was an airworthy Spitfire stationed in France.

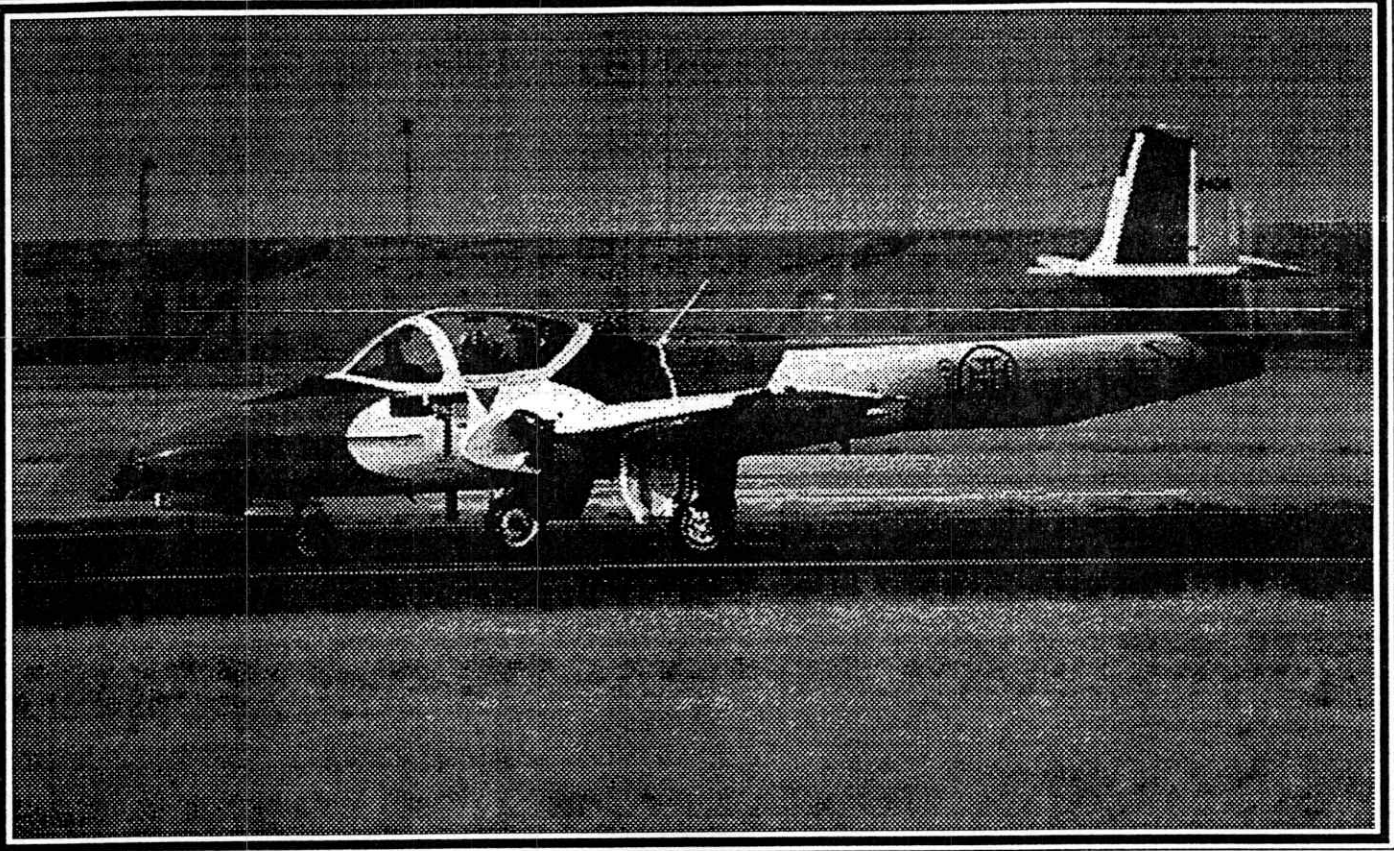
At that moment, Jean-Patrick Dubois founded the 'Association Chaspenoise des Restaurateurs d'Adronefs' (A.C.R.A.). "What's in a name?", 'cause he had the intention to build a replica, in wood (and lbois' means wood). Marcel Jurqa, famous designer of many homebuilts like the Sirocco and the Tempete (Tempest), had already drawn a set of plans for a Spitfire scale 1:1 but designed around a Lycoming 300.

This NJ 100 D(MJ from Marcel Jurqa, D from Dubois), was then modified to fit a 690 hp Hispano-Suiza 12 xrs (from a French Dewoitine 510). Construction took about 6 years (and 7,000 man-hours), and the concept and mechanisms were respected as much as they could be, what wasn't evident because it's made of wood. Dimensions were slightly modified to avoid problems with the center of gravity.

On Friday 14 October 1994, F-WMGL "BS 539 made its maiden trip, with J.P. Dubois, who had no previous warbird-experience, at the stick. In fact, this project wasn't the first one of its kind. In the U.K., Clive DuCros' K5054 flies since the end of 1992. Entirely made of wood, this replica of a prototype of the Spitfire is equipped with a Jaguar V-12 engine with a reduction. Last year the propeller was damaged when the retracts failed on an airshow in Wroughton. Modifications have already been made.

A third "wooden" Spit is constructed in Richmond, British Columbia, Canada by Bob Cutting and Terry Wilshire. The scale 4/5 Mk I has a 260 hp Ford V-6 engine, with a reduction 2:1. At this moment, first flight has probably been done. The C-GSPI is stationed at Boundary Bay Airport near Vancouver.

You see, warbirds don't become more rare. On the contrary, for a fraction of the cost of a "real" one, you can build your own in your garage. Will it be a Spitfire, a Messerschmitt, a FockeWulf, a Mustang, a Sea Fury, a P-47 Thunderbolt, or a Corsair? The plans are available ...



CESSNA T-37B TWEETY BIRD

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

T-37A Tweety Bird: The US Air Force decided in the early 1950s that the small turbojet had matured sufficiently in terms of increased reliability and reduced specific fuel consumption to make feasible all-through flying training on jet aircraft. This had a number of advantages, most notably the introduction of the pilot to jet-powered flight and handling right from the beginning of his career, thereby removing the need for him to transition from a propeller-driven type after completing his primary training. The service therefore launched a quest for a turbojet-powered primary trainer, and in 1953 Cessna was declared winner of the resulting competition with its Model 318 design for an all-metal aeroplane with side-by-side accommodation under a clamshell canopy, retractable tricycle landing gear with a single wheel on each unit, straight flying surfaces including a tailplane located about one-third of the way up the vertical tail surface, and a powerplant of two small turbojets buried in the wing roots. The USAF ordered three XT-37 prototypes, and the first of these flew in October 1954. The first T-37A production machine flew in September 1955 with a powerplant of two Continental J69-T-9 turbojets each rated at 920 lb, but there remained a number of problems to be resolved before the T-37A could enter full service.

Insufficient thought had been given to the cost of all-through jet training in the light of the high procurement and operating costs of such aircraft relative to the number of pupils who failed to make the grade, however, and in 1964 it was decided to reintroduce piston-engine trainers for the initial weeding-out process before the most likely pupils progressed to the T-37. The jet trainer proved to have an excellent speed range and handling, and production amounted to 534 aircraft whose survivors were later upgraded to the T-37B Tweety Bird. Introduced in November 1959, this Model 318B introduced the more powerful J69-T-25 engine, additional fuel in tip tanks, and revised navigation and communication equipment. The T-37 was to have been replaced from the mid-1980s by a new trainer, the Fairchild T-46 Eaglet, but in 1986 this was canceled due to management problems, and the USAF considered a Cessna proposal for a type that received the provisional designation T-48A with structural strengthening, a new tail, upgraded avionics, a pressurized cockpit, and a new and considerably more economical powerplant of two Garrett F109-GA-100 turboprops. The Tweety Bird trained many jet pilots, and has served its purpose very well. It is still in service after almost 40 years.



COMING EVENTS



March 24 Open Soaring Meet. BASS Club. Timonium Road next to Stella Maris.

April 2 WAM Meeting. 7:30 p.m. VFW Hall

April 20 Model Airplane Cargo lift. Museum of Industry.

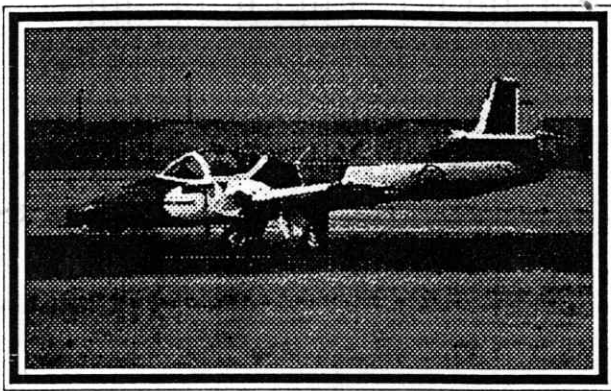
June 1-2 MARC Show. Timonium Fair Grounds.

Oct 12 MMA Flea Market. Westminster VFW Hall.

**Call Milt Peacock for Details and Directions
833-3122**

(To all members. If you hear of an event worth noting here, please give me a call and I'll put it here in the T/S).

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



CESSNA T-37B TWEETY BIRD

*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 Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

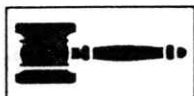
MAY 7, 1996
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 12 Number 4

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Well, it's time to get those winter projects in the air - the moment of truth. I hope all of your new (or reconditioned) models have a long and successful career.

I also hope to see more of you at the field, and at our other functions this year. Our first work day had to be rescheduled because of a conflict with other schedules and a dose of bad weather. But we do still need to have a few work days to get everything up and running as it should.

I would very much like to see more members at our meetings and hear more ideas or plans for the club. I would also like to see more members bring their models to our monthly meetings, either partly or completely finished. We have had a few models at our our last couple of meetings, and I believe that the members present were very interested in some and very impressed with some. But the main thing is the opportunity for both the builder and the other members to share ideas and building tips. This is what the club is all about. So shake

the balsa dust off that model and bring it to the next meeting. In the meantime, pray for some clear skies, calm winds, and short grass. So I can,

See you at field,

Wendell

P.S. AT THE URGING OF THE DIRECTOR OF THE CARROLL COUNTY DEPARTMENT OF RECREATION AND PARKS, RICHARD J. SOISSON, I AM REMINDING ALL MEMBERS THAT THE FIELD IS CLOSED ON ALL THURSDAYS AND FRIDAYS. IN LIGHT OF THE WORK, TIME, AND MONEY PUT FORTH BY THE COUNTY, THIS CLUB, AND THE INDIVIDUAL MEMBERS, ANY MEMBER FOUND GUILTY OF VIOLATING THE STIPULATIONS OF THE CONTRACT BETWEEN OUR CLUB AND THE COUNTY WILL FOR-

EDITOR'S COMMENT

This space contains nothing more than another reminder relative to Wendell's message above. The CCMA is valuable to us as a club, and much hard work by many people has gone into working with the county so that WAM has a field to enjoy. Please don't jeopardize it.



MINUTES OF WAM MEETING

APRIL 7, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 p.m. at the Westminster VFW by President Wendell Richards with 17 members and 2 guests; Tim Shultz and Scott Flohr present. (Both of whom applied for membership in WAM.)
2. Minutes of the previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell reminded all of the upcoming regional modeling activities, swap meets, and auctions and brought everyone up to date on the condition of the fields.
4. V.P. Reports: Ken Davis was unable to make the MMA meeting so Milt Peacock reported on upcoming activities. Many events are planned for the area. Details are elsewhere in The Talespinner.
5. Treasurer's report was accepted as read.
6. Communications received by Milt Peacock concerned the upcoming hobby shows, and the annual workshops and events at The Baltimore Museum of Industry. More elsewhere in The Talespinner. International Correspondent, John Schaffner, read the latest letter from Belgian correspondent Nick Jonckheere and submitted another article written by Nick for inclusion in the current issue of The Talespinner. Look for it.
7. AMA Rep. Milt Peacock reported the Club roster and any other AMA business is up to date. Details elsewhere in The Talespinner.
8. John Sterrett has accepted applications for two new members as mentioned above.
9. Ray Miles mentioned that the SFP has been presented to one of the Harford County schools and was very well received. The current schedule is elsewhere in The Talespinner.
10. Bill Hasert reported that club property is status quo.
11. During the break Paul Schaffner presented his 1/3 scale Christen Eagle for inspection. (That's MY BOY!)
12. Pres. Wendell announced that the field at Baugher's farm was progressing nicely and may be ready for use by June (or sooner if we are lucky).
13. Mickey Yachera is asking for assistance in planning future club events (fun flies, etc). Call Mickey if you are willing to help.
14. No reports from Sound and Safety.
15. Milt Peacock related the business concerning the upcoming Air Show 22-23 June at the Westminster Airport and the participation by WAM. Mickey Yachera will chair the event this year for WAM and will be requesting all and any members who wish to attend to fly their

planes to please contact him. You will also have the best seats in the house for the show.

16. WAM has been invited to set up displays in two upcoming mall events in Westminster. If you can help out, please contact Ray Miles or Milt Peacock. Details elsewhere.

17. Time was spent on new products and Do's & Don'ts of modeling.

18. 50/50 was won by Jim Reeves. Too bad, Jim., ya shudda been there.

19. Meeting was adjourned at 9:30 p.m.



AMA NEWS

by Milt Peacock

I have received our 1996 AMA Charter and our insurance certificates covering our meeting place and flying sites. Our membership roster is also up to date.

I also have the officer patches for 1996, so see me at the May meeting for yours.



MARYLAND MODELERS REPORT

by Ken Davis

Milt Peacock attended the March meeting of the MMA and reports the following:

Our president, Ron Ware, asked that we accept his resignation as President of the MMA due to family and other important obligations. We respected his request with sincere reluctance.

Ron, the simple word : "THANKS" hardly expresses the gratitude for the efforts you have put forth since the formation of the MMA in 1987, but "THANK YOU."

Now to find the proper word (asked, pushed, shanghied, voted? into, or whichever) I was selected to replace Ron as President and Ron will be my right hand man as V.P. Now, if someone else would like the job, PLEASE STEP UP, NOW! Our meetings are so formal that I doubt if any difference will be seen. We are open to any and all suggestions to help keep us on the move. We need to do something to get more participation. Put on your thinking caps and also be willing to help out. We can use all the help we can get.

See Additional MMA Report on Page 4

SUPPORT YOUR LOCAL HOBBY SHOP

If you're not there for them, they won't be there for you
SO.....BUY LOCAL!!



SCHOOL FLIGHT PROGRAM

by Ray Miles

It is hard to believe that time has passed as swiftly as it has. We are just about finished another year of classes. A fast year, to say the least. The big assist was the scheduling of eight schools in the Fall. I want to maintain that seasonal mix in the future, and I am certain it can be done.

April 17	Mt. Airy Elementary
April 24	Runnymede Elementary
May 1	Spring Garden Elementary
May 8	Westminster Elementary (Commissioner Yates plans to attend).
May 22	Charles Carroll Elementary
May 29	Eldersburg Elementary

Please note that all programs are on **WEDNESDAYS at 9:30 a.m.** All members are invited to attend a SFP. You'll enjoy it very much. Last year another 2,000 youngsters saw a SFP, bringing the total to approximately 17,000. It is also time once again to extend my thanks to the club for any contributions you have made at our request. It takes a club to make this work.



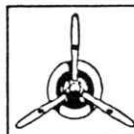
TEN WAYS TO BUILD AN ORGANIZATION

Oklahoma Gen Society, 1969
Submitted by Ray Miles

1. Attend as many meetings as possible.
2. Get to the meetings early and get to know your fellow members better.
3. Endeavor to pay your dues in advance.
4. Offer your assistance and cooperation.
5. Praise your officers for their efforts.
6. Voice your opinions and offer advice. It is your right and privilege to do so.
7. Step forward and do your fair share of the hard work.
8. Accept the appeal or invitation to run for office. You could have fun serving others.
9. When you accept a committee appointment, attend the meetings. Do your share of the work.
10. Be enthusiastic.

MARC SHOW - JUNE 1 -2, 1996 AT TIMONIUM

There will be some new exhibitors at the show this year which you may be interested in seeing. The layout or floorplans will also be different, which, hopefully, will enhance show. **Please put these dates on your calendar now.**



CARROLL COUNTY REPORT

by Ray Miles

You might know it. As soon as I mentioned last month in this column that I would suspend it due to the deafening silence from the County, darned if someone didn't (allegedly) put a **RED** airplane in the air on a **THURSDAY**, early in March, **A CLOSED FIELD DAY!!** I would suspect that once the season gets underway and routine is resumed, that will cease. The call came from R/S after a fax was sent to him. In addition, another fax was sent to the Commissioners because of a claimed 30 minute early start up and other claimed violations of our agreement with the county. What, if any, response will be made, I have no idea. It was mentioned to me that some sort of regulatory action could be the result. **SO REMEMBER -**

1. THE FIELD IS CLOSED ON THURSDAYS AND FRIDAYS. The signs are on the fence on both sides of the impound box and on the field rules within the box. **PLEASE READ THE FIELD RULES IF YOU ARE IN DOUBT!**

2. ANYTHING AND EVERYTHING WE DO AT THE CCMA, WHETHER REAL OR IMAGINED, WILL BE NOTED AND SENT TO THE COUNTY, WHETHER DOCUMENTED OR NOT.

3. I requested proof of the incidents (times, dates, names, etc.) about the alleged violations. I had been told that that was the county's responsibility, **BUT IT IS OURS.** Whether the incidents were an oversight, forgetfulness, or whatever, we cannot tolerate either.

R/S did say that it would be O.K. to use the Information Board at the field entrance at the cable to put the closed dates on. We should even post startup times, although they are noted in the field rules.

PEOPLE, WE DO NOT NEED THIS. IT'S YOUR FIELD, BUT IT'S ALSO YOURS TO LOSE.

THE T.O.C. OF BALTIMORE

The flyer Milt P. gave me describes a TWO day "extravaganza" on the weekend of June 22-23. Anyone may fly (\$ 3.00) entry fee with prizes awarded. Several world class fliers are due to be there: Bubba Spivey, Chip Hyde, and Steve Stricker. Balsa, USA and Your Hobby Center are co-sponsoring the event. Lots of food will be available. This event sounds very promising. For questions call: Rich Nuss (466-7425), Bob Sinsky (539-7364, or Art Vail (247-4281).



MMA MEETING NOTES

by Milt Peacock

Our meeting was held on March 27, 1996 at "Your Hobby Center" at 7:30 P.M. The idea of a newsletter each month was approved with the cost being about \$6.00 for printing and mailing. I am going to use the 15th of the month as a deadline for contributions. Either call me or mail your item. This can contain items for sale as space will permit. The name **"MMA NOTES"** was also approved.

Flea Market Chairman. reported that it will be held(at the same location, Westminster VFW, on Oct. 12. Milt P. will get the raffle permit from Carroll County and then Ron Ware will get the ticket printed. We will need a chairman. to get it running..

It was approved to get 100 copies of our roster: printed for distribution at the MARC show. Milt P will get it done. Hopefully all input to the roster is correct. It is what was furnished by 3/27/96.

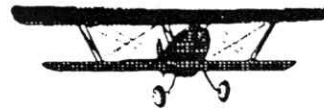
It was suggested that we attempt to put together a "Flight Instruction" booklet that could be used by all clubs. Anyone who has something to contribute to that end, please bring it to the April meeting. It seems like a good project but we need input. It was suggested at our Feb. meeting. that we consider offering a plaque to CBRC's Scale Meet. in July. Vince P. reported that CBRC is receptive to the idea that we offer a plaque in the name of the MMA for something of our choosing. Put your thinking caps on as to what the plaque should be awarded for. Vince P. suggested that we have a "Fun Fly" in lieu of the canceled picnic if some club will offer the use of their facility. We could offer some worth while prizes as an incentive to get participation. The event will be something that ANYONE can do. It is for FUN not SKILL. **LUCK** should be a big factor. Vince is receptive to any ideas you may have.

Charlie Hughes (Harford. Co.) reports that 35 electric motors have been given out for the Cargo Carrying Event being held at the Baltimore Museum of Industry on April 20. As you know, we, along with the AIAA, are sponsoring the event. **Charlie can use your help on April 20 at 9:30 AM at the museum.**

An idea for a fund raiser - sell pizza kits. \$13 for cheese & \$14.50 for pepperoni. Kit contains 2 fresh pizzas. Club can make \$5 per kit profit. Ron Ware has the details.

Heisenberg's Uncertainty Principle: The location of all objects cannot be known simultaneously.

Corollary: If a lost thing is found, something else will disappear.



WESTMINSTER AIR SHOW

by Milt Peacock

On March 19, June

Poage of WESTAIR, INC. (Westminster Airport) called me tosay that they will be having an airshow again this year. It will not be as elaborate with the old timers as last year, but should be a good show with a static display an aerobatic acts.

The dates are **JUNE 22 AND 23, 1996.** The exact time has not been set.

June asked that we participate again this year somewhat as we did last year. This means we will have a static show and those of us who wish to fly may do so. The time frame has not been determined as of today (March 20).

Assuming that WAM wishes to participate, I must tell you that I will not be able to chair the event, assuming that you would want me to. I am already committed to a fly-in at Danville, Va. on the same dates. It is also a shame that the SWAP Club is having their "TOC of Baltimore" on the same dates. Their event should be a good one, also.

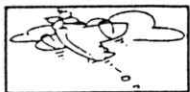
As more information becomes available, you will be informed. I will accept calls from you if you are interested in being a part of the Westminster Show. It's a great opportunity to get some good exposure, so I think we should give it a shot. I believe that I can speak for those who took part last year that they enjoyed themselves. **BUT - we do need flyers!** We must put on a good show. Just sitting your pride and joy in the grass is not enough. Let me know if you are willing and able to fly. It certainly will be worth doing.



MARYLAND MODELER OF THE YEAR

It would be appropriate if WAM would submit the name of one of its members for the above award. We should bring this up at the next meeting. The person only has to be someone who has contributed to the hobby of RC modeling, and does not have to be the best builder or flyer around. I'm sure that WAM could nominate one of our members for this annual award and there are several who have contributed in their own way to the overall benefit of our hobby. Think about it, and let's have one of our members nominated for this honor. The name must be submitted by May 15, **so let's do it!**

Disimoni's Rule of Cognition: Believing is seeing.



CLUB NOTES

by Milt Peacock

CBRC- They will host the IMAA fly in at Ridgley later this year. They had a fun fly with poor attendance.

Frederick MAC - not present

Harford Co. RC - IMAA fly in August 3rd. It appears that their field problem has vanished.

Min. A/C Oper. - not present but it was reported that they are making progress with their new field.

New Meade Modelers - not present

RCMB - Flying has been good. Field a little rough.

MARC show is progressing with some new vendors.

SCAM - not present

SWAP - Their "TOC of Baltimore" will be on June 22 & 23, 1996 at their field. Hopefully **Steve Stricker, Chip Hyde, & Bubba Spivey** will be putting on demos. They are World Class Flyers.

Sunday Flyers - They still have access to their Lynn Hurst site even though a contractor is going to develop the area. All else is moving along.

WAM - No report.

AMA - **Bob Babura** - He surveyed the site for Min. A/C Oper. of Harford Co. Nothing really new with the AMA.



HAPPY BIRTHDAY!!

♦ MAY ♦

Ken Eckard

Frank Guiffre



AVIATION HISTORY

MAY



- 4 1948 First balloon flight over 40,00 feet.
- 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.**
- 21 1932 **Amelia Earhart becomes the first woman to solo across the Atlantic.**
- 23 1848 **Otto Lilienthal, designer of gliders, born.**
- 24 1962 Scott Carpenter becomes 2nd American to orbit the earth.
- 25 1927 **James Doolittle flies first outside loop.**
- 30 1966 "Surveyor" makes first soft landing on moon.
- 31 1919 Lt. Cmdr. A. C. Read completes first Trans-Atlantic flight (required 7 stops).



ATTENTION. PLEASE

New rosters and call lists have been printed and are up-to-date. They will be available at the next meeting. **Please make an effort to attend the next meeting so you can pick up your copy.** This will minimize any mailing costs for the club. And, besides, we would like to see lots of faces at the meetings, and it would be pleasure to see yours. I hope you can make it.

If you don't think you will be at the meeting, call me, Eddie the Editor (848-3835), and I'll get your copy to you.

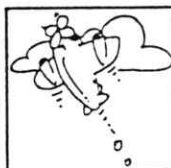
COW QUIPS

When the herd turns on you and you're forced to run for it, try to look like you're leading the charge.

The bridges that you crossed before you came to them are usually over rivers that aren't there.

It's not true that life is just one darned thing after another. It's the same darned thing over and over.

Know your limits and you'll find yourself all hobbled up with everywhere to go.



FIRST FLIGHT OF 1996

Eddie the Editor, and occasional flier, made it to the field on Sunday, March 24, for his first flight(s) of the 1996 flying season. Paul S., Lloyd B., and Terry and Jimmy R. were there enjoying a beautiful afternoon at CCMA. Everyone had a great time, with no mishaps and no apparent first flight "jitters." All of the airplanes apparently survived the winter in good shape and were ready for the air again. Even my trusty, battered, wrinkly, peeling, slightly asymmetric Great Planes Trainer 40 flew just like it always did (whatever that means). At any rate, we all had fun.

The field was in great shape, thanks to the efforts of President Wendell and Paul S., who had rolled the field and scattered some seed around the day before. This year should be better than ever. Let's all fly often, proudly, and with the great comradery WAM has always had. We should all have a terrific flying season and continue to enjoy our hobby as much as possible.



WHAT THE KIDS SAID

(As written by the 3rd Graders
They used computers - different
typefaces and no spelling errors).

Dear Mr. Miles,

Thank you for coming to our school. I liked it when you showed us the little birdy. I also liked the space shuttle. I learned that the rocket ship loses three parts. I also learned about all kinds of aircrafts. I felt like I was in the aircraft when you were talking about it. Thank you for sharing your crafts with us.

Your friend,
XXXX

Dear Aero Modelers,

Thank you for coming this year. I liked all the different designs, especially the planes that could fly for real. I learned that just a tiny part of the shuttle could launch. Also, that the Voyager flew across the world without stopping for fuel. I felt nervous talking in front of four classes when you asked me a question. I hope you come next year.

Your friend.
XXXXX

Dear Mr. Miles,

Thank you for coming. I liked the Earhart plane. I liked the models you made. I learned that the elevator went up and down. I learned that the air has to meet at the same time. I felt sleepy. I felt sad when you said that you could not fly the airplane. Thank you for coming. I hope you come again.

Your friend,
XXXXX

Dear Aero Modelers,

I really liked the show you put on for us. It was really nice for you to come and thank of us. You have a lot of model airplanes that you travel with. Of those airplanes, have any of them been stolen? I hope not.

Your friend,
XXXXX

Dear Modelers,

Thank you for coming and teaching us about airplanes. I really learned a lot. I liked when you flew the remote control airplane. It was neat. I'm going to save all of my money to get one. I just wrote to say Thank you for coming.

Your friend,



WHAT IS A MODELER?

Ever since the first the first living creature found a worthless bit of matter on the ground and stashed it away for safe-keeping, superfluous possessions have been part of our world. Today the packer habit of saving generally useless items is not limited to people with a lot of empty space.

Take a trip to the average modeler's building site, be it a spare bedroom, garage, basement, etc. Lots of things are collected in that small space. Look around your area and see if you collect "treasures" such as:

- tiny scraps of covering
- burned oil glow plugs
- broken pliers and other "good tools"
- dead batteries
- tiny scraps of balsa in different sizes
- empty rusty cans of hardened paint
- broken props
- broken hinges
- parts of crashed planes, especially the tail
- broken saw blades
- bits of string
- rotted or fuel soaked rubber bands
- partially assembled kits, plans long gone
- old gas tanks and fuel tubing
- hardened tubes of glue
- broken wing bolts
- well used sandpaper, all sizes
- piles of dirty oily rags
- broken dull Xacto blades
- broken servo parts
- empty jars and bottles of all sizes
- tiny pieces of dowel
- plans so beat up they are unusable

Do you have any or all of the above "treasures"?
You're not a "packrat," you're.....

A MODELER

*From "Monster Mash"
Taken from Transmitter
RCMB Newsletter, January, 1996*

SMILES FROM JOHN S.

You know your spouse is getting tired of you when she wraps your lunch in a road map.

What goes, "Woof, Woof, Tick, Woof, Woof, Tock!" Answer: A watch dog.

Age has nothing to do with learning a new way to be stupid.

COMMENTS ON RADIO RANGE CHECKS AND HEAT SHRINK FILMS

from Ken Hands

Editor's Note: Ken sent me his comments regarding the article in last month's T/S about radio range check and covering with Monokote. I thank him for taking the time to send them to me.

I think the "Radio Range Check" info has probably been passed around from newsletter to newsletter since the 1970's and is about 20 years out of date. All of the following is from my own experience and not based on any technical knowledge.

My first RC system was a 5 channel Futaba system purchased new in 1970. The antenna screwed onto a large stud mounted on top of the transmitter. The instructor manual said never, never turn the radio on with the antenna removed. the radio was not to be operated for more than one minute with the antenna collapsed for range testing. Failure to follow these instructions would result in damage to the transmitter electronics.

Since that time I have owned three World Engineer sets, four Airtronics, and one JR. The instruction manuals for all of these radios said to walk away from the plane with either the antenna collapsed or the antenna removed, depending on the transmitter model. You were to have a minimum ground range which varied from 20 to 30 meters depending again on the radio model. I doubt they would recommend this if it would cause a transmitter failure.

I have also applied my own personal test to several of these transmitters by forgetting to turn them off after operation them in the shop with the antenna collapsed. Most of the time, they were only turned on for a day or so, but one sat for more than a week with the switch on. The only problem I ever had was extremely dead batteries. They always worked fine after a battery recharge.

The first time I left a transmitter on, I asked the local radio guru about any possible damage and he said that radios manufactured after the mid 1970's do not have this problem because of changes in circuit design and that many no longer use the old style transistors at all. In any case, if you can leave a transmitter on for over a week without any damage, you should be able to take as long as you want to perform a range check.

Also, a few comments from my own adventures with "Monokote" and the other "heat shrink films" pertaining to the article, "Ten Tips on Covering."

1. Monokote at it's best is a five foot finish. I have found that balsa finish sanded with worn # 150 sandpaper will look as good as you are going to get with film

covering. You can go down to # 400 if you want, but it's just for the sanding fun.

Numbers 4 and 5 in the article are actually for open structures only, usually the wing and contradict the instructions from the film maker for covering sheeted surfaces. When covering a wing, first seal the film down all around the perimeter, then trim and seal the edges. Next, shrink the film as tight as you can get it using a heat gun. Then use the iron to seal any sheeted areas tightly to the wood, working from the edges toward the open areas of the wing. After the film is ironed down tightly, set the iron for maximum shrink and run it over the open bays of the wing. There must be provision made for trapped air to vent to the outside of the structure when the final pieces of covering seal it off. With a wing, this can be done by punching 1/8" holes in the wing ribs in a pattern that gives air a path to the aileron cutout in the center of the wing. Film that is not tightly sealed to an underlying sheeted surface will look great when first applied, but will have more sags and wrinkles than a year old prune after a few changes in temperature and humidity.

As to # 8 in the article ("Covering Surfaces with Compound Curves). You are going to have wrinkles, creases or overlaps no matter how careful you are. If you can't live with them, then end the film when you get to the area with the compound curve and finish that section with paint.



OTHER SHOWS TO SEE

In addition to the events listed in "Upcoming Events" on the back page of the T/S, there are some other major modeling shows and programs for your travelling pleasure. Milt P. supplied me with a list of some of these "extras" in case you are interested.

May 3-4-5 IMAA Fly-In. Lums Pond, Delaware

May 18-19 IMAA Fly-In. Quakertown, Pa.

May 25-26 IMAA Fly-In. Imlaystown, N.J.

June 20-23 IMAA Fly-In. Danville, Va.

June 22-23 The "TOC" of Balt. SWAP Field.

**July 6-7 AMA "Celebration of Eagles."
Muncie.**

July 13-14 STARS Giant Scale Rally. Olean, NY.

Perhaps you would like to see one of these great events. If so, and need more info, please call Milt. P.

Heard on a Cruise:

Waiter: "Shall I bring your lunch on deck, sir?"

Vacationer: "No, just throw it overboard and save yourself some time."



ANOTHER STORY FROM NICK JONCKHEERE ATTENTION, ME-262

About 1433 Messerschmitt Me 262 "Schwalbe" (swallow) jetplanes were produced. Very few still exist and none of them is in flying condition. But that will change 'cause Herbert Tischler, a German living in Fort Worth, Texas, is building 5 brand new Me 262 B-1 A/U's. These planes will be (except for the engines and the brakes), exact copies of the first German "Dusenjager."

In the "Texas Airplane Factory" Herbert and his 14 employees are working on 5 airworthy replicas. Plans of the original were destroyed or useless. The U.S. Navy loaned him the wreck of the "Weiss 35" (white 35), that was captured by the allied forces, and in exchange for the static restoration of it, Herbert is allowed to dismantle it and copy each piece. 33,000 man-hours were spent at a price of 1.45 million dollars for one Me 262 does not do anything to the fact that all 5 are already sold. One goes to Germany, the four others were bought by rich Americans.

The original Jumo 004 B-1 engines lasted only 20 hours, so an alternative was sought and found in the General Electric J 85 / CJ 610, also used in the Learjet. The fuel consumption of this G.E. is half that of the Jumo, so flight time will be increased to two and a half hours. Drum brakes are replaced by disc brakes for safety. Five original instrument boards were found.

Interesting to know is that the Me 262, Germany's first largely-produced jetplane, hasn't any pneumatic or fly-by-wire equipment but "ordinary" push-pull rods. Its empty weight is 3800 kgs, maximum mass is 6775 kgs, landing speed is 175 km/h, and maximum speed is 870 km/h.

The first flight of the Me 262 was made on 18 July 1942, and entered service in the middle of 1944. That was too late to have a real impact on the outcome of the war. Though it participated at some air battles, it wasn't invincible because P-47, P-51 and La-7 pilots caught the jet in the circuit at its base, where its low speed and poor acceleration left it vulnerable. To counter this, the Germans employed FW-190 and Me 109 fighters to cover the Me 262 bases.

But once at speed, its unusual velocity was hard to overcome. Many pilots reached the speed of sound (e.g. after a steep dive), but at that speed, the plane became uncontrollable and many crashed, killing the pilots.

Herbert Tischler's planes are taking shape, for the moment all parts for the replicas are made, five fuse-

lages are ready, and the wings are under construction. Maiden trips are planned for February, 1997.

ADDENDUM TO LAST MONTH'S LETTER ABOUT THE SPITFIRE

On 25 September, 1995, Jean-Patrick Dubois' wooden Spitfire replica was severely damaged. A loss of power after takeoff was the reason for a forced landing in a vineyard near the airport of Reims-Prunay. The pilot was not wounded, but the aircraft has been severely damaged: a broken propeller and the complete bottom side of the wings and fuselage was damaged. This winter reparations have been done and, at this moment, the plane should already be airworthy.

Editor's Note: Nick certainly "knows his stuff" about airplane history and we are happy to have his letters in our newsletter. We look forward to his continuing correspondence with WAM through John Schaffner.



WILLING TO LOAN

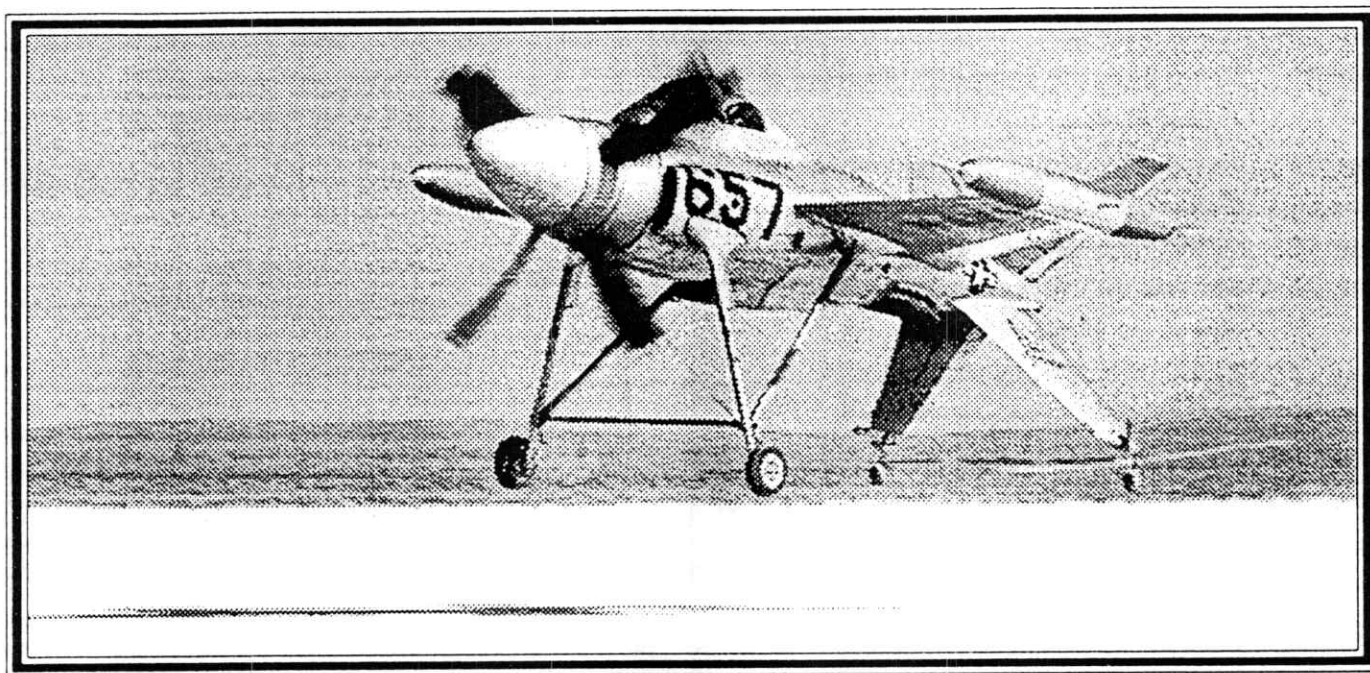
I have used a **Master Magic Magnetic Builder** from Eldon J. Lind company in building my last several planes. It has been a great time-saver, and allows construction of wing halves, fuselages, or other parts in much less time and with straighter and more accurate fits than other methods I have used. 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

IT'S FLYING TIME AGAIN

Sunday, April 21, brought a windy day with a threat of rain, but several of us put our trusty planes in the air, anyway. Bob Allen, John Sterrett, Wendell R., Paul Schaffner, "Dutch," and Cap'n Eddie all had a good time with no loss of aircraft. My Trainer 40 did temporarily disappear, however, but reappeared. Scary! But my heart kept beating, so all is well.



LOCKHEED MODEL 81 (EXPERIMENTAL)

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

In the years following the end of World War II, the US Navy and the US Army Air Forces introduced a number of turbojet-powered fighters. These were relatively rudimentary warplanes reflecting the comparatively undeveloped nature of their turbine powerplants, but in general offered considerably higher flight performance than their piston-engined predecessors. On the debit side, however, these early jet-powered fighters needed much longer runways. This factor worried both the major US services: the USAAF was concerned that the increasingly lengthy runways required by tactical warplanes were costly and difficult to build in time of peace, and very vulnerable in time of war; while the U.S. Navy was concerned about the comparable size, cost and vulnerability of the aircraft carriers they would have to build to carry and operate a fleet of turbojet warplanes. In 1947, therefore, both services began to investigate the concept of vertical take-off and landing as a means of reducing runway and flightdeck lengths. Even by this early date, the VTOL fighter concept had value, for during World War II the Germans had planned several such types (notably the Focke-Achgelis Fe 269 carrier-borne fighter) and undertaken operational trials with another vertical take-off fighter.

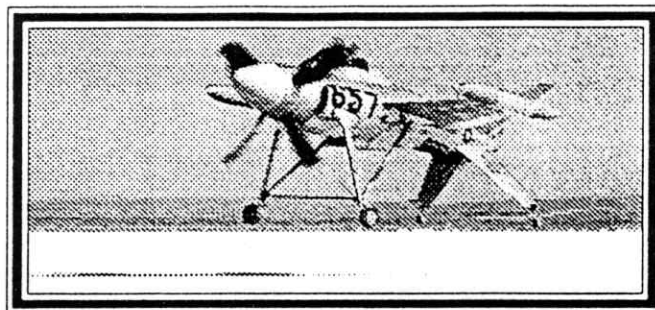
The biggest problem facing any designer of a VTOL aeroplane is the provision of a reliable stability and control system for use during the transition from vertical to horizontal flight, and this was one of the most important elements in the series of feasibility contracts that the two services ordered from US industry in the late 1940s. With the start of the Korean War, the services received a larger budget and the U.S. Navy decided that the time was ripe for the evaluation of VTOL fighters able to operate in the convoy protection role and designed to operate from platforms built over the stems of merchant ships. The resulting specification was extremely demanding, and drew responses from Convair and Lockheed. The airframe was based on a fuselage of teardrop shape whose elegantly streamlined contours were completed by the large spinner. Behind the pilot was the engine, which drove the contra-rotating propeller unit. The flying surfaces comprised a mid-set wing with pronounced leading and trailing-edge taper, and a tail unit indexed at 45 degrees to the wing, resulting in an X-shaped empennage when the aeroplane was in wingborne flight. Four wheels formed the landing gear, but their location on the corners of the comparatively small square did not offer as much anti-toppling stability as the larger footprint of the Convair XFY-1. This was not that important on a paved field, but would have been a severe hindrance to the operation of the planned FV-2 production model on the rolling and pitching platform at the stem of a ship at sea. The first official flight was made in June 1954. By this time the capabilities had been overtaken by later turbojet-powered fighters offering much improved take-off and landing capability that allowed them to operate from existing aircraft carriers. The type never made a vertical take-off or landing, however, and further development was cancelled in June, 1955.

COMING EVENTS

- April 21 Model Airplane Cargolift. Museum of Industry. Baltimore.
- April 27 Howard Co. Float Fly. Centennial Park
- May 11 YARO Float Fly. Lake Redman. Pa.
- May 11 IMAA Fly-In. PGRO. Bowie. Md.
- May 17-18 Andrews AFB Open House and Air Show. (A GREAT EVENT).
- June 1-2 MARO Show. Tūmonium Fair Grounds.
- June 22-23 Air Show at Westminster Airport.
- July 20-21 Scale Masters Qualifier. Ridgeley Air Park
- Aug. 24-25 Confederate Air Force Show. Frederick.
- Oct 12 MMA Flea Market. Westminster VFW
- Oct. 19 YARO Flea Market. Dover. Pa.

Call Milt Peacock for details and Directions
833-3122

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of: Ed Popp (Our Hero)



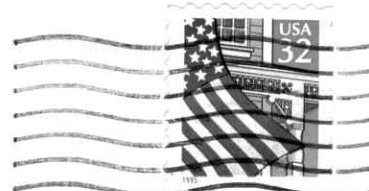
LOCKHEED MODEL 81

*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 Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

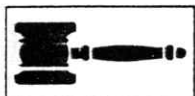
JUNE 4, 1996
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 12 Number 5

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

So far, 1996 has been a very lean year for flying. If the wind isn't blowing the rain is falling or the field is closed. I hope this situation soon changes. I also hope that we can all get started with the Wednesday evening flying that we discussed at the May club meeting. We need more club activities, and this could be a very good way to get back on track.

I would also like to thank John Sterrett for bringing his 50 foot telescoping pole to the flying field and retrieving the wing of my "Scat Cat" that had been lodged in a tall tree since last September. There was a servo and wheels attached to the wing all through the past winter, and after spraying contact cleaner on the plug, the servo worked just fine. Thanks again, John.

It looks like we may soon be able to fly our "Big Birds" at Baugher's as the grass is getting in good shape and the rolling will be done soon, also.

Speaking of Big Birds, Paul Schaffner and I went to Lums Pond, Delaware the other

weekend for a Big Bird Fly-In. They sure did have a lot of very good looking, very BIG planes there. I think the biggest was a 40% Waco with a BIG 3-W engine. I don't recall all the specs on that plane, but it flew very scale-like and did the BIG sloooooow loops just like the full scale version. I didn't fly anything, but Paul flew his 33% Extra 230 several times. And, as always, flew very well with no mishaps. This is an event anyone could go to and enjoy, even if you don't have a big bird to fly. The variety of models as well as the workmanship on some, makes the trip worthwhile. But I am sure it would be even more enjoyable to fly with the rest of the gang, as they all seem to be a great group of people just enjoying the hobby. And enjoying the hobby is something we could all stand more of. So, let's all try to "make time" for our sport, use your field, and try to come out on Wednesday evenings and fly with us so I can.....

See you at the field,

Wendell

Dude's Law of Duality: Of two possible events, only the undesired one will occur.



MINUTES OF WAM MEETING

MAY 7, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 p.m. at the Westminster VFW by President Wendell Richards with 19 members and one guest, Patricia Kowalski, present.
2. Minutes of previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell reminded everyone of the upcoming need for help in preparing the flying field for use. Baugher's field, especially, will need cutting and rolling ASAP.
4. V.P. Ken Davis was absent, therefore there was no report on MMA activities. (Ken sent his report to Eddie the Editor, and it's somewhere in this issue).
5. Treasurer's report was accepted as read.
6. Communications received by Milt Peacock concerned the upcoming trade shows, and invitations to WAM to participate in various local activities. More elsewhere in this The Talespinner. International Correspondent John Schaffner, read the latest letters from Belgian correspondent Nick Jonckheere, Albert Nencioni from Milano, Italy and Carlo Adrilano Merceddu of Florianopolis, Brazil. Any member with E-mail capabilities can communicate with these fellow modelers if they wish. Check with the WAM secretary for the E-mail address.
7. AMA Rep. Milt Peacock reported on current AMA business and spoke about the upcoming MARC show.
8. John Sterrett proposed membership for applicants Tim Schultz and Scutt Flohr. Both were unanimously voted in as new members of WAM. Welcome aboard Tim and Scott!!
9. Carroll County Rep Ray Miles reports no noise from the county. Just a squeek from the mouse that roars.
10. Mickey Yachera is asking for assistance in planning future club events. Call Mickey if you are willing to help. He will need assistance and participation from WAM members for the upcoming air show at Westminster Airport. Call him! Mickey announced that dates for Fun Flys this summer are: June 9, July 21, Aug 18 and Sept 22. Details to follow. **PUT THESE DATES ON YOUR CALENDER!! THEY'LL BE FUN DAYS AT THE FIELD!!**
12. No reports from Sound and Safety.
13. Awards chairman Larry Nolte requested suggestions from members for recognizing those members who make special contributions for the good of the club. If you have an idea and would like someone to be recognized, please call Larry.

14. Ray Miles reports that the SFP is nearing the end of another very successful season. The schedule appears elsewhere in The Talespinner. Participate if you can.

15. Bill Hassert reports that the club equipment is ready for the season. Bill also has custody of several videos that can be borrowed by members. A \$5.00 deposit will be required to guarantee return of the video. Bill will bring these videos to the meeting for your viewing pleasure.

16. Eddie the Editor requests contributions from the members and is still trying to line up a back-up reproduction facility to produce The Talespinner in a "pinch." Send him articles, items or photographs for inclusion in The Talespinner.

17. Lengthy discussion on flying and various and sundry projects and products. It was suggested that Wednesday evenings would be a good weekday evening for all members of the club to use the field. This will provide an evening when we all know we will find our fellow fliers there and can enjoy their comradery. Flying or not, come to the field on Wednesday evenings and have fun with your fellow fliers.

18. The decision was made to mark the entrance to the field off Rinehart Road with an appropriate sign that clearly shows the club's activities there.

19. The 50/50 was won by Bill Hasert.



ATTENTION ALL MEMBERS

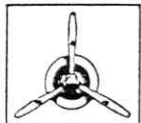
The 1996 call list is current as of right now (May 27, 1996 at 12:28 a.m.). It is printed on page 8 in all its glory. It is a pain in the butt to do, but it's done! Please cut this one out and save it someplace handy. We will probably be using it for work parties, club events, etc. several times this year. Any new members will have to be added to the list next year, and for this year I'll try to just assign the new folks to another member..

Thanks!!



**SUPPORT YOUR LOCAL HOBBY SHOP
IF YOU'RE NOT THERE FOR THEM, THEY
WON'T BE THERE FOR YOU**

SO.....BUY LOCAL!!



SCHOOL FLIGHT PROGRAM

by Ray Miles

Commissioner Dell, without a formal invitation, attended the class at Mt. Airy Elementary School on April 17. While speaking to him, I mentioned the reason that an invitation was not sent to him was because he attended the class last year at Westminster Elementary School. His reply was, "I liked that presentation, and I also like the programs' influence on the youngsters as an aid that emphasizes the availability of activities for young people to pursue," other than the "I don't have nothin' to do" syndrome. "Besides that, I wanted to come." We take this to mean that he is in no opposition of our activities, including the flying portion.

Commissioner Yates has the class at Westminster Elementary on his agenda. Since this will be history by the time you read this, we assume he will put in an appearance that day. (Editor's Note: Mr. Yates did attend the entire program, and seemed to appreciate our efforts).

We have heard from Commissioner Brown's office, and as of now he has been unable to confirm a date due to conflicting scheduling. But he is definitely interested in attending a program. (Editor's Note: We had heard that Mr. Brown might attend the same program as Mr. Yates, but may have been ill that day).

Beyond our wildest dreams, we had a class cancelled because of the ice storm on April 10 at Sandymount Elementary. This has been rescheduled for Wednesday, June 5, the next to last day of school. If you have been following the papers, there are three more elementary schools planned for construction. Two of them are scheduled to open in 1988. They are: Linton Springs in Eldersburg, and Cranberry Station in Westminster. Either I have forgotten the name of the third, or it hasn't been published yet. The SFP will get busier and busier. If you think you can help in the future, give me a call.

We have only the following schools to present the SFP to, and another successful year has been completed.

May 29 Eldersburg Elementary

June 5 Sandymount Elementary

Please note that all programs are on **WEDNESDAYS at 9:30 a.m.** All members are invited to attend a SFP. You'll enjoy it very much..

Ruckert's Law: There is nothing so small that it can't be blown out of proportion.

Washiesky's Law: Anything is easier to take apart than it is to put together.

Murphy's Law of Thermodynamics: Things get worse under pressure.

WELCOME OUR NEW MEMBERS

TIM SHULTZ

SCOTT FLOHR

We congratulate Tim and Scott on being elected to WAM and look forward to seeing them at the meetings and the field.

WE MAY NEED HELP!!!

Ed Popp has printed and mailed the last two newsletters, and may have also done this one. As some of you know, Marada Industries has allowed Ken Davis to print the T/S, and Ken and Ed have alternated in this important job. Recently, though, there have been some changes at Marada, and Ken may or may not be able to continue helping out. **We will need another volunteer with access to a quality, high-speed copier to alternate with Ed in printing and mailing the T/S.** Ed has graciously offered to print and mail this newsletter each month, but it is not fair to have one person "do it all."

All paper, mailing labels, etc. are supplied by me, Eddie the Editor. The job takes about 2 hours for each mailing. We hope that Ken will be able to resume his activity, but we don't know as of now whether that will happen. **Please let me know if you can help. Thanks!!**

MARC SHOW - JUNE 1 -2, 1996 AT TIMONIUM

There will be some new exhibitors at the show this year which you may be interested in seeing. The layout or floorplans will also be different, which, hopefully, will enhance show. **Please put these dates on your calendar now.**

THE T.O.C. OF BALTIMORE

The flyer Milt P. gave me describes a TWO day "extravaganza" on the weekend of June 22-23. Anyone may fly (\$ 3.00) entry fee with prizes awarded. Several world class fliers are due to be there: Bubba Spivey, Chip Hyde, and Steve Stricker. Balsa, USA and Your Hobby Center are co-sponsoring the event. Lots of food will be available. This event sounds very promising. For questions call: Rich Nuss (466-7425), Bob Sinsky (539-7364, or Art Vail (247-4281).

Sounds like a pretty neat event to me. It's probably worth going to.



MARYLAND MODELERS REPORT

by Ken Davis

The MMA raffle permit has been acquired and tickets have been purchased. There is an AMA club list for District IV. If anyone would like a copy of it, contact Milt Peacock or Ken Davis if Milt is not available. A flight instruction guide is going to be compiled by MMA members comprised of information supplied by my MMA member clubs.

An MMA Fun Fly is being looked into, possibly hosted by CBRC. Any thoughts or suggestions would be appreciated. Please call me (Ken Davis) with your input.

BASS Club had a sailplane contest at Bradford on April 28 - 29 and at Walkersville on June 8 - 9.

Harford County is having an AMA charter U-Control club meeting at BelAir Middle School on August 3.

The Cargo Challenge was held at the Baltimore Museum of Industry, but unfortunately none of the engineers showed up. The motors were distributed at the event. Seven teams were present and four qualified. The heaviest load carried was 122 grams by the airplane of Arundel High School. The oral exam was won by the Glen Burnie High team.

The New Meade Modelers had a Fun Fly on April 13 at their new field. They had good results and recruited 3 new members.

RCMB is having their Giant Scale meet on August 10, with August 11 as the rain date.

Don't forget the MARC show on June 1 - 2 at the Timonium Fair Grounds.

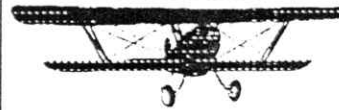
South Carroll's new field opened at Springfield Hospital. It is somewhere near the fire dept. For "good" directions, call Ken Davis and ask for "Hap" Cresser's telephone number.

The Sunday Flyers lost their Lindhurst field. Sorry, guys. But on a good note, Baltimore County is investing \$ 15,000 in their Metavia field for road repairs, field layout and redesigning.

The Harford County club had a noxious weed alert and were informed that they had to keep the field cut short enough that it doesn't go to seed. They were also allowed to erect a temporary shelter.

Bob Barbura reported that there was to be a council meeting to discuss the openings of the Executive Director's seat and the Executive Vice-President's seat. I don't know the outcome of this meeting.

The NATS will be held on July 6 - 7.



WESTMINSTER AIR SHOW

by Mickey Yachera

The Westminster Aero Modelers have once again been invited to participate in the Westminster Air Show, which is to be held this year on June 22 - 23 at the Carroll County Airport. At this time, details are still sketchy. The show will be smaller than the one held last year. We will fly prior to the show (around noon) for 30 - 45 minutes. Another flying session may be scheduled after the last full scale flight, but this has not been finalized yet.

If you are interested in flying at the show, call Mickey Yachera at 239-6235 so that you can be placed on the program. (Participants will receive a VIP pass for parking and entrance to the show). If you are not interested in flying, why not come out and cheer for our guys who are brave enough to fly in front of a crowd!



SPECIAL EVENTS CALANDER 1996 FIELD EVENTS

by Mickey Yachera
Special Events Chairman

We have tentatively scheduled the following dates for our field events this year:

<u>Date</u>	<u>Event</u>
Sunday, June 9	Fun Fly
Sunday, July 21	Club "Open House"
Sunday, August 18	Fun Fly
Sunday, September 22	Fun Fly

All Events Will Begin at 1:00 p.m.

We will once again serve hot dogs and hamburgers at our Fun Fly events. In order to defray some of the expense involved, we will be charging \$0.25 (one whole quarter) per item. Quite a bargain!

The club "Open House" is an experiment for a different sort of event. Rather than have a contest, members should bring out their finest airships so they can show off their stuff. The event could be a great family day along with an opportunity to invite the neighbors (yours and also those near the field) and county officials to join us for a fun afternoon. Please give this event some thought so that we can discuss it at our June 4th club meeting.

So that you can attend as many of these events as possible, please mark these dates on your calendar now! (Eddie the Editor is going to do that right now - this minute - because I always forget to do it. Why don't you do it, too?).

ADDITIONS TO ROSTER

Please add these names and other information to your roster to keep it current. As new members are accepted into WAM, I will provide their info in The Talespinner for you.

Scott Flohr (Connie) 46 Webster Street
857-5696 Westminster, MD. 21157
848-2166 (Work) Birthdate: 12/30/61
AMA #: Pending
Joined: 5/96

Tim Shultz (Patricia) 196 Bucher John Road
775-2463 Union Bridge, MD. 21791
Birthdate: 3/6/58
AMA #: 467948
Joined: 5/96

John Wunderlich, Jr. 382 Doral Court
840-8518 Westminster, MD. 21158
(410) 659-3689 (Work) Birthdate: 10/31/43
AMA #: 454126
Joined: 1/95

My apologies to John. I forgot him on the 1996 roster.



HAPPY BIRTHDAY!!

♦ JUNE ♦

Bill James

Richard Jakubs

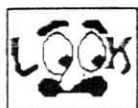


AVIATION HISTORY

JUNE



- 4 1783 First hot air balloon demonstration by the Montgolfiere brothers (Paris, France).
- 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.
- 15 1919 Capt. J. Alcock and Lt. A. Brown complete the first non-stop flight over the Atlantic. They flew a Vickers-Vimy bomber.
- 26 1936 First successful helicopter flight takes place.
- 27 1923 Air to air refueling is performed for the first time.
- 29 1916 The first airplane built by Boeing flies.



ATTENTION. PLEASE

New rosters and call lists have been printed and are up-to-date. They will be available at the next meeting. **Please make an effort to attend the next meeting so you can pick up your copy.** This will minimize any mailing costs for the club. And, besides, we would like to see lots of faces at the meetings, and it would be pleasure to see yours. I hope you can make it.

If you don't think you will be at the meeting, call me, Eddie the Editor (848-3835), and I'll get your copy to you. I have not received any calls, and not everyone has been to a meeting. If you read this and don't have your new roster, give me a call and, PRESTO! you will get one.

TRUE STORY FROM READER'S DIGEST

While a little boy was at school one day his pet cat got out of the house and ran into the road where it was hit by a car and killed. The mother knew her son would be very upset and didn't know how to break the news to him, so she disposed of the cat and decided to wait until he asked about it.

Four days later, the boy asked his mom where his cat was. Mom said, "I'm sorry to tell you this, son, but your cat was hit by a car and died. G-d wanted him, so he is in Heaven and G-d is taking care of him." The boy replied, "What does G-d want with a dead cat."

CONVENIENT CLEAN UP

by Ed Walsh in the AMA Newsletter, March 1996

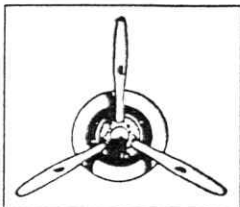
Want a nice, neat, convenient way to clean up that airplane? Use baby wipes! Yep, those soft wipe tissues that come under various brand names (I use the generic store brand). and packaged in a handy plastic box. The wipes must contain some kind of cleaning agent because they remove oil very well and the lanolin in them seems to act a bit like polish.

EPOXY TIPS

by Clyde Ray in the AMA Newsletter, March, 1996

When working with epoxy, after mixing the two parts, spread the epoxy out on the palette before using it. This will lengthen your working time because epoxy generates heat upon itself and cures faster. Spreading the epoxy out slows the heat/cure process.

Another hint for working with epoxy is that when you want smooth epoxy on your plane, dip your finger (or any tool) in denatured alcohol first and then use your finger to smooth the epoxy. Your finger will run on top of the epoxy instead of through it and you'll get a smoother finish. This works for fillets, also.



**MARYLAND MODELERS
ASSOCIATION
AMERICAN INSTITUTE OF
ASTRONAUTICS
& AERONAUTICS**

by Milt Peacock

"THE CHALLENGE"

Saturday April 20, 1996 at 9:30 AM

This was the BIG DAY. All High Schools in Maryland were invited to participate in an event called "Aircraft Cargo Carrying Challenge." This meant that a team of students would design a model aircraft that would fit in a 24" x 36" box, build it, write a report stating the reasoning for their design, give an oral presentation and above all fly their creation on a 12foot tether for a minimum of one lap.

The models were powered by a 9 volt electric motor which was furnished by the sponsors. There is no restriction as to the type of structure or the materials used in the construction, but the furnished motor had to be used along with their own 9 volt battery which could be changed or recharged for each flight. After a qualifying flight, they would then load their cargo, have the aircraft weighed again, and successfully fly at least one lap carrying their cargo.

Does this sound easy? Far from it. That electric motor doesn't provide a whole lot of thrust. Quite a few schools requested a motor giving the impression that the competition would be keen this year. However, this was not the case. In years past, perhaps 5 or 6 teams would actually participate on the day of the challenge. This year it was no different.

THE CHALLENGERS:

Glen Burnie High School - Team #1
Glen Burnie High School - Team #2
Arundel High School
Eastern Tech - Team #1
Eastern Tech - Team #2
Leonardtown High School
Parkville High School

THE EVENT

The teams were permitted to test fly their models prior to the official contest. It always quite interesting to see the designs and the materials they use: balsa, styrofoam, hardwoods, laminating paper, tissue, wire, you name it.

Some planes hardly move at all. Some taxi their hearts out while others fly like a bird. Certainly, luck is always a factor but it takes more than that. Every team deserves a lot of credit for the effort they put forth. We congratulate every one. I do not know any of the results of the challenge at this time, so no comment will be made as to any success or failures.

It is only fitting to recognize the persons whose efforts made the event possible: Directors Charles Hughes & Vance Kochenderfer [Harford Co. R/C]; John Dorl [Balt. Area Soaring Society] & Milt Peacock (Westminster Aero Modelers). All are from the "Maryland Modeler's Association." No one appeared from the AIAA. We thank the "Baltimore Museum of Industry" for their assistance and contributions. challenge. sistance and contributions.



OTHER SHOWS TO SEE

In addition to the events listed in "Upcoming Events" on the back page of the T/S, there are some other major modeling shows and programs for your travelling pleasure. Milt P. supplied me with a list of some of these "extras" in case you are interested.

June 20-23 IMAA Fly-In. Danville, Va.

June 22-23 The "TOC" of Balt. SWAP Field.

**July 6-7 AMA "Celebration of Eagles."
Muncie.**

July 13-14 STARS Giant Scale Rally. Olean, NY.

Perhaps you would like to see one of these great events. If so, and need more info, please call Milt. P.

WEAK SIGNALS SHOW AT TOLEDO

by Milt Peacock

Again, in my opinion, it was a great show. I always like to see what is new to us and as always there were a lot of things to spend your bank account on (and I do mean your, at least my, "bank account"). The vendors don't blink an eye when they toss out the price. I assure you, this sport ain't getting any more reasonable!

I saw Steve & Don Stricker, Ron Stahl, Ron Jason & Stacey Pass at the show. I'm here to tell you that those guys are -- (I can't find the word). They must leave home at 11 p.m. Thursday night, drive all night (aprox. 475 miles) and walk the show all day. I can't hack that. Guess I'm getting too old.

It's funny how the trend changes. This year I only saw two booths promoting "electrics". "Leisure" had some good looking motors with gear boxes to swing a rather large prop.

Want to know how fast you are flying? What is my altitude? What is my cylinder head temperature? -plus another sensor. You install this 5 ounce package of sensors in your model and a down link to its receiver tells you verbally what is happening by means of a speaker plugged into your ear. Cute eh!! Its only

\$349.00. Now if you really wish to get fancy, you can get an attachment that will show you what is happening with instruments shown on a computer screen so you can look back later and analyze what was happening. That costs well over \$500.00. Just what I always wanted. Daddy, buy me one.

Sullivan has a generator (someone tried to say it was an alternator but I don't think our radios would like AC current) that you can install on your engine. It consists of a disc containing magnets which you place between your prop and drive washer. There are other pick-ups installed on the model behind the disc. When your engine reaches 2000 RPM it switches "off" your RX battery and the generator takes over powering your radio and also charges your RX battery while it is resting. The unit also has 5 power outlets that will give voltage to light running lights, glow plug driver or what ever else your need power for. When your engine drops below 2000 RPM the unit switches back to your flight battery. This means that you would be able to fly all day and still go home with a fully charged flight battery. Show price approximately \$89.00.

Racing was a big item this year. Lots of BIG models and engines with mucho power for you hot-rods. Again all you need is "bucks." There were quite a few great looking models which, in my opinion, have no personality. They look like pattern ships - all alike with different paint jobs.

Speaking of engines, the new Zenoah twin is a fine looking engine. I don't know what I would use it for but I would like to have one. Now if you really want a great looking engine, buy Roberts 9 cly. radial. A steal at about \$3000 (I think). I can't remember the name of it, but Howard Crispin wrote it up in his "Sound" column in Model Aviation recently. It is a rotary type (like a Wankel) that has good power and is really quiet. They had one on display which was approx. 6" dia. producing about 3 HP with NO muffler. They ran it once in awhile, capturing the exhaust in a garbage bag. Believe me when I say - you could easily speak in a normal tone while it was running and it had NO MUFFLER attached. Quite a piece of equipment. They would take your order for the large one at \$1 695. (or close to that). I'll take two!

Airtronics is coming out with a new radio to replace the Quasar which has new "bells and whistles" and will cost less. It looked interesting.

The "Static" display was, as usual, something worth seeing. I can't help believing that most have to be "hanger queens". The detail on some of the models was outstanding. A B-25 had a complete interior, at least in every hatch and window. The finish on all models was perfect. Some of the film covered (Monocote, etc.) models had to be seen. The seams were perfect. I sure would not like to have to be a judge. They are all winners.

If you have never been to the Toledo show, you should put it on your list of things to do. It is well worth the trip, even forgetting the items you can buy that you don't see in the Hobby Shop. At least you can SEE what you are buying and you can't do that in a catalog. Did you ever order something and then say, "Oh, sugar!" Everyone has at least once.

MacPherson's Theory of Entropy: It requires less energy to take an object out of its proper place than to put it back where it belongs.



WHAT THE KIDS SAID

(As written by the 3rd Graders
They used computers - different
typesets and no spelling errors).

Dear Westminster Aeromodelers,

I would like to know how to make a model of an airplane and a helicopter. I also want to tell you that I liked learning about flight!! In science with Mr. XXXX, I think I'm prepared thanks to you!! Now I know how people used to fly and how the people made the hot air balloon. I hope you write back to me!

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I really liked your show. I would like you to come again. I think you did a fantastic job explaining everything. I like your bird and plane that flew. That was a good decision to talk about flight. I learned a lot from your models. I also like how you showed how big the rocketship would be with people and a train car next to it.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

Thank you for taking your time to come to reach us about flight. All those things you taught us were very neat. I liked the bird. I also liked that hot air balloon. How did you learn all those things about flight? I learned a lot of things about an airplane and people who flew around the world and tried to fly around the world. I'm sure it took a long time to set those models up. Thank you for answering any questions we had and letting us see all your models.

Thanks again,
XXXXX

Dear Westminster Aeromodelers,

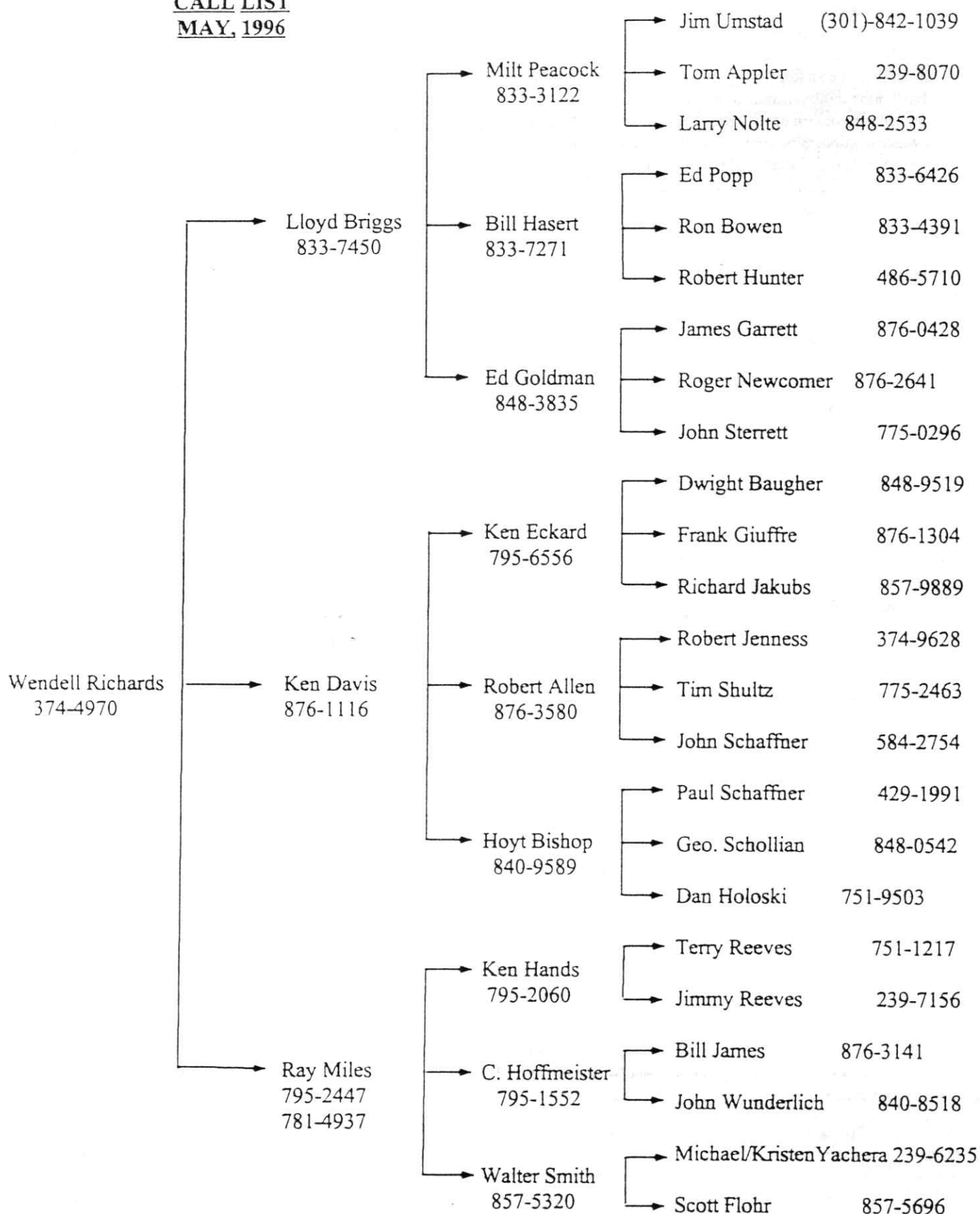
I liked all the models. I enjoyed you coming to talk to us. It was funny when the bird fell on someone's head. I also liked the space stuff the best.

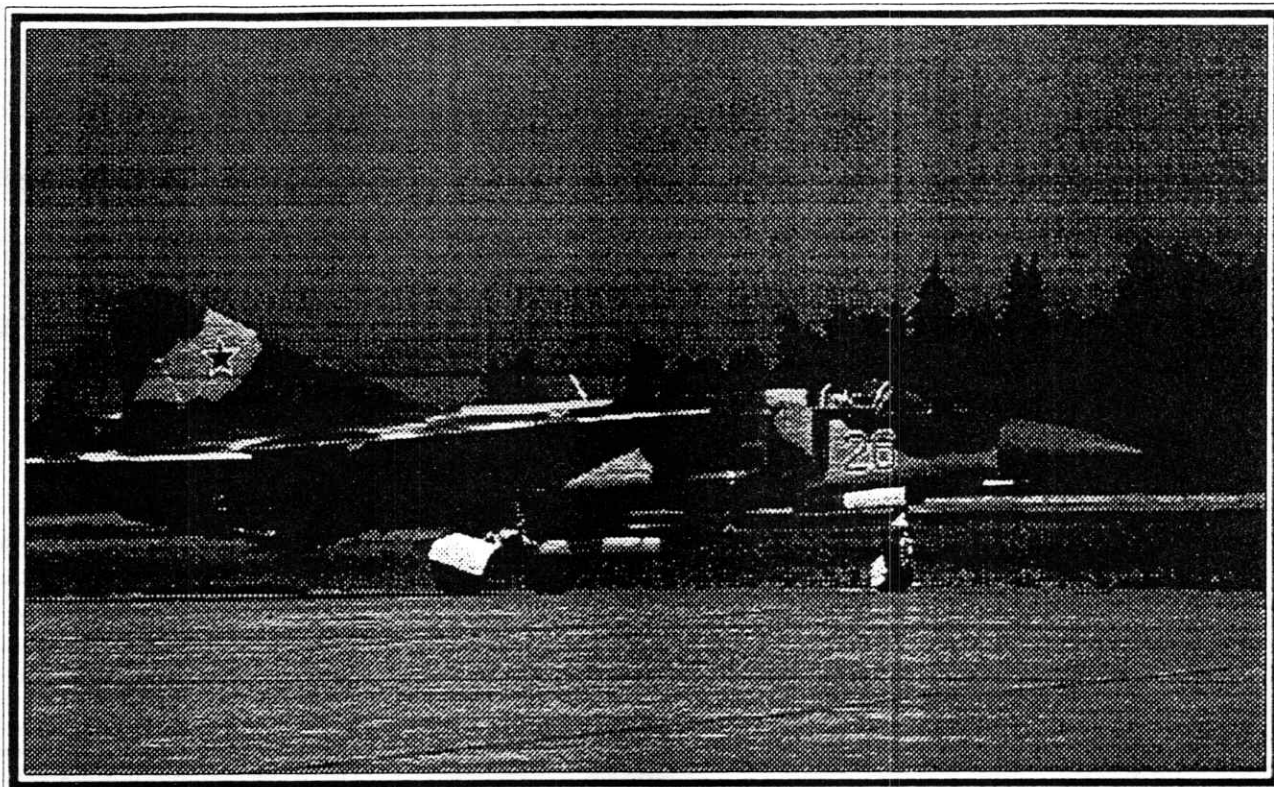
Your friend,
XXXXX

Dear Westminster Aeromodelers,

I really liked when you demonstrated stuff like when you flew the bird and the airplane. I hope you can come back next year for other kids to see your show.

Sincerely,

❖ WESTMINSTER AERO MODELERS ❖CALL LIST
MAY, 1996



MIG - 23 "FLOGGER"

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

The Mig - 23 "Flogger" has been one of the Russian's most important tactical warplanes. It was first placed in service in 1973, and remains a mainstay of their air force today. Many revisions, as is usual for any combat airplane, have increased its capabilities and effectiveness. The original plane was first planned in 1964 to replace the Mig - 21 "Fishbed." The original Mig - 23 had a better payload/range ratio, speed and climb capabilities, and higher performance radar and weapons systems than the Mig - 21. The "Flogger" turned out to be quite a bit heavier and larger than the Mig - 21, and a variable geometry wing configuration was developed not just to avoid the flight performance penalties that would have been entailed by a conventional layout, but in fact to yield better take-off and landing performance on poor airfields. The wings could be varied in sweep between 16 degrees and 72 degrees.

The evolution and changes to the original fighter resulted in the Mig - 23ML - "Flogger G." This version is the dedicated air-combat fighter of this airplane, and was first put to use in 1977. Weight was trimmed, more powerful engines developed, the landing gear was strengthened for better poor field capability, and two additional underfuselage hardpoints were added to allow additional weaponry. The engine currently used is a "Soyuz" R-35-300 turbojet with 18,849 lb. of thrust standard, and 28,660 lb. of thrust with afterburners in use. Updated radar and avionics provided better dogfight capabilities as well as more sophisticated defensive mechanisms. It is believed that Soviet production of this version ended in 1981, but in reality, the Soviets continued to make changes to this time-proven fighter. The Mig - 23 MLD "Flogger-K" is the latest variation. It is actually a "mid-life" upgrade, and the changes made were a result of the usual change in weaponry available (improved anti-aircraft missiles, multiple launchers, retarded and cluster bombs, and improved cannons).

It is interesting that once a proven fighter design has been established, the basics remain the same but the airplane is modified for so many years as the needs change and new radar and weapons systems are developed. The same is true of almost all the airplanes that have stood the test of time for their roles, and it is a credit to the designers and engineers who followed the requests of their governments to produce an airplane which was capable of the demands placed upon it. The "Flogger" is used by many countries who were friendly to the USSR, and total production exceeded 3,000 aircraft.

COMING EVENTS

- June 1-2 MARO Show. Tūmonium Fair Grounds.
 June 4 WAM Meeting. VFW Hall. Westminster.
 June 22-23 Air Show at Westminster Airport.
 July 20-21 Scale Masters Qualifier. Ridgeley Air Park
 Aug. 24-25 Confederate Air Force Show. Frederick
 Sept. 5-8 Bealeton IMAA Giant Fly-In + Historic Air
 Show on Sunday. Pre-Registration \$10.
 On site \$20. Call Andy Kane 301-236-
 9222 for info.
 Oct 12 MMA Flea Market. Westminster VFW
 Oct. 19 YARO Flea Market. Dover, Pa.

Call Milt Peacock for details and Directions
 833-3122

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of: Ed Popp (Our Hero)



LOCKHEED MODEL 81

*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:

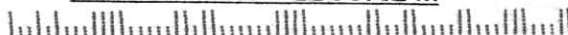
John Schaffner
 1811 Miller Road
 Cockeysville, MD. 21030



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 !!!

21030/1013





THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Wendell Richards	374-4970	Treasurer	Lloyd Briggs	833-7450
Vice President	Ken Davis	876-1116	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

JULY 2, 1996

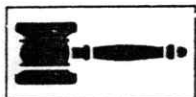
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 12 Number 6

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Well, thanks to Mickey Yachera, our first Fun Fly of 1996 was held at CCMA Field on June 9th, and was enjoyed by all present. The events were a lot of fun. The food was prepared by John Wunderlich and his son, Joe, and was good and there was plenty of it. Terry Reeves also provided some elk burgers for John to grill as well as some elk or deer bologna, which was also very good. More help was provided by Bob Allen, Paul Schaffner, Milt Peacock, John Sterrett, and, of course, Bill Hasert. Bill had the tent up and waiting when we first arrived at the field. All and all, I thought it was a very enjoyable and successful day. I want to thank everybody involved for some great camaraderie.

The impound box has been completed by Bob Allen and was installed at the new IMAA field on June 15th. Many thanks to Bob for a large amount of work with very little asking. Thanks again, Bob!

It appears as though we will need some underdrains at the IMAA field as all the recent

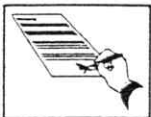
rains have very nearly turned one end of that field into a float plane sista. But I don't think it will take too much work or money to correct this problem. Otherwise, it is a great field for those Big Birds, as a few of us have already found out.

I am looking forward to more Fun Flys and just fun flying at our events in the future. (See Upcoming Events on page 10 and Mickey's article on page 6). Please try to come out on Wednesday evenings and join your fellow club members at our CCMA field for an evening of just plain flying and just plain enjoyment. I hope you can come out so that I can.....

See you at the field,
Wendell

EDITOR'S FILLER STUFF FOR THE FRONT PAGE

I was glad to see the great turnout for the recent Fun Fly. Although I couldn't stay for the whole afternoon because my son was home for just a few days and I wanted to spend some time with him, the turnout was great. Mickey Y. did a great job planning and arranging the event, and I could tell that it was going to be a very successful day. It appears that we are back to having fun with our hobby - as we should be.



MINUTES OF WAM MEETING

JUNE 4, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:30 p.m. at the Westminster VFW by President Richards with 17 members and 1 guest, Patricia Kowalski, present.
2. Minutes of the previous meeting were accepted as printed in the T/S.
3. President Wendell reminded all that Baugher's field is now fully accredited and in operation. The club is also fully responsible for the maintenance of the field. Help is always needed for cutting and rolling.
4. Vice-President Ken Davis reported on many local MMA activities. Check elsewhere in this T/S for details. Ken also had 50/50 tickets available for the drawing at the Flea Market on Oct. 12, 1996.
5. The treasurer's report by Lloyd Briggs was accepted as read.
6. Communications received by Milt Peacock concerned the new special rules from the AMA for the use of turbine power and information on the various upcoming trade shows, as well as invitations to WAM to participate in various local activities. More elsewhere in this T/S.
7. International correspondent John S. reported on two successful exchanges of E-mail with our Belgian correspondent Nick Jonckheere and also with Alberto Nencioni of Milano, Italy. Any members with E-mail capabilities can communicate with these fellow modelers if they wish. Check with me, Secretary John, for the E-mail address.
8. AMA Rep., Milt Peacock, reported that current AMA business is up to date.
9. John Sterrett had no new applicants for membership.
10. Carroll County Rep Ray Miles reports that the Port-O-Pot is in place at the Aerodrome.
11. Mickey Yachera announced that all is in place for the Fun Fly on June 9. There will be refreshments priced at \$.25 per item. He will need assistance and participation from WAM members for these club events. Come and bring the family and friends. Future dates for events at the field are: July 21, August 18, and September 22. Also, don't forget the BIG AIR SHOW at the Westminster Airport on June 22 and 23. Put these dates on your calendar.
12. Ray Miles reports that he has received letters from two high school teachers concerning the School Flight Program. One was from Minnesota and the other from Washington State. Ray responded to them with information on setting up their own programs. The final SFP presentation for WAM's SFP is June 5.

17. Milt Peacock announced the results of the judging of the static projects at the MARC show. **RAY MILES TOOK FIRST PLACE** with his scratch -built scale model of the USS Constellation in the military boat category. **MILT PEACOCK TOOK FIRST PLACE** in the civil scale category with his Waterman Arroble. It was also announce that **BILL HASERT WAS SELECTED AS MARYLAND MODELER OF THE YEAR!!** **CONGRATULATIONS TO OUR HOME BOYS FOR THEIR OUTSTANDING AWARDS!!**

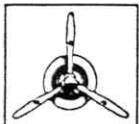
18. There was discussion on flying and various and sundry projects and products. We are reminded that **WEDNESDAY EVENING WOULD BE THE OFFICIAL DAY FOR ALL MEMBERS TO USE THE FIELD.** Flying or not, try to make it to the field for fun with our hobby.

THIS AND THAT

by Ray Miles

I entered my model of the "Constellation" in the MARC static show. Maybe some of you saw it there. Perhaps I will come home with something. If not, I thought it was good enough to exhibit. I have to explain something here. Milt asked me if I was going to enter the ship in the Static Display at the MARC show. I asked him, "What for, that's an airplane show." Milt then explained that there were boat categories as well. So that's what I did.

I now have a beautiful 1st Place plaque in the Military category. I think I will go a little bit further with it come Winter. It lacks footropes, and perhaps I will take a stab at furled sails. That should be interesting!



SCHOOL FLIGHT PROGRAM

by Ray Miles

We have finished the classes for the current school year. There was very little flying done this Spring due to the horrendous weather we encountered at many schools. We did manage to get in 3 or 4 demo flights.

It amazes me that there is such a difference between youngsters at the various schools. Some are very much into our program and react enthusiastically, while others just sit and stare and elicit very little response. It is much more fun and exciting when they eagerly participate. I hope that we are not wearing out our welcome. But each year is different. (Editor's Note: I don't think we are wearing out our welcome, it's just that some classes each year are more interested than others are. Personally, I think that our program is one of the favorites of each 3rd grade class).

I have, in the last few months, received inquiries from two high school instructors, one in Rochester, Minnesota and the latest one from Hoquiam in Washington State. Both requested out procedures, etc. about the SFP. I have responded as best I could, and enclosed one of our handouts to each instructor. I'm sure that both of them got my address from the Model Aviation articles by Bob Underwood in the last several issues.

We now have completed 8 years of classes, reaching approximately 18,000 boys and girls. Patricia Kowalski, the lady who attended the last meeting, called me and came to the class at Eldersburg Elementary with a friend. From what I gather, she has gone quite a bit further than just being an interested onlooker. This is the first time in our history that someone has literally been captivated from a Mall Show display, which is where Pat first came in contact with WAM. Perhaps we shall see more of her in a member capacity.

My thanks go this year again to all of those who have made this program what it is, and to those who assist in any possible way. So, I suppose, I must thank the ENTIRE membership. To Milt, Bill, Charlie, Ed, and John - thank you for the effort, assistance, input, LUNCH, and all the rest. Now we get a breather until the Fall.



FIELD REPORT

**THE PORT-O-POT IS NOW ON
THE FIELD**

(Nice report, Ray! You've said it all!).

WE MAY NEED HELP!!!

Ed Popp has printed and mailed the last two newsletters, and may have also done this one. As some of you know, Marada Industries has allowed Ken Davis to print the T/S, and Ken and Ed have alternated in this important job. Recently, though, there have been some changes at Marada, and Ken may or may not be able to continue helping out. **We will need another volunteer with access to a quality, high-speed copier to alternate with Ed in printing and mailing the T/S.** Ed has graciously offered to print and mail this newsletter each month, but it is not fair to have one person "do it all."

All paper, mailing labels, etc. are supplied by me, Eddie the Editor. The job takes about 2 hours for each mailing. We hope that Ken will be able to resume his activity, but we don't know as of now whether that will happen. **Please let me know if you can help. Thanks!!**



MARC SHOW

by Ray Miles

The Westminster Aero Modelers were well represented at the MARC show this year, and I don't mean just in numbers. Besides my award, Milt P. received one in the Scale Civilian category with his Arrowbile. I didn't even know he had finished it. It is a beauty. Wendell R. entered his Ohio, the plane he brought to our May meeting. We all know what a great job Wendell did on that airplane. The judges had their hands full with the quality of models on display. I want no parts of that chore.

Bill Hasert received the "Modeler of the Year" award. That was absolutely the first time I have ever known Bill to be at a loss for words. He was completely dumbfounded. **CONGRATULATIONS** from all of us, Bill. (See, it pays to stay in school - even if it is 3rd grade).



FILLER STUFF FOR YOUR MIND



The Lippman Lemma: People specialize in their area of greatest awareness.

J. Peed's Law Very General Law of Life in General: If you wish it would, it won't; unless you don't, in which case it probably will.

Paul's Law: You can't fall off the floor.

Chapman's Commentary of Paul's Law: It takes three years to learn Paul's Law.



MARYLAND MODELERS REPORT

by Ken Davis

South West Area Parks is hosting their T. O. C. on June 22 - 23. Also on those same dates is the Air Show at the Westminster Airport.

The Baltimore Area Soaring Society is hosting "The Humphrey Jones Memorial Soaring Contest." This event will take place on Saturday and Sunday, June 8 - 9 at Heritage Park, Devilbiss Bridge Road, in Walkersville, Md. Pre-registration is required. Contact Jack Cash at 301-898-3297. They will also have an open contest on June 15.

CBRC is having a Scale Masters Qualifier on July 20 -21 at Ridgely Field.

Harford County R/C is having an IMAA Giant Fly-In on August 3.

The Miniature Aircraft Operators of Harford County have added grass to their field and it is filling in very nicely.

The MMA Annual Flea Market will be held on October 12 at the Westminster VFW. 50/50 tickets are available now to buy and sell. Please contact Ken Davis for tickets at 410-87-1116.

A GREAT LETTER TO THE EDITOR FROM ONE OF OUR OWN

The Carroll County Times, as many of you know, has a column on the editorial page called "The Hot Line." Anyone can call the newspaper, state their thoughts (which are recorded), and wait to see if their "contribution" to society is printed in the paper. **You do not have to provide your name; so anyone, sane or not, can tell the world what they think.** In addition, people seem to feed on each other's ideas and an opinion becomes several opinions, or, more often, complaints about others.

In recent months, many Hot Line callers have complained about various noises in their neighborhoods. One didn't like the neighbor's air conditioner. Another didn't like to hear lawnmowers. Another couldn't stand the sound of barking dogs. One person suggested that there should be certain days and hours of the week when lawns could be mowed, so that he or she would not have to listen to mowers all day long. The complaints went on and on. Quite a commentary of tolerance, understanding, and self-centeredness.

Well, our friend, Ray Miles, wrote the following letter to the editor in response to the continuous whining about disturbing noises. Read Ray's letter and enjoy it.



THE SOUNDS AROUND. WHAT A RACKET!

Editor:

I am certainly relieved that winter is over with - the wind and sleet was much too loud! But now that summer approaches I will have more problems! Thunderstorms - drat! There are decibel limits, you know. Whoa - a motorcycle just went down my road another trouble-maker! And the wind chimes next door unbearable! Now that the windows are opened the alarm clock and snoring from the neighbors - inconsiderate!

Now they are using their electric hedge clippers - no consideration at all! The brakes on the paperman's car squeal when he leaves my paper get him to stop that - how thoughtless!

The elementary school is having recess - the yelling and screaming is totally uncalled for! The nearby car dealer is using his outside intercom - why can't they use sign language!

Now they are building behind my lot - the hammering and sawing, the back-up bells - very irritating! Here comes the garbage truck - it rumbles and squeals - this has to stop!

The ambulance, fire engine, police sirens - debilitating - why can't they use ultra-sound! Oh my, the mail person just slammed my mail box door too loud - I'll have to speak to that person!

The high school band - I can hear that too - cymbals - why can't they be of rubber! There should be a law!

Wouldn't you know - The crows are a-cawing, the birds a-chirping - something must be done! Now danged if I didn't read that it'll soon be time for the 17-year locust to let loose - why couldn't they wait 100 years? That's impatience for you! Zounds, I just received a call from the local hearing aid company. Criminy - now they want to increase the VOLUME - somebody has to do something! Come fall, the acorns will be dropping why - can't they fall UP!

Well, at least I don't hear the manure - but it sure stinks! But I wish they would quiet those blasted cows down - I'm being moo-ed to death! Don't I have any rights? However, I really do love my dog-whistle - it's just the ticket!

But, one of these days, in the not so distant future, I will be able to enjoy all the peace and quiet there will ever be - when I keel over from all of the above racket and am six feet under!

I wonder if they made any noise when they dug my pit? I'll have to check into that on the other side if they have a "Quiet" Zone.

Raymond K. Miles Jr.



A FAILED FIELD BOX SWITCH...OR HONEY, I ALMOST BLEW UP THE HOUSE

One Saturday morning I decided to give my field battery a little bit of charge before venturing out to the field. I hooked up my charger to the starter plugs on the power panel as I have done for the last 9 years. Luckily, I stayed in my workshop while the battery was sucking up energy. Within a few minutes, dense, grey, very irritating smoke began pouring out of the part of the field box containing the battery. I ripped the charger cord out of the wall socket, unhooked the fuel container from the other side of the field box, moved it 20 feet away, grabbed a screwdriver, and removed the side of the field box to get to the battery.

Smoke was still pouring out, so something was still smoldering. It turned out that the switch had somehow shorted out, and all of the insulation had burned up, as well as some of the wire. The battery seemed to be O.K.

So, off to Radio Shack I went to get a new switch and connectors. I also happened to have a brand new power panel which I won several years ago at our Xmas dinner. I decided to rewire the whole kit and caboodle.

Not being very smart, I made a major booboo, and every time I connected the battery through the switch, the insulation began to smoke and melt again. Off to a different Radio Shack for some advice (hopefully). The fellow there said I might have a very small area in the battery causing a short under a no load condition (the switch) which wouldn't show up if I hooked my starter or fuel pump directly to the battery. (They did work fine connected directly to the battery). So it was off to Battery Warehouse, where the fellow said he had never heard of that. Back home and to work again. This time I managed to short out the wires to the fuel pump terminals on the power panel. Dumb! Dumb!

Finally, after another trip to the original Radio Shack and the purchase of another switch, I got the correct advice on hooking up the new switch, and all is well again. But what a day! I never did understand electrical things very much, other than that when they work correctly, they are a pleasure. But when they don't, it's best not to try to learn by trial and error. (The ordeal certainly is a trial of sorts, and every one of the many errors results in further smoke, lots of additional work, much frustration and strings of bad words, and trips to the stores which sell electrical stuff).

I don't know how to predict when a switch will short out, but I guess the lesson is to charge a battery directly, and not through a switched circuit. Learned my lesson. Hope this taught you something, too.



HAPPY BIRTHDAY!!

♦ JUNE ♦

Dwight Baugher

Larry Nolte

Paul Shaffner



AVIATION HISTORY JULY

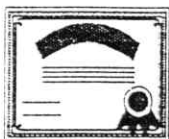


- 2 1900 Count von Zeppelin takes 5 people on the first flight of his airship.
- 2 1937 **Amelia Earhart disappears.**
First successful helicopter flight.
- 16 1969 **Apollo 11 launched.**
- 21 1969 **Neil Armstrong becomes the first person to set foot on the surface of the moon.**
- 21 1977 World record 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 an airplane. (Louis Bleriot).**
- 26 1985 The "Concorde" makes a historic, first-ever appearance at the EAA in Oshkosh.
- 29 1958 NASA is created by Congress.

ADDITIONS TO ROSTER

Please add these names and other information to your roster to keep it current. As new members are accepted into WAM, I will provide their info in The Talespinner for you.

Scott Flohr (Connie)	46 Webster Street
857-5696	Westminster, MD. 21157
848-2166 (Work)	Birthdate: 12/30/61
	AMA #: Pending
	Joined: 5/96
Tim Shultz (Patricia)	196 Bucher John Road
775-2463	Union Bridge, MD. 21791
	Birthdate: 3/6/58
	AMA #: 467948
	Joined: 5/96
John Wunderlich, Jr.	382 Doral Court
840-8518	Westminster, MD. 21158
(410) 6 59-3689(Work)	Birthdate: 10/31/43
	AMA #: 454126
	Joined: 1/95
My apologies to John. I forgot him on the 1996 roster.	



**MARYLAND MODELER
OF THE YEAR
1996**

As most of you know, for the past few years the Directors of the MARC Show have awarded a plaque to a person who, in the opinion of the selection committee, has made a significant contribution to model aviation and /or contribution to the community in a manner relating to model aviation. It should NOT be a person who is just a "good guy".

The Directors ask the Maryland Modelers Ass'n. to make the selection, who in turn write to the President of every club, and also to the club representative, asking that they submit a nomination from their club to be considered by the committee.

When the dust settled and the committee had given fair consideration to each nomination, the name of the worthy person was submitted to MARCED. The award was presented at the MARC Show on Sunday June 2, 1996 just prior to the Static Display awards.

I must insert this - the plaque is in two pieces, a disc and a base. I placed the disc on a table along with other plaques. Bill Hasert was standing there and made the comment, "That is really nice. I like that. Where did you find something like that?". Gee, it beats me! [Ha!] I had the pleasure of making the presentation and after a few words [as outlined above] I announced the winner for 1996 who is:

WILLIAM J. HASERT

You had to be there to see it. Bill was leaning on his elbow against the raffle booth and his jaw dropped to his, well you know. Did you ever see him without words? HE WAS! I handed him the mike and all he could say was - "Wa, wa, uh, uh, thanks folks!"

He couldn't believe that the disc that he admired so much was in his hands to keep. I had nothing to do with the selection but I don't know anyone more deserving. It was due.

CONGRATULATIONS BILL

Milt P.



ATTENTION. PLEASE

New rosters and call lists have been printed and are up-to-date. They will be available at the next meeting. **Please make an effort to attend the**

next meeting so you can pick up your copy. This will minimize any mailing costs for the club. And, besides, we would like to see lots of faces at the meetings, and it would be pleasure to see yours. I hope you can make it.

If you don't think you will be at the meeting, call me, Eddie the Editor (848-3835), and I'll get your copy to you. I have not received any calls, and not everyone has been to a meeting. If you read this and don't have your new roster, give me a call and, PRESTO! you will get one.



**SPECIAL EVENTS CALANDER
1996 FIELD EVENTS**

*by Mickey Yachera
Special Events Chairman*

We have tentatively scheduled the following dates for our field events this year:

<u>Date</u>	<u>Event</u>
Sunday, June 9	Fun Fly
Sunday, July 21	Club "Open House"
Sunday, August 18	Fun Fly
Sunday, September 22	Fun Fly

All Events Will Begin at 1:00 p.m.

We will once again serve hot dogs and hamburgers at our Fun Fly events. In order to defray some of the expense involved, we will be charging \$0.25 (one whole quarter) per item. Quite a bargain!

The club "Open House" is an experiment for a different sort of event. Rather than have a contest, members should bring out their finest airships so they can show off their stuff. The event could be a great family day along with an opportunity to invite the neighbors (yours and also those near the field) and county officials to join us for a fun afternoon. Please give this event some thought so that we can discuss it at our June 4th club meeting.

So that you can attend as many of these events as possible, please mark these dates on your calendar now!

(Eddie the Editor is going to do that right now - this minute - because I always forget to do it. Why don't you do it, too?).



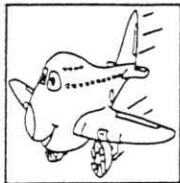
FOR SALE

Jemco Fun Scale P-51 "Mustang"
51" Wingspan - 490 square inch area
Takes .30 - .40 Engine

Wing is built and covered with aluminum monokote with yellow trim. Fuselage is built but not covered.

Complete kit with motor mount \$ 50.00

Call Ken Hands at 410-795-2060



JUNE FUN FLY RESULTS

by Mickey Yachera

Our first fun fly of the season was held on Sunday, June 9. The event was well attended, with 10 contestants along with a good number of spectators.

The highlight of the contests was the "Pony Express" event, which was a kind of relay race. It seems that the contest turned into a Kamikaze event to see who could get their plane back to "home base" (Flight Station # 3) in the absolute shortest time. John ("Short Stop") Sterrett figured that he could use the safety barrier at the station as a very effective braking system. John was probably taxiing at about 15 knots when he stopped the plane with the barrier. Not to be outdone, Bob ("Full Out") Allen refined the technique a bit. Bob dispensed with the taxi part completely and flew his plane directly into the barrier. This proved to be a slight miscalculation as the plane bounced over the barrier and the pit fence. Quite a show, Bob!! I'm happy to report that both planes were able to complete the fun fly.

Standings of those who completed all events, and the prizes they won are as follows:

Pilot	Points	Prize
Jimmy Reeves	32	2 Bottles of CA
Bob Allen	30	Model Magic
John Sterrett	26	4 Way Wrench
Paul Schaffner	16	Zilch
Wendell Richards	14	Zilch
Mickey Yachera	10	Zilch

Thanks to all who helped out, especially Bill Hasert and John Wunderlich and his son (great chefs).

Lou Bertazon of Hunt Valley Hobby Shop contributed one of the bottles of CA to be given as a prize. If you haven't visited his shop, it's worth the drive. He is located at 10824 York Road in Cockeysville. Let him know that his gift was appreciated.



EDITOR'S COMMENT

WAM owes Mickey Yachera its "Thanks" for a job very well done. Although I had to leave the Fun Fly early, Mickey had everything going for a great day at the field, and the club supported the event very well. It was great to see so many contestants and lots of enjoyment at the field. Way to go, Mickey! We all appreciate your efforts.

Ringwold's Law of Household Geometry: Any horizontal surface is soon piled up.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aeromodelers,

Thank you for coming to our school to show us models of famous planes. Thank you for showing us models of Apollow Thrtthteen, Spirit of St. Louis, a model of the plane Amelia Earheat flew, a model of Leando Da Vinci's airplane, the Montgolfiers balloon, Bear Bones, and others. I really like the bird and the black plane that almost hit the teachers. I hope you can come again and thanks again for information on flight. Thank you for teaching us about trust, drag, lift, and gravity.

Your friend,
XXXXX

Dear Aeromodelers,

Thank you for coming. I really liked the program. It was really good. I liked it a lot because it took up working time. I liked the airplane modles you flew. It was cool how you made the flames coming out of the one rocket. It was nice of you to come. Thank you for telling Amelia Earheart's life records. Thank you for all of the information.

I have one question? How did you clean up so fast?

It was funny how the bird went in the trash can. I liked the information that you gave us about lift, drag, thrust and gravity. Thank you for showing us lift. Thank you for everything you taught us. I don't want to take up any more of your time, so good bye!

Part of your audience,
XXXXX

Dear Aeromodelers,

I thought that the mechanical bird and airplanes were really neat. After your performance you made me interested in airplane models. How and where did you start bilding model airplanes? Thank you for sharing your time with us.

Sincerely,
XXXXX

Dear Aeromodelers,

I loved your program. It was funny when the bird flew. When the airplane flew, it was too low.

Mr. Peacock, I want to know how you did those buttons on the controller.

Your friend,



WESTMINSTER AIR SHOW

by Eddie the Editor

I attended the Westminster Air Show on Saturday, June 22, and was treated to a great day. R/C fliers from WAM, and Ed Tennyson of South Carroll were scheduled to fly at noon to open the show. Wouldn't you know that there would be a very strong crosswind blowing toward the crowd. As a matter of fact, a few full-scale planes landing before the show began had some difficulty, with one touching down on the far runway, getting blown toward us, crossing the grass, and ending up finishing his taxi run on the near runway. Not a confidence builder for our fliers.

But, brave hearts that they are, Bob Allen, Jimmy Reeves, Wendell Richards, and Ed Tennyson all flew and put on a great show under difficult conditions. It was impossible to land on the hard surface runway, so all of the R/C pilots put their planes down in the grass between the runways. A job well done by all!

The rest of the show was also excellent. Several aerobatic planes performed their routines, and all were great. Ned Surratt in his Mid-Wing Special, Bill Finigan in his Pitts, Matt Chapman in his CAP 231, Fowler Cary in a T-33 Thunderbird, and Delmar Benjamin in his Gee Bee R-2 were the highlighted aerobatic pilots.

Matt Chapman put on a performance that was amazing. He did stunts I had never seen before. No wonder he will compete and perhaps win the International Aerobatic Championship, which he has already done once. Great show!

Delmar Montgomery flies the only Gee Bee R-2 in the world. The original Gee Bee's were built more than 60 years ago for racing. Every pilot who flew one of them was killed in a crash, with the lone exception of Jimmy Doolittle. Delmar built his Gee Bee himself in one year, putting in over 6,000 hours. **His flying time in his Gee Bee totals more than four times the total flying time of all people who have ever flown a Gee Bee.** That's a pretty impressive statistic. Watching the only Gee Bee in the world perform an aerobatic routine is a treat in itself, especially since the airplane is not supposed to do aerobatics.

Other attractions included Roger Lehnert, one of the best Piper Cub pilots in the world. His classic routine of the inept flier is well-known, and the maneuvers he performs at low level and slow speed are something to appreciate. His famous stunt of landing the Piper on top of a moving truck was attempted, but was not successful because of the strong crosswind.

He did try four times, however. If you have never seen Roger fly his Cub, you should try to attend an air show where he performs. You won't forget his routine.

Other attractions were quite a few older airplanes, including a Martin 404 passenger plane (Eastern Air Lines), a stunt performing Stearman, a PT-26, PT-19, Yak, C-54 Spirit of Freedom which participated in the Berlin Airlift, a Fairchild C-54, and others. Flybys by a P-51 Mustang, B-25, T-6, and T-28 were also nice to see.

I don't know what the final attendance was, but I believe June Poage was happy with the turnout. WAM's thanks go to Mickey Yachera for arranging the R/C fliers and working with Ms. Poage, and to the R/C pilots who risked their airplanes to perform at the show. It is always nice to see WAM represented and put on public display so that the public has a better idea of just what we do. Thanks to all who flew and helped.



FROM THE KITCHEN

I find that the cheapest way of bending tubing is with salt! Raid the kitchen cabinet and find the salt. Tape over one end of the tube. Fill the tube with salt. You can either use paper to make a small funnel, or, put the salt in a plastic bag and work the salt in with your fingers. In either case, make sure you tap on the tube as the crystals sometimes get stuck. Once full, tape the other end closed. You can now bend the tube all you want. Once bent, take the tape off the ends and pour the salt over your favorite snack. Blow through the tube to make sure you got all the salt out.

J. Jeffrey Friedrichs

as printed in the AMA Newsletter, May, 1996

TOUCHING UP

When you need to do some touch-up painting to match color from an aerosol can, spray the paint through a drinking straw into a small container. There will be very little overspray and you can easily control the amount used.

From CCRC Flite-Log

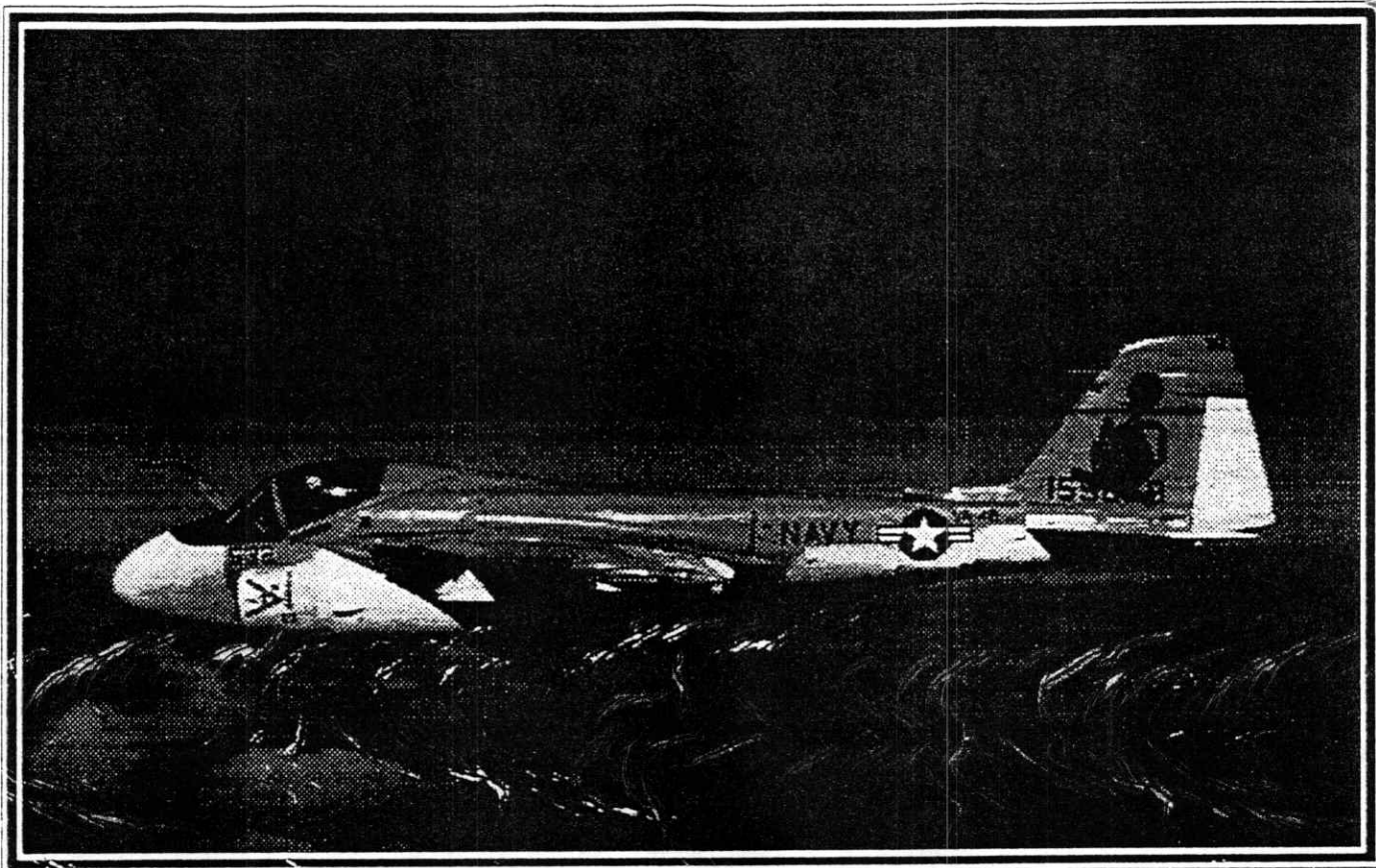
as printed in the AMA Newsletter, May, 1996

MAGNETIC CLEAN UP

On your building table, try gluing a magnetic strip along the edge. This will help keep those pesky pins (and other little metal things) from falling on the floor or losing your nuts and bolts. The strip will catch them so the vacuum doesn't.

from Fuel Soaked

as printed in the AMA Newsletter, May, 1996



GRUMMAN A-6 INTRUDER

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

In 1957, there was a need for a carrier-borne medium attack warplane to replace the Douglas Skyraider. The U.S. Navy and Marines needed a two seat STOL type aircraft with a maximum speed of 576 mph, a mission radius of 345 miles, ability to carry a heavy payload for close air support, all-weather avionics, and the ability to deliver its weapons with pinpoint accuracy. Eight manufacturers submitted design proposals. Grumman won the bid. The new design had a cockpit in which the pilot and bombardier/navigator were seated side by side for easier communication. The new Intruder also had tricycle landing gear, two turbojets located at the lower corners of the forward/center fuselage. STOL capability was provided by allowing the engines to be rotated 23 degrees.

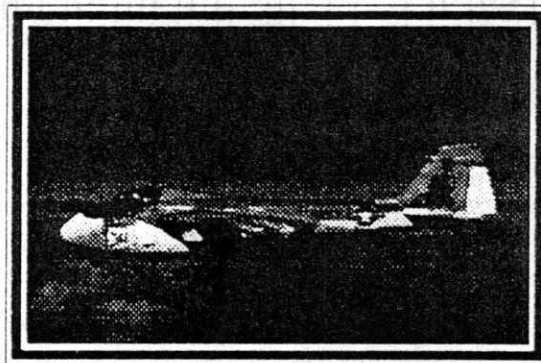
The most advanced feature of the Intruder was the DIANE (Digital Integrated Attack Navigation Equipment). This avionics package was the first digital nav/attack system planned for an operational warplane. The DIANE system contained a search radar, mapping radar, air data computer, ballistics computer, Doppler navigation, and a missile warning system. Lots of new things were added, modified (as is usual), and redesigned before the Intruder was built on a mass basis. The tilting jetpipes, for example, were discarded because they were only helpful when the aircraft was lightly loaded.

Intruders were continually updated. The A-6B was used by the U. S. Marine Corps in Vietnam in both anti-radar roles, and as modified to the A-6C, in the finding and interdiction of the trails of the Ho Chi Minh network which supplied the Communists from Laos and Cambodia. Further refinements depended upon the role to be played and the concurrent advances in computers, weapons, etc.

The A-6 Intruder was placed in service in 1963 and the current A-6E version is still being used today. Today's versions play different roles in different services. They can be carriers of various free-fall thermonuclear bombs, use various kinds of tactical bombs (free fall or retarded), Shrike or HARM anti-radar missiles, Harpoon anti-ship missiles, or Maverick anti-submarine missiles. I believe that the Intruder played a role in the Iraqi War in taking out the enemy radar stations so that other warplanes could complete their missions with much less danger.



COMING EVENTS



July 2 WAM MEETING. YFW. 7.30 P.M.
 July 21 **WAM Club "Open House" OOMA Field
 Neighbors and Officials Invited.
 July 20-21 Scale Masters Qualifier. Ridgeley Air Park
 Aug. 18 WAM FUN FLY. OOMA Field 1:00 p.m.
 Aug. 24-25 Confederate Air Force Show. Frederick
 Sept. 5-8 Bealeton IMAA Giant Fly-In + Historic Air
 Show on Sunday. Pre-Registration \$10.
 On site \$20. Call Andy Kane 301-236-
 9222 for info.
 Sept. 22 WAM FUN FLY. OOMA Field. 1:00 p.m.
 Oct 12 IMAA Flea Market. Westminster YFW
 Oct. 19 YARO Flea Market. Dover. Pa.
 Call Milt Peacock for details at 833-3122

GRUMMAN A-6 INTRUDER

*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: Ed Popp (Our Hero)

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 !!!

21030/1013





THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Wendell Richards	374-4970	Treasurer	Lloyd Briggs	833-7450
Vice President	Ken Davis	876-1116	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

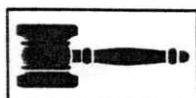
NEXT MEETING

AUGUST 6, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 7

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

When it rains, it pours. That may be our "Slogan of the Year" for 1996 if this stuff keeps up. Our new Giant Scale field is on its way to being declared a "wetland" by the Dept. of Natural Resources.

But, or with, all things considered, all is not lost. Several of us have flown our "Big Birds" from the available "dry" areas and have been able to enjoy the comfort of the extra length of the runway. I finally got to fly my big Ultimate Biplane there and except for the first two flights being "deadstick," I really think the field is great.

Mickey has been hard at work with our club events. Our Fun Flies, Open House, and Air Show have all been enjoyed by the club as well as the general public, and I think that Mickey deserves a great deal of credit and **THANKS** for all of his efforts. Thanks again, Mickey!!

I could use some volunteers for the grass mowing at Baugher's since, at present, there are only 3 or 4 of us who are doing it. Maybe what I really need is for a group of us to get together and form a list of the volunteers and a schedule of mowing so we all know who does what and when. Think this over before the next meeting and give me some of your ideas.

There seems to be no end of new engines introduced these days. I have seen the new 3 cylinder 4

cycle Saito and this thing is a real "bear." It is claimed to produce 45 lbs. of thrust with a 22 x 10 prop from 4.5 cubic inches. Now that should fly just about anything you could haul to the field. OS has also just come out with a 2 cycle 1.40, but I have no other information on it as yet.

Another bright spot on the horizon is that the cost of some of the more complex radios seems to be coming down. I guess this is the same as the hand held calculators have done as a result of all the "high tech" electronics being refined and mass produced. This is really great news as it will help keep the costs down and maybe allow more people interested in our sport so that I can

See even more of you at the field,
Wendell

EDITOR'S COMMENT

I would like to add my thanks and congratulations to Wendell's in appreciation for Mickey Y.'s efforts on behalf of WAM. Mickey has stepped forward and run several different and successful programs. Any necessary help was available (as usual), but it takes one person to commit him (or her)self to organizing and coordinating everything. Personally, I have thoroughly enjoyed every event I attended, and they have been wonderful. Everyone has had fun, enjoyed the company, shared the love of R/C flying, and brought back a happier tone to our events. We all owe Mickey a round of applause and our appreciation.



MINUTES OF WAM MEETING

JULY 2, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:30 p.m. at the Westminster VFW by President Richards with 19 members and 3 guests, Patricia Kowalski, John S. Alford, and Bobby Pease (former proprietor of Bobby's Hobby Lobby), present.
2. Minutes of the previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell commended all who participated in the club Fun Fly on June 9, especially Mickey Yachera, who organized the affair, and John Wunderlich and his son, John, who provided the eats and drinks. Wendell also praised Mickey for his efforts in organizing WAM's participation in the Air Show at Poage Field (Westminster Airport). Both were very successful events. Bob Allen was extended the clubs' thanks for the expert construction and installation of the new impound box at Baugher's field. The club was reminded of the EVERY WEDNESDAY FLY TIME at the C. C. Model Aerodrome. Y'ALL COME OUT AND HAVE FUN!!
4. V. P. Ken Davis reported on the current local MMA clubs activities. Check elsewhere in this T/S for more details. Ken also had 50/50 tickets available for the drawing at the Flea Market on Oct. 12, 1996.
5. Treasurer Briggs was not on hand to give his report. Rumor has it that he cleaned out the account and moved to Mexico. (Further rumor has it that he's buying model planes and engines on the way there).
6. Communications received by Milt Peacock concerned mostly junk mail this month. International Correspondent John Schaffner read the latest letter from our Belgian correspondent, Nick Jonckheere, and passed around photos and a newspaper article from Nick that included himself in one of the photos.
7. AMA Rep., Milt Peacock, reported on proposed administrative changes within AMA. (These changes will not affect the clubs).
8. John Sterrett has received applications for membership from Pat Kowalski and John Alford and an application for renewal of membership from a former member.
9. Carroll County rep. Ray Miles reports that the School Flight Program is finished for the summer. The SFP had another very successful season with thanks to all participants.
10. Mickey Yachera announced future dates for club events. They are: July 21 for the OPEN HOUSE AND

FUN FLY, and August 18 and Sept. 22 for Fun Flies. Please put these dates on your calendar.

11. Bill Hasert reports that the club equipment is ready for the Fun Fly and Open House on July 21.
12. Eddie the Editor reports that production of the T/S is going smoothly, but that we may still need a backup reproduction facility to produce the T/S in a "pinch." Please send him any articles, photos, or other items for inclusion in the newsletter.
13. Members present discussed details concerning the OPEN HOUSE FUN FLY on July 21.
14. Paul Schaffner volunteered to check into acquiring a Buddy Box to accommodate the novice fliers.
15. The need for coordinating the grass mowing at Baugher field was discussed with no final decision made. Details will be worked out.
16. Our guest, Bobby Pease, spoke to the club about the R/C flying activities near his home at Deland, Florida and extended an open invitation to all to "come on down."
17. Jim Garrett was present with his laptop computer with an R/C simulator program installed and demonstrated it to the club. Various members were given the chance to fly (crash) a simulated model. No CA glue was necessary.
18. Prospective member Pat Kowalski brought her new Right Flyer 40T ARF still in the box. Jim Garrett gave Pat a hand and started the construction of the new plane by taking the fuselage out of the plastic bag. Not much left to do now is there Pat?
19. The 50/50 was canceled because our treasurer was on the way to Mexico.
20. The meeting was adjourned at 9:35 p.m.

A.M.A. NEWS

by Milt Peacock

The A.M.A. is now on the "Internet." The address is: <http://www.modelaircraft.org>. You computer buffs can now get the latest dope from the A.M.A. Also on the net is CBRC. That address is: <http://www.dsport.com/bbrc>.

RCM Magazine is also on the Internet and can be accessed at: <http://www.MAG-WEB.com>.

I have updated our AMA roster.. The "Celebration of Eagles" is at Muncie on July 6 - 7. Make it if you can.

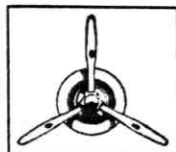
Lamar's Parking Postulate: If you have to park your car six blocks from the building you are going to, you will find two empty parking spaces right in front of the building's entrance.



SCHOOL FLIGHT PROGRAM

by Ray Miles

This column will be silent for a month or two. Letters for scheduling will not go out until the latter part of August. We do need to get a few items in shape, a few new boxes for the displays made, etc. So until later, IT'S FLYING TIME



COUNTY REPORT

by Ray Miles

Letters went out to the three Commissioners, the Director of Parks and Recreation, the Director of Public Works, the Dept of Public Information, and the Recreation & Parks Board, inviting these people and their staffs to attend our Open House at the Field on Sunday, July 21. More will be done in the immediate neighborhood for those residents. There will be no rain date for this event.

Bob Pease was in town for a few weeks and he called me. I met him at the CCMA on Wednesday, June 26. It was a terrific evening weather wise also that day. Bob is the original owner of Bobby's Hobby Lobby. He moved to Florida in 1981 or 1982.

It was great to see him and other than some snow on the roof he looked the same. I guess to him I no doubt had swallowed a small whale. In fact, I am still using the Pro Line Radio I bought from him a few years before he went South. He plans to attend our meeting on July 2.

As a passing comment-- I rather like the place where the Handi-pot was placed. Front Center. A Bee (Pee?) line so to speak.

WE MAY NEED HELP!!!

Ed Popp has printed and mailed the last two newsletters, and may have also done this one. As some of you know, Marada Industries has allowed Ken Davis to print the T/S, and Ken and Ed have alternated in this important job. Recently, though, there have been some changes at Marada, and Ken may or may not be able to continue helping out. **We will need another volunteer with access to a quality, high-speed copier to alternate with Ed in printing and mailing the T/S.** Ed has graciously offered to print and mail this newsletter each month, but it is not fair to have one person "do it all."

All paper, mailing labels, etc. are supplied by me, Eddie the Editor. The job takes about 2 hours for each mailing. We hope that Ken will be able to resume his activity, but we don't know as of now whether that will happen. **Please let me know if you can help. Thanks!!**

NEWS FLASH!! NEWS FLASH!!

KEN DAVIS CAN HELP AGAIN! HURRAY!!

M.A.R.C. SHOW '96

by Milt Peacock

It's here and gone. Those who missed or forgot to go missed an interesting show. It was not quite as large as it has been in the past partially because almost 150 manufacturers have gone out of business since last year. You realize, of course, that most of the hobby stuff is a ma & pa company, meaning that is is a back room, basement or garage type of business. There are only a couple of really large manufacturing outfits. Personally, I enjoyed the show.

As many of you know, I also belong to RCMB, and therefore had a job to do. I try to keep the "Static Show" organized. We had 28 entries this year which included Ray Miles USS Constellation, Wendell Richards Ultimate, John Dorls hydroplane boat and my Waterman's Arrowmobile & F7U Cutlass. I want to thank them for being a part of the show, so **THANKS** Ray, Wendell & John. All models had to be exhibited before noon on Saturday and be on display until 3 PM Sunday to be judged. At approximately 1 PM on Sunday three of the show vendors made the big decision as to the winners in each class. I would not liked to have had to do the judging as everything looked so great.

The winners were announced later in the afternoon. Ray Miles won the "Military Boat" class with his USS Constellation which was scratch built from a set of Smithsonian plans. For those who have not seen it, you've missed something. I won the "Giant Civilian" class with the Waterman's & "Sport" class with the F7U Cutlass. I really think that Wendell was missed as his Ultimate is a fine example of model building.

I was a little surprised at the final results of the judging, but that is why I have disinterested persons do the job. It was their decision that counted.

All in all, I felt that it was a good show.



FILLER STUFF FOR YOUR MIND (from John S.)



It takes a conscientious man to determine if he is tired, or just plain lazy.

If you growl all day, you are sure to go to bed dog tired.

One of the most successful inventors was the man who invented a hay-baling machine. He made a bundle.



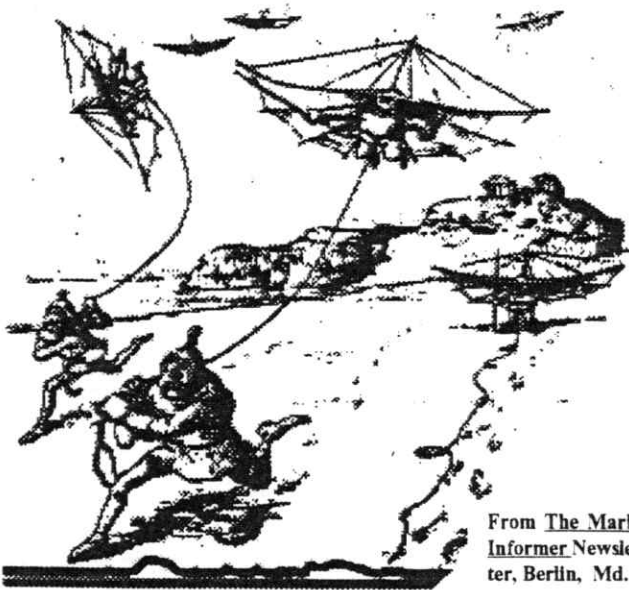
MARYLAND MODELERS REPORT

by Ken Davis

The next IMAA Rally of the Giants will be held in Converse, Indiana. The Eastern Soaring League, sanctioned event will be held on July 13 - 14. The "Lift of York Open" will be held in York, Pa. The Daniel Boone Open will be held July 20 -21 in Reading, Pa. On July 27, LSF/AMA Nationals will be held in Muncie, Indiana. For further details of these events, please call John Dori of the BASS Club at 252-0715.

The MMA is planning a Fun Fly in August and we would like to get a feel for the interest of the member clubs for this event. The possible fields for this event would be in Arden, Swan Harbor, or the SWAP field. Swan Harbor is between Aberdeen and Havre de Grace. Arden is more to the south. I'd like to get an idea of how many people may be attending. Please call me, Ken Davis, at 876-1116 by July 31 if you want to go. If I'm not at home when you call, please leave a message.

For those of you who have a computer and are hooked up to the Internet, the AMA is accessible by typing: [HTTP://www.modelaircraft.org](http://www.modelaircraft.org). Type the letters in the same case (Upper or Lower) as shown above.

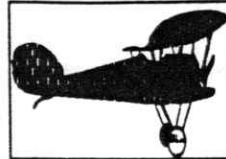


From The Marks
Informer Newslet-
ter, Berlin, Md.

Ever wonder what our ancestors did when they wanted to experience flight? Recently released ancient drawings of a Fun Fly held in 312 A.D. gives us an insight into their activities. The "Hi-Start" system was obviously developed at a later date.

WESTMINSTER AIR SHOW

by Ray Miles



I don't know if someone else is to report on this, so if not, I will. What a great two days. I only attended the windy one (Saturday). A tremendous effort was put on by the R/Cers to open the show. Bob Allen, Jim Reeves, Wendell Richards, and Ed Tennyson did the flying.

Take offs and landings were not things of beauty, but not even a hint of misfortune. (The wind was very strong and it was a crosswind blowing toward the hangars and crowd). They all put on a great show and are to be commended for their daring and expertise. I understand that Sunday was even better, as John Sterrett and Lloyd Briggs were in appearance, and most importantly - NO WIND. So I suppose flying that day was a BREEZE. Good show flyers, and a big club THANK YOU. The full scale events were great also.

As for myself, and probably most of the rest of you, would have to say that the Gee-Bee flying had to be worth the price of admission. Just stupendous!!!!!! Bob Johnson and the crew of Channel 19 taped the entire two days of flying. They will edit and put together a 90 minute tape - the best of the two days. It should be a winner. I ordered a tape. It will probably take upwards to two months to get this done. Bob is the one who taped our Fun Fly at the John Owings Site a few years back. We had a lengthy conversation prior to the Saturday show.



SHORT REPORT ON WAM'S OPEN HOUSE

by Eddie the Editor

For those of you who attended WAM's first ever Open House at the CCMA field on July 21, I don't have to tell you what a great day it was. Without going into details, everything was perfect. The weather was great, many members were flying, the food was terrific, quite a few interested visitors were there (including Commissioner Yates) and were treated to a friendly, enthusiastic, and entertaining afternoon of R/C flying.

Mickey Yachera was helped by many members. Without mentioning all of them, I would like to personally thank Mickey and all those who helped create a very nice time at the field. There were a few flying mishaps (including my old faithful Trainer 40). Thank goodness one of our guests could climb tall trees. But it was a fun time all in all. We may get a more complete report in a future edition, and I'll try to provide some additional details. But - plan to attend the 2nd Annual Open House in 1997. You'll have a great time!



HOW MUCH HELP DO YOU NEED?

by *Eddie the Editor*

Talk about a club with a heart of gold! That's WAM! When prospective member Pat Kowalski brought her BRAND NEW RIGHT FLYER 40T ARF to the meeting, she was besieged by members offering her advice on everything from regluing the joints, installing triangular stock for strength, checking out the firewall for rigidity, the need to check the dowel pushrods and reinforce the metal rods so they don't come off, etc., etc. Poor Pat was frantically writing down all of these helpful hints while members were still giving more hints and advice.

But one of our members went further. HE ACTUALLY HELPED PAT GET STARTED WITH THE CONSTRUCTION OF HER PLANE. Who was this "knight in shining armor?" Who could have been the ultimate gentleman and hero of the night? Who among us was kind and bold enough to actually begin the process of putting Pat's new model together? Don't know? Well, I'll tell you. It was none other than "Gentleman Jim Garrett." Without even a plea from Pat, Jim peeled off the Scotch tape from the plastic bag containing the fuselage and actually TOOK THE FUSELAGE OUT OF THE PLASTIC BAG!! Wow, can you imagine. The members near enough to witness this momentous event were astounded. Was Pat's new plane really on its way to completion? It looked like it was. If she continues to bring her plane to our meetings, we might have enough members to take the other parts out of their plastic bags, and we'll really be known as the "club that cares."

I was very proud of Jim for his gallantry and willingness to help a fellow aeromodeler in such a nice way. It's not every day that someone takes an item out of a plastic bag for you. I'm sure that Pat was overwhelmed by the kindness, concern, and dedication of Jim and the other members who offered advice. I know that I was.

Thanks to Jim and the others, WAM has once again shown what a great club is all about. I know that when I get a new kit, I'll be certain to bring the box to the club meeting and hope that Jim is there to get me started.

This space was blank. I just wrote this stuff to fill in the spaces. This summer has been a busy one for me, and I just haven't been able to spend quite as much time with the T/S as I can in the winter months. Perhaps things will get a little bit easier when a bit more time is available. Between a vacation, two boys home for the summer, grass to mow, etc. you might find a few spaces



HAPPY BIRTHDAY!!

♦ AUGUST ♦

Bob Allen
Bob Hunter

David Goldman Bill Hasert
John Schaffner



AVIATION HISTORY AUGUST



- 2 1909 The U.S. Army accepts the first aircraft from the Wright brothers.
- 16 1960 Captain Joseph Kittinger completes the highest parachute jump: (102,200 feet).
- 17 1978 The first trans-Atlantic trip is made in a balloon.
- 19 1871 Orville Wright was born.
- 20 1976 The "Viking 1" lands on Mars.
- 21 1911 The first time an aircraft was recovered from a spin.
- 26 1740 Pioneer balloonist Joseph Montgolfiere born.
- 29 1958 The U. S. Air Force Academy opens.

ADDITIONS TO ROSTER

Please add these names and other information to your roster to keep it current. As new members are accepted into WAM, I will provide their info in The Talespinner for you.

Scott Flohr (Connie)	46 Webster Street
857-5696	Westminster, MD. 21157
848-2166 (Work)	Birthdate: 12/30/61
	AMA #: Pending
	Joined: 5/96
Tim Shultz (Patricia)	196 Bucher John Road
775-2463	Union Bridge, MD. 21791
	Birthdate: 3/6/58
	AMA #: 467948
	Joined: 5/96
John Wunderlich, Jr.	382 Doral Court
840-8518	Westminster, MD. 21158
(410) 6 59-3689(Work)	Birthdate: 10/31/43
	AMA #: 454126
	Joined: 1/95

My apologies to John. I forgot him on the 1996 roster.

with nothing in them. But, hopefully, you'll still enjoy the T/S, and will get some enjoyment out of it. So - let's see you at the meetings and at the field.

Eddie the (busy) Editor

1990's



"What do you mean, 'I found out where the batteries go.'? THIS IS A PUPPY!"



FOR SALE



Jemco Fun Scale P-51
"Mustang"

51" Wingspan - 490 square inch area
Takes .30 - .40 Engine

Wing is built and covered with aluminum monokote
with yellow trim. Fuselage is built but not covered.

Complete kit with motor mount \$ 50.00

Ready to Fly Flite Line Shooter II
48" wingspan (480 square inch)
4channel .30 - .40 engine
Taildragger

Flown 10 flights (no crashes)
Dark Blue and White with Dark Red Trim
\$ 75.00 (Aircraft only - no engine or radio)

Call Ken Hands at 410-795-2060

The Siddhartha Principle: You cannot cross a river in two strides.

Murphy's Paradox: Doing it the hard way is always easier.

Commoner's Law of Ecology: Nothing ever goes away.



ATTENTION. PLEASE

New rosters and call lists have been printed and are up-to-date. They will be available at the next meeting.

Please make an effort to attend the next meeting so you can pick up your copy. This will minimize any mailing costs for the club. And, besides, we would like to see lots of faces at the meetings, and it would be pleasure to see yours. I hope you can make it.

If you don't think you will be at the meeting, call me, Eddie the Editor (848-3835), and I'll get your copy to you. I have not received any calls, and not everyone has been to a meeting. If you read this and don't have your new roster, give me a call and, PRESTO! you will get one.



SPECIAL EVENTS CALANDER

1996 FIELD EVENTS

by Mickey Yachera
Special Events Chairman

We have tentatively scheduled the following dates for our field events this year:

Date	Event
Sunday, August 18	Fun Fly
Sunday, September 22	Fun Fly

All Events Will Begin at 1:00 p.m.

We will once again serve hot dogs and hamburgers at our Fun Fly events. In order to defray some of the expense involved, we will be charging \$0.25 (one whole quarter) per item. Quite a bargain!

The club "Open House" is an experiment for a different sort of event. Rather than have a contest, members should bring out their finest airships so they can show off their stuff. The event could be a great family day along with an opportunity to invite the neighbors (yours and also those near the field) and county officials to join us for a fun afternoon. Please give this event some thought so that we can discuss it at our June 4th club meeting.

So that you can attend as many of these events as possible, please mark these dates on your calendar now!

(Eddie the Editor is going to do that right now - this minute - because I always forget to do it. Why don't you do it, too?).

DIRTY ENGINE?

SEE PAGE 8 FOR A GREAT TIP



THE IMAA CORNER

By Milt Peacock

June 19 thru 23 found Paul Schaffner along with Jerry McCallum of RCMB and me in Danville VA, which is just about in NC. Our ladies were also with us. Can't forget them. We were there for the "Mini D/4 IMAA Festival" hosted by the Danville Aero Modelers. The event was held on the Danville Municipal airport on a de-activated concrete runway about 1 000 ft. long x 100 ft. wide and slightly uphill when flying from left to right. The hard surface is nice but it can give you a little "Danville Rash" if you're not careful. It really spoils you when you come back to tough high grass.

I got there on Wednesday and went directly to the AP, hopefully to get a good spot to set up my sun/rain shelter. Dave Eller, our D/IV Director, invited me to set up alongside of his shelter (10 x 20 ft) which we did. I have a 10 x 20 & so does Paul, so when put them side to side we had 30 x 20 foot shade plus Jerry's 8 x 10. That really worked out great for all of us. Jerry & Paul go first class and lug a 12v car battery along with a couple 12v fans to cool [?] the ladies.

This being a MIA show [giant size], Paul had his great Extra 300S and Christian Eagle. Jerry had his Giant Stinger and Cessna Acrobat. I had my Ercoupe and Stinson L5. The Extra & Cessna had smoke systems and the pilots put on quite a show.

Approximately 130 pilots registered but it really was not a problem getting the pin to fly. The weather was a little on the hot side which curtailed some flying, but speaking for myself, I did all the flying I wished to do. I believe everyone enjoyed themselves.

There is one thing to say about Danville if nothing else. You sure don't leave a restaurant hungry. I have traveled about the USA but nowhere do you have more food served at reasonable prices.

Bob Dean, Pres. of IMAA, told us that the National "Rally of the Giants", which was held in St. Charles LA, earlier in June was well attended. The Rally in '97 will be in Converse IN, the '98 will be in Danville VA and the '99 in San Francisco CA.



C.A.F.AIR SHOW - FREDERICK MD AUGUST 24 & 25

Anyone having a WW II type aircraft and wishing to display and/or fly at the show, contact Adam Strausner, 18 Larch La. Middletown, MD 21769 for an application. It was a good show last year. Plan to go.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aeromodelers,

Your show yesterday was the best. It was so neat. I learned a lot. I was the person you called on to tell the answer to a question. I liked all the flying machines. I loved the program. Even though we didn't have Social Studies, I loved it.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

Thank you very much for coming toSchool and showing us your wonderful exhibit of models. I liked it very much how you sort of mixed fun and learning together in the program. Here are some things that I liked in your show. One was how you explained about all the planes, jets, and so on that you had in your exhibit. I liked that because I liked models. Another reason is that you flew some models over us, that was sort of the fun part. Plus I liked how you showed us the rutters and everything on the planes. Thanks again for coming to our school.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I liked it a lot when you came. One thing that I learned was about the Montgolfiere brothers making a glue that would hold together the pieces of the hot air balloon. One of the things I liked was the French Fly joke. I loved your visit. It was great. Thank you!

Sincerely,
XXXXX

Dear Aeromodelers,

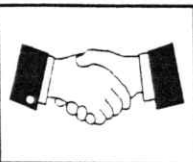
Thank you for taking the time out of your day to come toSchool. I enjoyed the time when the bird flew around the room. You taught us more flight facts that our teachers did not teach us. My favorite part was when you flew one of the airplane models. I enjoyed the airplanes and rocket you brought to show us and teach us about.

Sincerely,
XXXXX

Dear Aeromodelers,

Thank you for the Flight presentation. It was lovely. My favorite thing that you had was the rocket and little bird. Hope you come again for the next third grade. Believe me, they will like the Flight presentation.

Sincerely,



SUGGESTION!

from Milt Peacock

What do you do with your old magazines? Most of us subscribe or buy several magazines every month. If we

keep them around they accumulate like old Sunday news-papers and before you know it you have a stack or a huge pile of paper.

What do you do with yours? Store them in the garage? Keep them in your shop? Tell yourself that you want to keep them for reference? You know you will never be able to locate the article that you seem to remember. Or do you put them out with the trash to be burned or added to the landfill. Not many magazines are recycled because of the glossy paper that is in them. There is a better use for your old magazines. Donate them to a school. I know of many schools that the teacher uses them to encourage the students the joys of reading. Not many kids today like to read. They have been raised in a TV age and reading is something that does not come naturally or easily to most young persons. Kids are accustomed to watching / listening, but not reading.

In the schools where magazines end up, the kids spend more time reading model airplane/aviation material than other books publications in their schoolroom. **WITHOUT MUCH EFFORT AND NO EXPENSE, YOU COULD TURN SOME KIDS ONTO READING..**

Contact your local school, ask for the guidance counselor or a teacher that you know and tell him/her that you will bring in bundles of magazines regularly. It shows that you care about the kids.

DO YOU HAVE ANY FAVORITE WAYS OF DOING THINGS?

We all have been building miniature aircraft for various lengths of time, and certainly we have learned methods of doing specific procedures which seem to be relatively simple, work well, improve the flight characteristics of a model, etc. As we have recently seen at the last MARC show, several of our members are award winning builders. But we all have our little "tricks of the trade" which we have developed on our own. **The Talespinner** is the place to share these little tidbits and helpful hints with other members.

If you have your favorite, tried and true way of doing something, why not write it down and send it to me, Eddie the Editor, or give me a call and I'll print your idea here so we can all learn from you. You'll be helping all of us, and impress us with your smarts.



IF YOU DON'T READ THIS YOU'RE JUST A FOOL 'CAUSE HERE'S A TIP THAT'S REALLY COOL

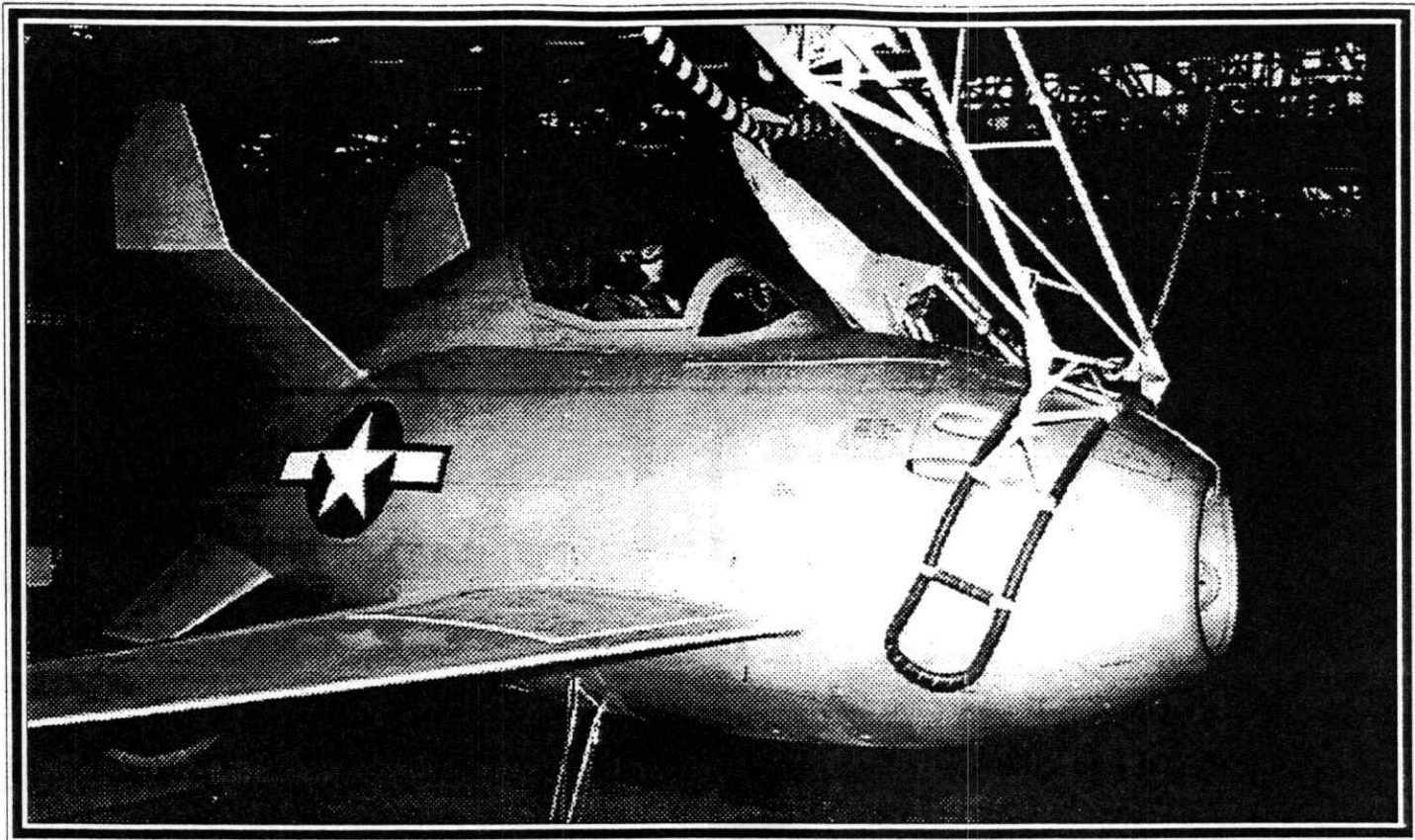
I recently read an article (can't remember where) about a great way to clean up a dirty engine. Like me, you've probably gotten some of that dark brown (or black) deposit on the outside of one of your engines, and most likely the inside is somewhat fouled also. Mine seem to get like that eventually. I've tried several products marketed as "engine cleaners" and have found the results disappointing.

Having totalled my Great Planes Trainer 40 at the Open House, I decided to give the new idea I had read about a try. The engine from my trashed plane is a Supertigre .45 which was in that plane for 6 -7 years. It was fairly reliable, but never a "set it and forget it" type of engine. Since I could now hold the engine in my hand, I decided to try the following method of cleaning the engine to see if it would work.

Here is what you do. Get a **crocpot (don't use one which you may cook in later)** and some **fresh glycol based antifreeze**. I found a small crocpot at Walmart for \$ 8.96 and bought a gallon of antifreeze there, also. Disassemble your engine to the extent that you want to, place the parts (**but no rubber or plastic parts**) in the crocpot and add enough antifreeze to cover everything. Turn the crocpot on "Low" and let everthing cook overnight. Take the parts out the next day. Minor "gunk" will be gone from your engine. You may want to use a toothbrush or Q-tips, etc. to help get the "gunk" off. If any parts still need to be cleaned, put them back in the crocpot with a fresh batch of antifreeze and cook them again. Clean them again as needed and see how they look. If they're O.K., dry them well and lubricate them with an after run oil, Marvel's Mystery Oil, or whatever you normally use. You should now have a very clean engine.

Words of Caution: Be careful with the antifreeze. It is toxic to the nervous system!! You may want to wear rubber gloves, and whatever you do, don't get it in your mouth. (A friend's dog died from licking some of this stuff). Also, the parts are quite hot after spending time in the crocpot, so use a tongs or pliers to lift the parts of your engine out and let them cool before touching them.

My engine is cleaner than it has been for many years. I haven't run it yet, but the compression seems good and everything should stay cooler. I'll let you know after I rev it up again.



MCDONNELL XF-85 GOBLIN

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

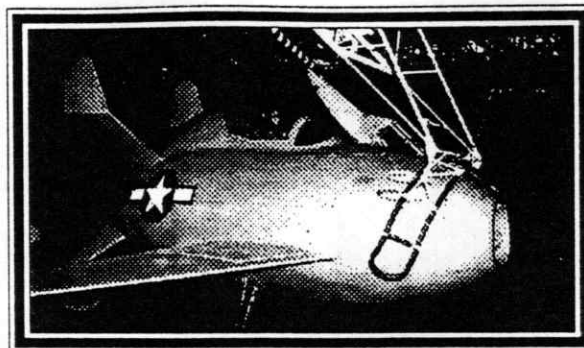
In the period after World War II (1939-45), the USSR rapidly emerged as the only power on Earth capable of challenging the USA at the military level, and as wartime relations cooled toward the "Cold War" situation that dominated global affairs between 1947 and 1989, the USA came to rely as its primary strategic weapon on its bombing capability with nuclear or thermonuclear bombs. These weapons were carried by the Boeing B-29 (and later B-51) over medium strategic ranges, and by the Convair B-36 over long strategic ranges. Thus American capabilities were improved during the first half of the 1950's, but so, too, were the defenses of the USSR. This Soviet defensive ability so eroded the technical advantages of the bombers that much American effort went into the creation of an escort fighter that could provide the level of protection offered to the bombers of WW II by the renowned Mustang P-51. An airplane was needed that could accompany the American bombers to their maximum radius and be agile and powerful enough to repel Soviet interceptors. Thus, a large fuel capacity (and therefore large airframe) was necessary for range, yet a small, agile fighter required a light, small airframe. The concept couldn't work.

Thoughts turned to the "parasite" fighter concept in which the bomber carried one or more fighters that could be air launched to protect the bomber from interceptors, and then recovered into the mothership for the flight home. This idea provided the "parasite" fighter with the bomber's range and allowed the fighter to be optimized for its air combat role. Most manufacturers were skeptical of this concept, and only McDonnell (which was new and hungry for work) submitted design. By 1944, this had been refined as a small but fairly conventional fighter that could be carried in a semi-recessed load under the B-29. The Air Force rejected this first model, and decided that the craft would have to be carried inside the B-29. A new model was developed as shown above. The idea was to have one bomber carry 3 Goblins (no bombs), and other bombers to carry bombs and one Goblin. However, the Goblin's handling was poor, the two prototypes were damaged in testing, and performance was not good enough for the mission. The Air Force wisely gave up on this concept, but it certainly was an interesting one.

COMING EVENTS

July 21 **WAM Club "OPEN HOUSE" OOMA Field
 Neighbors and Officials Invited.
July 20-21 Scale Masters Qualifier. Ridgeley Air Park
August 6 WAM Meeting. VFW Hall. 7:30 p.m.
Aug. 18 WAM FUN FLY. OOMA Field 1:00 p.m.
Aug. 24-25 Confederate Air Force Show. Frederick
Sept. 5-8 Bealeton IMAA Giant Fly-In + Historic Air
 Show on Sunday. Pre-Registration \$10.
 On site \$20. Call Andy Kane 301-236-
 9222 for info.
Sept. 22 WAM FUN FLY. OOMA Field. 1:00 p.m.
Oct 12 MMA Flea Market. Westminster VFW
Oct. 19 YARO Flea Market. Dover. Pa.
Call Milt Peacock for details at 833-3122

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of: Ed Popp (Our Hero)



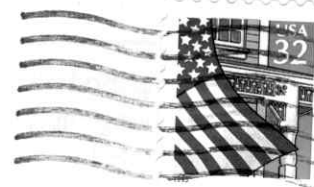
MCDONNELL XF-85 GOBLIN

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 Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

SEPT. 3, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 8

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

It's almost Labor Day. Boy, it sure is hard to imagine that! Summer just started last week (Wednesday, I think), and now it's nearly over. Oh, well. Maybe we will have a nice warm Fall flying season this year. And speaking of Fall, we have two more Fun Flys coming up - one in September and, hopefully, another one in October. Please check with Mickey Yachera if you can give him a hand with getting things set up or even helping him run the event. I'm sure he can use the assistance, and it really is not that much work if several people pitch in.

I believe the grass has finally started to slow down in the growing department. It was growing at the rate of 4 - 6 " per week at the Baugher Field. But with all the rainfall we've been getting this season I guess that's natural. The old John Deere has really been put to the test.

I would very much like to see more members come to the September meeting. We have some matters to discuss and there will also be

a need to be some work days to try to arrange for this Fall. It would be much less of a strain on the workers if there were several members working rather than just a handful. So, please make plans to attend the next meeting.

If you have not been coming to the Wednesday evening flying get-togethers at CCMA, you're missing some good times. There may not always be a big crowd there, but the members who do come out always have a good time, and it sure beats watching summer re-runs on T.V. Also, a few of us have been flying our float planes from Baugher's Pond, and that is really a lot of fun, too.

Don't forget the M.M.A. Flea Market on October 12 at the VFW Hall in Westminster. There's always lots of stuff to look over and make deals on. You might just find the plane, engine, radio, or whatever you have been looking for, and you will be helping to support your local and state organizations.

And if you do get a new flying machine, bring it out to the field and show it off. Maybe then I can.....

See you at the field,
Wendell



MINUTES OF WAM MEETING

AUGUST 6, 1996

John Schaffner, Secretary

1. Meeting opened at 7:45 p.m. at Westminster VFW by President Wendell Richards with 15 members and one guest, Lyle S. Fourhman.
2. Minutes of the previous meeting were accepted as printed in The Talespinner.
3. Pres. Wendell Richards commented on the Wednesday evening activity at CCMA and reported that the CCMA field and the one at Baugher's were in good shape for flying. All of our flying (or not) members should be coming out for the good times. The need for coordinating the grass mowing at Baugher Field was mentioned. Some big-bird flyer is still needed to organize that chore. Also, you float flyers are invited to use Baugher's pond.
4. Ken Davis and Milt Peacock reported on the current local MMA club's activities and the progress made my MMA for a Flight Training Program. Check elsewhere in The Talespinner for details. (No details as of now, so don't look). Ken also has 50/50 tickets available for the drawing at the Flea Market on 12 Oct. 1996.
5. The Treasurer's report was accepted as read. Seems that Lloyd did not spend the club's money on a trip to Mexico.
6. Communications received by Milt Peacock concerned the upcoming Air Shows and Fly-Ins. There is a lot of activity reachable by most of us. International Correspondent, John Schaffner, read the latest letter from our Belgian correspondent, Nick Jonckheere, and passed around the photos from Nick. John also read the E-mail message from our friend in Milano, Alberto Nencioni. There was good news from Alberto regarding his son, and we were glad to hear that good progress is being made.
7. AMA Rep., Milt Peacock, reported on the recent sudden deaths of our AMA District IV V.P., Howard Crispen, and District II V.P. John Gregg and Ron Ware's father. Cards of sympathy have been sent on behalf of The WAM Club and \$25.00 was contributed by the club to the AMA "In Memoriam" for Howard Crispen. **Editor's Comment:** Even though I only met Howard three times, he was always interesting, polite, and helpful. His appearance at our 1995 Xmas Dinner was a kind gesture on his part, and he was always supportive of the SFP program. He was a man who took a genuine interest in, and gave most of his time to benefit R/C modeling. His sudden death was sad for those who had met him, and our hobby has been diminished by his

passing.

8. John Sterrett proposed membership for Patricia Anne Kowalski and John (Stu) Alford and both were approved unanimously. **CONGRATULATIONS TO BOTH PAT AND STU!!**

9. Carroll County Rep. Ray Miles reports nothing new from the county government.

10. Mickey Yachera announced a change in the schedule for some future activities. The Fun Fly originally scheduled for the 18th of August is cancelled and the Fun Fly for 22 September will be held on the 29th of September. A date in October will be set for another Fun Fly.

11. Ray Miles spoke about the upcoming school term schedule and announced that there is already a special request for a presentation. Ray also announced that the Lockheed Electra model is ready for display.

12. Eddie the Editor reports that production of The Talespinner is going smoothly and Ken Davis has received permission from Marada for the use of their copier. Send Ed any articles, items or photos for inclusion in the newsletter.

13. Milt Peacock talked about the upcoming STARS Rally and other- R/C model shows around the area. Baltimore Barnstarmers will hold a Fly-In at the John Kirk (Parkton) Field on the 10th of August at 10:00 a.m. Invitations are extended to the guys with the "big" birds.

14. Ray Miles proposed that WAM look into possible publicity exposure for the club by putting ads on placements, etc. at some of the local eateries. Also, June Poage had nice things to say about WAM's participation at the recent Air Show at Westminster Airport. Seems they like us.

15. The 50/50 was won by Walt Smith.

16. The meeting was adjourned at 9:55 p.m.



A.M.A. NEWS

by Milt Peacock

I have nothing to report this month. However, all activities are up to date.

LOST HORIZONS

George Ware - August 3, 1996

Mr. Ware was the father of Ron Ware (owner of Your Hobby Center). He passed away quite unexpectedly and peacefully.

Ron, we extend our sympathy to you and your family for your loss.



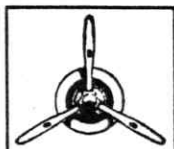
SCHOOL FLIGHT PROGRAM

by Ray Miles

Letters to the teachers will be sent the last week in August for classes scheduling for the 1996 - 1997 school year.

I did receive a call for a Special Request Program here in Westminster for a Home Study group. The team has to approve it, but in the meantime I'm in the planning stages, as I expect that our people will do it. The tentative date is Wednesday, Sept. 18 at the Grace Fellowship Church located off Bell Road in Westminster. I don't know where this is but someone will. Team people will be duly advised.

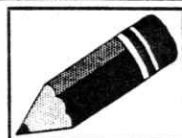
Bill Hasert completed the Earhart Electra E-10 for the static display. It is a well built and accurate model. Bill did a fantastic number on it. He gave it to me for covering, maybe a mistake, but I did the best I could. The old Hudson Bomber it replaced is long gone.



COUNTY REPORT

by Ray Miles

I received a call from R/S with only a question. He was satisfied with my reply, and it is not even worth going into.



MALL SHOW

by Ray Miles

This is the time of the year to set anything up. If memory serves me correctly, Cranberry Mall stated on the letter prior to the show of last spring that another would be held in the Fall. If any of you receive any inquiries about a show, please pass it on to the club or an officer so it can be acted on.



THE IMAA CORNER

By Milt Peacock



Paul Schaffner and I have been representing our Chapter at several fly-ins recently. We attended the rally in Danville, Va. and also the fly-in at Parkton, Md. hosted by Chapter 522 - Baltimore's Big Barnstormers. I went to the STARS Rally in Olean, N.Y., PGRG's fly-in and Harford County's event, which was a little damp in the A.M.

Anyone wishing to join the IMAA and our local Chapter, please call me (833-3122). I have applications and any information you may need.

LOST HORIZON

Howard Crispin, Jr. July 31, 1996

Howard was not only a long time member of the AMA, but a very active and hard working person within the organization. He had been our District 4 Vice President for approximately ten years, and was serving his third term in that capacity.

Howard wrote much of the "Sound" research and wrote a column in Model Aviation each month to keep us informed of what he had learned. He was the Chairman of the "AMA Sound Committee." and published a book for the AMA about sound in 1991.

Howard was also the AMA representative to the Special Interest Group known as the "International Miniature Aircraft Association."

Howard was laid to rest in Arlington National Cemetery on August 6, 1996. I am certain that he will be surely missed by not only his many friends, but the AMA as well.

by Milt Peacock

ADDENDUM ABOUT HOWARD

by Milt Peacock

NOTE: I called Howard's wife, Carol, and asked if there was a charity to which WAM could make a contribution in Howard's name. She told me that it was his wish that all contributions be made to the AMA. In light of that request, our membership approved the thought of making a contribution and it has been sent to the AMA. I also sent a sympathy card to Carol in the name of our club.



MARYLAND MODELERS REPORT

by Ken Davis

I was not able to attend the last MMA meeting, but I understand that there was nothing of significance to report. Had I been there, I'm sure that the meeting would have been full of interesting tidbits, but that's the way it goes.

Blair's Observation: The best laid plans of mice and men are usually about equal.

CONFEDERATE AIR FORCE SHOW

AUGUST 25, 1996

FREDERICK AIR PORT

I ventured up to Frederick on my motorcycle this morning to watch the CAF show, which I hoped would be as good a show as they put on last year. The day was absolutely beautiful - dry, sunny, a light breeze from the north, and some nice puffy clouds. The show began with several R/C aircraft doing their thing. Two Mustangs, a biplane, and some sort of scale Japanese warbird. The pilots did a very nice job. Unfortunately, one of the Mustangs developed some flutter on one of the elevators, resulting in the shearing of one stabilizer. The plane was low when the stabilizer sheared, but significant damage occurred. A lesson for all of us.

The show continued with a series of skydivers, including two who linked up just after jumping and continued to free fall in that way for a long time, a Zlin doing some slow and high aerobatics, and a demonstration by the Md. State Police helicopter (very impressive).

Soon a jet trainer was flown (I don't know the exact model - it's not in the program) which I enjoyed very much. It was smooth, stable, and strong (sort of the way I fly - I wish). The French Connection also performed their beautiful routine in their stock CAP 10's. This man and woman team do some team aerobatics which few other pilots perform. They, too, were very impressive and appreciated by the crowd. Interspersed with the other events was a Piper Cub flown out of Bealeton, Va. similar to the "Flying Farmer" which has appeared several times at the air shows at Poage Field. That act is always a pleasure to see. Incredible slow speed flying in ways that airplanes are supposed to be incapable of doing. Lots of fun to watch.

Then came the standard routine of the Japanese

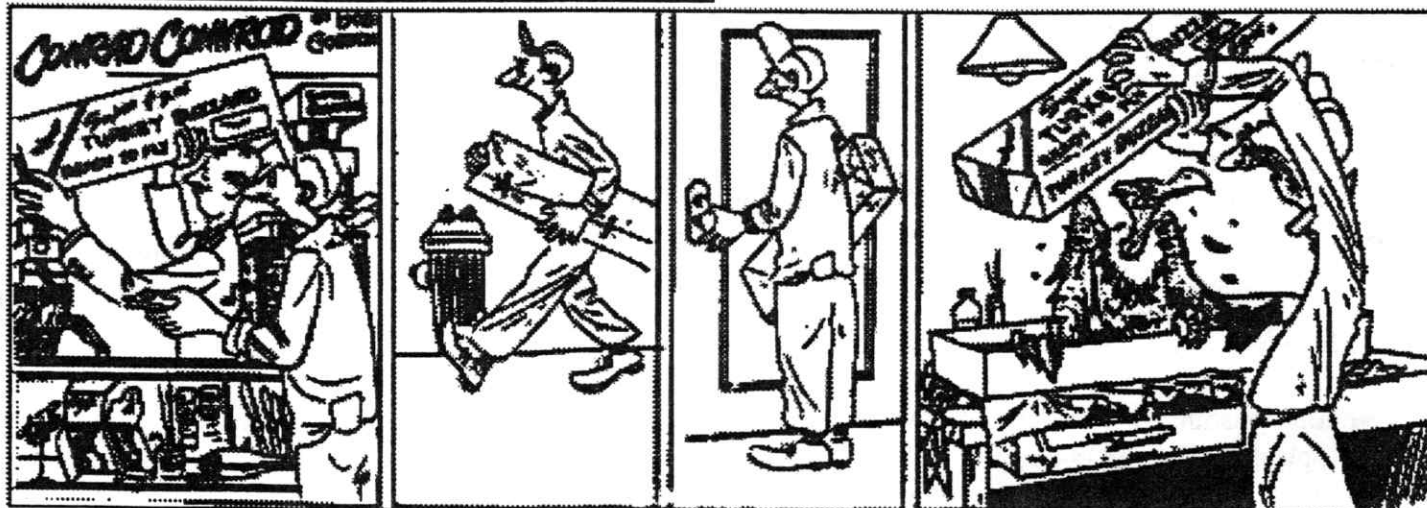
warplanes and the narration of the beginnings of World War II, Pearl Harbor, etc. Lots of ground explosions, smoke, noise, etc. Later on the American warplanes took to the air. Two Mustangs, two B-17's, the Memphis Belle, a B-25, a Lockheed "Constellation," an F4U Corsair, Curtiss "Helldiver," P-47 "Thunderbolt," and some others. A pretty good collection of flying warbirds.

Somewhere in there was a demonstration of the A-10 "Warthog." This, too, was great. The maneuverability and aerobatic capabilities of this superb tank destroyer and ground force protector are superb. It's ability to strike and restrike rapidly while evading enemy fire with its speed and agility is remarkable.

I must admit, though, that I was a little bit disappointed. No armed service aerobatic team (last year the Thunderbirds appeared), and "Hoot" Gibson flying a MiG - 21 was listed on the program as one of the events, but he did not appear. Also appearing last year was a "Stealth" fighter out of Florida. I thought that I heard the announcer say that one would be there this year, but maybe I heard incorrectly. At any rate, no "Stealth, either. The show was very good, but not as great as I had expected. Perhaps after seeing last year's event, and having seen some other shows, I felt that this one lacked some of the excitement of some of the other shows.

Nonetheless, I did enjoy myself and spent a nice day watching various aircraft from a different era fly. There are not many of these left, and it may be that one day we won't have a chance to see them at all.

One special person was there - Col. Bob Morgan. He was the pilot of the original "Memphis Belle" and he set a record for missions over Germany. It was nice to see a real "hero," although Col. Morgan says that the real heroes are the men who never came back, and that he was just "lucky."



From the Newsletter of MARKS Club, courtesy of Art Perry



CORRECTION!!

On the back page of last month's newsletter, I (Eddie the Editor) gave credit to Ed Popp for copying, stapling, and mailing that issue. Ed has been a great help, and had been responsible for getting The Talespinner for several months while Ken Davis was unable to use the copying machine at Marada due to a management change. However, Ken was the one who did the work for last month's issue, and so I will thank him here. All of us should appreciate the work that Ed and Ken have done for all of us. They are always willing to take their time to assure that all of us receive our beloved T/S in the mail. So, next time you see either of these fellows, say a big "Thanks."

ADDITIONS TO ROSTER

Please add these names and other information to your roster to keep it current. As new members are accepted into WAM, I will provide their info in The Talespinner for you.

Scott Flohr (Connie)	46 Webster Street
857-5696	Westminster, MD. 21157
848-2166 (Work)	Birthdate: 12/30/61
	AMA #: Pending
	Joined: 5/96
Tim Shultz (Patricia)	196 Bucher John Road
775-2463	Union Bridge, MD. 21791
	Birthdate: 3/6/58
	AMA #: 467948
	Joined: 5/96
John Wunderlich, Jr.	382 Doral Court
840-8518	Westminster, MD. 21158
(410) 659-3689 (Work)	Birthdate: 10/31/43
	AMA #: 454126
	Joined: 1/95

My apologies to John. I forgot him on the 1996 roster.

ADDITIONAL ADDITIONS

John (Stu) Alfred	1916 Hanover Pike
239-6925	Hampstead, MD. 21074
	Birthdate: 09/15/61
	AMA # 565593
	Joined: 8/96
Patricia (Pat) Kowalski	5936 Grace Lee Avenue
795-9122	Sykesville, MD. 21784
	Birthdate: 10/08/45
	AMA # 567140
	Joined: 8.96



HAPPY BIRTHDAY!!

♦SEPTEMBER♦

John (Stu) Alfred	Tom Appler	Hoyt Bishop
Jim Garrett	Ken Hands	Ray Miles



AVIATION HISTORY SEPTEMBER



- | | | |
|----|------|---|
| 2 | 1910 | Blanche Scott becomes the first woman pilot to fly solo. |
| 5 | 1922 | Jimmy Doolittle becomes the first person to cross the United States in less than 24 hours. He did it in 21 hours, 19 minutes. |
| 12 | 1953 | First EAA Fly-In at Curtiss-Wright Field in Milwaukee, Wisconsin. |
| 14 | 1984 | September 14 - 18. First solo crossing of the Atlantic Ocean by balloon. |
| 18 | 1898 | First controlled, sustained flight. Santos - Dumont # 1. |
| 24 | 1852 | Henri Gifford makes the first powered flight in a dirigible outside Paris, France. |
| 28 | 1924 | First around the world flight completed by the U. S. Army. |
| 30 | 1976 | Don Taylor completes the first around-the-world flight in a homebuilt aircraft. |



SOMETHING THAT YOU SHOULD DO!

Milt P. pointed out to the membership that the Postal Service may require that we use our **complete ZIP CODE** in the future. This means that all of us will have to find out (if you don't know it) your full 9 digit code. It was suggested that you look on your next Balt. Gas & Electric bill, and jot it down. Also, please forward it to me, Eddie the Editor, or call me and tell me what it is. It will be a chore to get everyone's code, but we may have to do it.

WACKY DEFINITIONS

from National Newsletter

Firewall: Section of aircraft designed to allow engine fumes and oil to enter the radio compartment.

Glide Distance: One half the distance from your present position to the nearest decent landing area at the time of a complete power failure.

Ohmmeter: One who eats Ohms. (For those who do not like Tachos, which are measured with a Tachometer).



INFOLETTER FROM NICK J.

The following letter was sent to our International Correspondent, John Schaffner, by Nick Jonckheere in Belgium. Those of you who attend WAM meetings have been treated to letters from Nick read by John. Here's one of Nick's latest offerings.

ATTENTION, FOCKE-WULF!

The prototype of Kurt Tank's design, the Focke-Wulf 190 had its maiden flight on 1 Jun 1939. Some 20,087 were built and none of them is airworthy at this moment, though sometimes an FW-190 appears at airfields but in a 5/8 or 4/5 scale. These are homebuilt replicas of the WAR of Thunder Wings Company.

Gerrit Titeca, an oldtimer-restorator and homebuilder who lives in Oudenburg, about 5 miles from Ostend, started thinking about building a warbird replica in 1978. His first thought, the Spitfire, was quickly rejected because of the small distance between the main wheels, which creates very difficult take-off and landing situations. Encouraged by a friend who, during the war, worked in a Focke-Wulf factory in Germany, he decided to build the FW-190. The 5/8 WAR version was chosen, but unfortunately, even before the construction was started, Gerrit's friend died and so he had to finish the whole job alone.

The plane has a span of 6.5 meters, and is 5.2 meters long. The wooden structure is covered with foam to give it the specific FW-190 line. It's equipped with a 135 horsepower Rolls-Royce engine giving the plane a maximum speed of almost 300 km/hour!! The real Focke-Wulf had an 18 cylinder double-radial BMW engine with 1700 horsepower for a maximum take-off weight of 4,800 kg. Gerrit's weighs only 470 kg. Gerrit has also constructed the electric retracts, which are really a beauty of mechanics.

In the winter of 1983 -84 the 00-90 (in Belgium, homebuilts receive a number instead of the regular three letters after 00-), the Focke-Wulf was ready to fly. The cockpit is VERY small, and for the first flights, Gerrit sat on his parachute.

Flight characteristics are very similar to the original FW, which means: very sensitive, especially on ailerons. Gerrit has successfully flown this aircraft in various airshows in and around Belgium. His Focke-Wulf may be small, but it's certainly as impressive as an original one.

Editor's Note: Nick writes very interesting personal letters to John. He seems to be a very bright, interesting, and well-read young man. His command of English is better than probably 60% of Americans. Come to a meeting and listen to Nick's letters. They're great!



STERRETT'S SUMPTUOUS SNACK

(Or: I Bet the Entire Club
Couldn't Eat the Whole Thing)

It seems that on Sunday, August 11, John Sterrett brought a sandwich sized "baggie" of a snack consisting of a mixture of raisins and peanuts to the CCMA Field. Quite a few fliers were there, including "Dutch," Bob Allen, Paul Schaffner, Wendell, Ed Popp, Mickey Yachera, Dwight Baugher, and yours truly to name most of them. John kept offering his snack to all who were there, and several of us ate some. It was pretty good. Every 15 minutes or so, John would offer me some more, but I really didn't care for more. I'm sure that John offered his snack to everyone several times over period of 2 -3 hours. And yet when most of the flying had ceased and we were all just hanging around talking, there was still some of John's snack in the "baggie." It was truly amazing to me that one little bag of raisins and peanuts could sustain at least 8 fliers for several hours. I don't know what John had in that "baggie," but it sure is filling and long lasting. If he could come up with a similar fuel mixture, we could fly all day on one tank of gas.



FUN AT THE FIELD

On Sunday, August 18, I took a few planes to CCMA to have some fun. It was a great



day, and several fellow WAM members were there - Dutch, Paul S., Ron Bowen, Bob Allen, and Mickey Y. After flying my old Balsa USA Moonraker (the orange one which broke in half while attempting a spot landing in one of last year's Fun Flys and was repaired on the spot to continue the competition), I broke out my Super Sportster 60. Paul S. had his orange Kaos, Bob Allen had his Stinger 60, and Ron had his repaired high winger. We all were flying at the same time, and having a great time. Somehow, you have to pay pretty close attention to your own plane while seeing other planes streaking by, looping, diving, etc. But we all were having a grand time.

While flying, Bob and Paul decided that the first one who landed with gas in the tank "lost." (I don't know what they lost, but they lost something). Yours truly opted out of their game and landed with a little bit of gas left, and I'm not sure who was the last to touch down. Ron, unfortunately, sustained some damage to his plane when it decided to roll the wrong way right over the field, but he says it will be back in the air again. At any rate, it was a good day at CCMA.

WELCOME OUR NEW MEMBERS

PATRICIA (PAT) KOWALSKI

JOHN (STU) ALFRED

We congratulate Pat and Stu on being elected to WAM and look forward to seeing them at the meetings and the field.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for showing us all of your flight things. I especially liked watching the airplanes fly. I learned a lot about famous people and about the history of flying. Your program was very fun, interesting, and neat. I enjoyed it a lot. I liked learning how and why things fly. The models were very good and showed a lot of detail. Thanks again!!

Sincerely,
XXXXX

Dear Aeromodelers,

I liked the remote controlled airplane. I like all the things that you brought. I don't know where I can get a remote controlled airplane for under a milyon dollars. Please write back to XXXXX. I like the balloon that came up on a metal pole.

Sincerely,
XXXXX

Dear Aeromodelers,

Thank you! I liked the bird you flew, but how does it stay new after it knocked into the wall. I learned that Charles Lindbergh had a passenger in the plane with him. A fly was in the plane with him. I also liked how the hot air balloon rose on the model.

Sincerely,
XXXXX

Dear Aeromodelers,

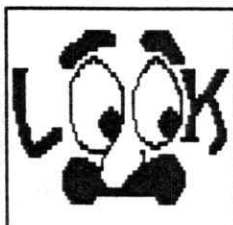
My name is XXXXX. I was the one in the black Mickey Mouse oversized sweatshirt. It was neat how you showed the comparison of how big that space shuttle's size is compared to people. I liked the bird flyer that you flew with the bright colors. I learned that Benjamin Franklin was very scientific and I learned much more. Thank you for coming to our school.

Your interested in flying student,
XXXXX

P.S. Who flyed the jet and why is it famous?

Dear Mr. Miles,

Thank you for showing us those really neat planes. I like the F5-3 Tiger II. I learned that the Voyager flew all the way around the world with 1 gas tank. I'm wondering if you have any planes for \$ 5.00.



PROP SIZE TIP

from Tri-City Modelers
as appeared in *The Marks Informer*
Ocean City, Md.

Somewhere in my past 40 plus or so years of modeling, there was talk of how to adjust propeller loading on an engine. One that I remember was to start with what the manufacturer recommended. Then, if you wished to change the diameter or pitch of the prop you used a simple formula.

The formula is: Propeller Load Factor = 2 x diameter + pitch. Therefore, if the manufacturer of a .40 engine recommended a 10 x 6 prop, the load factor would be: 2 x 10 plus 6 = 26. For an 11 inch prop, you would have to use and 11 x 4 prop: 2 x 11 = 22 + 4 = 26. I you want to use a 9 inch prop, you would need a 9 x 8, as follows: 2 x 9 = 18 + 8 = 26. This is not a foolproof formula, but it is fairly accurate and may be used with confidence.



WORDS TO LIVE BY

from the AMA Newsletter
May, 1996

YOU CAN HAVE IT FAST.
YOU CAN HAVE IT GOOD.
YOU CAN HAVE IT CHEAP.

PICK ANY TWO!

First Law for Freelance Artists: A high-paying rush job comes in only after you have committed to a low-paying rush job.

Grossman's Misquote of H. L. Mencken: Complex problems have simple, easy-to understand wrong answers.



LIST OF ALL TIME FIRSTS IN AVIATION

Submitted by Ray Miles

- 1903 Orville Wright makes the first flight in a heavier-than-air machine.
- 1906 Brazilian Alberto Santos-Dumont makes the first recorded European flight, in Paris.
- 1909 Louis Bleriot, French airplane designer, crosses the English Channel in his 25-hp monoplane.
- 1909 First regular commercial air service begun in Germany, using Zeppelin airships.
- 1918 First U.S. airmail service opens. The U.S. Army operates the single route New York to Philadelphia to Washington.
- 1919 A flying boat built by Glenn Curtiss makes the first transatlantic crossing.
- 1919 First nonstop transatlantic flight (Newfoundland to Ireland) is made by British pilots, John Alcock and Arthur W. Brown.
- 1919 First scheduled air-passenger service (London-Paris) uses converted World War I planes.
- 1921 Gen. Billy Mitchell air-bombs and sinks a German battleship to demonstrate the wartime uses of airpower.
- 1923 First U.S. nonstop transcontinental flight (New York-San Diego) takes 27 hours.
- 1926 Richard E. Byrd and Floyd Bennett fly over the North Pole.
- 1927 Charles A. Lindbergh solos nonstop across the Atlantic.
- 1929 James H. Doolittle pilots the first "blind" instrument-only flight.
- 1930 French pilots Dieudonne Costes and Maurice Bellonte fly Paris-New York nonstop in 37 hours.
- 1932 Amelia Earhart solos across the Atlantic - the first such flight by a woman.
- 1933 Wiley Post completes the first round-the-world solo flight.
- 1933 A flying boat, "The China Clipper," opens the first transPacific passenger route (San Francisco-Hawaii).
- 1935 The future workhorse of civil aviation, the Douglas DC-3, makes its first flight.
- 1939 The Yankee Clipper flying boat inaugurates the first Atlantic passenger service (New York to Southampton).
- 1942 The Bell P-59 Airacomet makes the first U.S. jet flight.
- 1947 Capt. Charles E. Yeager flies the Bell X-1

through the sound barrier.

- 1952 Britain introduces the Comet, the first jet transport, and begins the first jetliner passenger flight (London-Johannesburg).
- 1954 The prototype of the Boeing 707, the first U.S. jet transport, is test flown.
- 1958 Transatlantic jet passenger service begins (New York to London, New York to Paris). First U.S. jetpassenger service (New York to Miami).
- 1968 Prototype of the first supersonic airliner, the Soviet Tupolev Tu-144, makes its first flight. (The Concorde prototype flies for the first time in 1969).
- 1970 First wide-body jet, the Boeing 747, enters service.
- 1976 The Concorde, the French-British supersonic transport, begins passenger service.

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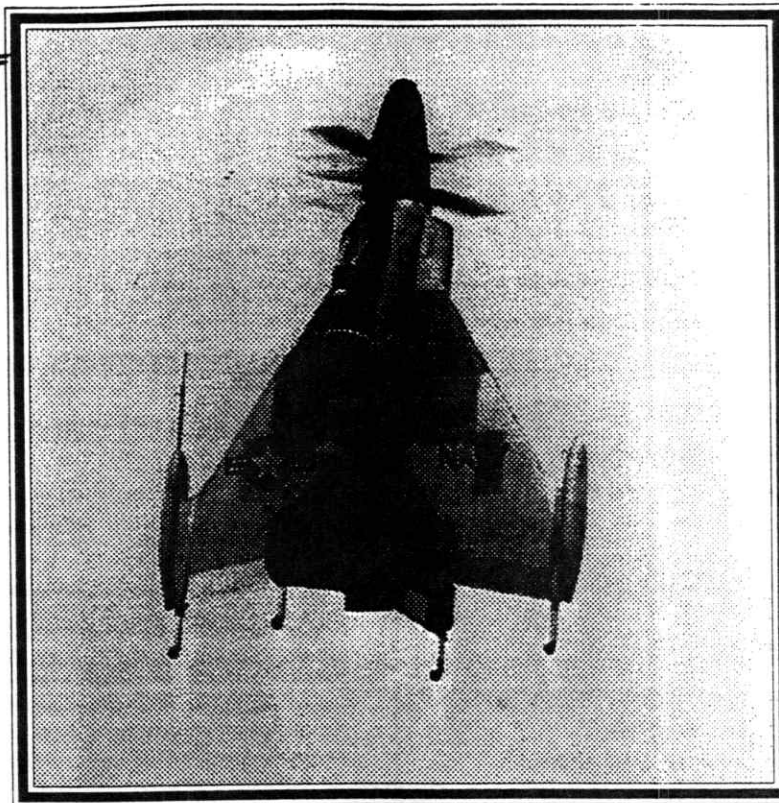
Editor's Comment: Ray seems to be learning how to use his computer (or else he had help), and I appreciate his sending me this material. The history of aviation is quite extraordinary. From barely flyable crude machines in the early 1900's mankind has progressed in less than 100 years to the point we are today. Who would have thought that in this short time span, we would be flying men to the moon, have orbiting space capsules, and be sending unmanned craft to Mars and Venus. When you stop to think about it, it's mind boggling. Man can certainly do some amazing things when he wants to.



DO YOU HAVE ANY FAVORITE WAYS OF DOING THINGS?

We all have been building miniature aircraft for various lengths of time, and certainly we have learned methods of doing specific procedures which seem to be relatively simple, work well, improve the flight characteristics of a model, etc. As we have recently seen at the last MARC show, several of our members are award winning builders. But we all have our little "tricks of the trade" which we have developed on our own. **The Talespinner** is the place to share these little tidbits and helpful hints with other members.

If you have your favorite, tried and true way of doing something, why not write it down and send it to me, Eddie the Editor, or give me a call and I'll print your idea here so we can all learn from you. You'll be helping all of us, and impress us with your smarts.



CONVAIR MODEL 5 (XFY)

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

Among the mass of German aeronautical research data captured by the Americans during the closing stages of World War II was a quantity of material directed toward the creation of an effective VTOL fighter that would not require long and therefore vulnerable runways. The US Army Air Forces and US Navy were interested, in 1947 issued study contracts to several American aircraft manufacturers for an operational VTOL fighter capable of operating from small platforms built onto the after dock of any small cargo ship. In 1950 this basic program was refined into a requirement for VTOL research aircraft that could be developed into an operational convoy escort fighter. The two most promising submissions received by the US Navy came from Convair and Lockheed, and in 1951 the US Navy ordered three prototypes from each manufacturer. Given the requirement to which they were created, the two types naturally had a number of conceptual affinities, such as "tail-sitter" VTOL aircraft and were designed around the same powerplant, namely the Allison T40 turboprop - a contra-rotating propeller assembly with two three-blade units and a diameter of 16 ft 0 in (4.88 m). The pilot was accommodated under a rearward-sliding canopy on an ejector seat fitted on a gimballed mounting that permitted 45 degrees of movement so that the pilot was not lying completely on his back when the aeroplane was in the vertical. The wing was of modified delta planform with a fuel tank in each half, and the flying surfaces were given a cruciform appearance by the very large size of the vertical surfaces: a fixed upper surface and a jettisonable ventral surface, which could be discarded if it became necessary to make a conventional belly landing. The Model 5 was designed to lift-off vertically and then nose over into horizontal wingborne flight, and to land vertically after being put into a nose high attitude and then allowed to fall slowly under gradually reduced power.

After extensive tethered tests the first XFY-1 made its initial free flight in August, 1954. The VTOL envelope was explored in some 76 flights during the following months, and in November of the same year the XFY-1 made its first transition to and from horizontal flight. More ambitious flights were made, but it had become clear that the XFY-1 was very difficult to land consistently and safely, had confusing controls in the hovering mode, offered its pilot an unusual and therefore poor position during take-off and landing, and was powered by an engine of questionable reliability. Thus the development program was cancelled. The second and third aircraft were never flown but used instead for engine trials and static testing. It is worth noting, moreover, that while the XFY-1 did suffer from a number of technical problems and shortcomings, a major contributory factor in the elimination was the fear of many American admirals that successful evolution of a VTOL warplane would lead inevitably to cancellation of the newer and larger aircraft carriers in which they felt the real future of the US Navy power-projection capability lay.

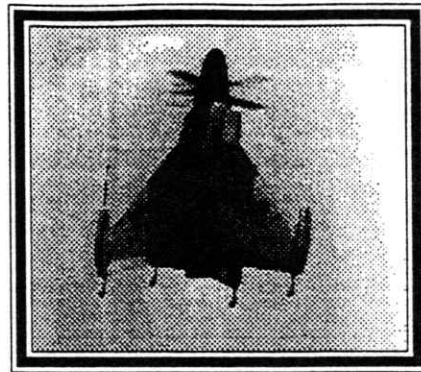


COMING EVENTS



Aug. 24-25 Confederate Air Force Show. Frederick
 Sept. 3 WAM Meeting. VFW Hall. 7:30 p.m.
 Sept. 5-8 Bealeton IMAA Giant Fly-In + Historic Air
 Show on Sunday. Pre-Registration \$10.
 On site \$20. Call Andy Kane 301-236-
 9222 for info.
 Sept. 29 WAM FUN FLY. OOMA field. 1:00 p.m.
 Oct 12 MMA Flea Market. Westminster VFW
 Oct. 19 YARO Flea Market. Dover. Pa.

Call Milt Peacock for details at 833-3122



CONVAIR MODEL 5 (XFY)

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

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of: Ken Davis (Our Hero)
 and Marada Industries, Inc.

WAM thanks Ken and Marada for their efforts.

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

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 TALESPIINNER

Westminster Aero Modelers

OFFICERS

<i>President</i>	<i>Wendell Richards</i>	<i>374-4970</i>	<i>Treasurer</i>	<i>Lloyd Briggs</i>	<i>833-7450</i>
<i>Vice President</i>	<i>Ken Davis</i>	<i>876-1116</i>	<i>Secretary</i>	<i>John Schaffner</i>	<i>584-2754</i>

VOLUNTEERS

<i>Membership</i>	<i>John Sterrett</i>	<i>775-0296</i>	<i>AMA Liaison</i>	<i>Milt Peacock</i>	<i>833-3122</i>
<i>Field Chairman</i>	<i>Bob Allen</i>	<i>876-3580</i>	<i>Sound/Safety</i>	<i>Ken Eckard</i>	<i>549-6674</i>
<i>Property</i>	<i>Bill Hasert</i>	<i>833-7271</i>	<i>Editor</i>	<i>Ed Goldman</i>	<i>848-3835</i>

16 Kalten Road, Westminster, Md. 21158

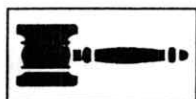
NEXT MEETING

OCT. 1, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 9

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Well, the 1996 flying season is entering the final phase and, hopefully, it will be more "user friendly" than the first two phases were. I guess this past Spring did give some of us a little more time to build new models and/or repair old ones.

Last month, I went to Maine on vacation and took along my Goldberg Cub on floats to fly from the lake in from of the camp we stay in. Even though it rained most of the time, I still managed to get in 12 - 14 flights and got lots of attention.

Several of the locals came out to see the model and watch the flying, and many were amazed at the size of the plane (they only thought of model airplanes as the little plastic things you see hanging in stores). The more knowledgeable ones were amazed at the Saito 4 stroke engine, the proportional radio, and the complete control it had over the model. (Well, almost complete control).

One day we came in from fishing early and I got in a few flights in the middle of the day. During one taxi for another takeoff, a loon swam to within 100 yards or so of the model and really opened up. You never heard so much noise from one bird in your life. But when I started my takeoff, he would dive, only to resurface again and start his "looney tunes." Again, it

was pretty comical. I guess he thought that the Cub was some sort of "Super Loon" trying to take over his lake.

I'm sure I will take a float plane along next year as it sure was a hit this time. I got the feeling that many of the onlookers could have been sold on models very easily if the opportunity was there, but I have never seen another model on the lake or in the area. Makes you think what a little more publicity might do for our hobby.

Don't forget the fall Flea Market in October. Come on out and help support your local and state organizations, and maybe find a good deal at the same time.

I hope to see you at the next meeting and also to.....

See you at the field,

Wendell

EDITOR'S NOTE

The next issue of The Talespinner, your favorite reading material each month, may be abbreviated or have very large type next month. I will be out of town for three weekends and 1/2 of another week (two trips to see my sons in college, a golfing expedition to Pinehurst, and a 35th high school reunion). What a month October is going to be. I'll do my best to put out something reasonable, but certainly won't have much time to spend on it. **CONTRIBUTIONS AND ARTICLES EAGERLY ACCEPTED.**



MINUTES OF WAM MEETING

SEPTEMBER 3, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:40 p.m. at the Westminster VFW by President Wendell Richards. There were seventeen members and one guest, Mr. Cal Han, present.
2. Minutes of the previous meeting were accepted as printed in the T/S.
3. Pres. Wendell commented on a communications from R. Fredericks soliciting the assistance of WAM for his use of the field. The tone of the letter indicated that he wanted to use the field to learn to fly an R/C airplane. He did not indicate that he intended to join the club. His intentions are vague. However, all members are urged to show him every courtesy.
4. All members are urged to use the field and Baugher's pond at every opportunity. Wednesday evening activity at CCMA and most anytime at Baugher's and the pond for the "floaters." Dwight Baugher requested that we not use the IMAA field on Saturdays after 3:30 p.m. during the dove hunting season. Check with Wendell or Dwight for details.
5. Ken Davis reported on the upcoming MMA Flea Market to be held on Oct. 12 at the VFW Hall. Volunteers will be needed to help run the operation. If you are willing to help between 8:00 a.m. and 12:00 noon, call Ken or Milt to coordinate times. Ken also has 50/50 tickets available for the drawing at the Flea Market. Details on other current events are in Ken's article on page 4.
6. Our treasurer, Lloyd Briggs, was not present, so there was no report as to our financial status. (Maybe "Dutch" did go to Mexico, after all).
7. Communications received by Milt P. concerned ads for new kits and products, as well as events in District IV. Milt also read letters of thanks from the AMA and Mrs. Crispin for the club's condolences on the occasion of Mr. Crispin's passing.
8. AMA Rep, Milt P., reported that all AMA business is up to date. AMA has established a new rate schedule for member dues. Check page 143 of the latest edition of Model Aviation for more details. An election will be held to fill the V.P. District IV post in the near future. All members are urged to vote and return their ballots.
9. Membership Chairman, John Sterrett, reported that we had no new applications for membership this month.
10. Carroll County Rep., Ray Miles, reports word from the county government that the Porto-Pot rental rate

will be reduced.

11. Mickey Yachera announced that there will be a Fun Fly on Sept. 29 at CCMA. Y'all come out and enjoy a nice day.

12. Awards Chairman, Larry Nolte, will welcome any fresh ideas for presenting our annual awards. Call him with your superb and clever brainstorm.

13. SFP Chairman, Ray Miles, reported that the schedule for the SFP is filling up fast. He would like to have more volunteers to help with the set-up and take-down. **(Editor's Note: If you have a free Wednesday morning, those of us on the SFP would appreciate your time and effort. You will certainly enjoy the program and be performing a bit of community service at the same time).**

14. Property Chairman, Bill Hasert, reports that all field equipment is ready for the upcoming activities.

15. Eddie the Editor reports that production of the T/S requires input from the members. **SEND HIM STUFF!).**

16. The club discussed gaining publicity through advertising on place mats used in local eateries. The cost is about \$ 200.00 - \$ 250.00 for 30,000 mats. No decision was reached. It was suggested that club flyers be placed in certain businesses as in the past.

17. The club discussed the feasibility of building a shelter of some type at CCMA. No decision can be made at this time.

18. Milt Peacock is taking orders for the 1997 EAA Calendar. See him if you would like one. **(Editor's Note: The calendars are great - buy one).**

19. The club discussed participation in the annual CAF Air Show at Frederick, Md. as a means of raising money. Eddie the Editor will contact Al Takatsch of the Frederick Club to try to find out how to go about this.

20. The 50/50 was not held since our treasurer was in Mexico - oops - absent from the meeting. But the same old crowd always wins anyway.

21. The meeting was adjourned at 9:45 p.m.

WHAT A NICE SURPRISE!!

by Eddie the Editor

During the meeting, a few of the people who work at the VFW were seen in the back of the room, but no one paid attention to what they were doing. But, lo and behold, when the meeting ended, we turned around to find a tray of chile dogs and a big bag of potato chips. Somehow, Milt P. had arranged for these treats to appear. Thanks to Milt and the VFW. You should have been at the meeting, folks!



SCHOOL FLIGHT PROGRAM

by Ray Miles

Letters have been sent to all 3rd grade teachers for this years classes. To date, 8 have responded. The ones as of now for the Fall are as follows (**All are on Wednesdays unless specifically noted**):

Oct. 23	Runnymede Elementary	9:30 AM
Nov. 6	Friendship Valley Elem.	9:30 AM
Nov. 13	Manchester Elementary	9:15 AM***
Nov. 20	Winfield Elementary	9:30 AM

I am expecting five more classes for the Fall. That will provide us with nine schedulings, one more than last year. All team people will be notified as soon as I find out the dates for future listings.

All repairs and improvements have been completed. There will be several new displays this year. Charlie Hughes is about finished a Ford Tri-Motor for the Byrd flight, the E-10 is finished, as are the repairs to the rubber band model we fly in class, a Cessna which was originally built by Bob Hunter when our program first began. Has it ever taken a beating! It seemed the more it got banged up the better it flew. It has been stripped, all cracked, broken, or missing members replaced and recovered. I believe that Charlie has redone the B-17, also. So it will resurface. Thanks to all repair persons. It is quite a chore, even harder than building a new model.

The only other date we have will be on Wednesday, Sept. 18, at the Grace Fellowship Chapel in Westminster for a Home Study Group. That will be history before you receive the next T/S.



COUNTY REPORT

by Ray Miles

An interesting development has arisen. I will not go into it in the T/S. If you attended the September meeting you know what that is all about.

I located the lost information on the Open House held in July at the CCMA. We had 3 guests from Pa. 5 from Md., and 14 club members. Also, donations were received. How much, I have no idea.

Editor's Comment: Rumor has it that when Bob Allen was in line for food, he asked for three hamburgers and four one dollar bills out of the donation basket.

Drazen's Law of Restitution: The time it takes to rectify a situation is inversely proportional to the time it took to do the damage. **Example:** It takes longer to glue a vase together than to break one.



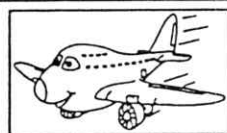
A.M.A. NEWS

by Milt Peacock

I do not know all the details, but we are going to have a dues increase for all adult members of the AMA. It will be \$ 6.00. However, if you pay early it will be only \$ 3.00. I assume that a dues notices will be mailed to us early enough to take advantage of the lower figure. Read page 143 in the latest issue of Model Aviation. It is in the last paragraph fo President Brown's message. If anyone has any questions, call me and I will get an answer for you.

Due to the passing of Howard Crispin, Chuck Foreman has taken over the duties of District 4 VP as an acting VP.

PLEASE, when you receive the ballot, spend the 32 cents and send it back or give it to me and I'll do it for you. You **SHOULD** vote for your choice. It's your organization - be a part of it.



THE IMAA CORNER

By Milt Peacock

"BAUGHER'S BIG BOYS"

CHAPTER 569

The "Baltimore Barnstormers," Chapter 522, had a fly-in on Aug. 10 at RCMB's flying site in Parkton. It was a nice day with a fairly good turn out. One poor soul lost his landing gear during an exciting maneuver, but it was repairable. (Wasn't me!)

Chapter 33, the "Harrisburg Area Flying Society", had a great fly-in on August 31. You couldn't have asked for a better day and what a nice site. They not only cut the grass short on the very smooth runway but vacuumed the clippings afterwards. NICE!

Sept. 27, 28 and 29 is the date for the 2nd annual D/4 Mini Festival hosted by Chapter 523, the "Chesapeake Bay Miniature A/C Association" at Ridgley Air Park in Ridgley, MD. That's on the eastern shore. This is on the airport and I believe we will have both a great grass runway plus a hard surface runway. What more can you ask?

Paul Schaffner & I are going with our ladies. It was a good affair last year and should be as good if not better this year. I assure you that you will see some great models and lots of good flying.

Anyone wishing to join our IMAA Chapter. please call me (833-3122). I have applications and any info you may need.

Law of Probable Dispersal: Whatever hits the fan will not be evenly distributed.



MARYLAND MODELERS REPORT

by Ken Davis

The MMA Flea Market will be held at the Westminster VFW on Oct. 12. Flyers have been sent out to past table renters and to clubs that have previously attended. There have been 15 tables rented so far (as of 9/3/96). Volunteers are needed to help out at the flea market, and it does not have to be for the whole day. If you can help, please call me at 876-1116 by Sept. 15 so a schedule can be made and you will be contacted with your appointed time.

The MMA Fun Fly is set for Oct. 19 at Swan Harbor Flying Field. Set up time is 8:00 a.m. - 9:00 a.m. The fun will start at 10:00 a.m. WAM was asked if they could provide flag lines for this event. There will also be a ring set up for control line flying.

Harford County R.C. is having a club picnic on Oct. 6.

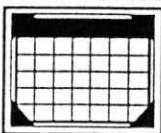
BASS Club is having an open contest at Stella Maris on Sept. 15. Other contests are at Allentown, Pa. on Sept. 20 - 22, and on Nov. 2 - 3, there will be a Soar for Fun in Cumberland.

RCMB Club Picnic is on Sept. 8, with a rain date of Sept. 15.

The Sunday Flyers Club Picnic is also on Sept. 15, and they are also having a Float Fly. They have invited all to attend. Bring your float planes out. Call Lino Albi for information at 426-5528.

Bob Babura, District 4 VP pointed out that there will be an AMA dues increase for 1997 due to insurance increases and other factors.

CBRC will host a District 4 Mini Rally for IMAA aircraft on Sept. 27 - 28 - 29 from 9:00 a.m. until 5:00 p.m. at Ridgely Air Park. The contest directors are Ed Tennyson (410-665-4217) and Bill Stezler (410-987-2790). Call either of them for details and directions

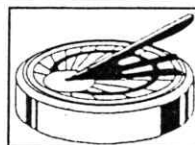


1997 E. A. A. CALENDARS

from Milt Peacock

Again this year we have the opportunity to obtain the 1997 EAA (Experimental Aircraft Association) calendars at a discount price.

I have a sample copy for you to look at at the next two meetings (Oct. and Nov.). We must order at least 12 to get the discounted price. Normally they are \$10.95, but I can get them for \$ 7.00 each **IF** I can get 12 orders **paid for in advance**. I will place the order after our Nov. 5 meeting. If I do not get 12 orders, I will return your money. See me at the meetings to see the sample. **Editor's Note: Great Calendars! Buy one!**



PAST MEMBERS

by Milt Peacock

One plane on display was a 'Maule', which belongs to the Baltimore County Police Dept. It attracted my attention so being the nosey guy that I am, I had to look it over. The two pilots were sitting by the plane and I thought one looked familiar. He turned around, saw me and said "Hi, Milt". I have to admit he had me. I knew the face but the name...?. It was Rick Nelson, no relation to Don Nelson, who belonged to our club when we were still at "Nelson Field." BCPD has had the plane about 2 years and Rick was lucky enough to become one of the pilots. They use it for surveillance, traffic, transport of prisoners, etc. It is busy piece of equipment. They operate from the Martin State Airport.

We had a nice chat about old times.



ANOTHER PAST MEMBER

by Milt Peacock

I happened to go to the Finksville (Finksburg?) post office recently and a young fellow wearing his spic and span Navy whites was at the window. When he turned around and saw me, he put out his hand and said, "Hello, Mr. Peacock." Here I am, stuck again as to who this fellow was.

It turned out to be Karl McEvoy, who was a junior member when we flew at Nelson Field. His school and work held down his model flying time, but the interest was certainly there.

He is now a 3rd Class Petty Officer in the Naval Intelligence Section at Fort Meade and expects to be there for at least three years.

He has grown up to be a fine looking young man who seems to know where he is going. To those who remember him, he sends a "Hello" and "Thanks for your past help."



SOMETHING THAT YOU SHOULD DO!

Milt P. pointed out to the membership that the Postal Service may require that we use our **complete ZIP CODE** in the future. This means that all of us will have to find out (if you don't know it) your full 9 digit code. It was suggested that you look on your next Balt. Gas & Electric bill, and jot it down. Also, please forward it to me, Eddie the Editor, or call me and tell me what it is. It will be a chore to get everyone's code, but we may have to do it.

SALE

Super Tigre 2500 engine with radial mount and muffler
Bargain at \$ 175.00

PICA 1/5 Scale T-28 with Super Tigre 2500
Cline fuel system, all servos except elevator (Airtronics)
80 " Wingspan, 16 lb.

Ready to Fly

IMAA Legal

Steal at \$ 600.00 or best offer

Call Milt Peacock - 833-3122

SALE**HAPPY BIRTHDAY!!**

♦OCTOBER♦

John Dorl

Bob Jenness

Pat Kowalski

Roger Newcomer

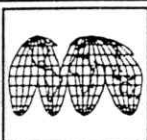
John Wunderlich



AVIATION HISTORY OCTOBER



- 3 1967 X-15 reaches a speed of 4,534 mph, a record that still stands today.
- 4 1905 Orville Wright pilots the first airplane flight lasting longer than 30 minutes.
- 9 1935 The Martin "China Clipper" becomes the largest plane in the U. S. It is capable of carrying 38 passengers and a crew of five.
- 11 1910 Theodore Roosevelt becomes the first President to fly an airplane.
- 12 1907 The first crossing of the North Sea in a balloon. (Oct. 12 - 13).
- 14 1947 Chuck Yeager becomes the first person to break the sound barrier, flying a rocket-powered Bell X-1.
- 15 1783 The first manned hot air balloon flight (tethered) by Francois Pilatre de Rozier.
- 25 1930 Air service between New York and Los Angeles begins.



LETTER FROM NICK JONCKHEERE

From "the Leas," a unique site for an airshow, you can see the white cliffs of Calais. The public is standing 50 meters above the sea, so planes are displaying at eye-level, a rather unusual occasion for photographers. The Army Air Corps Historic Aircraft Flight, a formation of a Beaver and an Auster, and Sioux, Scout and Alouette helicopters, all retired army vehicles, opened the show at 11:00 a.m., followed by the Sukhoi Duo, two Su-29 aerobatic planes, a superb display with many negative G's.

After the Blue Eagles, a helicopter team with four Gazelles and one Lynx, it was time for "la Patrouille Ecco," a French patrouille with four Swiss PC-7's. At about 1:30 p.m., a Tiger Moth did only one fly-by, because it was on its way to Australia! At 2:00 p.m. the Red Arrows started the afternoon show. Some highlights: Battle of Britain Memorial Flight with a Lancaster and two Spitfires, Mk XIX, the Diamond Nine with Tiger Moths, two Harrier Fr 7's (hovering very near and at eye level), and the Yak Duo and one Yak 50.

The most exciting show was given by the Crunchie Flying Circus, back to the thirties with Tanya Gaze and Helen Temperst wing walking on two Stearmans flown by Vic Norman and Mike Dentith. They did near misses, loopings, stalls, wingovers, and MIRROR FLIGHT!!! Man, I would like to talk to these ladies!! In the finale flew a formation of B-25's with two Bearcats, followed by five Spitfires.

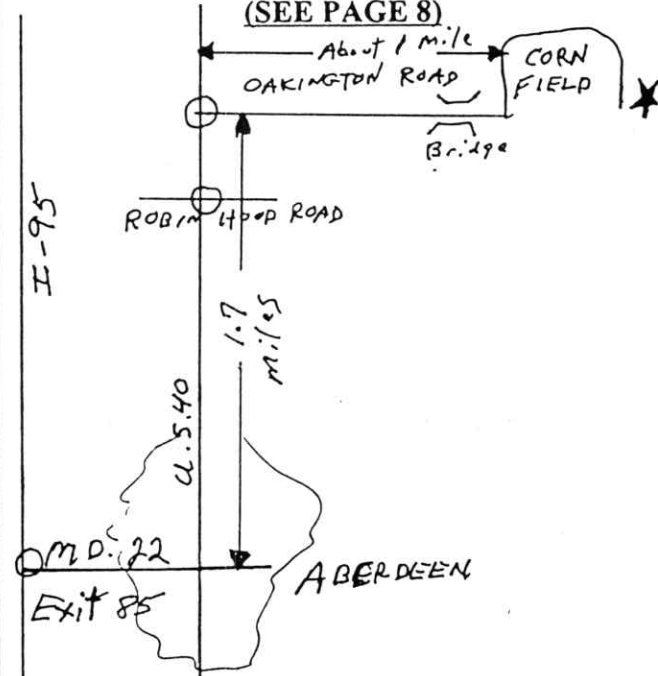
As a salute to the pilot of the Lightning who died in the Duxford accident, his son flew a display in one of the Fighter Collection Spitfires in complete silence.

The Shepway Festival is a must for every aviation fanatic, jet or piston lover. It's on a unique site, and...it's completely free.

DIRECTIONS TO MMA FUN FLY

OCTOBER 19, 1996

(SEE PAGE 8)





CONFEDERATE AIR FORCE FREDERICK, MD.

by Milt Peacock

I thought it was a good show, not a great show, but that's in the eyes of the beholder. I've been to so many airshows that it takes a lot to impress me.

The show opened with large scale R/C models of WW II war birds. We flew off the main runway which really is a little too far away for the spectators to really appreciate the models. We also had an area for a static display which got a fair amount of attention. The modelers were scheduled to close the show also but due to the time factor this portion of R/C flying was canceled.

At one point in the show about 8 or 10 liaison type aircraft were circling the field together. An L-2, Stinson Reliant, L-19, Stearman, and many others. I thought that was impressive.

The show team of "The French Connection" flying CAP-21's put on their usual spectacular show. I never seem to tire of watching them. The "Blue Angles" or "Thunderbirds" (NOT in attendance) have nothing on them. At least you don't lose sight of their every move as you do with the service teams.

I saw Bill Hasert, his wife, Pat, and Ed Goldman at the show but I assume others were also there.

The static display (100% scale) were WW II types. A C-54 from the Berlin Air Lift, a P-38, P-47, the last flying SB2C "Helldiver" flew, P-51, SNJ, Stearman, Stinson Reliant, several L- types, B-25, two B-17's, F4U, and many more I can't think of now.

All in all, it was worth going to.



MESSAGE TO "DEADSTICK"

from Eddie the Editor

I received your funny letter (hint taken) and the great cartoon today, Sept. 23. Since this month's T/S is already completed, I promise to print your letter and cartoon in the October issue. Your identity is certainly a secret - I have no idea who you are. Perhaps we can continue this anonymous "reporting" and carry an ongoing presentation. You're off to a good start and I thank you for the contribution to the T/S.

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

Haldane's Law: The universe is not only queerer than we imagine, it's queerer than we *can* imagine.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you so much for coming to my school and sharing facts about air crafts and teaching us about science people who discovered air crafts and people who flew air crafts. I really liked the space shuttle you showed us with the tiny, tiny, insy wensy people and train car coming to the big space shuttle Neil Armstrong and his crew traveled in. I learned that on space shuttles, they are so big compared to people, but most of it falls off when you arrive in space. I also learned more about lift, drag, thrust, and gravity. I also like the models you built to explain more clearly how things work. Thanks again.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I enjoyed your visit very much. I appreciate you taking the time to visit third grade, too. Some things I liked when you came are the remote controll plane on the stand. I liked it because the parts all moved the way a real plane does and I really liked it when you made the parts move in all directions at the same time. I also liked when you showed us the Voyager. I thought it was weird because the plane had two propellers and a weird shape. Another plane I liked was Amelie Earhart's because it was the plane of the first woman to try to fly around the world. And I thought the bird was cool and you wound it up and it flew while the wings flapped real fast. Those were some of the planes I liked.

Sincerely,
XXXXX

Dear Aeromodelers,

I think your show was really cool. It was really neat how you made all of those model airplanes. I really liked the edgacasion (?) plane that went up and down and the one that you controlled. I also liked the Wright brothers plane. I really liked the shuttle and I never knew 3 years after I was born they made the know rockets ship. I also liked the one that had gas in every part of the plane and I can't believe it when it went around the world. You also told me and a lot of people about flight and a lot of history and facts. I hope you come again.

Yours Truly,
XXXXX



REMEMBER THE ANTIFREEZE

by Eddie the Editor

I recently wrote about a way to clean gunked up, browned out, and generally dirty engines. For those who don't remember, you take a cheap crockpot (Walmart has one for under \$ 10.00), put enough glycol based antifreeze in it to cover your engine parts, and put your disassembled engine in the pot. (Do not place any plastic, rubber, etc. materials in the antifreeze). Set the crockpot on "low" and leave it on overnight. Most of the parts will be clean. Those with heavy deposits (inside the cylinder head, top of the piston, etc.) may require repeated treatments and/or a bit of scrubbing with a piece of soft wood, or whatever.

I performed this procedure on a 6 - 8 year old Super Tigre .045 engine that was filthy, but ran. It came out looking almost like new. But I didn't know how it would run, be improved, or whether I had ruined it. I installed the engine in my Balsa USA Moonraker, and took it to the field several weeks ago. I knew I would have to adjust the needle valve settings, so I cranked it up and prepared to spend a few minutes getting it to run "perfectly." The engine started right away, idled down all right, but could not be peaked out. Several attempts were made, but each time the engine approached its proper rpms, but then died. It also died when held upright. The signs were that it was too lean.

Nothing helped. Changed the prop to one with less pitch. No change. Changed the fuel lines and checked the tank. No change. Moved the muffler further away from the engine (in case back pressure was the problem). No change. Then "Dutch" Briggs suggested that I might not have put the sleeve back in the cylinder exactly in the right position. He looked through the side of the cylinder and saw that the sleeve was positioned slightly incorrectly. Off with the head, and the sleeve was rotated to the correct position.

Whoa, Nellie!! When that engine cranked up with the lesser pitched prop than it was used to, it whined. I quickly changed the prop back to the original, and that engine performed better than I can ever remember. No question that the thorough cleaning improved the performance dramatically. The old "Moonraker" thought it had received an injection of hormones. Takeoffs were quicker, climbs were better, and I was smiling more.

Thanks to some antifreeze, a crockpot, and "Dutch's Diagnostics," an engine has been rejuvenated and ready for more flights.



HELPFUL HINTS

PROP TIGHTENING

To stop a crankshaft from turning when tightening a prop, cut a washer out of sandpaper using the thrust washer as a pattern. Place the sandpaper "washer" behind the prop with the gritty side toward the prop and tighten the prop securely. This should end your troubles.

Norbert Wolf

from *R C Modeler*, Oct. 1995

SIMPLE FUEL PUMP

For the simplest and cheapest fueling system, forget those expensive and troublesome electric pumps, or hand crank gear or peristalsis pumps. Why not use a plastic pressure pot, the kind used for spraying flowers? They are available at most garden centers. 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.

Submitted by Dave Marrott

from *R C Modeler*, Oct. 1995

Editor's Comment: Sounds good, but how do you get the fuel out of the tank at the end of the day?

JOINT SPLICING

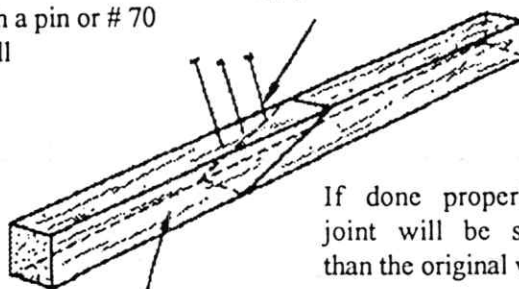
With the advent of CA glue, balsa can be put together about as fast as you can build. It is a marvelous adhesive that performs miracles, and without it, certain building functions could not take place. When having to splice a piece of wood together, try making small holes through the wood so the glue will penetrate the joint. You will be amazed at the strength imparted.

Submitted by Ed Henry

from *R C Modeler*, Oct. 1995

Make small holes
with a pin or # 70
Drill

Apply CA Glue



If done properly, the
joint will be stronger
than the original wood.

Place on a flat surface covered
with wax paper and hold one
side to a straight edge.



MARYLAND MODELERS ASSOCIATION
FUN FLY
OCTOBER 19, 1996 10 A.M. TIL ?



Location - Miniature Aircraft Operators of Harford County's Site
[General vicinity of Aberdeen -Directions on Page 5]

President of Host Club - Greg Stoltz - 893-4633
CD - Vince Presley - 360-4697

MMA Rep - Ed Seibert - 592-2225
General Info - Milt Peacock - 833-3122

We will have 4 or 5 fun flying events requiring little skill and a lot of luck in an effort to keep everything on an equal plane. The point is to have a FUN-FILLED DAY!

PRIZES FOR THE LUCKY ONES!!.

You can participate in the events or just fly for fun.
The point is to have an enjoyable day with members of other clubs.
As final details become available we will notify everyone.

**Put the date on your calendar now and make every effort to join us
for a day of fun flying and camaraderie.**

**If the weather looks questionable, call Vince Presley - 360-4697, Charlie Hughes - 410-836-9055
or Milt Peacock - 833-3122**

**NO DEALERS,
PLEASE**

MARYLAND MODELERS ASSOCIATION
7TH ANNUAL FLEA MARKET

**NO TAILGATE
SALES**

OCTOBER 12, 1996 9:00 A.M. TIL SOLD OUT (USUALLY 1:00 P.M.)
WESTMINSTER VFW HALL - 2ND FLOOR
519 POOLE ROAD, WESTMINSTER, MD.

Admission - \$ 2.00 at door

Table Rental - Full Table (8 feet) - \$ 10.00

Vendor Set-up - 8:30 a.m.

1/2 Table - \$ 6.00

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

Make checks payable to: C. M. Peacock - MMA

Mail To: C. Milton Peacock 2313 Da Lib Road, Finksburg, Md. 21048

For More Information Call - Milt Peacock (410) 833-3122

Win a 50/50 Drawing - Tickets Available - \$ 1.00 Each

Refreshments Will Be Available - Coffee, Soda, Hot Dogs, etc.

DIRECTIONS TO WESTMINSTER VFW HALL

From Route 140, take 97 South to Main Street (2nd traffic light = 1st main intersection).

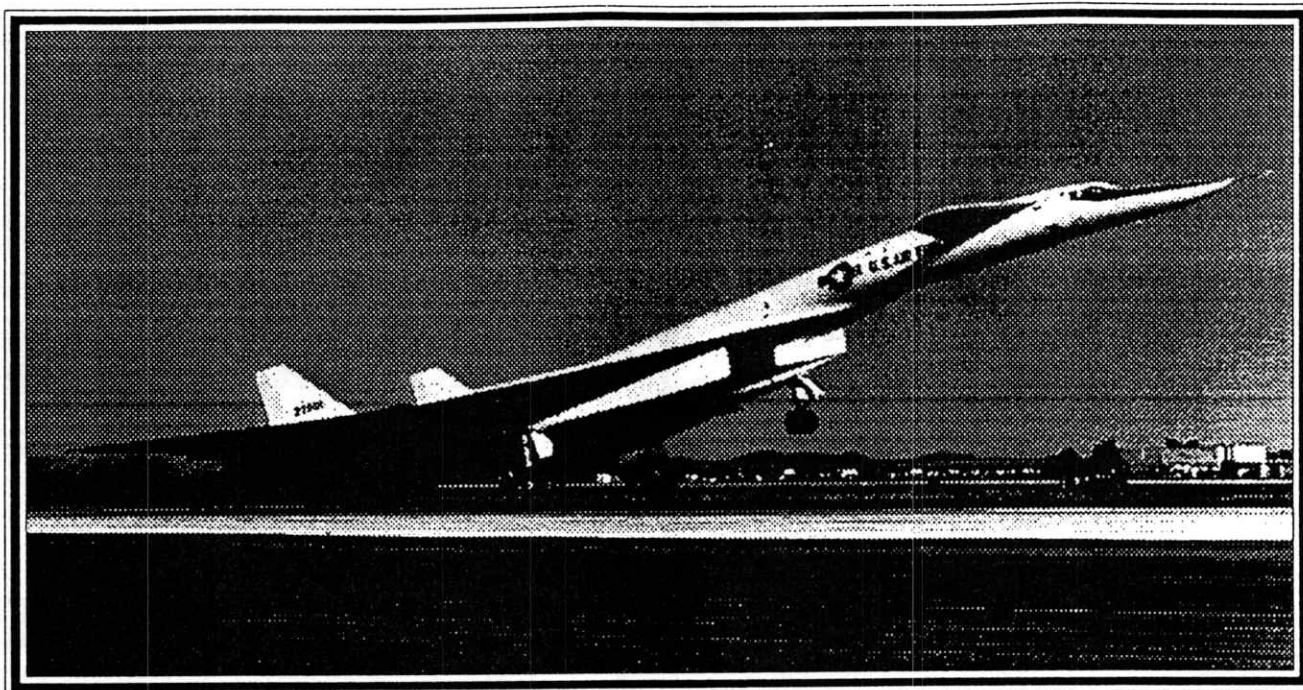
Turn West (Right) on Main Street, take 1st Left on to Poole Road to VFW on left (about 1/4 mile).

OR

From the Route 26 area, take 97 North, turn left on Main Street, and take 1st Left on to Poole Road to VFW Hall on left (about 1/4 mile).

OR

You can take Route 27 to Main Street, right on Main, go past Washington Road, turn right on Poole Road to VFW on left (about 1/4 mile).



NORTH AMERICAN XB-70 VALKYRIE

From: "Warplanes: Modern Fighting Aircraft"

CD Rom Maris Multimedia, Ltd.

In 1954 Gen. Curtis E. LeMay, Commander in Chief of the SAC reviewed the bombers available and decided that the Boeing B-52 and the supersonic B-58 Hustler, had failings that would limit their operational utility. LeMay decided that new bombers were essential for SAC to retain its primary position as the core of the USA's nuclear strength. By 1955 SAC had started work on a chemically propelled bomber combining supersonic speed with intercontinental range. The most promising designs for a bomber capable of an unrefueled range of 6,333 miles including a supersonic dash of 1,008 miles over the target were from Boeing and North American. North American found a classified paper by two National Advisory Committee for Aeronautics scientists about compression lift: this suggested an airplane with the fuselage under the wing, whose leading edge shockwave would cause underwing compression that could be enhanced downstream between an expanding fuselage and down-turned wing tips. In 1957 North American won the design competition. The new type was designated the B-70 Valkyrie in 1958. The aerodynamic design was based on a plain delta wing with a leading-edge sweep angle of just over 65 degrees, and this carried the twin vertical tail surfaces side-by-side above its trailing edge, the rectangular-section powerplant duct below it, and the long needlelike fuselage forward and slightly up from the wing center section with the tapered but unswept canard surfaces just aft of the side-by-side position of the pilot and co-pilot. As noted above, the wing tips could be turned down, depression angles of 25 and 65 degrees being standard for supersonic low-altitude flight and Mach 3 high-altitude cruising flight respectively.

The weapon bay was fitted with sliding doors that opened automatically only at the very last moment before weapon release. A flight and mission crew of four (pilot, co-pilot, navigator/bombardier and defensive systems officer) was planned, these officers being accommodated on forward and aft pairs of side by side rocket-powered ejector seats. The USAF envisaged the procurement of 200 Valkyrie aircraft in the form of 200 B-70 bombers to replace the B-52. But in 1962 the service changed tack and revealed that it now wanted 150 aircraft to serve as dual-role reconnaissance and strike aircraft. Congress, eager to reduce defense expenditure, seized upon this apparent weakening of the USAF's position for this expensive program, and after President Johnson revealed the existence of the Lockheed SR-71, was able to kill the program as a major element of the US defense budget. By February 1964, Congress had limited the program to the completion of just the two prototypes, and then only in a form shorn of all military avionics. This was a blessing in disguise, for it was now clear that the Soviets had the ability to destroy even high-flying aircraft with SAMs and that the day of the high-altitude penetration bomber was past.

The first Valkyrie took to the air in September, 1964, but the flight was marred by failure of the main landing gear units to retract and the loss of two main landing gear tires on landing. Such problems were only to be expected in so complex a machine, however, and full flight trials were soon under way, revealing performance remarkably close to the predicted figures. The second Valkyrie joined the test program in July, 1965, and the two aircraft finally completed the Phase I contract in June 1966. This was not the end of the line for the Valkyrie, however, for it was planned that the two aircraft should be used for a joint USAF and National Aeronautics and Space Administration Phase II contract associated with the USA's plans for a supersonic civil transport. The second Valkyrie was scheduled to fly one last Phase I mission in June 1966. In one of those quirks of fate that so often attend otherwise mundane matters, the pilot of a Starfighter near the Valkyrie for a photo session allowed his plane to drift under the Valkyrie's starboard wing tip. The Starfighter struck the Valkyrie's wing tip with its tail and nose, rolled inverted, slid across the top of the Valkyrie's wing and finally sheared off the vertical tail surfaces before exploding in a fireball that immediately fell astern. For a moment it seemed that the Valkyrie would survive, but then the prototype started to oscillate in pitch and yaw, soon exceeding the airframe structural limits and breaking up. One of the two pilots ejected, but the body of the other was found in the wreckage. The first Valkyrie continued with its flight program until its retirement in 1969.

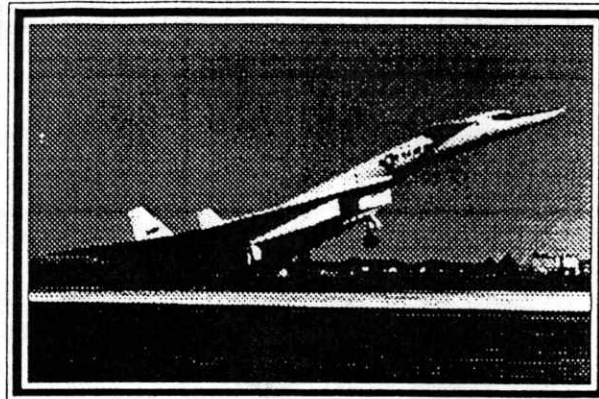


COMING EVENTS



- Sept. 27-28-29 CBRO hosts District IV Mini Rally for IMAA aircraft. Ridgely Air Park. 9:00 a.m. - 5:00 p.m.
- Sept. 29 WAM FUN FLY. OOMA Field. 1:00 p.m.
- Oct. 1 WAM Meeting. YFW Hall. 7:30 p.m.
- Oct. 12 MMA Flea Market. Westminster YFW
- Oct. 19 YARO Flea Market. Dover, Pa.
- Oct. 19 MMA FUN FLY (see article this T/S).

Call Milt Peacock for details at 833-3122



NORTH AMERICAN XB-70 VALKYRIE

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

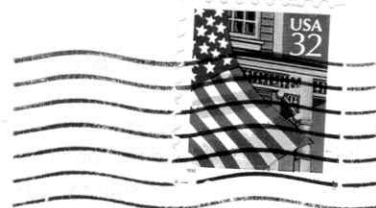
This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of: Ken Davis (Our Hero)
and Marada Industries, Inc.

WAM thanks Ken and Marada for their efforts.

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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 Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

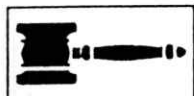
NEXT MEETING

NOV. 5, 1996
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 10

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Well, the 1996 flying season is coming to it's end and we are actually just now getting some nice flying weather. I have just completed a .40 size Extra 300S and flew it at the CCMA field for the first flight. Other than being a bit rough, that field is getting better and better (I wish I could say the same for my flying), but it sure would be good to see more flying members using it.

Speaking of CCMA, we only have thru November 27 to use that site this year, then it will close until January 1, 1997. So you better get your fill of flying there fast.

The MMA Flea Market has come and gone, and I hope it was a success. I don't think it was as well attended as it has been in the past, but it was a nice crowd and you could move around without getting too friendly with others.

With the upcoming winter building season, some of you may consider building a float plane or seaplane for our flying at Baugher Pond. I can tell you with complete confidence

that it is unlike any flying you have ever done off land. You could spend the entire day just doing take-offs and landings and really have a ball doing only that. It really is a neat challenge and great enjoyment.

With the coming of the November meeting comes the time for our nominations for officers for 1997. This is a very basic part of any clubs' being and should not be regarded as a "good excuse for staying home." If ALL club members felt that way, there would be no club. Period. So come on out to the November meeting and take an active part in your club.

I'd like to see you at the meeting and, of course, am always happy to....

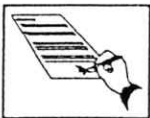
See you at the field,

Wendell



OOPS.....AGAIN!

Eddie the Editor goofed again! As is usual, I give credit to the person who was responsible for printing and mailing your T/S on the back page. Last month, I neglected to change Ken Davis' name to Ed Popp. Ed was our printer for the September issue. But whatever, Ed and Ken are always our heroes for their contribution to the club.



MINUTES OF WAM MEETING

OCTOBER 1, 1996

John Sterrett

Filling in for

John Schaffner, Secretary

1. The meeting was called to order at 7:35 p.m. by President Richards with 17 members and one guest, Bill Woolston, present.
2. The minutes of the last meeting were accepted as printed in the T/S. (Secretary John Schaffner was not present). Former secretary John Sterrett filled in).
3. Pres. Richards comment on our CCMA license agreement with the county and read a letter from Mr. Richard Soisson pertaining to that agreement.
4. Vice President Ken Davis reported on upcoming MMA activities. (Lots of stuff to attend).
5. Treasurer Lloyd Briggs reported that we still have money in the bank, even after his trip to Mexico. (Just kidding, Lloyd has not been anywhere with our money).
6. Milt Peacock passed on several communications. His reports are elsewhere in this T/S.
7. AMA Rep. Milt Peacock reported that ballots and membership applications have or will be sent shortly to AMA members. Look for his report and more details in this T/S.
8. Membership Chairman John Sterrett reported no new member applications this month, but that some individuals have been asking about WAM and may be interested in joining. Bill Woolston, our guest, is interested in our club.
9. Carroll County Rep. Ray Miles reported that the official CCMA Porta Pot contract is in order and that the cost has been reduced.
10. Events Committee Chairman Mickey Yachera reported that the recent Fun Fly turned into just a fun day at the field. He also mentioned that it would be a good idea if any of the farmers in the fields let our flyers know his location so that we can keep our planes away from the area where he is working. He also noted, that the corn is very high and difficult to see out of. Mickey missed most of the last Fun Fly that he organized while searching for his missing Super Sportster, and found out that 3 hours in a cornfield is not a picnic. The Fun Fly turned out to be fun for some, others not a picnic.
11. Ray Miles reported that many dates are set up with the schools, and that, due to John Dori's impending knee surgery, the SFP needs your help.
12. Property Manager Bill Hasert reported that the tent and cooking equipment worked well at the Fun Fly.

13. Eddie the Editor mentioned that this issue of the T/S may be great or not as full as usual due to the fact that he will be away every weekend in October. Now is the time to contribute a thought, article, etc.

14. The same Eddie the Editor read a letter from the unknown and mysterious "Deadstick." See entire contents elsewhere in this T/S.

15. Award Chairman Larry Nolte noted that there will be a meeting on Oct. 10 at Wendell's house to talk about awards to be given at the Xmas dinner.

16. Bill Hasert mentioned that the road to CCMA is in need of grading. We may ask the county to provide "routine maintenance" for our "Freeway to Flight."

17. Ray Miles mentioned that WAM was asked to provide a static display at Cranberry Mall on Oct. 19 from 10:00 a.m. - 5:00 p.m. No decision was made at the meeting since that date is a busy one with other flying events.

18. The "Good for the Club" discussion was limited. We must be so good we don't have to say anything.

19. Mickey Yachera asked a very difficult question. He wanted the club's advice on where to send an Airtronics radio for service. After a great deal of discussion and debate, the consensus was that Mickey should send his radio back to Airtronics. He was strongly advised not to send it to Futaba. (See, you can always count on the club to come up with an answer to your tough aeromodeling questions. What would we do without each other to lean on)?

20. The 50/50 was won by Ken Davis for the ?th time. Several members (privately) questioned whether their names were really in the box from which the names are drawn. We may have to discuss this at the next meeting and convene a board of inquiry. Perhaps when the Whitewater investigations and the inquiry into Newt's activities are concluded, we can hire some of those investigators to look into our 50/50 raffle.

21. The meeting was adjourned at 9:25 p.m.



XMAS DINNER

XMAS DINNER

Mickey Yachera has been working on our annual Xmas Dinner and Award Banquet. The date is Saturday, December 7 at the VFW Hall. Cocktail Hour begins at 6:00 p.m. with dinner being served at 7:00 p.m. The cost is \$ 17.00 per adult and \$ 8.00 per child (same as last year). Voting for the menu will take place at the next WAM meeting. **Please mark this date on your calendar and plan to attend.**



SCHOOL FLIGHT PROGRAM

by Ray Miles

The schedule for the 1996 - 1997 school year is listed below. (All are on Wednesdays unless specifically noted):

FALL CLASSES

Oct. 2	Carrolltown Elementary	9:45 a.m.
Oct. 9	Freedom Elementary	9:30 a.m.
Oct. 16	Taneytown Elementary	9:30 a.m.
Oct. 23	Runnymede Elementary	9:30 a.m.
Nov. 6	Friendship Valley Elem.	9:30 a.m.
Nov. 13	Manchester Elementary	9:15 a.m.***
Nov. 20	Winfield Elementary	9:30 a.m.
Dec. 11	Robert Moton Elementary	9:30 a.m.

THAT WILL DO IT FOR THE FALL

SPRING CLASSES

March 19	Piney Ridge Elementary	9:30 a.m.
April 2	Hampstead Elementary	9:30 a.m.
April 9	William Winchester Elem.	9:30 a.m.
April 16	Elmer Wolfe Elementary	9:30 a.m.
April 30	Westminster Elementary	9:30 a.m.
May 7	Charles Carroll Elem.	9:30 p.m.
May 14	NO CLASSES - TEST WEEK	
May 21	Eldersburg Elementary	9:30 a.m.

There are 4 more schools to be scheduled. Those new dates will be announced at the meetings and printed here, also.

Editor's Comment: If you have the inclination, plan to attend one (or more) of the SFP sessions. You will be impressed, enjoy yourself, and feel good about what you are doing. The SFP is important to all of us. Please show your support for an outstanding program.



COUNTY REPORT

by Ray Miles

Some developments occurred during the last month. Again, you have to be at our meetings to hear about it. Other than that, some good news is that the Handi-Crupper fee has been reduced by \$8.00 per month. The usage part of the contract will expire at the end of October. It will resume in the spring.

CRANBERRY MALL

by Ray Miles

On October 19 there will be (was) another Mall Show. This is the same type as was held in the spring. All details will be covered at the next meeting, and a report will be given next month.



SCHOOL FLIGHT PROGRAM NEEDS SOME HELP!

by Ray Miles

We could use some help! John Dori, one of our team, is to have a knee replacement very shortly. This will incapacitate him for a while. If anyone can step forward to fill his shoes in the interim it would be GREATLY APPRECIATED.

One less hand means a great deal more work for the rest of us. This does not mean a full-time commitment on your part (although that would be very welcome). CAN YOU HELP? WILL YOU HELP? WE NEED YOUR HELP!!

Contact me and I will fill you in on all of the back-breaking work that will be expected of you. All kidding aside, all that is needed is a free Wednesday morning from 8:30 a.m. until about 11:00 a.m., and a little longer if you go to lunch at the VFW with us. Then you will be finished about noon.

We won't turn anyone down, even if three people volunteer. GIVE IT A TRY - YOU MIGHT JUST LIKE IT!



AMA NEWS

by Milt Peacock

By now you should have received your AMA Membership Renewal Forms along with the TWO ballots to elect officers for YOUR organization.

1st - A ballot to elect a District IV Vice President to replace our departed friend, Howard Crispin. You have a choice to elect a past VP, Chuck Foreman, or a new person, Brad Booth. You have their campaign statements, so all you have to do is pick the one you want to represent you. DO IT NOW, PLEASE!! VOTE!!

2nd - A ballot to elect an Executive VP for the A.M.A. You also have the campaign statements from them. I will recommend Doug Holland from our District IV for two reasons. First, he is a CPA and knows finances, and second, he is from District IV and if you have followed the history of what California folks have tried to do with the AMA, it is enough for me to delete the candidate from that state for any controlling office. (Sorry, Brian, but that is how I feel). In any event, PLEASE VOTE. If you can't afford the two \$0.20 cent stamps, give your ballot to me and I'll do it for you.

If you read the renewal application, you saw that you can save \$ 3.00 IF YOU DO IT NOW. If you decide for some reason not to renew your AMA or WAM membership for 1997, please call me. It would make my job a lot easier. Thanks. 833-3122

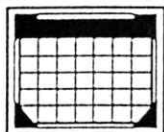


MARYLAND MODELERS REPORT

by Ken Davis

Many events are scheduled for the month of October. Even though most of them will be over and done with by the time you read this, at least you can see where you were or what you missed.

- October 5 Howard Co. Float Fly at Columbia
October 12 MMA Flea Market at Westminster VFW. ***If you can volunteer some time to help, please contact Milt Peacock for an appointed time. **HELP IS NEEDED AND WILL BE GREATLY APPRECIATED!! PLEASE VOLUNTEER IF YOU CAN**
October 19 MMA Fun Fly at the Miniature Aircraft Operators of Harford County Site.
October 19 YARC Flea Market-Dover, Pa.



1997 E. A. A. CALENDARS

from Milt Peacock

Again this year we have the opportunity to obtain the 1997 EAA (Experimental Aircraft Association) calendars at a discount price.

I have a sample copy for you to look at at the next two meetings (Oct. and Nov.). We must order at least 12 to get the discounted price. Normally they are \$10.95, but I can get them for \$ 7.00 each IF I can get 12 orders paid for in advance. I will place the order after our Nov. 5 meeting. If I do not get 12 orders, I will return your money. See me at the meetings to see the sample. **Editor's Note: Great Calendars! Buy one!**



WITICISMS FROM JOHN S.

Aspire to inspire before you expire.

Temperamental is mostly temper and little mental.

When it comes to giving, some people stop at nothing.

Don't be surprised to discover that luck favors those who are prepared.

Stockmayer' Theorem: If it looks easy, it's tough. If it looks tough, it's damn well impossible.

Newton's Little-Known Seventh Law: A bird in hand is much safer than one overhead.



HAPPY BIRTHDAY!!

◆NOVEMBER◆

Ken Davis
Ed Popp

Eddie the Editor
Wendell Richards



AVIATION HISTORY NOVEMBER



- 1 1970 National Weather Service founded.
- 2 1947 The first and ONLY flight of the "Spruce Goose" takes place.
- 3 1915 First launch of an airplane from a ship designed specifically as an aircraft carrier.
- 12 1912 First catapult launch of an aircraft.
- 20 1980 The MacCready "Solar Challenger" makes the first flight in a craft flying only on solar power.
- 21 1783 The first human makes a free flight in a hot air balloon.
- 22 1935 The "China Clipper" makes the first commercial crossig of the Pacific Ocean.
- 22 1977 The "Concorde" makes its first flight from London to New York.
- 28 1929 The first flight is made over the South Pole.



SOMETHING THAT YOU SHOULD DO!

Milt P. pointed out to the membership that the Postal Service may require that we use our **complete ZIP CODE** in the future. This means that all of us will have to find out (if you don't know it) your full 9 digit code. It was suggested that you look on your next Balt. Gas & Electric bill, and jot it down. Also, please forward it to me, Eddie the Editor, or call me and tell me what it is. It will be a chore to get everyone's code, but we may have to do it.

IMPORTANT! IMPORTANT!

The upcoming meeting on November 5 is a **VERY IMPORTANT ONE!!** We will vote on the menu for the Xmas Dinner and Awards Banquet, as well as **SELECT OUR OFFICERS FOR NEXT YEAR. PLEASE MAKE EVERY EFFORT TO ATTEND!! OUR CLUB DEPENDS UPON ALL OF US AND WE NEED EACH OTHER TO SUPPORT OUR MUTUAL HOBBY.** Think about running for an office, heading a committee, etc. **WE NEED YOU!**



TALK ABOUT STUPID!!

Contributed by Larry Nolte

You all know about the Darwin Awards. It's an annual honor given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. Last year's winner was the fellow who was killed by a coke machine which toppled over on top of him as he was attempting to tip a free soda out of it. Find below this year's nominee whom Vegas odds makers have picked as a sure winner. And the tale of this year's nominee is as follows:

The Arizona Highway Patrol came upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened.

It seems that a guy had somehow gotten hold of a JATO unit (Jet Assisted Take Off - actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO!

The facts as best as could be determined are that the operator of the 1967 Impala hit JATO ignition at a distance of approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at that location. The JATO, if operating properly, would have reached maximum thrust within 5 seconds, causing the Chevy to reach speeds well in excess of 350 mph and continuing at full power for an additional 20-25 seconds. The driver, soon to be pilot, most likely would have experienced G-forces usually reserved for dog-fighting F-14 jocks under full afterburners, basically causing him to become insignificant for the remainder of the event. However, the automobile remained on the straight highway for about 2.5 miles (15-20) seconds before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet leaving a blackened crater 3 feet deep in the rock.

The rest of this involved something along the line of there not being much available in terms of evidence.
.....You can guess the rest!



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for letting the whole third grade come in and see your model airplanes. I liked the airplane that you used the remotecontrol on that you didn't fly. (The one on the post). I liked the remote-control plane because it was a big plane and you showed how the elevators went up and down. I liked your bird you flew because it came back at one of the men, also it was very colorful and it made a neat sound when you flew it. My favorite one was what Leonodo Divici planned. It was a weird style. Thanks for coming to our school.

Sincerely,
XXXXX

Dear Westminster Aero Modelers,

I really enjoyed you coming. One thing I really liked was the remote controlled air plane because it went upside down. Also I liked the air balloon because he blew in it and it went up a pole. One other thing that I liked was the bird air plane because it hit the wall. Also I liked the stringed air plane. The last thing I liked was the rubber band air plane because it could fly. Thanks for coming.

Sincerely,
XXXXX

Dear Westminster Aero Modelers,

Thank you for coming in. I liked your show a lot. The thing I liked best was Amelia Earhart's plane. I hope one day someone will find her plane. I learned a lot from your show. It was funny when the plane crashed into the wall. When you showed how the engine and the wind going over and under the wing worked. I am sorry you couldn't fly the plane outside. I liked the show better than any other.

Sincerely,
XXXXX

Dear Aero Modelers,

I really enjoyed the program you came for. I have a small gas powered plane me and my dad might fly it this summer. We have to get more parts for it tho. Thank you for coming to our school.



PRETTIEST MODEL OF THE YEAR

Larry Nolte, Award Chairman for the upcoming Xmas Dinner, has added a new award for this year's dinner, the "Prettiest Model of the Year!" He would like you to think about the model airplanes built by WAM members this year and vote for the one that you think is the nicest. There are no criteria for your selection other than your personal preference. Please either mail your choice for this award to Larry, or call him at his home. (Leave a message if he's not in). You can also let Larry know of your choice at the next meeting.

Larry Nolte
1335 Old Manchester Road
Westminster, Md. 21157

848-2533

Please take the time and make the effort to contact Larry. Your choice is important, and will help make one of our members very proud by having his (or her) model selected for this worthwhile award.

SALE

Super Tigre 2500
engine with
radial mount and muffler
Bargain at \$ 175.00

SALE

PICA 1/5 Scale T-28 with Super Tigre 2500
Cline fuel system, all servos except elevator
(Airtronics)

80 " Wingspan, 16 lb.

Ready to Fly

IMAA Legal

Steal at \$ 600.00 or best offer

Call Milt Peacock - 833-3122

Bolling's Postulate: If you're feeling good, don't worry. You'll get over it.

Berra's First Law: You can observe a lot by just watching.

Maryann's Law: You can always find what you're not looking for.

A REPEAT OF IMPORTANT STUFF

Throughout this issue of The Talespinner you have seen notices about the importance of our next meeting on November 5.

We have many items to discuss and vote upon which are and will be important to all members of WAM. I urge you to make plans, arrange your schedule, if possible, and plan to attend this meeting.

Our members will be voting for our Officers for 1997, and we will also be asking for volunteers to be Committee Chairpersons. We need your input. You are important.

We will also be voting on our menu for the Xmas Dinner and Awards Banquet. Plan to attend both the meeting and the Banquet if at all possible. I look forward to seeing you!

Also, please don't forget to write or call Larry Nolte and giving him your choice of the "Prettiest Model of the Year"!

Eddie the Editor

ADVICE TO THE PROPWORN

Dear Propworn,

Can you explain how to properly balance out a new airplane?

Signed,
C. G. Secker

Dear C. G.,

If the new airplane is small and relatively inexpensive you can usually balance it out by taking your wife to dinner and a movie. A long time project that will take a lot of time and money may require a mink stole or a diamond pendant to balance it out!

Accountingly Yours,
Propworn

From The Marks Informer, Art Perry, Editor

DEADSTICK

by Eddie the Editor

I received a mysterious letter during the last week of September which I alluded to in last month's T/S. It was addressed to me and had a return address of "Deadstick." No return address, only "Deadstick." The letter was typed on an old typewriter or old printer. Following is the entire contents of the letter:

LETTER TO THE EDITOR OF TALESPINNER

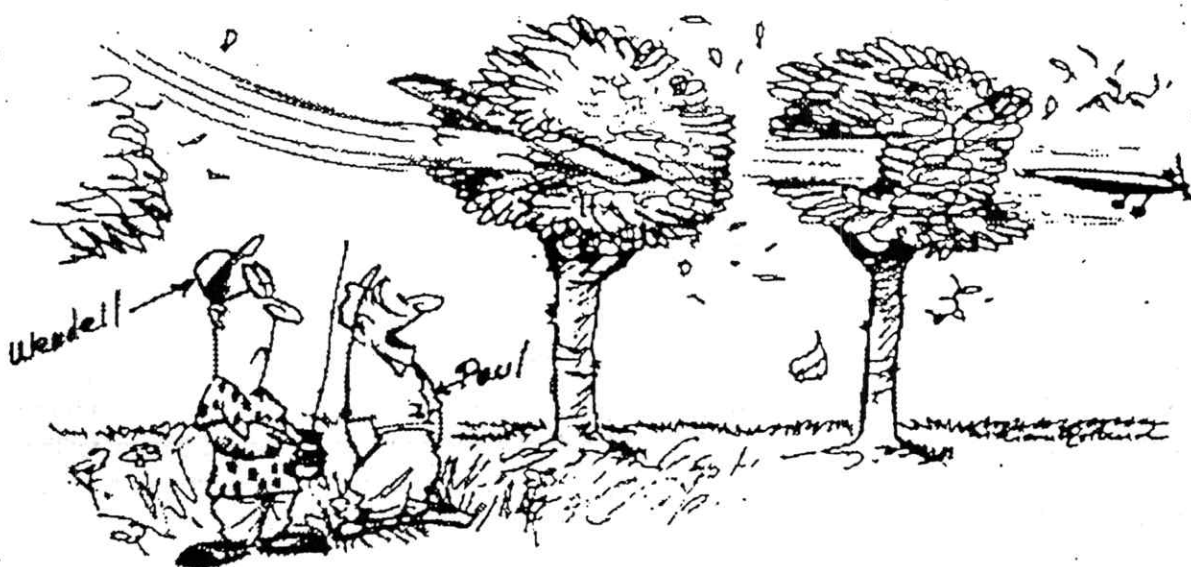
NEEDLEVALVE GOLDMAN

This letter is written for the benefit of all whose airplanes (unknowingly) have become deadstick when Needlevalve is tuning his engines. This letter should in no way reflect on our Editor's outstanding Tailspinner accomplishments or his flying ability. As you all know, he is tops with this publication and is an excellent flyer; however, he is also tops in needlevalve turning. Apparently, his engines, after an antifreeze cleaning, require considerable adjustment at the field which involves much needlevalve attention. Many members have been exposed to this loud needlevalve activity including Nosewheel Yachera, Inverted (always hungry) Allen, Tree Penetrator Richards, Tree Climber Bowen, Faded Sterrett, Black Float Schaffner, Nose-Over Briggs, Webfoot Reeves (T), and Gentleman JIM Garrett.

Yours truly,

DEADSTICK

The following cartoon was also sent to me by "Deadstick," along with the above letter.



"That's what I call penetration!!"



MESSAGE TO "DEADSTICK"

from Eddie the Editor

Dear "Deadstick,"

I appreciate your insightful letter and was happy to get it. What a day I had turning my needlevalve again and again and again! More fun than watching the old tachometer read the rpms. Too bad that my tach is dying and I couldn't do both that day.

Honestly, though, your letter did point a finger (somewhat deservedly) at me, and you are right. However, my article about the experience in the September T/S explains why such a lot of needlevalve turning occurred. I never would have found the cause of the problem without Dutch's help, and then I would have blamed the antifreeze for ruining my engine. Instead, the problem was solved, we all learned something (several things, actually), and all is well again.

Please keep your letters coming. I think the first one was great, and hope that your identity remains a secret but that your contributions to the T/S continue and do not remain secret.

Best of luck with your engines. And if I can be of any help, please don't hesitate to ask me. I always enjoy a good challenge, and my store of knowledge is now that of the average 8 year old.

P.S. Perhaps "Deadstick's" contribution will inspire other members to communicate with our modeling friends via the T/S. This could be fun for all!!



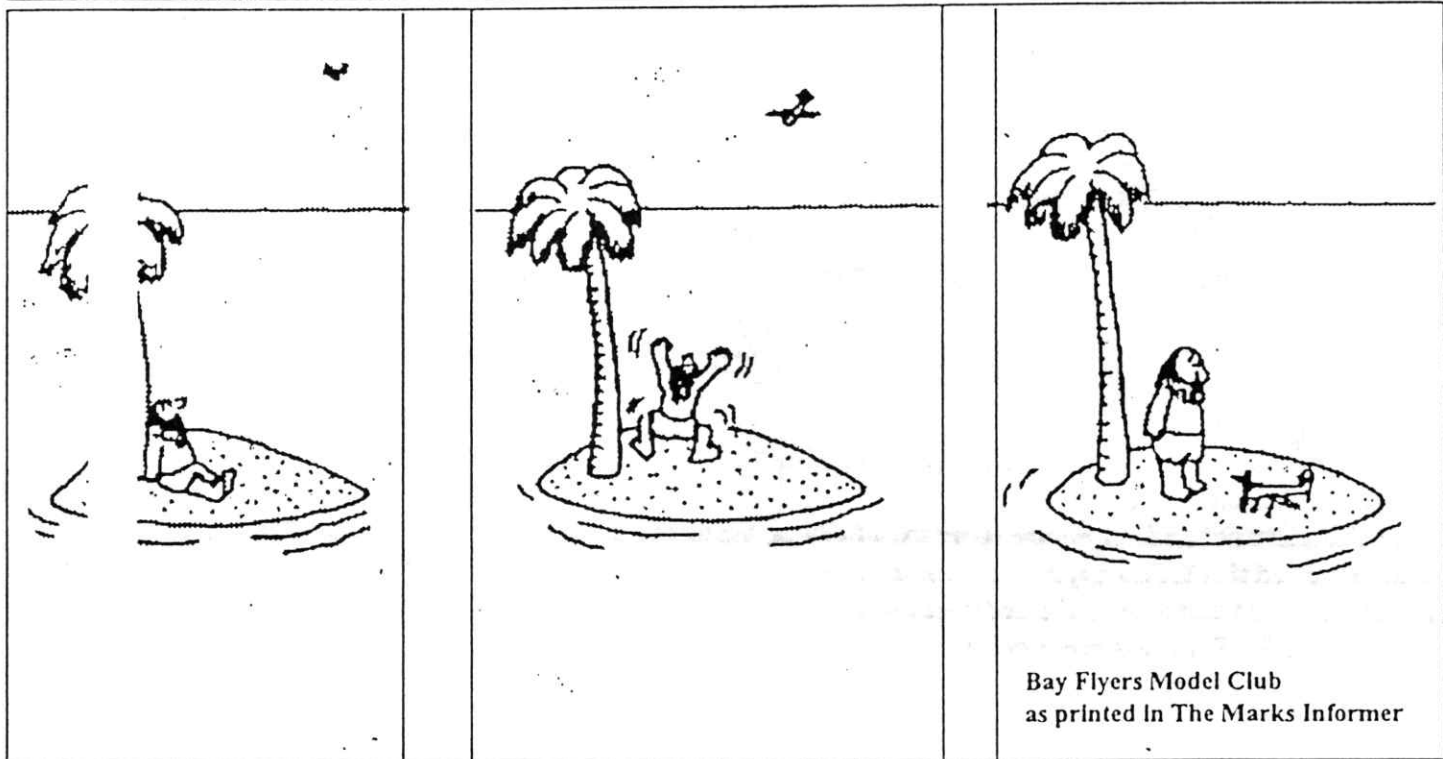
"Nobody said anything about what kind of a landing.....
.....I hit the spot, didn't I?"

From *The Marks Informer*
Art Perry, Editor

TRICK OF THE TRADE TOUCHING UP SPRAY PAINT

When you need to do some touch-up painting to match color from an aerosol can, spray the paint through a drinking straw into a small container. There will be very little overspray and you can easily control the amount used.

From *CRRC Flite-Log*
Fritz Bien, Editor
As printed in *AMA Newsletter*, May, 1996



Bay Flyers Model Club
as printed in *The Marks Informer*



REPUBLIC F-105 THUNDERCHIEF

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

The F-105 was plagued by incessant problems during its development and early career, but then matured into an exceptional tactical warplane during the Vietnam War. The origins of the type can be traced back to 1951, when nuclear strike was becoming the main task of the Republic F-84E and its successors. The F-84 had been planned and designed as a fighter from the start for supersonic performance and full optimization in the strike fighter role. The resulting Advanced Project 63 design was centered on the Allison J71 turbojet and, while still a private venture, was offered to the US Air Force in March 1952. The USAF was inclined to look favorably on the new Republic warplane, and in the fall of the same year contracted for work on the engineering and tooling aspects of this ambitious project.

As the F-105 was struggling through the construction and early service phases of its career, a combination of political and operational factors was giving it a new role. The new task would be nuclear strike capability, rather than a tactical attack ability. As first delivered, the Thunderchief was limited to a single item of ordnance on each external hardpoint. Within a short time, additional weapons could be carried, and the F-105 was able to provide visual and blind attacks with an assortment of "dumb" and "smart" bombs, across the whole low and high altitude flight envelope.

Other modifications were made through a series of improvements, including a two-seater version (F-105F). This warplane had dual instrumentation, and a longer fuselage and taller tail section were necessary. Flight performance, however, was only reduced by 3 %. The first F-105F flew in June, 1963. This aircraft found its "mission" over Vietnam, where it was often used as a mothership and electronic support for the earlier F 105D Thunderchiefs, which functioned in the attack role.

The Thunderchief underwent one more modification, becoming the F-105G "Wild Weasel." Early experience in Vietnam revealed that the enemy SAM missiles were more of a threat to U.S. aircraft than enemy fighter planes were. The USAF decided that it needed a dedicated warplane to detect and destroy the guidance radars on the SAM batteries. A total of 86 F-105G's were converted for this mission. Changes in electronics, weapons, etc. allowed the Thunderchief to fulfill its role. The F-105D began to suffer heavy losses in combat (more than 1/2 of the production were lost), and the D version was withdrawn from service in 1969 and relegated to the AF Reserve and National Guard.

COMING EVENTS

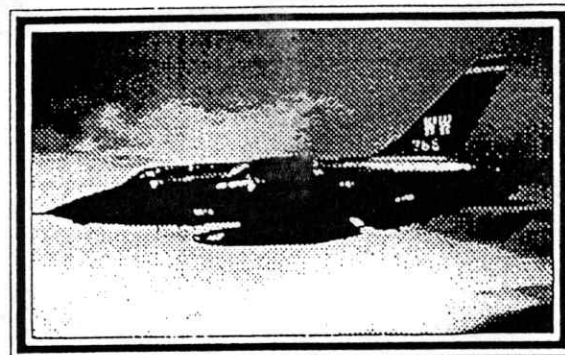
NOVEMBER 5

ALL IMPORTANT WAM MEETING!!
NOMINATION AND VOTING FOR OFFICERS.
SELECTION AND VOTING ON MENU FOR
THE XMAS DINNER AND AWARD BANQUET!!

PLAN TO ATTEND BOTH.
SUPPORT YOUR CLUB
WE ALL WOULD LIKE TO SEE YOUR FACE.
Call Mickey Yachera for Details
about the Xmas Dinner at 239-6255

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of: ED POPP

WAM thanks Ed for his efforts.



F - 105 THUNDERCHIEF

*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 !!!

21030/1013





THE TALESPINNER

Westminster Aero Modelers

OFFICERS

<i>President</i>	<i>Wendell Richards</i>	<i>374-4970</i>	<i>Treasurer</i>	<i>Lloyd Briggs</i>	<i>833-7450</i>
<i>Vice President</i>	<i>Ken Davis</i>	<i>876-1116</i>	<i>Secretary</i>	<i>John Schaffner</i>	<i>584-2754</i>

VOLUNTEERS

<i>Membership</i>	<i>John Sterrett</i>	<i>775-0296</i>	<i>AMA Liaison</i>	<i>Milt Peacock</i>	<i>833-3122</i>
<i>Field Chairman</i>	<i>Bob Allen</i>	<i>876-3580</i>	<i>Sound/Safety</i>	<i>Ken Eckard</i>	<i>549-6674</i>
<i>Property</i>	<i>Bill Hasert</i>	<i>833-7271</i>	<i>Editor</i>	<i>Ed Goldman</i>	<i>848-3835</i>

16 Kalten Road, Westminster, Md. 21158

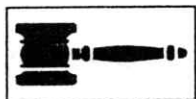
NEXT MEETING

DEC. 7, 1996
6:00 P.M.
VFW HALL
WESTMINSTER
XMAS DINNER

Volume 12 Number 11

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

Just like the flying season, my term as president of WAM is fast coming to a close, and with it comes a time of reflection on what was and was not accomplished. When doing this reflecting, you always have a much clearer picture of what will work and what will not/did not work. And while I don't intend to go into any great amount of "details," I would like to point out a few of the things that look as though they did work.

We did get some renewed interest in the Wednesday evening get-togethers at CCMA, which I hope will continue to grow. We appear to have settled some of the problems with the one disgruntled neighbor near the CCMA field, and the flying field itself has improved as well.

We did get a flying site for our IMAA Big Birds, thanks in the most part to the Allen Baugher family and to the hard work of several WAM members. (Editor's Note: I believe that President Wendell should take a bit more credit. All worked hard, but I believe that Wendell made it his pet project and really pushed things along.) I expect to see this flying field also improve in the coming years. Also, thanks to the Baugher family, we have a float plane flying site on one of their large ponds off Baugher Road, which is a great place to fly those "fun to fly water birds."

We also have a new editor of The Talespinner, Ed

Goldman. Ed took over a club newsletter that had already received national recognition under the editorial skills of Milt Peacock and made an excellent newsletter even better. (Another Editor's Note: Thanks, Wendell).

There are other things that have happened in the past two years that have helped our club, to be sure, just as there are things that I would still like to see happen. But the one thing that I would truly like to see happen is for more of our members to become involved with the club. Just a little effort from a lot of people would take a great load off a few, and at the same time provide more enjoyment for all of WAM's members.

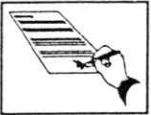
I want to thank all of my committee leaders for doing a great job and making WAM and myself look good. And I would ask that they do the same for the new president. Thank you, and, as always,

See you at the field,
Wendell



A NOTE TO ALL OFFICERS

I, too, would like to thank all those people from our president on down, for making 1996 another fun year of aeromodeling. It takes the efforts of many to have Fun Flys, Mall Shows, the School Flight Program, contact with the AMA and MMA, and a fine Xmas dinner in December. In 1997 I also would like to see new people participate and help lead WAM to even higher levels. I know we can do it if we all do our share and work toward our common goal of promoting and enjoying our great hobby. *Eddie the Editor*



MINUTES OF WAM MEETING NOVEMBER 5, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 p.m. at Westminister VFW by President Wendell Richards with 20 members and 2 guests present. Our guests were Brian Rittmayer accompanied by his mother.
2. The reading of the minutes of the previous meeting were approved as they appeared in The Talespinner.
3. President Richards spoke briefly about the flying sites and reminded everyone that **the CCMA will be closed from November 27 until January 1, 1997.** Baugher's field and the pond will be available.
4. V.P. Ken Davis spoke about the MMA Flea Market and mentioned that the attendance was declining each year. WAM profited by \$60 after the split between the clubs. Ken requested help from all members who may have a bright idea as to how to put more life in the MMA. Call him at 876-1116 with anything you might think of.
5. The Treasurer's report was accepted as read.
6. Our Foreign Correspondent read two letters received from Nick Jonckheere in Oostende, Belgium and an E-mail from Alberto Nencioni in Milano, Italy.
7. Milt Peacock announced the election of Chuck Foreman to fulfill the AMA District Rep slot vacated by the recent death of Howard Crispin.
8. Ray Miles spoke about the condition of the access road to the CCMA and that he will try to have the county make some improvements as part of their normal maintenance of county roads.
9. Mickey Yachera spoke about the upcoming XMAS dinner meeting on December 7 (a Saturday night) and collected the member's choices for the menu. The results will be in the next T/S. The price has been set at \$17 for adults and \$8 for children. Send a check to Mickey (made out to him) no later than November 30. **PLEASE DO IT NOW!!** It will allow Mickey to plan the evening better and get a proper head count.
10. Larry Nolte is collecting votes on which plane this summer was the best looking. Call him if you have a preference. An award will be made based on what he hears from you.
1. Ray Miles reported that the club profited by selling some R/C cars and accessories at the Flea Market that were donated by George Schollian. **THANKS, GEORGE!!**
12. Bill Hasert reported that the club property is "status quo" and that he was ready with it for the MMA Fun Fly, even though the Fun Fly was rained out.

13. Eddie The Editor says, "Send me stuff!!" DO IT. It's YOUR newsletter!

14. If you did not receive your AMA renewal forms (due to a foul-up at AMA) use the form in the magazine and write "RENEWAL" on it, or if you have any question, call Milt P. at 833-3122..

15. Nominations were accepted for the officers for 1997.

Following are the nominees:

President: Mickey Yachera and John Wunderlich.

Vice-President: Pat Kowalski and John Sterrett.

Treasurer: Lloyd Briggs and Ron Bowen

For Secretary: John Schaffner and Larry Nolte

Member-at-Large: Bob Allen and Dwight Baugher

**Voting will take place at the
XMAS Dinner Meeting on
December 7.**

**In addition, rumor has it that there will be MU-
CHO DOOR PRIZES. MORE REASON TO AT-
TEND OUT ANNUAL BANQUET.**

16. Motion was carried to contribute \$ 100.00 to the Westminister VFW for being kind enough to allow WAM to hold its meetings there throughout the year.

17. Milt P. announced that one of the RMBC members, Steve Stricker, took first place at the Tournament of Champions in Las Vegas this year. Our congratulations to Steve! That is quite an outstanding accomplishment in view of the many superb R/C flyers throughout the country.

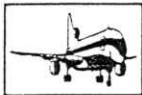
18. New projects include Bob Allen's something or other with floats so that he can fly off water, and our newest flyer, Pat Kowalski, is going to build a Piper J-3 Cub. Good luck to Bob and Pat.

19. George Schollian won the 50/50. Way to go, George!

20. The meeting was adjourned at 9:30 p.m. and a good time was had by all.

THE SFP AND OUR VISITOR

As mentioned in the minutes, we had a young man by the name of Brian Rittmayer attend our November meeting. Brian is now 14 years old and told us that he has been interested in our hobby ever since the School Flight Program came to his school when he was in the 3rd grade. Hopefully, Brian will maintain this interest and will visit the field in the spring. He is one of our potential new members, and it would be nice to have another "young" member in WAM. It is also nice to hear that the SFP has influenced someone and kindled an interest in R/C flying.



AMA NEWS

by Milt Peacock

I have just been informed that a total of 1805 members of District 4 took the time to vote for a new District 4 Vice President to complete the term of the late Howard Crispin. Chuck Foreman was elected to the above noted office. His address was published in Model Aviation, as he was appointed by the Executive Council to act as D/4 VP prior to the election.

There are 132 clubs in D/4 with an estimate of over 7000 members, which indicates that most don't give a hoot who is elected. But I'll bet they can make a lot of noise when they are unhappy. In my opinion, that's a lousy attitude. But that seems typical of today's society.

IT'S TIME TO RENEW YOUR AMA MEMBERSHIP. DO IT BEFORE NOVEMBER 15 AND SAVE \$ 3.00.

Please - If you do not intend to renew your membership, PLEASE call me (833-3122) so that my job of keeping our AMA roster up to date will be a little easier. Thanks for your cooperation.

Editor's Note: At the last meeting, it was noted several WAM members did not receive their AMA applications for 1997. Milt is looking into this. If you have not received yours, you may want to give Milt a call.



SOMETHING THAT YOU SHOULD DO!

Milt P. pointed out to the membership that the Postal Service may require that we use our **complete ZIP CODE** in the future. This means that all of us will have to find out (if you don't know it) your full 9 digit code. It was suggested that you look on your next Balt. Gas & Electric bill, and jot it down. Also, please forward it to me, Eddie the Editor, or call me and tell me what it is. It will be a chore to get everyone's code, but we may have to do it.

HELP NEEDED FROM FELLOW MODELER

Milt Peacock called me and asked if I would put out a "Help" call in this T/S for some material he would like to borrow. He is looking for a manual for a Futaba FP-T5UAP radio transmitter. Milt would like to borrow this manual, and PROMISES to return it to you in the condition it was given to him in.

Please call Milt at 833-3122 if you can help him. He thanks you in advance.



MARYLAND MODELERS REPORT

by Ken Davis

The MMA Flea Market attendance was down from last year and, at this time, it is questionable if it will be held again next year. (Editor's Note: It's a long time from now until next October. Perhaps some new ideas, etc. will be forthcoming and the Flea Market will continue to be a nice annual event for the MMA). The proceeds were split among the participating clubs, of which WAM was one. Thanks to those who helped out. They earned our club \$ 60.00 and also allow WAM to have next years MMA dues paid, a savings of \$ 10.00.

Since attendance at the Flea Market has been down the last few years at MMA sponsored functions, a discussion was held as to whether or not we were fulfilling our goals in bringing the clubs together to discuss common problems, solutions, pass on hobby related information (e.g. club events) etc. and to get together socially.

We would like some feedback as to whether we are accomplishing our goals and what **YOU** would like to get out of MMA. Do we need new goals? What activities would you like MMA to sponsor that you would attend. **Please give me a call at 876-1116 with your ideas and/or suggestions. Thank You!**

THIS AND THAT

by Ray Miles

Several members of the School Flight Program travelled to St. Michaels to see some sights. Nice day, nice lunch, got some photos. We drove to Tilghman Island, pulled up to some watermen working on a sailboat, watched for a while, and found out that they were from Finksburg. Small world.

On another jaunt we went to Annapolis, visited the Museum, Visitors Center, the Chapel, etc. I guess many of you know that John Paul Jones lies in a crypt in the basement. Some of us had never seen that, so in we went. Very somber, dimly lighted, impressive. We're so close to history, yet, like D.C., many of us never give it a thought.

The boat models in the museum are fantastic! What craftsmanship. Some are carved from bone with no plans - truly amazing. Many artifacts, uniforms, personal histories, events of the past were there. It is absolutely unbelievable how these people accomplished what they did under the circumstances in which they did them. I suppose that may be one of the reasons they did not live as long as we do today. No wonder! Ah, the perks of retirement. Where to next?



SCHOOL FLIGHT PROGRAM

by Ray Miles

The schedule for the 1996 - 1997 school year is listed below. (All are on Wednesdays unless specifically noted):

FALL CLASSES

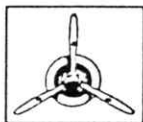
Nov. 13	Manchester Elementary	9:15 a.m.***
Nov. 20	Winfield Elementary	9:30 a.m.
Dec. 11	Robert Moton Elementary	9:30 a.m.

THAT WILL DO IT FOR THE FALL

SPRING CLASSES

March 19	Piney Ridge Elementary	9:30 a.m.
April 2	Hampstead Elementary	9:30 a.m.
April 9	William Winchester Elem.	9:30 a.m.
April 16	Elmer Wolfe Elementary	9:30 a.m.
April 30	Westminster Elementary	9:30 a.m.
May 7	Charles Carroll Elem.	9:30 p.m.
May 14	NO CLASSES - TEST WEEK	
May 21	Eldersburg Elementary	9:30 a.m.

Editor's Comment: If you have the inclination, plan to attend one (or more) of the SFP sessions. You will be impressed, enjoy yourself, and feel good about what you are doing. The SFP is important to all of us. Please show your support for an outstanding program.



MORE SCHOOL FLIGHT PROGRAM STUFF

by Ray Miles

We had another first again this month. It is the very first time since the Program began that each and every teacher scheduled before the end of October. Usually there are 4 or 5 that have to be contacted in January or February for not doing that. Sure makes it a lot easier on me.

Not only that, but the teachers are now requesting dates for NEXT year. That's another first. After 3 out of the first 4 schools this year the teachers requested for the same time next year. Not one to let an opportunity slip by, I now ask each teacher if they would like to reserve the same week for the following year. So far it is working. By doing that I will only have to send a penny post card (now .20 cents) at the beginning of a new school year confirming the date. Much easier than composing a letter each year, and less costly to boot.

The call went out for HELP in last months T/S for the program. John Dorl will have one knee replaced on the 4th of December. He will only miss the December 11 class, but may be laid up for some time. One of our

newest members, Pat Kowalski by name, called me and volunteered to help. She will be available from Nov. 20th on. Wednesdays seem to be a good day for her, and if she has no nursing courses to conduct, will be on hand for the Spring. Well, guys, you've been one upped!

Pat will be a valuable addition to our team, especially when the girl students see that a woman is a club member involved with Aero Modeling. That should make a **BIG** impression on them, as we do stress that girls and women are very good at what we do. **THANK YOU, PAT!!** I guess we will have to supply her with a nice white pilots shirt, and a dark blue skirt. That should look neat. I'm sure that will make quite an impact upon the teachers. This includes lunch, also, Patricia.

We are checking into the purchase of an amplifying system for the program. There are some schools where air conditioner noise is profound, or rugs muffle sound, or a class is very large, refrigeration equipment loud, etc. This is what the grant money is for, to improve and enhance an already good program. More on that as we get details, prices, etc.

We need some suggestions in another area. Some of the shirts (pilot) are wearing thin. My source no longer has them. Does anyone know where they may be available? If so, please give me a buzz. We use short sleeved white pilot shirts with shoulder epaulets. Perhaps someone has seen these in a store or in one of the many mail order catalogs we all receive. Be on the lookout, please.



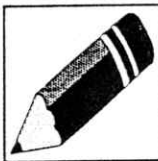
COUNTY REPORT

by Ray Miles

I notified the Dept. of Rec. of the deplorable road conditions to the field and requested that their "annual" road maintenance be is greatly needed. I didn't talk to R/S, but the request was passed on, I'm sure.

REMEMBER - DON'T FORGET - THAT FLYING AT THE CCMA WILL STOP ON THE FRIDAY AFTER THANKSGIVING (NOV. 28), AND WILL NOT START UNTIL WEDNESDAY, JANUARY 1, 1997.

This is in accordance with our contract with the County. We want **NO SLIP UPS, VIOLATIONS, NO NOTHING TO MAR OUR GOOD RECORD WITH THE COUNTY.** It is hunting season, and we want none of our DEARS checked in at a weighing station, stuffed and mounted.



REMINDER ABOUT WAM DUES FOR 1997

Info Supplied by Milt Peacock

Since it will be approaching soon enough, it is time for WAM members to be thinking about renewing their memberships for 1997. Milt P. has passed on to me the part of our Constitution relating to membership classifications and the related dues structure. Following is the appropriate material for your information:

Article V.

Section 1. Classifications.

- A. Junior Member - up to and including 15 years. of age as of Jan. 1st of the current year. (1997)
- B. Senior Member. - 16 to 20 years. of age as of Jan. 1st of the current year.
- C. Open Member.- 21 to 59 years of age as of Jan. 1st of the current year.
- D. Senior Citizen - 60 yrs. of age and older as of Jan. 1st of the current year.
- E. Associate Member - Any paid up member of WAM not belonging to the AMA.
- F. Honorary Member - (in brief) any person WAM wishes to recognize.

Section 2 - Dues

Paragraph B - The annual dues shall be:

1. Junior Member - 1/4 of the full open member dues. (\$ 21.25 in 1997).
2. Senior Member - 1/2 of the full open member dues. (\$ 42.50 in 1997).
3. Open Member - Full annual rate (\$85.00 in 1997)
4. Senior Citizen - 1/2 of the full open member dues. (\$ 42.50 in 1997)
5. Associate Member: Same as open member. (\$ 85.00 in 1997)
6. Elected Officers - 1/2 of open member dues (\$ 42.50 in 1997)
7. Honorary Member - NO dues or assessments.

Paragraph C.: All dues and fees must be paid for the current year to maintain a valid membership in WAM.

All dues are due on February 1st of each year and payable prior to April 1st of the same year.

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



HAPPY BIRTHDAY!!

◆DECEMBER◆

Charles Hoffmeister

John Sterrett

Christin Yachera



AVIATION HISTORY DECEMBER



- | | | |
|-------|------|---|
| 7 | 1941 | Japanese attack Pearl Harbor. |
| 10 | 1911 | Calbraith Rodgers completed the first U.S. air crossing in 84 days. |
| 11 | 1972 | Last time that humans set foot on the moon (astronauts of Apollo 17). |
| 14-23 | 1986 | Dick Rutan and Jeanna Yeager fly the "Voyager" on the first non-stop, non-refueled flight around the world. |
| 15 | 1965 | First rendezvous in space by Gemini 6 and Gemini 7. |
| 17 | 1903 | First powered flight in a heavier-than-air vehicle: Orville and Wilbur Wright at Kitty Hawk, N.C. |
| 18 | 1928 | Harold Pitcairn flies the first American autogyro. |
| 24 | 1968 | Apollo 8 becomes the first manned vehicle to orbit around the moon. |
| 28 | 1913 | First time an airplane reached an altitude of 20,000 feet. |
| 31 | 1962 | U.S. Navy disposes of its last airstrip. |



THE IMAA CORNER

By Milt Peacock

The 1996 flying season is just about over. There were a lot of good fly-ins this past summer and for the most part the weather was favorable. Paul Schaffner and I got to attend several and I'm sure he will agree, we had a good time. You get to meet a lot of people which adds to being there and I always seem to learn a new trick or two about the art of building a nice model.

Some of the events are not that far away and you should make an effort to go. I think you would enjoy the time spent.

If anyone is interested in big models and in joining the IMAA, please contact me (833-3122) since we have an IMAA chapter here in Westminster and we'd love to have you as a member.

SALE**SALE**

Super Tigre 2500
engine with radial mount and muffler
Used about two hours and runs great!

Bargain at \$ 175.00

(Tower price is \$ 220.00)

Call Milt Peacock - 833-3122

Ready to Fly: Flite Line Shooter II

Low Wing 4 channel tail dragger

48" span - 480 sq. in. wing area

.30 - .40 engine needed

Flown 10 flights - No Crashes

Dark Blue and White with

Dark Red Trim

\$ 75.00 Aircraft Only with all linkages
and engine mount. No radio or engine.

Sterling Lancer Complete Kit

4 channel Low Wing similar to

Great Planes Super Sportster 40

53 1/2" span - 525 sq. in. wing area

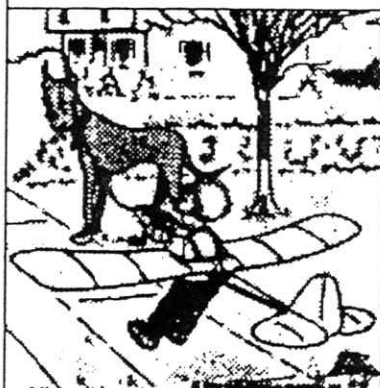
Needs .35 - .45 engine and radio

\$ 45.00 Aircraft Only

Call Ken Hands at (410 - 795-2060)

MARMADUKE

by Brad Anderson



"If this experiment works, Dad
is gonna be really happy."

The cartoon was given
to me by Ray Miles.
The reproduction may
not be great because the
picture was small, but I
thank Ray for his contri-
bution. It seems as
though there are air-
plane related articles
and cartoons in many
publications. If you see
one, please do as Ray
did - mail it to Eddie the
Editor.

Edd's Law: The colder the X-ray table, the more of
your body you are required to place on it.

Quantization Revision of Murphy's Law: Every-
thing goes wrong all at once.

Hughe's Observation: Grass growing from sidewalk
cracks never turns brown.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aero Modelers,

One thing I learned today is that four thousands
of years many people have been trying to make
mankind fly. Also I liked when you got out the bird
and let it fly around the room. I want to tell you that
you did a very nice program and that I hope you
come back to our school soon. Thank you so very
much!

Sincerely,
XXXXX

Dear Aero Modelers,

Thank you for the time to give your presentation.
I enjoyed the story or history of flight and the demon-
strations. I learned more about the four forces that
make a flying object stay in the air. My favorite part
was the space facts and about the famous people who
flew the airplanes. What I found interesting was the
names which make the plane go in many directions.
I can only remember elevators and rutter. Maybe I'll
remember later but I thank you again for coming.

Sincerely,
XXXXX

Dear Mr. Miles and Friends,

Thank you for your presentation. I thought it was
really great. When you describe Thrust, Lift, Drag
and Gravity you described it better than my science
teacher. I like the parts when you showed us the
space ship and when you flew the "bird." Your pre-
sentation was greatly appreciated. Thank You.

Sincerely,
XXXXX

Dear Aeromodelers,

Thank you for coming to XXXXX school. We
had the opportunity to learn about aeromodelers, air-
planes. How long have you been doing this? Do you
like your work? How many schools have to gone to.
Hope you will not get sick.

Sincerely,
XXXXX

Dear Aero Modelers,

Thank you for coming to teach us about flight.
My favorite plane was the one with all the fuel in it.
I liked it because it has lone wings and it was the first
to go around the world. Also I liked the Montgolfier
balloon. I think it was interesting how Leonard Div-
invi worked by making the wings move. I really en-
joyed it.



THE MYSTERIOUS AND UNKNOWN

DEADSTICK



by Eddie the Editor

DEADSTICK



DR ED GOLDMAN, EDITOR
16 KALTEN RD
WESTMINSTER, MD 21158

November 10

Dear "Deadstick,"

I received your most recent letter on November 4, (see copy of the envelope above) too late to be published in the November issue of your favorite reading material. But I would like to acknowledge your attention to the fact that the cartoon about "tree penetration" did not clearly show the publication in which it was originally published. In order to adhere to the "rules of journalism," if you can call the T/S "journalism," I would like to hereby state that the cartoon in question originally appeared in American Aircraft Modeler.

But, Sir "Deadstick," you did not specify which edition of American Aircraft Modeler the cartoon was in. Please submit to me, Eddie the Editor, the month of the year in which the cartoon appeared, and I will be able to follow even more strictly the "rules of journalism," and feel much better about myself. I'm sure that you will, too. Together, we can really keep this publication up to snuff and continue to correct all unintentional errors and missteps.

Thanks again for your timely contribution!

Sincerely,

Eddie the Editor

P.S. I'm sure I'll receive more comments from you, and I look forward to them. My only request is that, if possible, you mail the letter so that I receive it about two weeks after the previous meeting. That way I can be sure to print the latest and greatest news from you in a more current fashion. I'll be looking forward to your future letters, and still don't have a clue as to your identity. But I do hope to see you at the Xmas dinner, even though I won't know who you are.

LETTER TO PRESIDENT WENDELL RICHARDS

from "Deadstick"

I would like to thank all of the WAM officers for their time and efforts in making airplane modeling an exciting and enjoyable event this year! BUT special thanks should go to you, Wendell, for two years of super officiating. You not only presided at meetings, appointed and delegated authority well, but many times I am sure you interrupted your busy schedule to make it happen! Many WAM activities and accomplishments occurred during your presidency, but I especially want to thank you for your leadership role in directing CCMA field maintenance, the construction of the new IMAA field, and your handling of the County Commissioners and Park Directors requests.

VERY WELL DONE,

"DEADSTICK"

Editor's Note: The above letter was received on November 12, 1996. I think it expresses very well the sentiments of many of us in WAM towards Wendell's outstanding presidency. I thank "DEADSTICK" for his thoughtful note.



TRICK OF THE TRADE BETTER THAN WAXED PAPER

Have you ever had the heat from CA glue burn through the waxed paper you have covering your new set of plans? Well, there is hope! Clak Emrey has discovered a new substance for covering plans and most of us are throwing it away. Clak uses the clear plastic backing from MonoKote to cover his plans and says it works great! The wood and CA separate nicely from the plastic and your plans are untouched. Clak says the plastic also works great with epoxy. When you join wing sections, firewalls, etc., cover them with the plastic and after it dries the plastic will pull away leaving a smooth finish.

*From The Monthly Mouth
Doug Horne, Editor*

As printed in the AMA Newsletter, May, 1966

Pridham's Law of Golf: The only way to avoid hitting a tree is to aim at it.

Ballance's Law of Relativity: How long a minute is depends on which side of the bathroom door you're on.

SAFETY LESSON FOR ALL

Eddie the Editor

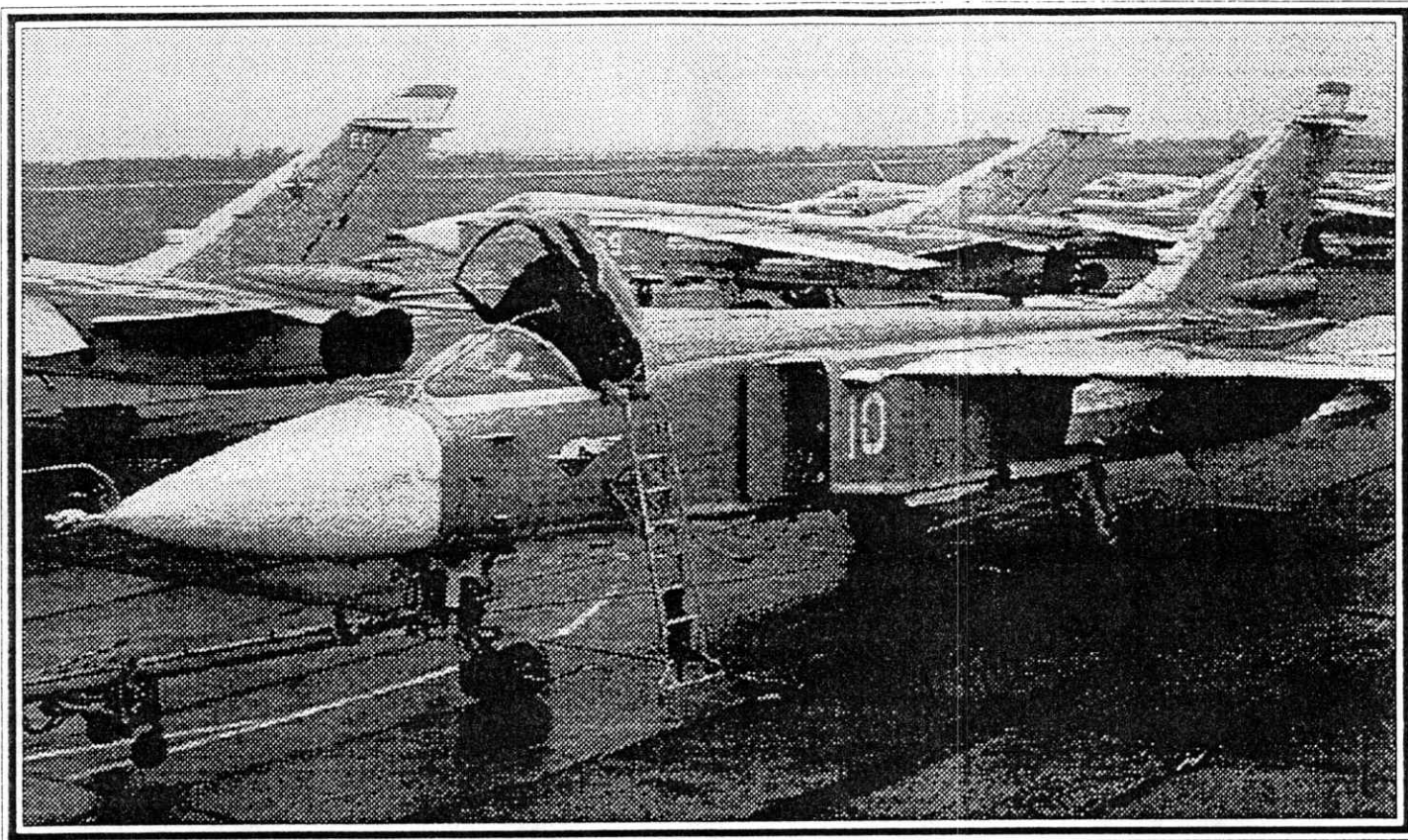
Last Sunday, November 17, was a beautiful day to fly. I arrived at CCMA at about 12:40 p.m. and saw that Ken Hands had beaten me there. We both flew without any mishaps for a few hours. Then one of our "newcomers" to the hobby arrived and began to set up a trainer with a buddy system, etc. Without going into the details, suffice it to say that after starting the engine, the pilot reached to remove the glow plug igniter, but, unfortunately, reached through the rotating prop instead of behind it. Instantly (as is always the case) a finger was cut about 10 times. Luckily, the prop was not turning at high rpm. It was enough, though, to require 14 stitches and further care a day or two later.

While we have all been somewhat careless at times and paid the price, we must also **ALWAYS BE AWARE THAT A PROPELLER IS HIGHLY DANGEROUS!** We should imagine that the prop is spinning and keep anything out of its way. Several years ago, a rag was left on the ground in front of a prop before the engine was started. Needless to say, when the engine was fired up, it sucked the rag into the prop. The pilot reached instinctively (wrong instinct) to grab the rag, and put a thumb in the prop. Another trip to the emergency room. **ALWAYS BE AWARE THAT A PROPELLER IS HIGHLY DANGEROUS!**

Let's hope that an accident such as this does not happen again. Be careful, think, look, plan, be a bit scared, and always keep some distance between yourself and a propeller. Paint the tips white or yellow, and **BE AWARE THAT A PROP IS DANGEROUS!!!**



"You know, you're right. I think I will get up and do something! I'm going out to the model field and see who's there."



SUKHOI SU - 24 FENCER

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

Designed in 1964 as a replacement for the Ilyushin Beagle and Yak-28 Brewer attack bombers, the Su-24 became the first true variable geometry warplane to enter Soviet service. Yet the T-6-1 initial prototype, which first flew in June 1967, had a fixed delta wing with downturned wingtips and STOL field performance was provided by the vertical installation in the fuselage of four RKBM turbojets. The second prototype had variable-geometry wings that could be set to minimum, intermediate or maximum-sweep angles of 16, 45 and 68 degrees respectively. It was this variable geometry configuration that was selected for the production warplane, which first flew in January, 1970, and entered service in 1974 as the SU-19 "Fencer." A preproduction model with a powerplant of two NPO Saturn AL-21 F-1 turbojets, each rated at 22,046 lb of thrust with afterburning, and their jetpipes enclosed in a rectangular box fairing. Since that time the "Fencer" has undergone extensive development to enhance the range and weapon capabilities that make it likely that its wartime role would be unrefueled interdiction, defense suppression and hard-target raids launched against targets of operational importance. The type has the latest in Soviet avionics, including a high accuracy navigation system and an integrated optronic weapon-delivery system, for blind first-pass attacks in all weathers by day and night.

Variants were subsequently developed, as usual, for more definitive roles. The Su-24 "Fencer"-B variant was introduced in 1981 as a derivative with major avionics improvements, a multiple nose probe arrangement in place of the original simple probe (suggesting a more capable naval attack system with air data inputs to the ballistic computer, an RWR with antennae on each side of the fin tip and on the inlet lips, an underfuselage aerial (possibly for mid-course missile-update purposes), the lower part of the fin extended forward to create a kinked leading edge, and modified jetpipes. The last suggests a change to more powerful AL-21 F-3 turbojets.

As with the design of most warplanes, other more specific versions of the "Fencer" were developed to meet the needs of the Soviet Air Force at that time.

COMING EVENTS



XMAS DINNER
DECEMBER 7, 1996
VFW HALL
COCKTAILS AT 6:00 P.M.
DINNER AT 7:00 P.M.

PRIZES, AWARDS, AND FUN!!
COMRADERIE AND FRIENDSHIP!!

GUEST SPEAKER: MS. JUNE POAGE

CONTACT MICKEY YACHERA (239-6235)
ADULT \$ 17.00 CHILDREN \$ 8.00
DON'T MISS IT!!

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of: ED POPP

WAM thanks Ed for his efforts.



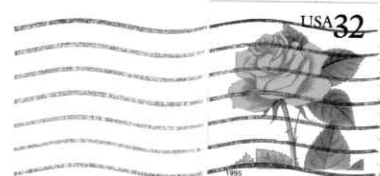
SUKHOI SU -24 FENCER

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 TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	Wendell Richards	374-4970	Treasurer	Lloyd Briggs	833-7450
Vice President	Ken Davis	876-1116	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Chairman	Bob Allen	876-3580	Sound/Safety	Ken Eckard	549-6674
Property	Bill Hasert	833-7271	Editor	Ed Goldman	848-3835

16 Kalten Road, Westminster, Md. 21158

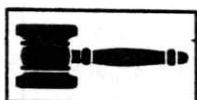
NEXT MEETING

JAN. 7, 1997
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 12 Number 12

AMA Chartered Club # 336

Formed 1955



PILOT TO COPILOTS

Wendell Richards, President

MODEL MATES

We now have a new president - Mickey Yachera. I'm sure we are in good hands and headed for bigger and even better things in the future. We also have a new vice-president - John Sterrett - and I know that John will do his best as he always does while representing WAM. Our new treasurer is Bob Allen. Bob is certainly well-known for his work as well as his flying activity with the club, and I'm sure that our financial holdings will be very well managed.

The secretarial skills of John Schaffner have been retained, much to the delight of all members. John has held this office several times in the past, and his efforts and skills have been and will be greatly appreciated. We have a new "Member at Large" - Dwight Baugher - and considering the amount and type of work Dwight has already done for the club and some individuals, I believe WAM will be very well represented in its best image by Dwight.

I hope that the club gives the new officers their full support and cooperation, and at the same time, be invaluable with the workings of our club to help it grow in the future.

The 1996 - 97 building season is upon us and I, for one, have several projects planned and underway. (Don't we always)? But I intend to sneak in some flying this winter if I get a chance. (Are you listening,

Paul)? These little flying sessions can be a lot of fun and sometimes a good test of fortitude as well as skill. Maybe if the water doesn't get too hard on Baugher's pond, we can fly our water birds some this winter, also. (Are you listening, Bob)?

Whatever the winter brings, I do hope you all have a Merry Christmas and a very healthy and happy New Year, and I am looking forward to.....

seeing **EVERYBODY** at the field,

Wendell



MESSAGE FROM EDDIE THE EDITOR

My thanks go to Wendell for his steady and reliable **MODEL MATES** column he wrote for The Talespinner during the last 24 months. It made my job easier. Also, my thanks and your should go to our two stalwart and "behind the scenes" printers and mailers of the T/S - Ed Popp and Ken Davis. Each of these fellows are the folks who printed, stapled, and mailed your edition of **our** newsletter. We all owe them a well-deserved "Thank You!"

Imbesi's Law of the Conservation of Filth: In order for something to become clean, something else must become dirty.

Freeman's Extension:but you can get everything dirty without getting anything clean.



MINUTES OF WAM MEETING

DECEMBER 7, 1996

John Schaffner, Secretary

1. The special annual Dinner Meeting of the Westminster Aeromodelers began with a social hour from 6:00 p.m. to 7:00 p.m. Pleasantries were exchanged and everyone was enjoying themselves.
2. The meeting room was set up for dinner to accommodate the members and guests with 35 place settings. Our special guests were Mr. and Mrs. Allen Baugher and Mrs. June Poage.
3. President Richards opened the affair with a welcome to everyone followed by a brief invocation by club secretary John Schaffner.
4. A fine dinner was served by the capable VFW staff followed by a most interesting address by Mrs. June Poage on the current status of general aviation and the local operation of the Westminster Airport (Jack Poage Field).
5. After the dinner an election for WAM officers for the coming year was conducted. The results were as follows:

President	Mickey Yachera
Vice-President	John Sterrett
Treasurer	Bob Allen
Secretary	John Schaffner
Member at Large	Dwight Baugher
CONGRATULATIONS TO ALL!!!	

6. Certificates of Appreciation were then distributed by President Richards to the various members of WAM who have significantly contributed to the welfare of the club in 1996. Wendell Richards retained the infamous Kamikaze Trophy for one more year in recognition of the spectacular and unplanned dis-assembly of one of his aircraft. Several other members were in the running, but our president outdid the other contenders in blazing glory. Way to go, Wendell!

7. Many door prizes were drawn for and distributed to the luckier members present. Of course, it was the same old crowd who walked off with the goodies (Me included). The Allen family pretty well, also.

8. The meeting was adjourned at 9:30 p.m. and a good time was had by all.

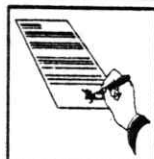
Editor's Comment: Thanks go to Dinner Chairman Mickey Yachera, Larry Nolte (Provider of the Prizes), Mrs. Poage for a wonderful and informative talk, and anyone else who had a hand in the affair. We all thank you for a job well done.

Matilda's Law of Subcommittee Formation: If you leave the room, you're elected.

WAM EXTENDS ITS SINCEREST CONDOLENCES TO THE FAMILY OF KEN HANDS

ON THE UNTIMELY LOSS
OF THEIR SON, KENNETH,
ON DECEMBER 10, 1996.

OUR PRAYERS AND SYMPATHY
ARE WITH YOU.



EDDIE THE EDITOR SAYS

"THANKS!"

This is the 24th issue of The Talespinner I have put together. Each month, there are certain members of WAM who always come through with their committee reports, material for publication, comments, cartoons, etc. Without their contributions, this newsletter would be quite a bit smaller and certainly less interesting. Wendell R., Ray Miles, Milt P., Ken Davis, John Sterrett (with his minutes), and John Schaffner are those who give me what they are responsible for and more each and every month without fail. I thank them very much, and appreciate their efforts.

A few others have, from time to time, sent me material to print. Larry Nolte, Ken Hands, Bill Hasert, and several others have also contributed to the T/S. I thank them, also. If I have overlooked anyone, please be sure that you are also appreciated!

Perhaps 1997 will see even more contributors. It is easy enough to clip and mail an article or cartoon you happen to see, or even write a short (or long) piece for inclusion in the T/S. At any rate, I will continue to publish and edit our newsletter during 1997, and hope that many of our members give me a hand by sending articles to me. I'll look forward to hearing from more "Wammers" during the coming year.



THE IMAA CORNER

By Milt Peacock

Nothing to report this month regarding the IMAA. When the weather warms up or any new items come my way, I'll pass it on for publication right here in the T/S.

Evans' and Bjorn's Law: No matter what goes wrong, there's always somebody who knew it would.



AMA NEWS

by Milt Peacock

Nothing this month from the AMA. A leader club packet arrived, but no action needs to be taken right now. I'll probably have something to say at the next meeting or two. In the meantime, build away.

Editor's Note: I called Milt recently regarding a problem that some of us had with our membership applications for the AMA. Personally, I still don't know if I ever received my packet. But Milt gave me the following number to call for information. The number you want to call is: 1-800-435-9262. This should put you directly in touch with the AMA membership section and they should be able to help you directly. It probably would be better for each member who needs to contact the AMA to call directly instead of going through Milt since you know your AMA number and other info that might be necessary. Then again, by the time you read this you may not have a problem any more. I hope that is the case.



SOMETHING THAT YOU SHOULD DO!

Milt P. pointed out to the membership that the Postal Service may require that we use our **complete ZIP CODE** in the future. This means that all of us will have to find out (if you don't know it) your full 9 digit code. It was suggested that you look on your next Balt. Gas & Electric bill, and jot it down. Also, please forward it to me, Eddie the Editor, or call me and tell me what it is. It will be a chore to get everyone's code, but we may have to do it.

Editor's Note: To date, I have received 0 phone calls regarding anyone's nine digit zip code. If we have to include that number on correspondence this year, very few of us will be receiving their T/S. Please take a minute and call me or mail it to me or bring it to the next meeting. Thank you very much.

HELP NEEDED FROM FELLOW MODELER

Milt Peacock called me and asked if I would put out a "Help" call in this T/S for some material he would like to borrow. He is looking for a manual for a Futaba FP-T5UAP radio transmitter. Milt would like to borrow this manual, and PROMISES to return it to you in the condition it was given to him in.

Please call Milt at 833-3122 if you can help him. He thanks you in advance.

Rule of Political Promises: Truth Varies.



MARYLAND MODELERS REPORT

by Ken Davis

Nothing to report this month since we did not have a meeting. Things may be slow for a while, but I'll report anything that I hear about next month.



LOST AND FOUND

Eddie the Editor

During the weekend of November 23 - 24, I found two items in the grass in the pit area. The first item is a glow plug lighter with plugs to connect to a power panel, and the second item is some sort of pager or other electronic communicator. I have them in my possession, and will be glad to return them to their rightful owners should I receive a call about them.

If you have lost either of these items or know who might have, please give me a call at 848-3835 and identify them. They will be yours once more.



COUNTY REPORT

by Ray Miles

I have not heard a "peep" from the county people. I'll take 12 months of that kind of harassment. You must have all been very good boys and girls. THANK YOU! This is as it should be and has been for some time now. Better stop while I'm ahead. I'll try to drop in on them sometime during the holidays. I don't want them to forget me, as if that will ever happen.



AND WHAT ARE YOU WORKING ON THIS WINTER?

I'm sure that we all are thinking about or doing something about our hobby about now. As for me, I'm in the process of rebuilding the front end of my P-51 Mustang, which took a dive last fall. Not fun at all, but I'm determined to get this bird back in the air in early spring.

So far, I've learned that the soft mount originally used cannot be replaced since the company modified its components and, as a result, I have learned that trying to hold lock nuts behind an enclosed firewall on a plane with no hatch is difficult. So, what are you up to? Give me a call and we'll let others know.

Allen's Law: Almost anything is easier to get into than to get out of.

The Rockefeller Principle: Never do anything you wouldn't want to be caught dead doing.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Now that the Fall sessions have been completed, perhaps you will have time to assemble anything that may have come to you in a box near the end of December.

No more classes until March, and they will be in the T/S later on. (**Editor's Note:** I'm printing it anyway so I don't lose it). We have purchased an amplifying system and we are, or will be, getting accustomed to that. I believe that was mentioned in last month's issue. We also have located a source for shirts at a reasonable price and we don't have to order 4,000 of them to get that good price.

Since there is not much else going on presently, I hope you all enjoyed our December Election/Dinner meeting. This was a first for some of you, and we hope you return for ones in the future.

Sooooo, hope you all had a safe and happy holiday season, didn't eat too much, and stayed well. Stay glued until next year.

SPRING CLASSES

March 19	Piney Ridge Elementary	9:30 a.m.
April 2	Hampstead Elementary	9:30 a.m.
April 9	William Winchester Elem.	9:30 a.m.
April 16	Elmer Wolfe Elementary	9:30 a.m.
April 30	Westminster Elementary	9:30 a.m.
May 7	Charles Carroll Elem.	9:30 p.m.
May 14	NO CLASSES - TEST WEEK	
May 21	Eldersburg Elementary	9:30 a.m.

Editor's Comment: If you have the inclination, plan to attend one (or more) of the SFP sessions. You will be impressed, enjoy yourself, and feel good about what you are doing. The SFP is important to all of us. Please show your support for an outstanding program.



HANNA REITSCH FROM SAILPLANES TO THE V-1

Contributed by Nick Jonckheere

Hanna Reitsch became famous as the pilot who successfully flew one of the first practical helicopters, the Focke-Achgelis Fa-61, inside the Deutschlandhalle in Berlin in 1938. In fact, she was one of the most versatile female pilots ever, and she flew the simplest sailplane as easily as the powerful rocket planes. But she also was a Nazi and Hitler-adorer.

Reitsch began her flying career as a soarer, and reached a very high level in this discipline. On one occasion, even literally, when she got caught in a onweerswolk with a Grunau Baby. At 10,000 feet, she had to destroy the canopy, because the plane was covered with ice and she couldn't see anything through the windshield.

Although sailplanes were her first and most-loved branch, the step to powered flight was easily taken, beginning with a Klemm 25. It was clear she was a real talent! In the German Luftwaffe, she became the first female Flugkapitan Flight Captain, although she didn't have the right qualifications, but it was more a publicity stunt of the German army.

As a test pilot, she quickly became involved in various projects such as the development of the Messerschmitt Me-321 "Gigant", the Messerschmitt Me-163 "Komet", which she flew twice, and the "flying bomb", the Feiseler Fi-103 "Reichenberg", a manned V-1, in which she was seriously injured after some crashes. The project has never been finished.

The "strangest" story is, when she tried to help Adolf Hitler escape at the end of the war. With Robert Ritter von Greim she flew a modified two-seater Focke-Wulf FW-190 to Gatow, where they switched to a Fieseler Storch. On the way to Berlin, they were under fire several times and von Greim, who was at the stick, was severely wounded. Hanna had to take over the controls and make an emergency landing on a boulevard near the Brandenburg Gate. In a truck, they managed to reach Hitler, but a few days later he committed suicide and the war was lost.

After the war and the trials about her Nazi past, Hanna started soaring schools and gave displays with sailplanes in Finland, Austria, India, Ghana, the USA, and many other countries. On August 23, 1979, Hanna Reitsch died from a disease. That she had been a Nazi was true, but the world also lost a remarkable test pilot and one of the best lady sailplane pilots ever.

Source: *Air Enthusiast*, No. 64



WHERE ARE YOU, "DEADSTICK?"

I have not heard from my friend, "Deadstick," so far this month. It is now December 17, and no word. Have you forsaken me and your loyal readers, or have you just been too busy to communicate? I certainly hope that you will find the time to write again.

I have left an entire page blank while preparing this issue of the T/S hoping that a letter would arrive, but nothing has appeared in the mailbox. The disappointment level is high and still rising! Time is getting short! A cry goes out to the R/C community.... "Where are you, "Deadstick?"



REMINDER ABOUT WAM DUES FOR 1997

Info Supplied by Milt Peacock

Since it will be approaching soon enough, it is time for WAM members to be thinking about renewing their memberships for 1997. Milt P. has passed on to me the part of our Constitution relating to membership classifications and the related dues structure. Following is the appropriate material for your information:

Article V.

Section 1. Classifications.

- A. Junior Member - up to and including 15 years. of age as of Jan. 1st of the current year. (1997)
- B. Senior Member. - 16 to 20 years. of age as of Jan. 1st of the current year.
- C. Open Member. - 21 to 59 years of age as of Jan. 1st of the current year.
- D. Senior Citizen - 60 yrs. of age and older as of Jan. 1st of the current year.
- E. Associate Member - Any paid up member of WAM not belonging to the AMA.
- F. Honorary Member - (in brief) any person WAM wishes to recognize.

Section 2 - Dues

Paragraph B - The annual dues shall be:

1. Junior Member - 1/4 of the full open member dues. (\$ 21.25 in 1997).
2. Senior Member - 1/2 of the full open member dues. (\$ 42.50 in 1997).
3. Open Member - Full annual rate (\$85.00 in 1997)
4. Senior Citizen - 1/2 of the full open member dues. (\$ 42.50 in 1997)
5. Associate Member: Same as open member. (\$ 85.00 in 1997)
6. Elected Officers - 1/2 of open member dues (\$ 42.50 in 1997)
7. Honorary Member - NO dues or assessments.

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

All dues are due on February 1st of each year and payable prior to April 1st of the same year.

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



HAPPY BIRTHDAY!!

♦JANUARY♦

Charlie Hughes

George Schollian

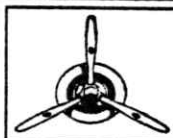
Jim Umstad



AVIATION HISTORY JANUARY



- 1 1914 Beginning of commercial aviation. Tony Janus started the first regularly scheduled air carrier service between St. Petersburg and Tampa, Florida.
- 7 1745 First balloonist Jacque Montgolfier born.
- 7 1785 First balloon flight made across the English Channel.
- 12 1970 First 747 flight across the Atlantic Ocean.
- 13 1978 NASA selects first group of women astronauts.
- 18 1911 Eugene Ely lands a Curtis Pusher on the cruiser "Pennsylvania" for the first "carrier" landing.
- 19 1937 Howard Hughes sets the transcontinental flight record of 7 hours and 28 minutes.
- 21 1976 First supersonic airliner service available on the "Concorde" by British Airways and Air France.
- 26 1941 First takeoff and landing of an aircraft in the U.S. on water.
- 31 1958 "Explorer" becomes the first American satellite to orbit the earth.



ADVICE TO THE PROPWORN

Dear Propworn,

Can you explain how to properly balance a new airplane?

C. G. Seeker

Dear C.G.,

If the new airplane is small and relatively inexpensive, you can usually balance it out by taking your wife to dinner and a movie. A long time project that will take a lot of time and money may require a mink stole or a diamond pendant.

From The Marks Informer
Art Perry, Editor
Berlin, Md.

SALE**SALE**

Super Tigre 2500
engine with radial mount and muffler
Used about two hours and runs great!

Bargain at \$ 175.00

(Tower price is \$ 220.00)

Call Milt Peacock - 833-3122

Ready to Fly: Flite Line Shooter II

Low Wing 4 channel tail dragger

48" span - 480 sq. in. wing area

.30 - .40 engine needed

Flown 10 flights - No Crashes

Dark Blue and White with

Dark Red Trim

\$ 75.00 Aircraft Only with all linkages
and engine mount. No radio or engine.

Sterling Lancer Complete Kit

4 channel Low Wing similar to

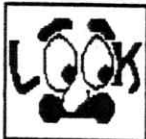
Great Planes Super Sportster 40

53 1/2" span - 525 sq. in. wing area

Needs .35 - .45 engine and radio

\$ 45.00 Aircraft Only

Call Ken Hands at (410 - 795-2060)



TRICK OF THE TRADE **LOOSE COVERING?**

It's the moisture in the wood of your model that swells the wood and loosens the plastic covering and creates wrinkles. In the winter months, the dryness in most of our basements shrinks wood frames enough to create some pretty large wrinkles and sags.

Try applying Balsarite to seal the wood, which will keep moisture from vaporizing and ruining a good covering job. It bonds the covering better, too.

From R/C Gulls Tale-Spinner

Bangor, Maine

As printed in the AMA Newsletter - May, 1996

EYEGLASS CLEANER

Have any of you ever gotten CA on your eyeglasses? It seems almost impossible, but I know it can happen. It did, but better on the glasses than in the eye. The old glass lenses could be cleaned with acetone, but I was reluctant to try it on the new plastic lenses. I could envision a new lens and many dollars. On an old pair to plastic lenses, I tried CA debonder and it worked.

From the Kingsman Modelers Newsletter

As printed in the AMA Newsletter, May, 1966



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aero Modelers,

Thank you form coming to our school and teaching us about the science of flight. I especially liked when you showed us the Wright Brothers airplane. I have a Wright Brothers model, too. I've also been to Kitty Hawk, North Carolina where the plane took off. I also have a poster that says, "The first twelve seconds of the age of powered flight - Kitty Hawk, N. C. - December 17, 1903."

I also learned that there was a person that flew before the Wright Brothers. I hope I will go to the flight museum some day. Thank you once again.

Sincerely,

XXXXX

Dear Mr. Miles and friends,

I want to say thank you for coming here and for showing the modles of the airplanes and how the plane moves with the elavators. I think the rocket is really cool and the flying airplanes and bird. Did the airplane that went to the cafetereia break?

Cincerly,

XXXXX

Dear Aero Modelers,

Thank you for visiting my school. I larned that airplanes can not fly by flapping there wings. I also larned that the Voyager went around the world. **I larned one more thing - that teachers are not always right.**

Sincerely,

XXXXX

Dear Aero Modelers,

Thank you for visiting my school. I knew that Neil Armstrong was the first man on the moon but I learned a lot more other stuff. I learned that Amelia Earhardt was the first woman to try to go around the world. I also learned that jets don't need a propeller because they have these little air holes where the air comes through and on the other side of the hole the air comes out. It's really cool. Another thing I learned was that the Voyager didn't stop for gas. It just kept on going. That's all I learned.

Sincerely,

XXXXX



GLOW PLUGS WHY DO THEY FAIL

The "ignition" system in our engines is, in the main, the glow plug. The other vital ingredient, compression, actually determines the ignition timing, so it can't be totally ignored. But usually, it is the glow plug that gives us the problems.

Why do glow plugs fail? There are four likely probabilities - five if you count old age. Yes, old age! The plugs operate using a catalytic (chemical) reaction with the alcohol in our fuel to maintain their heat. As the plug gets "old," it gets more and more covered with combustion byproducts (carbon, etc.) which hinders the whole process. Of the other four, LEAN RUNS is probably the most prevalent - not so much that the engine was running lean, but that it was HOT! Too much heat and the element fries and shatters, or even melts.

TOO MUCH BATTERY power is another failure mode - related to the above paragraph. Your battery should heat the plug to a nice bright orange or red orange color. If the plug glows white hot, it just isn't going to last. It's bad enough that we subject a tiny little element glowing hot to the pressures of combustion. But if we add more VIBRATION to the situation, we get trouble.

Unbalanced props, loose engine mounts, etc. may all add up to plug failure, especially in combination with too much heat. Another plug failure mode is from FOULING. The element is very small, and located down in a well. It doesn't take much trash flying around in your combustion chamber to foul (and ruin) the plug! Aside from the obvious dirt coming through the intake or with the fuel, the fouling can come from metallic sources, usually a result of bearings coming unglued, or from excess carbon deposits in the engine. If the combustion chamber is full of caked-on carbon, pieces of that can, and do, come adrift and end up fouling the plug!

A quality plug run in a sport engine should last for dozens of flights. If they don't, it's probably not the fault of the plugs, and it's time to look elsewhere for the source of the real problem.

by Clay Ramskill

As seen in The Aviator

Frederick Model Airplane Club

Winfield's Dictum of Direction-Giving: The possibility of getting lost is directly proportional to the number of times the direction giver says, "You can't miss it."
Seymour's Investment Principle: Never invest in anything that eats.



HELPFUL HINTS

CUSTOM MADE GASKETS

My good friend Ron Ogren, of Orchard Park, N.Y., ran out of gasket material and needed some to replace the gaskets on the fuel bottle in his flight box. I'll let him tell how and what he did to make all kinds of gaskets.

"The Permatex RTV gasket tube was handy so I thought I would try something. I squeezed a small amount onto a piece of coffee filter paper, placed another piece of paper on top of it, and smashed it flat. After a couple of hours I was able to cut out circular gaskets by twisting hole cutters of the proper size on the material.

Following that success and using the coffee filter paper again, I squeezed some High-Temp Silicone RTV Gasket Maker (red, part No. 26B, by Permatex) out in a short line about 1" long, smashed it flat, and allowed it to cure. I then pressed the engine exhaust port on an ink stamp pad and then onto the gasket filter paper. This leaves an outline of the port configuration. The screw holes were cut out first, the port opening next, and then the outside configuration.

I have tried was paper but it does not allow the air to cure the material properly. The coffee filter paper can be peeled off if the gasket doesn't set too long after pressing, but leaving it on promotes a tougher gasket. My gasket material usually hardens in the tube long before I can use it up. So using the method described above, I have stocked up on some flat silicone material to be used for future gaskets.

From RCM Magazine

Don't Know Which Issue or Whose Idea This Was

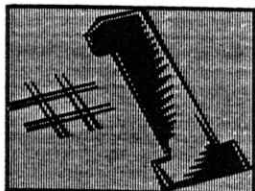
CLOGGED CA TIPS

Are you having trouble with your CA tips clogging? If so, keep a glass jar with acetone in it to store your spare tips. Put the clogged tip in the acetone. It will slowly dissolve the glue clogs, so when your next tip clogs up, you will have a spare one ready in the jar. Next time you buy a new bottle of CA, put the old tip from the empty bottle in your jar. Hopefully, if you use a lot of CA, you could end up with plenty of spare tips. The acetone will have to be replaced from time to time but should last quite a while. Make sure the tip is completely dry and free of acetone so as not to contaminate the CA before installing it on the glue bottle.

Jim Christiansen

Tempe, Arizona

As printed in RC Modeler May, 1996



STEVE STRICKER IS NUMBER 1

From The Transmitter
RCMB Newsletter October, 1996
Edited by Eddie the Editor
Contributed by Milt Peacock

Steve Stricker is no AVIS. He is **HERTZ (NUMBER 1)** all the way. That's right. **STEVE IS THE NUMBER 1 RC FLYER IN THE WORLD.** As of 2:30 p.m. on Sunday, October 27, 1996, Steve captured first place in The Sahara Casino Hotel Tournament of Champions in Las Vegas, Nevada. In an exciting tournament that was shortened to one day (because of bad weather), Steve flawlessly outflew 19 other world class flyers to win the \$ 30,000.00 1st place prize. Second place and \$ 20,000.00 went to last years first place finisher from Argentina, Quique Somenzini, and third place and \$ 10,000.00 went to a 19 year old up and coming flyer to watch in the future, Jason Shulman from the U.S.A. Fourth place with \$ 8,500.00 went to Christophe Paysant-Le Roux from France. Fifth place and \$ 7,500.00 went to Bill Cunningham of the U.S.A. Prizes were awarded to all contestants with 11th through 20th place receiving \$ 4,000.00.

All four days of the Tournament of Champions were windy and cold. Some gusts were 50 mph and the temperature dipped into the 40 degree range. On Friday the flying was canceled after nine flights when the wind blew over the food tent and mangled all the steel tubing that was holding the tent up. On Saturday the wind eased up somewhat and all of the contestants were able to fly their rounds. Steve was in the lead the entire time, but at times just barely. He was less than 100 points ahead out of a total score of 65,000.

Flights were in 3 categories. A known round, an unknown round (given to the contestants after dark on the night before they were to be flown so that it could not be practiced), and a free style flight. The free style was designed by the contestant and was usually accompanied by music and smoke. Steve's freestyle was new and varied, whereas Somenzini did basically the same flight as at the last TOC. The excitement and tension on Sunday was overwhelming. It was between Stricker and Somenzini all the way, but scores were not posted so it was impossible to tell who was in first place. Finally, about 2:30 p.m. it was over and after about a 30 minute wait the scores were tallied and Steve was announced the winner. In his "Thank You" speech Steve said that it was not a single persons effort and went out of his way to thank his excellent pit crew consisting of Ron Stahl, Paul Kirsh, and Kelly Jacobsen. He also said that Ron took off almost a month from work to come to Las Vegas and help him practice.

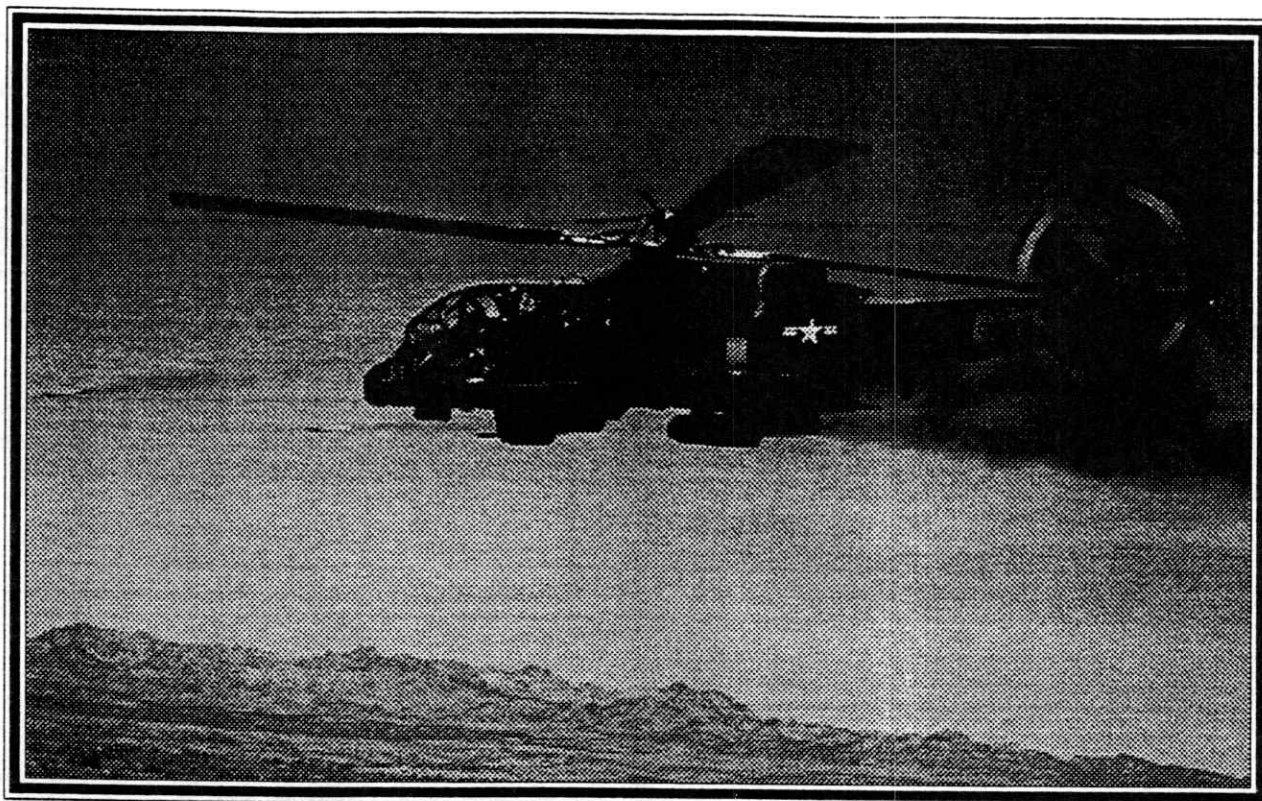
The only crash of the tournament was by Jason Shulman who came late one day and missed his turn to fly. He then proceeded to crash his plane and it burned on impact. With a borrowed plane he still finished in third place. I think all of the members of our club who attended had a terrific time. These included Cathy and Don Stricker, Tillie and Dave Mitchell, Ron and Betty Jasion, Bill Brailsford, and Cookie and Stacy Pass. The casinos also looked favorably upon our group and no complaints about losses were heard.



A LESSON FOR ALL OF US (OR AM I REALLY THAT STUPID)!!

by Eddie the Editor

Several weeks ago I went to the field with an airplane I had flown the previous week. When getting ready to fuel it up and take to the air again, I did the usual radio check and noticed that the elevator would go up, but not down. After fooling around with the servo and finding that it still didn't work correctly, I put the plane back in the car. At home, I got to the receiver and tried a new servo. No help. Being of somewhat limited ability to diagnose a problem of this sort, I decided the receiver must have gone bad, and I threw it away. I bought a new receiver and crystal at Hunt Valley Hobbies, took it home and found out that the problem was still there. Could it be the transmitter? Duuhhhh - yes it could. So I took my transmitter and the new receiver back to Lou at Hunt Valley, and he gave it a try. No change. He then turned the elevator throw adjustment screw (it was on full deflection) and, guess what? It worked. Diagnosis - dirt in the pot mechanism. End result: Eddie the Editor just spent a bunch of money he didn't need to for a new receiver and crystal. **SO - DON'T BE A DUMMY!** Before you think something is broken, remember that it may just be dirty or a bit corroded. You should occasionally "flip" all or your servo reversing switches to wipe off minor corrosion (I knew that), but you should also turn the throw adjustment screws. You never know where corrosion will occur. I hope I have saved you some trouble. Live & Learn!!



LOCKHEED AH - 56 CHEYENNE

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

The conflict in which the helicopter emerged as the primary adjunct of tactical mobility was the Vietnam War. The types which fulfilled this role most successfully were the Bell Models 204 and 205 that were built in very large numbers nicknamed "Huey". As these helicopters came to prominence, it rapidly became clear that there was a parallel need for escort helicopters that could provide a measure of fire support over the landing zone and that the fire-suppression role at the landing zone required an altogether more advanced helicopter carrying a heavier and more versatile weapon load as well as providing higher performance and superior agility. The US Army thought it essential to procure a more advanced system and issued its Advanced Aerial Fire Support System requirement for a helicopter that combined high speed, great agility and a heavy weapon load. Among the associated specification's most taxing requirement were a speed of 253 mph, a ferry range of 2,418 miles; and a hovering ceiling of 6,000 ft. - out of gun range in hot ambient conditions. Some 12 companies submitted design proposals, but the US Army judged that the two most promising were the Lockheed CL-840 and Sikorsky S-66. Both companies received study contracts in September 1965, and at the end of the year the Lockheed design was declared winner of the design competition. The first of these Model 87 helicopters was completed in May 1967, and was immediately notable for a number of advanced features. Its powerful yet sleek design included several important features.

The helicopter was of all-metal construction and based on a semi-monocoque fuselage built in three sections. The forward section carried the trainable armament (machine gun or grenade launcher) under an extensively glazed canopy providing excellent field of vision. The co-pilot/gunner was located in front of and below the pilot on a seat carried by a stabilized platform capable of traverse through 360 degrees so that a target could be kept in view very easily. The co-pilot/gunner had primary responsibility for the barreled armament and the pilot for the disposable weapons carried on the hardpoints, but either man could aim and fire any element of the armament.

The first AH-56A was completed in May 1967. The anticipations of the company and the planned operator were soon dashed, however, for continued trials revealed a number of major problems including instability both at very low attitude and at high air speeds. The former was rectified without undue difficulty, but the latter proved considerably more intractable. Various remedial features were tried, none of them proving entirely satisfactory. In May 1969, just six months before the production helicopter was due for delivery, the production program was canceled as a result of the Cheyenne's continued development problems as well as the rising cost and spiraling complexity of its advanced avionics, which were officially described as "surpassing those in a B-52." The US Army decided on the cancellation with some reluctance, but by this time was already moving toward the creation of its requirement for a slightly different type of battlefield helicopter.



COMING EVENTS



**JANUARY 7 WAM MEETING VFW
HALL 7:30 P.M.**

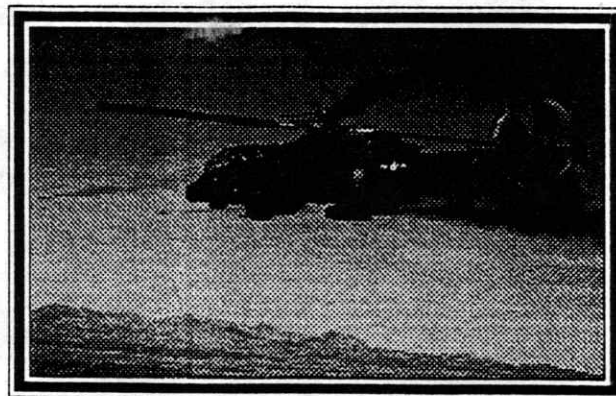
**NO OTHER NOTICES OF ANY UPCOMING
EVENTS. WINTER IS HERE AND THERE
ARE NONE OF THE USUAL FUN FLYS,
FLY-INS, TOURNAMENTS, ETC. TO RE-
PORT ON.**

**JUST KEEP BUILDING AND WE HOPE TO
SEE SOME NEW (OR REFURBISHED IN MY
CASE) AIRPLANES AT THE FIELD.**

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

**Courtesy of:
KEN DAVIS AND MARADA INDUSTRIES**

WAM thanks Ken for his efforts.



LOCKHEED AH-56 CHEYENNE

*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: Paul Schaffner
4915 Piney Grove Road
Reisterstown, Md. 21136**



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 !!!