



THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	John Sterrett	775-0296	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	John Wunderlich	840-8518
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

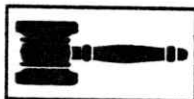
NEXT MEETING

FEB. 4, 1997
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 13 Number 1

AMA Chartered Club # 336

Formed 1955



PILOT TO CO-PILOTS

MODEL MATES

Happy New Year!

Here is my first monthly article as club president. I hope the coming year is interesting and fun for all of us. New beginnings allow us to take a fresh look at things. As a club, we can take this time and reflect on what things we do well and what can be enhanced.

We have all witnessed a decline in participation in club activities. We need to take steps to turn this around so that the club can be what I think we all want it to be. That is, a place we can go to and enjoy our hobby with our fellow club members. While a few ideas for enhancing what we are doing come to mind, it is going to take a group effort to develop those activities and field amenities that will bring more people out to the field, to meetings, or to dinners.

Here are some thoughts I had for increasing club activity:

1. Publish a club calendar early in the year. Note on it meetings, field activities, shows, and other events the club is engaged in.
2. Look at the facilities at the field. How can we improve it? A sun shade and barbecue might bring more people out.
3. Try to attract new members.
4. Develop some fund raising opportunities. The possibility of operating a concession stand at this

year's Westminster Air Show this year is being looked into. In order to get a better grasp on what would be involved, June Poage of Westair has been invited to a business meeting to discuss this with us.

In addition to increasing participation, we need to take a look at club finances. Our dues structure is in need of review. The executive board will be meeting prior to the February meeting in order to put together a budget recommendation for this year. Hopefully we can work toward a reduction of dues in the future.

The new year has brought about some changes in committee chairs. Positions being vacated are safety/sound, membership, property and events chairpersons. Thanks to all who handled these jobs for us in the past. A special note of thanks to Bill Hasert who was property officer for as long as I can remember.

Our new committee chairpersons are :

Field Marshall Lloyd "Dutch" Briggs

Property: John Wonderlich

Thanks guys!

We still need a membership chairperson and an events chairperson. If you're interested, speak up!

Keep 'em flying!

Mickey

DUES ARE DUE!!

See Pages 5 and 6 for further info.



MINUTES OF WAM MEETING

JANUARY 7, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:30 at Westminster VFW by President Mickey Yachera with 18 members and 3 guests present. Our guests were Bob Ludwig and his son., Steven, and Bill Woolston.
2. The reading of the minutes of the previous meeting were amended to reflect credit to Larry Nolte for his efforts in providing the Certificates awarded at the December Meeting and to Lloyd Briggs for acquiring and distributing the door prizes and also to mention that outgoing President Wendell Richards was presented with a plaque in recognition of his services while in office.
3. President Yachera spoke briefly about filling the vacant chairmanships and his goals for the new year: to set a calendar of events early and to investigate the possibility of reducing the cost of membership in the club.
4. V.P. John Sterrett enlisted Ken Davis to break him in on the responsibilities of the V.P. to the MMA.
5. The Treasurer's report was accepted as read.
6. Milt Peacock had correspondence about local Flea Markets and also the T.O.C. of Maryland held by the SWAP Club. More details elsewhere in *The Talespinner*. Our Foreign Correspondent, John Schaffner, read a letter received from Nick Jonckheere in Oostende and another from his Belgian friend, Raymond Goeme, about the participation of the Fairy Battle aircraft during the opening days of W W II when the Nazis invaded Belgium..
7. Milt Peacock announced he has accomplished the paperwork with AMA to maintain WAM's status as a Leader Club.
8. Ray Miles spoke about the status of the SFP. Details and new schedule are elsewhere in *The Talespinner*. Mention was made that the condition of the access road to the CCMA is much improved, thanks to the county road crew.
9. Bill Hasert reported the club property is 'status quo' and that he was ready with it whenever needed.
10. Pres. Mickey announced the stats on the December Dinner Meeting and that the club profited by \$61.28.
11. Ray Miles says, "Carroll County is quiet. Let's keep it that way."
12. Eddie the Editor says, "Send me stuff, please!! DO IT. It's YOUR newsletter!"
13. A letter was received from the Westminster VFW acknowledgeing WAM's contribution of \$150.00
14. Milt Peacock has updated the club by-laws with all

recent changes and printed copies for those in need.

15. The club officers will meet at Wendell Richards house on the January 21st to discuss spending policy and establishing an operating budget tfor the upcoming year.

16. Pres. Mickey will contact Mrs. June Poague concerning the clubs participation at the annual air show and the possibility of manning a concession stand to make a few bucks for the club. Volunteers will be needed for this activity. The dates are June 21 - 22, 1997

17. Milt has a list of the air shows scheduled for around Maryland this year. Look elsewhere in this issue of *The Talespinner*.

18. The meeting was adjourned at 9:30 p.m. Ed Goldman **ALMOST** won the 50/50.



DUMBEST MOVE SO FAR IN 1997

Confession from Eddie the Editor

At WAM's January meeting, presided over by new president Mickey Yahchera, we had the usual 50/50 drawing. Our guest, young Stephen Ludwig, was asked to draw the winning name. He was sitting near me, and as he passed me on the way to draw the name, I asked him to pick my name (or at least call my name anyway). Stephen reached into the box, and pulled out the name, "Ed Goldman." It was legitimate, and I was a winner. I went up to treasurer Bob Allen, and received my winnings, and gave young Stephen \$2.00. But then, to my surprise, I was informed (correctly) that I had forgotten to put my \$ 1.00 into the kitty, and was therefore inelegible to win the 50/50 drawing. Oh, heartbreak and woe! I have always entered the drawing, and rarely won. So, back went the money to the club treasury. But young Stephen did get to keep the \$ 2.00, so he was really the big winner.



THE IMAA CORNER

By Milt Peacock

Ghost Written by Eddie the Editor

Our usual contributor to this column is out of town, and so I am just filling up this space by saying that there is nothing new to read in this little space. If you keep reading, you will be wasting your time. (I wasted mine by writing this). If you are still reading, you obviously can't take a very blunt hint, so you may as well finish now that you've read this far. **THE END!**



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: Milt is away, as you have learned by now, so no new news from the AMA. If you still need to renew your membership in the AMA because you never received your application for 1997, your best bet is to cut out the application form found in the November or December issue of the AMA magazine. I handled my application this way on the advice of whoever I spoke to at AMA headquarters. I have not, as yet, received anything back from them. Perhaps they are still having problems because of the company they contracted to mail all the 1997 applications. It seems that many of us didn't get ours. Anyhow, I'm sure we will be ready to fly when the weather lets us. Meanwhile, keep building so you can fly all summer.



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 1 update of a zip code. We need to do a little bit better, fellows, regarding this zip code change. 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 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.

Hane's Law: There is no limit to how bad things can get.



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, a glow plug lighter with plugs to connect to a power panel, was claimed by Paul Schaffner at the January meeting. The second item is some sort of pager or other electronic communicator. I have it in my possession, and will be glad to return it to its rightful owner should I receive a call about it.

Let me know if the pager is yours. Call me at 848-3835 and I'll see that you get it.



COUNTY REPORT

by Ray Miles

A small problem arose recently and it has been taken care of. Nuff said.

Editor's Note: This is the type of county report that we love. Although it doesn't take up much space in the newsletter, at least we don't have to report anything awry.



AND WHAT ARE YOU WORKING ON THIS WINTER?

I am still slowly (because I simply don't seem to have the time) working on my Mustang P-51, and trying to get it in shape for the spring. The front end has been CA'd, epoxied, splinted, and beaten back into some semblance of its former self. It even is covered now and passes the 6 feet away appearance test. But I still need a new canopy and am still chasing after ripped covering, voids, and other little odds and ends that a high speed wreck will cause.

I did manage to get my engine remounted using gas line tubing for a soft mount, and managed to install nylon lock nuts behind the firewall using an extension socket to hold the blind nuts. It wasn't fun, especially since I had to take it off and on many times to get some down thrust and right thrust to the engine. I'm still not sure it will fly the way it did, but I will find out soon enough. Once I get my canopy, this project should be completed and the Mustang will fly again.



SCHOOL FLIGHT PROGRAM

by Ray Miles

We are all shut down for the winter and absolutely nothing is happening. March will see the resumption of classes. Time to bone up and get ready. 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.

DUES ARE DUE

REMINDER FROM YOUR NEW TREASURER

from Bob Allen

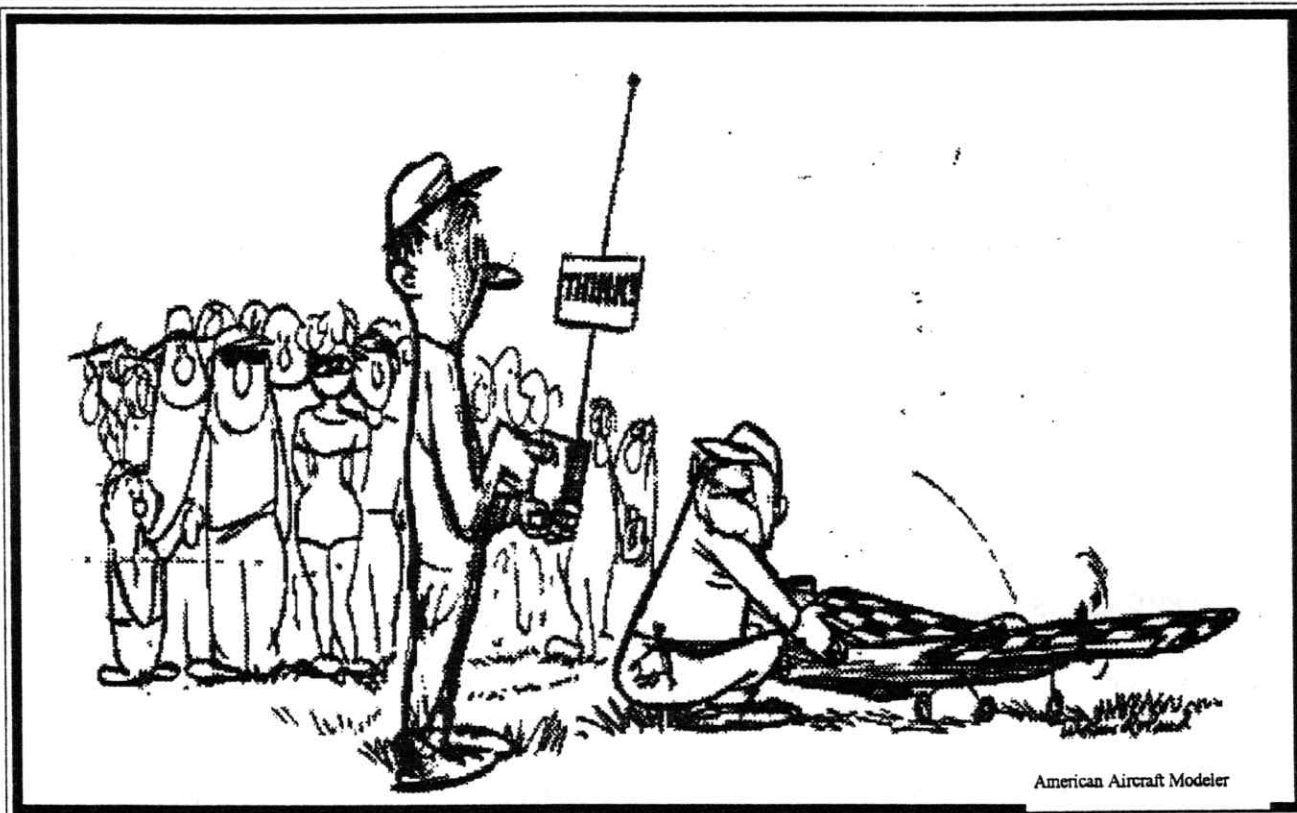
Hi, guys! Well, as you know, the cash drawer gets a little empty this time of the year, and it's up to all of you loyal members to get your dues in so we can prepare for the upcoming year. Your executive committee is trying to put together a 1997 budget. It will make it a lot easier to work out our operating expenses once all the dues are collected. So, please make an effort to get your dues to me A.S.A.P. (See Page 5)



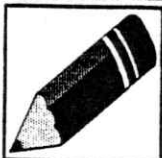
THERE YOU ARE, "DEADSTICK?"

I hadn't heard from my friend, "Deadstick," for a while, but my appeal in last month's T/S must have been heard. He (or she) sent the cartoon which appears below with the following comment: "WAM PERFORMERS AT THE 1995 AND 1996 WESTMINSTER AIR SHOWS SHOULD APPRECIATE THE ABOVE CARTOON TAKEN FROM AMERICAN AIRCRAFT MODELERS."

That was the contribution from "Deadstick" for this month (at least up until today, January 11). I can always use more contributions from our unknown friend, and you can be certain that any comments from "Deadstick" will be passed along to all the members right here in the T/S.



American Aircraft Modeler



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!!

♦FEBRUARY♦

Ron Bowen

Walter Smith



AVIATION HISTORY FEBRUARY



- 2 1949 Boeing B-50 completes the first round-the-world non stop flight.
- 2 1969 First trial flight of the "Concorde."
- 8 1910 Madame la Baronne de LaRouche becomes the first certified woman pilot (France).
- 15 1972 NASA announces the beginning of the space shuttle program.
- 20 1922 The U.S. Navy's first aircraft carrier, the USS Langley, is commissioned.
- 30 1961 The X-15 reaches an altitude of 169,600 feet.



VISIT TO JOHN D.

by Ray Miles

I paid a visit to see John Dorl. You know, he's the guy who ordered a new knee. He looked great and is doing very well. He does his limbering up act on the knee, and will be more than ready to rejoining us for the School Flight Program come this spring. I suppose many of us will need replacement parts at one time or another, sooner or later.

Editor's Note: We all wish John a quick "back to normal." - or maybe I should say "back to a normal knee."



LONG DISTANCE

by Ray Miles

I received a call from our lady pilot, Pat Kowalski. I thought that she was in Florida. She is. She took her plane, joined a club down there, retained an instructor, and is putting mucho time on the radio. Some interested lady. She does have a second home down there, and does spend time in both areas. We should be able to do that. Sounds as if she is living life to the fullest - -and more power to her, and enjoying it.

Editor's Note: I'm sure that we all wish Pat "Happy Flying" during her stay in Florida. She'll probably come back and teach us a thing or two.

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

Falcon 56 In Good Condition
Includes Supertigre .46 Engine!
Excellent Flyer in Strong, Cold Winds!
\$ 60.00 for Airplane and Engine

Call John Sterrett at (410) - 775-0296

Editor's Question: Does this Falcon 56 fly in normal weather also, or do you need to be wearing a hat, gloves, long underwear and a scarf in order to fly it? Just kidding, John. I'm sure it will fly in whatever weather its new owner wants it to.

DUES ARE DUE

Guess what? It's time to pay for our 1997 dues. As of this writing, the schedule of dues is printed on page 5. Please send your check made out to **Westminster Aero Modelers** to:

Bob Allen
249 Stacey Lee Drive
Westminster, Md. 21158



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aero Modelers,

Thank you for coming. I had a lot of fun! I liked the flying things like the bird the most. The radio controlled plane was real neat, too. It was interesting when you showed us the parts on the model plane. I'm glad you could "fly" over to our school. It was fun!

Your friend,
XXXXX

Dear Mr. Miles and Associates,

Me and my class are all very proud to have you come to XXX Elementary School. The part I liked was when the airplane crashed into the wall. My favorite model was the fighter jet model. I would say the kit instructions are pretty complicated. Apollo 12 is 30 stories high - right? Well, Apollo 12 is as big as Godzilla!!

Sincerely,
XXXXX

Dear Aeromodelers,

I loved the show you put on. It was so cool. I liked it so much because the planes were so real. I just loved the stuff you had because I love science. I can't say how much I can thank you for coming. I learned about drag and lift. I just loved your show.

Sincerely,
XXXXX

Dear Mr. Miles and Helpers,

I enjoyed your show. I wish you got paid \$ 50.00. Well, I guess your work pays you. Well, also I think you did a very, very good job! I loved when you asked the teachers questions and they got it right! But when they asked you the question and you got it wrong. It was awesome. Also it was funny when you flew the 3 airplanes and one crashed. I liked the electric one that did not fly. The 4 forces to fly are: lift, drag, and thrust, gravity. Gravity is the air that pulls the objects back to earth. Lift is force from the airplane. Drag is a moving plane in the air that causes friction or drag which slows the plane down. Come back next year!

Love
Jamie

P.S. See y'all!!



THIS AND THAT

by Ray Miles

Those of you who saw the frigate, Constellation, that I had on display saw no sails. Well, my pre-winter project was to do just that. I cut the sails about 1/8 " oversize and my daughter hemmed them for me. (If I was as good as Milt, I could have done that myself). I furled them, and ran into one BIG problem. When picturing what they would look like unfurled, I realized my mistake.

Without relocating many of the lines it would have been impossible for them to drop. Soooo... a re-rigging job presented itself. That was taken care of by moving one line, breaking two others, etc., etc., before I completed the process. But...it was fun and the ship looks good. Maybe I'll bring it to a meeting in a month or two for those of you who may be interested.

The one thing I'm glad I did not do was to have built a copy of the one in the harbor. Mine was built from Smithsonian plans, and MAY be more correct, especially for the revolutionary period. This is a far cry from airplanes, but the process is the same.

My next venture is the completion of the "Velie" monocoque. this is a scratch built attempt at what I think is one pretty airplane. I'll tote that to a meeting when done. I know you are all thinking, " Whoa, he doesn't even fly anymore. True - but who knows what devious thoughts lie hidden in the minds of men (and I say that very loosely in my case). And lying on the back burner is a kit of " The Pride of Baltimore II." No, it doesn't fly, but it might!!!

THAT AND THIS

by Eddie the Editor

I've been to Hunt Valley Hobbies several times recently and shot the breeze with Lou about that and this. He showed me a model (recall tells me it was a Great Planes XXXXXX. The important part is that he put a JETT engine in it. These are the engines which are supposed to be among the most powerful. After several start ups and flights, during which the engine did NOT seem to perform all that well, it all of a sudden started to scream and accelerate the plane like crazy. Then he read the instructions, which say that after 3 tanks of fuel, the engine should turn 17,500 rpm on (I think) a 10 x 7 prop. It did. He said the performance was awesome, but that your plane may not stay together if it wasn't built for that much speed and power. Elevator, rudder, and ailerons can flutter or come off, etc. I would love to see one of these engines in action, but db's are too much at CCMA.



MARYLAND AIR SHOWS 1997

Contributed by Milt Peacock

May 9 - PREAKNESS CELEBRATION KICK-OFF

Balloon Flight Friday 5:30 - 7 PM, Oregon RidgePark, Cockeysville 410-837-3030

May 10 - PREAKNESS CELEBRATION - Hot-Air

Balloon Race Saturday 6:30 - 8 PM, Druid Hill Park, Baltimore 410-837-3030

May 11 - PREAKNESS CELEBRATION - Inner Harbor

Balloon Launch Sunday 6:30 PM - Rash Field, Baltimore 410-837-3030

May 17 and 18 - ANTIQUE AIRCRAFT FLY-IN Saturday

9AM-5PM /Sunday 9AM-4PM U of MD. at Horn Point, Cambridge, MD.

Antique and classic planes from across the US, judging, aviation exhibits & food. Museum open,

Dorchester Heritage Museum. 410-228-5530 & 1899

May 17 and 18 - DEPT. OF DEFENSE JOINT SERVICES

OPEN HOUSE '97. 9 PM - 5 PM Andrews Air Force Base, Camp Springs, MD - The only D.O.D. airshow featuring demos & equipment from each branch of the armed forces. Demo teams include USAF Thunderbirds & Army Golden Knights Open house Hotline - 301-568-5995

May 24 - AIR EXPO '97 - Saturday - Time ??

Naval Air Station Patuxent River, Lexington Park. USN Blue Angles will headline Air Expo '97 featuring top military and civilian aircraft. 301-342-7512

June 21-22 - JACK P. POAGE AIRSHOW 9 AM- 6 PM -

Carroll County Regional Airport, Westminster, MD. Airshow, aerobatics, antique aircraft displays, warbirds, food, concessions, military fly-bys & displays. June Poage 1-800-272-1933 & 410-876-7200 (\$\$\$)

AUG. 30 & 31 "GATHERING OF HEROS" AIRSHOW

'97. Ocean City Airport, Rt. 611, Ocean City, MD. 9 AM - 5 PM. Shows daily & ground displays. Call for show times - Don Stewart 410-213-2471 (\$\$\$)

Sept. 6 & 7 - HAGERSTOWN AIRSHOW

Washington County Regional Airport, Hagerstown. 9 am - 5 pm. Chamber of Commerce 301-739-2015 (\$\$\$)

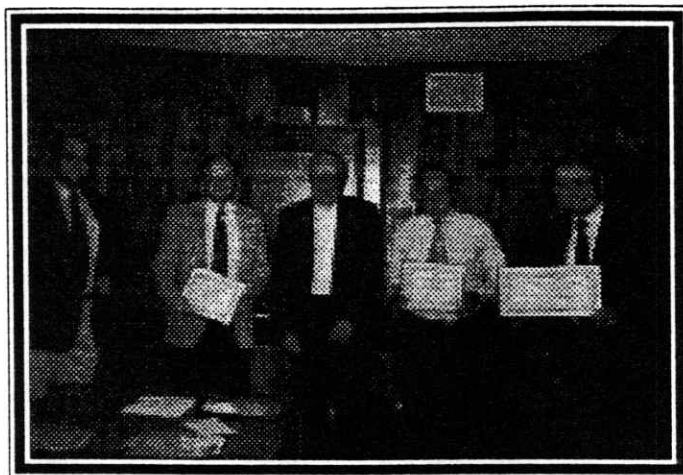
OCT. 12 - 13TH ANNUAL GREATER GORTNER AIR-

PORT AIRSHOW & FLY-IN - Greater Gortner Airport, Oakland, MD. 12 Noon. Airshow, skydiving, airplane rides, music, candy drops for children, other events & displays. Jane Simms, 301334-3541 (\$\$\$)



WHAT A GROUP!!

Some of our illustrious members (John Sterrett, Lloyd Briggs, Wendell Richards, and mighty Bob Allen) after receiving their certificates of appreciation from the club. Their well-deserved certificates reflect their past efforts on behalf of WAM, and we all thank them for their contributions.



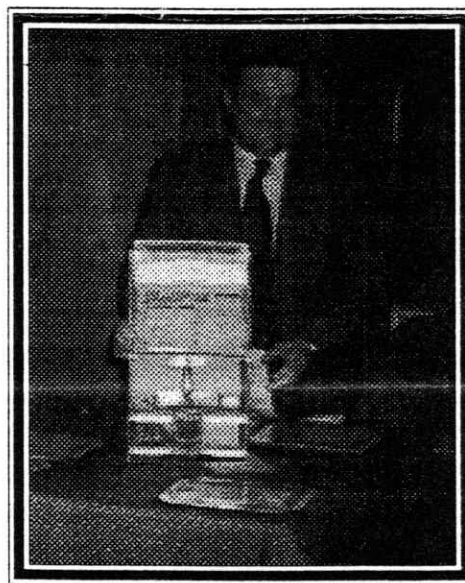
WHO ARE THESE GUYS AND WHAT DO THEY WANT?

Oh, it looks like a picture taken by Bill Hasert at the WAM Xmas Dinner. I think that these are the members of the School Flight Program who were at the dinner, and they are receiving their certificates of appreciation. President Wendell has given the awards to Bill Hasert, Ray Miles, Milt Peacock, and yours truly.



ARE WE HAVING A GOOD TIME?

Well, what do you know? Pat K. and Ray M. have just shared a joke. Pat is amused and Ray is proud of himself. Just another photo of WAM members enjoying the Xmas Dinner.

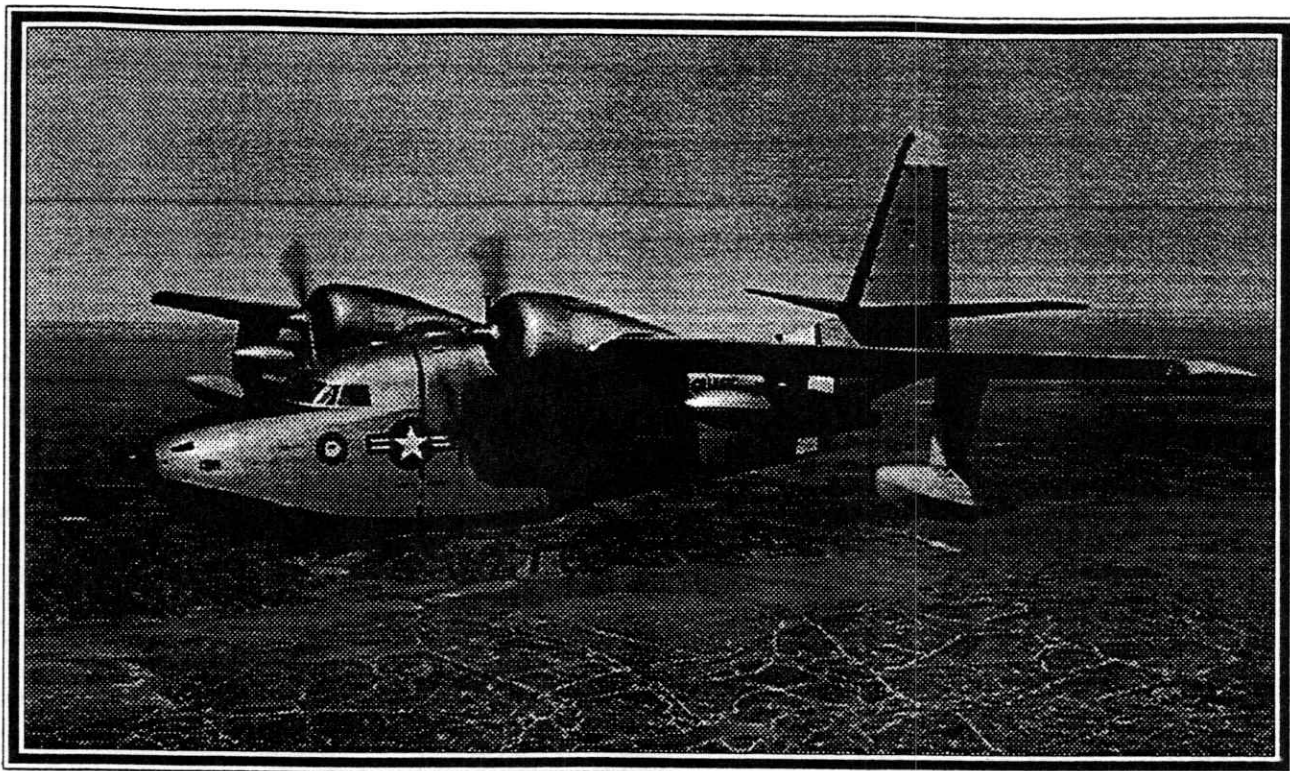


WE KNOW WHO THIS IS AND WHAT HE'S RECEIVED!!

This must be Wendell presenting himself with the Kamikaze Award, making him a consecutive holder of it. He awarded it to himself for, I believe, trying to fly his plane through a tree instead of around it. Way to go, Wendell! Next time, remember this: The further a plane travels through the trees, the smaller it gets.

I've tried to get some of Bill Hasert's photos into this T/S as you can see. If I had a better scanner and printer, you would be able to see them a little bit more clearly. But I hope you enjoy them for what they're worth. I also would like to thank Bill for taking the pictures and giving me a copy for your enjoyment.

Eddie the Editor



GRUMMAN G-111 - ALBATROSS

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

The Albatross has the most complex production and designation history of any Grumman airplane. Aircraft ordered by one branch of the US military and allocated the appropriate designation were often delivered to another branch and operated with completely different designation. The origins of the design can be traced back to 1944, when Grumman produced the G-64 design as a successor to its G-38 and G-39 designs operated by the US Navy as the JRF Goose family of utility amphibian flying boats. The G-64 design retained its predecessors' twin-engined layout with a cantilever high-set wing, two-step hull and retractable landing gear for amphibious capability, but was a larger and altogether more powerful machine with comprehensive instrumentation for an all-weather role. The design team also wanted to improve on the Gooses water and land handling characteristics, so the hull was considerably refined and the landing gear was changed to the tricycle type with a twin-wheel nose unit. The US Navy ordered two prototypes with the designation XJ R2F-1 Pelican, but though these were not canceled in the great cuts that followed the end of World War II, their construction was awarded only a low priority. Thus the first Pelican flew only in October 1947 with a powerplant of two Wright Cyclone radial piston engines each rated at 1,425 hp and supplied with fuel from an internal capacity of 676 US gal that could be supplemented by 590 US gal carried in two drop tanks on underwing hardpoints.

The XJR2F-1 completed its flight and development trials without the need for any significant modification. The US Navy ordered the type into production during May 1948 to meet its own requirements for 32 PF Albatross anti-submarine/patrol and six Albatross utility amphibians, and also the new US Air Force's need for 20 Albatross SAR amphibians. The PF-1A was not built as such, for the US Navy decided that the larger and more heavily armed Martin P5M Marlin offered considerably better capabilities, so the order was transferred to the USAF for completion as part of its SA-16A requirement. Production of this USAF version eventually totaled 290 boats delivered between July 1949 and December 1953, and 154 of them were later fitted with a triphibian landing gear (a long central ski under the hull and two skis under the underwing stabilizing floats) that added snow/ice take-off and landing capability for operations in Alaska and Greenland.



COMING EVENTS



FEB. 4 WAM MEETING-VFW HALL 7:30 P.M.
MAY 17 - 18 ANDREWS AFB AIR SHOW. Biggest Show Around!! USAF Thunderbirds, US Army Golden Knights, and more!
MAY 24 Air Expo - Naval Air Station, Patuxent River. USN Blue Angels and more!
JUNE 21 - 22 JACK P. POAGE AIRSHOW. Carroll County Regional Airport. Airshow, aerobatics, antique aircraft displays, warbirds. Great Show at our home town. Support our local show!!
JUNE 21 - 22 T.O.C. of MARYLAND. Fly-in and Competition. Southwest Area Park Details later.

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

KEN DAVIS AND MARADA INDUSTRIES

WAM thanks Ken for his efforts.



GRUMMAN G-111 ALBATROSS

*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	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	John Wunderlich	840-8518
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

MARCH 4, 1997
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 13 Number 2

AMA Chartered Club # 336

Formed 1955



PILOT TO CO-PILOTS

MODEL MATES

At our last business meeting we spent time reviewing club finances and discussing some recommendations for improvements at the club facilities. The easy part of the club's finances is to outline what it costs to operate the club and approve an operating budget as we did at our February meeting. The hard part of the finance picture is deciding what to spend money on to improve club facilities and how to go about accomplishing the improvements.

We have some basic decisions to make on the future of the Westminster Aeromodelers. The executive committee made several suggestions for improving the club's flying site facilities. For those of you who missed the meeting, what follows is an outline of the suggestions presented:

- Materials to construct flight stations at Baugher's field like the ones at the Spiegle field.
- Two work tables for the Baugher field. (A little larger than the Spiegle field to accommodate the Giant Scale birds).
- Roll the Spiegle field with a 5 ton vibratory roller in order to smooth out the lumps in the field
- Construction of a 20' x 16' pavilion (sun/rain shelter) for the Spiegle field. This will require approval by Carroll County.
- Construct a cinder block style barbecue grill for the Spiegle field. This will facilitate having picnics and cook-outs without the hassle of bringing a grill out to the field. This also would require the county's blessing.
- Picnic tables for the pavilion (if we can build it) at the Spiegle field.
- Drainage system for the Baugher field

- Baugher's could use another load of stone

The above are only suggestions. They were meant to provide a starting point for discussion on the future direction of the club. Hopefully, we can have some spirited debate on this list. Obviously, we can't possibly do everything listed in the next two or three years, but it's important to chart a course for the future. After all, we should make our club facilities the best we can in order to maximize member participation and attract new members.

I would like to take this opportunity to thank Bob Allen for the outstanding job he did in preparing the budget and the effort he put into preparing the budget packages we used at both the executive committee meeting and at the club's business meeting. Well done, Bob!

We are in need of a committee chair to replace Bill Hasert as the Property Chairman. Bill has held this position for a number of years and has asked to be replaced. Please, give me a call if you can take this over from him.

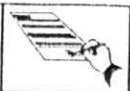
'Till next time, keep 'em flying!

Mickey

HELP WANTED

The Westminster Aero Modelers are seeking an individual to take over the Property Chairmanship. Qualifications include space to hold our stuff and the willingness to help the club. Bill Hasert has held this position for quite some time and now desires to step aside after doing a fine job for all of us. Please call if you can take this important position.

Mickey Yachera - 239-6235



MINUTES OF WAM MEETING FEBRUARY 4, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:30 p.m. at the Westminster VFW by President Mickey Yachera with 18 members present.
2. The reading of the minutes of the previous meeting were accepted as published in The Talespinner. The minutes of the meeting of the executive staff of 21 January 1997 were read and accepted.
3. President Yachera spoke briefly about the items discussed during the executive meeting, e.g. reviewing the club by-laws, the proposed budget for the coming year, the desirability of engaging in fund raising activities, and filling the vacant chairmanships.
4. V. P. John Sterrett spoke about his meeting with the MMA and the items covered in that meeting. Details are elsewhere in this T/S.
5. Treasurer Bob Allen reported on the proposed budget and the financial situation of the club.
6. Milt Peacock had correspondence about local Flea Markets and upcoming fly-ins and other events of interest to the club. More details elsewhere in The Talespinner.
7. Our foreign correspondent, John Schaffner, read a letter received from Nick Jonckheere in Oostende and also talked about the E-mail exchanged between him and Nick concerning Nick's upcoming visit in July. We are also on the E-mail line with Alberto Nencioni in Milano, Italy. John spoke about that exchange of messages over the transcontinental cables.
8. Milt Peacock announced the approval from the AMA that continues to maintain WAM's status as a Gold Leader Club for 1997. Milt also spoke of the pending visit of Chuck Foreman, District IV to the area.
9. Ray Miles, SFP chief, was absent. Missed you Ray.
10. Bill Hasert reported that the club property is being transferred to the new property administrator.
11. Bob Allen volunteered to make up "hand-out" cards on his PC for distribution to anyone interested in the club.
12. No Carroll County report from Ray Miles. Ray not there.
13. Eddie The Editor says, "Send me stuff!!" The more I get the longer I'll do this job.
14. Pres. Mickey covered the proposed budget based on the average of the last three years. The budget was adopted by unanimous vote. Discussion on the proposed improvements to both fields covering estimated cost

and priority by each item was held. More details appear in The Talespinner. Further talk on this will be at the next regular meeting 4 March 1997. Also there will be more on possible fund raising activities.

15. Milt Peacock requested an updated flyer to pass out at the MARC show.

16. William Woolston was voted into the club unanimously. Welcome Bill, keep-em-flying.

17. Much talk on first aid kits for the fields. Ed Goldman, Ken Hands and others have already contributed items. Look for them, if needed, in the impound box at CCMA.

18. Much talk about John Sterrett's "profile" airplane that he brought to the meeting for inspection and mention by various members on new products and projects. Thanks for bringing it in, John. Milt talked briefly about his visit to the meet in Deland, Florida.

18. The meeting was adjourned at 9:45 p.m. and the 50/50 drawing was held over for lack of a hat to draw from.



THE IMAA CORNER

By Milt Peacock

Thanks, Ed, for the blurb in the last issue. (You're welcome!). This time of the year its only the Southern fellows who fly. I missed a Giant fly-in at Deland, Fl., which was to be the following weekend after the jets. I even found two friends there who offered me their models to fly. Now that was courage on their part. It is a great place to fly - on part of the Deland Air Port on the end of a deactivated runway. Nice overfly area, also.

D/4 Mini Festival will be held in Danville, Va. from June 19 - 22, 1997. Paul S. and I usually go there and have a good time.

For reasons which don't make any sense to me, the National "Rally of the Giants" is on the same date(s) as another, similar major contest, but in Converse, In., which is about 50 miles north of Muncie. Oh, well!!

I am considering building an F-4U Corsair. If anyone has any color photos other than the standard sea blue, I would appreciate borrowing them. I would like a different color scheme than usual. No rush. This is in the thinking stage at this point.

Thanks,
Milt

From John Schaffner: It is impossible to make anything foolproof, because fools are so ingenious.



AMA NEWS

by Milt Peacock

I will be receiving our AMA charter renewal soon and it will also contain the roster as known by the AMA. I must answer that when I re-submit our renewal. So, **PLEASE**, if you **do not intend** to renew your AMA membership, please call me as one member has already done. I would appreciate that assistance, and the roster will be accurate.

Perhaps you noticed that in the current MA magazine, WAM got a little press! WAM and Ray Miles were noted on page 40, and again in the D/4 VP Chuck Foreman's column. Wasn't much, but better than none.

Our new D/4 VP Foreman wants to have a district meeting in Maryland in the not too distant future. Would you like to offer to host it? I said OFFER.

If you haven't renewed your 1997 AMA membership, please **DO IT NOW!!**

PLEASE bring your '97 card to the next meeting so I can check my listing. **THANKS. Milt**



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 **SEVERAL** updates of a zip code. We need to do a little bit better, fellows, regarding this zip code change. 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 or mail it to me or bring it to the next meeting. Thank you very much.



A THANK YOU

From Milt Peacock

Thanks to our editor (You're welcome) who placed my "Appeal for Help" for a Futaba manual. It was answered by Bill James (always was a nice guy) who copied his and mailed it to me.

**THANKS, BILL
MILT**

Miller's Maxim: In a surplus economy, the squeaking wheel does not get the grease; it gets replaced.



MARYLAND MODELERS REPORT

JANUARY, 1997

by John Sterrett

Ron Ware conducted the meeting in the absence of Pres. Milt Peacock at Your Hobby Center in Baltimore. Club dues were discussed. Ron commented that John Dorl was doing well after his recent knee replacement.

Members agreed that the MMA Flea Market should be held in Westminster at the VFW Hall again. Milt P. will obtain the hall for the event. Chairmen are needed to handle the event. Call Milt or John Sterrett if you are willing. (You don't have to be able).

It was reported that Hank Spielman had a heart attack and, at last report, was not doing well.

It was suggested that MMA clubs be invited to a meeting regarding insurance sponsored by State Farm to learn more about liability related insurance.

It was suggested that the MMA organize a bus trip to the WRAM show in New York. Call Milt or John for info if you're interested.

Members of Sunday Fliers, CBRC, RCMB, BASS, New Meade Modelers, SWAP, and Bob Babero (AMA D4 VP) commented during the meeting.

Ken Davis and myself, John Sterrett, attended the meeting and commented on field activities and the new officers of WAM.



COUNTY REPORT

by Ray Miles

All is quiet on the flying front. No news is good news. (Great report - I love it).

A THANK YOU RECEIVED

by Milt Peacock

As some of you know, we distribute Americanism information which we receive from the VFW Post # 467 to the school students along with our own handouts about "flight." I was asked to extend the thanks of the VFW for this service. The VFW also receives credits for what we do for them.



GOLD LEADER CLUB FOR 1997

Milt P. has informed me that WAM is qualified to be a **GOLD LEADER CLUB** again.. All members of WAM should appreciate the paperwork that Milt has done for all of us.

Thanks, Milt!



SCHOOL FLIGHT PROGRAM

by Ray Miles

fast) Spring:

Listed below is the **completed** schedule for the SFP for this coming (and coming

SPRING CLASSES

March 5	Mt. Airy Elementary	9:30 a.m.
March 12	Sandymount Elementary	9:30 a.m.
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 23	Mechanicsville 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 CLASS - TEST WEEK	
May 21	Eldersburg Elementary	9:30 a.m.
May 28	Spring Garden 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.

DUES WERE DUE



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

Bob Allen	nqlg40a@prodigy.com
Mickey Yachera	michaely@ccpl.carr.lib.md.us
Milt Peacock	milts-birdhouse@juno.com
John Schaffner	jschaffner@juno.com

And here are the following foreign correspondents:
Alberto Nencioni in Milano, Italy

polidoc@galactica.it

Nick Jonckheere in Oostende, Belgium

3gmb10@kh.khbo.be

Nick will be in England for about four months, so don't bother with him for a while.

REMINDER FROM YOUR NEW TREASURER

from Bob Allen

Hi, guys! Well, as you know, the cash drawer gets a little empty this time of the year, and it's up to all of you loyal members to get your dues in so we can prepare for the upcoming year. Your executive committee is trying to put together a 1997 budget. It will make it a lot easier to work out our operating expenses once all the dues are collected. So, please make an effort to get your dues to me A.S.A.P. (See Page 5)



LONG DISTANCE

From Pat Kowalski
in Sunny Florida



Florida is a great place to get in some flight time! The weather is warm, and after the fog burns off, skies tend to be clear. My Right Flier and I made it down here in good shape. The fuselage fit nicely in the trunk, and the wing served as my passenger on the 950-mile trip.

Last week I joined the local club, the Hernando Aero Modelers. We have about 115 members, and at least 75 attended Tuesday's meeting. It was standing room only! It is similar to WAM in quality, if not quantity, of members. Most are retired; many had professional or military flight experience. They are friendly, knowledgeable, and helpful. There is a wide variety of aircraft, and some very accomplished fliers. Snowbirds keep a plane or two here, and leave the rest back home. Hopefully someday I will have enough planes to do that!

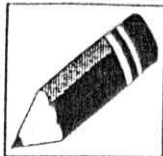
The differences, of course, are what stand out. We fly at the local Boy Scout camp. Five aircraft plus a helicopter may be in the air at a time - quite a show in itself! The field is open 9:00 a.m. to 5:00 p.m. in winter, seven days a week. The morning shift flies the first four hours, followed by an equally enthusiastic afternoon group. A restraint stand is required to stabilize the aircraft until ready for take-off.

The new president is in the process of developing a club handbook, including constitution and by-laws, field rules, and significant information about members, including the frequencies on which they transmit. I will attempt to snag an extra copy for WAM.

My instructor, Sol Ott, has been flying since 1938. He has turned landing into an art form! Lessons are twice a week for about 3 hours. I am learning a lot with such concentrated instruction. I still do loops, but now they are deliberate!

The local commercial airport will have a W.W.II bomber display next month. Last year it was quite a success. Hope your winter projects are progressing.

See you in April,
Pat



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!!

♦MARCH♦

Lloyd Briggs

Tim Shultz

Mickey Yachera



AVIATION HISTORY

MARCH



- | | | |
|------------------|------|---|
| 2 | 1949 | A Boeing B-50 completes the first round-the-world nonstop flight. |
| 2 | 1969 | First trial flight of the "Concorde" is performed. |
| 8 | 1910 | Madame la Baronne de LaRouche becomes the first certified woman pilot. |
| 15 | 1972 | NASA announces that the U.S. will pursue a space shuttle program. |
| 20 | 1922 | The U.S. Navy's first aircraft carrier, the USS Langley, is commissioned. |
| 30 | 1961 | The X-15 test airplane reaches an altitude of 169,600 feet. |
| March -
April | | Mrs. Jerri Mock, piloting a Cessna 180, becomes the first woman pilot to fly solo around the world. |

WELCOME OUR NEW MEMBER

WILLIAM (BILL) WOOLSTON, III

We congratulate **Bill** on his election to WAM and look forward to seeing him at the meetings and the field.

KEN DAVIS IS OUR NEW MEMBERSHIP CHAIRMAN

THANKS FOR VOLUNTEERING!

YOU MUST READ THIS!!

I have just learned that Ed Popp may be moving to Florida this summer. Ed has been a great help with the printing of the T/S. WE WILL NEED SOMEONE TO VOLUNTEER TO TAKE OVER ED'S ACTIVITY. Ken Davis cannot and should not have to do ALL of the printing. More in next issue.

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)

Falcon 56 In Good Condition
Includes Supertigre .46 Engine!
Excellent Flyer in Strong, Cold Winds!
\$ 60.00 for Airplane and Engine

Call John Sterrett at (410) - 775-0296

Editor's Question: Does this Falcon 56 fly in normal weather also, or do you need to be wearing a hat, gloves, long underwear and a scarf in order to fly it? Just kidding, John. I'm sure it will fly in whatever weather its new owner wants it to.

DUES ARE DUE

Guess what? It's time to pay for our 1997 dues. As of this writing, the schedule of dues is printed on page 5. Please send your check made out to **Westminster Aero Modelers** to:

Bob Allen
249 Stacey Lee Drive
Westminster, Md. 21158

SPECIAL NOTICE

from Milt Peacock

Our MMA Rep., John Sterrett, will probably say something about this, but I think it is important enough to say it again. As President of the MMA, I wrote to State Farm Ins. Co. asking if they would have a speaker visit us to explain the "liability coverage" in a Homeowner's Policy as it applies to our modeling activities. They have replied in the affirmative and a date and time will be set within the next few months.

FIRST: Every MMA rep is supposed to try to determine how many of their club members would attend such a meeting.

SECOND: Create a list of questions that they would like answered.

THIRD: Depending on the response, we must locate a place to conduct the meeting.

I know we can't pick a date and time to suit everyone, but I feel this subject is important enough for as many of us to attend as possible that we can put ourselves out a little and attend. Even though you probably have a different insurance carrier, the basics of homeowners insurance are the same.

Give this some thought and let John Sterret or myself know if you would attend such a meeting. It is also a good opportunity to meet members of other clubs. It adds to the fun to know other folks who fly.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for teaching us about flight. I have learned that blades on a helicopter are wings. I have also learned that gliders have long wings. I have also learned that people are so small compared to a space rocket. You sure can learn a lot about flight.

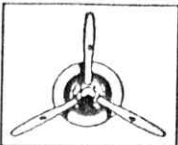
Sincerely,
XXXXXX

Dear Westminster Aero Modelers,

I loved your show! It was the best show I ever saw! I hope you visit XXXX again. I learned a lot of things from you. I loved your models! Please come again.

From your Friend,
XXXXXX

Oliver's Law of Location: No matter where you go, there you are!!



THE OVERLOOKED KILLER

by Brian Kobus

From *The Aviator*

Frederick Model Aircraft Club

Vibration is a major factor destroying your airframe, engine, radio gear and flying fun each time you fire up your engine. One fairly easy way to curb some, if not all, of your aircraft's vibration is balancing the propeller. I'm constantly amazed no matter what field I fly or visit where pilots simply throw on a propeller without first balancing it. With the cost and time involved in our hobby, balancing the propeller will add additional happiness to your aircraft and equipment. The following are just a few results of an unbalanced propeller:

✧ Engine bearings and bushings will develop premature wear that will cause a drop in performance.

✧ Unless you have utilized a vibration mount, propeller vibration can loosen your mounting hardware and possibly the bond that attaches the hardware to the firewall.

✧ Bubbles and/or foam in the fuel tank and lines will cause the engine to hesitate and possibly die while in flight. - Damage to your radio, battery, and servos can occur due to the constant pounding to the airframe that can loosen solder connections and harm electronic components.

✧ And finally, if this wasn't already enough, loosening of your airframes screws, nuts, bolts, and glue joints can bring you closer and closer to an untimely death of your aircraft by simply just something falling off! What can you do? Balance your propellers! Many propeller balancing products are on the market today that simply assist you in discovering which blade is heavier than the other. After determining which side is heavy, sand the BACK side of the heavy side and recheck your propeller so that it balances itself horizontally. Don't worry, the product you do use will have much better instructions on how to perform this procedure. This will lead you on the correct path to a smooth spinning propeller.

→
SAVE THIS ARTICLE IF YOU WANT TO.
I WILL BE DELETING IT FROM FUTURE
TALESPINNERS. YOU MAY WANT TO
SIMPLY MARK THESE DATES ON YOUR
CALENDAR AND THEN PLAN TO ATTEND
THE EVENTS THAT INTEREST YOU.



MARYLAND AIR SHOWS 1997

Contributed by Milt Peacock

May 9 - PREAKNESS CELEBRATION KICK-OFF
Balloon Flight Friday 5:30 - 7 PM, Oregon Ridge Park,
Cockeysville 410-837-3030

May 10 - PREAKNESS CELEBRATION - Hot-Air
Balloon Race Saturday 6:30 - 8 PM, Druid Hill Park,
Baltimore 410-837-3030

May 11 - PREAKNESS CELEBRATION - Inner Harbor
Balloon Launch Sunday 6:30 PM - Rash Field, Baltimore
410-837-3030

May 17 and 18 - ANTIQUE AIRCRAFT FLY-IN Saturday
9AM-5PM /Sunday 9AM-4PM U of MD. at Horn Point,
Cambridge, MD.

Antique and classic planes from across the US, judging, aviation exhibits & food. Museum open,
Dorchester Heritage Museum. 410-228-5530 & 1899

May 17 and 18 - DEPT. OF DEFENSE JOINT SERVICES
OPEN HOUSE '97. 9 PM - 5 PM Andrews Air Force Base,
Camp Springs, MD - The only D.O.D. airshow featuring demos & equipment from each branch of the armed forces. Demo teams include USAF Thunderbirds & Army Golden Knights Open house Hotline - 301-568-5995

May 24 - AIR EXPO '97 - Saturday - Time ?? Naval Air
Station Patuxent River, Lexington Park. USN Blue Angles
will headline Air Expo '97 featuring top military and civilian
aircraft. 301-342-7512

June 21-22 - JACK P. POAGE AIRSHOW 9 AM- 6 PM -
Carroll County Regional Airport, Westminster, MD. Air-
show, aerobatics, antique aircraft displays, warbirds, food,
concessions, military fly-bys & displays. June Poage 1-800-
272-1933 & 410-876-7200 (\$\$\$)

AUG. 30 & 31 "GATHERING OF HEROS" AIRSHOW
'97. Ocean City Airport, Rt. 611, Ocean City, MD. 9 AM -
5 PM. Shows daily & ground displays. Call for show times
- Don Stewart 410-213-2471 (\$\$\$)

Sept. 6 & 7 - HAGERSTOWN AIRSHOW Washington
County Regional Airport, Hagerstown. 9 am - 5 pm. Cham-
ber of Commerce 301-739-2015 (\$\$\$)

OCT. 12 - 13TH ANNUAL GREATER GORTNER AIR-
PORT AIRSHOW & FLY-IN - Greater Gortner Airport,
Oakland, MD. 12 Noon. Airshow, skydiving, airplane rides,
music, candy drops for children, other events & displays.
Jane Simms, 301334-3541 (\$\$\$)



AT AGE 107, STUBBORN TOUCH HELPS

Michael Olesker
The Evening Sun, Dec. 12, 1996

Everybody in the family remembers when John and Lillian Schaffner returned to their home on Miller Road in Butler after an evening with friends. Waiting for them was John's mother. It was 11 o'clock at night.

"What are you doing out so late?" the mother demanded. This being maybe a year ago, John Schaffner mistakenly assumed he could stay out as late as he wanted. He was 71 years old at the time. But his mother was 105, and mothers know better.

Next week going by the calendar and checking the various centuries of her existence, Ida Bernice "Grandma," Schaffner will be 107, and she's still paying attention to the things around her, including the lives of her son and daughter-in-law, with whom she lives, her three grandchildren and her six great-grandchildren.

When she met a man this week who asked, "How are you?" she replied, "I'm doing pretty good. Why?" And then she laughed at her own little joke. In a voice that had the tinkle of a young girl she said, "I lost my eyesight so bad, I can't thread a needle any more." Also, her hearing is not what it used to be. But, "Any pains?" she giggled. "No, the idea of it. What would I want that for? Why would I get sick? I've got too much to do."

She's a pistol. The way some people will see something astonishing and say, "Why, if I live to be a hundred....." Bernice Schaffner will say, "Why, if I live to be 200....." She still puts Ponds cold cream on her face every night and combs out her hair.

And, not long ago, when some of the bureaucrats at the Social Security Administration went running through their computers to see if money was mistakenly being paid to those no longer alive, they looked at Bernice's date of birth and said, "She can't still be here."

So one of them called the house, and John Schaffner answered the phone. "We were looking at our records and saw we're still sending payments to your mother," the Social Security man said. "She's not still alive, is she?"

"Sure, she is," the son said. "You want to talk to her?"

The Social Security man still wasn't sure, so he drove to the house to make certain. Bernice was there, all right, puttering around the place, listening to the radio to keep up with the events of the day, more than a century after she was born to a waterman and his wife in a house by a creek in the village of Shady Side, south of Annapolis near the West River. She was the eldest of the seven Rogers children, one of two girls *still surviving*. The other, Alice Griner, is considered the baby of the family. She's 91. Their school was on the other side of Parrish Creek, which was in front of the Rogers house. The kids never took a bus to school because none

existed. In spring and fall, they'd paddle a rowboat across to get to class. In winter, they'd ice skate across the creek to school.

It was a very long time ago. Bernice was born when Geronimo had newly agreed to quit the warpath. Two weeks before Bernice's ninth birthday, the war ended - the Spanish-American War. When she was 18, Henry Ford introduced Ws Model T. She still remembers taking the train to Washington for the presidential inauguration William Howard Taft's.

"I don't know what my mother's secret is," said John Schaffner, a retired computer systems analyst. "I wish I knew. We could bottle it and sell it and make a fortune."

As a young woman, she helped raise her brothers and sisters, and became a seamstress. She lived with an aunt in East Baltimore and was approached by an insurance man named Peter Schaffner. He wanted to take her out. Bernice said she wasn't interested. The aunt said, "Give him a break." "That was the best time of my life," Bernice said this week. "Being in love. Yes, sirree."

She and Peter were married in 1923, and the marriage lasted until Peter's death a half-century later.

"She's a wonder," grandson Bob Schaffner says. "Until pretty recently, she was so up-to-date on what was going on in the world, you didn't want to get into a political debate with her. She's wearing out some. She's tired. But she still gets dressed every day, and she only needs a nurse to come visit once a week."

A couple of years ago, Bernice had congestive heart failure. Doctors weren't sure she'd survive. When she did, they said she'd have to begin living at a nursing home. After two weeks in the place, Bernice balked. She didn't like it there. She felt too confined.

"Yeah," her grandson Bob was remembering, "she said she was leaving. She threatened, if they didn't let her go, she was going to hitchhike up Charles Street and get home herself." That's the kind of stubbornness to help a woman reach 107.

"A hundred and four," Bernice said.

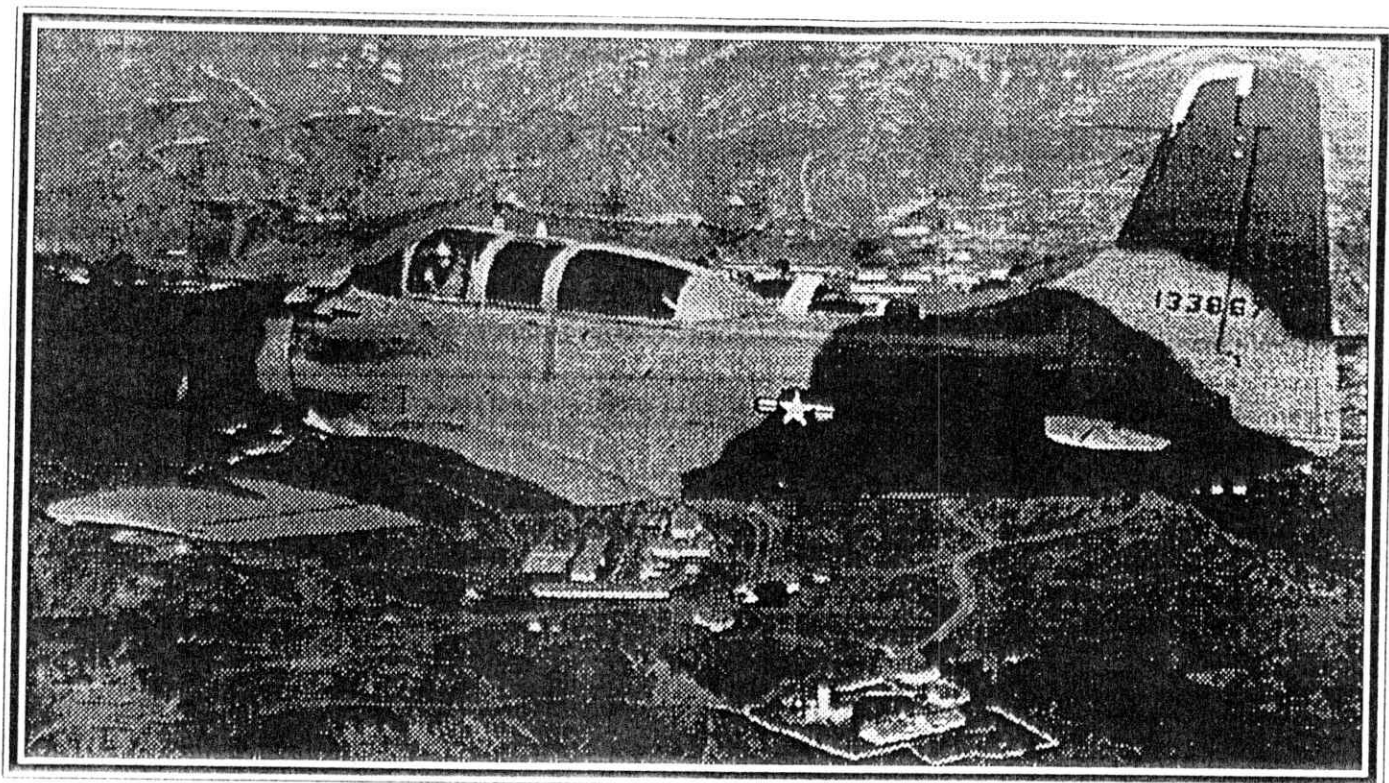
"No," her son said, "it's 107."

Bernice smiled gently. "Why tell your age, for goodness sake?" she said.

Modesty, it's beautiful.

Editor's Note: I have been saving this article since December, but didn't have room to put it in the T/S. It is such a great story and a tribute not only to Bernice Schaffner, but also to John and Lillian. We should all be so fortunate to maintain our health and sense of humor as long as Bernice has, and we also should reflect on the caring and responsibility John and Lillian have shown.

I hope you enjoyed reading this as much as I did. I guess that John and Lil won't be able to carouse late into the night anymore. Nothing like a watchful mother!!



DOUGLAS A-1 SKYRAIDER

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

The Skyraider remains one of the most important and versatile warplanes ever designed, but came within an ace of not ever happening. The origins can be found in WW II. When the U.S. was drawn into this conflict, the Navy believed that two basic types of carrierborne attack warplanes met its tactical needs (the dive bomber and the torpedo bomber). But the current arsenal, consisting of the obsolete Douglas Devastator, Douglas Dauntless, Grumman Avenger and Curtiss Helldiver, were in need of being replaced by a more modern aircraft suited for war with Japan. The Navy wanted successors of great size but still powered by a single, though very powerful, radial piston engine, the Wright Cyclone R-3350-14. This engine produced 2,300 hp.

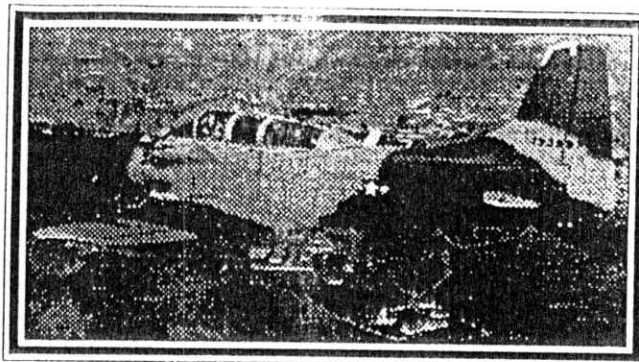
The first plane produced was the Douglas Destroyer. But this plane was grossly overweight. The Navy was now realizing that their planes would be operating against an inferior Japanese air force, which reduced the need for defensive armament. Douglas was offered a chance to modify the canceled Destroyer. At the same time, other manufacturers were also designing aircraft to meet the Navy's requirements. Douglas asked for 30 days to revise its design, but the Navy gave Douglas one day, and Douglas could only submit a design for a Destroyer II with sketches only. Douglas was given 9 months to design and build the first prototype of a Destroyer with a more efficient wing, 2,500 lbs. less weight but still rugged enough for carrier operations, and 50% reduction in fueling, arming, and maintenance times.

The first prototype flew one day after the deadline, and immediately revealed truly exceptional capabilities. It was even lighter than the contract called for. The new Skyraider was really a large fighter with the pilot seated under a clear-view canopy, a simple wing with high-speed airfoil section and Fowler flaps, disposable load carried on three major hardpoints supplemented by 12 smaller hardpoints under the outer wing panels and other features. Despite the end of the war with Japan, the Skyraider was a winner and was put into production. Variations were designed to meet specific needs, and over 3,000 were built. The Skyraider served from 1946 through the 1970's, and saw service in Korea and Vietnam. It performed long endurance missions that demand low-level agility for the delivery of loads that were unattainable by technically more advanced warplanes of that era.

COMING EVENTS

- March 4 WAM MEETING-VFW 7:30 P.M.
 March 8 Flea Market. Lebanon Fairgrounds,
 Pa. 9:00 A.M. - 3:00 P.M.
 March 21 Swap Meet (DCRC) Rockville, Md.
 7:30 p.m. - 10:30 p.m.
 May 17-18 ANDREWS AFB AIR SHOW.
 Biggest Show Around!! USAF Thunderbirds, US
 Army Golden Knights, and more!
 May 24 Air Expo - Naval Air Station, Patuxent
 River. USN Blue Angels and more!
 June 21 - 22 JACK P. POAGE AIRSHOW. Car-
 roll County Regional Airport. Airshow, aerobatics,
 antique aircraft displays, warbirds. Great Show at
 our home town. Support our local show!!
 JUNE 21 - 22 T.O.C. of MARYLAND. Fly-in and
 Competition. Southwest Area Park Details later.

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of:
 ED POPP
 WAM thanks Ed for his efforts.



DOUGLAS A-1 SKYRAIDER

*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 !!!



WESTMINSTER AERO MODELERS

(HOW'S THIS, RAY?)

THE TALESPINNER

Westminster Aero Modelers

President Mickey Yachera 239-6235
Vice President John Sterrett 775-0296

OFFICERS
Treasurer Bob Allen 876-3580
Secretary John Schaffner 584-2754

VOLUNTEERS
Membership Ken Davis 876-1116
Field Marshall Lloyd Briggs 833-7450
Editor Ed Goldman 848-3835
16 Kalten Road, Westminster, Md. 21158

AMA Liaison Milt Peacock 833-3122
Property John Wunderlich 840-8518

NEXT MEETING

APRIL 1, 1997
7:30 P.M.

VFW HALL
WESTMINSTER
STATE FARM
SPEAKER HERE!

Volume 13 Number 3

AMA Chartered Club # 336



PILOT TO CO-PILOTS

MODEL MATES

Another month has elapsed and it's time for me to write another one of these columns. I am building respect for past presidents' ability to write one of these every month.

It's March, the days are growing longer and warmer, and soon prime flying season will be here! Some field maintenance is necessary and we will discuss having some "work days" at the next meeting.

We have a problem with a reduction of members. As of this writing, we have only 28 members, down from 42 last year. This presents us with a challenge to replace the lost revenue. Please, if you have any ideas on how we can raise some money, speak up at our next meeting.

The executive board met this past month in order to review the club's constitution and by-laws. We will recommend some changes to the by-laws at the April meeting. An outline of the proposed changes:

- Article III Sec. 5: Redefine member's responsibilities to insure field rules are being followed.
- Article IV Sec. I B Revising the dues for a new member.
- Article V Sec. 2C Changing the date for dues payment.
- Article VII See ID Adding preparation of an annual budget to the Treasurer's duties
- Article XV Revising WAM's liability for accidents.
- Article XVII Sec 5 Revising the spending authority

of the Executive Board.

We intend to present our recommendations for discussion in April, and then vote on the changes at our May meeting. Revised copies of the By-laws will be available for review at the April meeting after Milt's insurance person makes their presentation.

Finally, I've done some diddling around with the Internet and have developed a club Homepage on the World Wide Web (real high tech, huh?). If you are interested and have access to the Internet, the address is: <http://vmw.carr.lib.md.us/~michaely>. Check it out and give me some feedback on it. I will wait for member comments prior to giving this address out to people outside the club.

Until next time, keep 'em flying!

Mickey

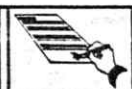
LOCAL FLIER CLAIMS RECORD!!

HIGHEST WHEELS DOWN
LANDING IN HISTORY!!

A MAGICAL FEAT!!

THE WORLD IS IN AWE!!

Please read the truth behind this astounding story. Don't miss next month's Talespinner. It will be a sell-out!



MINUTES OF WAM MEETING

MARCH 4, 1996

John Schaffner, Secretary

1. The meeting was opened at 7:30 PM at the Westminster VFW by President Mickey Yachera with 19 members present and two guests, Bob and Steven Ludwig.
2. The reading of the minutes of the previous meeting were accepted as published in The Talespinner.
3. President Yachera made the request for a volunteer to accept the responsibility for the club's property. He also mentioned that no word had been heard from Ms. June Pogue about her coming to the meeting to pitch the forthcoming Air Show on June 21-22 at the airport. Thanks were given to AMA Rep. Milt Peacock for his work in obtaining Gold Leadership status for WAM. Mick requested a meeting of the Executive staff be held at Wendell Richards' airplane factory at 7:30 PM to decide on how much to spend on what for field improvement.
4. V.P. John Sterrett revealed the minutes of the MMA meeting. Details appear elsewhere in this T/S.
5. V.P. John reported on the informal Fun Fly at CCMA, (a cold and windy day). Details are elsewhere in this T/S.
6. The Treasurer's report was accepted as read by Treasurer Bob Allen.
7. Club Correspondent Milt Peacock spoke about various swap meets, Fun Flies, and other events scheduled in the area. Details elsewhere this T/S. Foreign correspondent John Schaffner spoke about the E-mail exchanges between himself and Nick Jonckheere in Belgium and Alberto in Italy. We are looking forward to a visit to the States from Nick in July.
8. No report from Membership chair Ken Davis.
9. C.C. Rep. Ray Miles reports all quiet on the political front and the School Flight Program schedule appears elsewhere in this T/S.
10. Property Manager Bill Hasert reports status quo, every thing ready and available for the NEW but as yet not volunteered for property manager.
11. Talespinner editor Ed Goldman made a plea for someone to accept responsibility for getting The Talespinner printed on alternate months. **This is extremely IMPORTANT !!**
12. Milt Peacock reported an E-mail address (loispgmodelaircraft.org) at AMA for resolving member's problems. Milt emphasized that WAM members **MUST** have a current AMA membership to fly.

13. Milt has arranged for an insurance representative to speak to the club next meeting (April 1) about home-owners coverage. Be there to be in the know!!

14. Secretary John Schaffner made the suggestion that everyone wear their WAM Name Badges at ALL meetings and at the field so you could tell all the players without a scorecard. It would make it a whole lot easier for a new member to become acquainted with everyone.

15. After a lengthy discussion a show of hands was given to assign priorities to the proposed field improvements.

16. Milt commented on the challenge extended by the Harford County club intended to promote competition between clubs throughout the state.

17. Ray Miles presented his **very fine** scale model of the 1929 Velle Monocoupe. Various aspects of the model and the full scale were discussed.

18. The 50/50 for last month was won by Scott Flohr and the current 50/50 was won by George Schollian. Congratulations to you both. Don't spend it all in one



THE IMAA CORNER

By Milt Peacock

Milt had nothing to report this month, so I, Eddie the Editor, will give you some advice. Build everything bigger than you usually do and you may end up with an IMAA aircraft. (You can't glue two of your .40 size planes end to end and put a two foot extension on each wing tip).



SOMETHING THAT YOU SHOULD DO!

Several of you have been kind enough to give me your **complete Zip Code** so that I can put it on your mailing label for the T/S. The Postal Service will require that everyone use a **complete ZIP CODE** in the future. To avoid the possibility of missing an issue of the T/S, please let me, Eddie the Editor, know what yours is. Thanks!



NEWS FLASH! NEWS FLASH!

Your editor may soon be joining the world of Internet users. After a year or two of coerement by Jim (PC Whiz) Garrett, Mickey (Get with it) Yachera, and Bob (What's wrong with you, Editor?) Allen, I may be taking the plunge into the vast atmosphere of cyberspace. Maybe you can teach an old dog new tricks. Wait and see!



AMA NEWS

by Milt Peacock

I received our AMA Charter Renewal packet and I complied with the request and returned it to AMA with a check in the amount of \$ 104.00. This pays for our charter and insurance covering our flying sites and meeting place.

Fourteen of our members failed to renew their membership in the AMA. I called each one (or left a message) and also sent a post card to each person reminding them of the problem.

YOU MUST HAVE A CURRENT AMA CARD TO FLY AT OUR CLUB SITE!

I had mentioned at our February meeting that our District IV President, Chuck Foreman, will visit Maryland sometime this year. Chuck called me last week and advised me that he will be at the MARC show on June 7 - 8 in the AMA booth to meet with anyone who wished to stop by.

I also received a "Thank You" letter from Chuck for making him an honorary member of WAM.

If you have access to "E-Mail," Lois at the AMA has an address **BUT** it's for membership correspondence only. The address is: loisp@modelaircraft.org.

I gave our T/S editor a few pages from the AMA outlining AMA Benefits and Safety Code effective 1/1/97. Hopefully, Eddie the Editor will include it in the upcoming T/S.

Editor's Note: I will try very hard to remember to put the safety code item in this T/S. If you don't see

MARYLAND MODELERS REPORT

FEBRUARY, 1997

by John Sterrett

1. The meeting was conducted by President Milt Peacock at "Your Hobby Center" in Baltimore. 2.

Discussion was held and it was decided that there was not enough interest from the eleven MMA clubs to have a State Farm Insurance representative to talk to us about home owners insurance and how it relates to R/C modelers.

3. Milt requested a roster update from all club reps.

4. The annual Flea Market will be held on Oct. 11, 1997 at the VFW Hall in Westminster. Charlie Hughes will be the chairman. There will be a 50/50 raffle again. There were 600 tickets sold in 1996, which was slightly down from the previous year, but still a nice little pot if you should be lucky enough to win.

5. The MMA Flight Training Program was discussed and it was decided to keep the present one available for those clubs that want it.

6. President Milt commented that more care should be taken in scheduling R/C events to avoid conflicts-two events on the same day in different places.

7. It was suggested that the April meeting be held in Westminster and the March meeting in BelAir.

8. The selection of **Maryland Modeler of the Year** award was discussed as to how the winner should be determined. This award is given to a person who has contributed to the hobby of R/C modeling in an outstanding manner. More clubs should participate by submitting a name for the award.

9. Charlie Hughes of Harford County R/C will organize a bus trip to Rhineback in September. There will also be a bus trip to the WRAM show. Money for the bus will be needed up front for the bus. More about this in the future.

10. President Milt requested that club reps comment on their clubs' activities. Two comments were of special interest: 1. CBRC has started a Youth Aviation Program headed by Bob McDaniel involving 19 youths at the Indian Creek private school. Models, engines, and kits have been furnished free by manufacturers such as Sig and Futaba. CBRC members supervise the construction at the school. MMA voted to donate \$ 50.00 to the program. 2. The HCRC rep gave out a Fun Fly notice to the group regarding a "challenge" to other clubs. Har-



COUNTY REPORT

by Ray Miles

I paid a surprise visit to our home office, the Dept. of Recreation and Parks, several weeks ago to say "Hello" and also to see if all is well concerning the CCMA. All is.

I gave them the name of our new President (What's his name?), but I didn't have Mickey's phone number with me. I called R/S's office later and gave it to them should Mickey have to be reached. Other than that, I am happy to report that this report is short because there is nothing more to report.

Editor's Note: If we want a more lengthy report from Ray, we would probably have to cause trouble at the field. But we've never done that, and I am very happy with Ray's very short report.

Fudd's First Law of Opposition: Push something hard enough and it will fall over.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Our program resumed for the spring on Wednesday, March 5. Please refer to the schedule in each T/S for the appearance of the SFP at a school near you. All team people have been given a reminder and all know the dates. Mrs. Team Person is still in Florida enjoying the southern life and air space. Pat will be back with us by the end of March.

I sent a report to Bob Underwood, Director of Education at the AMA, of monies spent from the grant for 1996. It was not requested, but I assumed that the AMA would want to know where their grant money went as a condition of the grant. We have used about 1/2 of it, and there is no need for a repeat request at this time. I believe that the amplifying system was, and will prove to be, the best investment for the program. If funds are earmarked for the future, we will certainly apply again should the need arise.

Now that winter is coming to a close and there has been only 1 snow day, I hope that bodes well for an uninterrupted spring. We have only one available open week to use in the case of a postponement for whatever reason. Keep your fingers crossed.

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 23 Mechanicsville Elementary 9:30 a.m.
- April 30 Westminser Elementary 9:30 a.m.
- May 7 Charles Carroll Elem. 9:30 p.m.
- May 14 NO CLASS - TEST WEEK
- May 21 Eldersburg Elementary 9:30 a.m.
- May 28 Spring Garden 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.



HELPFUL HINTS

When installing a new battery pack, use a permanent marker to write the date on the battery pack (or someplace more readily visible). You will always know how long the battery pack has been in use, and this knowledge might just save you from crashing an airplane.



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

Bob Allen	nqlg40a@prodigy.com
Mickey Yachera	michaely@ccpl.carr.lib.md.us
Milt Peacock	milts-birdhouse@juno.com
John Schaffner	jschaffner@juno.com
John Dorl	jdorl@juno.com

And here are the following foreign correspondents:
Alberto Nencioni in Milano, Italy

polidoc@galactica.it

Nick Jonckheere in Oostende, Belgium

3gmb10@kh.khbo.be

Nick will be in England for about four months, so don't bother with him for a while.



A REALLY NICE NOTE

The following letter was sent to me. I thought it should be read by all of us.

Dear WAM,

Hi, my name is Bob. I have attended two of your meetings and one day at the field with my son, Stephen. We have enjoyed meeting all of you, and look forward to spending more time flying with you this summer.

Stephen was lucky enough to get a Trainer 2000 for Christmas. When it was complete and ready to fly, one of your members asked me to bring it to his house to go over it, and I am glad I did. I don't know how many hours Paul (Schaffner) spent reinforcing the wings, epoxying all the bare wood, and taking all the servos out because I had the grommets upside down. He also broke the engine in, packed the battery with styrofoam, gave me new wheels, and completely went over the plane. When I asked how much I owed him for his hard work, he said, "No thanks, we just do this as a club." Thanks, Paul, and if I can ever repay the kindness, please let us know.

Sincerely,

Bob and Stephen

Editor's Note: We all know that Paul and all members of WAM have always been willing to help any fellow modeler. But it's still very nice to have someone take the time and make the effort to say so. It reflects well on all of us.



WE'LL MISS YOU, ED!!

Some of you may be aware that one of our long-time members, Ed Popp, will be retiring from his job at Hewlett-Packard and moving to Florida sometime this summer. Ed has been a member of WAM since 1976, and has been very helpful to the club as well as to me, Eddie the Editor. He has earned the right to a happy retirement, and has decided to forget about Maryland winters, snow, ice, sleet, etc. I know that he has visited Florida several times and has already decided where he will live, what home will be built for him, as well as other decisions that go along with such a big change. **WE CERTAINLY WISH HIM WELL - WARM DAYS WITH A SLIGHT BREEZE RIGHT DOWN THE RUNWAY, AND NO AIRPLANE EATING TREES TO GOBBLE UP ANYTHING THAT GOES ASTRAY.**



FLASHBACKS FROM OLD NEWSLETTERS

Contributed by Ray Miles

July, 1953

WHA' HAPPEN!?

A beautiful day, beautiful trophies, plenty of help, plenty of hot dogs and cold cokes, a low-low entry fee and only 7 contestants entered in our sanctioned control-line contest. Certainly there are more than 6 scale builders and 1 junion stunt flier in the Maryland area. The winners were:

1st in Scale: William Norment from Lumberton, N.C. with his twin engine Piper "Apache."

2nd in Scale: Joe Gorga of Nescepeck, Pa. with his B-26 "Invader" powered by two K&B .45's.

3rd in Scale: F. S. Piorkowski of Enola, Pa. with his beautiful Piper "Comanche."

1st in Junior Stunt: Wayne Sanders of Riverdale, Md.

The above is a vignette of by-gone days. Same problems, different times. Several of these old newslet-



HAPPY BIRTHDAY!!

♦APRIL♦

Milt Peacock

Terry Reeves



AVIATION HISTORY

APRIL



- 2 1941 Heinkel He 280V-1 prototype, the first aircraft designed as a jet fighter, flies for the first time.
- 3 1933 First airplane flight over Mt. Everest.
- 6 1924 U.S. Army sponsors first "mass" flight around the world using single-engine bi-planes on floats.
- 9 1959 NASA announces first seven astronauts for the Mercury program.
- 12 1961 Yuri Gagarin becomes the first human in space.
- 12 1981 Space shuttle "Columbia" successfully lifts off, landing two days later after 37 orbits.
- 13 1928 First East to West crossing of the North Atlantic by Germans Koehl and von Huenefeld.
- 15 1952 First flight of Boeing YB-52 bomber prototype.
- 18 1942 Jimmy Doolittle leads 16 U.S. B-52's on a daring raid on Tokyo.
- 25 1948 First turbojet to exceed Mach 1 (XP-56).
- 28 1927 First test flight of "Spirit of St. Louis."

SPECIAL NOTICE - M.M.A NOTES

by Milt Peacock

As discussed at the last meeting, a representative from State Farm Insurance has offered to speak to us about the "And, If, and Buts" about how a typical homeowner's insurance policy covers our flying activities. She will try to answer any questions you may have as to coverage and how to make a claim.

Remember - your own insurance, usually a homeowner's policy, is the first target of a claim. The AMA insurance is second in line. We should all be aware of where we stand in this matter.

The representative will be at our April 1 meeting at the VFW. Plan to attend and learn!



WHERE ARE YOU, DEADSTICK?

What has happened to my favorite correspondent. The last few editions of The Talespinner have been missing something. I admit that I still do not know "Deadstick's" identity, and I don't want to. But, it would be nice to hear from you and have the opportunity to banter back and forth in the T/S. So, whoever you are, let's get in touch again. Our loyal readers are awaiting your input.



**NOW WE NEED SOMEONE TO
STEP UP AND HELP
CARRY THE BALL!**

With Ed Popp's retirement and upcoming move to Florida, we **DEFINITELY NEED SOMEONE TO VOLUNTEER** to help out with the printing of **your newsletter**. Most of you know that Ed and Ken Davis have been sharing this responsibility at least since I became Eddie the Editor of the T/S. Both of these gentlemen have always been willing to print, staple, and mail your copy of each newsletter. It is a two person job, simply because one person may not always be free to do it (vacations, illness, other time constraints, etc.) and the newsletter must be mailed in time for you to receive it before the following meeting. It is not fair for one person to be the only one to do this.

As of this summer, the entire load will fall on Ken's back. Many of you don't know this, but Ken probably works harder than any of us at Marada Industries. He has very little time off, but still managed to serve as your vice-president, MMA representative, and co-printer of the T/S. It seems as though the folks with the least amount of time to do things continue to volunteer for additional jobs within WAM.

We need a volunteer to help with the printing and mailing of the T/S. The entire task does not take more than 2 hours of your time, approximately 6 times per year. Access to a fast copying machine is the crucial factor.

I provide the finished T/S along with pre-printed mailing labels and paper. The volunteer merely needs to make the copies, fold and staple them, attach the self-stick labels and mail them. NOT a very complicated task.

**PLEASE CONSIDER VOLUNTEERING
FOR THIS VITAL JOB!**

Call Eddie the Editor
848-3835 (Evenings)
848-0600 (Daytime Work #)

Without your help, our club will have a problem. Step up to bat and find a way to help if you can.

HELPFUL HINT #2

Fish fuel tubing through firewalls with soda straws. Cut a taper at one end of the straw and stuff the fuel tubing in the other end. The result is a needle which you can use to pull the tubing through.

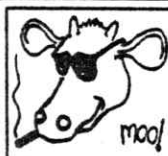
From AMA News, Nov., 1996



Falcon 56 In Good Condition
Includes Supertigre .46 Engine!
Excellent Flyer in Strong, Cold Winds!
\$ 60.00 for Airplane and Engine

Call John Sterrett at (410) - 775-0296

Editor's Question: Does this Falcon 56 fly in normal weather also, or do you need to be wearing a hat, gloves, long underwear and a scarf in order to fly it? Just kidding, John. I'm sure it will fly in whatever weather its new owner wants it to.



DON'S FLIGHT TIP

RCM Magazine

Idle Adjustments

These adjustments are easy to perform when the pilot knows how to dial in the right setting. After adjusting the engine for high RPM, the RPM should be reduced to idle and the mixture checked. That sounds easy enough, but how do you do that?

With the engine at idle RPM, simply take a set of needle nose pliers and pinch the fuel line tubing going to the carburetor. You should hear a slight increase in RPM and then the engine will quit. If you're fast enough, you can release the pinched fuel line and the engine will keep running.

If the RPM increases a lot with this test, the engine idle is too rich and needs to be leaned out. If the RPM drops immediately or the engine quits upon performing this test, the idle mixture is too lean and needs to be richened.

Editor's Note: So simple that even I might be able to do it. Somehow, though, everything else has to be just right (E.G. Glow plug, good fuel, tight fuel lines, decent engine, clean carburetor, etc. etc. But this is a simple, basic way of setting your en-

DUES WERE DUE

Guess what? It's past time to pay for our 1997 dues. As of this writing, the schedule of dues is printed on page 5. Please send your check made out to Westminster Aero Modelers to:

Bob Allen
249 Stacey Lee Drive



WHAT THE KIDS SAID (As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for coming to our school and showing us the model airplanes. They were neat! The airplane I like the most was the Red Baron. I learned a lot of things. You guys did a fantastic job! I liked the airplane that flew outside. It was cool. It looked like a real airplane. I had a lot of fun. Did you guys? Yes or no.

Your friend,
XXXXX

Dear Aero Modelers,

Thank you for coming to my school. I really liked when you flew the bird. It really looked like a real bird trapped in the school! But the thing I like most was when you flew the model plane. I think it was generous of you to give your time to teach us flight. I was really interested when you talked about Amelia Earhart. It really sounds like she wanted to fly!! I hope to see you again.

Sincerely,
XXXXX

A TALE FROM JOHN S.

AND now, the REST of the story: A British fighter pilot was shot down over Germany during WW 11. Although severely injured, he was placed in a German hospital for care. Upon regaining consciousness, the doctor informed him that his right arm was too badly injured to save and that they would have to amputate. He replied, "Well doctor, if you have to, O.K., but do me the favor of sending the arm along on the next bomber to raid England and have them drop the arm over my homeland." The doctor told him that he would need the permission of the Commandant. He returned later and informed the pilot that the Commandant had given his approval and it would be done.

A few days later the doctor returned to tell his patient that his left arm had gotten worse and they would have to amputate again. The poor pilot again made the same request and again the doctor obtained permission from the Commandant, and the left arm was dropped over England. Well, you know how it is, sometimes things go from bad to worse.

The doctor returned a few days later to tell the luckless pilot that his right leg had developed a severe infection and in order to save his life the leg must come off. So, for the third time, the pilot made the same request. When the doctor returned he had to tell the poor guy that this time the Commandant had refused permission.. His immediate reaction was to ask, "Why?" The doctor replied, "The Commandant thinks that you are trying to

NEW BUILD YOUR OWN! NEW

'SPARKY' TAKATSCH' ELECTRIC U-CONTROL

ENJOY FLIGHTS UP TO 30 HOURS LONG!

SEND FOR PLANS

ALL YOU NEED:

- 8-10 OLD CAR BATTERIES
- 2 OLD WHEELS WITH TIRES
- 24" LAZY-SUSAN
- JUMPER CABLES
- DRAMAMINE PILLS & GUTS

CAUTION: NEVER OPERATE ON WET GRASS OR NEAR POWER LINES!

NEVER RUN OUT OF FUEL AGAIN

YOUR SPEED AND LENGTH OF LINES IS LIMITED ONLY BY THE NUMBER OF BATTERIES YOU CAN FIND...

Learn to Fly ELECTROBATORICS!!!

DANGER! HIGH VOLTAGE!

REMEMBER AL T??

Our old friend, Al Takatsch, is the editor of the Frederick Model Aircraft Club's newsletter, The Aviator. He was a member of WAM for 2 or 3 years, but returned to his field in Frederick since it was much closer to his home. Al was a contributor to our club as well as the T/S, and a very knowledgeable and enthusiastic user of electric powered aircraft.

His newsletter is very good, and Al seems to manage to include an article about electric flight and related topics in The Aviator each month. We exchange newsletters, and I enjoy reading his monthly production.

The cartoon to the left must have been created by one of the more clever members of Al's club. I thought you would all enjoy seeing it.



TRAVEL LOG

by Milt Peacock

I'm bb-aa-ce-kk!! Ya didn't even miss me. Westminster looks the same - cold - cold. However the sunny south wasn't much better. With the exception of our last two days, it was jacket weather. NO shorts or bikinis. At that it was only in the low 70's.

Other than time spent with family, we went to Epcot & MGM. We hadn't been there in 10 yrs so thought it was time to see what was new. In my opinion, not much at Epcot. MGM was new to us. If you should go to Epcot I strongly suggest that you don't miss the Kodak expo. It's titled "Honey, I shrunk the audience!" I'll admit, the first portion of the show could be eliminated BUT have patience. When the doors open you then enter a theater type room and the show really begins. I'll tell you no more BUT if you miss it you are making a BIG MISTAKE.

Be sure to start in the back of Epcot and work your way to the front where you entered. That way you miss the greater part of the crowd. Since we have been there before we did not visit every country. I liked USA, Mexico, & Canada. Not that the others are bad, it is just what I liked.

The "GM" display is well worth while, as is "The Land", and the tour inside the big ball at the entrance. BUT don't miss anything. You just can't see everything in a day so pick what you think you would enjoy the most.

Our ticket also included "MGM" This is more of an entertainment portion. Not thrill rides but interesting shows etc. The "Tower of Terror" will give you something to remember but that is not MY game. Ask Joy for details. Again my opinion - don't miss the "Back Lot" & "Star Wars". There is plenty to do, so see it all. **BUT TAKE YOUR WALKIN' SHOES!!!**

While in Kissimmee I re-visited the "Warbirds" museum on the edge of the A/P. Go back on Hogland Rd off Rt 192. Ample signs to get you there. It's just one hanger and work shop but wall to wall planes inches apart. \$5.00 to enter the hanger but there are some items outside which are free. You get a descriptive tour and then you are on your own. They restore to flying condition. There are more things started than you can shake a stick at. To me it was worthwhile.

If you get around Titusville visit the Valiant Air Command, a Squadron of the CAF. You take your chances there as most of their A/C are flyable and they move around the country for airshows. Regardless of

that you can enjoy it. They are a friendly bunch. We just missed the unfortunate event of the Delta explosion. We were headed in that direction but about an hour too late. All the radio & TV stations had an alert to everyone south of Canaveral to stay indoors for several hours. Particularly if you knew that you, were affected by smoke [BBQ / Bon fire / etc] We could see the gray cloud drifting southward.

Usually my brother in law has passes to NASA that enables you to see the Shuttle come & go. Needless to say, not this time. We heard the sonic boom as the shuttle was approaching its landing, but we were too far away to see it. That is some BIG bird.

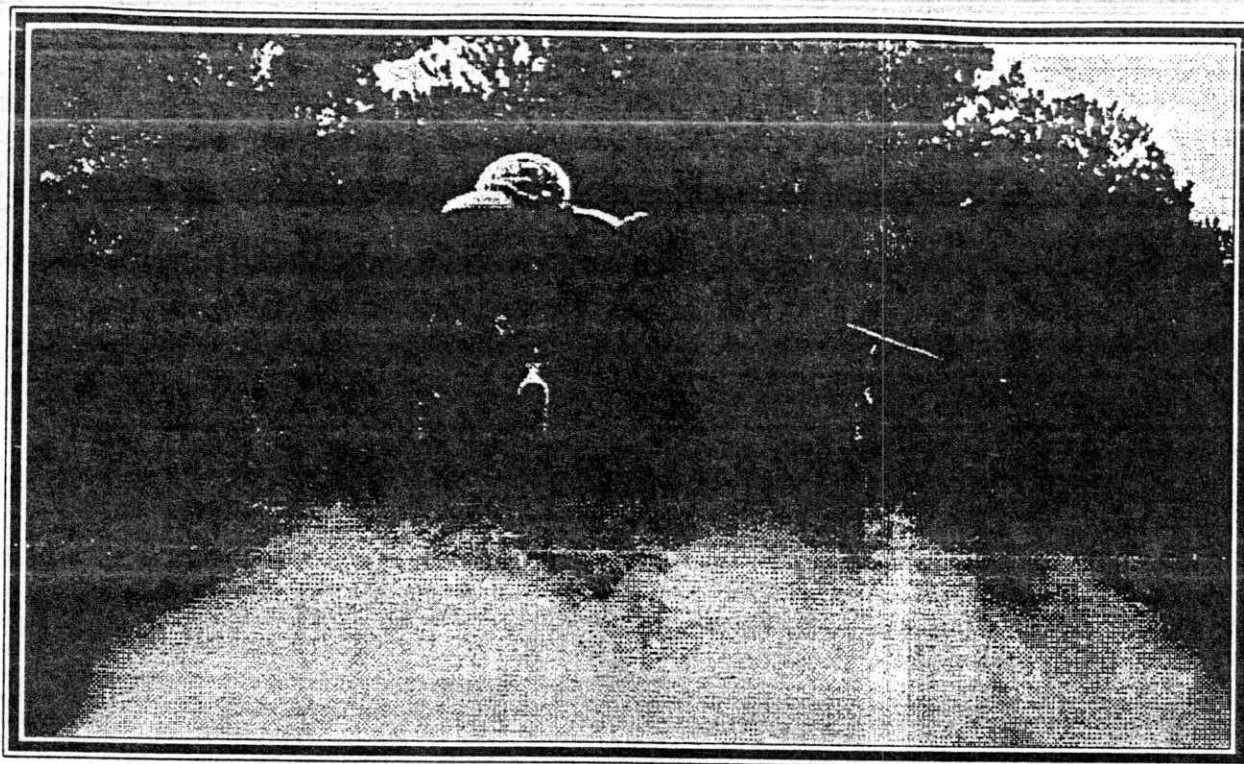
ONE VERY IMPORTANT THIN'G AND DON'T FORGET IT

Stay away from WALDO Fl. It's on US 301 & State Rt 24 about 15 miles North of Gainesville. DO NOT exceed the posted speed limits even by ONE (1) MPH. "Watch for School Zones" They just love "out of town" visitors. They love to give you a ticket to their judges chambers. Take it from one who knows and I assure you that you will need deep pockets. End of story. Think that I'm kiddin'? Think twice.

Went to "Jets over Deland" on the 24th. I know you have read about this International event which usually hosts 100+ flyers from many other lands. Well, this year only 30-33 showed with one from England. I was told that two persons, whom I will not name here, bad mouthed the event and started their own in a few weeks at another location. It seems as though they were barred because they fail to obey the rules so they're getting even. Its a shame that these self appointed big shots act that way. Everyone suffers because of it.

For a few minutes I really felt sorry for a modeler who had a kero fueled turbine. On his first flight of the day he had to dead stick it in. It was discovered the oil line which lubes the hearings broke and the engine seized up. You think that put him out of business? - Nah!! He opened his box & out came a replacement. At \$ 4,500.00 a copy, that is deep pockets. It took about 1/2 hour to change engines and then back into another demo flight. The demo was for the new owner, a dentist from Chicago. That is a lot of fillings & extractions. If you get the opportunity to see a turbine powered flight, do it. It is just as the stories say. Fast, quiet, & realistic as h-1. Maybe our whole club can contribute a weeks pay together and get one. Ha!

All in all, it is still good to be home. Cold, but home. Remember conditions this time last year? Tain't so bad now. is it? At least the snow shovel is resting.



MCDONNELL DOUGLAS AV-8 HARRIER II

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

Though the US Marine Corps was generally pleased with the overall capabilities of the AV-8A Harrier STOVL warplanes for the close support of amphibious operations, it appreciated that this type had been developed to meet a somewhat different British requirement and that full suitability for its own requirements required a modified type. Here the US Marine Corps was fortunate in the fact that McDonnell Douglas, British Aerospace's American licensee in this program, had secured development rights for an improved AV-8A. The AV-8 then ran into political opposition, largely due to the belief that development costs would be high, and the Department of Defense was forced to lower its sights and order development of a less ambitious type as the AV-8B first proposed in 1975 and ordered into development during July 1976 as a derivative of the AV-8A's series with major changes to improve range, load-carrying capability, reliability and maintainability. The British government was persuaded to drop development of the *Big-Wing* Harrier and commit itself to the Harrier II, which thus became an Anglo-American program. The design team's initial concept had been the doubling of the AV-8A's payload range capability through the use of a much improved Pegasus vectored thrust turbofan, but the development of such an engine was ruled out for financial reasons and the original Pegasus 11 was retained. Improvement had to be found in other areas, most notably reduced weight and enhanced lift-improvement devices. The success of the program can be gauged from the fact that with virtually the same power as the AV-8C, the AV-8B carries an external load increased in weight by 70% (and delivery with 200% greater accuracy as a result of its improved avionics), has 50% and 400% greater internal and external fuel capacities respectively, and needs 60% less maintenance hours.

Among the improvements are the structural use of graphite epoxy (carbonfiber) composites in all of the wing and portions of the fuselage and tail unit, a wing of reduced leading-edge sweep but of larger area and supercritical section (fitted with bigger flaps, drooping ailerons, two extra hardpoints for greater offensive load, underfuselage lift improvement devices, strengthened landing gear, larger inlets for higher airflow and thus greater power from basically the same engine, and a redesigned forward fuselage to provide the pilot with better fields of vision.



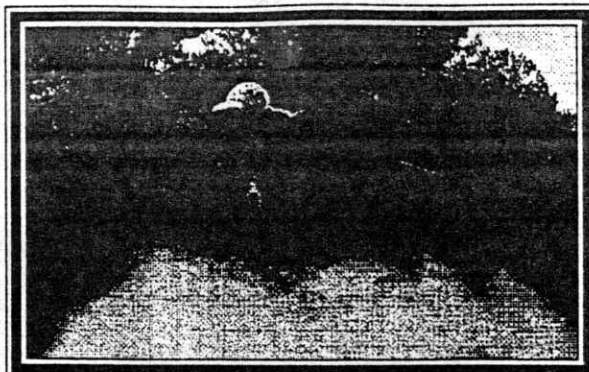
COMING EVENTS



- April 1 WAM MEETING-VFW 7:30 P.M.
 April 4-6 Toledo Trade Show. A Biggie!
 April 13 CBRC Open House @ Indian Creek School. "Youth Aviation Program"
 May 3 Howard Co. RC Float Fly - Centennial Lake.
 May 17-18 ANDREWS AFB AIR SHOW.
 May 24 Air Expo - Naval Air Station, Patuxent River. USN Blue Angels and more!
 June 7-8 MARC Show. Timonium
 June 21 - 22 JACK P. POAGE AIRSHOW. Carroll County Regional Airport. Airshow, aerobatics, antique aircraft displays, warbirds. Great Show at our home town. Support our local show!!
 June 21 - 22 T.O.C. of MARYLAND. Fly-in and Competition. Southwest Area Park Details later.

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

Courtesy of:
KEN DAVIS AND MARADA INDUSTRIES
 WAM thanks Ken for his efforts.



*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. 21030-1013

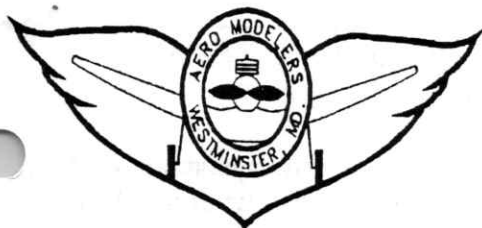


The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!

21030/1013





WESTMINSTER AERO MODELERS

(HOW'S THIS, RAY?)

THE TALESPINNER

Westminster Aero Modelers

President Mickey Yachera 239-6235
Vice President John Sterrett 775-0296

OFFICERS
Treasurer Bob Allen 876-3580
Secretary John Schaffner 584-2754

VOLUNTEERS
Membership Ken Davis 876-1116
Field Marshall Lloyd Briggs 833-7450
Editor Ed Goldman 848-3835
AMA Liaison Milt Peacock 833-3122
Property John Wunderlich 840-8518
16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

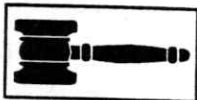
MAY 6, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 4

AMA Chartered Club # 336

Formed 1950



PILOT TO CO-PILOTS

MODEL MATES

The weather has been getting better by the day for flying and soon we should be in full swing out at the field. Sunday April 20 was a pretty day, too bad so few of us were out at the field!

The proposed by-law changes were discussed at the April meeting. As a result of the discussions at the meeting, some revisions have been made to the proposed by-law amendments. The proposed changes will be brought up for a vote at the May 6th meeting. They are as follows:

Article III Section 5 Change to read: All WAM members share in the responsibility to assure that anyone using a WAM flying site is in full compliance with all WAM and AMA field rules and safety regulations.

Article IV Section 5 paragraph B. Change to read: (refers to new members): Accompanying the application must be a check (or cash) in the amount of one-half year's dues as specified in ARTICLE V, Section 2, plus any other fees in effect at the time of application. This applies to first time members only, anyone who was previously a member must pay the full amount specified in ARTICLE V, Section 2 (plus the \$5.00 Reinstatement fee if required).

Article V Section 2 paragraph C. Change to read: All dues must be paid for the current year to maintain a valid membership in WAM. All dues are due on January 1st of each year. All club privileges are suspended on January 1st if dues have not been paid and will remain suspended until dues are received by the treasurer. If dues are not received prior to March 1st, you will automatically be dropped from the membership roster. A member may reinstate their membership within the same calendar year by paying a full year's dues plus a \$5.00 reinstatement fee to the treasurer. If membership is not reinstated within the same calendar year, a new application for membership must be submitted with all fees applying.

Article VII Section 1 paragraph D. Change to read: Treasurer - The Treasurer shall handle all collections of moneys, dues, and donations and shall keep accurate and up to date records of all moneys received and their disbursements. Such records shall be available to the President, if requested. The Treasurer shall report WAM's finan-

cial status at each monthly business meeting. The Treasurer shall prepare an annual operating budget and present it to the Executive Board prior to the March business meeting of each year. In the absence of the President, Vice President, and Secretary, he shall act as the presiding officer.

Article XV. Delete the entire article.

Article XVII Section 5. Delete the section.

Add the following Article: **Article XIX - Budgeting and Expenditures.**

Section 1 - Budget: The treasurer will prepare an operating budget, prior to the March business meeting, for review by the Executive Board. The Executive Board shall meet prior to the March business meeting and will review the budget as proposed by the Treasurer. The board will approve this budget, or amend it and approve it. This budget will be presented to the general membership at or before the March Business meeting. The membership may approve this budget as presented, or amend it and approve it. Approval will be by a majority vote of those present at each meeting.

Section 2 - Expenditures: The club officer, (elected or appointed) responsible for the budget line item is authorized to spend club funds up to the budgeted amount. Budget overruns of up to 10% of the budget item must be approved by the Executive Board. Budget overruns in excess of 10% of the budget item must be approved by the general membership by majority vote.

A correction to last month's edition of the Tailspinner: The club's Web Site address is: <http://www.carr.lib.md.us/~michaely>. Let me know what you think of it if you get a chance to check it out.

Until next time, keep 'em flying!

Mickey



CAN YOU HELP?



WE NEED SOMEONE TO
HELP PRINT THE T/S!!

PLEASE CALL ME. ONE PERSON CAN'T DO IT ALL.



MINUTES OF WAM MEETING

APRIL 1, 1997

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 23 members present and five guests: Al Takatsch FMAC, Ron Frazier FMAC, Johnny Belt, Jr. Sunday Fliers, Phil Munn SCAM, Charles Boecher SCAM. Also present was our guest speaker, Cindy Houdeshell of State Farm accompanied by her husband Fred.
2. Cindy presented a program designed to inform everyone with the particular obligations of various 'Homeowner' type insurance policies in general, and relative to R/C flying as a hobby in particular. Questions from the floor were discussed until about 8:30 p.m.
3. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
4. V.P. John Sterrett revealed the minutes of the MMA meeting and related the events of an informal Fun Fly in March at CCNM. Details appear elsewhere in The Talespinner.
5. The Treasurer's report was accepted as read by Treasurer Bob Allen.
6. Club Correspondent Milt Peacock spoke about various swap meets, Fun Flies, and other events scheduled in the area. Details elsewhere in The Talespinner. Foreign correspondent John Schaffner spoke about the E-mail exchanges between himself and Nick in Belgium and Alberto in Italy and read the latest snail-mail letter from Nick. John also read two WW II related flying incidents received from the e-mail net.
7. Lloyd Briggs reported on the First Aid kits at the flying sites.
8. Ray Miles reported on the School Flight Program. Details elsewhere in The Talespinner.
9. Larry Nolte reported no activity with awards this month.
10. No new members to report from Membership Chairman Ken Davis.
11. Property Manager Bill Hasert reports status quo, every thing ready and available.
12. Talespinner editor Ed Goldman absent tonight.
13. C.C. Rep. Ray Miles reports all quiet on the political front and the SFP schedule appears elsewhere in The Talespinner.
14. Milt Peacock reported current AMA charter and other papers up-to-date and mentioned future events scheduled to take place. Details elsewhere in The Talespinner.

15. Plans were made to roll the CCMA in the near future by Wendell Richards and Bob Allen. Thanks, guys.

16. Milt commented on the two members of the Harford County club having recently suffered heart attacks. Cards will be sent (by Milt.)

17. Changes to the club by-laws were reviewed by those present and approval was given to present them for adoption.

18. Paul Schaffner presented his very fine Ultra Sport 60 for inspection by the members.

19. The winning name for the 50/50 was that of our Talespinner editor, none other than, Ed Goldman. Ed, we was there but you was not!

20. Meeting adjourned 9:45 p.m.



THE IMAA CORNER

By Milt Peacock

Note the date of our 1997 fly-ins on the calendar. (Hopefully, Ed printed it). I go to most of these events and I can assure you that they are fun. I think that Paul Schaffner will attest to that. Try to attend.

INVITATION TO NICK JONCKHEERE

When you visit Maryland this summer, I hereby invite you to a meal of Maryland crabs and fried chicken at Gary and Dell's of Westminster. Any and all members of WAM are also invited. (I'll pay for Nick - other members pay for themselves).



SOMETHING THAT YOU SHOULD DO!

Several of you have been kind enough to give me your **complete Zip Code** so that I can put it on your mailing label for the T/S. The Postal Service will require that everyone use a **complete ZIP CODE** in the future. To avoid the possibility of missing an issue of the T/S, please let me, Eddie the Editor, know what yours is. Thanks!



NEWS FLASH! NEWS FLASH!

Your editor may soon be joining the world of Internet users. After a year or two of coerement by Jim (PC Whiz) Garrett, Mickey (Get with it) Yachera, and Bob (What's wrong with you, Editor?) Allen, I may be taking the plunge into the vast atmosphere of cyberspace. Maybe you can teach an old dog new tricks. Wait and see!

It Happened:

My address is: anngol@ccpl.carr.lib.md.us



AMA NEWS

by Milt Peacock

I have received our 1997 Charter and Insurance certificates. We have coverage for the CCMA, VFW, Baugher's pond & Rt. 31 property. Copies of the Charter were given to our Pres. & Secretary.

The names of WAM members who did not renew their AMA membership has been posted at our flying sites. If they show up to fly, please check their 1997 AMA card. I would also appreciate a phone call telling me that you have seen their card so I can keep our records up-to-date.

AMA is having another "Homecoming Fly In" on June 6-8 at Muncie. Its unfortunate that the MARC Show is on the same dates.

I will update our AMA roster after our April meeting. April 1st was the cut off date to have paid your WAM dues so I will check with Bob Allen as to the current WAM membership.

The battle between the SFA and AMA has been concluded by entry of a consent judgment in favor of the AMA. The SFA is obligated to compensate the AMA for attorney fees incurred by the AMA. The consent judgment also enjoins SFA from engaging in negative advertising directed at AMA. Neither the AMA or the SFA will further comment on the terms of the consent judgment.



COUNTY REPORT

by Ray Miles

We have had some right nice weather lately, and no doubt some flying has taken place. Fly right, fly left, but keep flying according to the rules. There have been no reports from the County, or other persons, that I am aware of. Sooooo - to keep this column short, do it right, and I thank you all.



HOME-MADE MODEL CLEANER

from The Marks Informer

Art Perry, Editor

There are many commercial cleaners out there and there are many home brew formulas. Here's another one for those who like to experiment: I a quart container mix two ounces of Simple Green liquid soap, two ounces of alcohol (auto fuel line de-icer also works well) and 26 ounces of water. Mix it all up and you have a quart of plane cleaner. This will remove fuel residue, but it won't give your plane a new paint job.



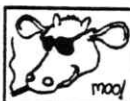
MARYLAND MODELERS

REPORT

MARCH 26, 1997

by John Sterrett

1. The MMA meeting was held at Ridgely Middle School in Lutherville, Md. (meeting place of the SWAP club). The meeting was conducted by President Milt Peacock.
2. Two of the eleven active clubs have yet to pay their dues for 1997.
3. No reports were received on the Riveback trip or the Harford County Fun Fly as yet.
4. The 50/50 raffle tickets were all printed free of charge by ???.
5. The meeting location for the April MMA meeting has not yet been determined. The meeting in May will be at the Westminster VFW.
6. CBRC is having a Community Day on April 13. The public is invited.
7. Charlie Hughes of Harford County R/C reported that several members have had heart attacks. Harford County plans to have an open house in June.
8. RCMB is working on the 13th MARC show scheduled for June 7 - 8. Flyers will be available.
9. WAM is having (had) a speaker on liability insurance at their April 1 meeting. All were invited.
10. Advertise on the INTERNET! See flyer or phone (410) 360-4697. It is not necessary to be on the INTERNET to place the advertisement. Monthly rates range from \$ 2.50 to \$ 7.50 depending on the length of the ad.



DEADSTICK RETURNS!!

We should all thank Milt Peacock for organizing the very informative State Farm Insurance program at the April meeting. It's good to know where we stand if we have an accident. Now that the weather is warm, it's time for you fair weather flyers to come to the field: namely: Needle-valve, Noseover, Right Turn, Webfoot, Nosewheel, Gentleman Jim, Ms. Florida, and all the others who are too timid to brave the cold winds. Come back and see us, Ed Popp!

DEADSTICK

Zappa's Law: There are two things on the earth that are universal - hydrogen and stupidity.



SCHOOL FLIGHT PROGRAM

by Ray Miles

You might know it. A beautiful February and no classes scheduled. March comes along and BINGO, a snow cancellation. To date, the principal of that school will not go along with a re-schedule. This is the first time this has ever happened, as we have always been able to reschedule in the past. This principal is from Howard County and this is his 1st year in our system. I will bring this to Mr. Yohe's attention after the school year. After all, the program IS part of the school curriculum. The youngsters are the losers on this one.

Editors Note: This problem has been happily resolved, and no contact with Mr. Yohe will be necessary. A teacher at the school in question took care of the problem.

Pat K. is back from her Florida visit, and will be rejoining the team. She found an item for our display in Tarpon Springs, Fl. This item will illustrate the "flight" of Icarus. Some cosmetic work needs to be done on it, so it may be a while before that is accomplished.

John Dorl is also back with us since his knee replacement. He's doing great, and it's good to have him back with us.

Charlie Hughes picked up two more portable mikes for our amplifier, and now all of have them - except for the LOUD person. Bill knows who I mean! **(Editor's Comment: Be sure that your mike is turned OFF before you tell any jokes to your fellow SFP buddies. Otherwise, the SFP may end abruptly. Just kidding, of course.)**

As of this T/S we have only three more classes to do. Where did the year go?

April 30	Westminster Elementary	9:30 a.m.
May 7	Charles Carroll Elem.	9:30 p.m.
May 14	NO CLASS - TEST WEEK	
May 21	Eldersburg Elementary	9:30 a.m.
May 28	Spring Garden Elem.	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.



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

Bob Allen	nqlg40a@prodigy.com
Ed Goldman	anngol@ccpl.carr.lib.md.us
Mickey Yachera	michaely@ccpl.carr.lib.md.us
Milt Peacock	milts-birdhouse@juno.com
John Schaffner	jschaffner@juno.com
John Dorl	jdorl@juno.com

And here are the following foreign correspondents:
Alberto Nencioni in Milano, Italy

polidoc@galactica.it

Nick Jonckheere in Oostende, Belgium

3gmb10@kh.khbo.be

Nick will be in England for about four months, so don't bother with him for a while.



IS IT TRUE!!

YES, IT IS!

Your editor has done it! A modem and connection to E-mail and the Internet are now part of Eddie the Editor's computer. This event occurred during the week of April 21, 1997. I have already found out that I don't know how to some things, but between Mickey Yachera, Jim Garrett, and Milt Peacock it won't be long until you can send me all of the articles, news items, etc. that you have been sitting on for the last two years.

For those of you who wish to communicate, my E-mail address is:

anngol@ccpl.carr.lib.md.us

I would love to hear from some of our foreign correspondents. Perhaps you could send your Email to John Schaffner and myself. I can't promise that I will publish it all, but it will make it very easy to do so. John can continue to read your letters at our monthly meetings.

So, let's hear from all of you wizards of the electronic age. I'm waiting.

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



WE'LL MISS YOU, ED!!

Some of you may be aware that one of our long-time members, Ed Popp, will be retiring from his job at Hewlett-Packard and moving to Florida sometime this summer. Ed has been a member of WAM since 1976, and has been very helpful to the club as well as to me, Eddie the Editor. He has earned the right to a happy retirement, and has decided to forget about Maryland winters, snow, ice, sleet, etc. I know that he has visited Florida several times and has already decided where he will live, what home will be built for him, as well as other decisions that go along with such a big change. **WE CERTAINLY WISH HIM WELL - WARM DAYS WITH A SLIGHT BREEZE RIGHT DOWN THE RUNWAY, AND NO AIRPLANE EATING TREES TO GOBBLE UP ANYTHING THAT GOES ASTRAY.**



HAPPY BIRTHDAY!!

♦MAY♦

Frank Guiffree



AVIATION HISTORY

MAY



- 4 1927 First balloon flight over 40,000 feet.
- 5 1961 Alan Shepard and "Freedom 7" complete the first American sub-orbital flight. (15 minutes, 22 seconds).
- 13 1918 First airmail stamp issued. Cost: \$.25.
- 14 1908 Charles Furnas becomes the first airplane passenger while flying with Wilbur Wright.
- 15 1918 First regular airmail service begins.
- 18 1953 Jacqueline Cochran becomes the first woman to break the sound barrier.
- 20 1927 Charles Lindbergh departs New York on his non-stop solo flight across the Atlantic Ocean. He arrives in Paris 33 hours, 39 minutes later.
- 21 1932 Amelia Earhart becomes the first woman to fly solo across the Atlantic.
- 23 1848 Pioneer aviator (gliders) Otto Lillienthal is born.
- 23 1908 Wright brothers receive a patent on the airplane.
- 24 1962 Scott Carpenter becomes the second American to orbit the earth.
- 25 1927 James Doolittle flies the first successful outside loop.
- 27 1931 Auguste Piccard becomes the first person to reach the stratosphere (51,777 feet.)
- 30 1966 "Surveyor" makes the first soft landing on the moon.
- 31 1919 Lt. Cmdr. A.C. Read completes the first trans-Atlantic flight (included seven stops).



DID YOU CHECK EVERYTHING?

by Milt Peacock

I was flying my giant Stinger and suddenly lost throttle control. I, as usual, reduced throttle on the down side of a big loop and guess what! I'm still full bore with a full tank of gas. I didn't want to hit the "kill switch" and wasn't looking forward to flying out the tank so I continued trying to reduce power. Suddenly it did cut back so I quickly landed - **only to have the engine power up as I turned off the runway. WHEE !!** I killed the engine via radio.

To condense the story - when I opened up the servo a small screw dropped out, and another was between two gears. They were the servo motor mounting screws, so the servo motor could move about, meshing and un-meshing with the gears.



MOONRAKER UPDATE

Eddie the Editor

You have heard, perhaps, about the landing of my Moonraker at the top of a 29 foot gum tree. The landing was perfect, but the descent was a bit rough. Well, I am in the process of putting the Moonraker back together, and it's going well. It will look a bit different, but you'll still be able to recognize it for what it is - a beat up old plane with lots of dents, cracks, and patches.

LOOK FOR IT SOON AT A FLYING FIELD NEAR YOU.

WORDS TO LIVE BY

You can have it fast.

You can have it good.

You can have it cheap.

Pick any two.



**NOW WE NEED SOMEONE TO
STEP UP AND HELP
CARRY THE BALL!**

With Ed Popp's retirement and upcoming move to Florida, we **DEFINITELY NEED SOMEONE TO VOLUNTEER** to help out with the printing of **your newsletter**. Most of you know that Ed and Ken Davis have been sharing this responsibility at least since I became Eddie the Editor of the T/S. Both of these gentlemen have always been willing to print, staple, and mail your copy of each newsletter. It is a two person job, simply because one person may not always be free to do it (vacations, illness, other time constraints, etc.) and the newsletter must be mailed in time for you to receive it before the following meeting. It is not fair for one person to be the only one to do this.

As of this summer, the entire load will fall on Ken's back. Many of you don't know this, but Ken probably works harder than any of us at Marada Industries. He has very little time off, but still managed to serve as your vice-president, MMA representative, and co-printer of the T/S. It seems as though the folks with the least amount of time to do things continue to volunteer for additional jobs within WAM.

We need a volunteer to help with the printing and mailing of the T/S. The entire task does not take more than 2 hours of your time, approximately 6 times per year. Access to a fast copying machine is the crucial factor.

I provide the finished T/S along with pre-printed mailing labels and paper. The volunteer merely needs to make the copies, fold and staple them, attach the self-stick labels and mail them. NOT a very complicated task.

**PLEASE CONSIDER VOLUNTEERING
FOR THIS VITAL JOB!**

Call Eddie the Editor
848-3835 (Evenings)
848-0600 (Daytime Work #)

Without your help, our club will have a problem.
Step up to bat and find a way to help if you can.

THANK YOU!

Lowery's Law: If it jams - force it. If it breaks, it need replacing anyway.



**A WINDY FEBRUARY
FLYING DAY**

by John Sterrett

On Sunday, February 23, four WAM flyers - Wendell Richards, Paul Schaffner, Bob Allen, and Yours Truly braved the cold West wind at the CCMA field. A good time was had by all for about three hours until the chill got the best of us. Wendell and bare-headed Bob, who made fun of yours truly for wearing a stocking hat, flew their Gremlins. Paul flew his new Pilatus Porter (a beautiful model) successfully and his old reliable TR 260.

I, with the help of the group, checked out my new Su-do-khoi for sound (we got it down to 92 DB. with a 10 x 7 APC prop) and made one quick flight. I also flew my old dependable Falcon 56 several times. This model is famed for its ability to fly in heavy, windy air. The Gremlin flyers did well, but for some reason they kept landing several hundred feet short of the field. I guess they needed the walk to keep them warm. The weather will soon be pleasant again, so I hope to see more of you flying!



**AMA MODEL AIRCRAFT
SAFETY CODE**

Submitted by Milt Peacock

1. I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
3. I will perform my initial turn after takeoff away from the pit or spectator areas, and I will not thereafter fly over the pit or spectator areas, unless beyond my control.
4. I will operate my model using only radio control frequencies currently allowed by the FCC. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies).
5. I will not knowingly operate an R/C system within 3 miles of a pre-existing model club flying site without a frequency sharing agreement with that club.
6. I will not fly my model aircraft in any racing competition which allows models over 20 lbs. unless that competition event is AMA sanctioned. (For the purposes of this paragraph, competition is defined as any situation where a winner is determined).
7. Every organized racing event requires that all officials, callers, and contestants must properly wear helmets which are OSHA, DOT, ANSI or SNELL approved while on the race course. In addition, all officials occupying safety cages must wear protective eyewear.

Printed for Your Information and Awareness



WHAT THE KIDS SAID (As written by the 3rd Graders).

Dear Westminster Aeromodelers,

Thank you for coming to XXX school. I liked when you flew the peacock. When do you fly planes? Do you make money for this? My favorite lesson was when I learned about the Wright brothers and how they lived and worked. I loved your show.

Sincerely,
XXXXX

Dear Mr. Miles and helpers,

I enjoyed your show. I wish you got paid \$ 50.00. Well, I guess your work pays you. Well, I think you did a very, very good job! I loved when you asked the teachers a question and they got it right! But they asked you a question and you got it wrong. It was awesome. Also it was funny when you flew the 3 airplanes and one crashed. I liked the electric one that did not fly.

Love,
XXXXX

Dear Mr. Miles and group,

One of your members is my dentist but I didn't know he worked with flight. All I know was he was my dentist. I liked when you let the bird and the airplane go in the cafeteria. Thank you for coming.

Sincerely,
XXXXX



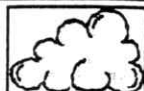
REMOTE CONTROL SPY PLANE UNVEILED

*From USA Today
February 20, 1997*

The Pentagon today unveils a remote-control spy plane to provide commanders a vantage point more than 12 miles above the battlefield. The first prototype Global Hawk jet is being delivered in California by Teledyne Ryan Aeronautical of San Diego. It is designed to have a range of 14,000 miles and to stay aloft at altitudes up to 65,000 feet for more than 40 hours. The pilotless, 12 ton plane carries such equipment as a telescope, radar, and infrared sensors.

Teledyne Ryan was a \$ 150 million contract in 1995 to develop and build two of the aircraft, along with the ground control stations and airborne sensors. If it works, the Pentagon could buy 40 or more, with the cost dropping to \$ 10 million each.

The Global Hawk could replace manned missions in planes such as the U-2 and SR-71, which carry the



A MARCH FLYING DAY

by John Sterrett

There was a great turn-out at the Spiegel Field (CCMA) considering it was a cool, windy Sunday. Wendell Richards was there with his Gremlin and new Dragon Lady, a fine looking model and excellent flyer. Ed Goldman piloted his famed split fuselage Moonraker, Paul Schaffner flew his beautifully made Pilatus Porter (a realistic flyer), and new members Bob and Steve Ludburn brought Steve's T 2000 Trainer, which flew very well in the capable hands of instructor Paul Schaffner. Bob ("Grizzly") Allen was also present but without an airplane. His excuse was that he had a wedding to attend. (Lame excuse, Bob). However, he did play a valuable role before the day was over. Yours Truly flew his Fun One and Wonder (a souped up Gremlin). We also had a brief visit from Uncle Milt Peacock who didn't fly but brought the bulletin board up to date.

There were no bad crashes or mishaps. However, once again the Gremlin flyer had difficulty landing on the runway. Probably a first and the most exciting event of the day occurred when the engine of Ed's Moonraker went dead on final and he was forced to make a perfect three point landing in the top of a 29 foot black gum tree north of the parking area. But with the aid of the telescopic pole airplane extractor, the advice of all present, and the steady, strong arms of Bob Allen, Ed's Moonraker was brought safely to the ground with only minor damage to the tail. Incidentally, no one has ever landed in that particular spot.

All in all, it was an enjoyable afternoon of flying. Hope to see more of you at the field - with or without an airplane!

COWBOYS ON THE PLANES



The picture above was on a note sent by Ray Miles' son to Ray. I hope it is clear enough for you to see. Very clever and funny!



EUREKA - ZOUNDS GAD-ZOOKS - HOO - RAH!!

by Ray Miles

Did everyone notice the rejuvenated **WAM LOGO** on the header of the March T/S? I certainly did. I have been bugging Eddie, our Editor, for nigh on 5 or 6 months, to replace the triangular logo in the upper left corner of our paper with our original **WINGED** logo that was always used in the past.

At the end of the February meeting, Ed told me that I may be in for a surprise. Well, jeez to hoatie, was I ever. I know that Ed is very dedicated to the T/S, and he also knows I've pestered the be-jeebers out of him in trying to make that change. Being completely, and I mean completely, computer illiterate, I had passed on to him how it might be accomplished. Most likely I was nine yards of base (Make that ten, Ray). But whatever, however, he did it.

Ed, my utmost gratitude, thanks, appreciation for your resounding efforts. So, now I guess I'll have to back off. The winged **LOGO**, in my opinion, looks far better. I am not complaining at all about what Ed has done since assuming the editorship of the T/S. It has to be the mostest toughedest (Ray's words) endeavor in the club, and he has done a bang-up job.

So, Eddie, you have done, I think, all of us proud with the change. Tons of thanks, and this ain't from "Deadstick."



EDITOR'S COMMENT ABOUT THE WAM LOGO

I certainly thank Ray for the above article and his many thanks to me for changing the WAM LOGO back to the original. A little background is in order, however. When I started as editor for the T/S, I began using Microsoft Publisher to do it. This program comes with a logo maker, and I played with it to get the black on white triangular logo. Thought it was really neat. I didn't realize, though, that the winged logo was WAM's "symbol."

Ray has been bugging me for a long time to change it back to the original. Several members (Bob Jenness, Jim Garrett, and others) gave me computer files with the original logo, and I tried to get that logo to print properly. I couldn't get it to work well, though. The results were fuzzy, too small, etc. Finally, though, I got it to work. I don't remember how I did it, but I did.

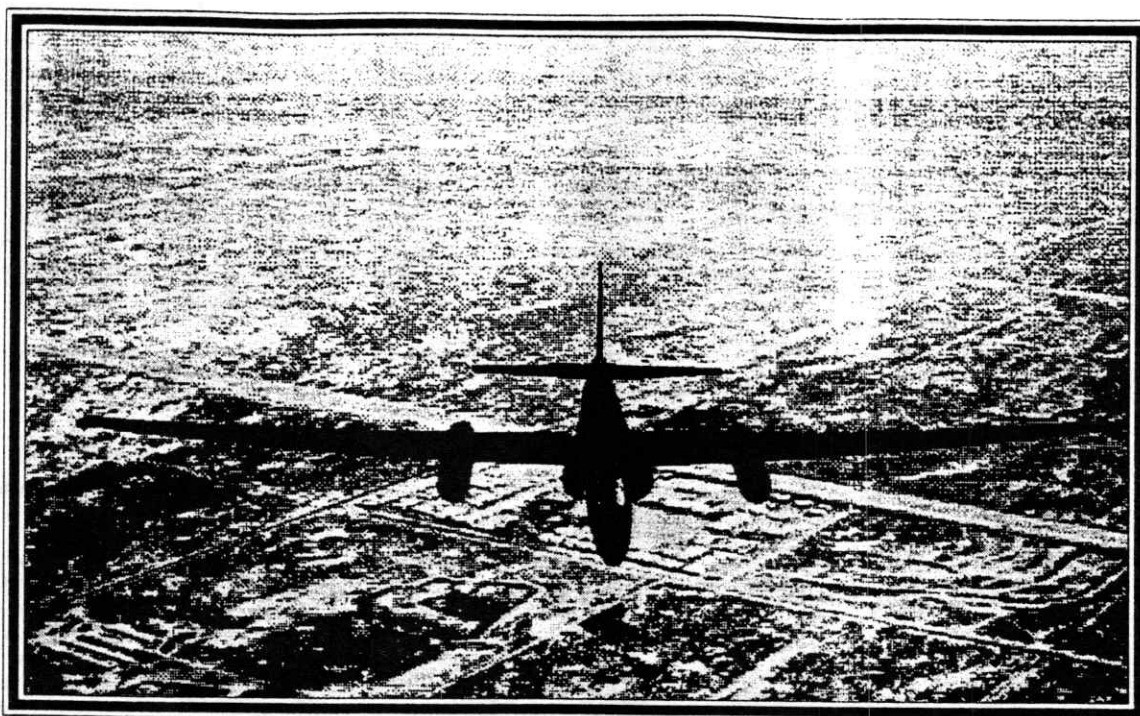
So I have finally made Ray as happy as a man can be, and I hope others are happy, too. But just in case some of you like the triangular one just as well, you can see that one on the last page. So, now we have two logos, and we can all enjoy both of them.

DATES TO REMEMBER

from Milt Peacock

Editor's Comment: Please save this. Future WAM, MMA, and SFP dates will appear in their usual places in future issues of the T/S.

- May 3 Howard Co RC Float fly at Centennial Lake
- May 6 **WAM** meeting.
- May 7 SFP at Charles Carroll Elementary
- May 10 PGRC - IMAA fun fly
- May 21 SFP at Eldersburg Elementary
- May 28 SFP at Spring Gardens Elementary
- May 28 **MMA** Meeting at Westminster VFW
- June 3 **WAM** Meeting
- June 6-8 = Homecoming at Muncie
- June 7-8 = **MARC SHOW AT TIMONIUM**
- June 19 - 22 IMAA Fly In at Danville VA
- June 21 Harford Co Fun Fly Competition
- June 21-22 TOC of Maryland = SWAP Club
- June 21-22 Westminster Air Show [full scale]
- June 25 **MMA** Meeting
- July 1 **WAM** Meeting
- July 12 **STARS RALLY - IMAA** at Olean NY
- July 19 Harford County Fun Fly Competition
- July 30 **MMA** Mtg
- Aug 5 **WAM** Mtg
- Aug 27 **MMA** Mtg
- Sept. 2 **WAM** Mtg
- Sept 4 - 7 DCRC IMAA Fly In Bealton VA
- Sept. 24 **MMA** Mtg
- Sept. 27 Howard Co RC Float Fly Centennial Lake
- Sept. 30 Harford County Fun Fly Competition
- Oct. 7 **WAM** Meeting
- Oct. 10 7:30 PM set up for Flea Market
- Oct. 11 MMA Flea Market at Westminster VFW**
- Oct. 18 Harford County Fun Fly Competition
- Oct. 29 **MMA** Mtg
- Nov. 4 **WAM** Mtg.
- Nov. 26 **MMA** Mtg [Club Reps only]
- Dec 6 **WAM Xmas Dinner & Election of 1998 Officers**
- Dec. 25 = **MERRY CHRISTMAS**
- Jan 1, 1998 = Happy New Year



LOCKHEED U-2

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

In the first half of the 1950's the US was shocked from its confidence of overall technological superiority over the USSR by the detonation of the first Soviet thermonuclear weapon in August, 1953, and by the appearance in May, 1954, of a delivery system for this weapon via the M-4 Bison heavy bomber. These events came as a complete surprise, and led to the obvious conclusion that American strategic reconnaissance needed new capability. The key to the required capability came in the development at about this time of new high-resolution cameras, advanced lenses, and Mylar-based film by Dr. Edwin Land. Advanced aerial reconnaissance ability was here, and thoughts turned to the type of platform that would be needed to use this capability to maximum advantage. Current reconnaissance aircraft flew too low and were susceptible to enemy fighters. It was clear from the start that long overflights would require an airplane able to operate at extremely high altitudes and therefore be immune to Soviet interceptors.

Specifications for an airplane with a range of 1,756 miles and a ceiling of 70,000 feet. Several companies offered plans, but Lockheed (as a private venture) decided to modify its F-104 Starfighter. The USAF rejected the design, but a presidential committee, with the help of the CIA, got the project rolling. In November, 1954, a team headed by Clarence Kelly Johnson of the skunk works secret design and construction facility at Burbank, Calif. began work on the project. The team's main task was to provide longer range and higher operating altitude than had ever been obtained in an airplane.

The fuselage and wingspan were lengthened, weight was reduced, and more gas tank space was provided. The first prototype flew in 1955. Many were ordered, with subsequent modifications. The U-2A made its first Soviet overflight in 1956. Many flights were made until a U-2B, piloted by Gary Powers, was shot down with a SA-2 missile. An international uproar occurred, and the downing of the U-2B marked the end of the U-2's invulnerability to the steadily developing air-defense capability of the Soviet Union.

But high-altitude reconnaissance continued, because Lockheed had also developed the A-12, which had been ordered in 1959. But the U-2 served well, and it is reported that U-2's are still flying today to provide the US with excellent reconnaissance where needed.



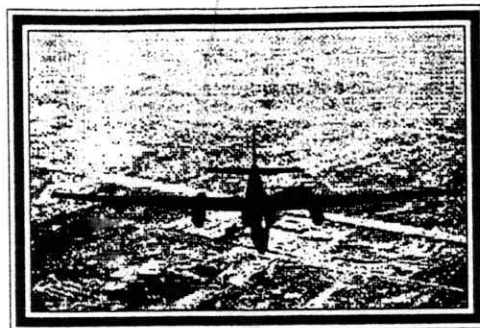
COMING EVENTS



- May 3 Howard Co. RC Float Fly - Centennial Lake.
- May 6 WAM Meeting. 7:30 p.m. VFW Hall
- May 17-18 ANDREWS AFB AIR SHOW.
- May 24 Air Expo - Naval Air Station, Patuxent River. USN Blue Angels and more!
- June 7-8 MARC Show. Timonium
- June 21 - 22 JACK P. POAGE AIRSHOW. Carroll County Regional Airport. Airshow, aerobatics, antique aircraft displays, warbirds. Great Show at our home town. Support our local show!!
- June 21 - 22 T.O.C. of MARYLAND. Fly-in and Competition. Southwest Area Park Details later.
- June 25 MMA Meeting.
- Sept. 4-7 DCRC IMAA Fly-In. Bealefeld, Va.

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 U-2

*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. 21030-1013

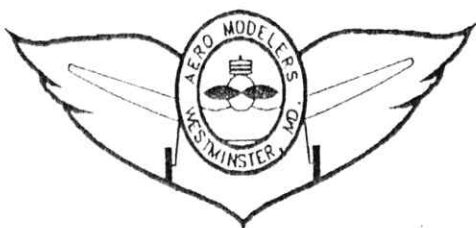


The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!

21030/1013





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

JUNE 3, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 5

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Flying season is upon us! Hopefully, the winds will let up and we will see some good weekends for our aerial pursuits. (Too bad about Memorial Day weekend.) I hope to see all of you out at the field regularly. We are still getting together on Wednesday evenings, please try and join us.

Remember that it's everyone's responsibility to assure that field rules are followed! We still have a sound meter in the Spiegel impound box - please use it! No one is to fly their model at Spiegel field if they test higher than 95db. Please also remember that Spiegel field is closed on Thursday and Friday.

Now for the important stuff! As you all know, we need to expand our membership and our income so that our dues can be reduced. June Poage of Westair (Carroll County Airport) has given us the opportunity to do both at the Westminster Air Show this June 21st and 22nd. We will be doing a flying demonstration before the show on both days. More importantly, we will be allotted space in the food vending area to sell hot dogs and drinks. We voted on this proposal at the May meeting. The proposal passed and now it's up to us to make it happen!

The Air Show Committee has been working out the details for the weekend. Volunteers are needed for each aspect of the Air Show:

Flying Demonstration - Pilots are needed for the show. In addition, Don Rothbaum, who was the announcer we had the last couple of years, is not available this year. So, if you have ever had the desire to play announcer, now is your chance!

Hot Dog Sale - the hot dog stand will need to be manned from 9 to 5 each day of the show. We definitely need volunteers to sell the wieners! We need to cover 16 hours of time over the two days. With a good number of volunteers, the commitment of time from each person won't be very long. Even if you can't stay all day at the Air Show, you can still help out for a few hours. This Hot Dog stand is a great opportunity for us to make some money. It also allows us to meet people who are interested in airplanes and may be interested in getting involved in model aviation!

Please contact either Ken Davis (410) 876-1116 or Jim Garrett (410) 876-0428 and VOLUNTEER YOUR SERVICES!!!

'Till next time, keep 'em flying!

Mickey

PLEASE SEE ARTICLE ON PAGE 5!!



RECORD BROKEN!!

**NEW HIGH ALTITUDE LANDING
BREAKS OLD RECORD
ANOTHER A MAGICAL FEAT!!**

THE WORLD IS IN AWE!!

Read the truth behind this astounding story in John Sterrett's column "April Flying Activities."

1997 ROSTER ON PAGE 8 - SAVE IT!



MINUTES OF WAM MEETING

MAY 6, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 21 members present and one guest, ex-member, Ed Popp. Ed is outta here on his way to Florida, and stopped by to say "so long" to all his flying buddies in WAM. Good flyin' Ed.
2. President Mickey announced that Wendell Richards has agreed to accept the responsibility for the club property, formally administered by Bill Hasert.
3. The reading of the minutes of the previous meeting were accepted as published in The Talespinner.
4. V.P. John Sterrett related the minutes of the MMA meeting and spoke of the upcoming events, including the 50/50 to be drawn at the MARC Show. Any 50/50 ticket will get you a 10% discount on any purchase of \$ 100 or more at the Hunt Valley Hobby Shop on York Road. Everybody wins. Details appear elsewhere in The Talespinner.
5. The Treasurer's report was accepted as read by Treasurer Bob Allen.
6. Club Correspondent Milt Peacock spoke about the competition meets initiated by the Harford Co. Club, the Harford Tail-Gate Flea-market, The TOC of Md., and other events scheduled in the area. Details elsewhere in The Talespinner. Foreign correspondent John Schaffner spoke about the E-mail exchanges between himself and Nick in Belgium and Alberto in Italy and read the latest snail-mail letter from Nick.
7. Milt Peacock reported on the club business with AMA. All is up-to-date.
8. Ray Miles reported on the School Flight Program. There are three remaining presentations for this year. Details elsewhere in The Talespinner.
9. Field Marshall, Lloyd Briggs reported nothing to report for last month.
10. No new members to report from Membership Chair Ken Davis.
11. Events Chairman, John Wunderlich, is planning Fun Flys for June, July, and August, read your Talespinner for details.
12. Jim Garrett kicked off the details of the club's participation with the full-scale airshow to be held June 21-22 at Jack Pogue Field. Discussion centered around setting up a stand selling hotdogs and soft drinks. **Volunteers WILL be needed.** Call Jim to volunteer a little time.
13. C.C. Rep. Ray Miles reports all quiet on the politi-

cal front.

14. Talespinner editor Ed Goldman is serious about acquiring an alternate for printing The Talespinner. Anyone with the capability please contact Ed to talk about this.

15. Proposed changes to the by-laws were motioned, discussed and accepted by the required vote. Changes appeared in the last Talespinner.

16. Milt Peacock requested volunteers to accept the responsibility to judge static models at a contest at RCMB on May 27. Call Milt for details.

17. Discussion concerning the establishment of a shelter at CCMA centered around a pipeframe and canvas tarp structure, pending approval of the park board.

18. The club will look into acquiring a club patch suitable for wearing on clothing - jacket, shirt, etc.

19. The winning name for the 50/50 was that of Ed Popp, who left early and said, "If I win, just put it back in the kitty." Thanks, Ed.

20. The meeting was adjourned at 10:00 p.m.



THE IMAA CORNER

By Milt Peacock

Nothing new to report from IMAA rep, Milt P. I'm sure things will pick up in this column once the flying season gets into high gear and Milt goes to his IMAA fly-ins and such. Keep looking here and in the Coming Events column on page 10 for upcoming IMAA events



HAVE YOU SENT ME YOUR COMPLETE ZIP CODE?

Several of you have been kind enough to give me your **complete Zip Code** so that I can put it on your mailing label for the T/S. The Postal Service will require that everyone use a **complete ZIP CODE** in the future. To avoid the possibility of missing an issue of the T/S, please let me, Eddie the Editor, know what yours is. Thanks!

**IF YOUR AREA CODE IS NOT 410
PLEASE LET ME KNOW SOON.**

**NEW ROSTERS WILL BE PRINTED IN
THE COMING MONTH OR TWO.**

**MAKE SURE WE HAVE YOUR
CORRECT INFORMATION**



COUNTY REPORT

by Ray Miles

I have heard of reports about the trail bikers being able to duck around the left side of the entrance cable and creating fires up at the field. Since Milt told me of the firewood that has been stacked there, they are probably using the area for cook outs. I will give R/S a call on this, and get his views on it.

Bob Allen is taking care of the port a pot arrangements, but I have also heard that there was one put on the field that was damaged. As far as I know, no call was made to install one yet for this year.

So far, nothing from the county has been forthcoming, so I guess all is in order, as it should be.

Update from the Editor: The Port-O-Pot is at the field, but no one in the club actually ordered it set up. There is also some controversy about the rental charge for the unit. Bob Allen is checking into the situation, and I'm sure he will, as usual, get to the bottom (pardon the pun) of this.



AMA NEWS

by Milt Peacock

There is no report from AMA Liaison Milt this month. He says that all is well, up to date, and fine. That's a good enough report for me.



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

<http://www.carr.lib.md.us/~michaely>

I've only looked at it once (either my modem wasn't working or the library's Internet server was out of commission), but it is very well done. I was impressed! Look WAM up on your computer and see what Mickey has done.

INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Mickey Y. clued me on to some of them:

www.iflyrc.com/

www.airage.com/

www.modelaircraft.com (AMA Page)

These sites also have some links to other RC sites.



MARYLAND MODELERS REPORT MAY, 1997

by John Sterrett

1. Tickets for the 50/50 drawing are now available. The drawing will be held during the Flea Market at the Westminster VFW on October 11, 1997
2. All 11 clubs of the MMA are chartered for 1997.
3. Howard County is holding a Float Fly on May 3.
4. The Confederate Air Force will put on their show at the Frederick Airport on August 23 -24. This is a great show - plan to attend. World War II airplanes are invited. Call Adam Strausner of Frederick Model Airplane Club at: (301) 473-4587 for more details.
5. The Maryland Modeler of the Year plaque has been ordered. There has been only one nominee thus far. If there is someone you think might deserve this award, call John Sterrett for more details.
6. John Dori has contacted a bus company for a trip to Rhinebeck, N.Y. to see a WW I and WW II air show during the second week in September. The bus will leave Saturday (Sept. 13?) at 6:00 a.m. and arrive in the afternoon for the show. You'll spend the night and come back Sunday. The bus fare is \$ 32.50, and you'll pay for your room and food. The bus will hold 50 people. First come, first served. Contact John Dori at (410) 252-0715.
7. Charlie Hughes reported that the Harford County club's open house was a success. Harford County is also holding a Flea Market on May 17. Call Charlie at (410) 836-9055 for more details.
8. The Sunday Flyers began a club training program.
9. John Sterrett of WAM commented on WAM's drive for new members.
10. Milt Peacock retired as president of MMA. Charlie Hughes volunteered to serve as the new president.
11. A discussion was held as to how to get more of the 11 MMA clubs to attend the monthly meetings. Six of the eleven clubs were represented at the last meeting. Distance to the meeting seems to be the problem. The next MMA meeting will be held at the Westminster VFW on May 28 at 7:30 p.m.

Chet's Lament: If you help a friend in need, he is sure to remember you - the next time he is in need.

From John Schaffner



SCHOOL FLIGHT PROGRAM

by Ray Miles

The remaining programs will have been completed when this issue reaches you. Another successful year at all 19 elementary schools, with an overall attendance of more than 2,000 youngsters. All teachers have scheduled for the next year already. This makes it easier for me.

We are contemplating the purchase of new team shirts. Some are showing their age, and besides, Pat needs one. I have written to Bob Underwood, and sent him a recap of how the original grant money has been used. I also informed him that we will submit another request in the Fall. This was determined by what Milt told me after talking with Bob at the Toledo show. He, Bob, wanted to know if we needed any more money. Now that I think about it, yes, we could use more.

Maybe we could use a mike on a stand. We seem to be having interference problems when more than one remote unit is turned on. This is most likely due to electrical interference in the schools, especially in the cafeterias, due to machinery. We'll bat that back and forth.

To those on the SFP team - Bill, John, Milt, Ed, Charlie, and now Pat, -I extend my thanks once again for your support, your willingness to contribute and commit to our school involvement. There are now 7 of us, and this has virtually eliminated the shorthanded problems we have experienced in the past. Thanks to all of you for all you have done.

It seems that each year a new static model arrives on the scene. Then, Bill, our box maker, gets busy. The boxes hold up very well under all the abuse given them, and as long as we can haul them we are o.k. With Charlie in the group with his van, the load is very well dispersed. So, until next October, we get a breather, and have an opportunity to repair, or re-arrange some box contents, what have you. This column will resume in the Fall, but perhaps there may be another next month, if something extra-ordinary occurs in the meantime.

Editor's Comment: As a part-time member of the SFP team, I would also like to voice my appreciation for what this group of people does for the children of Carroll County. The time and effort put into this program is far greater than anything else the club does on a man (and woman) hour basis. The SFP has become the most popular program or the 3rd grade. Those of you who have not seen a program cannot appreciate what has been done by the SFP team. They present WAM in the best light and represent a large contribution to the community. Ray has headed the team since the beginning, and the program has blossomed over the years with the help of the other team members. WAM should be very proud and appreciative of what this group has done.



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	3gmb10@kh.khbo.be



COMING EVENTS AT CCMA

Word is out that there are three Flying Events scheduled to be held at the Carroll County Model Aerodrome. The dates, which have been selected by Chairman John Wunderlich, are as follows:

June 14

July 12

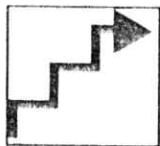
August 9

So, let's get our airplanes ready, practice our loops, rolls, landings, etc., and turn out for flying fun and food. We'll keep our fingers crossed that Mother Nature has plans for beautiful flying days on the dates of the events. As usual, the contests are meant to be **FUN!** You do not have to be an experienced or super pilot to participate and win. The focus is on fun and comraderie, as these events have always been.

I'm sure that John will have everything in order for a day of enjoying our hobby with our fellow WAM fliers. Please note the above dates on your calendar and come out to the field.

THANK YOU, BILL

**BILL WOOLSTON HAS VOLUNTEERED
TO HELP PRINT AND MAIL THE T/S
WE APPRECIATE IT VERY MUCH.**



CARROLL COUNTY AIR SHOW
JUNE 21 - 22
JACK POAGE FIELD
A GREAT OPPORTUNITY
FOR WAM!!

Jim Garrett has graciously taken charge of WAM's activities at this year's big air show. As we have done for the past several years, WAM will have R/C flyers participating in the show (tentatively around noon). This is always a great event for us, and several of our outstanding flyers always put on a show for the large crowd. **If you are willing to fly and want to participate, please give Jim a call at (410) 876-0428.** Don't wait until the last minute, because Jim has to coordinate the flyers with the announcer, and also arrange for parking and entrance passes for those participating.

In addition to the flying activities, WAM will also be selling hot dogs and sodas to raise money for the club.. Ms. June Poage has been very kind to us, and has allowed us space to set up a stand. This is a very nice gesture by June, who has been a good friend of WAM, and our club has the opportunity to benefit greatly from this generous offer.

But, we will need volunteers to man the stand on both days. The more people we have helping, the fewer hours each of us will have to spend at the stand. This is a first effort for us, and we will need substantial man-hours. Please volunteer. We hope to use this chance to raise money for the club and to attract new members. Again, please let Jim know if you can help. If you plan to be in town that weekend, here is your chance to contribute to our club.

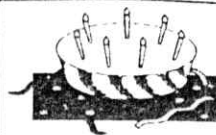
I'm sure that Jim will have more complete update at the next meeting, so please mark your calendar for the meeting (June 3) and for the weekend of June 21 -22.



REMEMBER THE TREE
IN THE FOREST?

Most of us have pondered the question: "If a tree falls in a forest and no one is present to hear it, does it make a sound?" Obviously, you can arrive at different answers depending upon your definition of sound. Is a sound created by the tree falling, or does someone have to hear it in order for it be considered a sound? The argument can go on forever. But here is a corollary:

If a man voices an opinion and there is no woman present to hear him, is he still wrong?



HAPPY BIRTHDAY!!

♦JUNE♦

Richard Jakubs

Bill James



AVIATION HISTORY
JUNE



- 4 1783 First hot air balloon demonstration. Montgolfiere brothers in Paris, France.
- 7 1936 Major Ira Eaker makes the first transcontinental "blind" flight from New York to Los Angeles.
- 12 1979 The "Gossamer Albatross," piloted by Bryan Allen, becomes the first human-powered aircraft to cross the English Channel.
- 15 1919 Capt. John Alcock and Lt. Arthur Brown complete the first non-stop flight across the Atlantic Ocean in a Vickers Vimy bomber.
- 26 1936 First successful helicopter flight made.
- 27 1923 Air to air refueling demonstrated.
- 29 1916 First Boeing built aircraft flies.

SALE

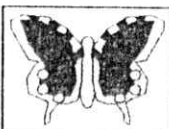
SALE

Falcon 56 In Good Condition
Includes Supertigre .46 Engine!
Excellent Flyer in Strong, Cold Winds!
\$ 60.00 for Airplane and Engine

Call John Sterrett at (410) - 775-0296

Editor's Question: Does this Falcon 56 fly in normal weather also, or do you need to be wearing a hat, gloves, long underwear and a scarf in order to fly it? Just kidding, John. I'm sure it will fly in whatever weather its new owner wants it to.

WESTMINSTER AIR SHOW
JUNE 21 - 22
PLEASE VOLUNTEER TO SELL FOOD
TO RAISE FUNDS FOR YOUR CLUB
- CALL JIM GARRETT 876-0428



APRIL FLYING ACTIVITIES

by John Sterrett, V.P.

It was satisfying to see more WAM members flying this April even though many of the days were windy. It was especially good to see Bob Jenness back flying after a year off. He flew his Kaos like a pro on his first flight in a strong wind, though he was forced to come in "deadstick" because of a broken carburetor. He made a perfect landing with no apparent effort. (Way to go, Bob!).

In addition to Bob Jenness, other members out enjoying the April weather were: Dutch Briggs, Mickey Yachera, Frank Guiffre, Ed Goldman, Pat Kowalski, and Milt Peacock, along with the hardy year round flyers Wendell Richards, Paul Schaffner, and Bob Allen.

Probably one of the most spectacular flights was made in April by Uncle Milt. Due to a radio problem and strong, gusty winds, Milt was forced to land his Mercury 32 feet above the ground in one of the tallest trees (a red oak) at the field (beating Ed Goldman's 29 foot high landing of his Moonraker in March). But with the aid of the famous telescoping pole airplane extractor, Milt's plane was brought safely to the ground with only minor damage. Scotch tape would have made it flyable, although Milt wisely elected to quit for the day.

Where are Right-Turn Bowen and the famous Reeves brothers this spring? Hope to see even more of you at the field in May.

Not to be outdone by Ed or Milt, yours truly had, no doubt, one of the most aerobatic crashes in April! While demonstrating the slow, gentle flight of his lumbering Butterfly at the Baugher field, at an altitude of about 400 feet, the right wing (4 1/2 feet worth) tore loose about 8 inches from the fuselage while in a slight dive. The fuselage, with the left wing still attached, spiralled slowly to the ground followed by the spinning right wing - a maneuver yours truly has never been able to perform under controlled conditions. Fortunately, the ground was soft and there were no trees in the way. The two main hardwood spars of the wing broke where the wood was very brittle, causing the mishap. Repairs have been made and the Butterfly is flying again.

Editor's Comment: I very much appreciate John's field reports on our flying activities. He has been writing these comments every month, and I hope you enjoy them as much as I do. It's a nice way to hear what your fellow WAM members are doing and to share the comraderie of the club. Keep flying and maybe John will feature you in his reports.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Modelers,

I enjoyed the show you guys put on for us. I thought Mr. Peacock did a wonderful job. The models were awesome! I wish I could be a part of the club. My favorite model was the Tiger military plane. You guys have are really talented. Could I have your autographs?

From,
XXXXX

Dear Friends,

I really enjoyed the modle airplanes that you brought to our school. They were awesome. I never knew how the Wright brothers plane looked or how big the first space ship was. The show was so neat and I learned a lot. It was really cool when you showed us the big airplane that flew. I loved every little bit of the show. Thank you so much for coming to our school.

Sincerely,
XXXXX

Dear Friends,

Thanks for the great presentation. I learned that any people invented many things and I learned that planes have ajusters that move up and down and side toside. I really liked how one of the men flew the airplane. He could be a very good pilot because of all the stunts he did. I really liked your show. I hope you come back next year.

Sincerely,
XXXXX

P.S. I hope you get paid.

Dear Friends,

Thank you for coming to visit us. I learned lots of info about flight. My favorite part was when you flew the airplane. I liked when the airplane did loops. I have been thinking when I grow up I want to invent something to fly. I don't know if the air-plane on the pole is a glider or an airplane? I enjoyed all your stunt planes and I had lots of fun.

Sincerely,
XXXXX

REMEMBER THE AIR SHOW - PAGE 5



HOW YOU CAN TELL WHEN IT'S GOING TO BE A ROTTEN DAY

Contributed by John Schaffner

- * You wake up face down on the pavement.
- * You put your bra on backwards and it fits better.
- * You call Suicide Prevention and they put you on hold.
- * You see a "60 Minutes" news team waiting in your office.
- * Your birthday cake collapses from the weight of the candles.
- * Your son tells you he wishes Anita Bryant would mind her own business.
- * You want to put on clothes you wore home from the party and there aren't any.
- * You turn on the news and they're showing emergency routes out of the city.
- * Your twin sister forgot your birthday.
- * You wake up and discover your waterbed broke.
Then realize that you don't have a waterbed.
- * Your car horn goes off accidentally and remains stuck as you follow a group of Hell's Angels on the free way.
- * Your wife wakes up feeling amorous and you have a headache.
- * Your boss tells you not to bother taking off your coat.
- * The bird singing outside your window is a buzzard.
- * You wake up and your braces are locked together.
- * You walk to work and find your dress is stuck in the back of your pantyhose.
- * You call your answering service and they tell you it's none of your business.
- * Your blind date turns out to be your ex-wife.

Author Unknown.... But Troubled.

DEADSTICK RETURNS!!

From the Unknown "Deadstick"

Our club officers are doing their usual dependable jobs again this year! President Mickey Y. should be applauded for his leadership, especially the up-dating of the by-laws. VP John Sterrett faithfully attends the MMA meetings and reports at every WAM meeting. Sec. John Schaffner keeps his usual accurate minutes of the monthly meetings and gives us very interesting monthly correspondence reports with foreign modelers. Our treasurer, (Always Hungry) Bob Allen, has done an excellent job preparing an operating budget. We thank you all for your time in making WAM the excellent club that it is!

Eddie the Editor thanks "Deadstick" for his return to the T/S!



CRASH ETIQUETTE

While bent over your model tweaking with the needle valve, too often you hear "I ain't got it"..., followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively. A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who, is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to suggest, so don't say, "that's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are ticks and poison ivy out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a postmortem on the spot. The pilot probably doesn't want to discuss: battery condition, poor construction, pilot error, used rubber bands, fuel tank capacity, light blue covering, or model selection vs. pilot skill. As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll want the same consideration some day.

*From LIRCS Newsletter, Long Island, NY.
As found at cramskill@arlington.net on the Internet*

**REMEMBER TO CALL JIM
LET HIM KNOW YOU'LL HELP
AT THE AIR SHOW. HE'LL TELL YOU HOW
YOU CAN HELP**

WESTMINSTER AERO MODELLERS

Roster - May 14, 1997 A.M.A. Charter #336 IMAA #569

Official address: % C. Minter, P.O. Box 2313, D.A. 13th Rd., Finksburg, MD 21048 = (410) 833-3122 - E-Mail: Mfr@Firdhouse@juno.com

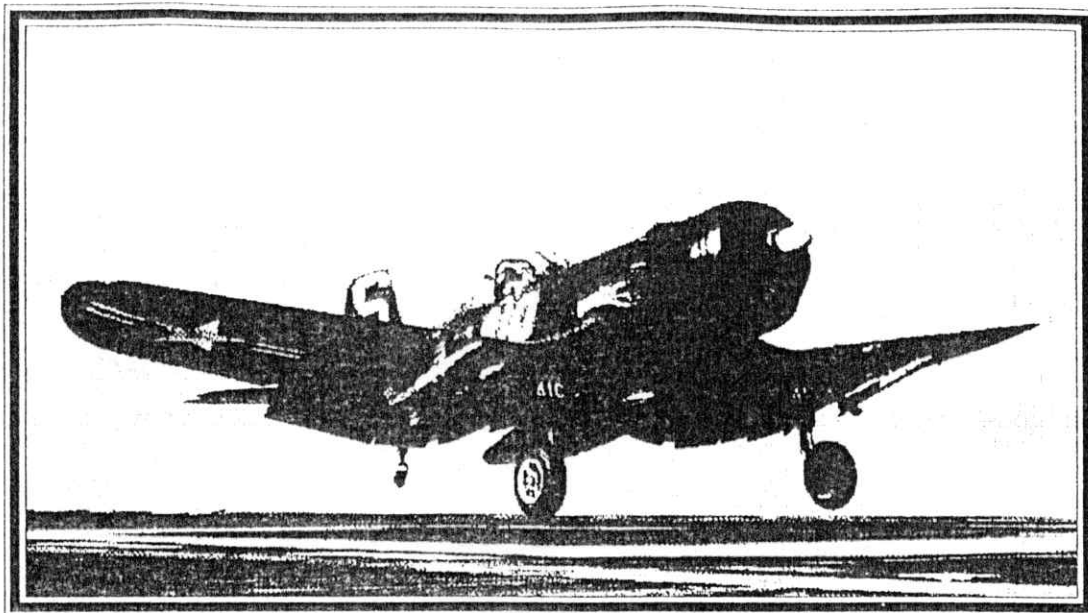
Mishp: Statute as of Jan. 1 en. Yr. Jr = thru 15 yrs. / 5r = 16 thru 20 yrs. / Open = 21 thru 59 yrs. / S/C = 60 yrs. + / 65C = No A.M.A. / HON = Elected per yr.

33 Members = [Op-20 + SC 13 = 32] Honorary = 6 IMAA = 5 - Penceck, Richards, Allen, Bishop, Schaffner.

Type	Off.	Name	Phone	Address	Town	AMA # & IMAA #	DOB & Age 1/1	Join
Op	Pres.	VACHERA, Michael (Sherry)	239-6235	2612 Cedarhurst Dr.	Reisterstown, MD 21136	431784	03/03/53 (43)	02/92
S/C	V.P.	STERRETT, John P. (Julia) Instr	775-0296	11935 Beaver Dam Rd.	Union Bridge, MD 21719	54611	12/14/24 (72)	08-93
Op	Treas	ALLEN, Robert L. (Lynn) Instr	876-3380	249 Stacey Lee Dr.	Westr, MD 21158-	273370 / IMAA 17660	08/01/55 (41)	08/88
S/C	Secy	SCHAFNER, John R. (Lillian)	584-2754	1811 Miller Rd.	Cockeysvl, MD 21030-1013	317152	08/11/24 (71)	04/89
Op	P/P	RICHARDS, Wendell D. (Jane) Instr	374-4970 w-239-7761	4123 Black Rock rd.	Hampsd MD 21074-2624	433093 / IMAA 17552	11/23/40 (56)	04/92
Op	Bd	BAUGHER, Dwight E	848-9219 w-848-5541	1614 Old Taneytown Rd.	Westminster, MD 21158	493743	07/06/74 (22)	05/94
Op		ALFORD, John S. (Marcie)	239-6925	1916 Hanover Pike	Hampstead, MD 21074	565593	09-15-61 (35)	11/96
S/C		BISHOP, Hoyt M. (Betty)	840-9589	719 Snowfall Way	Westminster, MD 21157	2272 / IMAA 10701	09/23/33 (63)	03/94
S/C		BOWEN, Ronald (Rose)	833-4391	820 Suburban Dr.	Reistn, MD 21136-2414	277622	02/20/34 (62)	10/88
S/C	Instr	BREGGS, Lloyd (Phyllis) Fld. Marshal	833-7450	915 Lindellen Rd.	Reisterstown, MD 21136	14702	03/15/32 (64)	10/81
Op		DAVIS, Ken J. (Pat) Mlbshp	876-1116	2228 Old Washington Rd.	Westminster, MD 21157	226528	11/18/51 (45)	02/87
Op		FLOHR, Scott D. (Connie)	857-5696 w-848-2166	46 Webster St.	Westminster, MD 21157	559739	12/30/61 (35)	05/96
Op		GARRETT, James P. (Katherine)	876-0428	1523 Hughes Shop rd.	Westminster, MD 21158	163412	09/05/52 (44)	10/89
Op	Instr	GIUFFRÉ, Frank R.	876-1304	1907 Suffolk Rd.	Finksbg MD 21048-1628	379031	05/16/59 (37)	09/90
Op		GOLDMAN, Dr. Ed. (Ann) T/S Ed	848-3835 w-876-3750	16 Kalen Rd.	Westr, MD 21158-3036	210728	11/24/43 (53)	02/87
S/C		HANDS, Kenneth (Joy)	795-2060	5312 Pommell Dr.	Mt. Airy, MD 21771	24309	09/17/35 (61)	11/74
S/C		HASERT, William J. (Pat)	833-7271	115 W. Chestnut Hill Rd	Reistn MD 21136-3206	54961	08/27/25 (71)	09/80
S/C		HUNTER, Robert (Shirley)	486-5710	814 Templecliff Rd.	Baltimore, MD 21208	71169	08/03/22 (74)	08/77
Op		JAKUBS, Richard D. (Shirley)	857-9889 w-424-0686	538 Congressional Dr.	Westr, MD 21158-6107	373223	06/29/45 (51)	10/91
Op		JAMES, John W. (Pam)	876-3141	2911 Constellation Way	Finksburg, MD 21048	336700	06/12/62 (34)	08/89
Op	Instr	JENESS, Robert C. (Teresa)	374-9628	1619 Packard Dr.	Westr, MD 21157-3440	342818	10/10/54 (42)	06/91
Op		KOWALSKI, Patricia Ann	795-9122	5936 Grace Lee Ave.	Sykesvl, MD 21784-1784	567140	10/08/45 (51)	09/96
S/C	Instr	MILES Jr., Raymond. (Consetta) SFP	781-4937 w795-2447	6761 Marvin Ave.	Sykesvl, MD 21784-5902	82210	09/04/28 (68)	01/72
Op		NOLTE, Lawrence O. (Linda)	848-2533 w-857-7751	1335 Old Manchester Rd.	Westr, MD 21157-3831	511150	07/31/49 (47)	07/94
S/C	Instr	PEACOCK, C. Milton (Joyce) A.M.A Rep	833-3122	2313 Da Lib Rd.	Finksbg, MD 21048-2510	2505 / IMAA 5357	04/28/24 (72)	08/82
Op		REEVES, Jimmy (Sharon)	239-7156 w-965-2080	2143 Albert Rill Rd.	Hampstead, MD 21074	517467	09/21/50 (46)	08/94
Op		REEVES, Terry L. (Ilene)	751-3714	1303 Houcksville Rd.	Westminster, MD 21158	512876	04/25/59 (37)	08/94
Op	Instr	SCHAFNER, Paul M. (Carol)	429-1911	4915 Piney Grove Rd.	Reistn, MD 21136-4229	260761 / IMAA 8762	07/23/57 (39)	04/89
S/C		SCHOLLIAN, George L. (Dell)	848-0542	1255 Carrollyn Dr.	Westr, MD 21158-3666	387267	01/02/19 (77)	08/91
S/C		SMITH, Walter A. (Rosalie)	875-5320	12 W. Middle Grove Ct.	Westr, MD 21157-5320	424577	02/20/27 (69)	09/91
S/C		UMSTAD, James (Janet)	(301) 842-1039	13016 Spickler Rd.	Cleatspbg, MD 21722-1429	13410	01/04/25 (71)	08/85
Op		WOOLSTON, Win. W. (Judy Lynn)	840-0791	2101 Kings Court	Finksburg, MD 21048	574816	12/25/39 (57)	02/97
Op		WUNDERLICH, John (Linda)	840-8518 w-659-3689	382 Dorat Ct.	Westr, MD 21158-4192	454126	10/31/43 (53)	02/95

1997 } BATESHER, Mr & Mrs Alan - 1236 Baugher Rd, Westr MD 21158 DORL, John - 252-0715-406 Rocklee Rd, Timonium, MD 21093
 } FOREMAN, Chuck VP D/4 919-141-5855 412 Pine Cone Ct, Kill Devil Hills NC 27948 HUGHES, Charles - 836-9055-1001 Clumity Ln, 13el Air, MD 21014
 } JONCKHEERE, Nick - Stuvestraat 558, B-8400 Oostende, Belgium

E-Mail Allen, Bob - mple@firdhouse@juno.com Batl, John - jbatl@juno.com Penceck, Mfr - mfr@firdhouse@juno.com
 AMA, Lois Pierce, Club Secy, = loisp@modelaircraft.org Foreman, Chuck, AMA D/4 VP = cforeman@modelaircraft.org Schaffner, John = jschaffner@juno.com
 Babura, Bob, AMA D/4 Asso. VP = bbabura@juno.com Goldman, Ed = amgol@ecpl.carr.lib.md.us Yachera, Mickey = michiey@ecpl.carr.lib.md.us
 Hughes, Charlie = vritrowm@netgsi.com Anti-Pro=97 roster.sam Disc 2



VOUGHT F4U CORSAIR

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

F4U-1 Corsair: In the second half of the 1930's the US Navy was planning a new generation of aircraft carriers, and its initial thoughts turned to an improved version of the Yorktown class. The new class was considerably larger than its predecessors, and this opened the way for a new generation of warplanes that could be carried in large numbers by the new aircraft carriers. The Vought-Sikorsky Division of the United Aircraft Corporation was interested in gaining a slice of the potentially lucrative market for the fighters required to equip these new warships, and embarked on a major effort to develop an advanced type that would be ahead of the most important fighters scheduled for service with the US Navy in the immediate future. In 1936 the Vought began designing a new fighter on the basis of a more powerful radial piston engine, which was to be either the Pratt & Whitney R-1830 Twin Wasp or Wright R-1820 Cyclone, each rated at some 1,200 hp. Already under development, however, was a considerably larger engine that promised to become the world's most powerful radial piston engine, and the Vought design team soon switched its allegiance to this Pratt & Whitney R-2800 twin-row radial piston engine that was already delivering some 1,850 hp) on the test stand with the promise of 2,000 hp or more to come, but which was as yet untested in the air. A product of another UAC component, the massive engine demanded the use of a large propeller if its power was to be used effectively, and the Vought design team rapidly came to the conclusion that even if a three blade unit was adopted this would have a diameter of 13 ft 4 in. This meant that the planned fighter would need main landing gear legs some 6 ft , giving it an extraordinarily nose high attitude at take-off and landing. This would seriously hamper the pilot's forward fields of vision, which are crucial in carrierborne operation. A neat if only partial solution to this combination of adverse factors was found in the definitive V-1 66B design by the adoption of inverted gull wings with the main landing gear legs attached to the underside of the wings at the two angles. This solution provided adequate ground clearance for the large Hamilton Standard propeller, kept the nose as low as possible, reduced the height of the aeroplane with its wings in the folded position, and provided for the use of comparatively short main landing gear legs.

Another advantage of the inverted gull wing, was that it ensured a 90-degree junction between the inner wing panels and the fuselage for minimum joining area and thus the smallest drag figure. This was a consideration of signal importance in a fighter that was being optimized for the highest possible performance, and other drag-reducing features were the adoption of a semi-retractable tailwheel that was combined with the type of arrester hook that was provided for carrierborne landings, spot welding rather than riveted skinning for greater smoothness, and the location of the oil coolers in the wing-root inlets that provided air for the engine's supercharger.

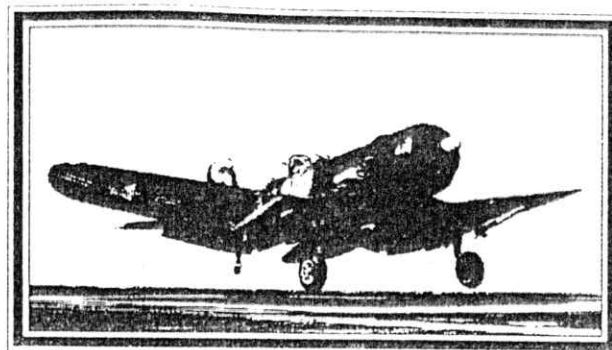
Another feature adopted at the design stage for the first time in a US Navy fighter was a wing-folding mechanism so that the outer wing panels could be hinged upward and inward to reduce carrierborne stowage problems. The US Navy issued its formal requirement for the new fighter in February 1938, and in June of the same year placed an order for one XF4U-1 prototype that was to pave the way for one of the largest and heaviest fighters of World War II. This made its first flight in May 1940. The XF4U-1 revealed excellent flight performance, and in October 1940 became the first fighter of American design to attain a level speed in excess of 403 mph. Other performance figures were an initial climb rate of 2,660 ft per minute and a service ceiling of 35,200 ft. Given the advanced nature of the new fighter, a major test flying effort was undertaken in an effort to remedy the comparatively large number of handling deficiencies that had been revealed. Criticisms raised by pilots included slow aileron response, poor low-speed handling, inadequate forward fields of vision during take-off and landing, tendency to drop a wing just before landing as a result of torque stall, a tendency to bounce on landing, and lack of directional control after landing. When handed over for official trials by US Navy pilots in April 1941, the XF4U-1 was still immature in a technical sense. But as early as November, 1940, the Navy had instructed Vought to prepare the F4U for production as a matter of utmost urgency due to the triumphant position of Germany in Europe and the threatening posture of Japan. Many problems remained, therefore, when the Navy placed its order for 584 planes. The original Corsairs were placed in service as land-based aircraft and first served in the Solomon Islands.

Many changes and improvements were made to the Corsair, and it functioned eventually as a carrier-based fighter as well as serving in a light bomber role. Despite its limitations, the Corsair was clearly a superb operational warplane and by the end of 1943, American pilots had killed 584 Japanese aircraft. Extra production was called for, and other companies were contracted to build more of these valuable aircraft. They played a key role in winning World War II. Again, American designers and engineers came through when it counted with an airplane fulfilling its intended role.

COMING EVENTS

June 3 WAM Meeting. VFW Hall. 7:30 pm
 June 6-8 Homecoming at Muncie
 June 7-8 MARC Show. Timonium Fairgrounds
 June 19-22 IMAA Fly In - Danville, Va.
 June 21 - 22 WESTMINSTER AIRSHOW. Carroll County Airport. Airshow, aerobatics, antique aircraft displays, warbirds. Great Show at our home town. Support our local show!! EAT HOT DOGS AT WAM'S EATERY!! Volunteer to Help!!
 June 21 - 22 T.O.C. of MARYLAND. Fly-in and Competition. Southwest Area Park
 June 25 MMA Meeting
 July 12 Stars Rally - IMAA at Olean, N.Y.
 July 14 Fun Fly Event at CCMA. Details later.
 July 19 Harford County Fun Fly

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of:
BILL WOOLSTON
 WAM thanks Bill for his efforts.



VOUGHT F4U CORSAIR

*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. 21030-101



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminister Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminister, Md. 21158

NEXT MEETING

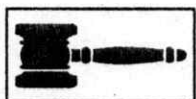
JULY 1, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 6

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

HOT DOG!

Our effort at the Westminister Air Show was an outstanding club activity! We sold tons of hot dogs & drinks, put on a very good flight demo despite difficult conditions, and hopefully, met some future members.

I'd like to take this opportunity to thank those who put in some hot, sweaty hours in selling hot dogs and drinks. Our Hot Dog stand crew consisted of: John Alford, Bob Allen, Dutch Briggs, Ken Davis, Pat Davis (Ken's Wife), Jim Garrett, Jimmy Garrett (Jim's son), Kathy Garrett (Jim's wife), Ed (get 'em while they're hot) Goldman, Bill Hasert, Pat Kowalski, Larry Nolte, Jim Reeves, Terry Reeves, Wendell Richards, John Schaffner, Paul Schaffner, John Sterrett, Bill Woolston, John Wunderlich, Christen Yachera, Kelly Yachera (my daughters) and me. I hope I didn't leave anybody off of the list.

I should note that Ed Goldman seemed to particularly enjoy hocking the old wieners! Maybe he missed his calling. We had the opportunity to talk with several customers, one of whom was Matt Chapman who told us how he does some of the outstanding maneuvers in his show routine.

As an addition to our hot dog stand, a static demonstration area was set up and seemed to attract attention (and customers). Thanks to all who displayed their models. I'm looking forward to Jim Garrett's financial report at the July meeting. I think everyone will be pleased with the results of our efforts.

Our flight demonstration team once again put on a good show this year. The flight demo team this year con-

sisted of: Bob (crowd pleaser) Allen, Jim Reeves, Wendell Richards, Paul Schaffner, Doug Sterrett, John Sterrett and announcer John Schaffner. Doug Sterrett (John's son) is a master's class pattern flier. He put on an outstanding pattern show. The star of the show on Sunday, however was Bob Allen, who gathered quite a crowd around him and his airplane after the demonstration.

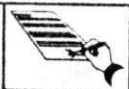
We had the opportunity to meet and talk to several people who may be interested in joining our club. I talked to three who I'm pretty sure will be contacting us in order to join. Other hotdoggers spoke to several others and encouraged them to come to the field or a meeting.

Jim Garrett and Ken Davis did a great job in pulling this effort together for us. Thanks a million guys!

The air show itself was very good. The highlights of the show were Matt Chapman and a Harrier flight demo. Matt Chapman does things with his Cap 231 that most of us can only dream of. Even though I heard an explanation from him on how he gets the plane to roll end over end with the wing chord as an axis, I'm still not sure I understand it. The Harrier demonstration was wild and LOUD. If you've never had the opportunity to witness a Harrier in operation, you're really missing something. The sound level was quite impressive, it may have exceeded 95Db all the way out at Spiegel field!

Lastly, we owe June Poage a HUGE thank you for allowing us the opportunity to sell hot dogs as a fund raiser. I will fire off a thank you note to her, but if you see her please thank her for all of us. Hopefully we can make this an annual event.

Till next time,
Keep 'em Flying



MINUTES OF WAM MEETING

JUNE 3, 1996

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 15 members present.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. President Mickey reported on his participation in the judging at the R/C model display at RCMB on 27 May. Also, Mickey questioned those present about the caution of using Channel 20 for R/C flying. Seems that there is a possibility of interference there.
4. V.P. John Sterrett related the minutes of the MMA meeting and spoke of the upcoming events, including the 50/50 to be drawn at the MARC Show. Any 50/50 ticket will get you a 10% discount on any purchase of \$100 or more at the Hunt Valley Hobby Shop on York Road. Everybody wins. Minutes of the MMA Meeting appear elsewhere in The Talespinner.
5. The Treasurer's report was read by Pres. Mickey since Treasurer Bob Allen was absent.
6. Club Correspondent Milt Peacock was not present. Check The Talespinner for late-breaking events scheduled in the area. Foreign correspondent John Schaffner spoke about the E-mail exchanges between himself and Nick in Belgium and Alberto in Italy and spoke about the upcoming visit by Nick. Nick will be present at the next regular meeting on July 1. Ray Miles talked about having heard from ex-member Bob Pease who is currently living in Florida but is making noises about moving back to the Westminster area.
7. Milt Peacock was absent so there was no report of any business with AMA. Check elsewhere in The Talespinner for the latest.
8. Ray Miles reported on finishing up a very successful season for the School Flight Program. Details elsewhere in The Talespinner.
9. Field Marshall Lloyd Briggs reported nothing to report for last month.
10. Membership Chairman Ken Davis absent tonight.
11. Events Chairman, John Wunderlich, is planning a Fun Fly for June 29 (re-scheduled from the 15th, which is "Father's Day".) Read your Talespinner for details. **Y'ALL COME !!!**
12. Ray Miles reported that R.S. (with the county) has no objections to the club installing a pole tent at CCMA.
13. Jim Garrett and Ken Davis, our Air Show Chairmen were not present, but some details of the club's

participation with the full-scale airshow to be held June 21-22 at Jack Pogue Field were discussed. Of 15 members present, 10 signed up to help. **MORE VOLUNTEERS WILL BE NEEDED.** Call Jim or Ken to volunteer a little time.

14. Talespinner editor Ed Goldman acknowledged the help given by Bill Woolston in printing The Talespinner. Much thanks, Bill!

15. Ray Miles announced that the 140 Village Shopping Center has invited the club to set up a display and will provide the space and tables. More elsewhere in The Talespinner.

16. More time was spent discussing the upcoming Air Show activities.

17. There was no 50/50 since the treasurer was absent.

18. The meeting was adjourned at 9:15 p.m.



THE IMAA CORNER

By Milt Peacock

No news this month regarding the IMAA. I'm sure that some items will be forthcoming in the future. Keep looking for them.



FOREIGN VISITOR ARRIVING

IN U.S.

CRAB FEAST TO BE HELD!

Our Belgian correspondent, Nick Jonckheere, will be arriving in the U.S. in late June and will be at our July 1 meeting. John Schaffner is playing "host" to Nick, and it will be nice to meet him. **We are also planning to treat Nick to an "All You Can Eat" Crab Feast at Gary and Dell's (Rt. 97 just past our old flying field) on Wednesday, July 16 after flying at Spiegel Field.** I have offered to treat Nick. Any others who want to attend should call me at (410) 848-3835 so I can reserve enough seats. It should be a fun-filled evening. Please make arrangements to attend the meeting and the crab feast and show your warm American welcome to our fellow aeromodeler from Belgium and make him feel at home.

Stitzer's Vacation Principle: When packing for a vacation, take half as much clothing and twice as much money as you originally planned.

Poulsen's Prophecy: If anything is used to its full potential, it will break.



COUNTY REPORT

by Ray Miles

The County had no problem with our proposal to erect a 10 by 20 pole tent at the field. They were more concerned with any vandalism to the tent. We'll have to wait and see. It is understood that this tent can be dismantled and erected at any time. The area beside the gate entrance cannot be closed off, as this area is considered a multi-purpose area and there has to be room for the horse people to navigate past our cable.

I also notified the county that THEIR lock, and not ours, has been unhooked for some time. It seems to me that if we are required to keep ours locked, so should the county. But, when you are in charge, you do as you want. This may be due to the farmers getting tired of fiddleling with opening and closing that lock. No infractions have occurred at the field and that is what we are mostly concerned with. Let's make sure it stays that a-way.



AMA NEWS

by Milt Peacock

No news from the AMA this month. I guess that means that all is well.



A THANK YOU!

by Milt Peacock

President Steve Graham of RCMB extends his thanks to our president, Mickey Yachera for assisting them in their Building Contest on May 27, 1997.

Mickey was one of the judges along with Cliff Tacie, a nationally know scale modeler, and Selig Solomon, Legal Advisor for the IMAA. Members brought their pride and joys to the meeting and competed within their respective class (scale, old timer, sport, etc.) for recognition of their work and skills. About 20 - 25 models were entered. This was done at a regular club meeting and it was enjoyed by all. It also afforded an opportunity to learn " How did you do that?" Fun! Fun!

RADIO FREQUENCY ALERT!!

There have been some reports coming from Spiegel Field that may indicate an interference problem with **CHANNEL 20!** Erratic behavior has been observed in airplanes flying on this channel. It may be advisable **NOT** to fly with a radio using channel 20. If anyone else experiences problems, please let the club know.



MARYLAND MODELERS

REPORT

MAY 28, 1997

by John Sterrett

1. The meeting was held at the Westminster VFW with new president Charlie Hughes presiding.
2. 50/50 tickets are available. The drawing will take place during the MMA Flea Market to be held at the Westminster VFW on October 11. There is an "added value" for these tickets - a \$ 10.00 off any purchase of \$ 100.00 or more at Hunt Valley Hobby Shop in Timonium. (Offer is on the ticket).
3. The MARC show was held June 7 - 8 at the Timonium Fairgrounds. The 1997 Maryland Modeler of the Year award was presented to Walter J. Pasciak. (See Milt's write-up on page 7). The show had the usual manufacturers displays, a static show, swap shop, AMA booth flying demos, etc.
4. Chuck Foreman was at our meeting along with 9 MMA members. Arrangements were made to have dinner with Chuck at Gibby's on June 6.
5. There has been an **increase** in the number of clubs in District IV in 1997. There were 132 clubs in 1996 and now there are 158. Maryland itself has 29 aeromodeling clubs. That's **Good News!**
6. The bus trip to the show at Rhinebeck was discussed. Plans are not definite yet, but the cost should be about \$ 150.00 for two days at the show, bus fare, motel room, and food. Details later.
7. It was mentioned that several clubs hold their monthly meetings at their flying fields.
8. Harford County RC held a Tailgate Flea Market last month, but this was not very successful according to Charlie Hughes.
9. The telescopic pole airplane extractor was mentioned and it seems that SWAP also has one.

THANKS TO JUNE POAGE

As you probably know, Mrs. June Poage allowed WAM to sell hot dogs and cold drinks at the 1997 Jack B. Poage Air Show. Mrs. Poage has been very kind to WAM, and in turn some of our intrepid fliers put on a very nice display of RC flying as a prelude to the show itself. As you will read elsewhere in this T/S, our club made a very tidy profit from our little hot dog stand, and Mrs. Poage is really the one who got the ball rolling for us. She has been a true friend of WAM, and we all owe her a great big "**Thank You!**" for thinking of us and allowing us to participate.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Nothing spectacular occurred since the last report. We have now completed 9 years of classes in the schools to date. All schools are scheduled for the 97-98 school year.

I can't emphasize enough the contributions to those who have made this effort work during those years. You all know who you are, and I extend my thanks to each of you.

We will have some new material for the next year. Those models are now being worked on. So now Charlie, Bill, and I can unload our vans for a spell and give everything a rest.

Editor's Comment: I don't think that Ray realizes how much he has done for the students of Carroll County and for WAM. He has been the initiator and leader of the SFP since its beginning (he started it, pursued it, and developed it), and has been the driving force of the program. Milt P., Bill H., John Dori, Charlie Hughes, Pat K., and myself have all been there to help. Interestingly enough, two of the stalwart crew, John Dori and Charlie Hughes, don't even live in the county. Yet they show up every possible Wednesday to help. They transport some of the displays, load and unload, help with the show, and put in a great deal of effort. Milt and Bill build, Milt flies at every school (as long as the weather cooperates), and they both participate in presenting the program. Pat K. has been a welcome addition, and has participated in the presentation. I show up when I can and help with the presentation of the program occasionally.

While the above comments may sound as if we are blowing our own horn, I say that we should. The continuous effort over a nine month period is not easy, and takes many, many hours of devotion from each of the SFP members. We should all be proud of the outstanding quality of the program, and the willingness of those WAM members who represent all of us so well in such a worthwhile effort.

AIR SHOW-

by Ray Miles

I have contacted John Tennyson of the South Carroll Club. They will supply some flyers for those 2 days, John has handled all of that from his end. I certainly hope that the Hot-Dawg stand is a success. My wife and I will be leaving to visit our son and daughter-in-law in Phoenix, Ariz. on June 20. So I will miss the "Really Big Show". I know I leave all of this effort in good hands. We always manage somehow.

Editor's Comment: (Again) There may be some last minute changes as to the announcers at the show, since our usual announcer will not be available. Also, anyone willing to fly at the show should call Jim Garrett or Ken Davis. AND WE WILL NEED VOLUNTEERS. PLEASE LET KEN OR JIM KNOW IF YOU CAN HELP. THIS IS OUR CHANCE TO RAISE SOME FUNDS FOR THE CLUB. VOLUNTEER!!



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dori, John	jdori@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	3gmb10@kh.khbo.be



COMING EVENTS AT CCMA

Word is out that there are three Flying Events scheduled to be held at the Carroll County Model Aerodrome. The dates, which have been selected by Chairman John Wunderlich, are as follows:

June 29 (Sunday)

July 13 (Sunday)

August 10 (Sunday)

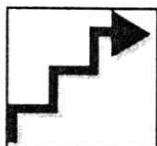
September 14 (Sunday)

So, let's get our airplanes ready, practice our loops, rolls, landings, etc., and turn out for flying fun and food. We'll keep our fingers crossed that Mother Nature has plans for beautiful flying days on the dates of the events. As usual, the contests are meant to be **FUN!** You do not have to be an experienced or super pilot to participate and win. The focus is on fun and comradeship, as these events have always been.

I'm sure that John will have everything in order for a day of enjoying our hobby with our fellow WAM fliers. Please note the above dates on your calendar and come out to the field.

THANK YOU, BILL

**BILL WOOLSTON HAS VOLUNTEERED
TO HELP PRINT AND MAIL THE T/S
WE APPRECIATE IT VERY MUCH.**



1997 JACK POAGE AIR SHOW

JUNE 21 - 22

I know that Mickey Y. mentioned most of this in his article, but I'm so excited I had to write my own account, also.

WHAT A WEEKEND!! WAM outdid itself at this years air show. Our hot dog and soda stand was busy for the entire two days, and many of our club members participated. Jim Garrett and Ken Davis did most of the preparatory work (and a lot of work it was), and Mickey Yachera brought his camper and labor also. Some of our helpers were: Bill Woolson, Wendell Richards, John Wunderlich, Lloyd Briggs, Pat Kowalski, Stu Alford, John and Paul Schaffner, Bob Allen, Bill Hasert, Larry Nolte, Jimmy and Terry Reeves, and John Sterrett. In addition, Christin and Kelly Yachera, Jimmy Garrett, Pat Davis, Kathy Garrett and Sherry Yachera all pitched in for many hours.

Dutch was instrumental in obtaining hot dogs and rolls at a very reduced rate (No, they did not fall off a truck in New York City). This helped our profit margin a great deal.

The RC flying demo team performed admirably under crosswind conditions and a few unplanned, but minor distractions. Bob Allen, Paul Schaffner, Wendell Richards, John and Doug Sterrett, and Terry Reeves all put on a great show. I think it was about the best we have done. Doug Sterrett flew his pattern ship superbly. I've never seen an RC performance like that - very impressive. And our announcer, John Schaffner, seemed to be having a grand time up on the scaffold with a big microphone in his face. Good work, John! We had one mishap, though. Bob Allen had a hard landing when his Stinger 60 ran into a stiff head wind on final and met with the ground harder than planned. But Bob said that he'll have it repaired shortly. His flying was great, though.

The club has benefitted greatly from everyone's efforts. We were there Friday evening to set the camper up and get everything ready. Saturday morning and Sunday morning began at about 7:00 a.m., and we didn't leave until about 7:30 p.m. Sunday evening. What was so nice was that even though it was hot, humid, and not real comfortable weather wise, we all had FUN working at the hot dog stand. Joking with each other, helping each other out, teasing the customers, etc. was all part of the enjoyment. I know that for me, personally, the weekend really was worthwhile and rewarding.

All in all, we had a wonderful time and the club has benefitted greatly from the greatest hot dog stand of all!



HAPPY BIRTHDAY!!

♦JULY♦

Dwight Baugher Larry Nolte Paul Schaffner



AVIATION HISTORY

JULY



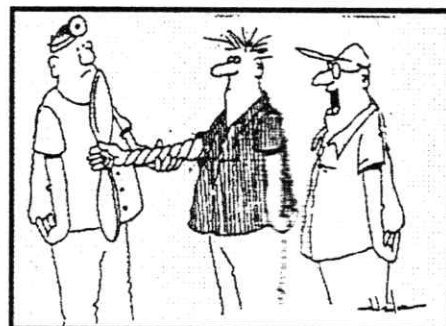
- 2 1900 Count von Zeppelin takes five people aloft on the first flight of his airship.
- 2 1937 Amelia Earhart disappears over the Pacific Ocean near Howland Island.
- 4 1908 Glenn Curtiss wins Scientific American trophy.
- 16 1969 Apollo 11 launched.
- 20 1969 Neil Armstrong becomes first person to set foot on the moon.
- 22 1933 Wiley Post, flying the "Winnie Mae," becomes the first person to fly solo around the world.
- 24 1919 First flight of the Ford Tri-Motor passenger plane.
- 25 1909 First crossing of the English Channel by airplane. Pilot was Louis Bleriot.



VOICE FROM AFAR

from Ray Miles

I received a letter from Bob Pease the other week. He responded to my inquiry of "early club history". There are one or two names we can add to the "total" roster. I have given them to Milt for inclusion. The bigger news is that Bob is selling his property in Florida and will be returning to Md. in the near future. I hope that means another member. I am sure that it does. He also included some photos taken in the early '60s at a contest in Westminster that the club used to sponsor. These were viewed at the June meeting.



"And then the prop flew off of the 4-stroke and would you believe that ol' Larry-here actually caught the sucker?"



A FLYING DAY IN MAY

by John Sterrett, V.P.

May was another windy month - in fact one of the windiest Mays in years according to the weatherman. But even with the wind, many brave WAM fliers ventured to the flying field. The telescopic pole airplane extractor was kept at the ready, but fortunately, there were no high altitude tree landings.

One of the best flying days with less gusty winds than usual occurred on Sunday, May 18. Bob Jenness flew his trusty Kaos, Milt Peacock flew his giant (and throaty) Stinger 120, our president, Mickey Y. had several great flights with his Citabra, and Paul Schaffner brought his fast Gremlin which flew well but landed hard (perhaps because he had just come from landing his Cub on soft water at the pond at Baugher lake).

New member Bill Woolston flew his ARF Right Flyer after a thorough inspection by all present, and did very well for his first time under the excellent instruction of Uncle Milt. I flew my trusty Fun One and Sudokhoi, without mishap for a change.

The Spiegel field is in excellent condition, thanks to the rolling done by Wendell R. and Bob Allen, and the fact that we had a little less rainfall.

The weather can't help but get better, so I hope to see you all at the field, especially on Wednesday evenings, Saturdays, and Sundays. Show up with or without an airplane. I know you'll have fun!



AIR SHOW HITS

The next time you have the chance to see an air show with an A-10 Warthog or a Harrier VTOL, go to the show! Outstanding performances! The Harrier, with 33,000 hp, can remain stationary, rotate 360 degrees, then fly away. It can also "drift" right or left while maintaining, losing, or gaining altitude very slowly. It's like it was on strings and a big hand was just moving it in any direction or axis. I can only say that I was very impressed.

The A-10 is extremely maneuverable for a bulky looking plane and amazing to see. You don't expect to see a plane of that configuration doing Cuban 8's, aileron rolls right off the runway, and knife-edge 360 degree circles. Talk about an airplane designed to do a job superbly - the A-10 is just that.

There is always Matt Chapman to talk about. His CAP 231 does things you don't even believe after you've seen them. He is one of the 10 best aerobatic pilots in the world, and certainly is not to be missed.

Great job, June Poage, for a wonderful show!



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Friends,

Thank you for coming to our school. It was fun learning about airplanes. How did you get the plane to actually fly? I liked going outside and watching the plane fly. I hope the third grade next year will like it as much as this third grade did. All of the kids liked the program, even me! I know all of the boys really liked seeing all of the airplanes that you had at the lunch room. Thank you very much for coming.

Your friend,
XXXXX

Dear Friends,

Thank you for the flight program. It was fun watching the plane go up in the air. I think you told us some really neat facts. I learned about some people who travelled in a plane and got back alive. I liked when you showed us how some of the plane models worked. I think the program was educational. The program was neat because we got to watch the plane go up in the sky. My Aunt Tina owns a hot air balloon. My Aunt Tina also has a rule. It is that you can't fly in the balloon if your 12 or under. Her balloon has pink flags on it. The balloon is also green. My Aunt Tina lives in Missouri. My Aunt Tina knows alot about flight.

Your friend,
XXXXX

Dear Westminster Aero Modelers,

I thought your program about flight was very interesting. Also, because your program was so interesting, I thought it might be fun to be an airplane modeler too. I also thought it was neat that your models actually worked. I also thought that it was neat that you had models of famous flying machines. Also again your program of airplanes was neat.

From,
XXXXX

Dear Mr. Miles,

I loved your show. It was interesting. It was the best air show I saw. The best thing I saw was the remote control. Thank You.

Sincerely,
XXXXX



MARYLAND MODELER OF THE YEAR

WALTER J. PASCIAK

by Milt Peacock

Congratulations are in order for a man well deserving of the honor of being the **1997 MARYLAND MODELER OF THE YEAR**. The award was presented to Walt at the '97 MARC Show in Timonium on June 8, 1997.

Thanks are also in order to MARCED Inc. which created this award in 1991 and also to the Maryland Modelers Assn. for their cooperation in the election of the nominees. We extend our thanks to those persons and clubs who submitted a nominee for selection.

Some history about Walt and why he was selected. He has presented model airplane demonstrations at the Ft. Howard Veterans Hospital for the patients, along with several other modelers, which was well received. He has been active at the Towson Senior Center when they have "Children's Day". He also entertains them with glider flights. He has given R/C demonstrations at a summer camp called "Adventures in the Air" and also at the Lutherville Recreation Department.

This modeler knows and shows the importance of getting young persons interested in building and flying models as this is the future of model aviation. He has taught many novices how to build, cover and fly model aircraft. You can always count on Walt for helpful and friendly advice.

Walt has been the Chairman of the building of the AMA Delta Darts and the Penny Gliders at the MARC Show for many years.

I believe you will agree that Walt has earned this prestigious award.

This space is blank because it is now Monday evening, 10:33 p.m., June 23, 1997, and I am trying very hard to get this issue of the T/S finished in time for you to receive it before the next meeting. Hope you do!

WEAR YOUR WAM BADGE

HOW ELSE ARE WE GONNA KNOW YOU!



FOR SALE



Goldberg **EAGLE II**, 63" wingspan, 40 - .45 size, 3 or 4 channel trainer. Excellent model to learn to fly on or just to have fun with. Not in Box.

(Tower price = \$ 70.00 + shipping)

Now = \$ 65.00 total.

Airtronics XL Series Radio

FM, 6 channel with servo reversing on all channels, selective exponential throws on ailerons and elevator, trainer system, 4 servos and all accessories.

1991 Narrow Band. Channel 52.

\$ 150.00

Enya .40 engine w/ muffler and plug.

\$ 45.00

Supertigre Engine 2500

1.5 cubic inch, 2.8 HP at 10,000 rpm. Radial mount & muffler included. Used very little - like new.

(Tower = \$ 250.00 + shipping)

Now \$ 175.00

Call Milt Peacock at (410) 833-3122



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

<http://www.carr.lib.md.us/~michaely>

I've only looked at it once (either my modem wasn't working or the library's Internet server was out of commission), but it is very well done. I was impressed! Look WAM up on your computer and see what Mickey has done.



INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Mickey Y. clued me on to some of them:

www.iflyrc.com

www.airage.com

www.modelaircraft.com (AMA Page)

www.ama-10.com/ama

These sites also have some links to other RC sites.

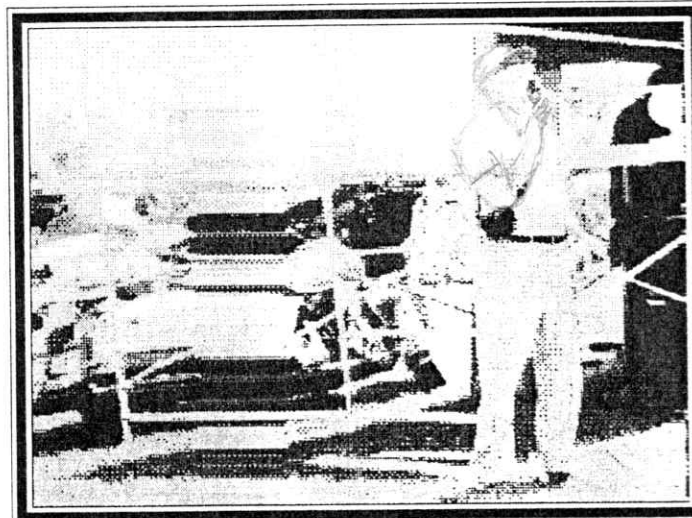
PICTURES FROM THE AIR SHOW
FEATURING
VARIOUS POOR SOULS WHO GOT IN THE WAY OF THE SHUTTER



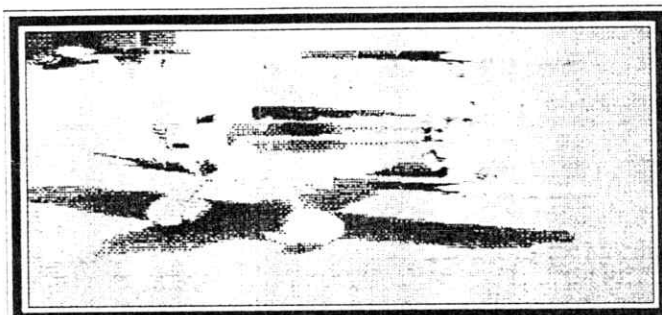
Jimmy Garrett helps out at the hot dog stand by eating a piece of pizza!



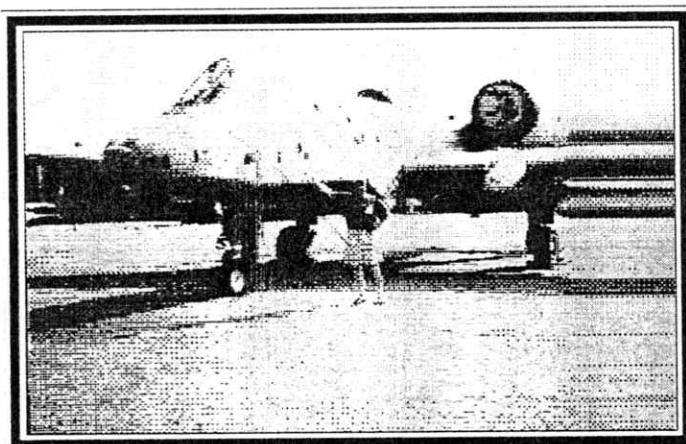
Would you buy a hot dog from any of these folks?
A lot of people did!



John Schaffner announces our RC team at the Air Show. His motorcycle is ready for a quick get-away!

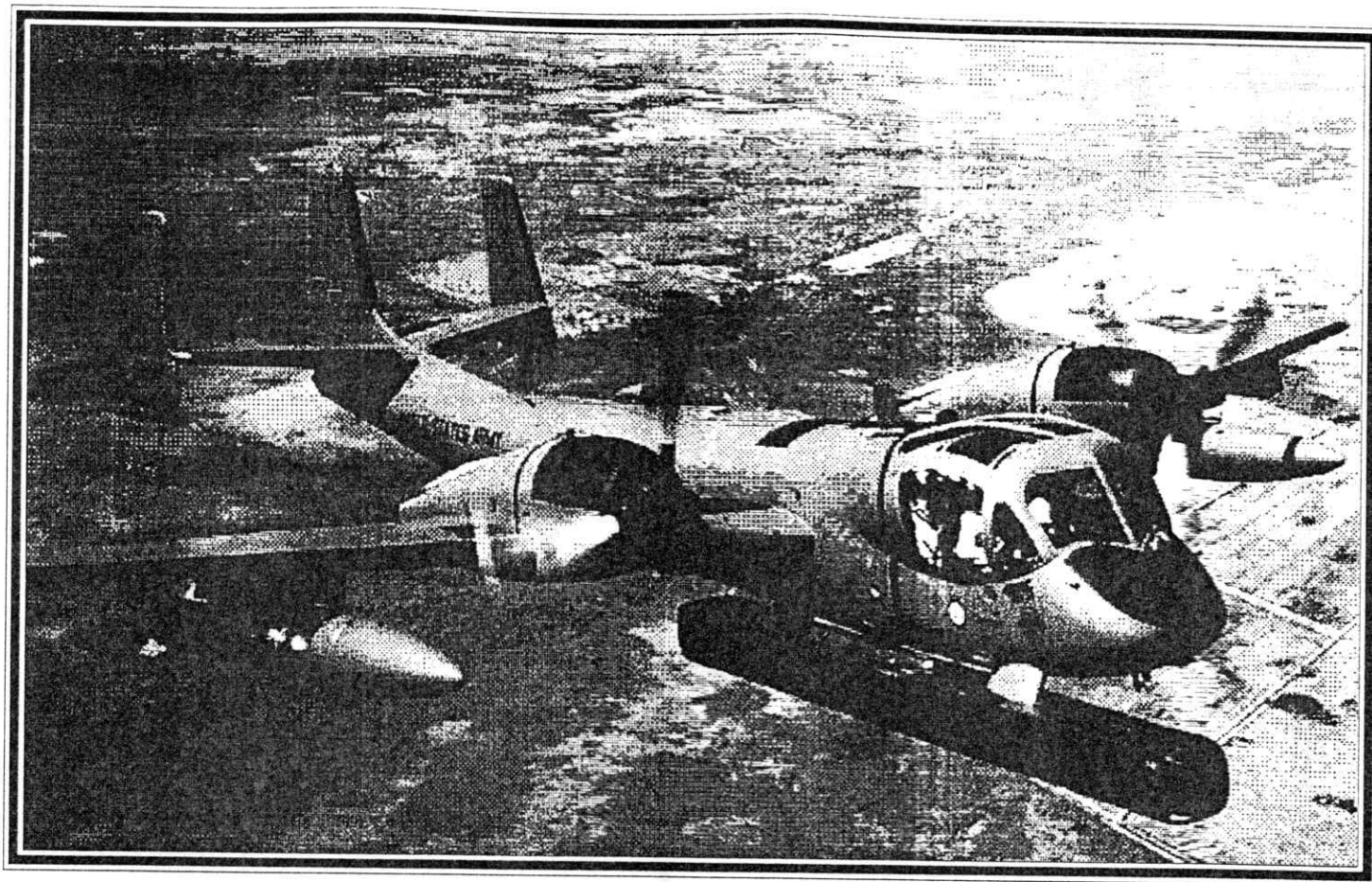


Paul Schaffner's beautiful Chrisian Eagle. What a beautiful airplane. Paul says he's going to let me fly it in the Fun Fly! Thanks, Paul.



Eddie the Engine Tuner gives the A-10 a final high end adjustment prior to its flame out over the Humane Society.

I hope these pictures are at least visible. My scanner is limited since it is not a flatbed model. If anyone has a flatbed scanner and could scan a picture and E-mail it to me as a .pcx or .bmp file, I could probably get it into the T/S with better quality than mine. Let me know if you might be of help. Perhaps we can occasionally get a few candid shots from the field, etc. in this newsletter from time to time. Let me know. Thanks!



GRUMMAN G-134 MOHAWK

*from the CD-Rom : "Wings - Korea to Vietnam"
Maris Multimedia/Discovery Channel*

The G-134 Mohawk has the distinction of having been the only fixed-wing aeroplane to have been designed exclusively for service with the US Army. The type resulted from the realization of the US Army and US Marine Corps after the end of the Korean War that they needed a successor to lightplanes such as the Cessna L-19 Bird Dog in the battlefield observation and reconnaissance roles. In the spring of 1956 the joint planning team issued a realistic requirement for a fixed wing machine offering STOL capability from poor airfields and roads in the combat area, visual observation as well as day and night photographic capabilities, and provide for later upgrade with electronic surveillance equipment. To meet this requirement Grumman evolved the G-134 design as an all-metal monoplane with a cantilever mid-set wing of notably small span and area but carrying extensive high-lift devices, a powerplant of two powerful turboprop engines, retractable tricycle landing gear, a virtual T-tail, and a large cockpit set in the extreme nose with extensive glazing and bulged side windows for the best possible fields of vision. By the end of 1956, the G-134 had been named as winner of the design competition, and by March 1957 nine prototypes had been ordered for the US Army and US Marine Corps. In January 1958, however, the US Marine Corps pulled out of the program and the US Army took over that service's four prototypes to speed development of its own version. Wind tunnel tests had meanwhile revealed the inadequacy of the planned tail unit during STOL operations, so this was revised with a lower tailplane carrying three vertical surfaces. Another change was the addition of crew protection in the form of an armored floor, a bulletproof windscreen, and flak curtains on the forward and aft cockpit bulkheads.

The first Mohawk flew in April 1959 with a powerplant of two Avco Lycoming T53-L-3 turboprops each rated at 950 bhp supplied with fuel from an internal capacity of 297 US gallon supplemented by two 150 US gallon drop tanks under the wings. Flight trials and further development proceeded without major difficulty, and the new type entered production as the AO-LA Mohawk optimized for the visual and photographic reconnaissance with a camera installation in the central fuselage. Later modifications have allowed the Mohawk to serve even today in its supporting role.

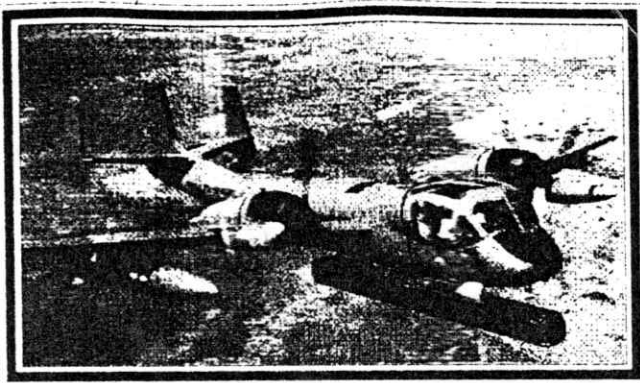


COMING EVENTS



- July 1 WAM Meeting. VFW Hall 7:30 p.m.
 July 12 Stars Rally - IMAA at Olean, N.Y.
 July 14 Fun Fly Event at CCMA. Details later.
 July 19 Harford County Fun Fly
 Aug. 30-31 "Gathering of Eagles" Airshow. Ocean City Airport. Ca;; Don Stewart for info at (410) 213-2471. (A toll call).
 Sept. 6-7 Hagerstown Air Show. Washington County Regional Airport. Call the Chamber of Commerce for more info: (301) 739-2015. (A toll call).
 Oct. 12-13 Greater Gortner Airport Airshow and Fly-In. Greater Gortner Airport. Oakland, Md. Call Jane Simms (301)-334-3541 (A toll call).

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of:
BILL WOOLSTON
 WAM thanks Bill for his efforts.



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. 21030-101



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

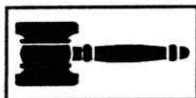
AUGUST 5, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 7

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

We've certainly been busy recently. John Wonderlich has done a very good job in staging two field events in the last month. The first fun fly of the year was held on June 29. John had a good slate of events scheduled for the day! I even placed 6th (out of 6....oh well. better luck next time). The food was great thanks to John's son for doing the cooking! The egg drop was loads of fun! We may soon be able to hit the field some day. The second event was basically a picnic. Thanks to John's wife for doing the cooking. Everyone had a great time. Bob Allen is getting lots of egg drop practice. By the way Bob did the egg come off of your plane??? We had some visitors drop by. They found out about the funfly on our Web Page! HOW ABOUT THAT! I guess it pays to advertise. Everyone sure enjoyed the new shade canopy!

Speaking of the new canopy, on July 4th a work crew consisting of Bob Allen, Milt Peacock, Wendell Richards, John Sterrett and myself erected the canopy. The lack of rain made digging holes like chiseling concrete. We gave up on hand digging the holes for the new bench and Bob and Wendell rented an auger on Saturday July 5 and finished up the project. The shade makes for a much more pleasant afternoon at the field. Thanks to all who helped out!

Although I am writing this prior to the crab feed at Gary and Dell's I'm sure all who attended had a great time.

We need to discuss our budgetary situation at the August meeting in light of our successful fund raising activity at the Westminster Air Show. We have to decide on the direction we want to go with regard to dues, field improvements and any other worthwhile projects we as a club wish to do. Please think this over so that we can come to a consensus on just what to do.

Although it's been hot and I'm sure its gonna stay that way for a while, you really should come on out the field 'cause it's really cool in the shade!

Until next time,

Keep 'em flying!

Mickey Y.

WISHES FOR A SPEEDY RECOVERY

Some of us learned that John Schaffner's mother, who is now 107 years old, recently fell and broke her hip. From what I know, she had surgery on or about July 13. We certainly wish John's mother a rapid recovery and return to home with John and his wife. From what I have heard, John has a tendency to stay out a little too late occasionally and will need his mother back at home to keep an eye on him!



MINUTES OF WAM MEETING

JULY 1, 1997

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 21 members present and one guest, our Belgian friend and Honorary Member, Nick Jonckheere.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner
3. President Mickey expressed thanks on behalf of the entire club to Jim Garrett and Ken Davis for their efforts in making a huge success of WAM's participation with the Air Show at Jack Poague Field. Also, many thanks to all those who participated with the R/C flying and manning of the hot dog stand. Great job gang !!!
4. V.P. John Sterrett related the minutes of the MMA meeting and spoke of the upcoming events, including the 50/50 to be drawn at the MMA Flea Market. Any 50/50 ticket will get you a 10% discount on any purchase of \$100 or more at the Hunt Valley Hobby Shop on York Road. Everybody wins.
5. Minutes of the MMA Meeting were reported by Milt Peacock and appear elsewhere in The Talespinner. Milt briefed the club on the upcoming bus trip to Old Rheinbeck Aerodrome. Details elsewhere in The Talespinner.
6. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members.
7. Club Correspondent Milt Peacock spoke about various events scheduled in the area. Foreign correspondent John Schaffner spoke about the E-mail exchanges between himself and Alberto Nencioni in Italy. Nick was present at the meeting.
8. Field Marshall Lloyd Briggs reminded everyone about the First Aid materials at the field, just in case.
9. Ray Miles presented a model of Icarus acquired for use in the School Flight Program made by SFP-member Pat Kowalski. Thanks, Pat!
10. No report from Awards Chairman Larry Nolte.
11. Property Chairman Wendell reported all items present and ready for use.
12. Events Chairman John Wunderlich reported on the Fun Fly held June 29 and announced the next one to be on July 13th. Read your Talespinner for details. **Y'ALL COME !!!**
13. Ray Miles reported that a Department of the Environment representative inspected activities at CCMA and found everything to be in good order.
14. Talespinner editor Ed Goldman says, "SEND ME

STUFF !!"

15. Milt Peacock reported on the activities taking place in AMA. Read The Talespinner and Model Aviation for details.

16. Jim Garrett reported the results of the Air Show activity on June 21 - 22 at Jack Pogue Field and thanked everyone who participated on behalf of the club.

17. By the time you receive this newsletter a shelter will have been erected at CCMA. Thanks to the shakers and movers. (Hello, Shakin' and Movin' Bob Allen).

18. Volunteers will be needed to set up and participate in the Flea Market at Westminster VFW on October 11. Be there at 7:00 PM on October 10 to help set up the room.

19. Our guest, Nick Jonckheere, spoke briefly to the club and presented everyone present with copies of airplane pictures that he had created when he was 16 years old. (Thanks, Nick! They are very good!). Nick also presented Ray Miles with a 1:72 scale model of the Harrier GR Mk. 3. (Ray then presented it to ME to build for the SFP). Thank you very much, Nick. You have become a worthy member of WAM.

20. Nick was asked to draw a name for the 50/50. John Sterrett became richer as a result.

20. Meeting adjourned 9:15 p.m.

NICK'S LAW:

If your father is poor, you can't help that.

If your father-in-law is poor, that is your fault.



FOREIGN VISITOR

SAMPLES CRABS!

READY TO MOVE HERE!

The first WAM International Crab Feast was held at Gary & Dell's on July 16 featuring our Belgian guest, Nick Jonckheere. We had 23 diners, and all enjoyed the food and comradery. Nick was a quick learner as to the crab eating, and now holds the record for the most crabs eaten at Gary & Dell's by a Belgian. Nick also invited us to visit him in Belgium, and we will have about 40 WAM members and their families flying over to stay with Nick sometime soon. Look for another article in next month's T/S/.

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 back together than to break one.

(Could this apply to RC airplane crashes? I think so!)



COUNTY REPORT

by Ray Miles

There is nothing at all to report or even to comment about for this month's flying activities at the CCMA site. So...no report is a good report.



SCHOOL FLIGHT PROGRAM

by Ray Miles

It's vacation time for our school people. This fits in nicely with the school summer break. However, it certainly makes this column might short. Until August rolls around everything will be quiet on the school front. However, should anyone be interested in volunteering some time, there is always room enough for you. The help can always be used and is needed. Give it some thought.

Editor's Comment: Last year we were very happy to have Pat K. join our team. If you have an occasional Wednesday morning free, or can make it free, please come out and see the SFP in action. You will be proud!



AMA NEWS

by Milt Peacock

I have the current Club Rosters for District 2 (New York and New Jersey) and District 4 (Delaware, Maryland, Virginia, and N. Carolina). If anyone wants to know of RC clubs in an area they are going to visit, call me. It should be noted that the listing is by the club representative's address, i.e. WAM is listed as Finksburg since that is my address.

We are current with AMA and I have nothing to add.



WEINER WINNER

by Ray Miles

From the articles in the last T/S, the efforts put forth for the Air Show Fund Raiser sounded to me like it exceeded by far what might have been expected. The work put in by ALL club members who participated deserves the thanks of the rest of WAM. I missed out on a great two days, I'm sure. Two 12 hour days in a row plus additional set-up time on Friday must be some kind of record for WAM. This kind of involvement only makes our club more closely knit, gets newer members involved (which it most certainly did), and helps others in the club be more prone to volunteer to assist when a project is planned. Just wanted to get my 2 cents in.



MMA BUS TRIP TO "OLD RHINEBECK AERO- DROME"

SEPTEMBER 28 - 29

A bus trip to Rhinebeck will leave Baltimore early Saturday, Sept. 28 (6:00 a.m.) and arrive in time to visit the museum and see the air show. Rhinebeck captures the thrill and excitement of old time flying from the 1900 - 1937 era. Barnstorming, WW I era and other planes fly. The bus will leave for home Monday morning, with a side trip to Hyde Park (Teddy Roosevelt's mansion) on the way.

The tour ticket includes: Transportation, Show, and Motel Room. Food and drinks are on you. Snacks are available on the bus. The motel has a restaurant and lounge, and others are within walking distance.

Rates are \$ 100 per person for double occupancy, and \$ 125 for single occupancy. Tickets must be paid in full to reserve a seat. If we don't fill the bus and have to cancel the trip because of a lack of attendees, you will get your money back. **Your reservation must be received by Sept. 15!**

Make check out to MMA or Milt Peacock and mail to:

Milt Peacock
2313 Da Lib Road
Finksburg, MD, 21048.

Include your address and day & evening phone numbers. For more info, call:

Milt Peacock - (410)-833-3122

Editor's Comment: While I have not been to Rhinebeck myself, the information sent to me by Milt is impressive. It sounds as though the show and trip will be very interesting, and those of you who enjoy vintage aircraft will probably have a great time on this trip. Please give it a serious thought, and call Milt if you have an interest. It would be great if enough people signed up.

UPCOMING AIR SHOWS

- | | |
|----------------|--|
| August 23 - 24 | CAF Air Show at Frederick Air port. This is a good one! |
| August 30 - 31 | Hagerstown Air Show. Washing ton County Regional Airport. I haven't seen this one. |
| October 12 | Greater Gortner Airshow & Fly-In. Oakland, Md. Sounds good! |



FUNFLY FUN REPORT

JUNE 29, 1997

by John Wunderlich

To those who missed our first Funfly of the season on Sunday June 29th, you missed a really great time. The weather was great and the flying was spectacular thanks to the prevailing winds.

Six flyers ventured into the competition with Bob Allen capturing first place followed by Paul Schaffner and John Sterrett. Admirable performances were given by Ed Goldman. Dutch Briggs and Mickey Yachera.

An egg drop event was added. Each pilot was required to drop a raw egg from his plane into a bucket carried by his daring assistant standing on the airfield below. This turned out to be a very popular event and a funny and entertaining way to end the Funfly.

Everyone went home with their planes intact and no one had egg on their faces (no pun intended).

Hope to see more of you at our upcoming Funflys on July 13, August 10, and September 14.

Editor's Comment: John did a great job running his first Funfly. All participants had a grand time. As usual, some exciting moments were witnessed by all, and the event was a great success. It should also be mentioned that John's son manned the grill, and served delicious hot dogs and hamburgers for 25 cents each. You can't beat that! So, thanks to John, his helpers, and his son for providing WAM with a fine flying day!

LOTS OF FUN AT THE FIELD

SUNDAY, JULY 13

WAM had another fine day at CCMA. A day of flying with no contests, etc., but with many fliers and many planes out to enjoy the day. Our new shelter is just great, providing shade and seating underneath. Carol Schaffner even had a fan hooked up to a car battery to stay really cool. Thanks to Bob Allen and his trusty crew (I don't know who all of you are) for doing such a fine job of putting up the shelter for all of us to enjoy.

John Wunderlich and his wife, Linda, manned the grill and we had our 25 cent hot dogs, hamburgers, and sodas. Thanks to the Wunderlichs for doing the cooking again.

Amazingly enough, with the flying going nonstop from noon until about 6 p.m., there were no major mishaps, and all flew well. Nick J. even showed us how to land right at his feet and then do a partial ground loop close enough that he could just pick up the plane. Nice!



IT'S A NEW AGE, FOLKS, AND SOME OF US ARE IN IT

From John Schaffner

The Great Inter-Continental Communicator

Certain WAM members are currently using E-mail. If you have E-mail capability and would like to communicate via that route, you may use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	3gmb10@kh.khbo.be



COMING EVENTS AT CCMA

Word is out that there are three Flying Events scheduled to be held at the Carroll County Model Aerodrome. The dates, which have been selected by Chairman John Wunderlich, are as follows:

August 10 (Sunday)

September 14 (Sunday)

So, let's get our airplanes ready, practice our loops, rolls, landings, etc., and turn out for flying fun and food. We'll keep our fingers crossed that Mother Nature has plans for beautiful flying days on the dates of the events. As usual, the contests are meant to be **FUN!** You do not have to be an experienced or super pilot to participate and win. The focus is on fun and comradery, as these events have always been.

I'm sure that John will have everything in order for a day of enjoying our hobby with our fellow WAM fliers. Please note the above dates on your calendar and come out to the field.

Oppenheimer's Law: There is no such thing as instant experience.

Young's Law of Inanimate Mobility: All inanimate objects can move just enough to get in your way.

I.M.M.A. NEWS
CHAPTER 569

by Milt Peacock

So far the fly-ins have been great. We were in Danville, VA from June 18 - 22 to the D/4 Mini rally. It was a shame that the National Rally was the same weekend in Converse, IN. Poor planning on someone's part. Jerry McCallum & Chuck Moreland from RCMB were also in attendance along with our better halves. One of the great things is that you get to renew old friendships from around the country.

There were about 102 registered pilots with many more models but it was no problem getting time to fly. We use the end of a de-activated hard surface runway about 1000' long and at least 100' wide with plenty of overfly area to do your thing.

That town goes all out for the club. They change the traffic signs in the area, install traffic cones, police direct the traffic, auxiliary police gave 24 hour security, the rescue squad worked the gate, we used the city's P/A system, and much more. Wouldn't it be nice if ---- Dream on.

Only problem was the weather, gentle wind right down the r/w but was it ever HOT. Over 100 one day and in the 90's the others. It made you appreciate the 10 x 20 shelters.

This was a giant size fly in so there were plenty of non-scale types. Giant Stingers were the most popular. The scale types were of everything. I probably shouldn't tell this tragic story. Sorry, Paul. A fellow from the deep south had a Byron Christen Eagle with a Saito twin with on board ignition. He had it For Sale for \$1100 but no takers. He decided to fly on Saturday but the ignition wire to the right cylinder broke, so I loaned him my 12V solder iron to fix it. [I'm sorry that I did that] He got it up to about 250' and lost it in a tight spin back to mother earth, just missing the hard surface. There wasn't much left to talk about or take home. I don't know if he is rich or just stupid. The impact of the plane was followed with the impact of his TX into the around. I'm sure that did not cure the problem. Futaba just loves guys like that.

Two models went in due to radio failure or at least did not respond. Fortunately they flew away from the crowd and into a hay field about 3/8 mile away. One new prototype came apart in the air. They finally determined that the wing bolts were left out. The wings were supported via a tube thru the fuse into each wing and a bolt was supposed to be installed to prevent the wing from spinning on the tube. It was a whirly bird until the last splash. Pieces fluttered down for about 30 seconds. All in all there were very few mishaps. A good time was had by all. [I think.]

Our gang faired out very well with no scratches. June 27-29 found us attending CBRC's Chapter 523's "Gathering of Eagles" fly in at the Ridgley Airpark on the Eastern Shore. This also was a giant size event. I believe



HAPPY BIRTHDAY!!

♦AUGUST♦

Bob Allen
Bill Hasert

John Schaffner
Bob Hunter



AVIATION HISTORY



- | | | |
|----|------|---|
| 2 | 1909 | U.S. Army accepts first aircraft from the Wright brothers. |
| 16 | 1960 | Capt. Joseph Kittinger completes highest parachute jump (102,200 feet). |
| 17 | 1978 | First trans-Atlantic trip in a balloon. |
| 19 | 1871 | Orville Wright was born. |
| 20 | 1976 | "Viking I" lands on Mars. |
| 26 | 1740 | Pioneer balloonist Joseph Montgolfiere born in France. |

that there were 26 pilots and about 40 models. We had both hard surface and grass to fly from with a gentle wind very favorable. It was a little hot but not like Danville. Again we met a lot of old friends which is also part of the fun.

We will be leaving on July 9th to visit my buddy in Hornel NY and then to Olean NY to the "STARS" scale rally the following weekend. I have been going there since 1989 and wouldn't miss it. They are a great bunch. This is also held on the Olean City Airport which is closed to general aviation from 9 to 5 both days. They also treat you to a BBQ chicken dinner on Saturday nite followed by an auction and then a giant bon-fire and...! All of this with \$0.00 landing fee and \$0.00 registration fee. I will admit that they 50/50 you to death all day. When they sell 50 tickets it is drawn and they start over again.

I acquired a 1/5 scale WACO YMF-3 with a OS 160 twin for power last summer. I swapped my Vega for it. I am finally getting comfortable with it and I must say that two wings and a round engine looks great in the air. Handling that twin is a new experience also. It's a real powerhouse and takes some getting used to.

You big bird guys should think about attending one of these functions. I know you will enjoy it. I assure you that we do-

Til next time - good flying.

The first two car collision happened in a town that only had two cars.

Some model airplanes have more power than the Wright Flyer had when it flew at Kitty Hawk.



A FLYING DAY IN JUNE

by John Sterrett, V.P.

Sunday the 15th turned out to be one of the best flying days we've had this year! It was coll and sunny with very little wind. Even a right-turn only flyer would have been happy, Ron.

Pat Kowolski flew her Tower Trainer 60 with the help of the Reeves brothers because it had to be hand launched. She also got some stick time on my famous Butterfly. (Editor's Comment: Was that a highlight or a low point?). Bob Jenness flew his Sig Cadet and Star Fire. Paul Schaffner made one flight with his TR 260. Ed Goldman flew his AirTrax 60 and made several deadstick landings with his Moonraker, one of which was temporarily lost in the shoulder high grass adjacent to the field. (So what else is new?).

Wendell Richards made several Gremlin and Dragon Lady flights and helped new member Bill Woolston fly his trainer. Terry and Jim Reeves were a welcome sight after a long layoff. Jim flew his Ultimate (a beautiful Bipe) and Terry his Four Star (actually it has about 10 stars on it). I flew my Fun One.

There were also several welcome visitors watching the flying. A good time was had by all! Hopefully, this is a sample of the future summer weather and flight activity at CCMA.



DEADSTICK RETURNS

I would like to thank Jim Garrett and Ken Davis for the excellent way they handled the concession stand and WAM's part in the June Air Show flying at the Westminster Airport. It obviously involved a lot of planning, work, and time! Also, thanks should go to all who participated in selling hot dogs and soda and flying their models in strong winds.

DEADSTICK

Editor's Note: I still don't know who the mysterious "Deadstick" is, and I really don't want to learn his or her identity. But I continue to appreciate the contributions of our unknown commentator of some of WAM's activities. Keep the comments coming, mighty "Deadstick."

MARYLAND MODELERS FLEA MARKET OCTOBER 11

This event will be held at the Westminster VFW, from 9 a.m. until sold out (usually about 1 p.m.). Table reservations are **first paid basis**. No tailgate sales! Admiss



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aero Modelers,

Thank you so much for coming to XXXX to present your program. Before this program I did not like flight much. Now I think it is awesome! I liked the models, but especially Amelia Earhart, remote controlled airplane, Montgolfiere balloon, Wright brothers plane, and the rocket parts. Your program also helped me to remember things from my flight unit.

Sincerely,
XXXXX

Dear Aero Modelers,

Thank you for coming to our school. Me and my class very much appreciate your visit. That model rocket was pretty impressive compared to the people. Can that remote control plane fly? If it can it must be pretty dangerous. The Spirit of St. Louis was flown way long ago. The Montgolfiere brothers spent a lot of time on the hot air balloon. The effort put in that display must have been great.

Sincerely,
XXXXX

Dear Aero Modelers,

Thank you for the program. I really appreciate that, especially the rocket that Neil Armstrong got to the moon in because he is my roll model because I want to be an astronaut and fly to Pluto or Mars or the sun. So thank you for the most best program I've seen!

Sincerely,
XXXXX

Dear Aero Modelers,

I appreciate the effort and hard work you put into your show. The interesting things were: the rocket, the hot air balloon, the gliders, the Spirit of St. Louis, the helicopter, and Amelia Earhart's plane. I like the way you explained how things work and the different parts of a plane. I had a lot of good things to ask like how old were the Wright boys when they flew their first plane? I did not get to ask then. I liked the show. Thank you!

Sincerely,
XXXXX



CHANCE OF A LIFETIME ITEM FOR SALE

It is with profound dismay that I offer the following item for sale. The airplane, less motor and radio, is hereby put up for sale by its heart-broken owner, Eddie the Editor.

The airplane in question is a Balsa USA Moonrakedover (oops, that's Moonraker). It was built about 7 years ago, and was covered with Solartex and lovingly spray painted with K & B epoxy paint. The RakedOverMoon (oops, that's Moonraker) has landed many more times than it has taken off. You see, it wants to fly so badly that when it touches down it is not very happy, so it lifts up again and flies a little further. Then it touches down again, lifts up and flies a little further, etc. This may occur up to 7 times per landing. The OverRakedMoon (oops, that's Moonraker) also thinks that it is a WeedEater, and has tried to eat all the weeds around every field it has flown from. It even tried to eat some of Don Nelson's corn and beans. Bet you don't have a plane like this one.

And talk about power to weight ratios, this one flies with the ratios backwards. Due to several mishaps, including 3 CA jobs on the fuselage during two Fun Flies a year apart, and the addition of **external** doublers, the MoonWeightOver is a bit on the heavy side. The buyer may want to cut the front end off and install a 1.20 4 cycle, 1.8 Moki, or other large powerplant to this .40 size prize.

In addition to the above features, this plane is a **winner!!** It has come in 3rd place in two Fun Flies, and probably will continue to be a formidable entry in the future with proper care and reconditioning. Right now, its fuselage is slightly bowed, but it does make great left turns. It kind of just arcs around on its own, like a flying ski. Doesn't this just make you want to own it?

I know that my telephone will be ringing constantly once this edition of the T/S reaches you, so I would suggest that you pick up the phone as soon as you read this sentence. You don't want to miss this **once in a lifetime opportunity!!**

Call Ed Goldman

(410) - 848-3835 immediately, if not sooner.

(On second thought, I think I'll keep it!!)

AMAZING FACT!

The computer used to create this publication has more computing power than NASA had when it put a man on the moon!



FOR SALE



Goldberg **EAGLE II**, 63" wingspan, .40 - .45 size, 3 or 4 channel trainer. Excellent model to learn to fly on or just to have fun with. Not in Box.

(Tower price = \$ 70.00 + shipping)

Now = \$ 65.00 total.

Airtronics XL Series Radio

FM, 6 channel with servo reversing on all channels, selective exponential throws on ailerons and elevator, trainer system, 4 servos and all accessories.

1991 Narrow Band. Channel 52.

\$ 150.00

Enya .40 engine w/ muffler and plug.

\$ 45.00

Supertigre Engine 2500

1.5 cubic inch, 2.8 HP at 10,000 rpm. Radial mount & muffler included. Used very little - like new.

(Tower = \$ 250.00 + shipping)

Now \$ 175.00

Call Milt Peacock at (410) 833-3122

Goldberg J-3 Cub - yellow - w/ OS FP engine and Futaba Attack 4 radio. Never flown.

Asking \$ 400.00 or best offer.

Call Karen Carroll (410)-875-2475 after 5 PM



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

<http://www.carr.lib.md.us/~michaely>

INTERESTING WEB SITES TO VISIT



Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

www.iflyrc.com/

www.airage.com/

www.modelaircraft.com (AMA Page)

www.ama-10.com/ama

www.fly-ima.org

These sites also have some links to other RC sites.

****CHECK MILT OUT ON THE WEB****

VISIT WWW.FLY-IMAA.ORG

LOOK AT DANVILLE ARTICLE/PHOTOS

VISITORS AT THE FIELD

Eddie the Editor

I went to CCMA on Saturday, July 12 to try (you guessed it) a new engine in my son's Avistar Trainer. When I got there, no other fliers were there, but the farmer was cutting the weeds and I figured I'd just wait a while and see if anyone showed up to fly a little. I didn't want to fly while he was close to the field, anyway, so I sat under the great new shelter. Lo and behold, I had company. Lying in the grass under the bench I was sitting on was a shrew. At least I think it was a shrew, and John Sterrett told me that's what it was when I described it to him. Anyhow, the shrew probably got chewed out of his home by the mowing, and found a nice shady place to hang out at.

As I was sitting there, the Japanese beetles were flying in earnest. They were all over the place, landing on the ground all around and pinging into the shelter. This is neat, I thought, just me, the beetles, and the shrew. Then I started watching the swallows flying behind the mower. They loved all the bugs that started flying as the mower went by. If I could only fly like the swallows, maybe people would even watch me.

So here I was with the beetles, the shrew, and the swallows when the buzzards saw me and they began to wait for me to fly. I think they know that something will come to earth and look like it died (my Moonraker), so they cruised around in anticipation.

So now it was the beetles, the shrew, the swallows, and the buzzards. Boy, was I having a grand time. But it got better. Out of nowhere came a hummingbird. It hovered right next to me for a while, and then alit on the safety fence. That was really special.

So there you have it - a little tale about what there is to do at CCMA while you wait to fly. Who knows what we'll see next.



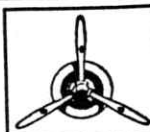
RADIO FREQUENCY ALERT!!

There have been some reports coming from Spiegel Field that may indicate an interference problem with **CHANNEL 20!**

Erratic behavior has been observed in airplanes flying on this channel. It may be advisable **NOT** to fly with a radio using channel 20. If anyone else experiences problems, please let the club know.

COST OF LIVING

The cost of living is easy to calculate: It equals your gross income + 10 %.



MMA FLEA MARKET

OCTOBER 11

WESTMINSTER VFW

The MMA Flea Market will be held at the Westminster VFW on Oct. 11. The market opens at 9:00 a.m. and lasts until everything is sold out (usually about 1:00 p.m.).

Admission is \$ 2.00. Tables (8 feet) are available for \$ 10.00, and 1/2 tables for \$ 6.00 on a **first paid** basis according to the postmark on your envelope. Checks are payable to Milt Peacock, 2313 Da Lib Road, Finksburg, Md. 21048.

There will be **no tailgate sales**. A 50/50 drawing will be held (last year's winner took home more than \$ 300.00). Refreshments will be available

For advance information only, call (410) 836-9055. Plan to attend this year's Flea Market. You may find just what you've been looking for, or what has been looking for you.



FOR INTERESTED SCALE MODELERS

Milt P. sent me some info which might be of value to anyone contemplating building a scale model, or just having lots of information about scale models. It seems that a someone is selling a series of books which, he claims, contain information about more than 10,000 plans, kits, photographs, scale drawings, cowls, canopies, decals, retracts, etc. Supposedly, everything needed to build a contest quality scale model is covered. The price of the entire series (five volumes) is \$25.00, which is supposedly half price. **The offer expires on August 1, or whenever the remaining inventory sells out.**

If you are interested, call or write the following person:

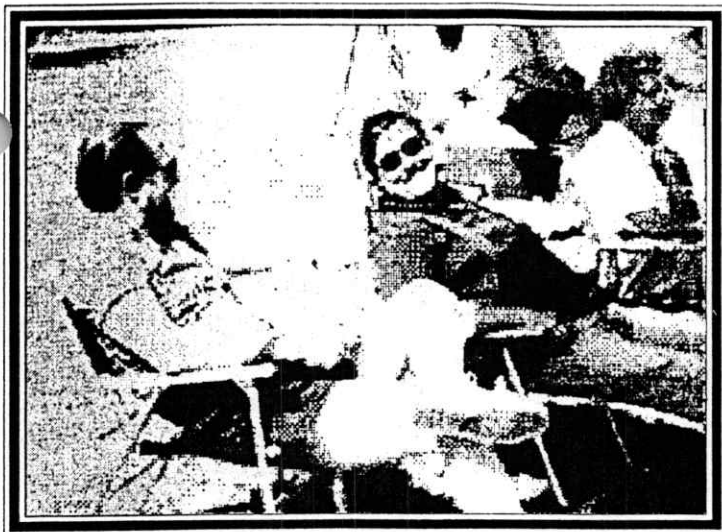
John C. Frederickson, Ph. D.
461 Loring Avenue
Salem, MA 01970

(508) 745-9849

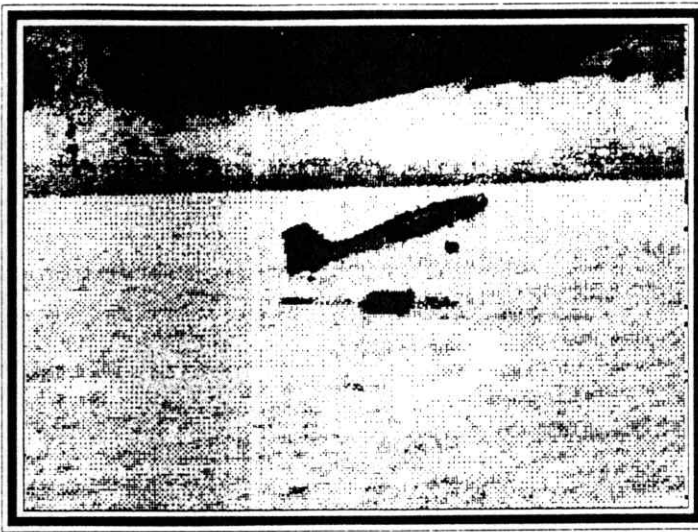
TIP BY GEORGE

www.iflyrc.com/george.htm

Before applying fiberglass tape and epoxy to the wing center, fill the torque rod holes with light spackling. Let it dry, then use your epoxy. When all is done, you will have only a thin coat of epoxy to cut out as opposed to a cavity of hardened epoxy. This method works for bolt down holes also.



LIFE IS GOOD!



OFF WE GO!



ANOTHER THREE POINT LANDING!
(Thanks, Kristen)



THE PEANUT GALLERY
(AND BOB)



EAT THOSE DOGS!



LUCKY SQUIRREL!



COMING EVENTS



- Aug. 5 WAM Meeting. VFW Hall 7:30 p.m.
 Aug. 23-24 Confederate Air Force Show. Frederick Airport. This is a good one!
 Aug. 30-31 "Gathering of Eagles" Airshow. Ocean City Airport. Ca;; Don Stewart for info at (410) 213-2471. (A toll call).
 Sept. 4-7 IMAA Giant Fly-In. Bealton, Va.
 Sept. 6-7 Hagerstown Air Show. Washington County Regional Airport. Call the Chamber of Commerce for more info: (301) 739-2015. (A toll call).
 Sept. 27 Howard Co. Float Fly. Centennial Lake.
 Oct. 12-13 Greater Gortner Airport Airshow and Fly-In. Greater Gortner Airport. Oakland, Md. Call Jane Simms (301)-334-3541 (A toll call).

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

Courtesy of:

KEN DAVIS AND MARADA INDUSTRIES
 WAM thanks Ken for his 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. 21030-101

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 !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

SEPT. 2, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 8

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

The summer keeps rolling along. We've been busy out at the field. Our August fun fly went pretty well. Thanks to Wendell for the delicious BBQ and my daughter Christen for helping out selling the food. John Sterrett did a great job with organizing the flying events. With some creative scoring, I even placed second!! (Just goes to show that you really can get lucky sometimes). Those of you who have been too timid to enter a Fun Fly should really give it a try.

At long last, we have some prospective new members. The lack of new people has been a real problem for the club. The new people bring fresh enthusiasm and activity to the club, not to mention some much needed dues revenue. For us to remain healthy and viable as a club, we really need to do a better job with recruiting new members. We presently have placed fliers in Hunt Valley Hobbies and Bobby's Hobby Lobby. In addition to the hobby store fliers, our Internet Web site is listed with Tower Hobbies, AMA, Hobby Lobby and some other RC related

sites. We have gotten some inquiries from these sources, but not nearly enough. If you have any ideas on where else we can "advertise" the club, please let us know and we will get on it immediately.

The next Fun Fly event is September 14. Please mark it on your calendar and bring your family, friends and airplanes out to the field for a great time. John Wunderlich has asked about the possibility of doing an October event. Think about it and maybe we can get one last event in before the cold weather sets in.

'Till next time,
Keep 'em flying!

Mickey Y.



HATS OFF TO YOU!

At the last meeting, Milt P. asked whether any members would be interested in purchasing new WAM hats. Several members said they would. The deal is this: Milt must order 24 hats total to get the great price of \$ 5.50 per hat. At this time, he needs 5 more promises to buy a hat to allow him to place the order. Please contact Milt at: (410) 833-3122 or see him at the next meeting if you wish to purchase a new hat.



MINUTES OF WAM MEETING

JULY 1, 1997

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 15 members present and three guests, Dave Runyan & Dad, and John T. (Jay) Uebel.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. President Mickey reported things quiet since last meeting, old business to be discussed later in the meeting.
4. V.P. John Sterrett was absent so Milt Peacock related the minutes of the MMA meeting and spoke of the upcoming events, including the 50/50 to be drawn at the MMA Flea Market. Any 50/50 ticket will get you a 10% discount on any purchase of \$100 or more at the Hunt Valley Hobby Shop on York Road. Everybody wins. Minutes of the MMA Meeting appear elsewhere in The Talespinner. Milt briefed the club on the upcoming bus trip to Old Rheinbeck Aerodrome. Details elsewhere in The T/S. Don't miss out on this trip if you can possibly go. A super place, even if it is rained out.
5. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members.
6. Club Correspondent Milt Peacock spoke about various events scheduled in the area. Foreign correspondent John Schaffner spoke about Nick's visit and presented a binder of photos made during the time Nick was here.
7. Field Marshall Lloyd Briggs reminded everyone about the First Aid materials at the field, just in case. No problems to report.
8. Ray Miles presented a model of Icarus acquired for use in the School Flight Program by member Pat Kowalski and spoke briefly about the upcoming schedule.
9. No report from Awards Chairman Larry Nolte, as he was not at the meeting.
10. Ken Davis announced receipt of two applications for membership.
11. Property Chairman Wendell reported all items present and ready for use.
12. Events Chairman John Wunderlich announced the Fun Fly for 10 August. Read your T/S for details of activities. You are missing a nice time by not being there!!!
13. Ray Miles reported that a Department of the Environment representative inspected activities at CCMA and found everything to be in good order. A clipping from the Carroll County edition of The Sun was read to that effect. We are well within bounds.
14. Talespinner editor Ed Goldman says, "GIMMIE STUFF!!"
15. Milt Peacock reported on the activities taking place in AMA. There is a new rule concerning racing. Read the T/S

and Model Aviation for details. (It does not effect WAM's activities). Milt stated that Chuck Foreman wants to get together with the MMA folks in the future.

16. Ed Goldman reported on the success of the crab feast held at Gary & Dell's. If you missed it, shame on you!
17. Milt spoke more on the details of the upcoming bus trip to Old Rhinebeck.
18. Volunteers will be needed to set up and participate in the Flea Market at Westminster VFW on October 11. Be there at 7:00 PM on October 10 to help set up the room. Don't forget it.
19. Discussion was held concerning priorities for the club.
20. Milt offered to purchase EAA calendars for the members for 1998.
21. Milt offered to acquire another supply of club hats \$5.50 perhat, but needs enough money up front.
22. Bob Allen showed off his new Ace Sea Dancer seaplane and talked briefly about the helicopter on the bench. Paul talked about the 1/3 scale (Balsa USA) J-3 that he has under construction. Whew!!, they are getting bigger all the time.
23. Guest Dave Runyan, was asked to draw a name for the 50/50. Paul Schaffner can now afford another bottle of CA.
24. Meeting adjourned at 9:15 p.m.



A. M. A. NEWS

by Milt Peacock

I have posted the up-dated 1997 Safety Code Rules at the CCMA site. The only difference is the addition of "Rule # 7" in the Radio Control section. It states that hard hats or protective head gear **MUST** be worn during races of that type of operation and that judges inside the protective cages **MUST** wear eye protection. Since we do not conduct races, this rule doesn't affect our flying site at all.

Our D/4 VP, Chuck Foreman, wants to have a get-together sometime in the future. The MMA will probably host a Fun Fly, with all clubs in the area invited, but it will not be until early 1998. A date is hard to come up with this year.

Chuck plans to run for VP again this year. At the moment he is only finishing Howard Crispin's term. We also have to wait for the result of the election to determine the activity in 1998.

QUIPS FROM JOHN S.

I've learned that if you want to remember your wedding anniversary...just forget it once.

Life is like a roll of toilet paper.....the closer it gets to the end, the faster it goes.

There is nothing busier than ants, yet they find time to go to picnics.



COUNTY REPORT

by Ray Miles

Nothing happening from the County to date. However I did receive an answer to my inquiry as to the findings of the state's DB tests made at the CCMA recently. The complaint came from a disgruntled county resident.

The DB reading was checked from the property line of the complaining party. It (DB), registered at 45. Tests then made at the field yielded 45-50 DB's. This is nowhere close to the state regulations of disturbance. It was stated that no violations were made, nor could there ever be a violation made due to the nature of our flying activities and the make-up of the surrounding area.

The only remark was, yes, they can be heard, but you can also hear a spouse, (not mouse, snore). This is out-right harassment as far as we are concerned, but the squeaky wheel gets the grease. At this point, it still squeaks.

Editor's Comment: It seems as though the disgruntled neighbor still persists in trying to find a way to find us in violation of some law or code. The good news is that we have never been found in violation of anything. And the more we are challenged and found "innocent," the better it is for us. In my opinion, our case for maintaining the CCMA field is made stronger every time we are accused of something and found to be within our rights. My hope is that our "challenger" will exhaust all of his ploys, and there will be nothing left for him to accuse us of.

At any rate, we have strictly followed all of our regulations and met our commitment to the county. No more needs to be done than to continue to enjoy our field and have fun!



SCHOOL FLIGHT PROGRAM

by Ray Miles

Post cards are about ready to be sent to teachers with this years scheduling. I have only to confirm one (1) more, and that is for the first class. Nothing will happen until the first week in October. So start preparing for the coming year.

Right from the horse's mouth. Another elementary will open in September, 1998. That will make # 20. The school will be the Linton Springs Elementary in Eldersburg. This is near the corner of Liberty Rd. and Linton Rd., which is west on Rt. 26 (Liberty Rd). past Rt. #32.(Sykesville Rd.).

REMEMBER YOUR HEAD!!

Hats will be ordered by Milt P. if he gets a few more orders and enough cash up front. Let Milt know if you wish to cover your head with a brand new WAM hat.



MMA BUS TRIP TO "OLD RHINEBECK AERODROME"

SEPTEMBER 28 - 29

A bus trip to Rhinebeck will leave Baltimore early Saturday, Sept. 28 (6:00 a.m.) and arrive in time to visit the museum and see the air show. Rhinebeck captures the thrill and excitement of old time flying from the 1900 - 1937 era. Barnstorming, WW I era and other planes fly. The bus will leave for home Sunday morning at 10:00 a.m., with a side trip to Hyde Park (FDR's mansion) on the way.

The tour ticket includes: Transportation, Show, Motel Room, and Snacks on the bus. Food and drinks are on you. The motel has a restaurant and lounge, and others are within walking distance.

Rates are \$ 100 per person for double occupancy, and \$ 125 for single occupancy. Tickets must be paid in full to reserve a seat. If we don't fill the bus and have to cancel the trip because of a lack of attendees, you will get your money back. **Your reservation must be received by Sept. 15!**

Make check out to MMA or Milt Peacock and mail to:

Milt Peacock
2313 Da Lib Road
Finksburg, MD, 21048.

Include your address and day & evening phone numbers. For more info, call:

Milt Peacock - (410)-833-3122

Editor's Comment: While I have not been to Rhinebeck myself, the information sent to me by Milt is impressive. It sounds as though the show and trip will be very interesting, and those of you who enjoy vintage aircraft will probably have a great time on this trip. Please give it a serious thought, and call Milt if you have an interest. It would be great if enough people signed up.



ICARUS WILL FLY AGAIN

A new display is waiting in the wings for the SFP. Done and encased, it is the mythical Icarus, all feathered and painted, ready for his big splash. We thank Pat Kowalski for obtaining Mr. Icarus and giving it to the SFP. Those of you at the August meeting met him first hand. Quite different, out of the ordinary, but in line with our presentation. Now Bill Hasert will get busy and make a box to tote him in.

Editor's Note: Thanks, Pat! Icarus is Cool.



MMA NOTES

from Milt P.

The last meeting was held at RCMB's "John Kirk Field" in Parkton on July 30 at 7:30 p.m. We enjoyed flying at their fine facility prior to the meeting.

The upcoming trip to Old Rhinbeck was discussed. So far the participation is low. It seems that no matter what you try to do to get the clubs together, nothing seems to work, but we will keep on trying.

The October 11 Flea Market will again be chaired by Milt Peacock. He gave it up last year but since Charlie Hughes has assumed the head chair, Milt agreed to do it again. This makes 8 years. Flyers have been mailed to past renters and all clubs.

A Fun Fly with all local clubs being invited may be forthcoming early in 1998. It's too late to do it this year. Our D/4 VP Chuck Foreman would like to have a get-together to meet the local members. More details later. He will be running for D/4 VP at this year's election. At the moment he is filling Howard Crispin's remaining term. He has asked the support of our membership.

Harford County is having an IMAA Fly-In on August at their site. Everyone is invited.

RCMB is having an IMAA Fly-In on August 16 with a rain date of August 17.

The above are NOT scale events, just BIG BIRDS. Come out and enjoy!

A couple of members (2) of SWAP wanted to raise the db limit to 100. Needless to say, the club did not honor that. It appears some persons have no consideration of the welfare of their flying site.

The Miniature Aircraft Operators of Harford County report that their membership is growing and the field is improved.

The next meeting of the MMA will be on August 27 at Your Hobby Center. You are invited to attend.

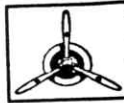


EPOXY SEEPING INTO TORQUE ROD HOLES?

From "Tips By George"

<http://www.iflyrc.com/geroge.htm>

Before applying fiberglass tape and epoxy to your wing center, fill those torque rod holes with light spackling. Let it dry and do your business with the epoxy. When all is done, you will have only a thin coat of epoxy to cut out as opposed to a cavity full of hard epoxy. This method will work with bolt down holes, also.



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Admission is \$ 2.00. Full tables (8 feet) are available for \$ 10.00, and 1/2 tables for \$ 6.00 on a **first paid** basis according to the postmark on your envelope. (The tables always sell out, so reserve yours ASAP). The cost of renting a table **includes admission**. Checks are payable to Milt Peacock, 2313 Da Lib Road, Finksburg, Md. 21048. Your receipt is your admission ticket.

There will be **no tailgate sales no hobby shops**. A 50/50 drawing will be held (last year's winner took home more than \$ 300.00). John Sterrett and myself have 50/50 tickets. Buy yours from us. Refreshments will be available.

For advance information only, call (410) 836-9055. Plan to attend this year's Flea Market. You may find just what you've been looking for, or what has been looking for you.

Remember - Your Junk is Another Man's Gold!

For your information, the proceeds of the Flea Market are equally divided between the clubs who furnish a minimum of two workers at their scheduled time at the Flea Market. (No workee - no money). Call me for a time slot.



CONFEDERATE AIR FORCE AIR SHOW FREDERICK AIRPORT AUGUST 23-24

This has always been a good military type of air show. Many rare WW II types are flying and others are on display. Last year the only flying SB2C Curtis "Helldiver" was there. I was plane captain on one during WW II and it is quite a bird.

At this time I am told there will be quite a few R/C models on display. Any military type can be shown. It used to be only WW II models, but now it's any military plane. There should be three R/C B-17's flying to open the show.

PUT THIS ONE ON YOUR CALENDAR!

Editor's Comment: This is an excellent show. Go see the show, it's a whole day of exciting airplanes and a good time.



MEDICAL MEANINGS

Contributed by Ray Miles

ARTERY-- The study of paintings.

BACTERIA-- Back door of a cafeteria.

BARJUM-- What doctors do when a patient dies.

BOWEL-- A letter like A,E,I,O.,U.

CAESAREAN SECTION-- A neighborhood in Rome.

CAT SCAN-- Searching for a kitty

CAUTERIZE-- Made eye contact with her.

COMA-- A punctuation mark.

DILATE-- To live long.

ENEMA-- Not a friend.

FIBULA-- A small lie.

FESTER-- Quicker.

G.I. SERIES - A soldier ball game.

HANGNAIL-- Coat hook.

IMPOTENT-- Distinguished, well known.

LABOR PAIN-- Getting hurt at work.

MEDICAL STAFF-- A doctors cane.

MORBID-- A higher bid.

NITRATES-- Cheaper than day rates.

NODE- Was aware of.

OUTPATIENT-- A person that fainted.

PAP SMEAR-- A fatherhood test.

PELVIS-- A cousin to Elvis.

RECOVERY ROOM-- Place to do upholstery.

RECTUM-- Dang near killed him.

SEIZURE-- Roman emperor.

TABLET-- A small table.

TERMINAL ILLNESS-- Getting sick at an airport.

TUMOR-- More than one.

URINE-- Opposite of you're out.

VARICOSE-- Near by.

VEIN-- Conceited.



HAPPY BIRTHDAY!!

♦**SEPTEMBER**♦

John (Stu) Alford

Jim Garrett

Hoyt Bishop

Ray Miles

Ken Hands



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 (21 hrs., 19 min.).
- 14 1984 First solo crossing of the Atlantic Ocean by a balloon. (Sept. 14 - 18).
- 18 1898 **First controlled, sustained by: Santos - Dumont #1.**
- 24 1852 Henri Gifford makes the first powered flight in a dirigible (Paris).
- 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 - a Thorp T-18.

COMING EVENTS AT CCMA

Word is out that there are three Flying Events scheduled to be held at the Carroll County Model Aerodrome. The dates, which have been selected by Chairman John Wunderlich, are as follows:

August 10 (Sunday)

September 14 (Sunday)

So, let's get our airplanes ready, practice our loops, rolls, landings, etc., and turn out for flying fun and food. We'll keep our fingers crossed that Mother Nature has plans for beautiful flying days on the dates of the events. As usual, the contests are meant to be **FUN!** You do not have to be an experienced or super pilot to participate and win. The focus is on fun and comraderie, as these events have always been.

I'm sure that John will have everything in order for a day of enjoying our hobby with our fellow WAM fliers. Please note the above dates on your calendar and come out to the field.



E-MAIL ADDRESSES FOR YOU

From John Schaffner

If you have E-mail capability and would like to communicate with other members, use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	kjonckheere@unicall.be



NEW MEMBERS FLY IN JULY

by John Sterrett, V.P.

In addition to Fun Flys and general flying, it has been a pleasure to see so many new flyers at CCMA field with their trainer planes or being taught with their instructor's planes. Even the famous Butterfly (dubbed a pre-trainer by you know who) has been involved. These active new flyers seen in July were Stu Alfred, Richard Jakubs, Pat Kowalski, John Wunderlich, Bill Woolston, David Runyan III, and Bob Allen (an inverted Butterfly student). Great to see you all at it!

We would especially like to thank all the instructors - Paul Schaffner, Wendell Richards, Bob Allen, Milt Peacock, and Jim Reeves for taking time out of their flying to help the new flyers!

In addition, and not to be outdone by the new flyers, it was good to see one of the really old time members at the field for the first time this year - who else but Ron (flutter) Bowen! Note the new name. Since Ron was making such beautiful figure 8's we can't call him One-Way anymore. However, since his Tiger II was vibrating so noisily during those figure 8's from loose ailerons (a carryover from last year), we've had to rename him. He did make a couple of top-notch landings in gusty winds, though. Ron has recently stopped the flutter with a two servo modification so he may have to be renamed again.



DEADSTICK RETURNS

This letter was received just prior to sending the July issue of the T/S to Ken for publication. Bob Allen will love this one (or is he the unknown "Deadstick?" Here is the letter:

Since most sports activities give a periodic MVP award (Most Valuable Player), it seems only right that WAM should recognize an MVWM (Most Valuable WAM Member).

At the risk of it going to his head, or his stomach, for activities above and beyond the call of duty, I would like to nominate Bob Allen for the first MVWM award. His leadership and supervision in the construction of the new shelter at the Spiegel Field was outstanding! I would also like to thank the many members who helped with the structure, but it was Bob's knowhow that made it happen!

This new structure makes a visit to the flying field especially pleasant for everybody!

DEADSTICK



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for visiting our school today. Your program will be a show we'll never forget. It was very informative and you guys (and girl) were very elaborate in what you told about your models. My favorite part of the program was the Wright brothers plane because it showed every little detail that was on the real plane. We really appreciate that you came.

Sincerely,
XXXXXX

Dear Aeromodelers,

Thank you for coming today. I really appreciate you sharing the planes. I remember the four forces - thrust, lift, drag and gravity. I like your effort on making the plane of Amelia Earhart. I like the Wright brothers plane witch was Spirit of St. Louis (not quite). I also liked the bird plane and the bird that showed how bird wings went and then the man's plane. I like the man's idea of how the wings went, the same way the birds went.

Sincerely,
XXXXXX

Dear Aeromodelers,

Thank you for doing the show. It was wonderful. The part I liked was when the bird flew across the room. Another part I liked was when you took apart the rocket and explained how tall the rocket was compared to the little people. One more reason I liked the show is when the plane moved its ailerons, elevators, rudder and propeller. That is why I liked your show.

Sincerely,
XXXXXX

Dear Friends,

Thank you for coming to XXXX and showing the airplanes. I liked the Amelia Earhart plane. But I liked the airplane that flew in the sky outside better. At that time we were studying the Wright brothers but now we are studying Amelia Earhart and what happened to her and her plane. Do you know what happened to her? I hope you come back and show your airplanes and the rockets.

Sincerely,



**YOU MISSED A
CHANCE OF A LIFETIME
ITEM NO LONGER FOR SALE**

It was with profound dismay that I offered the following item for sale in the July T/S. The airplane, less motor and radio, is hereby withdrawn for sale by its owner, Eddie the Editor.

The airplane in question was a Balsa USA Moonrakedover (oops, that's Moonraker). It was old, heavy, beaten up, and nothing about it was straight. The engine sucked and barely flew the thing. It landed at least 4 times as often as it took off. What a plane! And **YOU MISSED YOUR CHANCE TO MAKE AN OFFER!!**

Now it's too late. I have installed an OS 0.46 SF engine, spent about 4 flights getting it almost trimmed out so that it only pulls a hard right while taxiing and almost does a straight loop. You can't imagine how much easier it is to fly now. If I can only get the tail wheel lined up right and compensate for the bent fuselage and unaligned elevator halves, it will become even better. **AND YOU MISSED YOUR CHANCE TO BUY IT!!**

Well, I did have one offer of \$ 750.00 from one of our more discriminating WAM members. But I turned it down. (I'm holding out for an offer closer to what it is really worth). I figure that if I keep flying it and more people can see it fly and appreciate its history, the offers will really begin to come in and I can probably get lots of money for it. Or maybe Paul S., Wendell, one of the Reeves brothers, Bob Allen, or some other member with a beautiful airplane will offer to swap their beauty for my MoonRakedOver. You never know when a person will become temporarily insane and say things that they really don't mean. But maybe one of them will do it and there will be several witnesses to the offer. Then I'll be in fine shape.

Anyway, as long as I am still the owner, you are all welcome to watch it fly, pet it, admire it, and eat your heart out as you watch it tear up the skies. Maybe one day it will fly like a half-dead crow again, and I'll offer it for sale then. Keep yourself posted by looking for this column again, because it is possible that you may get a **SECOND CHANCE OF A LIFETIME**. You'll just have to hope and pray.

(Just in case you can't wait, though, you can make a very good offer by calling me at: (410) 848-3835. But I probably won't sell it to you). **SEE PAGE 8 - SAD STORY!**

HATS - \$ 5.50 CALL MILT P. 833-3122



FOR SALE



Goldberg **EAGLE II**, 63" wingspan, 40 - .45 size, 3 or 4 channel trainer. Excellent model to learn to fly on or just to have fun with. Not in Box.
(Tower price = \$ 70.00 + shipping)
Now = \$ 65.00 total.

Airtronics XL Series Radio
FM, 6 channel with servo reversing on all channels, selective exponential throws on ailerons and elevator, trainer system, 4 servos and all accessories.
1991 Narrow Band. Channel 52.
\$ 150.00

Enya .40 engine w/ muffler and plug.
\$ 45.00

Supertigre Engine 2500
1.5 cubic inch, 2.8 HP at 10,000 rpm. Radial mount & muffler included. Used very little - like new.
(Tower = \$ 250.00 + shipping)
Now \$ 175.00
Call Milt Peacock at (410) 833-3122

Lazy Ace Biplane (Big Biplane)
Excellent Condition Needs 120 - 160 engine
\$ 400.00
OS 160 Twin Engine w/ McDaniels On Board Ignition
Excellent Condition
\$ 500.00
Call Hoyt Bishop at (410) 840-9589

Goldberg J-3 Cub - yellow - w/ OS FP engine and Futaba Attack 4 radio. Never flown.
Asking \$ 400.00 or best offer.
Call Karen Carroll (410)-875-2475 after 5 PM



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

<http://www.carr.lib.md.us/~michaely>



**INTERESTING WEB SITES
TO VISIT**

Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

www.iflyrc.com/ www.airage.com/
www.ama-10.com/ama www.fly-ima.org
www.modelaircraft.com (AMA Page)

These sites also have some links to other RC sites.



NEWS FROM NICK J.

The following letter was received via E-mail from Nick, and I thought you would like to read it for yourselves.

Oostende, 2 August 1997

Hello members of WAM and their families,

First of all, I want to thank you all (John Schaffner especially) for the great hospitality you all showed me. I was really pleased with all the enthusiasm.

I'm very happy that you liked my drawings. It was my way to say "Thanks" for electing me already for the 2nd year as an honorary member of the WAM. This pleases me very much.

I also enjoyed the two fun-flies I visited. It was indeed a lot of fun and I must certainly thank John and Paul Schaffner and John Sterrett for giving me the opportunity to let me fly their models. I appreciated that. Thanks, guys!

Very memorable was the crab feast. Thanks to Eddie the Editor for organizing the feast (and paying my crabs)! Next time I come to the U.S., we'll do this again, sure!

Last but not least, I want to say this: If any of the members of the WAM every would like to come to Belgium or Europe, you certainly must contact me! We also have some great things over here, maybe not as big as in the U.S.; but probably as interesting.

All the best from Oostende, Belgium
Your friend,
Nick

←—————→
O.K. back to normal life now...

In the weekend of 26 - 27 July was the Oostende Air Show. I had helped the week before to set up the tents and fences, but in the weekend I was the Aeroscript reporter.

It wasn't that much fun this time, because a serious disaster happened. Maybe you heard about it on the U.S. television, but I'll tell you my version.

An Extra 300 of the Royal Jordanian Falcons crashed during his solo display on a Red Cross tent. I eyewitnessed the crash, and evaluated several videotape registrations. The real reason, we will probably never know, but the pilot definitely lost control of his aircraft for a small period. He tried to recover, but he was too low.

Fortunately, I was at a safe distance, but 9 people

were not, and have been killed. Several others have severe burns. About 60 people have been injured.

Already there is a discussion about the sense and the safety of airshows. Many people have different opinions and want to tell them on the television.

More news later. I sign off here.

Best regards,

Nick

AN ITEM TO PONDER

Contributed by Nick Jonckheere

The known is finite, the unknown infinite.
Intellectually we stand on an islet in the midst
of an illimitable ocean of inexplicability.

Our business in every generation is
to reclaim a little more land.

T. M. Huxley, 1825 - 1895



SAD STORY ABOUT MOONRAKEDOVER

from Eddie the Editor

It is with deep regret that I must inform the club that my Moonrakedover airplane bit the dust. Actually, it gobbled dust, smashed into dust, became dust and ended its noble life in two trash bags just prior to the last Fun Fly (it would have won for sure). Having recently gotten it flying better than it ever had, I changed some trim and took off. All the right trim I had couldn't keep it from going left, and when passing through the sun, it rolled on its back and I didn't know it. So when I it up at an altitude of 50 feet and the engine full out, it went straight down and hit the rock hard ground at 90 degrees.

Now I'm really sorry I didn't sell it for the \$ 750 offer I received, but hindsight doesn't help much now. At any rate, I had my untrusty plane for about 7 years, and that's a record for me.

I hope you all had fun watching it, but its time has come and gone. Oh well, there's always a new kit!



RADIO FREQUENCY ALERT!!

There have been some reports coming from Spiegel Field that may indicate an interference problem with **CHANNEL 20!** Erratic behavior has been observed in airplanes flying on this channel. It may be advisable **NOT** to fly with radio using channel 20. If anyone else experiences problems, please let the club know.

HOW TO FLY A "JENNY"

As published in "The Aircraft Treasures of Silver Hill"

Submitted by John Schaffner

- 1. Inspection:** It is best not to inspect this ship. If you do, you will never get into it.
- 2. Climbing into the cockpit:** Do not attempt to enter the cockpit in the usual way. If you put your weight on the lower wing panel, it will fall off, and besides, your foot will go through the wing, probably breaking your leg. The best way to enter the cockpit is to climb over the tail surfaces and crawl up the turtle back. Be sure to brush the gopher and squirrel nests out of the cockpit. Take care not to cut your hands on the remnants of the windshield.
- 3. Instruments:** After having carefully lowered yourself into the cockpit and groped in vain for the safety belt, take a good look at the instruments - both of them. The one on the right is the tachometer. It doesn't work. The other one is an altimeter, and it functioned perfectly until 1918, when the hands came off. Look at them, for when the engine starts you won't be able to see them because of vibration.
- 4. Starting the motor:** The switch is on the right. It doesn't work because it's not connected. However, it gives a sense of confidence to your mechanic who is pulling the prop through if he can hear the switch click when you say, "Switch Off." If for some reason the motor doesn't start, don't get out to pick up the cut and bleeding mechanic.
- 5. Warming Up:** Don't warm up the engine. It will only run a few minutes anyway, and the longer it runs on the ground the less flying time you have. After the throttle is opened, do not expose any portion of your body outside the cockpit. It is no fun having your face slapped by a flying rocker arm, or being peppered with small bits of piston rings, valves, etc. that are continually coming out of the exhaust stacks.
- 6. The TakeOff:** The takeoff is in direct defiance of all the laws of nature. If you have a passenger, don't try it.
- 7. The Flight:** After you have dodged trees, windmills, and chimneys until you are over the lake, you will note a large hole in the left side of the fuselage. This hole is to allow the stick to be moved far enough to make a left turn. Don't try one to the right.
- 8. The Landing:** The landing is made in accordance with the laws of gravity. If the landing gear doesn't collapse on the first bounce, don't worry, it will on the second. After you have extricated yourself from the wreckage and helped the spectators put out the fire, light a cigarette, and with a nonchalant shrug, walk disdainfully away.



AUGUST FUN FLY

by John Sterrett

A good time was had by all at the August 10 Fun Fly. Seven WAM pilots competed, but unfortunately, two were unable to finish due to a bad crash and a gusty cross wind. Mickey Yachera, his daughter Kristin, and Wendell Richards (who brought a delicious beef barbeque) handled the refreshments. (Editor's Note: Kristin obviously did the most to insure that our members were well fed and liquified).

There were four events and bonus points were given for hitting the spot in each event. The two minute timed event was won by Mickey Yachera flying his Citabria. Mickey must have a built-in time clock - he was only a few seconds off the two minute guesstimate. The fastest time for the loop, roll, and loop event was Paul Schaffner, flying his famous throaty TR-260. The pilot with the largest time difference in the fast/slow event was yours truly, John Sterrett, flying his faded but still bright Fun One. And Paul Schaffner won the touch and go contest by a slim margin over Bob Allen and Wendell

Richards. The fastest time recorded from one end of the field to the other was done by Wendell flying his Dragon Lady. His time was only 3.5 seconds. That's fast!!

The big winner was Paul Schaffner with 235 total points out of a possible 400. Second place went to Mickey Yachera (Way to Go, Mickey!), and third place to me, ButterSmooth John Sterrett.

Thanks should be given to John Schaffner, Bill Hasert, and Terry Reeves for their help in officiating the event.

MORE QUIPS FROM JOHN S.

You Know It's A Bad Day When....

Your twin sister forgets your birthday.

Your car horn goes off accidentally and remains stuck as you follow a group of Hells' Angels on the freeway.

You see a "60 Minutes" news team waiting in your office.

Your blind date turns out to be your ex-wife.



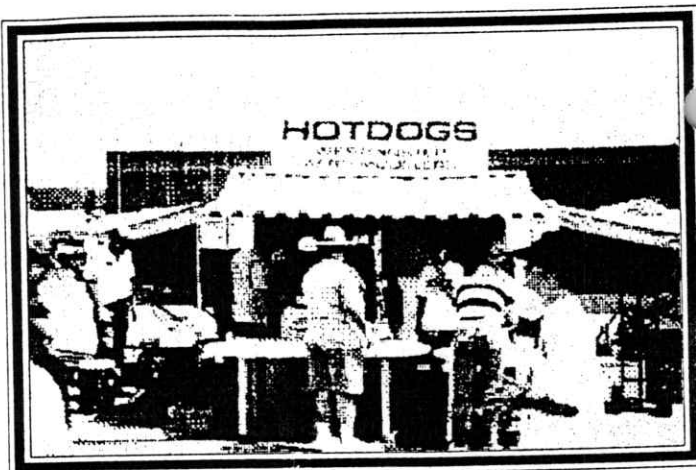
COMING EVENTS



- Sept. 2 WAM Meeting. VFW Hall 7:30 p.m.
 Aug. 23-24 Confederate Air Force Show. Frederick Airport. This is a good one!
 Aug. 30-31 "Gathering of Eagles" Airshow. Ocean City Airport. Ca;; Don Stewart for info at (410) 213-2471. (A toll call).
 Sept. 4-7 IMAA Giant Fly-In. Bealton, Va.
 Sept. 6-7 Hagerstown Air Show. Washington County Regional Airport. Call the Chamber of Commerce for more info: (301) 739-2015. (A toll call).
 Sept. 27 Howard Co. Float Fly. Centennial Lake.
 Oct. 12-13 Greater Gortner Airport Airshow and Fly-In. Greater Gortner Airport. Oak land, Md. Call Jane Simms (301)-334-3541 (A toll call).

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 Courtesy of:

KEN DAVIS AND MARADA INDUSTRIES
 WAM thanks Ken for his efforts.



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THE TALESPINNER

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



John Schaffner
 1811 Miller Road
 TO: Cockeysville, Md. 21030-101

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 !!!





WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

<i>President</i>	<i>Mickey Yachera-</i>	<i>239-6235</i>	<i>Treasurer</i>	<i>Bob Allen</i>	<i>876-3580</i>
<i>Vice President</i>	<i>John Sterrett</i>	<i>775-0296</i>	<i>Secretary</i>	<i>John Schaffner</i>	<i>584-2754</i>

VOLUNTEERS

<i>Membership</i>	<i>Ken Davis</i>	<i>876-1116</i>	<i>AMA Liaison</i>	<i>Milt Peacock</i>	<i>833-3122</i>
<i>Field Marshall</i>	<i>Lloyd Briggs</i>	<i>833-7450</i>	<i>Property</i>	<i>Wendell Richards</i>	<i>374-4970</i>
<i>Editor</i>	<i>Ed Goldman</i>	<i>848-3835</i>			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

OCT. 7, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 9

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Fall is fast approaching. Days are growing shorter and the temperatures are falling. Try to get out and enjoy flying while you still can!

Our last fun fly was held on a beautiful day. John Wonderlich did his usual wonderful job despite being in the process of recovering from some delicate surgery.... Hope you are felling better John! Unfortunately, we only had four contestants. It would have been much more fun if we had a better turn out.

As I'm sure will be noted elsewhere in this issue of the TS, John Sterett helped Dutch Briggs find his long lost airplane by mysteriously losing an airplane in the same area of woods as Dutch. Very strange to lose two planes in such close proximity to one another due to loss of control (radio problems). The last I heard, Dutch has been unable to extract his plane from the tree it is in. Apparently, a new pastime of shoot the airplane with bow-fishing gear has been established. Dutch was

thinking of "selling" shots at his plane.

I have "donated" a charcoal grill to the club for all to use. We have it chained to a tree in the parking area. The only thing I ask is that if you use it, please be sure to replace the chain by running it through **both** handles on the body of the grill and through the handle of the lid and then around the tree. The lock will either be keyed like the gate chain, or if a combination lock, with the same combination as on the impound box.

Enjoy.

Till next time, keep 'em flying.

Mickey



HATS OFF TO YOU!

At the last meeting, Milt P. asked whether any members would be interested in purchasing new WAM hats. Several members said they would. The deal is this: Milt must order 24 hats total to get a great price of about \$ 5.50 per hat. At this time, he needs 5 more promises to buy a hat to allow him to place the order. Please contact Milt at: (410) 833-3122 or see him at the next meeting if you wish to purchase a new hat.



MINUTES OF WAM MEETING

SEPTEMBER 2, 1997

John Sterrett, Acting Secretary

1. The meeting was opened at 7:35 p.m. by President Yachera with 17 members and one guest present. Our guest was Dan Richardson, who plans to join the club.
2. Pres. Mickey mentioned that we can still use new members and briefly discussed possible ways to bring them in. Mickey also announced that Richard Jakubs had soloed on Sept. 1, 1997. Way to go, Richard!
3. Vice-Pres. John Sterrett mentioned that there are still MMA raffle tickets for the 50/50 drawing to be held at the Flea Market in October. Milt Peacock reported on the August MMA meeting.
4. Treasurer Bob Allen reported on the treasury. We're in the black. Bob also did a fine job (with one minor error) discussing our budget and operating expenses to date. It was brought out that the maintenance of the Port-O-Pot has been poor.
5. Milt P. said that the Carroll County Times had sent him a notice that they want news and offered a chance for WAM to be mentioned in the Time Line. Milt also reminded us of the Howard County Float Fly on Sept. 27, and he read a letter from Nick Jonckheere. Art Perry had written to Milt, and we heard about that.
6. Field Marshall Lloyd Briggs reported no problems.
7. Ray Miles reported that the School Flight Program is ready to go again this year.
8. Awards Chairman Larry Nolte said to let him know if anyone has anything in particular to suggest for this year's trophies.
9. Dan Richardson applied for membership. (I think that he signed the check at exactly 8:11:24 p.m.).
10. John Vebel and David Runyan III were elected to membership in WAM. Congratulations!
11. Property Manager Wendell Richards said he was glad that he was asked to report on the property, and was then given no chance to speak. (You had to be there to appreciate the last comment).
12. Milt P. reported that patches for the club are very expensive to obtain, and we might need to re-design them to help reduce the cost.
13. John Wunderlich reminded us of the upcoming Fun Fly on Sept. 14 at CCMA. Come fly and have fun!
14. Ray Miles mentioned that all is well with our relationship with the county. No problems!

15. Eddie the Editor said, "Send me stuff!" (He always says that).

16. All quiet on the AMA front. Chuck Foreman will be running for V.P.

17. Jim Garrett has some cases of soda left from the hot dog stand. If you're thirsty and can use a case or two at rock bottom prices, call Jim at: 410-876-0428.

18. Milt will order WAM hats for \$ 5.50 each (pretty good price). It was decided to have Blue and White hats this time. Milt also is taking orders for EAA calendars at \$ 6.75 each. These are **EXCELLENT** calendars and you really should get one. Call Milt for info on either the hats or the calendars. They're nice!

19. Ray Miles met an old WAM member, Casper Behr, at Carroll Lutheran Village. Casper is 87 and still talks about airplanes.

20. Bobby's Hobby Lobby is **CLOSED!**

21. Elections are coming up for the IMAA.

22. Ed Goldman mentioned that the AMA has a nice display at Dulles Airport.

23. Milt P. reported that the Confederate Air Force Show was a success. 31 giant scale R/C planes flew on Saturday. Many full scale historic planes flew. A good show, as always.

24. Eddie the Editor suggested looking into the possibility of placing notices in the Carroll County Times to promote new members for WAM next spring.

25. Dan Richardson discussed his adjustable chock for R/C aircraft. He wants to try it on different size craft.

26. Jim Umstead would have won the 50/50 drawing had he been at the meeting.

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



A. M. A. NEWS

by Milt Peacock

No news of importance this month.



TO: 1998 WAM PRESIDENT

from Milt Peacock

Needless to say, I don't know to whom I'm giving this message BUT - you are going to receive a request from the president of the MMA to attend our January meeting along with our club representative. The purpose is to try get all the club presidents together to discuss what you would like the MMA to do for your club.

I will try to keep you informed as will John Sterrett, I'm sure. Please plan to attend. We need your input.

All inanimate objects can move just far enough to get in your way.



COUNTY REPORT

by Ray Miles

Field operations at Spiegel must be A-1. Nothing worth reporting has occurred. You all read of the latest DB results in the last T/S. With a million dollars of test equipment, the Md. Dept. of the Environment must be correct. How about a harassment suit? Sounds good, but you know who makes all the money!!!

Editor's Comment: I'd love to see it, but it seems that those who do the right thing (WAM) just become targets of individuals with their own agenda. I can't imagine who is really listening to any complaints about us any more, since we have never been found in violation of any of our restrictions. Hurray for us and let those with nothing better to do find out that they don't control everything in the world around them.



MMA NOTES

Taken from the MMA Newsletter
published by Milt Peacock

It's not too early to plan to attend the 1998 WRAM show. RCMB is planning a bus trip to the show. Details are not being worked on as yet, but if you are interested in going, Richard King would like to know. Please call him at (410)-358-5907.

As you may already know, the trip to Rhinebeck has been cancelled due to an insufficient number of people interested. I plan to travel to some of the major shows and if you care to join me, that's fine. But it may be that the MMA does not sponsor any more bus trips. Too much work trying to put a trip together and then not enough interest to make it a "go."

Discussions on planning for the future of the MMA touched on a number of topics. It is clear that we must focus on improving our communication with the various clubs and their members next year. If we are to serve the clubs, we must know what their needs are. We have been relying on representatives reporting at MMA and club meeting for communication. Sometimes this works well, and other times it doesn't. If the club rep doesn't attend the MMA meeting, there is no communication. We will work on this problem.

There are a total of 89 clubs in the state of Maryland involved in aeronautics of one type or another (historical, rockets, soaring, R/C, etc.). That's a pretty impressive number of groups involved in aircraft and its related activities. (Milt had a list of all of them in his newsletter).



IM.A.A CHAPTER 569 NOTES

by Milt Peacock

I am sorry to report that the Ridgley Fly In scheduled for Sept. 13 - 14 had to be cancelled. A last minute problem reared its head and forced the decision.

I managed to get to the Danville, Va. STARS Rally in Olean, N.Y., Harford County R/C event, and the Harrisburg, Pa. events this season to represent our Chapter. These are low key events which makes them fun. You get to meet a lot of great fliers and see many REALLY GOOD models.

The national IMAA "RALLY OF THE GIANTS" will be held in Danville, Va. in 1998. The dates will be about June 19 - 20. (At the moment I can't find my reservation). It's a great place to fly and it is a well run affair. Put it on your calendar now.

You should have received your ballot to vote for the IMAA president and VP of our district. It's your choice, but I recommend Bob Dean as president and Joe Asher as Veep. (Joe is from Delaware). We need someone from this part of the world, in my opinion. PLEASE DO VOTE!! BE HEARD!!!



REMEMBER YOUR HEAD!!

Hats have been ordered by Milt P. and will be available at the next meeting. By popular vote, the color will be ROYAL BLUE and WHITE. The cost is only \$ 5.50, based on the 1992 order, so the cost may be a little more than the 1992 price. I won't know until I get the invoice. Buy one and look cool!

WELCOME NEW MEMBERS

It is a pleasure to welcome
two new members to WAM

John T. Vebel (Jay)
and

David W. Runyan III (Dave)

Congratulations to John and David
We look forward to seeing
both of you at the field
and enjoying the wonderful
hobby that we share!

CONGRATULATIONS!



SCHOOL FLIGHT PROGRAM

by Ray Miles

Reminder postcards have been sent to all 3rd grade teachers confirming the week they reserved last year. All I had to do was to list the Wednesday date of each particular week.

Team People, please note: Due to changes in the new school calendar, two of the Wednesdays have late openings. Those dates have been changed. You had all been given dates earlier. **Those are INCORRECT!!** Don't forget to make changes on your personal calendars. Each team member has the corrected schedule on a sheet given to you at the Sept. meeting.

Charlie Hughes is winding up the purchase of new team shirts. After they are paid for I will apply for another YES grant (through the AMA). Chuck Foreman, District IV V.P., is aware of this and extended an offer of assistance. He does care! I will notify him at the same time as I get a request off to Bob Underwood at the AMA. Milt and Charlie are also trying to round up the required patches. There are about 5 different ones.

I want to make mention of an incorrect statement in the last T/S concerning "Icarus." True, Pat K. dressed him, and she did purchase the item. However, she was reimbursed from the school grant funds. No big deal, but I got the impression was that she had donated it to the program. She no doubt would have just that if the money wasn't there for it. Thanks anyway, Pat.

1997 - 1998 School Class Dates

October 1	Carrolltown Elem.	9:30 a.m.
October 15	Taneytown Elementary	9:30 a.m.
October 22	Runnymede Elementary	9:30 a.m.
October 29	Freedom Elementary	9:30 a.m.
November 5	Friendship Valley Elem.	9:30 a.m.
November 12	Manchester Elementary	9:30 a.m.
November 19	Winfield Elementary	9:30 a.m.
December 10	Robert Moton Elem.	9:30 a.m.
March 4	Mt. Airy Elementary	9:30 a.m.
March 18	Piney Ridge Elem.	9:30 a.m.
March 25	Sandymount Elementary	9:30 a.m.
April 1	Hampstead Elementary	9:30 a.m.
April 8	William Winchester Elem.	9:30 a.m.
April 15	Elmer Wolfe Elementary	9:30 a.m.
April 22	Mechanicsville Elem.	9:30 a.m.
April 29	Westminster Elementary	9:30 a.m.
May 6	Charles Carroll Elem.	9:30 a.m.
May 20	Eldersburg Elementary	9:30 a.m.
May 27	Spring Garden Elem.	9:30 a.m.

All WAM members: Please visit one of the schools and see the SFP in action. You'll love it!



MMA FLEA MARKET

OCTOBER 11

WESTMINSTER VFW

The MMA Flea Market will be held at the Westminster VFW on Oct. 11. As usual, we will need help to set up the affair on the evening of Oct. 10. I will be calling upon some help then. (See note below). The market opens at 9:00 a.m. and lasts until everything is sold out (usually about 1:00 p.m.).

Admission is \$ 2.00.

Full tables (8 feet) are available for \$ 10.00

1/2 tables for \$ 6.00

The table rental includes the price of admission. Tables are on a **first paid** basis according to the postmark on your envelope. (The tables always sell out, so reserve yours ASAP). Checks are payable to MMA or Milt Peacock, and can be mailed to me at: 2313 Da Lib Road, Finksburg, Md. 21048-2510. Your receipt is your admission ticket.

NO TAILGATE SALES OR HOBBY SHOPS

Remember - Your Junk is Another Guy's Gold

For your information, the proceeds of the Flea Market are equally divided between the clubs furnishing a minimum of two workers at their scheduled time at the Flea Market. (No workee - no money). Call me for a time slot if you can volunteer to help.

A 50/50 drawing will be held (last year's winner took home more than \$ 300.00). John Sterrett and myself have 50/50 tickets. Buy yours from us. Don't miss your chance to be a BIG WINNER! Refreshments will be available.

NOTE: I have an additional problem this year. We will not be able to set up the tables, etc. until about 10:30 p.m. on Friday night due to a previously scheduled affair. I know this is a late hour but those who have helped before know that it only takes about an hour to do the job with 5 or 6 fellows helping. I'm asking for help everywhere, so hopefully, we will have a gang.

Please call me if you can help out that night.

(410) - 833-3122

Thanks Very Much!



WAY TO FLY, RICHARD!!

Congratulations are in order for **Richard Jakubs** for soloing on Labor Day. The hard work and trembling hands and knees paid off, and now Richard can burn holes in the sky anytime he wants. I don't know who Richard's instructors were, but they should be congratulated, also.



PLEASE LOCK THE LOCK.

It was brought to my attention that, occasionally, one of our members has unlocked the lock on the cable to the CCMA field and left it **unlocked** on the cable or hanging on the post. It is a good idea to **lock the lock on the post** so that it cannot be "lost." While this is certainly not a violation of anything, it would be a shame if our lock disappeared or was damaged. Soooo.....if you are the one to unlock the lock, please **lock the lock** on the post.

Thank You!

Editor's Note: I thank Paul Schaffner for bringing this to my attention.



HAPPY BIRTHDAY!!

♦ OCTOBER ♦

John Dori
Pat Kowalski

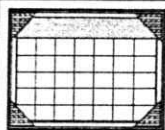
Bob Jenness
John Wunderlich



AVIATION HISTORY OCTOBER



- 3 1967 X-15 reaches 4,534 miles per hour, a record that still stands.
- 4 1905 Orville Wright pilots the first airplane flight longer than 30 minutes.
- 9 1935 The Martin "China Clipper" becomes the largest plane in the U.S.
- 11 1910 Teddy Roosevelt becomes the first president to fly in an airplane.
- 12 1907 First crossing of the North Sea in a hot air balloon.
- 14 1947 Chuck Yeager becomes the first person to break the sound barrier, flying the rocket powered Bell X-1.
- 15 1783 First manned hot air balloon flight (tethered) by Francois de Rozier.
- 25 1930 Air service between New York and Los Angeles begins.



1998 E.E.A. AVIATION CALENDARS

from Milt Peacock

These great aviation calendars are again available this year at a cost of \$ 6.75 each. I **MUST HAVE** 10 spoken for (and paid in advance) before I can place the order.

Our November meeting will be the deadline for ordering so that they can be obtained and given out at the Xmas Dinner.

DON'T DELAY — ORDER YOURS TODAY!!

Editor's Comment: These are excellent calendars with beautiful pictures and a great deal of aviation history. (These calendars are the source of the historical facts published each month in the T/S. Don't hesitate. Order your copy - you won't be disappointed.



E-MAIL ADDRESSES FOR YOU

From John Schaffner

If you have E-mail capability and would like to communicate with other members, use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dori, John	jdori@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	kjonckheere@unicall.be

COMING EVENTS AT CCMA

There is only ONE scheduled event that I know of remaining in the 1997 flying season. So...why don't all of you who are eager to "show your stuff" come on out to CCMA field on **Sunday, September 14** and have some fun.

As usual, the contests are meant to be **FUN!** You do not have to be an experienced or super pilot to participate and win. The focus is on fun and camaraderie, as these events have always been.

I'm sure that John will have everything in order for a day of enjoying our hobby with our fellow WAM fliers.



SPEEDY RECOVERY

At the last meeting, John Wunderlich mentioned that he was going to have some hernia surgery performed. We all hope that John has a rapid recovery and will be hobbling along at the Fun Fly on September 14.



FLOAT FLYING AT BAUGHER'S LAKE

by John Sterrett

The weather was great for several of us who flew our sea planes Labor Day morning. Wendell Richards flew his powerful twin-float bush plane, a J-3 Cub. Bob Allen trimmed up his Sea Dancer (a relative of the famous Cloud Dancer) and yours truly, John Sterrett, flew his famous Seamaster. All without mishap. Editor's Note: -You mean you haven't put floats on the famous Butterfly? Come on, John!).

The lake was especially smooth, so all of us were able to make super smooth takeoffs and landings. (Even Inverted Bob). We need more float fliers!! Replace those wheels with floats and come out to Baugher's.

While flying our seaplanes we were treated to an ultralight exhibition by our Member-At-Large, Dwight Baugher! He keeps his airplane in a hangar beside the lake and flies very well!

Editor's Question: Would it be possible to rig up a light fishing line which released 30 - 40 feet of line and had a lure on the end after you have landed your plane? You could taxi around for a little while and maybe catch a fish at the same time!



DEADSTICK RETURNS

I spoke to soon (or wrote too soon). Eddie the Editor has heard nothing from our still unknown, erratic, and beloved "Deadstick."

Each day I rush home to check the mail in high hopes of seeing a letter from him (or her). But disappointment is the usual result. Alas, there is no word from "Deadstick." Sleeping at night is becoming difficult. Concentrating is hard to do. The anxiety level is rising. And all because I have not heard from the notorious "Deadstick."

WHERE ARE YOU, "DEADSTICK?" If I do not receive a message from you soon, I don't know what will happen. Please write! It is the only way to put an end to this endless waiting. Your readers await you.

FOR YOUR INFORMATION

I was told at the last meeting that Bobby's Hobby Lobby is closed and no longer in business at all. While I have not been by there to check it out myself, I'm sure it is true. It is an unfortunate turn of events, and it is a shame when a local business of long standing has to close its doors. I just wanted to pass this info along so that no one makes an unnecessary trip into Westminster in hopes of picking up an item or two for your hobby.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Editor's Note: These are some great letters!

Dear Westminster Aeromodelers,

Today I learned about a lot of people that were famous like Amelia Earhart and the Montgolfiere brothers. I liked it when you made the bird and airplanes fly around the room. I also liked when you made the helicopter almost touch the ceiling. Thank you for coming to XXX elementary school.

Sincerely,

XXXXX

Dear Aero Modelers,

Thank you for volunteering your time to give your presentation. I enjoyed your demonstration of the different types of airplanes you showed the 3rd grade. I learned a lot of information about flight that I did not know before. My favorite part was the stories and the history about flight that you told the 3rd graders. I liked how you told us about the inventors and the pilots that took flight. One part I found most interesting was when you told us about famous people and their planes. The 3rd grade will be going to the Smithsonian. We will look for real planes of your models.

Your friend,

XXXXX

Dear Mr. Miles and Group,

Thank you for coming to our school. It was a success to have you. I saw some of the neatest things. It was nice. I hope your models weren't damaged after they flew. It really improved me in class when we talk about flight. I liked the part when the helicopter flew. But I do hope it wasn't damaged. I found out a lot of fun facts.

Thanks,

XXXXX

Dear Mr. Miles and Your Gang,

I really enjoyed what you taught us on Wednesday. My favorite things were the jet and the plane that fought in World War I. Thank you for coming and teaching us about flight. I think your models are awesome. It probably took a long time to make them.

Sincerely,

XXXXX

C.A.F AIR SHOW

by Milt Peacock

On August 23 & 24 the air over Frederick was alive with WW II type aircraft, most of which are owned and operated by the Confederate Air Force. Their home base is in Harington, Texas, but they have a wing in the Frederick area which sponsored the show.

Saturday's weather was a bit breezy but the temperature was nice. The wind was good for the spectators but it did keep a few of the giant scale WW II R/C planes on the ground. The wind was 15 - 20 knots directly across the available runway. That is a bit much.

The show opened with giant scale R/C craft performing their act with Andy Kane and Doug Harper (from DCRC) flying their F6F and P-47 models. A fellow from Delaware flew his Stearman and someone had a "Tony." Among the static display was a B-17, an F8F, F4U, 1/3 scale L-5, and AT-6 and about 20 others, including my Stinson.

An Army parachute team jumped from a chopper with colored smoke, and were circled by two Pitts trailing white smoke. Army utility and trainer type craft were flown as a group. These included a Taylorcraft L-2 and L-4, Stinson L-5, Cessna L-19, Fairchild PT-19 & PT-26, AT-6 and others. I like that type of display.

Heavy metal was then flown - a rare F4F Wildcat, F6F Hellcat (the only one in the world still flying), an SB2C Helldiver, B-17, B-25, P-51, a German HE-111, and more.

A fly-over of a F-117 Stealth fighter followed, and a demo by an F-14 and F-15 almost deafened everyone when they kicked in their afterburners. They were quite impressive.

A two plane Pitts team performed, a Grumman Agcat with a wing walker put on a great show, and, of course, the Flying Farmer act was there. A small version of the Tora Tora act occurred with the B-17 and B-25 making bombing and strafing runs. The usual gas bomb blast and black smoke simulated the hits. We were lucky that the wind was at our backs.

The usual ground display of an Army MASH unit, German and US troops engaging in battle, several aircraft and helicopters, and booths of services and other interests were set up.

The R/C fliers closed the show and were impressive!

Sunday's show was about the same with the R/C guys doing a better job with favorable wind. I flew my

L-5 on Sunday as a battle damage observer. We also had Andy's F4U flying on Sunday. If I missed something, well, you should have been there.

Editor's Comment: Thanks, Milt, for the article. I couldn't get to the CAF show this year, but have gone several times. It is quite a day with lots to see. Even though most of us have seen these planes perform, somehow it is still exciting to see them again. The CAF show does impress upon you how great these planes were, and that they should not be forgotten and seen only in museums. The CAF itself deserves a huge amount of credit for restoring so many of these "one of a kind" aircraft and maintaining them in flying condition. Not any easy or inexpensive task. Next year, plan to attend the CAF show!

SALE

FOR SALE

SALE

Lazy Ace Biplane (Big Biplane)
Excellent Condition Needs 120 - 160 engine
\$ 400.00

OS 160 Twin Engine w/ McDaniels On Board Ignition
Excellent Condition
\$ 500.00

Call Hoyt Bishop at (410) 840-9589

Goldberg J-3 Cub - yellow - w/ OS FP engine and
Futaba Attack 4 radio. Never flown.
Asking \$ 400.00 or best offer.
Call Karen Carroll (410)-875-2475 after 5 PM



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://WWW.CARR.LIB.MD.US/~MICHAELY)
Give Mickey a dial-up and see what he has for you.



INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
www.iflyrc.com/ www.airage.com/

These sites also have some links to other interesting RC sites. Poke around if you have nothing better to do. You might find an article that would be great for the T/S and you could print it and give it to me - or E-mail it. Happy Hunting!

WAM TELEPHONE TREE

1997

Please SAVE this! We may need to activate it for special information from time to time!

Mickey Yachera
Christen Yachera
239-6235

Bob Allen
876-3580

John Sterrett
775-0296

John Schaffner
584-2754

Milt Peacock
833-3122

Bill Hasert
833-7271

Ed Goldman
848-3835

Ray Miles
795-2447

Lloyd Briggs
833-7450

Wendell Richards
374-4970

Ken Hands
795-2060

Charles Hoffmeister
795-1552

Walt Smith
857-5320

Jim Umstead 301-842-1039

Tom Appler 239-8070

Larry Nolte 848-2533

Ron Bowen 833-4391

Robert Hunter 486-5710

Jay Vebel 840-0012

Jim Garrett 876-0428

Tim Shultz 775-2463

Ken Davis 876-1116

Frank Guiffre 876-1304

Bill Woolston 840-0791

Scott Flohr 857-5696

Richard Jacobs 857-9889

Bob Jenness 374-9628

Bill James 876-3141

Dwight Baugher 848-9519

Ken Eckard 756-6556

Paul Schaffner 429-1991

George Schollian 848-0542

Pat Kowalski 795-9122

Terry Reeves 751-1217

Jimmy Reeves 239-7156

John Wunderlich 840-8518

Hoyt Bishop 840-9589

David Runyan 857-0898

THE DREAMER

*Stolen from the newsletter of the
Capital Area Light Flyers
Contributed by Walt Smith*

(Editor's Note: A friend of mine sent me this article. I don't know if it's true or not, but.....).

You'll recall a Darwin award from not too long ago where a guy decided to strap a cargo plane rocket booster to his car to see how fast it would go, and ended up hitting a cliff several hundred feet in the air.....here's one more. This story was clipped from the recent Darwin Awards, which people get for doing something incredibly stupid....true stories. Here's the winner:

Larry Walters is among the relatively few who have actually turned their dreams into reality. His story is true, as hard as you may find it to believe. Larry was a truck driver, but his lifelong dream was to fly. When he graduated from high school, he joined the Air Force in hopes of becoming a pilot. Unfortunately, poor eyesight disqualified him. So when he left the service, he had to satisfy himself with watching others fly the fighter jets that crisscrossed the skies over his backyard.

AS he sat there in his lawn chair, he dreamed about the magic of flying. Then one day, Larry had an idea. He went down to the local military surplus store and bought 45 weather balloons, and several tanks of helium. These were not your brightly colored party balloons - these were heavy-duty spheres measuring more than 4 feet across when fully inflated.

Back in his yard, Larry used straps to attach the balloons to his lawn chair, the kind you might have in your back yard. He anchored the chair to the bumper of his jeep, and inflated the balloons with helium. Then he packed a few sandwiches and drinks, and a loaded BB gun, figuring he could pop a few balloons when it was time to return to earth.

His preparations complete, Larry sat in his chair and cut the anchoring cord. His plan was to lazily float into the sky, and eventually back to terra firma. But things didn't quite work out that way. When Larry cut the cord, he didn't float lazily up; he shot up as if fired from a cannon! Nor did he go up a couple hundred feet. He climbed and climbed until he finally leveled off at 11,000 feet! At that height, he could hardly risk deflating any of the balloons lest he unbalance the load and really experience flying. So he stayed up there, sailing around for 14 hours, totally at a loss about how to get down.

Eventually, Larry drifted into the approach corridor for Los Angeles International Airport. A Pan American pilot radioed the control tower about passing a guy in a lawn chair at 11,000 feet, with a gun in his lap!

LAX is right on the ocean, and you may know that at nightfall, the winds on the coast begin to change. So, as dusk fell, Larry began drifting out to sea. At that point, the Navy dispatched a helicopter to rescue him, but the rescue team had a hard time getting to him because the draft from their blade kept pushing his home-made contraption farther and farther away. Eventually, they were able to hover above him and drop a rescue line, with which they gradually hauled him back to safety.

As soon as Larry hit the ground, he was arrested. But as he was led away in handcuffs, a television reporter called out, "Sir, why'd you do it?" Larry stopped, eyed the man, then replied nonchalantly, "A man can't just sit around!"

Editor's Comment: Stories like this sure do make you feel good about yourself, don't they?



SHEETING TIP

from R/C Report via www.iflyrc.com

A question was asked about the best way to sheet an oval or circular fuselage without cracking the balsa sheets. The solution given was that, when sheeting any curved surface, attach one edge of the sheet to the structure with CA. Soak a paper towel with water and liberally wet the outside surface of the sheeting. With your **covering iron** set to its **highest heat**, start ironing the sheeting around the curved surfaces, beginning with the edge that is attached to the structure. You'll hear a lot of hissing and popping as the water expands and nicely curves the wood. Add more water and continue ironing as necessary to achieve a good fit. Now you're ready to glue the rest of the sheeting to the underlying structure. This even works on compound curved surfaces. The best part is that there is no "waiting period" for the soaked wood to dry to the required shape, and there is very little risk of splitting the sheeting.

An additional tip is that if you coat both surfaces with a light coat of carpenter's yellow glue and let it dry first, the heat will bond it in place as you are heating and ironing the sheeting to the structure.

Editor's Comment: This is a modification of the use of ammonia and water to allow slow curving of the sheeting and sounds like a good idea. Try It!!



COMING EVENTS



Oct. 7 WAM Meeting. VFW Hall. 7:30 p.m.
 Oct. 10 Set-Up for MMA Flea Market
 Oct. 11 MMA Flea Market. VFW Hall Westminster.
 Starts at 9:00 a.m.
 Oct. 12-13 Greater Gortner Airport Airshow and
 Fly-In. Greater Gortner Airport. Oak
 land, Md. Call Jane Simms (301)-334-
 3541 (A toll call).
 Oct. 18 Harford Co. "Challenge Fun Fly."
 Nov. 1 YARC Flea Market. Dover Fire Hall, Dover,
 PA. For info, call Steve Arnold @ (717)-292-
 6201. Admission - \$ 3.00
 Not much going on as fall closes in. So use that time
 to clean up the shop, order the new kit, finish the
 one gathering dust, etc.

May the building bug bite you hard!

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

BILL WOOLSTON
 WAM thanks Bill for his 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:

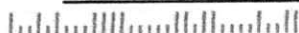
John Schaffner
 1811 Miller Road
 Cockeysville, Md. 21030-101

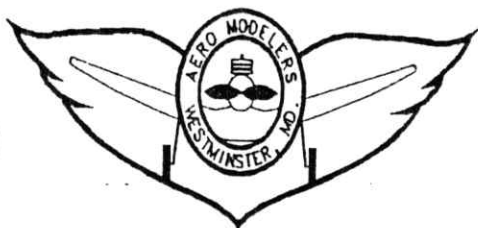
21030



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 !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

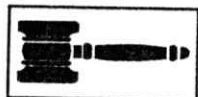
NOV. 4, 1997
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 10

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

The end of the flying season is fast approaching for most of us. The weather has been great the last few weekends, and many of us have taken advantage of the Indian summer we've been having and getting in some fall flights.

Our November meeting will once again feature nominations for club officers. Your absence will not protect you from being nominated! As a matter of fact, we will make every attempt to nominate at least one person not in attendance. Please attend!

On a more serious note, I have had a few conversations with Richard Soisson (Carroll County Recreation and Parks) about an alleged incident involving someone on horseback. This incident supposedly occurred on Sunday, October 12 at 4 PM. If you were at the field at that time and I have not contacted you, please give me a call. Although I was at the field at that time, I want to make sure that I have a complete list of everyone at the field that day. I don't think there is any basis for this complaint, but, better safe than sorry.

Richard Soisson asked me to make everyone aware that there are horse trails in the area and we need to avoid spooking the horses. Please be sensitive to equestrian activities and suspend any activity which apparently bothers a horse until it is well clear of the field.

Remember that the Spiegel Field is closed from November 29 (Saturday after Thanksgiving) until December 31. There is to be absolutely no flying there during this time.

Till Next Time
Keep Them Flying,

Mickey



HATS OFF TO YOU!

As mentioned here in the T/S and at the meetings, new WAM hats (blue and white) are available for the super price of \$ 5.50 from Milt P. If your old hat is getting ratty, oil stained, has holes, can't be cleaned, or just looks like it should be replaced, why not buy a brand new spiffy and cool WAM hat? Your friends will be envious, the neighbors will think that you hit the lotto, and you'll feel like a new person. Gee, you might even want to buy two or three.



MINUTES OF WAM MEETING SEPTEMBER 2, 1997

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yacher with 19 members present and two guests, Denny Robertson & Lou Omani.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. President Mickey reported things quiet since last meeting, old business to be discussed later in the meeting. Mickey called on the chairmen for reports.
4. V.P. John Sterrett reported on the MMA activities and the upcoming Flea Market, including the 50/50 to be drawn at the MMA Flea Market. Any 50/50 ticket will get you a 10% discount on any purchase of \$100 or more at the Hunt Valley Hobby Shop on York Road. It will all be history by the time you read this.
5. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members.
6. Club Correspondent Milt Peacock had no significant communications to report. Foreign correspondent John Schaffner read Nick's latest letter and also one received from Ron Spencer, SOAR member, along with photos of the Me-109G project and various scale R/C models at a field on Long Island, N.Y.
7. Field Marshall, Lloyd Briggs reminded everyone that his plane still resides in that tall tree and he would appreciate any ideas about how to retrieve it (bow & arrow, shotgun, chainsaw, trained monkey, etc.).
8. Ray Miles spoke briefly about the upcoming SFP schedule, and comments on the the unqualified success of the first presentation were heard from Ed Goldman. Future dates are elsewhere in The Talespinner. YOU are welcome to attend. Ray is submitting a request for a grant again this year to Bob Underwood of the AMA.
9. Awards Chairman, Larry Nolte reports he will be preparing awards to be made at the December meeting.
10. Ken Davis proposed membership for Dan Richardson which was voted on and approved.
11. Mention was made of the vandalising of the club lock on the field gate by "persons unknown." The lock had been filled with some glue-like substance making it inoperable. Bob Allen cleaned it out on Wednesday. It's like new again (or better.)
12. Events Chairman, John Wunderlich, announced an "informal" Fun Fly for Sunday to take full advantage of this great weather. It will be past by the time you

read this and you missed a nice time by not being there!!!

13. Ray Miles reported all quiet on the County's front.
14. Talespinner editor Ed Goldman says, "GIMMIE STUFF !!, or else!"
15. Milt Peacock urged everyone to send their AMA ballot back and vote for somebody.
16. Milt was authorized to order more club name badges. WEAR YOURS, darnit!
17. Discussion was held on the policy of how to handle new members joining late in the year. No changes to the by-laws were considered.
18. Volunteers will be needed to assist in dismantling the canopy at the field. It will be down soon.
19. Milt offered to purchase EAA calendars for the members for 1998.
20. Milt has acquired another supply of club hats @ \$5.00 per hat. Contact Milt if you need a new lid.
21. Bob Allen showed off his new helicopters.
22. Meeting adjourned at 9:15 p.m. No 50/50 this week.



A. M. A. NEWS

by Milt Peacock

All is quiet on the AMA front, so there is no real report this month. Stay tuned for any newsworthy info in the future.



LM.A.A CHAPTER 569 NOTES

by Milt Peacock

No report was received for this month. I imagine things will be slow during the winter, but you never know.



REMEMBER YOUR HEAD!!

Hats have been ordered by Milt P. and will be available at the next meeting. By popular vote, the color will be ROYAL BLUE and WHITE. The cost is only \$ 5.50, based on the 1992 order, so the cost may be a little more than the 1992 price. I won't know until I get the invoice. Buy one and look cool!



COUNTY REPORT

by Ray Miles

The quiet is deafening. No need for this column. From here on out I will only submit anything that may have to be addressed.

Editor's Comment: But Ray, how will I fill up the T/S?



SCHOOL FLIGHT PROGRAM

by *Ray Miles*

We're off and running again. Our first class was on Oct. 1 at Carrolltown Elementary. Ed conducted the opener, and a beauty it was. I believe that class was one of the very few times that an opening presentation went as well as that one did. Everything flowed smoothly, even the indoor models ~~we~~ fly behaved themselves. You had to be there to see the outstanding flight of the rubber band powered Cessna model. Milt launched it, it flew straight, true and level, gained a bit of altitude, and proceeded to make a three point landing on the stage (on the other side of the room). Even the helicopter reached within 3" - 4" of the ceiling and returned properly. Our little plastic bird flew several perfect circles and landed in a teacher's lap. Everything worked. It was our day (or Milt's, since he does the flying). I think he practiced all summer for that performance. What a team!!

The new shirts for team people are now in our hands. I have to thank Charlie Hughes for tackling that job. Some patch work has to be done (you know, sewing ON patches, no repair work).

I have sent Bob Underwood, education director at the AMA, a request for another grant for our program. I also sent a copy of that letter to Chuck Foreman (Dist. IV V.P.) informing him of that request. Last June at the MARC show, he expressed an interest in assisting us in another request. I'm sure that he will help.

I do have some sad news to report. This may appear elsewhere in the T/S. Pat Kowalski, our newest volunteer and avid flier, had developed a serious health problem. Our best wishes go out to Pat for a speedy recovery. As one of our new members, she has certainly brought tons of enthusiasm with her. She did not hesitate to ask to be part of our SFP and has taken part in the presentations. We already miss her at classes.

I am also aware of assistance that has been offered her by members of the club, Baugher's, etc. This is what this club seems to do best - help one another when adversity strikes. We wish you well, Pat. Any help you need, you will receive. Please ask if you need anything.

1997 - 1998 School Class Dates

October 22	Runnymede Elementary	9:30 a.m.
October 29	Freedom Elementary	9:30 a.m.
November 5	Friendship Valley Elem.	9:30 a.m.
November 12	Manchester Elementary	9:30 a.m.
November 19	Winfield Elementary	9:30 a.m.

December 10	Robert Moton Elem.	9:30 a.m.
March 4	Mt. Airy Elementary	9:30 a.m.
March 18	Piney Ridge Elem.	9:30 a.m.
March 25	Sandymount Elementary	9:30 a.m.
April 1	***Hampstead Elementary	9:00 a.m.
April 8	William Winchester Elem.	9:30 a.m.
April 15	Elmer Wolfe Elementary	9:30 a.m.
April 22	Mechanicsville Elem.	9:30 a.m.
April 29	Westminster Elementary	9:30 a.m.
May 6	Charles Carroll Elem.	9:30 a.m.
May 20	Eldersburg Elementary	9:30 a.m.
May 27	Spring Garden Elem.	9:30 a.m.

All WAM members: Please visit one of the schools and see the SFP in action. You'll love it!



MMA NOTES

by *John Sterrett*

1. The meeting was held on September 24.
2. The trip to Rhinebeck was cancelled due to the fact that not enough people were interested in going on the bus trip.
3. Flea Market 50/50 tickets were still being sold at the time of the MMA meeting.
4. Milt Peacock gave a report on the MMA Flea Market which was held at the Westminster VFW. More elsewhere in this T/S.
5. The location for the MMA Xmas meeting was discussed.
6. The next meeting will be held at Flanagan's Bar on November 19.
7. Charlie Hughes was re-elected as President of the MMA.
8. A suggestion was made that the newsletter editors from each club have a meeting in March to discuss sharing and helping each other with their publications.
9. The MMA is on record as supporting the idea of painting the tips of all propellers by all manufacturers in the interest of making our hobby safer.
10. RCMB is planning a bus trip to the 1998 WRAM Show. No details are available as yet, but if you are interested in going, please call Richard King (410-358-5907). Call soon so he has an idea of how much interest there is in this trip.

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.



1997 FLEA MARKET REPORT

by Milt Peacock

October 11 has come and gone, I'm not sorry to say. There were some additional headaches that I could have done well without, BUT we survived and the event reaped about the same results as has been enjoyed for the past couple of years.

The Westminster Aero Modelers bailed us out of a late night [11:00PM] set up situation. I had many offers from members of other clubs to come to Westminster to help but it didn't make any sense to have someone come across town late at night when the WAM members who live here jumped in to get the job done.

I appreciate the willingness of those who live some distance away to help out, but I was just trying to be considerate.

I believe you knew, at least those who came to the flea market know, that a stage was erected on the main floor of the hall which took up about 25% of the floor area. It was TIGHT, I know, but I managed to get space for 33 tables by using the front of the stage. I had cut off the pre-rentals at 26 as soon as I learned of the stage problem. I didn't know how many tables could be erected so I kept a list of those wanting space with a promise I would call them when I determined the floor plan. By using the stage front I was able to accommodate everyone. I called and explained the hardship of the arrangement and everyone agreed to accept the situation. It was TIGHT and I'm sorry that I couldn't do better.

My hat is off to everyone who stayed around to re-set the tables and chairs for the Saturday night show. Last year I heard grumbling about the re set activity. This year NONE. Thank you. I believe most of you know the I get the hall FREE if we do our own set-up, clean-up and re-set for the next activity at the VFW. I really don't think that is too much to ask. If you think it is, then I suggest that you price the cost of renting a place like that. "Free" looks pretty good to me.

Our attendance was up by 16 persons. Of the 33 available spaces we sold 32 of which 3 were sold at the door. In my opinion this tells us that to get a larger hall may not be practical. On the other hand with the proper advance advertising it may attract additional vendors. If you don't fill the tables with merchandise, you have a loser. Do you like to travel xxx miles and xx hours to a half full F/M? I don't. Look what hap-

pened to Winchester's flea market. It's history!

A full financial report will be given to each club representative, but I will say we are in the black.



A PERSONAL "THANK YOU!"

From Milt Peacock

To everyone who took some of their valuable time to assist not just me, but the MMA in the many necessary chores in operating the 1997 Flea Market. Without your help it would have flopped.

A simple "THANK YOU" seems so little, but it is from the heart.



THOSE DARING YOUNG MEN & THEIR FLYING MACHINES -OR- SO YOU THINK YOU HAVE GUTS!

Contributed by John Schaffner

The *Antoinette* was built by Leon Levavasseur in 1908 in France. The aircraft was powered by a 50 hp., 8 cylinder, water cooled engine. Gross weight was 101 pounds (590Kg) with a wingspan of 42 feet (12.8m) and a fuselage length of 37 feet 8 3/4" (11.5m). Maximum speed was about 45 mph (70kmh).

When Hubert Latham, for whom the *Antoinette* was specially built, took off two days after Louis Blériot's triumphant cross English channel flight to try to better his fellow countryman's time, he was also taking this airplane up for its maiden flight. After about seven miles, the engine quit and he came down in the Channel. Pilot and airplane were fished out by the crew of the French torpedo boat "Harpon" off Calais. He made up for this failure by taking the altitude prize at Reims a month later when he flew the *Antoinette* to a height of 508.5' (155m). The shape of the *Antoinette* set the example for aircraft for years to come. She was named for Antoinette Gastambide, the kind of woman men write poems about and name airplanes

FOR YOUR INFORMATION

In the last issue of the T/S, I mentioned that I thought that Bobby's Hobby Lobby had closed. (The T/S that was mailed to them was returned to me). After driving along Main Street recently, it was evident that Bobby's is truly gone. From my standpoint, it is of no consequence, but it would have been nice if they had stocked a few solid RC items for their benefit as well as ours. Too bad, but there is no more Bobby's.

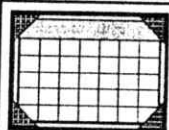


PLEASE LOCK THE LOCK.

It was brought to my attention that, occasionally, one of our members has unlocked the lock on the cable to the CCMA field and left it **unlocked** on the cable or hanging on the post. It is a good idea to **lock the lock on the post** so that it cannot be "lost." While this is certainly not a violation of anything, it would be a shame if our lock disappeared or was damaged. Soooo.....if you are the one to unlock the lock, please **lock the lock on the post.**

Thank You!

Editor's Note: I thank Paul Schaffner for bringing this to my attention.



1998 E.E.A. AVIATION CALENDARS

from Milt Peacock

These great aviation calendars are again available this year at a cost of \$ 6.75 each. I **MUST HAVE** 10 spoken for (and paid in advance) before I can place the order.

Our November meeting will be the deadline for ordering so that they can be obtained and given out at the Xmas Dinner.

DON'T DELAY — ORDER YOURS TODAY!!

Editor's Comment: These are excellent calendars with beautiful pictures and a great deal of aviation history. (These calendars are the source of the historical facts published each month in the T/S. Don't hesitate. Order your copy - you won't be disappointed.



E-MAIL ADDRESSES FOR YOU

From John Schaffner

If you have E-mail capability and would like to communicate with other members, use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milts-birdhouse@junc.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galacticx.it
Nick Jonckheere in Oostende, Belgium	kjonckheere@unicall.be



HAPPY BIRTHDAY!!

♦NOVEMBER♦

Wendell Richards

Ken Davis

Eddie the Editor



AVIATION HISTORY NOVEMBER



- | | | |
|----|------|---|
| 1 | 1870 | National Weather Service founded. |
| 2 | 1947 | The first and only flight of the "Spruce Goose" takes place. |
| 3 | 1915 | First aircraft launched from a ship designated as an aircraft carrier. |
| 12 | 1912 | First catapult launch of an aircraft. |
| 20 | 1980 | MacCready "Solar Challenger" makes first test flight solely on solar power. |
| 21 | 1783 | First human free flight in a balloon. |
| 22 | 1935 | First commercial crossing of the Pacific by airplane, the "China Clipper." |
| 22 | 1977 | First London to New York flight of the "Concorde." |
| 28 | 1929 | First flight over the North Pole. |

WELCOME NEW MEMBER

Congratulations are in order
for our newest member

Daniel Richardson

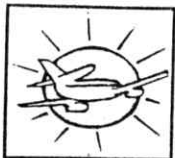
WAM is happy to have Dan as
a new member, and we hope to
see Dan at our meetings
as well as at the field.

Hecht's Fourth Law: There's no time like the present for postponing what you don't want to do.

Kovac's Conundrum: When you dial a wrong number, you never get a busy signal.

REMINDER

**SPIEGEL FIELD WILL BE CLOSED FROM
NOVEMBER 29 THRU DECEMBER 31!**



RECORD HIGH ALTITUDE LANDING

by John Sterrett

On the last Sunday of August, Dutch Briggs lost his red Cornet (perhaps due to a weak receiver battery) southeast of the Spiegel Field in a heavily wooded area undergrown with thick, thorny bushes. On Sunday, September 14, I lost my Butterfly (also due to a radio problem - possible a loose radio battery) in the same area. It was later discovered that both airplanes spiraled down into the tops of the tallest trees within 150 feet of each other.

After much searching on both crash days by many WAM members and their friends, the broken wing of Dutch's Cornet was discovered on the ground by Linda and Larry Nolte. And while looking for the rest of the Cornet, they discovered the intact Butterfly resting 50 feet high in a nearby white oak tree.

The following day, the Cornet fuselage was found at least 60 feet high in a hickory tree partially hidden in the foliage above the broken wing location. The next day, with the help of Wendell Richards and Paul Schaffner, Dutch and I were able to free the Butterfly with only minor damage to the tail using a 40 foot ladder and the famous **Telescopic Pole Airplane Extractor**. The Cornet was too high for the ladder and pole, so Wendell (with Dutch's permission) graciously volunteered to shoot it down with his fishing bow and arrow.

Wendell proved to be an excellent shot but, unfortunately, after many holes in the fuselage (but not the receiver because it is "bulletproof" according to Dutch) the Cornet, to this date still remains thoroughly trapped high up in the side branches of the hickory tree. (The receiver may be bulletproof, but is it "arrowproof"?)

One consolation, though, is that Dutch is to be congratulated on setting a new 1997 Spiegel Field high altitude landing record. This dubious honor was first held by Ed Goldman, and then shattered by Milt Peacock. Dutch and I would like to thank all of you who helped in the search and partial recovery of our airplanes. It was a great WAM cooperative effort.

Editor's Comment: I'm sorry that I missed all of the excitement, especially Wendell's archery practice. But I understand that some of the hawks that cruise in the area of Spiegel field are adapting to our presence, and are learning to appreciate the taste of oil soaked balsa and monokote. We may end up with the ultimate airplane re-cycler - a flock of balsa eating buzzards to take care of our errant landings. (I have a few balsa scraps out there myself). We'll have to wait and see! Cool!



WHAT THE KIDS SAID (As written by the 3rd Graders).

Dear Mr. Miles,

Hey, Mr. Miles. I really liked the Wright brothers airplane. Mr. Miles, where did you get those fantastic airplanes? You did a brilliant job explaining to us how airplanes move. See ya later.

Your friend,
XXXXX

Dear Mr. Miles,

Thank you for the program on flight. I was really excited when I heard about the flight program. I was really interested when you showed that huge space shuttle. I am going in a space shuttle because I want to be an astronaut. I hope you come back soon.

Sincerely,
XXXXX

Dear Mr. Miles,

Thank you for taking the time to teach us about airplanes. I really appreciate your program. I was really pleased how you were flying the airplanes. You were doing well when you were flying the airplanes and things that you brought to show us. You are really nice to bring in all the airplanes and things.

Sincerely,
XXXXX

Dear Aeromodelers,

Thank you for telling us about flight and flight physics. My favorite part was when you showed us how big a Saturn rocket is compared to man or a railroad car. I learned that the Wright brothers' plane was backward. We are going to the Washington, D.C. Space Smithsonian in 3 weeks. I learned the four forces of flight. We appreciate you for taking time out of your day.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

I am writing this letter to you because I want to tell you what I learned and what I liked most about your program. I studied Amelia Earhart but you gave me a little more information about her. The thing I liked most was your bird. I also liked the airplanes that you flew and the hot air balloon. Another thing I liked was that big rocket. That is what I learned and that is what I liked.

Sincerely,
XXXXX



DEADSTICK RETURNS

Special thanks should be given to John Wunderlich for an excellent job (even under stress) in chairing the Fun Flys this year. Having one a month during the warm weather certainly gave the members, their families, and friends a great time to socialize and introduce new members to the club. The four event flying contests were just the right length and the refreshments were ideal.

DEADSTICK

Editor's Note: I wholeheartedly agree with the famous and still unknown "Deadstick." John (and his son) have provided WAM with splendid Fun Flys which were enjoyed everyone present - both fliers and "watchers." All participants had a great time and a lot of comradery was in evidence. I know that several others helped, as usual, and they deserve our thanks also. So, from myself and all of WAM, I offer, along with "Deadstick," a heartfelt "THANK YOU!!" to John for a job well done. It is appreciated.



INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

AMA Site www.modelaircraft.com
 York Area R/C Club <http://home1.gte.net/jimsharp/>
 IMAA Site <http://www.fly-ima.org>
www.iflyrc.com/ www.airage.com/

These sites also have some links to other interesting RC sites. Poke around if you have nothing better to do. You might find an article that would be great for the T/S and you could print it and give it to me - or E-mail it. Happy Hunting!



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

HTTP://WWW.CARR.LIB.MD.US/~MICHAELY

Give Mickey a dial-up and see what he has for you.

Perrussel's Law: There is no job so simple that it cannot be done wrong.

Special Law: The workbench is always less tidy than it was before.



FOR SALE



Lazy Ace Biplane (Big Biplane)

Excellent Condition Needs 120 - 160 engine
\$ 400.00

OS 160 Twin Engine w/ McDaniels On Board Ignition

Excellent Condition
\$ 500.00

Call Hoyt Bishop at (410) 840-9589

The following items for sale are in "perfect working order" and are "structurally sound."

Goldberg Eagle 63 Trainer

Complete with two wings. Can be flown with 3 or 4 channels. Never crashed, damaged or repaired. Covered in Sig Koverall. New fuel tank and engine bearers drilled for .40 engine.
\$ 89.95

Goldberg Super Tote Flight Box

Includes Tower power panel, "safe start" adapter, folding legs, cradle, and electric fuel pump.
\$ 49.95

Dave Brown "Six Shooter" manual pump \$ 4.95
 Tower Deluxe 12 volt starter \$ 14.95

Bag of Stuff

About 40 feet of Prather Super P fuel line tubing
 Sullivan Nev R Leak fuel tank system - 10 oz.
 Sullivan Nev R Leak fuel tank system - 2 oz.
 Robert 2" scale wheels
 DuBro Low Bounce 2" wheels
 Aerotrend "Blue Line" exhaust stack tubing - 21"
 2 electric starter inserts
 \$ 19.95 takes it all.

Call Hal Decker at (410) 661-2399

Editor's Note: The "for sale" stuff from Mr. Decker was sent to Milt for inclusion here. You might be interested.

REMINDER TO ALL FLYERS

**SPIEGEL FIELD WILL BE CLOSED FROM
 NOVEMBER 29 THRU DECEMBER 31
 NOVEMBER 29 IS THE SATURDAY AFTER
 THANKSGIVING, SO YOUR LAST DAY TO
 FLY IN 1997 IS FRIDAY, NOVEMBER 28
 PLEASE OBSERVE THESE DATES!!**



ANOTHER NEWSLETTER EDITOR'S THOUGHTS

*These comments were taken from
The Marks Informer, newsletter of the Mid-Atlantic Radio Kontrol Society, Art Perry, Editor*

.....I have done the Informer for two years now and haven't received any articles from the membership. I'm not sure why, but I suspect it is believed to be too difficult. It is not at all difficult. Following are some pointers to help you come up with a newsletter item.

1. Think of a friend or your spouse. How would you say it to them? That's the way to word your article.
2. Start right in telling it like it is. If the gizmo is going to break unless you use gussets, say it like that right up front. You don't need a fancy lead-in.
3. The fewer and shorter the words, the better.
4. The more you write, the less chance there is that it will read well. If there are two ways of saying something, take the short way.
5. Don't be hesitant about using contractions. You'll probably not sound like yourself if you don't write it like you say it.
6. When you've said what you wanted to say, stop. Again, it doesn't have to read like a book. Just come to the end of what you wanted to say and stop.

Maybe someone would like to give it a try. With just a little thought, I'll bet we have several writers in the club who could be "published" in the newsletter.

Eddie the Editor's Comment: Art Perry is a former member of WAM and was this club's editor for several years. He did a great job. Our club, to his credit, does have some regulars who take their time to send me things to print for the benefit and enjoyment of all WAM members. In addition to the regular contributions by John Schaffner, John Sterrett, Ray Miles, and Milt Peacock, I also occasionally receive articles from other contributors. I thank all of those folks for their efforts.

But we put out a 10 page newsletter every month. Art Perry's newsletter is 3 pages. I'm sure that his newsletter could be greatly enhanced if only a few of his club's members helped him out a little bit. And while I do enjoy doing the T/S, I think that all editors share the same thought - why don't many members take the time to write a short little article or cut one out of a newspaper or magazine that they have read? It certainly would go a long way toward making the lives of editors everywhere a bit easier.

Hello out there! Try to fill up my mailbox next month.



TECH LINE

*By Jim Tomlin
SAM-antics*

*Sacramento Aero Modelers Newsletter
As found in the AMA newsletter, January, 1997*

Just a reminder for you who just fly and don't think anything goes wrong with radios. Those fabulous connectors we take for granted - for our servos, batteries, and switches - do have their own failures, some very slight but some disastrous. There are several failures which can occur that you can help prevent.

Isolating intermittent problems with radio equipment can be a highly frustrating experience. I deal with it every day and sometimes I walk away shaking my head. We are very fortunate to have such reliable systems. With intermittent problems, it is sometimes better to retire the entire assembly rather than risk a major safety problem and loss of your aircraft, engine, and everything else that goes with it.

Below are some common problems and fixes:

Vibration Induced Wear Of Switches.

Replacement every season.

Shock mount switches.

Fuel Contamination Of Any Conductor.

Radio Shack component cleaner/spray. Disconnect and spray. Dry and reseat several times.

Corrosion due To Dissimilar Metals

Same as above. This is the worst type of failure. It is not obvious. Failures are subtle to catastrophic.

Reseating all connectors every few months will normally keep this one off your back.

Battery Failure Induced By Cold Weather

Every time you come out to fly, use your expanded voltmeter and watch for a decrease in voltage caused just by transporting your warm aircraft to the cold field.

Electronic Failure Induced By Cold Weather

Do an engine warmup range test when the aircraft is cold. Some electronic component failures and bad solder connections will raise their ugly heads. The vibration of the engine running will sometimes aggravate these types of failures. If the trouble is not corrected by reseating, service or replacement is in order.

Editor's Comment: I have been a victim of an intermittent connector problem. An elevator servo was not responding properly. Bob Jenness rescued it by cleaning the pins of the connector with a pencil eraser. It worked. Also - be sure to move your radio switches back and forth regularly to prevent corrosion from building up. (The ones on the back of the radio, also).



THE FLYBOYS SAY GOODBYE

by Gregg Easterbrook
U.S. News & World Report
October 27, 1997

The age of aviation began a century ago along a Carolina beach, and last week a poignant phase in that age came to its end. Re-enacting the day exactly 50 years ago when he broke the sound "barrier," the storied pilot Chuck Yeager took an F-15 Eagle up above the California desert and, flying solo at age 74, casually punched into Mach speed. "I'm smoking along," he radioed controllers. On landing, Yeager walked away from high-performance aircraft never to return, saying, "I just decided to go out on top rather than wait for some doctor to ground me": quintessential Right Stuff logic.

Yeager was the last of the flyboys, and now their era is over. The child of a natural gas driller from Hamlin, W.Va., Yeager exemplified the group of young men, and not a few women, who grew up in small towns, watched biplanes roar overhead straining to stay above the tree line, and knew they could become the ones to fulfill the ancient human dream of conquering the sky. Almost all these pioneers are now gone. James Doolittle—first to fly across the country in less than a day—died a few years ago. All-time Navy ace David McCampbell, who in World War I once shot down nine planes on a single mission, died last year in a Florida nursing home. Charles Taylor, an aircraft engine designer who was among the last people alive to have worked with the Wright brothers, recently died, too, as did Josephine Patterson Albright, who in 1931 piloted the mail plane between Chicago and St. Louis (at age 17). Yeager's symbolic flight was surely the last act the aviation swashbuckler faction will perform. The things they were to do on the world stage are now done.

Flying on bravado. In the flyboy era people taught themselves to fly, or apprenticed with others who themselves just learned the hard way. The flyboys discovered principles of flight by trial and error, clattering above cornfields in machines in which even today's bravest pilots would not seat their rear ends. Thousands of the flyboys entered aerial combat in the world wars after only modest practice time, versus the hundreds or thousands of hours required now. They adored tales of crazy acts, like Yeager climbing into the X-1 rocket plane without telling superiors he had broken ribs that hurt so much he could barely move. Bravado and personality made up for lack of technical knowledge. Tom Wolfe was correct to christen such qualities the Right Stuff, and you had to have it in the days when the sky was an unknown.

Today's pilots are as bold as ever, but the sense of ad hoc adventure recedes into the past. Contemporary aviation culture discourages any deviation from the norm: Now a pilot concealing medical information would be disciplined, not lauded. Proficiency at the expected is the most prized quality: The pilot who executed unapproved barrel rolls for the sheer fun of it, as Yeager did the first time he flew the X-1, would be canned long before he could become a legend. Yeager always named his plane "Glamorous Glennis," for his wife. Now most planes don't even have names, just tail numbers—and pilots who fly by the numbers.

Decline of personality on the flight deck was inevitable and is largely to the good. Strict flight regimes add safety to commercial air travel. Ever increasing prices of aircraft make self-control essential: With the cost of a B-2 bomber approaching that of an aircraft carrier, you don't want the pilots getting creative. As more becomes known of flight, the need for fearless gambling declines. Everyone benefits from that.

And the end of a romantic era hardly means the future will be uninteresting. Pilots yet unborn will do heroic things in Earth's sky, or other skies. But there will never again be flyboys, self-made aviators soaring on gumption and sheer improbability, scarves to the wind. It was fitting that the last one went out smoking along.

Editor's Comment: When I read this story in U.S. News & World Report my perspective on the history of flying changed a bit. Changes in technology have been so great and have occurred so fast that what has occurred in the last 50 years is totally remarkable. And Chuck Yeager is the epitome of that change. To have experienced first hand and to have played such a key role, as Yeager has done, is awe-inspiring. The final class act, of course, was to have decided to end his flying career while still having the "right stuff" and maintaining the true glory of what he has accomplished.



COMING EVENTS



- Nov. 4 WAM Meeting. VFW Hall 7:30 p.m.
 Oct. 29 MMA Meeting. Flanagan's Bar.
 Nov. 1 YARC Flea Market. Dover Fire Hall,
 Dover, PA. For info, call Steve Arnold
 @ (717)-292-6201. Admission - \$3.00
 Jan. 28 MMA Meeting @ ??? All Club Presi
 dents and Editors invited. A MUST
 meeting.

Not much going on as fall closes in. So use that time to clean up the shop, order the new kit, finish the one gathering dust, etc.

May the building bug bite you hard!

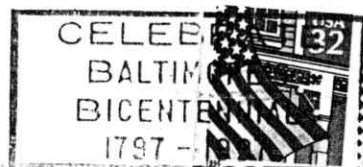
This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of:
BILL WOOLSTON
 WAM thanks Bill for his efforts.



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THE TALESPINNER

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



TO:

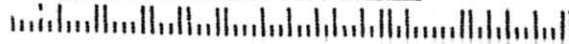
Paul Schaffner
 4915 Piney Grove Road
 Reisterstown, Md. 21136-422

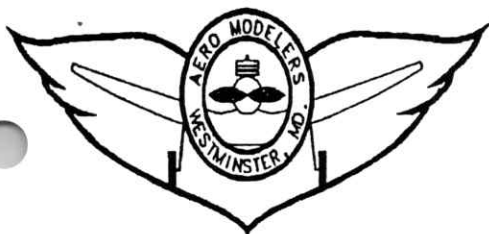
The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!



21136-4223





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

<i>President</i>	Mickey Yachera	239-6235	<i>Treasurer</i>	Bob Allen	876-3580
<i>Vice President</i>	John Sterrett	775-0296	<i>Secretary</i>	John Schaffner	584-2754

VOLUNTEERS

<i>Membership</i>	Ken Davis	876-1116	<i>AMA Liaison</i>	Milt Peacock	833-3122
<i>Field Marshall</i>	Lloyd Briggs	833-7450	<i>Property</i>	Wendell Richards	374-4970
<i>Editor</i>	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

DEC. 6, 1997
ANNUAL DINNER
AND AWARDS
BANQUET
6:00 P.M.
VFW HALL
WESTMINSTER

Volume 13 Number 11

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Ho, Ho, Ho! 'Tis time to begin to think about the holiday season. I hope all of you modelers out there have been good this year and Santa brings you that new turbo-jet engine, quarter scale B-52 or other little goodie you've been dreaming about.

A few reminders are in order:

1. WAM's Christmas dinner will be held on Saturday, December 6 at 6:00 p.m. John Wunderlich promises a good time for all this year. Please get your money to him as soon as possible.
2. The Carroll County Model Aerodrome is closed from Saturday, November 29 (Saturday after Thanksgiving) until December 31, 1997. **There is to be no use of the field during this time.** If we are lucky, New Year's day will be nice and we will be able to fly our new Christmas toys on that day!
3. Dues are due!!! According to the Club by-laws, WAM dues are due on January 1, 1998. Please get your check (\$85 for open members) to the Club Treasurer. (Bob Allen before the elections and who knows after the elections).
4. Elections for officers will once again be held at the Christmas dinner. Here are the nominees for each office:
Member at Large: Lloyd Briggs and John Wunderlich.
Treasurer: Bob Allen (incumbent), Ron Bowen, and John Wunderlich.
Secretary: John Schaffner (incumbent), Ken Davis, and Pat Kowalski.
Vice-President: John Sterrett and Bill Wolston
President: Mickey Yachera (incumbent), Bill Wolston,

and Ken Hands

Here's hoping that the coming year be a great one for all of us WAMers and maybe Santa will bring us bunches of new members!

May this coming holiday season be good for you and your families.

Build Away,

Mickey.



ANNUAL DINNER AND AWARDS BANQUET SATURDAY, DECEMBER 6 VFW HALL



Our annual dinner meeting is fast approaching. Chairman John Wunderlich has been working to put together a fun and entertaining evening. The schedule and costs are as follows:

6:00 p.m. Cash Bar	7:00 p.m. Dinner
Adults \$ 17.00	Children \$ 8.00

The meal will include roast beef and stuffed chicken breast, mashed potatoes, peas, salad, and a dessert of apple pie a la mode. Yummy! Yummy!

John has also arranged for a guest speaker, a Westminster resident and one of the first to fly in a B-24.

If you have not yet made arrangements to attend, please call John ASAP, (410-840-8518) since he needs a head count to give to the VFW. Bring your family, friends, and anyone else you wish. Don't miss the awards, door prizes, Kamikaze Award presentation, and all the other fun events. Be there and have a great time!

**JOHN MUST HAVE YOUR MONEY
BY NOVEMBER 26!!**



MINUTES OF WAM MEETING

NOVEMBER 4, 1997

John Schaffner, Secretary

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 17 members present and one guest.
2. The reading of the minutes of the previous meeting were accepted as published in The Talespinner.
3. President Mickey reported on the latest harrassment from Mr. R. Fredricks. After a lengthy discussion the decision was made to just sit on it.
4. V.P. John Sterrett delegated Milt to report on the flea market results and the latest in the MMA activities. Details appear elsewhere in The Talespinner.
5. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members.
6. Club Correspondent Milt Peacock had an announcement of an upcoming flea market, details elsewhere. Foreign correspondent John Schaffner read Nick's latest letter(s) and passed on Nick's article that was published in the Dutch language aerospace magazine "Aeroscript." Look for it in this issue of The Talespinner.
7. Field Marshall Lloyd Briggs received the "remains" of his formerly treed airplane, the Cornet, from Bill Woolston, who with his tree-climbing son, rescued it from where it was firmly lodged in the tallest tree in the forest. Dutch says that he will glue it all back together and be flying it again soon.
8. Bob "Jack of all trades" Allen reported that the shelter at Spiegel Field has been dismantled and stored and the "potty" has been removed. Also, he has removed the sound meter and 1st aid kit from the impound box.
9. Ray Miles spoke briefly about the upcoming SFP program. Future dates are elsewhere in The Talespinner. **YOU** are welcome to attend.
10. Awards Chairman Larry Nolte held a meeting at Wendell's airplane factory last month and is preparing awards for the coming December meeting.
11. Membership Chairman Ken Davis reported no activity tis month.
12. Wendell Richards reported all club items are accounted for.
13. Events Chairman John Wunderlich gave details on the dinner meeting for Dec 6. More details will be spread by the phone to all members.
14. Ray Miles reported on his liason with the county concerning R.F.
15. Talespinner editor Ed Goldman says, "If you

liked to read it, maybe the rest of us would." Send him a copy for The Talespinner.

16. Milt Peacock urged everyone to send in their AMA dues and ballot. Milt has a few club hats left. If yours needs an oil change, why not get a new one!

17. Wendell Richards was authorized to extend an invitation to the December Dinner meeting to Mr. & Mrs. Allan Baugher.

18. President Mickey accepted nominations for officers for the coming year. They were:

Treasurer: Bob Allen and Ron Bowen

Secretary: John Schaffner, Ken Davis,
and Pat Kowalski

Vice President: John Sterrett and Bill Woolston

President Mickey Yachera, John Wunderlich,
and Lloyd Briggs

19. Milt offered to purchase EAA calendars for the members for 1998.

20. Bob Allen showed off (another) new helicopter. (Wheeeeew !)

21. The club voted to donate \$100 to the VFW in appreciation for the use of the facilities.

22. Meeting was adjourned at 9:45 p.m. The 50/50 this month was won by **John Schaffner (lucky devil!)**.



A. M. A. NEWS

by Milt Peacock

No news this month. Keep posted.



L.M.A.A CHAPTER 569 NOTES

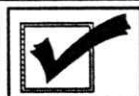
by Milt Peacock

No news here either. But I made the picture bigger so you can see it better!



REMEMBER YOUR HEAD!!

Hats have been ordered by Milt P. and will be available at the next meeting. By popular vote, the color will be ROYAL BLUE and WHITE. The cost is only \$ 5.50, based on the 1992 order, so the cost may be a little more than the 1992 price. I won't know until I get the invoice. Buy one and look cool!



COUNTY REPORT

by Ray Miles

There was a minor problem last month that I was made aware of, but with a few phone calls it was dealt with. As usual, nothing more than continued harassment, the usual ploy.

Editor's Note: We hope this matter ends quickly.



SCHOOL FLIGHT PROGRAM

by Ray Miles

We really have gotten off to a rousing start this year. All 4 classes (8 by the time you get to read this) have gone extremely well. There are several schools that really get involved with their young people during the flight segment in class.

One example of that was at Freedom Elementary. The teacher made us aware that the classes wanted to participate in the program with their own research in flight. The youngsters had to build a model of their own design, have it fly by some means without a hand launch. It was neat. There were 5 classes involved. Each class had a different experiment with their design for the flight. Four worked, one did not, but we did not consider that a failure. The concepts were good, based on sound judgement and theory. This was another first for us. That school was 100% involved with the subject.

The teacher question for this year is _ "Who is Charles Yeager, and what is he famous for." We avoid the "Chuck" label to make it somewhat difficult. But to date we have fooled no one. Even that goes over well. Charlie Hughes made a terrific static model of the Bell X-1. He did it in two short weeks. Really a pretty model, exact scheme, etc. Nothing is left to the imagination. The only problem is, each year that a display is built it goes into storage. Something else to keep, unless some type of mall show or a special request is forthcoming.

No matter how carefully we handle the boxed models, there is always another problem cropping up. But now we, or I should say, Bill, is right on top of it, and repairs are instantly made. Damage to them has gotten less and less since Bill has been addressing these problems when they arise.

I haven't heard any word on the application to the AMA for an additional grant. Our funds are extremely low presently, but somehow we manage. The shirts, and the PA system were two rather costly items. Both were needed, and without the original grant they could not have been obtained. **What we really need the most are replacement batteries, a new R/C plane for demos, and things of that nature.** Maybe the next time a plane is needed, one of you may have an unused kit lying around that could be put to good use. If so, all you have to do is contact Milt. He's the pilot, knows what type of ship is needed, etc.

See the remaining SFP schedule on the next page.

1997 - 1998 School Class Dates

November 12	Manchester Elementary	9:30 a.m.
November 19	Winfield Elementary	9:30 a.m.
December 10	Robert Moton Elem.	9:30 a.m.
March 4	Mt. Airy Elementary	9:30 a.m.
March 18	Piney Ridge Elem.	9:30 a.m.
March 25	Sandymount Elementary	9:30 a.m.
April 1	***Hampstead Elementary	9:00 a.m.
April 8	William Winchester Elem.	9:30 a.m.
April 15	Elmer Wolfe Elementary	9:30 a.m.
April 22	Mechanicsville Elem.	9:30 a.m.
April 29	Westminster Elementary	9:30 a.m.
May 6	Charles Carroll Elem.	9:30 a.m.
May 20	Eldersburg Elementary	9:30 a.m.
May 27	Spring Garden Elem.	9:30 a.m.

All WAM members: Please visit one of the schools and see the SFP in action. You'll love it!



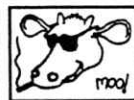
ANECDOTE FROM NICK JONCKHEERE

In 1959 the pilot of a corporate Twin Beech making a solo flight from Los Angeles, California to Albuquerque, New Mexico in smooth, see-forever, skies put the airplane on autopilot and went back into the luxurious, well-lit, leather lined cabin to read a book. When the airplane was jostled briefly by a bit of turbulence, the pilot watched in horror as the cockpit door swung closed and latched....from the cockpit side. Desperately using a pocketknife as a screwdriver, the pilot was able to unscrew the door hinges and get back into the cockpit just in time to switch from the nearly empty auxiliary fuel tanks back to the mains.

Editor's Comment: I don't know original source of this story, but I'm sure it is true if Nick sent it it is true.

REMINDER

**SPIEGEL FIELD WILL BE CLOSED FROM
NOVEMBER 29 THRU DECEMBER 31!**



ARE PEOPLE REALLY THIS DUMB?

The Ann Arbor News crime column reported that a man walked into a Burger King just before 8:00 a.m., flashed a gun, and demanded cash. The clerk turned him down, saying he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. The robber, frustrated, walked out.



MMA NOTES

by Milt Peacock

Our 8th annual Flea Market was held on Oct. 11 at the Westminster VFW Hall. Weather was great. As you know, we had several unusual problems this year, one of which was the loss of about 25% of our floor space. A stage was set up for another event that was held the same day we usually set up for the flea market. Thanks to the efforts of 8 WAM, 1 BASS, and 1 SCAM members who came out at 11:00 p.m. on Friday night to set up the tables etc., we overcame the problem.

We were a little jammed together, but I managed to have 33 tables available by using part of the stage. **Note that only 23 were pre-sold** but 6 were sold at the door for a total of 32. This tells us something from previous years presales. Admissions were about the same as 1996.

Editor's Note: The following is a condensed financial report. Milt has everything broken down for anyone wishing to look at the details.

Income \$ 696.00

Expense \$ 141.10

Excess cash over expense \$ 554.90

Cash in the amount of \$ 554.90 was given to the MMA treasurer at the October meeting.

History of Net Profit and Attendees

1990/300 = \$ 685.76	1994/175 = \$ 498.68
1991/301 = \$ 611.00	1995/219 = \$ 584.12
1992/236 = \$ 537.15	1996/166 = \$ 498.27
1993/233 = \$ 611.90	1997/181 = \$ 554.90

Club Participation

BASS = 3	RCMB = 3
CBRC = 0	SCAM = 2
FMAC = 0	SWAP = 2
Harford Cty. = 1	Sun. Flyers = 4
Min A/C = 2	WAM = 11
New Meade = 1	Total Attendees = 27

Refreshments were provided by the members of the VFW with the proceeds retained by them. As in the past, I obtained the VFW Hall "FREE" with the agreement that we set up for ourselves, clean up after the Flea Market, and set up for the next VFW affair. We did all of that and a contribution of \$ 50.00 was made to the VFW in appreciation of their hospitality.

As I said last year - I QUIT. Eight years is enough.
Milt Peacock, Chairman



NOTES FROM NICK JONCKHEERE

The following article was sent to our foreign correspondent, John Schaffner

The best excuse to visit the U.S. of A. and keep a diary for Aeroscript is the neverending enthusiasm for aviation and the invitation of John Schaffner, a WW II veteran who fought in the Battle of the Bulge, Piper Cub pilot and aviation-connoisseur.

On the East coast the first obligatory museum to visit is the Smithsonian National Air and Space Museum in Washington DC. The NASM is, with 10,000,000 visitors every year, the most visited museum in the world and one of the major attractions in the U. S. In the entrance hall, you see the original examples of the most important aircraft of one century of aviation: the Wright Flyer of 1903, the Spirit of Saint Louis in which Charles Lindbergh crossed the Atlantic in 1927, the Bell X-1 ("Glamorous Glennis") in which Chuck Yeager broke the sound barrier in 1947, now 50 years ago, the Gemini and Mercury space capsules, and from 1986 the Voyager from the Rutan brothers and Jeana Yeager.

The majestic building also houses lots of mostly American air- and spacecraft like the fuselage of "Enola Gay" and a U-2 spyplane. There is paid a lot of attention to the American record flights. There is the Lockheed Vega in which Amelia Earheart crossed the Atlantic in 1932 as the first women crossing solo, and the Northrop Gamma of the first Antarctic flight. Among the many "specials" is the Gosamer Condor, a plane which empty weight is 60 pounds, driven by manpower (1977).

A few miles east of Washington is Silver Hill. This is the place where the "back-up" collection of the NASM is situated, 385 aircraft from over the whole world. The hangars are filled with rare and very rare planes. The Arado Ar 234 Blitz is the first jet-bomber from the Germans. It operated from Stavanger, Norway and was captured there when the war ended. Of the Ilyushin 11 Shturmovik, only a few examples are still existing, one of them in this museum. Another unique example is the Japanese Aichi M6AI Seiran, a waterplane from WW II. The wings could be folded and the floats detached so that it could fit in a Japanese submarine.

In Hangar 10, 12 full-time restorers are blowing new life in planes to fit them in the museum "downtown". The aircraft are not restored specifically to airworthy condition (although most of them could be flown after the restoration), but are brought to their most original condition to keep them for the future. Today, they're working on the Seiran, a Nieuport 28, a Hawker Hurricane and a Pitts Special.

Hangars 20, 23 and 24 store finished aircraft and planes in untouched condition, like the beautiful Caudron G-4, a French bomber from 1915 with two Le Rhone rotative engines of 80 hp. There's also a Bachem Ba 349 Natter, a German warplane that was launched vertically by a Walter rocket engine of 14,000 pounds of thrust. It was built of

wood, had a span of 12 feet and once the target was visual, the pilot had to jump out with a parachute. Beneath the Natter there's a Heinkel He 162 Salamander Volksjager and a Dornier Do 335 Pfeil (Arrow) with push-pull engines. The hangars of the Paul E. Garber Restoration Facilities can be visited only with a guided tour.

Another important aviation museum on the East coast is the Mid Atlantic Air Museum in Reading, Pennsylvania. It contains 40 aircraft, 16 of which are air-worthy. You certainly have to visit this museum on weekdays since many of the aircraft are on the airshow circuit on weekends in the summer. There's a B-25 Mitchell, Douglas DC-3, Vickers Armstrong Viscount, PT-19, Beech D-18, Vultee Valiant BT-13, Piper L-21 B Super Cub - all of them are in immaculate condition. A remarkable aircraft is the Lockheed P2V-7 Neptune with two piston engines and two auxiliary jet engines-

Of the Northrop P-61 Black Widow, only 4 examples still exist. Here in the Mid Atlantic Air Museum is the only one that is being restored to airworthy condition. This 239445 crashed in New Guinea on 10/1/45 and was bought in 1980 by Russ and Gene Strine. Since then the restoration continues. This Titanic labour is more a rebuild than a restoration, because almost every part is made using the original piece as a pattern.

We now leave the museums and go to Warfield, near Baltimore, Maryland to visit the Maryland National Air Guard. Here flies the 175th Fighter Group's 15 A-10 Thunderbolts. In 1991 this FG received the famous Gunsmoke trophy. Also the 135th Airlift Group is based here. They fly the C-130 Hercules, the workhorse, worldwide. In 40 years, 2,100 C-130's have been sold to 64 nations. The 135th Airlift Group will, in the near future, receive brand new J-type airplanes, which has only the airframe in common with the Old Herc. The J will go 40% further, have a 20% greater maximum speed, require 40% less runway for takeoff, and will have a crew of 3 instead of 5. Maintenance will take 50% fewer man-hours. A particularly unique feature will be the composite six-blade propellers.

Somewhere in Manhattan, New York, is the Sea-Air-Space Museum. The museum is situated in the former U.S. Navy aircraft carrier "Intrepid." The most spectacular aircraft on deck in a SR-71 "Blackbird."

This is America as contributor Nick Jonckheere discovered it: a country with limitless possibilities. My thanks to TSGT Jerry A. White, TSGT Paul H. Koerner, and MSGT McNabb.

Editor's Comment: Thanks, Nick, for sharing your American experience with us. We always look forward to your communications with John Schaffner which he reads at our club meetings. You have a great ability to comprehend and use the English language, as well as great insight into what you observe. I commend you. Hope to hear from you soon!



HAPPY BIRTHDAY!!

◆DECEMBER◆

Scott Flohr

John Sterrett

Bill Woolston



AVIATION HISTORY DECEMBER



- 10 1911 Calbraith Rodgers completed the first U.S. air crossing. The transcontinental trip took 84 days.
- 11 1972 This date was the last time humans set foot on the moon.
- 14-23 1986 Jeana Yeager and Dick Rutan fly the "Voyager" on the first non-stop, non-refueled flight around the world.
- 15 1965 First rendezvous in space: Gemini 6 and Gemini 7.
- 17 1903 First powered flight in a heavier than air machine.
- 18 1928 Harold Pitcairn flies the first American autogyro.
- 24 1968 Apollo 8 becomes the first manned vehicle to orbit the moon.
- 28 1913 First time an airplane reaches an altitude of 20,000 feet.
- 31 1962 U.S. Navy disposes of its last airship.



MURPHY'S LAW AND MODEL AIRPLANES

www.concentric.net/flypeng/murphysL.htm

If you want to hear from your son by phone, just glue a part of your plane that you have to hold together by hand with 12 minute or longer epoxy, and he will call for sure. Mine always does.

If it's not a taildragger, it will be.

Glide distance is exactly equal to the distance between the spot where the propellor assumes the horizontal position and the nearest spot level enough for landing *minus 10 feet*.

Landing skills increase as the number of spectators decreases.

When building a model, you will always find the missing part just when you have finished duplicating it from scratch.



YEAR END "THANK YOU" FROM EDDIE THE EDITOR

It's time again for me to thank all those WAM members who contributed their messages, reports, communications, etc. to The Talespinner during 1998. Mickey Y., John Schaffner, John Sterrett, Ray Miles, Milt Peacock and several others always fulfilled their roles as conduits of information for me. Your monthly newsletter would be quite a bit thinner without their reliable input. I sincerely thank all of them for their help.

Others have chipped in with their reports. John Wunderlich supplied me with Fun Fly reports, Nick Jonckheere filled more than a few columns with his contributions from Belgium, and I'm sure there are a few others who I am forgetting. But I thank those unmentioned WAM members also.

The other unsung heroes of The Talespinner are the two gentlemen who take their time and trouble to duplicate, fold, staple, and mail a copy to each of you. So the next time you see Ken Davis or Bill Woolston, let them know you appreciate their efforts on your behalf.

As usual, I would also like to re-emphasize the immense contribution made to WAM and the community by those members of the School Flight Program. Despite the many articles and Ray's reports, until you see one of these programs and all that it entails, you cannot really appreciate what has gone into the program and how much effort it takes to continue it. At the risk of sounding like a broken record, and understanding that most of our members work every day, I emphasize again that if you can, attend one of the school programs. You will walk away with a feeling of great pride and respect for those members of the SFP. Ray Miles, Bill Hasert, Milt Peacock, John Dorl, Charlie Hughes, and Pat Kowalski deserve tons of credit. Each one of those team members spends far more time with the SFP than any of us do flying our airplanes or in our duties within WAM. So, next time you see a SFP member, give that person a big slap on the back and a "Thank You!" for what they do for our club.

So once again, "Thank You" to all who have been my silent partners in producing **OUR** newsletter. I appreciate everyone's efforts a great deal.

**REMEMBER TO CALL JOHN WUNDERICH IF
YOU HAVEN'T DONE SO ALREADY. PLAN
TO ATTEND THE BANQUET ON DEC. 6. A
GREAT GUEST SPEAKER AND LOTS OF FUN
ARE WAITING FOR YOU!**



WHAT THE KIDS SAID (As written by the 3rd Graders).

Dear Aero Modelers,

Thank you for teaching me more about airplane history. I know more about piloting and flight after I saw your program. You explained clearly so everyone understood clearly. Now I want to have my own rubber band plane!

Sincerely
XXXX

Dear Mr. Miles and friends,

Thank you very much for coming to XXX school. It was nice to have you there. We learned a lot while you were there. I had lots fun. What I liked to learn about was the space ships. They were cool. Also, when one of you flew the airplane and it crashed in the wall it was funny! Do you fly in airplanes? Please come again and thank you a lot.

Always,
XXXXX

Dear Aeromodelers,

Thank you for coming to our school. Also thank you for teaching us about flight. I know it took a long time to learn all those airplane facts and history. I have a question - what was the first airplane model one of you built?

Sincerely,
XXXXX

Dear Mr. Miles,

Thank you for coming to XXXX school. We really liked the program that you put on for us. We are sorry that this thank you note is late but Mrs. XXX said it is late it is better than not sending it.

Sincerely,
XXXXX

Dear Mr. Miles and friends,

Thank you for coming to our school. We really appreciated the presentation. I hope you come again to see us. We especially liked it when Mr. Peacock flew the bird and the other airplanes. I liked the airplane that one of you took a remote control and the airplane moved. I bet you make a lot of model airplanes at the Westminster Model Airplane Club. I guess you like your job. I have to go so I will see you later.

Love, XXXXX



DEADSTICK DOES NOT RETURN

Oh, my goodness! I am trying to complete this issue of the T/S so you faithful readers will have something to do, but **NO WORD FROM "DEADSTICK!"** Life certainly is taking a downward spiral. I have this text box in every issue of the T/S, just waiting to hear from the immortal and still unknown "Deadstick," and there is no letter in my mailbox. Do not forsake me, O "Deadstick." The world (or at least a few WAM members) awaits your contribution. The mailbox is lonely.



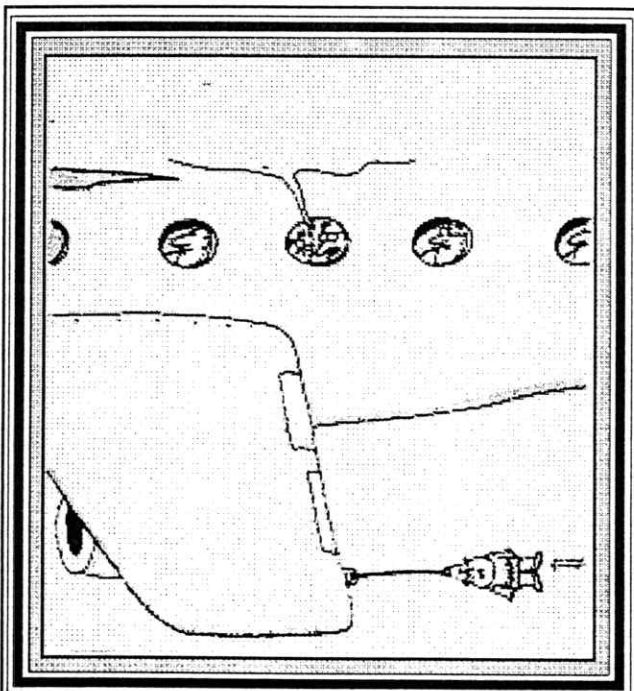
TIP BY GEORGE

From: iflyrc.com/george.htm

Stalling Servos

Stalling servos may be a hazard. Stalling is present when your control surface comes to the end of its travel but the servo has not and is still pushing. The servo that is most likely to have this condition is the throttle. It's important to make sure that the servo stops at the end of its travel, and does not continue to push on the carburetor arm. It was a year or so before I had a problem. In my case, a servo stalled and in turn caused the airplane to perform an inverted flat spinon takeoff.

There are short cuts and time saving devices available with bells and lights, but if you take your time you can eliminate the problem manually.



See that little kid out there, Ricky? He wouldn't stop crying either!

*From The Victory Roll
Newsletter of YARC Club*



WHAT IT MEANS TO BE YOUNG

From The Plane Truth

Roland Tweed, Editor

AMA Newsletter, January, 1997

Youth is not a time of life; it is a state of mind; it is not a matter of rosy cheeks, red lips and supple knees; it is a matter of the will, a quality of the imagination, a vigor of the emotions; it is the freshness of the deep springs of life.

Youth means the predominance of courage over timidity, of adventure over the love of ease. This often exists in a man of sixty more than in a boy of twenty. Nobody grows old merely by a number of years. We grow old by deserting our ideals.

Years may wrinkle the skin, but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear and despair - these bow the heart and turn the spirit back to dust.

Whether sixty or sixteen, there is in every human being's heart the love of wonder, the sweet amazement at the stars and the starlike things, the undaunted challenge of events, the unfailing childlike appetite for what-next, and the joy of the game of living.

You are as young as your faith, as old as your doubt; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair.

Sam Ullman



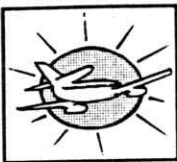
PLEASE LOCK THE LOCK.

It was brought to my attention that, occasionally, one of our members has unlocked the lock on the cable to the CCMA field and left it **unlocked** on the cable or hanging on the post. It is a good idea to **lock the lock on the post** so that it cannot be "lost." While this is certainly not a violation of anything, it would be a shame if our lock disappeared or was damaged. Soooo.....if you are the one to unlock the lock, please **lock the lock** on the post.

Thank You!

Editor's Note: I thank Paul Schaffner for bringing this to my attention.

Thiessen's Law of Gastronomy: The hardness of the butter is in direct proportion to the softness of the roll.



THE CORNET RESCUE

by John Sterrett

The end of the Dutch Briggs Cornet episode occurred late Wednesday, October 29, after almost three months of futile attempts to free it from its high perch in a hickory tree located about 1/2 mile below the Spiegel Field. After earlier unsuccessful attempts by several WAM members involving a ladder, the telescopic pole, and a fishing bow and arrow, Dutch's Cornet was expertly extracted by Robert Woolston. Father Bill Woolston, Bill Hasert and I witnessed the rescue. Robert is a retired professional tree climber who climbed 60 feet of the tree in a matter of minutes and, despite our concern, safely freed the Cornet from the branch where it was tightly lodged. He then rappelled smoothly to the ground. The total time that Robert spent in the tree (about 10 minutes) was less than the time for us to get to and from the stranded model.

The Cornet will probably never fly again, but the bulletproof radio receiver, servos and engine appeared to be in excellent condition considering the length of time they were exposed to the elements. Fortunately, none of Wendell's fishing arrows pierced the cabin area where the receiver and servos were located. But, unfortunately, we'll never know if the receiver is really bullet or arrow proof.

All in all, it turned out to be a great WAM cooperative effort. Special thanks go to Robert!! Dutch's 1997 high altitude landing record, as of now, still stands. Way to go, Dutch!

Editor's Comment: It's not too late to find out whether Dutch's receiver is arrowproof or not. He could set the Cornet back up in a tree and let Wendell shoot his fishing arrows at it until Wendell hits it a few times, and then check the receiver out. Maybe we can incorporate this event into one of next year's Fun Flies.

Also, at the November meeting, Dutch's Cornet (the remains, at least) was on display. I believe that John Sterrett or Bill Woolston brought it, and on the way into the meeting hall had the insight to turn the receiver switch off. After three months in a tree with the switch on, he certainly didn't want to risk running the battery down so low that it was unusable. Our members certainly are among the sharpest around.

I'm sorry that I was not present for any of the previous rescue attempts, and especially sorry that I was not able to witness the final rescue. Perhaps there will be a re-enactment (or some event similar to this one) next year, and more of us can participate. At any rate, it is a moral triumph that Dutch's plane is resting peacefully now, and that Robert Woolston was so helpful.



E-MAIL ADDRESSES FOR YOU

From John Schaffner

If you have E-mail capability and would like to communicate with other members, use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	kjonckheere@unicall.be



INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

AMA Site	www.modelaircraft.com
York Area R/C Club	http://home1.gte.net/jimsharp/
IMAA Site	http://www.fly-ima.org
www.iflyrc.com/	www.airage.com/

These sites also have some links to other interesting RC sites. Poke around if you have nothing better to do. You might find an article that would be great for the T/S and you could print it and give it to me - or E-mail it. Happy Hunting!



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

HTTP://WWW.CARR.LIB.MD.US/~MICHAELY
Give Mickey a dial-up and see what he has for you.



HELLO, INTELLIGENCE

James Burns, 34, of Alamo, Michigan was killed in March as he was trying to repair a "farm type truck." Burns got a friend to drive the truck while Burns hung underneath so he could ascertain the source of a troubling noise. Burns' clothes got caught on something, however, and the other man found Burns "wrapped in the drive shaft"! (Kalamazoo Gazette 4/95)



GLUE HINTS, TIPS AND SAFETY

by Gary Baker
from *The Electric Flyer*
Rod Campbell, Editor

Fast setting, non CA wood glue? There really is such a thing! You need to save one empty CA bottle with the spout that has the tiny opening at the end. You then fill it with a wood glue. You now have a container that permits a perfect amount of glue to be dispensed.

Wood glue is generally sold in bottles with huge openings which pour large quantities of glue. You use several times more than you actually need, it takes forever for the water to evaporate, and so you turn to CA to speed up your work. If you would only use the amount of wood glue that you need, you would be quite surprised at how fast it dries.

I helped a young friend build a glider fuselage one evening: we cut, sanded, shaped and glued the wood. It took less than four hours from start to finish. This fellow took his fuselage home with him. We used *Weldbond* wood glue, and we could have covered half the fuselage ten minutes after the last piece of wood went on.

I am highly allergic to CA and have turned to *Weldbond*. It is now a staple in the shop. It glues almost anything to anything. There is one other glue that I would recommend - *Titebond II*. You can glue two pieces of wood together, and after 24 hours submerge the pieces under water for another 24 hours without the glue letting go. If you dispense the glue in the right quantity, it also dries **fast**. *Weldbond* has some water resistant properties as well. Another way of looking at this is: If you were gluing 2x4's, would you put so much glue on that it slipped out of joint. I would guess not.

If you think you need to fillet a joint, why don't you experiment to see if it really is necessary. Most of the time it will be of little benefit, a lot of work, and more weight. Some people use so much wood glue that epoxy would have weighed less!

A few years ago, I discussed the correct way to use liquid adhesives with a technical person where I work (which happens to be a major manufacturer of adhesives). He said that most people do not understand how adhesives work. For instance, CA is often used improperly - far too much is used. The only strength in this glue is where the surfaces meet.

**Wood Glue (Aliphatic Resins
Like *Weldbond* or *Titebond***

Take a couple pieces of stock sheet - let's say 1/8".

Lay a thin bead of glue part way down the center of one sheet. Press the two pieces together with some pressure, then pull them apart. If you have placed the right amount of glue on the wood, there will be glue from edge to edge. If okay, press the pieces back together again, let stand 15 minutes, and then try to pull the pieces apart. If you have used the right amount (surface covered, but none squeezed out), the pieces will be hard to take apart and probably will break beyond the glue line.

Cyanoacrylate

Pick up a small bottle, with a small tip, turn it upside down, holding the bottle a half meter above the work table. Let one drop of glue come out on its own (free flowing). Watch how much glue this is when it lands. This one drop will glue one square inch of material! Go ahead, draw one square inch on a piece of paper - that is the size of each surface that a drop of CA will properly glue together. The same applies to aliphatic resin wood glue - too much is used and ends up being wiped or sanded off.

Now, do you suppose that you are using too much glue? Remember, some of these items are dangerous when used properly, and they are even more dangerous when used improperly! Have you had a nagging cold lately, running nose, blurred vision, cough, difficulty breathing, or seeing your doctor for a cure? Sick to the point that you have to stop building? After a few days you are getting better, and a couple of weeks go by and you are back to building and you get another cold. Guess what? You have reached your tolerance to CA. Your body is reacting violently to the chemistry - it is trying to tell you something.

Let me tell you if you won't listen to yourself - you are pressing your luck. The next time you use CA may be your last. This happened to me. My last time I really thought I would not pull through and it was discovered a week later that I finally discovered it was the CA. It took about four hours of exposure for the reaction to begin, so you may not think it was the chemistry. I didn't. Do I use CA's now? I have one small bottle, use it outside or in the garage, and leave the area immediately and stay away for a couple of hours.

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

Indisputable Law of Sports Contracts: The more money the free agent signs for, the less effective he is the following season.



COMING EVENTS



- DEC. 6** ANNUAL WAM BANQUET AND AWARDS NIGHT. SEE PAGE 1 FOR MORE DETAILS.
- Jan. 28** MMA Meeting @ ????. All Club Presidents and Editors invited. A MUST meeting.

Not much going on as fall closes in. So use that time to clean up the shop, order the new kit, finish the one gathering dust, etc.

May the building bug bite you hard!



**YOUNG JIM GARRETT DEMONSTRATES
HOW TO EAT AT AN AIR SHOW!!**

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

Ken Davis and Marada Industries
WAM thanks Ken for his 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

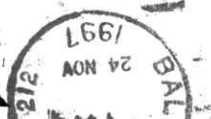
Newsletter of the
Westminster Aero Modelers
c/o Ed Goldman, Editor
16 Kalten Road
Westminster, MD. 21158



American Holly 32^{USA}

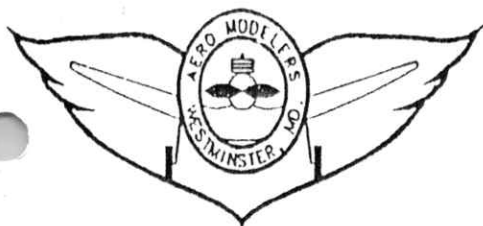
TO: John Schaffner
1811 Miller Road
Cockeysville, Md. 21030-1013

WESTMINSTER
AERO MODELERS
1955



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	Mickey Yachera	239-6235	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	John Schaffner	584-2754

VOLUNTEERS

Membership	Ken Davis	876-1116	AMA Liaison	Milt Peacock	833-3122
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

JAN. 6, 1998

7:30 P.M.

VFW HALL
WESTMINSTER

Volume 13 Number 12

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Happy New Year.

The annual Christmas dinner was once again an enjoyable evening. Thanks to John Wunderlich for getting everything arranged for the dinner despite having to miss the dinner due to a business trip.

I guess that it's the time of year for reflecting on what we've accomplished in the past year and where we want to go next year. So, here it goes.

Our first (in my memory) major fund raising activity of selling hot dogs at the Westminster Air Show was an unqualified success. We were able to raise much needed revenue in addition to obtaining some positive community exposure. Jim Garrett and Ken Davis did a great job in getting the venture planned and organized. The support from everyone who pitched in over the weekend was great and, hopefully, we can get this type of support for future ventures.

We finally erected a "creature comfort" canopy at the Spiegel Field. Hopefully, we can expand on field improvements in the future to make the field more appealing so that we see more members at the field and maybe even attract some new members.

The members of the School Flight Program continue to do an outstanding job in providing an excellent community service. The leadership of Ray Miles has been invaluable in maintaining this program. Ray once again was able to obtain a grant from the AMA

and he presented a check from the AMA at the Christmas Dinner for \$500! This grant is the second one Ray has been able to obtain to provide funding for the program. Way to go, Ray!!!

Our challenge for next year continues to center around two issues. They are funding for the club's functions and activities and attracting new members. We need to come to a consensus on a regular fund raising activity for the club. Very few clubs depend solely on member's dues for 100% of their funding. The addition of new members certainly would help our fiscal situation along with providing some new blood for the club.

Till next time,
Keep 'em flying!



READY FOR 1998

Well, WAM is ready for the New Year! Congratulations to those elected officers who will serve us during the coming year. It was good to have some new candidates for the past elections, and I know that those elected will do a fine job.

I certainly hope that the membership will support and help our officers when they ask for help with any projects the club may embark upon. Judging from past performance, that should not be a problem. WAM members have always come through when needed, and I'm sure that spirit of helpfulness will continue.

Happy Holidays and Best Wishes for a Healthy and Happy New Year!



**MINUTES OF WAM MEETING
DECEMBER 6, 1997
ANNUAL BANQUET AND
AWARDS DINNER**

*Reported by Milt Peacock with contributions
from Mickey Yachera and John Schaffner*

Our annual Xmas Banquet and Awards Dinner and December meeting were held at the VFW on Dec. 6, 1997. There were 31 persons in attendance, 15 of whom were WAM members. Mr. & Mrs. Alan Baugher and the speaker, Mr. Carl Cessna and his wife, Karen, were guests of the club.

Attitudes were adjusted between 6 & 7 p.m., therefore the dinner was well received. At least I personally did not hear any complaints. The chicken breast and roast beef were tasty along with the veggies and desert.

The speaker, Mr. Carl Cessna (not of aircraft manufacturer fame), related some of his experiences flying the B-25 Mitchell during WWII.

Elections were held. The winners (?) were:

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VICE-PRESIDENT	John Sterrett
SECRETARY	John Schaffner
TREASURER	Bob Allen
MEMBER AT LARGE	Lloyd Briggs.
IMMEDIATE	
PAST PRESIDENT	Wendell Richards

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Awards were given to many of our members for their actions which benefited the club. The following awards were presented:

Ken Davis and Jim Garrett for serving as Chairmen of the Airshow Hot Dog Fundraiser.

Bob Allen, Jim Reeves, John Sterrett, and Wendell Richards for flying their R/C aircraft during the Air Show.

John Schaffner for acting as the Announcer at the Air Show.

Ray Miles, Charles Hughes, Bill Hasert, Pat Kowalski, Ed Goldman, John Dori, and Milt Peacock for participating in the School Flight Program.

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I do believe that those of us who did attend enjoyed the omradeship. At least I did.

Editor's Note: I was very sorry not to be able to attend our annual dinner, but was out of town during that weekend. I would much rather have been at the dinner, but that's the way it goes. I'm glad WAM had a good turnout and that all enjoyed themselves.

Editor's 2nd Note: I heard through the grapevine that Santa Claus himself made an appearance, and that while Santa was present, Bob Allen wasn't. I'm sure there is a relationship here, and that SantaBob did a great job. I'm certainly sorry I missed that little episode.



A. M. A. NEWS

by Milt Peacock

A new membership program is in place for 1998. IF the applicant is **UNDER 19** years of age before July 1, 1998, they can join the AMA for \$1.00 without the magazine or \$13.00 Model Aviation included.

**DON'T FORGET TO RENEW YOUR AMA
MEMBERSHIP FOR 1998.**

I will be checking cards next month. You **MUST** be an AMA member to be an "Open" member of WAM. Do it today!!!



REMEMBER YOUR HEAD!!

Hats are still available from Milt P. with the great blue and white colors. Order yours now and beat the rush when warm weather comes again invoice. Buy one and look cool! You might want to wear your new hat while you're building that new plane.



SCHOOL FLIGHT PROGRAM

by Ray Miles

As mentioned in the last issue of the T/S, I had received no word on our request to the AMA for a additional school grant. However, the 2nd week in November, a check in the amount of \$ 500.00 arrived from the AMA. This check was presented to the club at our Election Banquet on Dec. 6, 1997. It will be deposited in our school account to be used when needed.

I have sent letters to the various people that enabled this program to come about. The AMA has been very supportive of our program and the results it has accomplished. Big is not necessarily the best, as in our case, but the stature of our club certainly is.

Just as a side note, when letters of thanks were sent to the various individuals, I extended an invitation to Chuck Foreman, District IV Vice-President, to attend one of our remaining presentations. He does get around.

I noticed in the last issue of the T/S that Eddie the Editor was very generous in spreading accolades in connection with the SFP. However, he left out one person, namely Ed Goldman. His contributions are vital to what we do. If he is absent from a class it is really felt. Soooo....Ed, from me personally, ———a biga biga thank you. Also, to the rest of the team - Milt, John, Bill, Charlie, and Pat - without you, it wouldn't happen. Thank you guys and gal for the commitment to the cause. It's worthwhile, and it keeps us retired folks off the street and in school.

The class at Robert Moton ended the Fall session. Nothing will happen until the month of March. Enjoy the holidays, and until then, just relax and wing it. Nuff for Now!

1997 - 1998 School Class Dates

March 4	Mt. Airy Elementary	9:30 a.m.
March 18	Piney Ridge Elem.	9:30 a.m.
March 25	Sandymount Elementary	9:30 a.m.
April 1	***Hampstead Elementary	9:00 a.m.
April 8	William Winchester Elem.	9:30 a.m.
April 15	Elmer Wolfe Elementary	9:30 a.m.
April 22	Mechanicsville Elem.	9:30 a.m.
April 29	Westminster Elementary	9:30 a.m.
May 6	Charles Carroll Elem.	9:30 a.m.
May 20	Eldersburg Elementary	9:30 a.m.
May 27	Spring Garden Elem.	9:30 a.m.

All WAM members: Please visit one of the schools and see the SFP in action. You'll love it!



EDDIE RESPONDS

Thanks, Ray, for pointing out that I overlooked myself in thanking those who participate in the SFP. I appreciate your kind words, and can only say that the SFP is wonderful and I enjoy working with the whole team and having a role in the good that we all do for our youth and our community.



MARYLAND MODELERS REPORT

by Milt Peacock

The MMA representatives from each club were guests of the MMA at Michael's Restaurant on Eastern Avenue. in Baltimore. for our annual Xmas Dinner for the representatives. and a brief business meeting. The dinner is sorta a "Thank You" to the reps. who take their valuable time to represent you at the MMA. Thank you, John Sterrett for being WAM's representative to the MMA.

In WAM, it is the Vice-President's duty to attend the MMA meetings on the last Wednesday of the month. John did a good job.

The MMA will be inviting all club Presidents to the January meeting for a special discussion. I will keep Mickey advised of the time and location.

The Officers of the MMA wish everyone a merry Holiday Season. May Santa bring you small square boxes and long skinny ones, too.



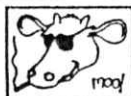
COUNTY REPORT

by Ray Miles

It's hunting season at Spiegel. I suppose you could go there to HUNT lost airplanes and get them ready for the coming year! Just a thought.....

REMINDER

SPIEGEL FIELD WILL BE CLOSED FROM NOVEMBER 29 THRU DECEMBER 31!



ARE PEOPLE REALLY THIS DUMB?

Ken XXX,47, accidentally shot himself to death in December in Newton, N.C., when, awakening to the sound of a ringing telephone beside his bed, he reached for the phone but instead grabbed a Smith & Wesson .38 Special, which discharged when he put it to his ear.

Hickory Daily Record, 12/21/92

XMAS DINNER

Report by Milt Peacock

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TWO ITEMS FROM MILT P.

1. **AIRTRONICS** has moved - New address is:

1185 Stanford Court
Anaheim, CA 92805

Phone - [714] 978-1895

Fax [714] 978-1540

2. **WRAM SHOW** bus trip sponsored by Radio Control Modelers of Baltimore Sat. Feb 28, 1998. Video equipped coach by Hunt Valley Motor Coach Co. Cost is \$25 per seat & DOES NOT include your show ticket. Leaving Deerco Park & Ride in Timonium @ 6:00 AM SHARP! Arrive at show at 10 AM. Leave show at 5:00 PM. Arrive back at Timonium whenever we get there. You MUST be paid by Feb. 14. Only your money reserves the seat. First come - First served.

Make checks payable to "RCMB"

Info - 410-358-5907 - Richard King

Mail checks or cash to: Richard King

2814 Steele Road

Balt. MD 21209



THE PARENTS DICTIONARY

Contributed by John Schaffner

AMNESIA: Condition that enables a woman who has gone thru labor to have sex again.

DUMBWAITER: One who asks if the kids would care to order dessert.

FAMILY PLANNING: The art of spacing your children the proper distance apart to keep you on the edge of financial disaster.

FEEDBACK: The inevitable result when the baby doesn't appreciate the strained carrots.

FULL NAME: What you call your child when you are mad at him.

GRANDPARENTS: The people who think your children are wonderful even though they're sure you're not raising them right.

HEARSAY: What toddlers say when anyone mutters a dirty word.

IMPREGNABLE: A women whose memory of labor is still vivid.

INDEPENDENT: How we want our children to be as long as they do everything we say.

OW: The first word spoken by children with older siblings.

PRENATAL: When your life was still somewhat your own.

PUDDLE: A small body of water that draws other small bodies wearing dry shoes into it.

SHOW OFF: A child who is more talented than yours.

STERILIZE: What you do to your first baby's pacifier by boiling it and to your last baby's pacifier by blowing on it.

TOP BUNK: Where you should never put a child wearing Superman jammies.

TWO-MINUTE WARNING: When the baby's face turns red and she begins to make those familiar grunting noises.

VERBAL: Able to whine in words.

WHODUNIT: None of the kids that live in your house.

....and along similar lines: Human conception typically involves a chaotic dash by tens of millions of sperm seeking a path to a single egg. Some researchers believe that so many sperm are required because not one of them will stop to ask for directions.

ana's Law of the Season: The one friend or relative for whom you didn't buy a gift will arrive with a gift for you.



HAPPY BIRTHDAY!!

♦JANUARY♦

Charlie Hughes

George Schollian

Jim Umsted



AVIATION HISTORY

JANUARY



- 1 1914 Beginning of commercial aviation. Tony Jannue started the first regularly scheduled air carrier service from St. Petersburg to Tampa, Florida.
- 7 1745 Jacques Montgolfiere, first balloonist, was born in France.
- 7 1785 First balloon flight across the English Channel.
- 12 1970 First 747 flight across the Atlantic.
- 13 1978 NASA selects first group of astronauts.
- 18 1911 Eugene Ely lands a Curtiss Pusher on the cruiser "Pennsylvania" for the first "carrier" landing.
- 19 1937 Howard Hughes sets a transcontinental flight record of 7 hours, 28 minutes.
- 21 1976 First supersonic airliner service on the "Concorde."
- 26 1911 First takeoff and landing of an aircraft in the U.S. off water.
- 31 1958 The "Explorer" becomes the first American satellite to orbit the earth.



MURPHY'S LAW AND MODEL AIRPLANES

www.concentric.net/flypeng/murphysl.htm

The right way to cover a certain shape is always found the day after you covered it the wrong way.

The number of radio hits is inversely proportional to the skill of the pilot.

The amount of power remaining in your starter battery is inversely proportional to the number of beginners watching times the probability of getting another day of good flying weather this month divided by the probability of your engine starting easily.

FOUR FORCES OF FLIGHT - LESSON I

Contributed by Paul Schaffner

LIFT is upward force created by the effect of airflow as it passes over and under the wings. It supports the airplane in flight. **WEIGHT** opposes lift. It is caused by the downward pull of gravity. **THRUST** is the forward force which propels the airplane through the air. It varies with the amount of engine power being used. Opposing thrust is **DRAG**, which is a backward, or retarding force that limits the speed of the airplane.

LIFT

Lift is the key aerodynamic force. It is the force that opposes weight. In straight and level unaccelerated flight, when weight and lift are equal, an airplane is in a state of equilibrium. If the other aerodynamic factors remain constant, the airplane neither gains or loses altitude.

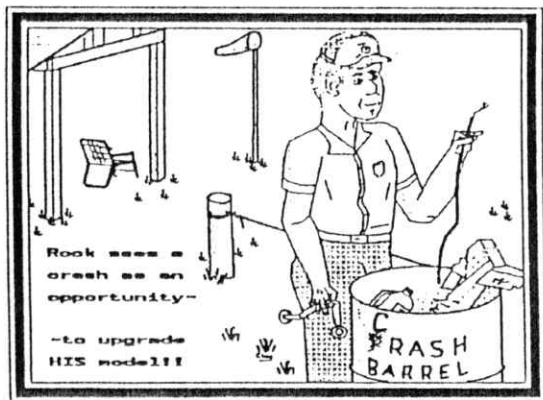
When the airplane is stationary on the ramp, it is also in a state of equilibrium, but the aerodynamic forces are not a factor. The atmosphere exerts equal pressure on the upper and lower surfaces of the wing.

During flight, however, pressures on the upper and lower surfaces of the wing are not the same. Although several factors contribute to this difference, the shape of the wing is the principal one. The wing is designed to divide the airflow into areas of high pressure below the wing and areas of comparatively lower pressure above the wing. This pressure differential, which is created by movement of air about the wing, is the primary source of lift. There are several other factors which influence lift.

WEIGHT

Weight of the airplane is not a constant. It varies with the equipment installed, passengers, cargo, and fuel load. During the course of a flight, the total weight of an airplane decreases as fuel is consumed. The direction in which the force of weight acts is constant. It always acts straight down toward the center of the earth.

(To Be Continued)



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for coming and sharing some model planes with us. I really liked when you showed the plane moving with a remote control radio. I learned that a plane's wing has ribs just like humans have. What I thought was interesting was the rocket ship that had painted cotton for fire so it looked like it was taking off. Thank you again for coming to share your model planes with the third grade.

Your friend,
XXXXXX

Dear Aeromodelers,

Thank you for coming to my school. I liked the program. It was nice. I learned that Charles (Chuck Yeager - Ed.) broke the sound barrier. I think something that is interesting is the hot air balloon when you put hot air in it and it went up off the metal pole. I thought when you said peacock it was a bird. Thanks for coming to our school.

Your friend,
XXXXXX

Dear Aeromodelers,

I like the model airplanes. I like the flying bird. I learned the air must go over the wing faster than under the wing. Thank you for coming to our school. I liked when you told the story about Icarus. I liked when you painted cotton to make it look like fire. I liked when you made the helicopter fly. Did you make all of the stuff? I hope you come again.

Your friend,
XXXXXX

Dear Aeromodelers,

Thank you for coming to our school and showing us some model planes. I learned that Icarus really didn't fly to the sun. He just said that he did. I also learned that Charles Yeager broke the sound barrier. I liked when you flew the bird, helicopter, and the big remote control plane. But the thing I liked the most was the painted cotton that made the rocket look it's taking off. One more thing - THANK YOU AGAIN!

Your friend,
XXXXXX



DEADSTICK DOES NOT RETURN

Oh, my goodness! I am trying to complete this issue of the T/S so you faithful readers will have something to do, but

NO WORD FROM "DEADSTICK!" Life certainly is taking a downward spiral. I have this text box in every issue of the T/S, just waiting to hear from the immortal and still unknown "Deadstick," and there is no letter in my mailbox. Do not forsake me, O "Deadstick." The world (or at least a few WAM members) awaits your contribution. The mailbox is lonely.



TIP BY GEORGE

From: iflyrc.com/george.htm

Don't Oversize Your Tank

If you put too big a tank in your airplane, you'll not only carry more weight than necessary, but your trim settings will change more dramatically from a full tank to an empty one. You'll get comfortable with the trim settings at the beginning of the flight, but will think you're going to sleep or getting tired on the controls by the end. Keep your fuel tank in proportion to the airplane and the length of flights that you make. You'll have less changes in trim throughout the flight and your plane will be lighter, also.

EPOXY SEEPING INTO TORQUE ROD HOLES?

Before applying fiberglass tape and epoxy to the wing's center section, fill those torque holes with Red Devil light spackling. Let it dry, then do your business with the epoxy. When all is done, you will have only a thin coat of epoxy to cut out as opposed to a cavity full of hard epoxy. This method will also work with bolt down holes.

EDITOR'S LITTLE NOTES

1. If this issue of the T/S is a little late, the reasons are that I was out of town twice during December and the Xmas and New Year's holidays coincide with the normal printing and mailing schedule for the T/S.
2. If this issue of the T/S does reach you before the January meeting, it's only because either Ken Davis or Bill Woolford did a "rush" job of printing and mailing it. Credit goes to either Ken or Bill.
3. Paul Schaffner sent me some very informative information he has picked up while taking his flying classes. I certainly appreciate it. You can begin reading the short, first installment on page 6 of this T/S. Thanks very much, Paul!



E-MAIL ADDRESSES FOR YOU

From John Schaffner

If you have E-mail capability and would like to communicate with other members, use the following addresses for WAM members and our foreign correspondents as listed below:

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Dorl, John	jdorl@juno.com
Goldman, Ed	anngol@ccpl.carr.lib.md.us
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni in Milano, Italy	polidoc@galactica.it
Nick Jonckheere in Oostende, Belgium	kjonckheere@unicall.be



INTERESTING WEB SITES TO VISIT

Eddie the Editor

Here are some RC web sites you might find interesting. Try some of them! They're pretty neat.

AMA Site	www.modelaircraft.com
York Area R/C Club	http://home1.gte.net/jimsharp/
IMAA Site	http://www.fly-ima.org
www.iflyrc.com/	www.airage.com/

These sites also have some links to other interesting RC sites. Poke around if you have nothing better to do. You might find an article that would be great for the T/S and you could print it and give it to me - or E-mail it. Happy Hunting!



WAM HAS A WEB SITE!!

Our dauntless president, Mickey Y., has set up a web site on the Internet. Thanks, Mickey! The address is:

HTTP://WWW.CARR.LIB.MD.US/~MICHAELY
Give Mickey a dial-up and see what he has for you.



HELLO, INTELLIGENCE

A woman was arrested in in Lake City, Fla. for robbery of a Howard Johnson's motel. She was armed with an electric chain saw, which was not plugged in.

A man was hit in the leg with pieces of a bullet he fired at the exhaust pipe of his car. He needed to bore a hole in the pipe. When he couldn't find a drill, he tried to shoot a hole in it.



"I guess," says Heaven, displaying the 90 pound main component of *Rubber Bandit's* engine, "I'm not a normal person."

One of these days, George Heaven will boldly fly into the wild blue yonder for two minutes or so and, after traveling 1 1/2 to 2 miles at about 100 feet, glide gently back to earth. Unless the rubber band snaps.

Heaven, 44, has spent 3 1/2 years perfecting his plane, *Rubber Bandit*. It's 33 feet long, weighs 310 pounds and is powered by a huge rubber band made of 3 1/2 miles of intertwined rubber band thread. If Heaven is correct - a darn big if - the giant band will unwind in the fuselage, turn the propeller at 350 rpm and make him the first human borne aloft in a rubber-powered aircraft. If he's wrong, headline writers may need look no further than the word "SPLAT!"

For Heaven, a former stunt pilot and skywriter who lives in Woodland Hills, California with his girlfriend, Donna Eichenger, the concept of rubber-powered flight first took wing when a radio show asked for help building a giant slingshot as a publicity stunt. When that didn't pan out and the station abandoned the idea, Heaven, a freelance aeronautical engineer, stuck with it - and evolved the idea of *Rubber Bandit*. "I'd already spent nine months on the project," says Heaven. "I said, I'm going to finish it." The venture has cost \$ 185,000.00, acquired through donations and fund-raising schemes, much of it for materials - mostly ultralight plastic compound - and hangar space at Van Nuys Airport.

With *Rubber Bandit* almost ready for its maiden flight there's just one more question for George Heaven: Does his technology have any, er, practical application? "Not unless," he says, "the world runs out of fuel."

From *People Magazine*, 11/10/97



DIHEDRAL - HOW MUCH IS ENOUGH?

*Obtained via the Internet email
skili@arlington.net*

Like most things in the aerodynamic world, the answer to the above question is, "It depends." It depends upon what you want from your plane; how maneuverable or how stable you wish it to be in the rolling axis, whether or not you desire the plane to roll when you deflect the rudder, whether or not you wish the plane to tend to self-right when it upsets from wings level.

In general, the more dihedral an aircraft has, the more it will tend to self-right to wings level when upset from straight and level flight. This little bit of roll stability makes the plane easier to fly because the pilot doesn't have to be constantly fighting to maintain wings level. Note the top two drawings in the figure. Once we are no longer level, the lower wing is effectively a bit longer, and the lift forces on the lower wing are pointed more straight up. Also, since the figure shows a high wing plane, the CG of the plane is offset toward the high wing. All of these situations tend to force the plane back to a wings level condition initially, before the plane begins turning or skidding sideways.

But the conditions described above won't last long. Also note that we now have the lift forces on the higher wing pushing sideways; this will cause the plane to skid sideways, turn, or both. Assuming no corrections from the pilot, what now happens is largely dependent upon the size of the rudder/fin combination! If the fin/rudder area is just right, the skid continues just enough for the dihedral effect of the wings to return us to wings level. Too much area in the fin/rudder, and we turn without skidding. Centripetal force from the turn negates all the self-righting effects, and we fly in balanced flight, but in an ever increasing nose-down spiral. This is called spiral instability. Too little fin/rudder area, and the skid continues even as we pass wings level, resulting in over correction, and the plane rolls and skids, oscillating like a drunken sailor. This is called Dutch roll.

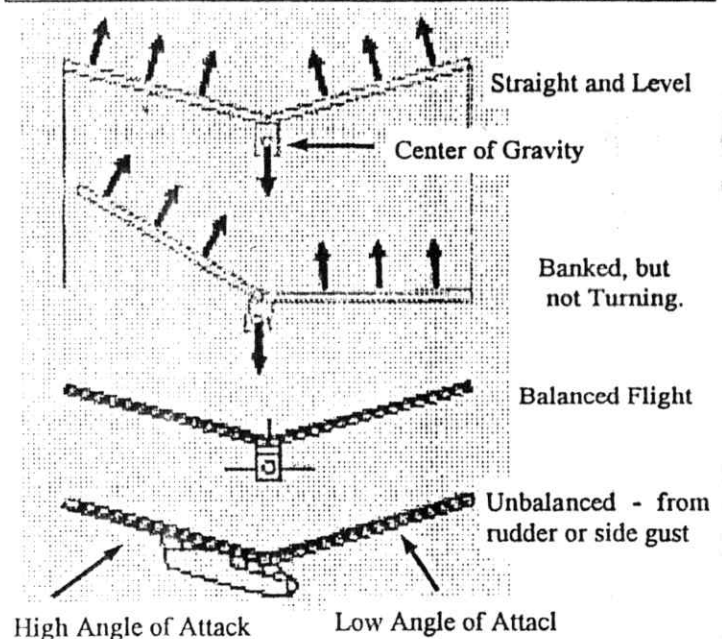
Although the above discussion is more important to glider and free flight pilots, it brings us to look at how dihedral effects a plane in skidding flight, and the good and bad sides of the dihedral effect. Note in the figure what happens to a plane with dihedral when in a skid or unbalanced flight. This condition can occur with the pilot's deflection of the rudder or when a wind gust hits the plane from the side. The large discrepancy in angle of attack between the two wings causes the plane to roll away from the direction of the skid.

The dihedral effect is beneficial in self righting, gives us roll coupling with rudder application, and unfortunately, also gives us roll away from a side wind gust. Incidentally, sweeping a wing back also gives us dihedral effect, with about 5 degrees of sweep being equivalent to 1 degree of dihedral.

While roll coupling is essential to a trainer with no ailerons, it's not good for acrobatic and combat aircraft. Most aerobatic and pattern models will have no dihedral. Military planes, with swept wings for speed, often use negative dihedral to counter the dihedral effects from the wing sweep. The Harrier, A7 Corsair and C5 transport come to mind.

And while trainers usually have quite a bit of dihedral and are wonderfully stable in normal flight, we've all seen them turn vicious in a gusty crosswind, during takeoff and landing, and even while taxiing on the field.

How much dihedral is enough? For most of us, then, the answer is, "Only enough to give us the roll stability we need, commensurate with our flying skills."



TOUCHING UP

*From The Fly Paper
Bill Haywood, Editor*

Got a scratch on that flawless paint job? The painless, no mess way to touch up the blemish is to spray a little pain onto the lid of an empty paint jar. Use a small paint brush to cover the blemish or scratch. This method produces no overspray, no masking, and no clean up of spray tips or equipment.