



COMING EVENTS



- Jan. 28 MMA Meeting @ ????. All Club Presidents and Editors (?) invited. A MUST meeting.
- Feb. 6 WAM Meeting. VFW Hall - 7:30 p.m.

Not much going on as winter is here. 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
and your covering material be smooth!
(And the CA sticks to the wood - not your fingers)



**YOUNG JIM GARRETT DEMONSTRATES
HOW TO EAT AT AN AIR SHOW!!**

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



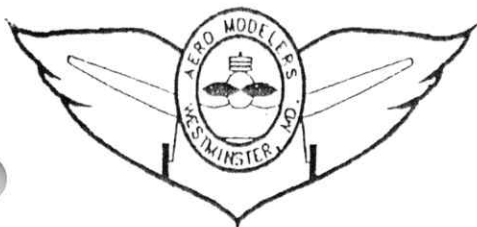
TO:

John Schaffner
1811 Miller Road
Cockeysville, Md. 21030-1013



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 !!!



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
Member At Large	Lloyd Briggs	833-7450			

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

FEB. 3, 1998

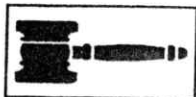
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 14 Number 1

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

We certainly have had some unseasonably warm days recently. Several of us have been flying on some of the nicer Sundays in January. I was able to make it out on the 11th along with several other guys. John Sterrett had his Telemaster / Glider rig out and even was foolish enough to let me have a turn with the glider! My first flight wasn't a thing of beauty - I didn't make it back to the field and ended up dinging a wing tip. John wasn't fazed by my lack of ability and allowed another try. My second attempt was uneventful, the glider caught a bit of a thermal and it stayed up for quite a while. In fact, I almost overshot the field while landing. Thanks for the fun, John!

At our last meeting, the subject of incorporating the club was discussed. I have done some very preliminary investigating. As in most things in life, there are pros and cons involved with incorporation. The main advantage of incorporation is limiting the liability of individual members in the event of the loss of a lawsuit resulting in an award in excess of the AMA insurance limit. According to the AMA:

"In the event of a loss resulting in a legal suit, a club may be liable for varying amounts of monetary compensation for bodily injury and/or property damage. Incorporation restricts the exposure of a club to just its corporate assets, thereby protecting the assets of individual members. It does not in itself, however, provide any additional resources beyond the club's assets. Both for the chartered club which does not have substantial assets and for the individual member, AMA liability protection provides financial protection in case of a suit while likely preventing any

personal loss to the club or its members. Furthermore, AMA's insurance covers expenses of defending against a suit; incorporation does not. Thus AMA liability insurance protects the investment on both a club and an individual level to the extent that finances and other resources need not be depleted in the event of a liability suit."

Some of the disadvantages involved with incorporating are:

1. The cost involved with filing for incorporation. Legal fees would run \$500 to \$700 if an attorney is retained to prepare the incorporation documents.
2. We would be required to retain certain documentation in order for the incorporation to be valid.
3. Incorporating may require us to begin filing tax returns.
4. If tax returns would need to be filed, we would need to obtain tax exempt status. This is another set of forms and documentation which many organizations retain an attorney to handle. (more \$s)

Again quoting the AMA:

"Incorporating and attaining tax exempt status can be quite an undertaking. It took the AMA's attorneys considerable work to document the AMA's position. Unfortunately, AMA's tax exemption status does not accrue to the benefit of individual clubs, and no group exemption is available. We wish the best to any club interested in this undertaking."

I don't know if the last sentence was written with tongue in cheek or not. I believe the best way to handle the investigation of incorporation would be to form a committee. At the February meeting, we will discuss the formation of this committee.

Until next time
Keep 'em flying,
Mickey



MINUTES OF WAM MEETING 6 JANUARY 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 17 members present and two guests; Joe Hamlin and Lou Omanski
2. The reading of the minutes of the previous meeting were accepted as published in The Talespinner
3. President Mickey reported on the latest harassment concerning vandalism of the club lock on the gate. The field was reported to be in good shape for flying.
4. Milt Peacock reported that the respective club presidents were invited to attend the next MMA meeting.
5. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members.
6. Club Correspondent Milt Peacock announced plans for attending the next WRAM Show. A bus trip is planned and will be available for \$25.. A discussion concerning selling ads in The Talespinner was kicked around.

Editor's Note: This discussion was brought on by the fact that Milt received a letter from someone who might be interested in advertising in the T/S. I, Eddie the Editor, will contact this gentleman and see if he is truly interested or not.

Swap shops and the T.O.C. of Maryland were mentioned. Details elsewhere in this T/S.

Foreign correspondent John Schaffner passed on a New Year's greeting to the club via phone calls from Nick Jonckheere in Oostende, Belgium and Alberto Nencioni in Milano, Italy. Letters from Nick and a new correspondent, Ron Spenser, were read. The latest copy of the magazine, Aeroscript, containing the article by Nick on the Maryland Air N.G. was passed around.

7. Field Marshall Lloyd Briggs reported that the field is ready to use and to be careful out there, guys.
8. Ray Miles spoke briefly on the School Flight Program. There will be no action until March. YOU are welcome to attend.
9. Membership Chairman Ken Davis proposed Howard (Denny) Roberts for membership. The motion was carried unanimously. **Welcome to the club Denny!**
10. Wendell Richards reported that all club items are accounted for.
11. Events Chairman John Wunderlich reported that he will have the details on the dinner meeting held Dec

ember 6. at the next meeting.

12. Ray Miles reported no word from Carroll County.
13. Talespinner editor Ed Goldman says, "C'mon & send me stuff." Ed thanked Paul Schaffner for his contribution last month.
14. Milt Peacock announced that AMA has named WAM a "Gold Leader Club" for 1998. Milt has a few club hats left. If yours needs an oil change, why not get a new one!
15. A motion was made and carried to name as Honorary Members: Nick Jonckheere, John Dorl, Charlie Hughes, and Mr. & Mrs. Allan Baugher.
16. A decision to purchase a new batch of club badges was tabled until the next meeting.
17. The subject of selling ads in The Talespinner was re-opened and the vote was for accepting ads.
18. A discussion concerning incorporating the club resulted in enough interest to pursue further investigation of the pros and cons of doing it.
19. Several members brought things to look at and talk about. Bob Allen showed off his new, far out, field box with all the bells and whistles. Even has an alarm to wake him up when it's time to land. Milt Peacock presented his giant scale Vought Corsair. Another masterpiece from one of our expert builders. And Bill Woolston had his Tower Hobbies Extra Special 40 to show off.
20. Ken Hands (not there) was selected to receive the 50/50. Tough, Ken. All that money could have been yours.
21. The meeting was adjourned at 9:30 p.m.(with bull session following).

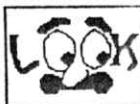


A. M. A. NEWS

by Milt Peacock

Attention all WAM members! Please do me a favor and **bring your 1998 AMA card** to the next meeting. I need to verify it with the AMA's membership list and get everything in order so that a current 1998 WAM roster can be compiled.

If you cannot attend the meeting, please call me and give me the info over the phone. It will save me a lot of time.
Thanks for your cooperation!



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

We're on mid-term break. The few repairs necessary for our collection are underway. I'll try to have more of a report for the next T/S.

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!



FROM THE FARMERS ALMANAC

Contributed by Ray Miles

One way to get a lot of sound advice is to go the wrong direction on a one-way street.

People who look down on their neighbors may be living on a bluff.

Tact is the ability to close your mouth before someone else wants to.

Retirement is not the end of the road, it's a pleasant change of direction.

There is one thing about stupidity - you can be sure it's genuine.

You should try to learn from the mistakes of others; you can't live long enough to make them all yourself.

Golf is a lot like taxes- you drive to get to the green and wind up in the hole.

What is the correct way to say I is? "I is the ninth letter of the alphabet".

Apathy is a major problem, but who cares?

How come every time one tries to economize, you have to give something up?

There comes a time to put principle aside and do what's right.



HEY, DEADSTICK

I may have discovered your identity, but I don't have a "smoking gun." For a small fee, I will keep my thoughts to myself. Keep corresponding!



HEY, YOU! GOT A COMPUTER?

For those of you with a computer, CD-ROM and good video card, I have a suggestion for you. Look in the Tower Hobbies catalogue (1998) on page 261. The entire series of aviation CD-ROMs from *The Discovery Channel* are for sale through Tower. Ever since I became Eddie the Editor, I have used the original one, which was produced by *Maris Multimedia*. It was entitled: Warplanes: Modern Fighting Aircraft, and I found out about it in *Time* magazine. It was reviewed and I tracked it down and ordered it. Since then, *Maris Multimedia* and *The Discovery Channel* have joined forces and produced quite a few of these superb CD-ROMs. I purchased Wings: Korea to Vietnam a year or two ago via the Internet from *The Discovery Channel* (discovery.com). It is organized a little differently than my first one, but there's tons of stuff on it and you'll have a great time exploring it.

You can look at the *Discovery Channel* (www.discovery.com) or the *Maris Multimedia* web site (www.maris.com) and browse around for the different CD's. Spend a little money and treat yourself to hours of aviation knowledge and fun. They are great! Call me if you have any questions at 410-848-3835, or stop by my house and I'll give you a demo.



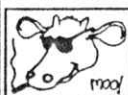
MARYLAND MODELERS REPORT

by John Sterrett

Eddie the Editor did not receive a report this month. I guess not much happened, so we'll have to wait until next month. There should be quite a bit to report since the meeting with all the reps and club presidents will have taken place by then.



REMINDER SPIEGEL FIELD IS NOW OPEN! FLY AWAY!



ARE PEOPLE REALLY THIS DUMB?

True Stories!

A burglar in New Jersey stuck a piece of paper in the lock at an office building so he could sneak in later and rob it. The suspect was tracked down after police found the paper. It was a parking ticket with the man's name and address on it.

Police in Wichita, Kansas arrested a 23 year old man at an airport hotel after he tried to pass two counterfeit \$ 16.00 dollar bills.

Ann Landers in *The Baltimore Sun*



FLYING IN JANUARY

by John Sterrett

Surprisingly, the first couple of Sundays in 1998 turned out to be ideal flying days at the Spiegel Field with comfortable temperatures (in the 50's), light SW winds, and a warm sun. The low-in-the-sky sun in the Southwest made takeoffs more difficult, but was not a big problem. The extra lift from the cool, dry January air made for shorter, easier takeoffs and landings. Takeoffs were smooth and nobody overshot the field.

Student Denny Roberts flew his Hobbico 60 under the careful tutelage of Wendell Richards, practicing takeoffs and landings until he soloed on January 11. **Congratulations, Denny!!**

Wendell flew his Dragon Lady, Bob Allen (our new helicopter pilot) flew his Gremlin and even landed on the runway for a change. Eddie the Editor flew his Airtrax 60 very well until an engine bearing gave out. President Mickey made several precision flights with his Citabria. I flew my Fun One on the first Sunday in January and on the second Sunday carried the Gentle Lady glider up several times with the Senior Telemaster piggyback lift system. Both Wendell and Mickey graciously flew the Gentle Lady after it was released from the Telemaster.

The gravel road into Spiegel Field was in excellent condition for January - no problem for two wheel drive vehicles. Hope to see more of you (even Right Turn Ron) whenever the weather permits.

Editor's Comment: I believe that Denny is the first WAM member to solo in the month of January. Pretty unusual. Perhaps Denny should be given a fur-lined WAM hat for braving the January chill with such enthusiasm.



COUNTY REPORT

by Ray Miles

Nothing new or exciting. That's fine with me. The less written here, the better.



COMEDY CENTER

From www.comedycenter.com

As seen in *The Aviator*

My wife invited some people to dinner. At the table, she turned to our six year old daughter and said, "Would you like to say the blessing?" "I wouldn't know what to say," she replied. "Just say what you hear Mommy say," my wife said. Our daughter bowed her head and said: "Dear Lord, why on earth did I invite all these people to dinner?"



WORD SLEUTH

Radio Controlled Model Aircraft

From *The Carroll County Times*

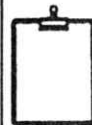
January 5, 1998

This is neat! My wife pointed this out to me at dinner. The Word Sleuth, which I never look at, is all about RC Airplanes. See if you can find all the words listed at the bottom. Have Fun!!

V I F D A X V T Q O M J S H F
C A S Y W U R P N S L R A E J
H F D E R E V I E C E R N L B
P T R A N S M I T T E R N T S
I S Z R O A R X P V N T E T B
L F R V E E L O R Q I O T O U
O U R E T D C P M K G I N R L
T E H T D I D S L E N N A H C
S L A F L I D U B I E Z Y T W
V B S E N A L P R I A T R Q O
N L H K I H F G D C A S Z X W

Find the words listed below in the diagram. They run in ALL directions - forward, backward, up, down, and diagonally. Unlisted clue hint: The Person at the Controls.

Airplanes	Clubs	Helicopters	Servos
Antenna	Engine	Receiver	Throttle
Batteries	Fuel	Rudder	Channels
Transmitter	Gliders	Sailplanes	



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



TWO INTERESTING MODELS

by Eddie the Editor

At our last meeting, there were two very interesting models on display. They were built by two of our members, and vividly demonstrate the wide range of model aircraft that can be built and flown for the RC modeler's enjoyment.

The first aircraft was a 1/5 scale Corsair built by Milt Peacock. We all know that Milt has been a modeler for quite some time, and now builds a few fairly large scale aircraft. This one was a beauty! Everything was A-1, and the members at the meeting spent quite some time looking it over. The paint job looked great, the cockpit, pilot, and everything else were a pleasure to see.

The other aircraft was a Tower Hobby Extra Special 40, which is in the process of being built by relatively new member, Bill Woolston. The airplane is of the profile type and should be very aerobatic and quick. Bill is doing a fine job on what I believe is his first kit plane. He's well along the road to completion and we should see it at the field this spring. Bill's plane, like most of ours, is far from scale, quite a bit smaller than Milt's Corsair, and is made for RC fun flying.

The interesting thing is that there were two extremely different models, and were built by modelers of totally different experience. One builder has spent a lifetime at the hobby; the other is just getting started. But both builders are enjoying the construction, learning something new, and having a good time. Hopefully, we will get a chance to see both models fly, and the same contrast will show up again. One will fly like the real airplane, the other will fly as it was intended - fast and aerobatic. Yet both aircraft will be in the air for the same reason - the enjoyment of building and flying model aircraft.

It was a pleasure to see Milt's and Bill's airplanes at the meeting. Perhaps other members will bring in one of their pet projects soon and we can all give it a glance. Thanks, fellows, for sharing your projects with all of us.

CONDOLENCES

WAM offers its condolences to our longtime member, Lloyd "Dutch" Briggs on the loss of his mother, Mollie E. Briggs. Mrs. Briggs passed away on January 10, 1998. Our membership extends its sympathy to the family on their great loss.

DUES ARE DUE!
DUES ARE DUE!



HAPPY BIRTHDAY!!

♦FEBRUARY♦

Ron Bowen

Walt Smith



AVIATION HISTORY **FEBRUARY**



- 2 1902 Charles Lindbergh was born in Detroit.
- 6 1971 First time a golf ball was hit on the moon.
- 20 1962 America's first manned orbital flight was made by John Glenn in "Friendship 7."
- 22 1921 Regular transcontinental airmail service begins.
- 23 1909 First sustained flight in Canada made by the "Silver Dart."

WELCOME OUR NEW MEMBER

HOWARD (DENNY) ROBERTS

WAM welcomes Denny to our club and we hope to see him at our meetings and other club activities.

Denny has been doing quite a bit of flying under the guidance of Wendell Richards and is making great progress. I have seen Denny at the "sticks" and he really is coming along beautifully!

QUICK QUIPS

I just got lost in thought. It was unfamiliar territory.
When the chips are down, the buffalo is empty.
Those who live by the sword get shot by those who don't.
I wonder how much deeper the ocean would be without sponges.
Honk if you love peace and quiet.
A day without sunshine is like night.

FOUR FORCES OF FLIGHT - LESSON II

*Continued from Last T/S
Contributed by Paul Schaffner*

THRUST

Thrust is the forward acting force which opposes drag and propels the airplane. In most airplanes, this force is provided when the engine turns the propeller. Each propeller blade is cambered, like the airfoil shape of a wing. This shape, plus the angle of attack of the blades, produces reduced pressure in front of the propeller and increased pressure behind it. As is the case with the wing, this produces a reaction force in the direction of the lesser pressure. This is how the propeller produces thrust, the force which moves the airplane forward.

You increase thrust by using the throttle to increase power. When you increase power, thrust exceeds drag, causing the airplane to accelerate. This acceleration, however, is accompanied by a corresponding increase in drag. The airplane continues to accelerate only while the force of thrust exceeds the force of drag. When drag again equals thrust, the airplane ceases to accelerate and maintains a constant airspeed. However, the new airspeed is higher than the previous one.

When you decrease thrust, the force of drag causes the airplane to decelerate. But as the airplane slows, drag diminishes. When drag has decreased enough to equal thrust, the airplane no longer decelerates. Once again, it maintains a constant airspeed. Now, however, it is slower than the one previously flown.

DRAG

As you have seen, drag is associated with lift. It is caused by any aircraft surface that deflects or interferes with the smooth air flow around the airplane. A highly cambered, large surface area wing creates more drag (and lift) than a small, moderately cambered wing. If you increase airspeed or angle of attack, you increase drag (and lift). Drag acts in the opposition to the direction of flight, opposes the forward-acting force of thrust, and limits forward speed of the airplane. Drag is broadly classified as either parasitic drag or induced drag.

PARASITIC DRAG

Parasitic drag includes all drag created by the airplane, except that drag directly associated with the production of lift. It is created by the disruption of the flow of air around the surfaces of the airplane. Parasitic drag normally is divided into three types: **Form Drag**, **Skin Friction Drag**, and **Interference Drag**.

Form Drag is created by any structure which protrudes into the relative wind. The amount of drag created is related to both size and shape of the structure.

For example, a square strut will create substantially more drag than a smooth or rounded strut. Streamlining reduces form drag.

Skin friction drag is caused by the roughness of the airplane's surfaces. Even though these surfaces may appear smooth, under a microscope they may be quite rough. A thin layer of air clings to these rough surfaces and creates small eddies which contribute to drag.

Interference Drag occurs when varied currents of air over an airplane meet and interact. This interaction creates additional drag. One example of this type of drag is the mixing of air where the wing and the airframe join.

Each type of parasitic drag varies with the speed of the airplane. The combined effect of all parasitic drag varies proportionally to the **square** of the airspeed. For example, a particular airplane at a constant altitude has four times as much parasitic drag at 160 knots as it does at 80 knots.

INDUCED DRAG

Induced drag is mainly a byproduct of the production of lift. It is directly related to the angle of attack of the wing. The greater the angle, the greater the induced drag. Since the wing usually is at a low angle of attack at low speed, this relationship of induced drag to speed also can be plotted on a graph.

TOTAL DRAG

Total drag for an airplane is the sum of parasitic and induced drag. The total drag curve represents these combined forces and is plotted against airspeed.

(Paul says that next month we will take a quiz on what we have learned in this lesson, so you better study).

Editor's Comment: This is a neat series, Paul, and I thank you. Some of this material is similar to what we teach in the School Flight Program, but without as much depth. Neat Stuff!

HELLO, INTELLIGENCE

A woman was arrested 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.



DEADSTICK DOES RETURN

Oh, my goodness! Joy of Joys! Deadstick has answered my most fervent prayers and hopes. The mail arrived today (January 16) and in the mailbox was the response to last month's plea for Deadstick to return. How grateful can a busy editor be? Life is good and the world is aglow again!! Thank you, thank you, O Deadstick. Here is the latest message from the still unknown and elusive Deadstick for you to read:

FRIENDS OF WAM

It is certainly gratifying that in addition to the WAM members and their friends, the isolated Carroll County model flying field has been a meeting and resting place for many varied visitors. Not only have the many local residents stopped to enjoy the flying, but friendly trail bikers, hikers, hunters, horseback riders, dog and ostrich walkers have stopped by to socialize and share their interests with one another as well as with WAM members. Also, visits from the farmers who plant and harvest the corn and hay nearby are a regular occurrence.

It is very satisfying to see this cooperative use of public land. The Carroll County Commissioners and Park and Recreation officials are to be congratulated!

DEADSTICK

Personal Comment to Deadstick: Your question about an editorial in the Carroll County Times to the above effect may open more discussion and bring a conflicting viewpoint to the public. Perhaps a letter to the commissioners and recreation officials would be more helpful. Ask Mickey!



MESSAGE FROM ED POPP

by Eddie the Editor

I received a phone call on January 12 from our former member and sailplane flier, Ed Popp. He is enjoying the life of a retiree in Leesburg, Florida and having a great time. Ed has been playing lots of golf and is now getting back to the hobby of RC aircraft. He found a club with a huge field, friendly atmosphere, and lots of flying days. Sounds like a pretty nice schedule to me. Maybe I can get Ed to do the T/S and I'll go down to Florida and fill in for him on the golf course and at the field. What do you say, Ed?

Anyway, it was nice to hear from Ed and we send our best to him!



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



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
ww.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.

NEW WEB SITE

The Frederick Model Aircraft Club has a new web site. The address is :

http://www.geocities.com/yosemite/trails/3347/

MORE QUICK QUIPS

Honk if you like peace and quiet!
A day without sunshine is like night.
Seen it all, done it all, can't remember most of it.
I just let my mind wander and it didn't come back.



THE GREAT AIRPLANE RACE

AMA Newsletter
October, 1996

A Japanese company and an American company decided to have a human powered airplane race. Both teams practiced hard and long to reach their peak performance before the race. On the day of the race, the Japanese won by a mile.

Afterwards, the American team became discouraged and morally depressed. The American management decided that the reason for the crushing defeat had to be found. A "Measurement Team," made up of senior management was formed. They would investigate and recommend appropriate action. Their conclusion was that the Japanese team had eight people pedaling and one person steering. So American management hired a consulting company and paid them incredible amounts of money. They advised that too many people are steering the airplane and not enough people are pedaling.

To prevent losing to the Japanese again next year, the team's management structure was totally reorganized to four steering supervisors, three area steering superintendents, and one assistant superintendent steering manager. They also implemented a new performance system that would give the one person pedaling the airplane greater incentive to work harder. It was called the "Pedaling Team Quality First Program," with meetings, dinners, and free pens to the pedaler. "We must give the pedaler empowerment and enrichments through this Quality First Program."

The next year, the Japanese team won by two miles. Humiliated, the American management laid off the pedaler for poor performance, halted development of a new airplane, sold the old airplane, and canceled all capital investments for new equipment. Then they gave a High Performance Award to the steering managers and distributed money saved as bonuses to the senior executives.

*From Flight Plan
John McClellan, Editor*

RADIO FREQUENCY REQUEST

Milt P. would like to list the radio frequencies of WAM members and #'s of those frequencies in use by members. It would be helpful to those buying a new radio. They could choose a frequency that not many flyers are using. Please call Milt or bring a list of your frequencies to the next meeting. It will help all!



WHAT THE KIDS SAID

(As written by the 3rd Graders).

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 like its taking off. One more thing -

THANK YOU AGAIN!

Your friend,
XXXXX

Dear Aeromodelers,

Thank you for taking time off of your job to share the program with us. I learned from your program that airplane wings have ribs. I also learned that the wings have to have a flat bottom and curved top.

I liked when you shared the bird and flew it across the cafeteria. I also liked when you shared the Kitty Hawk Flyer. The Wright brothers are my favorite famous people in flight.

I thought the most interesting thing you shared was the rocket ship. I never knew it carried three sections of fuel and gas. I also thought was interesting was the hot air balloon.

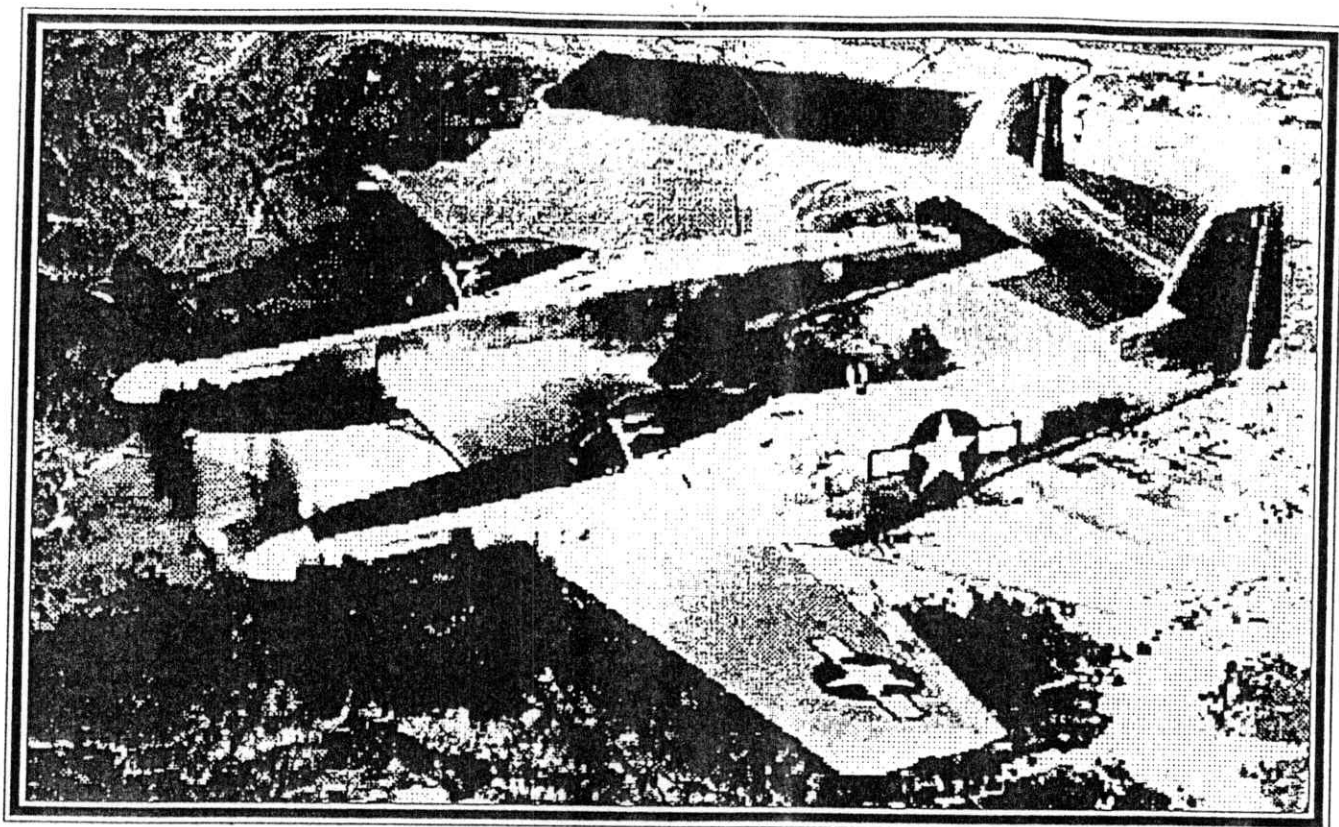
Thanks for sharing that wonderful program.

Your friend,
XXXXX

Dear Aeromodelers,

Thank you for coming to our school. I learned that airplanes can fly without a motor. I really liked when you flew the bird because when you flew it he looked like a real bird. The most interesting thing I saw was the wooden plane ribs. I picked the wooden plane ribs because it looked like a real plane that could fly. I also liked when you talked about Amelia Earhart because this was the first time I ever heard about her. And I liked when you flew the helicopter because it flew high and touched the ceiling. What I liked most was Icarus because no one could fly to the sun, and Icarus did. I hope you guys can come again.

Your friend,
XXXXX



NORTH AMERICAN F-82 TWIN MUSTANG

*From Wings: Korea to Vietnam
CD-ROM by Maris Multimedia*

The North American P-51 Mustang was one of the decisive weapons of WW II. It was a superb escort fighter, but as a single engined aircraft, the role pushed the pilot's performance to the limit. The Mustang had just enough range to function over Europe, but the war in the Pacific demanded greater range and endurance. The single engine, single piloted Mustang was severely taxed in the Pacific arena. In 1943 North American suggested an unusual solution: using two P-51 fuselages with one wing on each and joined by a new center section. This would provide a twin-engined high performance fighter with two pilots so that neither would become so fatigued that high capabilities would be limited. The new center section carried all the armament, allowing more fuel tank room in the outer wing panels. Two prototypes were built. The first to fly was the XP-82 in April, 1945. It had two Rolls-Royce Merlin Vee engines, each rated at 1,860 HP and driving an inward turning 4 blade propeller so that there were no torque problems. The prototype produced magnificent performance, achieving a level speed of 482 mph at 25,000 feet.

The USAF had anticipated this type of performance, and ordered 500 fighters. But only 20 aircraft had been completed when Japan surrendered, and the remaining 480 aircraft were cancelled. These initial aircraft were not designated for service, but were instead used for a number of development purposes. The most important of these was the idea of turning the Twin Mustang into a potent radar-carrying night fighter. The Twin Mustang night fighter offered considerable advantages over the Northrop P-61 Black Widow then in service, and further production was centered on long-range escort fighters and night fighters. Several modifications were tried, but more modern fighters soon replaced the Twin Mustang's functions.

Editors Comment: Had the war not ended, it would have been very interesting to see what further developments would have taken place with this unique aircraft. Would we have seen another generation of relatively small but very fast (for their time) fighters with even more capabilities? Who knows? But with the soon to be developed jet engines, the twin-engined fighter concept would have been abandoned anyway. The rapidity of aircraft design and abilities is truly remarkable, and the Twin Mustang is just one example.



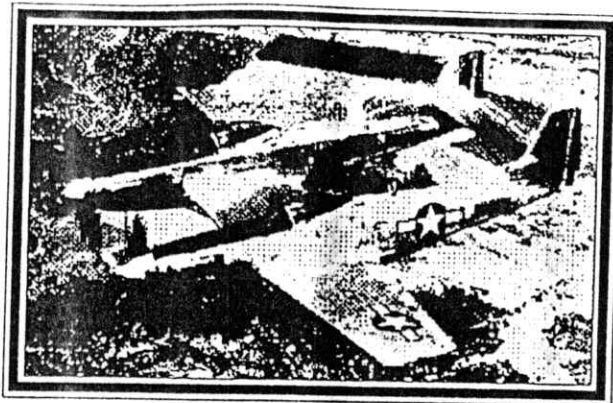
COMING EVENTS



- Jan. 28 MMA Meeting @ ??? All Club Presidents A MUST meeting.
 Feb. 3 WAM Meeting. VFW Hall - 7:30 p.m.
 Feb. 25 MMA Meeting. Details next month.
 Mar. 4 School Flight Program. Mt. Airy Elementary - 9:30 a.m.

Not much going on as winter is here. 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
 and your covering material be smooth!
 (And the CA stick to the wood - not your fingers)



NORTH AMERICAN F-82
TWIN MUSTANG

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



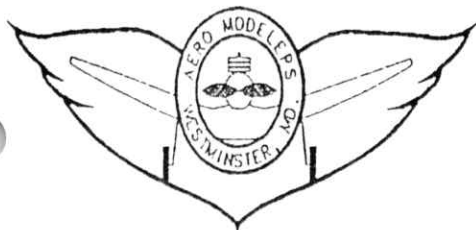
TO:

John Schaffner
 1811 Miller Road
 Cockeysville, Md. 21030-1013



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

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>
<i>Member At Large</i>	<i>Lloyd Briggs</i>	<i>833-7450</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

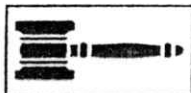
NEXT MEETING
MARCH 3, 1998

7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 2

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

El Nino has been very, very good to us. Those of us, that is, who have taken advantage of some absolutely delightful Sunday afternoons of late. Temperatures in the 50s with bright sun and light wind have allowed for some unusual flying opportunities during January and February. Why not join us on the next nice Sunday afternoon?

During last month's meeting, we discussed and approved two fund raising opportunities. Both activities will require broad support and participation. if they are to succeed. The first is taking over the flea market date that the MMA has abandoned. WAM really provided the bulk of the manpower for the flea markets in the past. Our "going it alone" will require even more participation than before, but the rewards will be greater. Milt Peacock has offered to handle the up front part of the flea market: getting the hall reserved, advertising and table sales. John Wunderlich volunteered to handle the recruiting, scheduling, and assigning of manpower for the event. Thanks to both of these gentlemen!

The second project is an attempt to make a little money and save some at the same time. We will attempt to sell glow fuel at a slight profit for the club. Red Max fuels has a special program where they give clubs a 5% discount on fuel as long as it is paid for in advance and shipped to a commercial address. The

fuel is delivered in individual gallon jugs and can be mixed and matched (whatever nitro content you wish and as many gallons as you wish). The way the prices are structured, it really only makes sense for us to to this if we can get an order for at least 60 gallons. I will handle order taking and Bob Allen has offered to take delivery of the fuel at his office. Give me a call at 410-239-6235 with your order.

Here is the Price List:

Nitro Content	2 Stroke, 4 Stroke Helicopter	Performance Ducted Fan
0%	\$ 10.25	\$ 11.25
5%	\$ 11.25	\$ 12.25
10%	\$ 12.00	\$ 13.00
15%	\$ 12.75	\$ 14.00
20%	\$ 13.75	\$ 15.00

These prices are "tax-included." For example, a hobby store would need to charge \$ 11.43/gallon for 10% 2-stroke to match these prices! (Editor's Comment: AND then they would add on more profit for themselves. I believe that a gallon of 10% is now about \$ 14.00 - \$ 15.00 retail). Remember that you can buy any combination of full gallons. The deadline for orders is March 15. This should get the fuel to us in time for spring flying weather. We must ask for payment in advance. If we do not get enough interest to order at least 60 gallons, we will not pursue this and all money will be refunded.

Keep the Nose Up,
Mickey



MINUTES OF WAM MEETING FEBRUARY 6, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 21 members present.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. President Mickey awarded Solo Certificates to Richard Jakubs and Denny Roberts. (Congratulations guys. Now you can crash all by yourself.) Mick passed on the news that the annual MARC Show held at the Timonium Fair Grounds has been discontinued. Also the MMA Flea Market at the Westminster VFW has been discontinued, but the WAM club will pick up on that event and operate it in the future. John Wunderlich and Milt Peacock will make the arrangements. The club will buy an order of Red Max fuel at a discount provided enough orders are forthcoming. See the Talespinner for details. Bill Woolston is taking over the post of MMA rep from John Sterrett due to excessive travel time for John. WAM appreciates Bill doing this for the club. The excursion to the WRAM show was discussed. A bus trip is planned and will be available for \$25. See details elsewhere. Mickey Yachera will drive his van and may have room for a few more fellow. Give him a call if interested.
4. V.P. John Sterrett reported on the extraordinary flying that took place at the C.C.M.A. last Sunday. You should have been there. Details elsewhere in T/S.
5. The Treasurer's report was read by Bob Allen and was accepted by the members.
6. Club Correspondent Milt Peacock was absent. Foreign Correspondent John Schaffner read the latest happenings in Belgium from Nick Jonckheere.
7. Field Marshall Lloyd Briggs reported the field ready to use and to be careful out there, guys.
8. Ray Miles spoke briefly on the School Flight Program - Schedule is in The Talespinner. YOU are welcome to attend. Try to attend one of the presentations. You'll be glad you did.
9. Membership Chairman Ken Davis, proposed Lou Omanski for membership. Carried unanimously. Welcome to the club Lou. Happy Flying!
10. Wendell Richards reported all club items are accounted for.
11. Events Chairman John Wunderlich, gave an accounting on the dinner meeting held Dec. 6 1997.

The club broke even (as usual.) Decision was made to book the VFW hall for next Dec 5.

12. Ray Miles reported no problems with Carroll County.
13. Talespinner editor Ed Goldman says, "C'mon & send me stuff."
14. Milt Peacock, AMA rep, was absent.
15. Action to incorporate club was dropped by unanimous vote.
16. Decision was made to purchase a machine for making club badges in lieu of continuing with the current type. Details elsewhere in Talespinner. (Maybe).
17. Subject of selling ads in The Talespinner was dropped until we are approached again.
18. Ed Goldman talked about the availability or CD-ROM's concerning aviation. More in this T/S.
19. Ray Miles talked about entering information about the SFP on the club website.
20. Bill Hasert was selected to receive the 50/50. Treats are on Bill.
21. The meeting was adjourned at 9:30 p.m.
22. Paul Schaffner displayed his almost finished 1/3 scale Balsa USA J-3 Cub during the break and after the meeting. (It filled 1/2 of the room). The model generated a great deal of conversation. We are all waiting to see him fly this beautiful monster. Thanks for bringing it, Paul.



A. M. A. NEWS

by Milt Peacock

It's a bit early to announce this event, but the AMA is again hosting the "Gathering of Eagles" in Muncie. I believe it will be in September. I had the dates but misplaced my note. Boo Boo Time!! This event will be in conjunction with the "Society of Antique Modelers" annual fly-in. It should be quite interesting. I've been to one of these events and really enjoyed the affair. Think about attending this year.

I will miss our February meeting (Ed. Note: You already did) but the time is here to show me your 1998 AMA card. If you have not renewed yet, please **DO IT NOW!!** You are not permitted to fly at any club site without a 1998 card. Please bring your card to the March meeting for sure. Thanks

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

It's now time for all team people to bone up on class material. All minor repairs have been completed. The first class is scheduled to resume on Wednesday, March 4, at Mt. Airy Elementary at 9:30 a.m. As usual, we get there by 8:30 a.m. to start setting up the displays.

The only scary thing is the mild winter we have had so far. If it hits hard in March we will be in big trouble because there are not enough spare days to re-schedule. Oh well, we'll fret about that if it happens.

Also, a BIG NOTE. During March and April, check your local radio station for either a school closure or late opening for the school system due to bad weather. NO CLASS WILL BE HELD IF SCHOOL IS LATE OR CLOSED. This happened three times last January. Weather was clear in the southern part of the county but slick in the northern end. So, to eliminate any last minute phone calls, KEEP TUNED TO YOUR LOCAL RADIO STATION FOR ANY CLOSINGS OR LATE OPENINGS DURING MARCH AND APRIL.

Thank You.

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!



COUNTY REPORT

by Ray Miles

No report. All's quiet.

Editor's Comment: Good!



Reality is the leading cause of stress for those who are in touch with it.

Jack Wagner



HEY, YOU! GOT A COMPUTER?

For those of you with a computer, CD-ROM and good video card, I have a suggestion for you. Look in the Tower Hobbies catalogue (1998) on page 261. The entire series of aviation CD-ROMs from *The Discovery Channel* are for sale through Tower. Ever since I became Eddie the Editor, I have used the original one, which was produced by *Maris Multimedia*. It was entitled: *Warplanes: Modern Fighting Aircraft*, and I found out about it in *Time* magazine. It was reviewed and I tracked it down and ordered it. Since then, *Maris Multimedia* and *The Discovery Channel* have joined forces and produced quite a few of these superb CD-ROMs. I purchased *Wings: Korea to Vietnam* a year or two ago via the Internet from *The Discovery Channel* (discovery.com). It is organized a little differently than my first one, but there's tons of stuff on it and you'll have a great time exploring it. There are several new ones available. I strongly suggest that you look up *The Discovery Channel* (www.discovery.com) or the *Maris Multimedia* (www.Maris.com) on the Internet, look at their selection, and buy one of their aviation CD's. You won't regret it. Spend a little money and treat yourself to hours of aviation knowledge and fun. They are great! Call me if you have any questions at 410-848-3835, or stop by my house and I'll give you a demo.



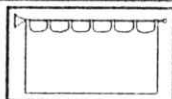
MARYLAND MODELERS REPORT

by John Sterrett

No report this month. My fault!



REMINDER SPIEGEL FIELD IS NOW OPEN! FLY AWAY!



BELATED "THANK YOU"

Although I wasn't there to enjoy the evening, all reports are that the Xmas Dinner was great. We all owe our Special Events Chairman, John Wunderlich, a hearty "Thank You" for the great job he did in organizing and handling that event. We now look forward to some Fun Flies this summer also handled by John and his able assistants.

Give John a pat on the back next time you see him! We all reap the benefits of John's hard work.

Any club can use more volunteers like John. Perhaps you can offer to help out, also.



AN INTERESTING MODEL

by Eddie the Editor

The past two WAM meetings have had some interesting added attractions. As mentioned in the last T/S, Milt Peacock and Bill Woolston brought their latest creations to show to the members at the January meeting. We all enjoyed seeing those new airplanes.

At the February meeting, we walked into the room only to see it 1/2 occupied by Paul Schaffner's newest project - a 1/3 scale Cub. What an imposing model! Attendees at the meeting spent considerable time admiring Paul's new plane and asking him many questions. I certainly was impressed, and would love to see it fly one day. (It was suggested that new member Lou Omansky, who has a lot of "stick time" on a computer flight simulator, be allowed to take Paul's plane up on its maiden flight). The aircraft, much like Milt's Corsair, has many scale features and is a beauty.

Paul kindly sent me some of the "vital statistics" of the 1/3 scale Cub. It is kitted by Balsa USA, is 89" in length with a wingspan of 141." (That's almost 12 feet, folks!). It is powered by a Zenoah G-62 engine, weighs 29 3/4 lbs. dry, and carries a 24 ounce fuel tank. If Paul puts the 59" long floats on, the weight goes up to 32 1/2 lbs. The wing area totals 3,051 square inches, and the entire plane is covered with 21st Century Fabric in scale Cub yellow. Paul also made a custom sized wooden box to store and transport the two wing halves. The box is a project in itself.

I don't know how much the kit, engine, radio, scale stuff, etc. cost, but I do know that it wasn't exactly inexpensive to cover the big beast once the building was completed.

We should all thank Paul for bringing his beautiful airplane to the meeting for us to admire, as well as Milt and Bill for bringing theirs to the previous one. One day I hope to bring in my 1/4 scale Spacewalker which is long overdue to be completed. Maybe this year will see its completion.

So, how about some of you other WAM members? Why not bring your latest magnificent flying machine to a meeting and let us all admire it (or pick on you). Either way, we'll have fun and enjoy seeing another project destined to fly high and far, and we can all wish the new airplane a long life and smooth flying.

Ferguson's Precept: A crisis is when you can't say, "Let's forget the whole thing!"



RADIO STUFF

by Milt Peacock

It always seems as though cold weather makes us look at catalogs, hobby shop items, etc. more closely and then we convince ourselves that we really do need this or that. It also seems that many new radios appear in the spring. How often do you wish you had a channel that no one else had? Don't you just hate to wait until someone returns the "pin?" SO,

I'm creating a master list of WHO has WHAT channels. This is being typed (by Milt) on January 27 and to date I have 33 radios on 22 channels **and that is with only 5 persons reporting.** You can only guess at the total number of radios and various channels being used at our field(s).

Please call me at (410) 833-3122 with your list of Channel numbers. I will tally all the information and it will be in the T/S soon. This way you can easily see what channels are not being used by many club members and plan your next radio purchase accordingly.

In the meantime, **DO NOT BUY CHANNEL 20.** It has a nasty habit of mixing with TV Channel 4. OUCH!!



I.M.A.A. NOTES

by Milt Peacock

The 18th Annual IMAA "Rally of the Giants" will again be held in Danville, Va. from June 25 - 28, 1998. It is hosted by the Danville Aero-Modelers and they do a great job. If you would like to see some truly wonderful giant models and flying, this event is the place to be. We fly on the end of a de-activated runway at the Danville Municipal Airport. Even though a lot of flyers are there, speaking for myself, I had no problem getting the "pin" and time in the air. It's a little far for a one day trip, but U. S. Route 29 goes right there. Ask Paul Schaffner and I'm sure he will confirm what I said. Don't just think about it, GO! Call me if you would like more details. (410) 833-3122.



WRAM SHOW UPDATE!!

If you haven't made plans to go to the WRAM show by now, you probably aren't going. But if you read this, want to go, and the show isn't over, call Milt (833-3122) or Mickey (239-6235) to see if you can still make it. Have Fun!



IT'S QUIZ TIME!

I hope you paid attention to Paul Schaffner's lesson in last month's T/S, because here is Paul's quiz for you to take:

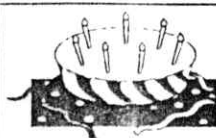
- The four forces acting on an airplane in flight are:
 - Lift, weight, thrust, and drag.
 - Lift, weight, gravity, and thrust.
 - Lift, gravity, power, and friction.
- When are the four forces that act on an airplane in equilibrium?
 - During unaccelerated flight.
 - When the aircraft is accelerating.
 - When the aircraft is resting on the ground.
- The four forces acting on an airplane during flight are: _____, _____, _____, and _____. (Fill these in)
- When the four forces are in equilibrium during straight and level flight, unaccelerated flight, lift is equal to and opposite _____, and thrust is equal to and opposite _____. (Fill these in).
- During straight and level, unaccelerated flight, air pressure below the wing is _____ (higher or lower) than air pressure above the wing.
- The difference in the pressure of the airflow above the wing and the pressure of the airflow below the wing is the _____ (primary or secondary) source of lift.
- The force that acts downward toward the center of the earth is called _____.
- The force that propels the airplane through the air is called _____.

Answers May Be Found on Page 6

Thanks, Paul, for taking your time to do this for the T/S!

TRANSMITTER FREQUENCIES/USERS

11/1	18/2	25/1	32/2	39/0	46/0	53/0	
12/0	19/0	26/1	33/1	40/1	47/0	54/1	60/0
13/0	20**	27/1	34/1	41/0	48/4	55/0	DO
14/1	21/0	28/1	35/0	42/0	49/0	56/1	NOT
15/0	22/1	29/0	36/2	43/1	50/3	57/0	USE
16/2	23/0	30/0	37/0	44/1	51/0	58/0	CH.
17/0	24/2	31/0	38/1	45/1	52/0	59/0	20!



HAPPY BIRTHDAY!!

♦March♦

Lloyd Briggs

Mickey Yachera



AVIATION HISTORY MARCH



- 1949 Boeing B-50 completes the first around-the-world nonstop flight.
- 1969 First trial flight of the "Concorde."
- 1910 Madame la Baronne de Larouche becomes the first certified woman pilot.
- 1922 The Navy's first aircraft carrier, the USS Langley, is commissioned.
- 1961 The X-15 reaches an altitude of 169,000 feet.

WELCOME OUR NEW MEMBER

LOU OMANSKI

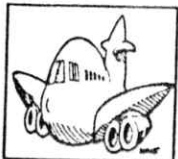
WAM welcomes Lou to our club.
We hope to see Lou active at our meetings
and at the flying field.

I understand that Lou spent some time on a computer using a flight simulator and flew an R/C aircraft with Bob Allen using a trainer cord. Bob said Lou did a great job!

TRANSMITTER INFO

Milt Peacock is maintaining a list of Transmitter channels used by WAM members. If you are buying a new radio, you can pick a channel other than one with several users. **Please let Milt know the frequencies of all of your transmitters.** It helps us all.

There have been some reports coming from Spiegel Field that may indicate an interference problem with channel 20. **DO NOT BUY A RADIO WITH CHANNEL 20!**



STILL FLYING IN FEBRUARY

by John Sterrett

The Sunday winter weather continued to be ideal for flying at the Spiegel Field right into February with light winds, temperatures in the 50's, and a warm sun. The WAM turnout was especially good on February 1st! Wendell Richards, Denny Roberts, Mickey Yachera, Bob Allen, Paul and John Schaffner and I all flew our airplanes. The air was so great, Ron, that I even flew two at the same time (with some help from Wendell).

One of the major attractions of the afternoon for the WAM peanut gallery (comments led by Inverted Allen with some additional verbiage from Terry Reeves) was the experimental air towing involving my Senior Telemaster (as the towplane) and the Butterflop (a glider with a 99 inch Butterfly wing). After a couple of unsuccessful attempts to get it off the ground, towplane and glider finally lifted into the air for one of several wild but successful flights and releases. However, disaster struck on the final tow! While several hundred feet high, the left wing of the Butterflop tore loose resulting in a spiralling crash some distance south of the runway. Fortunately, due to the quick reaction of Wendell, who immediately released the glider from the towline, the Telemaster escaped damage and landed safely. My thanks to the WAM search team who graciously (but not without critical comment) located the downed glider (while I was landing the towplane) and picked up the pieces. The wing (now 2 feet shorter) has been repaired for use again on the Butterfly.

Editor's Comment: I heard about this great day and was sorry to have missed it. Perhaps the Butterflop can be towed again this summer when a larger cheering (and jeering) section will be present. No one can say that things are boring at the Spiegel Field. With some of the pilots we have and the new "acts" they dream up, there is always something exciting to be seen. Keep up the good work, fellows. One day we get the "egg drop" perfected and someone will actually catch on. So far we've made a lot of egg drop soup in the fields. But at the little critters living there have gotten some additional nutrition. I hear that they sit at their patio tables every Sunday waiting for more eggs to drop nearby so they can have a snack.



THINK ABOUT THIS

On the other hand, you have different fingers.



TRAVEL LOG

from Milt Peacock

Did ya miss me? I doubt it. The February meeting was probably quiet. But I'm back.

During my trip down south I went to the "Giant Rally over Deland" in Florida.. Too much wind to really enjoy flying. My L-5 loves to weather vane, on landings particularly, which made it hairy. I was there on Saturday and was pilot #119, which tells you well over 120 models were there. I saw Al Tuttle [friend from way back], Clark [DE R/Cj, Fred Neilsen & Andy Kane [DCRC], Bob Dean [IMAA], Pat Rogers [CBRC], and a few others that I can't think of now. It was like old home week. You think of Florida as great weather, warm, etc. I'm here to tell you we wore sweat shirts and a warm jacket and kept our hands in the pockets.

Their site is on the end of a de-activated R/W on the Deland Municipal A/P for FREE. Nice shelters & trailer which houses a BIG generator along with other equipment. They do a land office business in their food stand. The down side is the dues is well over \$100 with a \$250 initiation fee with the dues about to be increased. They make a ton of money on the food. Everything is controlled by the Board with practically NO input by the membership. They also have over \$60,000, yes \$60,000, in CD's and yet plan to raise the dues. I was told that the membership has NO control of what the Board decides to do. THAT STINKS !! My source is a very reliable one too.

If you go down I-95, consider stopping at Exit 18 in Georgia. There is a new [2 yr.old] museum dedicated to the 8th Air Force. It contains a load of 8th AF history and arfi facts. As to planes, a P-51 hangs from the ceiling, a PT-17, German ME-163, and a couple others I can't think of. They have a Memorial Garden remembering the fallen comrades which will also soon be the home of a B-47 that is being restored. Several theaters, library, art gallery and, of course, gift shop. It is worth seeing. During my days in England I saw quite a few 8th AF missions that were headed to Germany. To those who were in the European Theater in WW II, it will bring back a lot of memories. Some good and some not so good. It is right at Exit 18. Very easy access.

The rest of the trip was visiting with Joy's sisters and other old friends. We just bummed ground where we felt like going each day. It was really tough.

Clubs the world over seem to have the same problems. Someone is always bs ing that this or that doesn't suit them. Fellows, be content with what we have. Follow the rules, ignore you know who, and we will enjoy. The grass is not always greener on the other side.



THINK ABOUT IT!

If you walk in the street, remember that someone is driving a truck named RAM built by a company named DODGE.



DEADSTICK HIDES OUT

Again, I lament the loss of contact with the elusive "Deadstick." He or she appears about every other month or so with a pertinent comment regarding our club and its members. And then, nothing appears for a while.

I'm sure that the avid readers of this newsletter miss the contributions of "Deadstick" almost as much as I do. (They like to read the message, and I like it because it helps to fill up the T/S and then I don't have to make up all this stuff to fill up part of a page). So, whoever you are, let's not keep our readers from your insights and observations. Get your pen out, O Mighty and Sporadic "Deadstick," and send poor Eddie the Editor something to print.

Editor's Comment: Perhaps you are afraid to write again because I may be on to your identity. I did state in the last T/S that I my silence could be bought, but I have not heard from you. Send me a line and we'll keep playing this game.



ANSWERS TO THE QUIZ

1. (A): In normal flight conditions, lift is the upward force created by air flow over and under the wings. Weight, caused by the downward pull of gravity, opposes lift. Thrust is the forward force opposing drag. Answer (B) does not include drag and, while gravity causes weight, it usually is not considered one the four forces. Answer (C) is also wrong because, while power and friction affect thrust and drag, they are not aerodynamic forces.

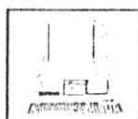
2. (A) In straight and level unaccelerated flight, the four forces are in equilibrium. Lift equals weight and thrust equals drag. Answer (B) would require thrust to be greater than drag in order for the aircraft to accelerate. Answer (C) is wrong because only weight is acting on the airplane. Lift, drag, and thrust are zero (assuming there is no wind).

3. Lift, weight, thrust, and drag. 4. Weight, drag. 5. Higher 6. Primary 7. Weight 8. Thrust



HELLO, INTELLIGENCE

According to the census bureau there are 12,937,926 people in Florida. If they took one dollar in tax from each person they could add a lot more prison beds. Instead, they let more than 400 violent criminals out of jail early because of overcrowding. This is a great example of bureaucratic stupidity.



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	edandann@erols.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://WWW.CARR.LIB.MD.US/~MICHAELY)

Other Interesting R/C Sites

AMA Site	www.modelaircraft.com
York Area R/C Club	http://home1.gte.net/jimsharp/
IMAA Site	http://www.fly-ima.org
Frederick R/C Club	www.geocities.com/yosemite/trails/3347/
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!



UNKIND WEST VIRGINIA JOKES

Did you hear about the new 3 million dollar W. Va. state lottery? 3 dollars a year for a million years.

Why did O. J. Simpson want to move to W. Va.? Everybody has the same DNA.

A new law passed in W. Va. states that when a couple gets a divorce they can still be brother and sister.

What similar event happens in W. Va. when there is a divorce or a tornado? Someone loses a trailer.

Holten's Homily: The only time to be positive is when you are positive that you are wrong.



INTERNET INFO SOURCES

The following two articles were obtained from RC sites on the Internet. Several of them are very well done and would probably be interesting to our members with access to the www. Feel free to look them up or call me and I can send them to you as a link.

THE ENGINE - AIR LEAKS

*by Clay Ramskill via The Internet
www.*

Who do old engines run poorly? Why do otherwise good engines sometimes become hard to adjust and difficult to keep running? Why do some engines continually lean out badly when the plane's nose is pointed upward?

There are a zillion answers to the above questions - but a good answer to any of them could be an air leak. After all, an engine is nothing more than an air pump, and anything that destroys the efficiency of the pumping action will show up as poor performance, one way or another.

First, some basics - we must understand that unlike a four stroke engine, our two strokes USE THE CRANKCASE as a pump. Naturally, we have to have a good, airtight seal in the combustion chamber for good compression. But in a two-stroke engine, we also must have an airtight seal in the crankcase. As the piston moves up to compress the mixture in the combustion chamber, the crankshaft valve under the carb opens, and fresh mixture is then sucked into the crankcase. And as the piston moves down on the powerstroke, the intake valve closes at the same time and the mixture in the crankcase is compressed.

Only when the piston gets down far enough to open the transfer ports is that crankcase pressure released, squirting the fresh mixture into the cylinder under pressure.

So, not only must we have good seals in the top part of the cylinder - around the head gasket, the glow plug, and of course the piston itself - but we also must have good sealing in the lower part of the crankcase. This involves the seal on the backplate, on the front bearing housing if the engine has a removable one, and at the front bearing area of the crankshaft. Note that all these are relatively fixable except the last. In nearly all cases, it is not the bearing that seals the crankshaft, but the fit between the crank and the housing itself that provides the seal. When an engine is "too worn

out" to adjust and run properly, this area may be the culprit. But the major source of air leaks, and the first area to start looking for them, is the carburetor.

First, the carb must be sealed in its connection to the crankcase - usually by an "O" ring. The barrel inside the carb must make a good fit inside the carb, or it will leak on the low needle side. The needles themselves must be sealed. The fuel intake fitting must be sealed, as must the one or two screws that hold in the barrel and provide a low speed throttle stop adjustment.

Leaks around the carb are double bad in that they're hard to find. Only suction is involved in the carb area -

COLD WEATHER FLYING

*Leon Raisley via the Internet
www.gslink.com/~lee/*

Now that the cold is here again, here's a few tips, reminders, about flying in freezing weather. Some of them have been picked up from different articles, some from members, some from experience, some from who knows where.

1. Keep your batteries well charged in your flight box, ni-start and radio equipment. The cold temps really cut back on the efficiency of batteries - they don't hold a charge as long as in summer. Leave your radio, flight box, etc. inside your car or somewhere else that is warm when not in use. (As long as you leave your car running like most everyone does.)

2. Switch to a higher nitro content in winter, (15%). The engine will run better because of the hotter operating temperature. Keep your fuel warm, too, if possible.

3. Keep your plane in a warm place. It usually makes the difference of either getting your engine to start and doing some flying or just going for a nice drive. I learned a new trick from Marty at the last Fun Fly and that is to keep your plane under the engine of your car if you have the ground clearance to do so. If you keep your plane inside the car and have skis on, make sure when you bring the plane out that you immediately push it around in the snow until the skis are cold, otherwise the snow sticks to the skis and the plane won't glide too well.

4. After you get the your engine running, leave the ni-start or plug lead on for a little while. Let the engine run at rpm until it warms up. You don't need to rev it up real high or stab at the throttle. Just let it run for a few minutes. You'll probably have to set the idle speed up slightly higher, even after the warm up period.

In the winter time, you can also connect an exhaust

tube to the muffler to keep the fuel off of the plane. Fuel freezes to it and makes it difficult to remove until you warm up the plane. Then it runs all over. You'll probably have to richen the engine some, but it's nice having clean airplanes to bring home. For tubing, I use a piece of clear plastic fuel line that can be purchased in any auto store. A hose clamp will hold the tubing on, and to keep the clamp from coming loose, due to vibration, Hot Stuff or epoxy works well.

The following are observations of actual happenings. Before any attempt at winter flying, cold check your plane, transmitter, starter box battery, electric fuel pump, glo driver, starter, etc. Things that work well in warm weather may not work in lower temperatures. Radios, servos, and batteries may work at 40 degrees, but not work at 35 degrees. An airplane taken out of a warm car can cool off in the air and crash if the radio has a cold sensitive problem.

Engines that did not run well in warm weather may not run at all when cold. Check head, back plate screws, etc. and maybe try a new glo plug. The carb may need both high and low end adjustment. Be cautious when running the engine with the antenna down. Wet ground, snow, pulse glo drivers, etc. can cause radio glitches during winter operations.

LETTER FROM BOB HUNTER

I received this letter from Bob and publish it here for all of you. We will certainly miss Bob in our club and wish him happiness and good health in his new home. I'm sure I speak for all of us.

Dear Ed,

This is in response to a letter I received from Bob Allen, Treasurer of WAM, reminding me that my club dues were due. This is to inform you and other club members that after many months of sweat and tears we have moved into our new home in Ocean Pines. This will unfortunately terminate my many years as a member of WAM.

As you may know, my brother-in-law, Art Perry, has lived here for the past 8 years and is a member of the MARK'S club, which I have joined and hope to start flying again this summer.

In closing, I wish to thank everyone who helped and encouraged me over the years, including Ray Miles, Milt Peacock, Lloyd Briggs, Ken Davis, Ken Hands, Ron Bowen, Bill Hasert, Don Nelson and many others whose names I have forgotten.

Sincerely,
Robert Hunter



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for coming to our school even though you are so busy. I enjoyed all of the cool models. You built the models really cool. I wan to thank you for bringing all that stuff. The Montgolfiere brothers balloon was so, so, so, so, cool. I really liked your show.

Sincerely,
XXXXXX

Dear Aeromodelers,

Thanks for coming to our school. This month our class is going to the Air and Space Museum. I hope we see some of the planes you showed us. I hope we will learn more about flight. I can't wait until we go. Thanks for teaching us more about flight. It was fun.

Sincerely,
XXXXXX

Dear Aeromodelers,

Thank you for coming to my school. I enjoyed it. The part I liked best was when the model plane flew into the wall. I also liked when you asked the teachers a question and they could not answer it. I think it was cool when you took part that space ship. I think that bird was cool. When you flew the helicopter I was amazed because I did not know it went up straight. I hope next year you can do it outside.

Sincerely,
XXXXXX

Dear Aeromodelers,

I really though your models were really amazing. I also learned about the different controls on an airplane. I also thought the airplanes that flew by themselves were neat! I also wondered how Amelia Earhart's airplane went down. I always thought that she went down at the Bermuda Triangle. I would also like to know how to make a model airplane. Can you please tell me?

Sincerely,
XXXXXX



COMING EVENTS



- March 3 WAM Meeting. VFW Hall - 7:30 p.m.
- March 4 School Flight Program. Mt. Airy Elementary - 9:30 a.m.
- March 14 Lebanon Flea Market
- March 18 School Flight Program. Piney Ridge Elementary - 9:30 a.m.
- March 25 MMA Meeting.
- March 25 School Flight Program. Sandy Mount Elementary - 9:30 a.m.
- March 28 DCRC Swap Meet. Wooten High School, Rockville, Md. (9:00 a.m. - 3:00 p.m.)

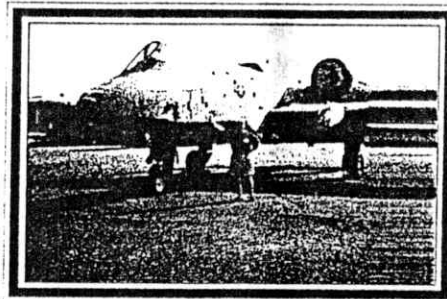
May the building bug bite you hard and your covering material be smooth!

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

BILL WOOLSTON
WAM thanks Bill for his efforts.

NEW PRINTER FOR THE T/S

Eddie the Editor has purchased a new printer to replace his old 300 dpi laser. The new printer is a HP 890 inkjet. It may take me a while to get used to it, but I hope it will print this newsletter more clearly. Nothing but the best for WAM members. (I'll send the bill to Bob Allen). Let's see if the picture below looks better than the ones in the previous newsletters.



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. 21030-1013



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 !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

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>
<i>Member At Large</i>	<i>Lloyd Briggs</i>	<i>833-7450</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

April 7, 1998

7:30 P.M.

**VFW HALL
WESTMINSTER**

Volume 14 Number 3

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

It's been pretty quite recently, so this month's message will be kind of short. Our fuel sale fell far short of the 60 gallon order required to get the price break from the supplier. We only were able to generate 43 gallons of orders. I would like to thank those who did place orders. This leaves a bigger hole in our operating budget for this year than planned. Hopefully, we can make up for it in other pursuits.

We have had some recent activity in new member interest. Hopefully, we can add more members this year than in previous years. Every one of us should try to recruit new members. If you have any friends or acquaintances who are interested in model aircraft, do a sales job on them!

I don't have anything to report on the Westminster Air Show yet. I placed a call to June Poage and she was out of the office for a few

days. I will contact her prior to our April meeting. I did receive a phone call from BASS about the Air Show. They are interested in participating in a static display at the show. I told them that I would discuss this with June Poage and our club prior to making any commitments. One final note. It seems that we have a celebrity among the membership! On the FRONT PAGE of the March 7th edition of the Carroll County Times there was an article and picture of none other than Raymond K. Miles, along with his model of the USS Constellation. I will bring a copy of the article to the next meeting. Congratulations Ray!!!!

Keep the Nose Up,

Mickey

FROM THE EDITOR

If this edition of your monthly Talespinner has some empty spaces or holes in it, there are several reasons. The first is that I was away for a week (how nice), and the other is that I haven't had quite as much time as usual. We'll see how I did by the size of the spaces.



MINUTES OF WAM MEETING

MARCH 3, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 19 members presrepresent and two guests; Tom Hire & Jim Bates.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner and the secretary read the minutes of the Executive Board meeting held on Feb. 17.
3. President Mickey circulated the offer for fuel from Red Max for eveyuone to record their wants. A minimun order of 60 gallons must be placed to take advantage of the price. Less than half was pledged.
4. V.P. John Sterrett circulated a letter and photos received from Nick Jonckheere for all to view and read. And, John passed around photos taken at the field of the glider tow action. You had to be there.
5. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members. Bob also went over the proposed budget for 1998 which was accepted by the members. accepted by the members.
6. A discussion was held about attempting to attract new members indirectly throught the School Flight Program. An invitation will be included in the pass-out literature.
7. Milt Peacock announced that the next meeting of the MMA would include the newsletter MMA would include the newsletter editors from the member clubs. Milt also read the list of upcoming events including the Fun Flys at Easton and Lums Pond and the Warbirds meet. Details elsewhere in this T/S. Milt read from letters from Art Perry and Bob Hunter, former members who have moved to Ocean Pines.
8. Field Marshall, Lloyd Briggs announced that the field is still there, although the lock on the chain has been vandalized again - filled with CA glue. Wonder who is doing that?
9. Ray Miles spoke briefly about the upcoming SFP program. Future dates are else where in this T/S. YOU are welcome to attend. Be aware that if school is cancelled or opens late, the SFP will not be presented and will be rescheduled.
10. Membership Chairman, Ken Davis, reported no activity this month.
11. Wendell Richards reported all club items are accounted for.
12. Events Chairman, John Wunderlich, announced the first Fun Fly of the season will be in June. Get ready. Also, the Air Show at the Westminster Airport WILL be 20-21 June. Plan to participate. The club profits.
13. Ray Miles reported no businesss with Carroll County.
14. Talespinner editor Ed Goldman says, "If you liked to read it, maybe the rest of us would." Send him a copy for

The Talespinner.

15. Milt Peacock announced the club business with AMA is up to date, and that the AMA is attempting to establish a national flying site on the East Coast. Milt also talked about the cooperative effort between the AMA and EAA to establish an Aero-modeling Academy with locations at Muncie and Oshkosh (by gosh.) Applications for attendees can be had from Milt.

16. Short bull session on the WRAM Show. Obviously all had a good time.

17. Ken Davis proposed that the \$5.00 fee normally assesed new membersfor the club badge be scratched since we will be producing them with the club laminater. Adopted unanamosly.

18. Wendell Richards volunteered to chair the Air Show function. Thanks, Wendell!

19. Milt Peacock and John Wunderlich will chair the October flea market for WAM on 3 October. Y'all prepare to help out with the set up on Friday night.

20. Bob Allen will set up the December dinner meeting with the VFW.

21. Ed Goldman will set up a reservation with Gary & Dell for another crab feast like last year, probably in July/August. Stay tuned.

22. A discussion on re-structuring the dues was held. No decision will be made before another Executive Board meeting and then a vote on amending the By-laws must be held.

23. Ken Davis requested up-dated flyers (with maps to flying sites) to hand out to prospective and new members.

24. Ed Goldman requested all to be aware of an alternate source for printing The Talespinner, just in case. If you can handle this job on occasions, let Ed know.

25. Wendell brought in his new "Swoose" float plane for all to admire. Another masterfull job from the Hampstead Airplane Factory.

26. 50/50 this week was won by Richard Jakubs (lucky devil !.)

Meeting adjourned 10:15 p.m.

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.



A. M. A. NEWS

by Milt Peacock

No news this month. Check here next month for any important information from the A.M.A. We'll see what is happening on the national front.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Class scheduling appears below. The only reminder is, CHECK the radio for late openings or school closings. Do this thru the middle of APRIL. There will be NO CLASS IN THAT EVENT. This happened three times last January. Weather was clear in the southern part of the county but slick in the northern end. So, to eliminate any last minute phone calls, KEEP TUNED TO YOUR LOCAL RADIO STATION FOR ANY CLOSINGS OR LATE OPENINGS DURING MARCH AND APRIL. Rescheduling will be made.

Next year a new Elementary school opens. I think I mentioned that in an earlier T/S. It will be the "Linton Springs" Elementary. in Eldersburg. I do not have the address as of now. There is no confirmation on the opening of "Cranberry Station" yet.

Thank You.

1998 School Class Dates

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!



COUNTY REPORT

by Ray Miles

Nothing to report as it pertains to the field. However, the Dept. of Rec.& Parks is now located back in the original County Building. There was a massive reconstruction of the entire building. I do not know which floor it is now on but the directory will show it in the main lobby.

ALSO: All county phone numbers have a new internal exchange number. The Rec. Dept. is now (410-386-2103). All numbers pertaining to county government are preceded with 386.

CA is a medical adhesive. As such, it is much more effective at gluing fingers than balsa wood.



HEY, YOU! GOT A COMPUTER?

For those of you with a computer, CD-ROM and good video card, I have a suggestion for you. These words of advice have not been answered. I still believe that several of you would enjoy the CD-Roms I have mentioned which are available from the Discovery Channel either via the Internet or can be ordered by telephone. If I get no response this month, I will delete this advice and not bother you again. But I honestly think it will be worth your while to check out the CD-Roms I've mentioned. Call me if you have any questions at 410-848-3835, or stop by my house and I'll give you a demo.



MARYLAND MODELERS REPORT

from the MMA Newsletter
Milt Peacock, Editor

A meeting was held at Your Hobby Center on March 25. The primary purpose was to have each club's newsletter editor present to share ideas and try to help each other. The discussion was lively, and the consensus was that all clubs should mail their newsletters to all other clubs, thereby learning from each other about the activities of each club, what works and what doesn't, how to attract new members, etc. Most clubs are far larger than WAM, and some of those clubs have problems which we do not. Cliques, conflicts, etc. were mentioned by representatives of several clubs.

President Charlie Hughes, in his report, mentioned that whatever the MMA has done over the years has been the "result of slave labor and some fantastic volunteers." The MMA has provided a net profit of \$50.00 for each member club that paid the \$ 10.00 dues and provided at least two volunteers to work at the Flea Market for the past 8 years. "There has, however, been a trend of letting the same people from the same clubs carry all the weight. A quick survey of the people we have counted on in the past leads me to but one conclusion.... all the slaves are dead or dying. They have carried too much dead wood for too long. They would also like to sit back, do a little flying, and let someone else do the work (or at least their fair share of it)." It is important for all clubs to be represented and active. The MMA is only as effective in helping the individual clubs as the support it gets from the member clubs. We need to help each other.



AN INTERESTING MODEL

by Eddie the Editor

The past three WAM meetings have had some interesting added attractions - new airplanes built by our members. The latest model on display was Wendell Richard's "Swoosh," a gullwing craft scratch built from plans from Nick Zirelli. Due to CG considerations, Wendell moved the firewall forward and mounted the OS .48 four stroke engine about 2 1/2 " forward of where the plans called for. Balanced perfectly at that point.

As usual with our better builders, the airplane looks great. Wendell covered it with 21st Century fabric and even painted the propeller and spinner to complete the great finishing job. This plane is a float plane, and has huge floats with rudders active on the aft end. Real neat!

It is great to see our members bring their models to the meetings for us to see and admire, and we've had some beauties this year. Thanks to Milt, Paul S., Bill Woolston and Wendell for showing them off to us. Perhaps you would like to display your latest creation and let other WAM members admire it or pick on it. Either way, we'll have fun and wish both pilot and airplane a long and smooth time in the air.



RADIO STUFF

by Milt Peacock

It always seems as though cold weather makes us look at catalogs, hobby shop items, etc. more closely and then we convince ourselves that we really do need this or that. It also seems that many new radios appear in the spring. How often do you wish you had a channel that no one else had? Don't you just hate to wait until someone returns the "pin?" SO,

I'm creating a master list of WHO has WHAT channels. This is being typed (by Milt) on January 27 and to date I have 33 radios on 22 channels **and that is with only 5 persons reporting.** You can only guess at the total number of radios and various channels being used at our field(s).

Please call me at (410) 833-3122 with your list of Channel numbers. I will tally all the information and it will be in the T/S soon. This way you can easily see what channels are not being used by many club members and plan your next radio purchase accordingly.

In the meantime, **DO NOT BUY CHANNEL 20.** It has a nasty habit of mixing with TV Channel 4. OUCH!!



I.M.A.A. NOTES

by Milt Peacock

The 18th Annual IMAA "Rally of the Giants" will again be held in Danville, Va. from June 25 - 28, 1998. It is hosted by the Danville Aero-Modelers and they do a great job. If you would like to see some truly wonderful giant models and flying, this event is the place to be. We fly on the end of a de-activated runway at the Danville Municipal Airport. Even though a lot of flyers are there, speaking for myself, I had no problem getting the "pin" and time in the air. It's a little far for a one day trip, but U. S. Route 29 goes right there. Ask Paul Scaffner and I'm sure he will confirm what I said. Don't just think about it, GO! Call me if you would like more details. (410) 833-3122.

11/1	18/2	25/1	32/2	39/0	46/0	53/0	
12/0	19/0	26/1	33/1	40/1	47/0	54/1	60/0
13/0	20**	27/1	34/1	41/0	48/4	55/0	DO
14/1	21/0	28/1	35/0	42/0	49/0	56/1	NOT
15/0	22/1	29/0	36/2	43/1	50/3	57/0	USE
16/2	23/0	30/0	37/0	44/1	51/0	58/0	CH.
17/0	24/2	31/0	38/1	45/1	52/0	59/0	20!

Editor's Note: It is important that you provide your radio frequency numbers so that the table can be updated. You may want to cut and save this table.

DCRC SWAP MEET

Saturday - March 28 9 a.m. - 3 p.m.
Wooten High School - Rockville, Md.
Tables available @ \$ 10.00

Call Charlie Calvert @ 301-622-2233 for info



WASHINGTON NAVAL MUSEUM

by Ray Miles

Bill Hasert, and I took a trip to the Washington Naval museum early in Feb. Of course getting thru Washington is an adventure in itself. Must have been designed by a drunken sailor. Anyway, it proved to be very interesting. I had not been there before. As some of you know I have been building ship models of late (don't have to fly those).

It was very impressive, something worthwhile to see. My thoughts on the (government) construction of the warship models is probably not what one might expect. They are so good they look fakey. The original ships could not have looked that good. I think they employ full time professional modelers in this construction. Access to million's of dollars in equipment, just like the rest of us have!!!!

Anyhow, it was a neat display. Some of the models were huge. The variety was great. All types of sailing vessels, pre WWI, WWI, between the wars, WWII, landing craft, Viet Nam craft, and on and on.

From there we stopped in to see the Marine Museum. Those items dated back to the beginnings of the Corp. From the Barbary wars to the present. From there Admiral Hasert and swabby Miles ate in the dining hall with all the brass. No wonder taxes are the way they are. But, it was an enjoyable visit, saw things I've not seen before, but then again, I don't get around like some other people I know!

TRANSMITTER INFO

Milt Peacock is maintaining a list of Transmitter channels used by WAM members. If you are buying a new radio, you can pick a channel other than one with several users. **Please let Milt know the frequencies of all of your transmitters.** It helps us all.

There have been some reports coming from Spiegel Field that may indicate an interference problem with channel 20. **Do not buy Channel 20!**



DISCOUNT COUPON

Ron Ware, owner of Your Hobby Center, 425 East Patapsco Ave., Baltimore, Md. (410-355-24446) will give the bearer of this coupon a 20% discount

on any item(s). Does not apply to any already onsale items.

A very kind and generous offer from Ron!



HAPPY BIRTHDAY!!

♦April♦

Milt Peacock

Terry Reeves



AVIATION HISTORY MARCH



- 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 Laroche becomes the first certificated woman pilot.
- 15 1972 NASA announces the shuttle program.
- 20 1922 The Navy's first aircraft carrier, the USS Langley, is commissioned.
- 30 1961 The X-15 reaches 169,600 feet.
- Mar.-April 1964 Jerri Mock becomes the first woman to fly solo around the world. (Cessna 180).



VERY SAD, BUT VERY TRUE

From the Journal of the Colorado Dental Association

In California, fire authorities found a corpse in a burnt out section of forest while assessing the damage done by a forest fire. The deceased male was dressed in a full wet suit, complete with dive tank, flippers, and a face mask.

A postmortem examination revealed that the person died not from burns but from massive internal injuries. Dental records provided a positive identification. Investigators then set about determining how a fully clad diver ended up in the middle of a forest fire. It was revealed that, on the day of the fire, the person went for a diving trip off the coast - **some 20 miles** away from the forest. The firefighters, seeking to control the fire as quickly as possible, called in a fleet of helicopters with very large buckets. The buckets were dropped into the ocean for rapid filling, then flown to the forest fire and emptied. You guessed it! One minute the diver was making like Flipper in the Pacific Ocean, the next he was doing the breaststroke in a fire bucket 300 meters in the air. Apparently he extinguished exactly 5' 10" of the fire.

Editor's Comment: Watch out if you see Bob Allen's helicopter coming your way!

PROOF OF MURPHY'S LAW.

I read that the reason a buttered piece of bread or toast falls to the floor it more often than not will land on the buttered side. It has been proven that the distance from the table or your hand does not give the bread enough time to make a complete **turn** before hitting the floor. Thus Murphy's laws do have, in some cases, according to some scientific research, an explanation. I wonder how many thousands of government dollars was expended to check that out.

CONCLUSION. Get a higher table, or butter the bottom, then drop it!!!!



STUPID CROOKS

from Ann Landers

Two burglars from Sioux Falls, S.D. broke into a local business but had trouble fitting the loot into their getaway car. The pair was nabbed after police saw a safe sticking out of the back of their Honda Prelude.

Police in Pennsylvania interrogated a suspect by placing a kitchen colander on his head and connecting it with wires to a Xerox machine. A piece of paper with the words, "He's lying," was placed in the copier. After the suspect responded to each question, the officers would press the "copy" button, and the words, "He's lying" would print out. The suspect figured the "lie detector" had the goods on him, so he confessed.

In Virginia, a bank robber was nabbed because he made the classic mistake of returning to the scene of the crime. He was collared after he tried to deposit some of the loot into the same bank he had held up a month earlier. He was recognized because the same teller waited on him both times.



WESTMINSTER AIR SHOW

Hurray!! It seems as though there will be an air show at Carroll County Airport again this year. **June 20 - 21** are the dates. WAM is planning to sell hot dogs and sodas again this year. Wendell Richards has graciously volunteered to chair the committee to handle the event. **HE WILL NEED LOTS OF HELP.** Please let Wendell know if you are willing to put in some time. **WAM RAISED MUCH NEEDED FUNDS FROM THIS EVENT.** Also, it is a great opportunity to attract some new members. **VOLUNTEER TO HELP, PLEASE. WE NEED YOU!!**



LETTER FROM NICK

The following letter was received by John Sterrett from Nick Jonkheere in Belgium.

Hello, John,

Some time ago I was taking another look at the pictures I took during my time I spent in the USA last summer. I thought the photographs I took were quite good and therefore I send you these copies. It was unfortunate that John Schaffner couldn't come with Paul and me because of the trouble with his mother at the time. Anyway, with these pictures I would like to thank you for inviting me and Paul at your house and, of course, for the stick time I had. You know it was the first time in my life I experienced thermals. Over here I do live near the sea. We always have the cold seabreeze which makes thermals impossible. It was a great experience! Not everyone can say he has a landing strip near his house.

When you take a look at the third photograph, you can see the plane high up in the air.

Last week I received some copies of the T/S which John sends me. This is an easy way to know what is going on in the WAM. It seems that the neighbour of the field is making things a little difficult for the members of WAM. I hope this is not continuing.

I read some comments in the T/S on your Butterfly. It seems like the Butterfly is almost as famous as Eddie the Editor's Moonraker. My opinion is that Ed makes the T/S every time a hit with his humorous comments. Anyway, I'll always keep the Butterfly in my mind as the **FIRST PLANE I EVER FLEW IN THE USA.**

Well, I'll sign off here. I hope you enjoy the pictures, and I wish you and your family all the best.

Regards,

Nick

Editor's Comment: Thanks for the letter to John, and for the nice plug for the T/S. We all enjoyed having you here, Nick, and hope you can make it back here again soon.



IDEAS, ANYONE?

Discussion was held at the last meeting regarding the need to attract new members and raise operating funds for WAM. Using the SFP to promote our club and flying, using the Carroll County Times to list open flying dates for the public, and getting a reporter to the field and writing an article about us were all mentioned. **Think of ways to help your club and bring them to the next meeting!!**



DEADSTICK RETURNS

Even though a lot of fliers ventured out on Sundays during the ideal flying weather in January and February there were still members who might have flown but didn't. Based on various flying reports my hat goes off to fliers Wendell Richards, who taught Denny Richards, (who soloed), John Sterrett (who entertained), Terry Reeves (who brought food), Ed Goldman (who tuned his engine - and flew, Sir Deadstick!), Mickey Yachera (who presided), Paul and John Schaffner (who took pictures), and Bob Allen (who repaired and ate). However, my hat stays on to those no-show fair weather fliers like Right-Turn Bowen, Nose-Over Briggs, Warped Wing Woolston, Fun Fly Wunderlich, and Butterfly Hasert - and others who know who you are! Let's hope the great flying weather continues!

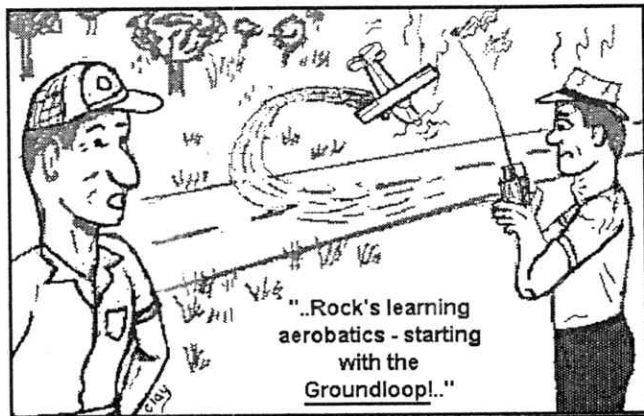
Note to Editor: Your threats won't work! There's no way you'll ever know my identity!

Editor's Reply: I'll never be totally certain of the identity of "Deadstick," and even if I did I would never give the secret away. I'm having too much fun with this cat and mouse game. Your true identity is safe with me. (As long as you continue to write).

R/C PAPER AIRPLANES?

Reader's Digest, April 1998

I purchased a new desktop publishing program that contained a "make an airplane" program. I decided to give it a try. After I selected the plane I wanted, the software gave me a choice of accessories for my plane, including a stick-up tail, flaps, and an AM-FM radio. Out of curiosity, I chose the radio. The program responded, "Come on, be serious. These are just paper airplanes!"



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob	nqlg40a@prodigy.com
Bowen, Ron	ronrose-b@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John	johnjr43@hotmail.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni/Italy	polidoc@galactica.it
Nick Jonckheere/Belgium	Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

HTTP://WWW.CARR.LIB.MD.US/~MICHAELY

Other Interesting R/C Sites

AMA Site	www.modelaircraft.com
York Area R/C Club	http://home1.gte.net/jimsharp\
IMAA Site	http://www.fly-ima.org
Frederick R/C Club	www.geocities.com/yosemite/trails/3347/
Model Airplane News	www.airage.com/
The Flying Penguin	www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter	www.startext.net/jomes/cramskill/linkclay.htm
GreatHistorySite:	www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA:	www.ksc.nasa.gov/

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!

FREDERICK MODEL AIRCRAFT CLUB

FLEA MARKET

Saturday, May 9 9AM - 3PM
 \$ 2.00 Admission \$ 10.00 per table
 Food & Refreshments + 50/50 Drawing
 Call Adam Strausner - 301-473-4587 for details.

TAMING THE STALL

First, we need to look at how different wings stall. In general, as angle of attack (AOA) is increased, a straight wing, like on most trainers, will first start to stall inboard, at the wing root near the fuselage. And that's good. Although there is a loss of lift, all the messed up airflow is near the root, and the tips are still flying, meaning we also have aileron control out there where it's most effective. So we get a nose drop, but the plane stays reasonably level and we don't lose control.

But tapered wings are more efficient, and we'll see them on most higher performance planes. And the more highly tapered the wings are, the more likely they will stall first out at the wing TIPS. Stalls on such planes are very different; when a wing stalls first at the tips, a wing drops, you have no aileron control, and a simple stall instantly becomes a snap roll. Your first indication of a stall is when the plane flips onto its back, out of control!

Summarizing, we can see that if the stall begins out at the wingtips, we'll see a wing drop (often violently). But if the stall begins at the wing root, all we get is a nose drop, with the plane still under some control. What we'd prefer should be pretty obvious!

So what's the answer? How do we make a plane do its stalling properly, in at the wingroot?

Washout is one answer. This is best done during the building stage, and involves "twisting" each wing during construction so that the tips "fly" at a slightly lower angle of attack than at the root, near the fuselage. Normally only a matter of about 2 degrees difference, the lower AOA at the tips mean that the root will always stall first. Many kits, even for straight winged planes, include washout in construction - as the wing is laid out on the building board, the trailing edge is set up higher out near the tip of the wing, giving you washout when the wing is complete.

Another way to accomplish the same thing is to use a different airfoil out near the wingtips; one that naturally stalls at a higher angle of attack than the airfoil at the root. This is very easily accomplished when cutting a foam wing, but is seldom seen in built-up construction. "NASA droops" will do this also, and could be added to an existing wing. The NASA droop is a leading edge "anti-stall" modification, usually applied to the outer 35% - 40% of a wing.

The easiest method to modify an existing plane to cure nasty stalling habits is the use of stall strips. Applied to the inner 20% - 25% of the wing, the stall strip is a small change to the leading edge that produces turbulence to that part of the wing at higher angles of attack, causing the stall to begin at the root. Thus we will have a slightly higher stall speed, but the stall will at least be manageable. Plus - the beauty of the stall strips is that you can just pin them on and experiment till you get the effect you want, then make them permanent!

So if you have a vicious stalling plane on your hands, don't just try to cope till you crash it - add some droops or stall strips - let the plane age gracefully, THEN crash it!

<http://www.startext.net/homes/cramskill/tamstall.htm>



BEAUTIFUL MODEL SHIPS

What a treat! Some of you may have seen the article on the front page of the Carroll County Times several weeks ago about Ray Miles and his side hobby of building scale models of ships. The article was excellent and was very complimentary of Ray and also of the hobby of model building. Ray, of course, mentioned his long history of aeromodeling, and that he has taken up the building of scale ships because he doesn't have to go very far to do it. We should all congratulate Ray on his superb craftsmanship and long hours spent in creating what I consider museum quality pieces.

I took the liberty of going to the Oklahoma Road Middle School in Eldersburg (behind McDonald's on Liberty Rd.) recently. Ray's ships are displayed in the media center there in cases. They are really something to see! The model of the USS Constitution and the ?????? are especially nice. The detail is awesome. Several other models of Chesapeake Bay type boats and others pertinent to water craft in the Maryland and Mid-Atlantic area are there also. Some are built from kits, and some from scratch. The scratch-built ones are magnificent.

If you are in the Eldersburg area, you definitely should visit the school and admire Ray's models. You'll be glad you did!

Editor's Hope: Perhaps Ray could abduct one of his beauties and bring it to a WAM meeting. It would be nice for all of us to be able to see one.



MARCH FLYING AT CCMA

by John Sterrett

The CCMA field and road to it have been in excellent condition (as of the middle of March), but the weather has not been the best for flying - especially on Sundays. Terry Reeves and I were out for several hours on Sunday, March 1, but the typical cold, windy weather which March is famous for prevailed, making the Sundays of March 8 and 15 very unpleasant for flying. I went to the field alone on Monday afternoon, March 16 (a cool, calm day) for a few hours of SU-do Khoi flying and was pleasantly surprised to find the gate lock repaired and a new, **heavy**, chain in place. Thanks goes to Bob Allen for the repair job. Hopefully, the last two Sundays in March will have better flying weather.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

From a Teacher

Dear Sirs,

We'd like to thank you again for an excellent program, culminating our third grade unit in flight. Your models are excellent and your presentation is on their level. When you finished, they were all excited about flying and model airplanes.

Thank you so much for giving up your time to encourage the children of Carroll County.

Sincerely,
XXXXX

From the Students

Dear Aeromodelers,

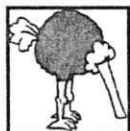
We liked your program a lot. I especially liked when you showed us the Icarus model figure. If you made the Icarus model figure it was probably fun to do. You could have had a feather hunt, then you could have had leftover feathers so you could make a crazy daisy plane. I learned that the Wright brothers plane was the first plane to ever have a motor. I thought that the flying bird was interesting, very, very interesting. Where did Amelia Earhardt's plane blow up? Did Amelia travel close to space or above the clouds and how did her plane blow up? I liked liked your show. thank you for coming to XXX Elementary School.

Your Special Friend,
XXXXX

Dear Westminster Aeromodelers,

Thank you for coming to our school. I learned a lot of new things that I didn't know about flight. That bird you guys flew right into Mr. XXX's lap was neat. I also liked the airplane that flew on the stage because me and my dad always try to make airplanes fly that far but they won't. I knew that there was a man really wanted to fly to the moon. I never knew that there were 4 forces of flight. I thought there were only three forces. I learned a lot of new things from you guys.

Thank You,
XXXXX



MORE MMA DISCUSSION AND COMMENTS

As mentioned in the report on page 3, some comments were made at the meeting about cliques, conflicts among members, etc., and I feel that the larger the club the more these problems will arise simply because of the likelihood that the more personalities with various agendas and attitudes a club has, the more likely a problem will arise. I kept thinking that WAM is very fortunate to have a minimum of these problems. Personally, I have always been proud of the friendliness, helpfulness, and comradery of our club. It really is something to be grateful for.

I do feel, though, that it will be necessary in the future for some of us to increase our efforts for the good of the club. The message which Charlie Hughes conveyed in his MMA comments applies to all clubs. We can't let the same people carry all the weight - they will wear out prematurely.

My hope is that in 1998, some folks realize what a great thing we have here in Carroll County, but that we need to maintain what we have and help it to grow in the future. Some new members will help, but we need to maintain our treasury, help each other out, volunteer when something needs to be done, and preserve WAM as a great club with members who share the load and share the fun.

This year, please make an effort to play an active role. The "work" is never hard, makes you feel good, and promotes the goals that we all are interested in. Thanks for listening, and get ready to fly!



COMING EVENTS



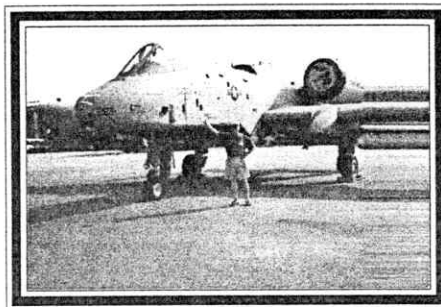
April 3-5 Toledo Hobby Show
 April 7 WAM Meeting. VFW Hall 7:30 p.m.
 Apr. 25-26 BASS Sailplane Meet. Wilmington, DE.
 April 29 MMA Meeting.
 May 1-3 IMAA at Lums Pond, DE
 May 9 FMAC Flea Market. Call Al T. @ 301-694-7535 for info.
 May 26-31 SWAP. TOC of Md. Call Stan Blum @ 410-869-4716 for info.
 June 13 IMAA Rally @ PGRC Site, Crofton
 June 18-21 IMAA Rally of the Giants, Danville, Va.
 June 20-21 Westminster Air Show. Details later

Call Milt P. for details - 410-833-3122

This issue of *The Talespinner*
 was printed, folded, stapled, and mailed
 Courtesy of:
 Ken Davis and Marada Industries, Inc.
 WAM thanks Ken for his efforts.

NEW PRINTER FOR THE T/S

Eddie the Editor has purchased a new printer to replace his old 300 dpi laser. The new printer is a HP 890 inkjet. It may take me a while to get used to it, but I hope it will print this newsletter more clearly. Nothing but the best for WAM members. (I'll send the bill to Bob Allen). Let's see if the picture below looks better than the ones in the previous newsletters.



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



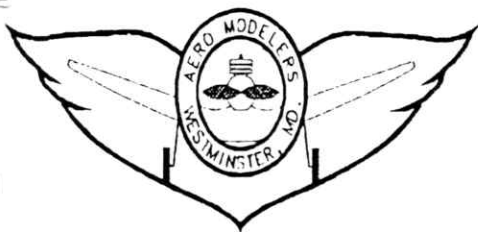
TO: John Schaffner
 1811 Miller Road
 Cockeysville, Md. 21030-1013

TIMORE



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
Member At Large	Lloyd Briggs	833-7450			

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

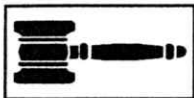
May 5, 1998

7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 4

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Flying season is finally here! Unfortunately, I seem to have "builder's block" and haven't gotten my act together to finish up the Lanier Stinger I have been working on (actually the model has spent an awful amount of time sitting waiting for me to finish it up). Oh well, there's always the trainer hanging on the wall. Hope to see you all at the field! We have had some positive activity on the new member front recently. We really need as many new members as possible. Hopefully, this year we will actually have a net increase in membership!

Everything is go for the Westminster Air Show. Wendell Richards will be looking for volunteers for the Hot Dog Stand. Please be sure to let him know when you can help out. John Sterrett is handling the coordination of the flight demonstration and a static display. The BASS club is participating in both the static display and flight demo. Unfortunately, at present, only one member (Bob Allen) has volunteered to fly. I fear that if we don't put on a show we may not be able to do future fund raising (sellhotdogs) at the show. Our being extended the opportunity to have a fundraising activity is directly linked to our having done the flying demonstrations in the past. So, please all of you Hot Dog Pilots (pun intended) out there, speak up and tell John that you will fly! Additionally, if you would like to display a model in the static display, let John know.

Finally, I need to vent a little. It has been very difficult recently to get anyone to step up and volunteer to do anything. Far too many members never volunteer to help out. This forces all of the work on a handful of guys who can always be counted on. This just isn't fair to them. A club is a cooperative venture. Most of the things which need to be done require very little time or effort, only commitment. So please, help us out the next time we need it. Thank you!

See You At the Field,
Mickey

1998 ROSTER ADDITONS

The latest rosters are now available. I had some at the April meeting, and will bring more to the May meeting. If you can't be there and want one, all you have to do is give me a call and I will be glad to mail one to you (410-848-3835). If you are not at the meeting or don't call me to get one, you won't have one when you need it.

Corrections to the rosters at the April meeting:

1. Lou Omasky: Work Tel. # - 625-3920
2. David Runyan: 238 Glenbrook Drive, Westminster, Md. 21158, AMA#: 597891, DOB: 8/3/84, Joined: 9/97. Tel #: 857-0898
3. Joseph Hamblin, Jr.: 3806 Jim Smith Lane, New Windsor, Md. 21776, AMA#: 606614, DOB: 3/20/63, Joined: 3/98, Tel. #: 635-6528.



MINUTES OF WAM MEETING APRIL 7, 1998

by John Schaffner

Prior to opening the meeting an announcement was made by Milt Peacock of the sudden death of member Jim Umstad. Jim died after a severe heart attack on April 7, 1998. A moment of silence was observed by the members present.

1. The meeting was opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 16 members and one guest present.

2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.

3. President Mickey reported that the club would participate in the annual air show at the Carroll County Airport. We will have the hot dog stand again and will fly R/C to open the flying events. John Appling of the BASS Club has also asked to join us in this event.

4. The Treasurer's report was read by Treasurer Bob Allen and was accepted by the members. Bob also announced that the field has been rolled and a new chain has been installed across the lane leading to the field. A deposit has been placed on the VFW hall to secure it for the annual December meeting. AMA fees have been paid.

5. Milt Peacock announced that he will no longer be the club's representative to the AMA. A replacement is being sought. Volunteer if you can handle this chore.

6. Field Marshall Lloyd Briggs announced that the field is in good shape. Use it !!!

7. Ray Miles was absent tonight. Unusual, but he was returning from vacation and arrive at home very late. SFP is operating as usual.

8. Membership Chairman Ken Davis proposed membership status for Joe Hamblin. Joe was voted IN. Congratulations Joe !!

9. Wendell Richards reported all club items are accounted for and the fields are mowed.

10. Events Chairman John Wunderlich announced Fun Fly dates for June 14, July 12, August 9, and Sept. 20. **Plan to participate.** You **WILL** enjoy the events, even if you don't fly.

11. No new or pending business with Carroll County.

12. Talespinner editor Ed Goldman reported on the meeting of newsletter editors at the MMA meeting.

13. Milt Peacock announced the club business with AMA is up to date.

14. Bill Woolston reported on an effort to produce a paper that showed where all the respective club's fields are located.

15. Wendell Richards will be lining up volunteers for the Air Show function. Do it! This is our BIG fund raiser and it takes a lot of hands. It is also a lot of fun.

16. Milt Peacock volunteered to try to line up Maynard Hill and/or Don Patton to speak in at our December dinner meeting.

17. Bob Allen mentioned that the lane to the field needs work. The county will be approached. Bob will install a sign at the crest of the hill stating to be alert for low flying aircraft.

18. Milt Peacock spoke on the R/C Show at Toledo and described some of the beautiful airplanes on display.

19. The Air Show at Frederick will be 22-23 August and will feature the Confederate Air Force Warbirds.

20. Terry Reeves brought his gorgeous CAP 232 to the meeting. It is finished after the full-scale aircraft flown by Matt Chapman. Take this one to the Air Show Terry, and park it next to Matt's. (Sorry that I didn't have my camera with me.)

21. The 50/50 raffle was won by Richard Jakubs **AGAIN !!!** (Wot's goin on here?.)

Meeting adjourned 10:15 p.m.



AN ADDED TREAT

Thanks to Terry Reeves, those WAM members at the last meeting were treated to "all you can eat" jerky. It was delicious, and another reason that the WAM meetings have been so enjoyable. New airplanes, unexpected food, etc. Who knows what will show up next time. Attend the meetings - you'll have fun!



REMEMBER YOUR HEAD!!

Hats are still available, but not from Milt P. Bob Allen is now the exclusive distributor of the great blue and white WAM hats. Order yours now and beat the rush! Buy one and look cool! You might want to wear your new hat while you're building that new plane. Call Bob at 876-3580 and place your order. He'll appreciate it.



A. M. A. NEWS

by Milt Peacock

No report this month.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Editor's Comment: Please read Ray's comments following the class schedule. I believe that WAM as a club will need to evaluate what Ray has said, and that all members would be wise to pay attention to what may happen in the future regarding the SFP. Also, I'll have a few comments, also, elsewhere in the T/S.

1998 Remaining School Class Dates

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!

**There are not many more schools to visit before June. I noticed in the last T/S a comment about the participation within the club. It seems to me that more people are volunteering for some of our activities, more so than a few years ago. That got me to thinking about the SFP in particular. This June we will have completed 10 years of conducting programs. John Dorl, Milt P., and myself have been involved since day one. Bill Hasert came on board as soon as he retired, about six years ago. Eddie G. has been involved for about the same amount of time. Charlie Hughes started three years ago at his own request. Not being a member of WAM, I thought that was one tremendous offer. He travels from Bel Air each week for this. That is a great commitment!

We older guys are racking up some age now, and are wondering just how long we can hold out. We, the team people, have started to bat a few ideas around about this. It would be much simpler if some new blood could be infused to help with a dilemma that is surely coming.

What we have noticed is that the program seems to be wearing a mite thin. More and more often we get the bum's rush to abbreviate the presentation. That is not fair to us, especially considering the time, effort, etc. that we put into the program. Not that we expect anything in terms of appreciation, but not once in these ten years has the the Dept. of

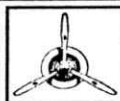
Education ever acknowledged that we exist, especially since they do recognize volunteers who contribute to the system each year. Gives one something to think about, I would say!



MARYLAND MODELERS REPORT

Nothing significant to report this month. MMA continues to meet on the last Wednesday of the month. I have received one or two newsletters from other clubs, and welcome them.

Bill Woolston will have attended the MMA meeting on April 28, and should have a report at the next WAM meeting. That's all for now.



COUNTY REPORT

by Ray Miles

No news from the county, but I did get to talk with R/S about the gate problems. I mentioned that we were setting up a surveillance system at the entrance, and that flyers will be left in all the neighborhood mail boxes about the problem. We are NOT accusing anyone. However, if someone is caught, we WILL prosecute. That seemed to be O.K. with R/S.

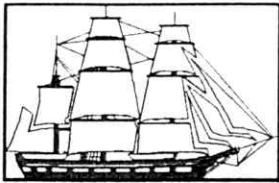


DOES YOUR EPOXY CURE?

*Edited and added to from
the AMA Newsletter, April 1998*

Several factors can affect the curing of epoxies. Not mixing equal parts is the first suspected cause, but the 50/50 ratio has a tolerance of + or - 10 degrees, this is usually not the case. Sometimes modelers will mix in extra hardener. DON'T -the result is brittleness or loss of strength. Incomplete mixing will cause problems, Mix for at least one minute.

Most problems are temperature related. Epoxies need at least 70° while curing. Heating the epoxy after mixing will not solve the problem. The temperature must be correct during the initial curing time. If your workspace is colder than 70 °, there are two options. You can preheat the epoxy before mixing by heating the bottles without the caps on in a microwave for about 10-20 seconds. The bottles should be slightly warm to the touch, with the resin taking less time. Another way is to float the bottles in warm water for 10-15 minutes, or you can squeeze your two strips of material on your mixing surface and carefully use your heat gun to warm it up. Do Not Overheat It.



A COMMENT FROM RAY MILES TO WAM MEMBERS

After reading the two articles in the last T/S about my ship models, I thought it appropriate to clarify this abnormal situation. I know that some of you are aware that I do build the boats. It has been mentioned before. However, I do not want anyone to think that, jeez, this is a model plane club, what's with the boats? I can understand why one would think that. Let me explain.

I have been in the club since 1971. I have built many a model, flown many, many years, helped to teach some of our long term members to fly, been your club president for six years, and served several terms as vice-president. I enjoyed it all and I have done my thing. I contributed the best I could.

I know that most of you, especially our newer members, must wonder why I'm never at the field, never fly, etc. For those people who don't know, I spent twenty (20) miserable, difficult, abusing years in an effort to get the county to provide a field, the one you now have. I had no help, no assistance, but there was participation at critical meetings in the later years. So, I've done my thing, enjoyed about all of it and have finally reached the point of no return and no longer have the zip or yen to fly as I once did. End of explanation.

The boats first interested me about 13 years ago. I tried one. Wanted to do another, and it has mushroomed here of late. I hesitate in even mentioning anything about it, as I said above, "jeez, this is a model plane club, not boats international."

I will continue to do what I have in the past, attend the meetings, toss in my 2 cents worth, and stay with the SFP as long as it exists - if I'm able. After that--who knows???

P.S. Sorry to have missed the April meeting. I flew to Phoenix to visit with my son and his wife for a week. Did not get back until very late on the day of the meeting.

EDITOR'S REPSONSE

I printed Ray's comments at his request and was happy to do so. However, I strongly feel that Ray need not worry what anyone thinks of his model boat building. It's true that we are an airplane club, but that doesn't mean that WAM cannot be proud of any of our members' accomplishments. And just because Ray has turned his attention to building model boats, it's still modeling and the fact is that they are magnificent models. In additon, the story that was featured in the Carroll County Times about Ray's modeling talents was a plus for modeling of all sorts, and did mention that Ray began as a builder of model airplanes. Personally, I think it is wonderful that his hobby has led him to find new joy and interests. That is great! And I also think that WAM members should be aware of what any of our members are doing in the modeling field. I will be happy to mention any such recognition or interest about any member at any time if I hear about it. The more we know about each other, the closer we can be.

I also feel that Ray had no need to explain his service to the club in terms of defending his boat building hobby. But in a way I'm glad that he did, because now I can praise him even more. As he mentioned, he has held several offices over many years in WAM and has been a very active person in our club. But for those members who have joined in the last 8 - 10 years, you only know Ray as the quiet man who reports on the School Flight Program and the relations with the county. What you may not know is that Ray is the one who is responsible for the SFP taking off as it has. The time and effort he has spent just with the SFP has been enormous. And any benefit that WAM has received because of the SFP can ultimately be traced back to Ray. This may not seem important, but it is.

And without Ray's efforts for the past 20 years, there may not be a WAM! Many members know nothing about the long and uphill battle that was waged in order for us to have a beautiful field at which to enjoy our hobby. From my viewpoint, WAM may not even exist today if it were not for Ray's steadfast effort over many years to finally convince the county that we deserved the opportunity to pursue our hobby in peace. Others helped, to be sure, but Ray was the one to lead the way and maintain the relationship with the county through it all. So, Ray, please do not be apologetic about building model boats. There is no need to defend yourself in any way. I, for one, am simply glad that you have been here to help WAM in so many ways for so long!



ANOTHER GREAT NEW MODEL

by *Eddie the Editor*

Once again, one of WAM's industrious members has been kind enough to bring a recently constructed airplane to a meeting for all of us to enjoy and admire. It was Terry Reeve's turn for the April meeting. When I walked in, there was a beautiful 27% scale CAP 213. The kit was by MidWest, is covered with UltraCote (Terry says he likes it better than Monocote) and custom graphics, and is powered by a massive Moki 1.8 engine. Terry thinks the plane weighs 14-16 lb., and it should move out with authority and climb out of sight. This kit is finished as a copy of Matt Chapman's airplane. Matt is a world class aerobatic pilot and put on a fantastic display of precision aeronautics at last year's Westminster Air Show. We know that when Terry's CAP 213 is in the air, it will be no less impressive.

Thanks, Terry, for bringing in your latest and greatest project. It is a beautiful airplane, and we wish it many years of beautiful flying.



FUN FLY **TIME** **IS COMING!!**

Get your airplanes ready, charge your batteries, bring your appetite, get ready to laugh and hoot, check your internal clock, bring your friends (if you have any), pray for good weather, and do whatever else you need to prepare for the upcoming Fun Flies. All dates are on the 2nd Sunday of each month (except the September date) and will begin about 1:00 p.m. If you can, please arrive early (11:00 or so) to help set things up, get your airplanes ready, etc. As usual, Chairman John Wunderlich will run the program, discuss the events, and help keep us flying along. Mark these dates on your calendar:

JUNE 14

JULY 12

AUGUST 9

SEPTEMBER 20 (3rd Sunday)

Get your schedule in order. These events are lots of fun for those flying and those watching. And remember, you don't have to be an expert flier to participate and have fun.



HAPPY BIRTHDAY!!

♦May♦

Dan Richardson



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.
- 14 1908 Charles W. Furnas becomes the first airplane passenger while flying with Wilbur Wright.
- 15 1918 First regular air-mail service started.
- 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. He lands in Paris 33 hours, 39 minutes later.
- 23 1848 Otto Lillenthal, first man to fly a glider and pioneer aviator, was born in Germany.
- 23 1906 Wright brothers receive patent on the airplane.
- 24 1962 Scott Carpenter becomes the second American to orbit the earth.
- 25 1927 Jimmy Doolittle flies the first successful outside loop.
- 27 1931 Auguste Piccard becomes first person to reach the stratosphere (51,777 ft.).
- 30 1966 "Surveyor" makes first soft lunar landing.

WELCOME OUR NEW MEMBER

JOSEPH E. HAMBLIN, JR.

"JOE"

WAM welcomes Joe to our club.
We hope to see you at our meetings
and active at the flying field.

May your flights be exciting
and your landings smooth!



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 73 radios on 34 channels have been called in, and that is with 16 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, **DO NOT BUY CHANNEL 20**. It has a nasty habit of mixing with TV Channel 4. **OUCH AND**

11/1	18/3	25/1	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
	*						
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/0	30/3	37/0	44/2	51/0	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/3	59/0	20!

TOTAL TRANSMITTERS - 75

MEMBERS REPORTED - 16

You may want to cut and save this table.



IDEAS, ANYONE?

Discussion was held at the last meeting regarding the need to attract new members and raise operating funds for WAM. Using the SFP to promote our club and flying, using the Carroll County Times to list open flying dates for the public, and getting a reporter to the field and writing an article about us were all mentioned. Think of ways to help your club and bring them to the next meeting!!

Even if needle valves were located in the tail of a plane, sooner or later you would put your finger through the prop while adjusting it.



WESTMINSTER AIR SHOW

Hurray!! It seems as though there will be an air show at Carroll County Airport again this year. June 20 - 21 are the dates. WAM is planning to sell hot dogs and sodas again this year. Wendell Richards has graciously volunteered to chair the committee to handle the event. **HE WILL NEED LOTS OF HELP**. Please let Wendell know if you are willing to put in some time. **WAM RAISED MUCH NEEDED FUNDS FROM THIS EVENT**. Also, it is a great opportunity to attract some new members. **VOLUNTEER TO HELP. WE NEED YOU!!**

John Sterrett has graciously agreed to coordinate any R/C flying by WAM members and a static display. There is also some talk about BASS participating, also. More details will emerge as time goes on. For now, please contact John at 410-775-0296 if you are interested in flying, helping, or participating in the static display.



CONFEDERATE AIR FORCE

HURRAY!! Once again, the CAF will put on an outstanding air show in Frederick on August 22 - 23. This event is always a pleasure. Lots of WW II airplanes, some very rare, a grand display of multiple planes in the air, usually some helicopter demos, and leading off the show, RC flying of regular craft, helicopters, and then scale WW II warbirds. A rumor is surfacing that Bob Allen will demo his helicopter. Hope it's true! **Make plans to attend!**



I.M.A.A. NOTES

by Milt Peacock

The 18th Annual IMAA "Rally of the Giants" will again be held in Danville, Va. from June 18 - 21, 1998. It is hosted by the Danville Aero-Modelers and they do a great job. If you would like to see some truly wonderful giant models and flying, this event is the place to be. We fly on the end of a de-activated runway at the Danville Municipal Airport. Even though a lot of flyers are there, speaking for myself, I had no problem getting the "pin" and time in the air. It's a little far for a one day trip, but U. S. Route 29 goes right there. Ask Paul Scaffner and I'm sure he will confirm what I said. Don't just think about it, **GO!** Call me if you would like more details. (410) 833-3122.



DEADSTICK RETURNS

In looking over the 1998 membership roster made available at the recent April meeting, it's especially rewarding to see so many new names - names that were not there two years ago! I especially want to recognize these members and hope that they will continue to be members of WAM for many years to come:

Nick Jonckheere, Belgium
Louis Omanski
Denny Roberts
Dave Runyan
Bill Woolston
John Wunderlich
Joe Hamblin

This must mean that WAM is making itself well known in many places. I apologize if anyone was left out.

DEADSTICK

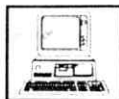


HELPFUL HINT CLEAR CONTACT PAPER

Ever been at the field and had less than a perfect landing in the high weeds that puts a small hole in your covering? Me neither, but in case it ever happens, you might have to patch it. Usually, this is done at the field with a piece of adhesive trim strip, but unfortunately, this stuff is very hard to remove at home when you try to fix the hole more permanently. But a roll of clear contact paper, cut it into small squares and use this to do your patching. It matches any color you put it on, holds well (if you get all the oil off first), and comes off easily when you want it to. Note: When you cut any kind of covering to use as a patch, always cut so it has rounded corners or is a circle. You will be amazed at how much better it says on.

Clear contact paper is great to protect AMA required address labels, membership cards, etc. It also has many non-airplane uses. It is the only thing I have ever found that will cover labels and stick to vinyl loose leaf note books in a hot car without turning to goo.

*AMA Newsletter, April 1998
From Servo Chatter, Mark O'Neill, Editor*



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnjr43@hotmail.com
Yachera, Mickey	michaely@ccpl.lib.md.us

** New Address or Changed Address

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~michaely)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/~jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/
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!

FULL SCALE AXIOM: Any landing you can walk away from is a good landing.

R/C COROLLARY: Any landing you can walk to is a good landing.



GREMLIN FLYING AT CCMA

by John Sterrett

The last Sunday in March was another great day for flying, especially for the Gremlins. It was a little windy, but the wind was from the south - straight down the runway. As you can guess, there was a big turnout! Milt Peacock flew the trainer used in the SFP to check it out. Wendell Richards and Bob Allen flew their Gremlins, Denny Roberts was there with his trainer, Terry Reeves brought out his new fun fly profile type plane (but didn't fly it - too windy for a first flight day), and Ed Goldman flew his Airtrax 60 with an engine containing new bearings (courtesy of Wendell). This engine required a great deal of his (Ed's) famous needle valve touch. And I flew my Fun One.

Most of the flying was done with the Gremlins. Since Ed and Terry now have Gremlins of their own(**), Wendell and Bob gave them some expert hands on instruction. The Gremlins certainly flew well in the wind! Wendell made the fastest flight (about 2 seconds total) and Bob was able to make all of his landings on the runway for a change, although some just barely made it. Fortunately, there were no mishaps except for a few hard landings, but everybody's airplane survived the day. See you at the field!

** Ed and Terry do NOT have their own Gremlins - that's why we flew Bob's. But we didn't take any revenge on Bob's Gremlin for past mishaps involving Bob's flying of our airplanes. The Gremlin was all I can handle, but it was lots of fun. It was a good day at CCMA.



DISCOUNT COUPON

Ron Ware, owner of Your Hobby Center, 425 East Patapsco Ave., Baltimore, Md. (410-355-2446) will give the bearer of this coupon a 20% discount

on any item(s). Does not apply to any already on sale items.

A very kind and generous offer from Ron!

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

Launegayer's Observation: Asking dumb questions is easier than correcting dumb mistakes.

IN MEMORIAM

JAMES UMSTAD

At the last meeting, Milt Peacock passed on the unfortunate news that one of our members, Jim Umstad, had passed away on April 7, 1998.

Jim had been a member of WAM since 1985 and had served as our Vice President for several terms. He was also an active participant in the School Flight Program while he resided in Westminster, and maintained his membership in WAM even though he moved to Hagerstown, Md. a few years ago. WAM meant a great deal to Jim.

Jim served in the U. S. Navy and retired as a Chief. He spoke often of his days in the service, and carried himself like the sailor that he was, with his ever-present pipe and fond memories of his days in the Navy.

Jim and Lloyd Briggs were friends since childhood, and I know they shared many happy times together.

Our condolences go to his wife, Janet, and to the entire Umstad Family.



PREPARE FOR FLYING SEASON

As we enter the heart of the flying season, I thought it would be a good idea to remind all of our WAM pilots of a very wise bit of advice which was published in the T/S several years ago. I'm sure that some of the new members are unaware of this helpful hint, and perhaps some more experienced fliers have forgotten it. These words of wisdom can save some time and trouble in the event of a crash.

When building your pride and joy airplane, it is a good idea to place a folded trash bag inside the fuselage. It doesn't weigh very much and you won't even realize it's there. But if that airplane misses the field and crashes far away, you will have a handy trash bag to put all the pieces in when you find the remnants of your plane. You can carry your airplane back conveniently and neatly!



HELLO, REMEMBER ME?

Sent by John Schaffner

Some people call me Old Glory, others call me the Star Spangled banner, but whatever they call me, I am your Flag, the Flag of the United States of America..... Something has been bothering me, so I thought I might talk it over with you..... because it is about you and me. I remember some time ago people lined up on both sides of the street to watch the parade and naturally I was leading every parade, proudly waving in the breeze. When your daddy saw me coming, he immediately removed his hat and placed it against his left shoulder so that the hand was directly over his heart.... remember? And you, I remember you. Standing there straight as a soldier. You didn't have a hat, but you were giving the right salute. Remember little sister? Not to be outdone, she was saluting the same as you with her right hand over her heart..... remember? What happened? I'm still the same old flag. Oh, I have a few more stars since you were a boy. A lot more blood has been shed since those parades of long ago. But now I don't feel as proud as I used to. When I come down your street you just stand there with your hands in your pockets and I may get a small glance and then you look away. Then I see the children running around you shouting..... they don't seem to know who I am..... I saw one man take his hat off then look around, he didn't see anybody else with theirs off so he quickly put his back on. Is it a sin to be patriotic anymore? Have you forgotten what I stand for and where I've been?..... Anzio, Guadalcanal, Korea and Vietnam. Take a look at the Memorial Honor Rolls sometimes, of those who never came back to keep this Republic free.... One Nation Under God.... when you salute me, you are actually saluting them. Well, it won't be long until I'll be coming down your street again. So, when you see me, stand straight, place your right hand over your heart.....and I'll salute you, by waving back..... and I'll know that.....**YOU REMEMBERED!**

MICKEY'S MESSAGE

President Mickey expressed an opinion which is shared by many presidents of clubs, organizations - that any group needs to have more of its members volunteer to help out with the group's activities. It is true, and it would be great to have more WAM members raise their hands when a volunteer is needed to help WAM.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aeromodelers,

I really liked the bird you showed us. It looked very beautiful and landed so gracefully just like a real bird. My favorite plane was the one that landed on the stage and was blue and yellow. I also learned the four forces: lift, thrust, gravity, and drag. The little plane that went side to side reminded me of a grandfather clock. When you asked us if a helicopter had wings I thought you meant like on the side of a plane. The airplane model that was made of wood with wings looked like a funny lobster trap that flies. You are welcome back any time.

From,
XXXXX

Ed. Note: The "lobster trap" plane is a .40 size model with no covering material applied so the stringers, ribs, etc. are all visible.

Dear Westminster Aeromodelers,

Thank you for coming. I liked your show. The plane I liked was the double wing, red and white plane. I can't explain, but I do think you did great teaching. I like the forces-gravity, lift, drag, and thrust. The one I like the best is lift. The story I liked was about the guy that flew from New York to Paris with a fly. Thank you for coming.

Sincerely,
XXXXX

Dear Westminster Aeromodelers,

Thank you for coming to our school. I enjoyed seeing all the planes and how they worked. I learned about the 4 forces, and now I know them all. It was funny; when the bird flew into Mr. BXXX's lap. I started to laugh. It's neat how all the stuff works in the plane and outside the plane. I thought the rocket was real big next to myself. The remote control plane was the neatest of them all. How many models have you guys built? Have you guys been working since you were small or since you were an adult?

From,
XXXXX



COMING EVENTS

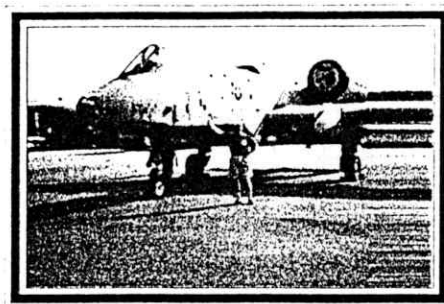


May 1-3 IMAA at Lums Pond, DE
 May 5 WAM Meeting, VFW Hall. 7:30 p.m.
 May 9 FMAC Flea Market. Call Al Takatsch
 @ 301- 694-7535 for info.
 May 16-17 Andrews AFB Air Show. Great! *Date
 may be wrong. If you know date, let me
 know. May 16 is Armed Forces Day.
 May 27 MMA Meeting
 May 29-31 SWAP - TOC of Md. @ SWAP site. Call
 Stan Blum 410-869-4716.
 June 13 IMAA Rally @ PGRC Site, Crofton
 June 18-21 IMAA Rally of the Giants, Danville, Va.
 June 20-21 Westminster Air Show. See this T/S.
 July 10-12 "STARS" Giant Scale Rally. Olean, NY
 Aug. 22-23 CAF Air Show. Frederick. Great!

Call Milt P. for details +other events- 410-833-3122

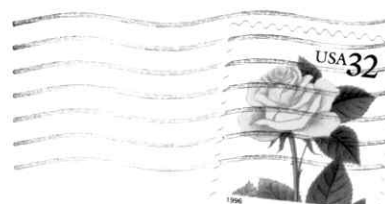
This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of:

Bill Woolston



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



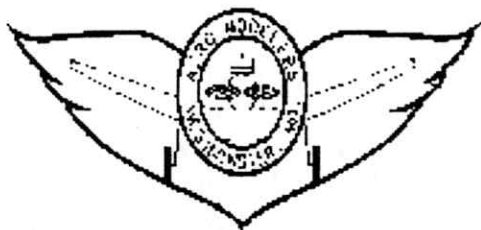
TO:

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 !!!



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
Member At Large	Lloyd Briggs	833-7450			

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			

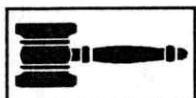
16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

June 2, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 5

AMA Chartered Club # 336



PILOT TO CO-PILOTS

MODEL MATES

Summer and prime flying season are finally here! We have a few activities in June that you should mark on your calendar. The first is our first fun fly of the season. It's scheduled for Sunday June 14th. John Wunderlich promises a good time for all. Please come out and participate. You really don't need to be a good pilot in order to have a good time!

The second activity is the Westminster Airshow to be held on June 20 and 21 at the Westminster Regional Airport. June Poage told me that she is doing much more marketing this year. The show will be advertised on around 20 radio stations along with newspaper and sponsorships by companies like Coke. Additionally, she told me that she is reducing the number of food vendors by two. This should mean more wienie sales for us!!! The important thing is that we must have plenty of help to set up on Friday evening, people to man the booth Saturday and Sunday, and a clean up crew for Sunday evening. Please don't wait to be asked to help out, let Wendell Richards know when you can help.

I would like to thank a couple of members for helping out above and beyond the call of duty. June Poage called me and asked if we could lend her some models to put on display in one of the glass cubes in the Cranberry Mail for her Airshow Promotion. She needed the models right away. Ray Miles stepped up to the plate and delivered 3 models from the school flight fleet the next morning. I haven't gotten a chance to check it out but will in the near

future. Thanks Ray! The second round of thanks goes to Bob Allen, who not only took the initiative to organize a canopy erecting date at the field, but ended up doing the work by himself. While I'm disappointed that no one showed up to help, I'm glad that we have Bob or I guess the canopy would still not be at the field. Thanks Bob!

On a personal note, it looks like my business venture will finally be getting off the ground. I have a lease, my business loan was finally approved and my required training by the franchise company is complete! For those of you who don't know, I'm opening a franchised business called Computer Renaissance. The business buys, sells, trades and services used and new computers and computer equipment. The store is located in Catonsville at Rolling Road and Rt. 40. I plan to open the first week of August. Wish me luck!

See You At the Field,

Mickey

1998 ROSTER ADDITIONS

The latest and last roster of the year was distributed at the May meeting. IF YOU WOULD LIKE A ROSTER, JUST CALL ME (410-848-3835) AND I WILL MAIL YOU ONE. This month's additions are:

Tom Hier 220 High Falcon Road, Reisterstown, Md.
21136 - AMA # 540767 - DOB: 4/11/65 - Wife: Eleanor

James K. Peach 139 W. Main Street, Westminster, Md.
21157 - AMA # 614819 - DOB: 10/27/70 - Wife: Bobbi Jo



MINUTES OF WAM MEETING

MAY 5, 1998

*by John Sterrett
Acting Secretary*

1. The meeting was opened by President Mickey Yachera at 7:30 p.m. with 19 members and 4 guests in attendance.
2. John Schaffner's minutes of the April meeting were approved as printed in the T/S.
3. Pres. Mickey reported that the 4 visitors present were: Jim Spense, Ben Dawson, Tom Hier, and Jim Peach.
4. Bob Allen gave the treasurer's report. WAM is in the black.
5. Milt Peacock commented that Jim Umsted's family thanked the club for the flowers WAM sent following Jim's passing. Mickey read E-mail from Ron Spencer to John Schaffner. Geoff Styles fell 23 feet from a ladder and injured his chest. We hope he is doing well.
6. Field Marshall Lloyd Briggs said that everything at the field is O.K. We need more flyers, but the weather will have to change to that to happen. Ray Miles will investigate having the county repair the road to the field. It has washed pretty badly this year.
7. Ray Miles reported on the SFP. Only a few schools left to visit this year.
8. Membership Chairman Ken Davis requested that the club vote in Jim Peach and Tom Hier, which was done unanimously. Congratulations to both!!
9. Property Manager Wendell Richards reported that all is fine.
10. Ray Miles reported nothing new from the county.
11. A discussion of the Westminster Air Show was held. Wendell R. is chairman of the concession stand and will make up a work roster for volunteers. Vendor passes will be available for both food stand workers and flyers. John Sterrett is responsible for the flying and static display. He reported that the BASS glider club would like to hand launch about 6 gliders (2 meter sailplanes) at the show with WAM's permission. This was accepted with enthusiasm. Please let John know if you would like to fly or bring a model for the static display. And call Wendell if you can help at the concession stand. Final preparations will be made at the June meeting.
12. Pres. Mickey read an invitation to display club

models at a local merchant's association display. Not much interest - lots to do for the Air Show.

13. Bob Allen brought a beautifully built Cloud Dancer to the meeting. He says he will let all of us fly it at the next Fun Fly so the competition will be equal. Thanks, Bob! (Editor's Request: "Can I be first?"). Milt Peacock discussed his muffler safety cable experience which saved an expensive muffler. Ray Miles displayed a beautifully detailed paddle boat which he obviously spent many hours on. (I think it was 190 hours). John Sterrett commented on the past Sundays glider lift flying at CCMA. Milt P. almost flew the Butterfly out of sight. Bob Allen was grateful to Wendell who had a hard to find bearing for his biplane engine. Wendell even repaired it for him. What a nice club!

14. Bill Woolston gave the MMA report.

15. Ed Goldman continues to type away at the T/S, even though nothing has shown up in his mailbox except the minutes. Where are you, WAM folks?

16. Bob Allen won the 50/50, but did not show anyone the winning name. He said he wasn't going to, either. Some of us think he may be stacking the name tags.

17. The meeting was adjourned at 9:05 p.m.



REMEMBER YOUR HEAD!!

Hats are still available, but not for long. Only a few were left as of the May meeting. Bob Allen is now the exclusive distributor of the great blue and white WAM hats. Order yours now and beat the rush! Buy one and look cool! You might want to wear your new hat while you're building that new plane. Call Bob at 876-3580 and place your order. He'll appreciate it.



A. M. A. NEWS

No report this month.

Hamilton's Rule for Cleaning Glassware: The spot you are scrubbing is always on the other side. Corollary: If the spot is on the inside, you will not be able to reach it.

First Law of Computer Programming: Any given program, when running, is obsolete.



SCHOOL FLIGHT PROGRAM

by Ray Miles

By the time you read this all classes for this year will have been completed. Time again to thank those participating to make this thing work. There seems not to be any repair work to be done during the summer. Any breakage was repaired immediately after it was noticed, so that the work did not pile up on us. Perhaps a new model will have to be built for next year's teacher question. There is none needed for the display. We're covered on all aspects of what is talked about in class. There is not one thing left to the youngsters' imagination. They see it all!

So - to Milt, Bill, Ed, Charlie, and John - heaps of thanks from honcho man. Where will we eat during the summer?

REPLY TO THE BOAT ARTICLE

By Ray Miles

I wasn't expecting Ed to add anything to what appeared in last month's T/S (regarding the article about Ray's boat models). Perhaps that was his editorial opinion! However, I was only stating things as I saw them, and events as they actually occurred, nothing more. It was kind of him to say what he did, and I thank him for that, but I was only stating my views and facts as they happened so our newer members would be privy to our past. In many cases, if one does not know where they came from it may be difficult to know where they are going! In this case, the club itself, and in particular, the SFP. That topic is addressed in this issue. I've said enough. Let's try to resolve some situations.

Editor's Note: Please see Ray's thoughts on the SFP as it stands now on page 4. There may be some discussion of this at the next meeting.

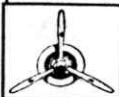


MARYLAND MODELERS REPORT

No report received this month. Check next month's T/S minutes to find out what happened

TOC OF MARYLAND SWAP FIELD

Call Dr. Stanley Blum for details @ (410) 653-9185



COUNTY REPORT

by Ray Miles

Again, no report for this month. Just be sure you use the field to the utmost, remove trash, etc., etc. I understand that the new cable has been installed at the entrance. I called R/S to be sure that this was done and to see that the county people re-install their damaged lock on the other end. Someone we all know is now able to spend uncounted hours in the area. Seems unemployment struck again. Just do the things we're supposed to be doing - the way we always have.



SETTING YOUR RPM

From The SWAP Flyer May, 1998

The habit employed by most pilots of adjusting for max RPM on the ground with a full tank of fuel will probably result in a lean engine run and possible "flameout" in the air. Employing this method of max RPM for ground performance is not correct for the flight environment. RPM increases 10% - 30% in the air over that achievable on the ground. This is due to the forward motion of the airplane as well as the aerodynamics of the propeller. This increased RPM constitutes more air to the engine and the carburetor settings on the ground are now improper to the flight performance of the engine. Additionally, the burning of the fuel in flight will lower the level of fuel in the tank, as will high climb rates, aggravating low fuel flow and lean run. If an engine is to perform over longer periods of time, the engine must be adjusted for flight environment. It is imperative to simulate this environment while on the ground. One method which I suggest is to fill the tank to about 1/3 capacity, start the engine, and hold the nose in the air, and adjust the carburetor to maximum performance. Once the top RPM is reached, richen the setting a couple of clicks until an audible drop RPM drop is heard. Idle, shut down, and fill the tank to capacity. Remember, needle valves do not require adjustment prior to every flight. Once set, and the carburetor remains clean, you should not have to reset it until climate temperature changes or you change your fuel.

Editor's Comment: I think I am going to take a full load of flak for printing this nice bit of advice. Somehow, my engines always need to be adjusted before each flight, and the temperature and fuel must change every time I land. I guess I just like things to be a bit more complicated than they have to. Oh, well!



A PERSONAL ASSESSMENT OF THE SCHOOL FLIGHT PROGRAM

By Ray Miles

This article has to do with my own personal observations and assessments of the SFP and the direction as to where, or where not, the program may be headed. It is based upon 10 years of what I think, may, or may not, have been accomplished during that time. Some things are more pronounced than others, some lie just below the surface. However none of this has to do with team people or the program itself.

Are we accomplishing anything? Are we making a difference? Has the program worn thin? Is the program appreciated? Should we wind it down, or do we continue? Are we at risk? What, if any, results have been obtained? Is the program becoming a time filler only? There could be several answers to any given question.

Comparisons for any given school, in any given year, could be drastically dissimilar, and with the exception of 6 or 7 schools, this is exactly what occurs. With the exception of those 6 or 7 schools the program, in my view, has tended to take on a "show & tell" format. Attention is lacking, the youngsters fidget, and control is more difficult to maintain.

The program established ten years ago was one of high expectations. It was thought it would enhance the flight unit taught in our elementary schools. It received the endorsement of both teachers and the Board of Education. Our people volunteered. The program worked and continues to work. No doubt it has done some good.

Much preparation by our people is needed. All team people are committed to the program or it would not have lasted this long. The teachers are as enthusiastic as they have always been. The program has been accepted by the Board of Education and even though several letters of invitation have been sent them to attend a class, none have responded. They have never acknowledged that we even exist.

The intent of invitational letters to county officials to attend a class was to impress upon them we do a bit more than just fly models. Most honored our invitations and have witnessed a presentation, but not all.

The club has not gained one new member as a result of the program. One young man attended a meeting as a result of it, but has not been seen since. Perhaps our "noble intention" never developed. It should have attracted some of those pupils, but I am now realizing it most likely will not. There are just too many activities for them to engage in, all of which provide instant gratification. In this age, results have to be instantaneous. We are only kidding ourselves if we tend to think otherwise.

So, in one paragraph, or sentence, the answer is to go forward, and in another the very opposite is somewhat apparent. Regardless which stance one cares to take, without members of our club coming forward to assume some of the responsibility that is demanded, the program, will of it's own accord, wither and die. I, for one, am somewhat worn, and there may be others of us feeling the same. Three of us have been involved since the start, two came on about 2 or 3 years later, and another two in the last 3 years. However, there have been 3 or 4 who have dropped out, not necessarily by choice. The point is, others must be willing to step forward if the program is to continue much longer.

To list a few specifics: On many occasions the teachers and their students may be 5-10 minutes late for the : start up time. In my view they should have been seated, quieted, ready for us to begin. Immediately we are behind time. In addition, we have sometimes been told to abbreviate the program because some other situation dictates we end 15 minutes early. That, in my opinion, is not fair to either us or the children. It is tough enough to cram the fundamentals into 35 minutes, much less into 20 minutes without seriously impairing the presentation. We have tried several changes to alleviate some of the problems but we could live with none of them. I won't go into what was involved or what they were. The team people know.

After 10 years of flying demos after class, we have reassessed the flying hazards entailed. It has been determined not to stretch our LUCK any further. The law of averages enters the picture, and our intuition tells us, at least mine did, it is time to eliminate the probability of a serious situation. We do not need, or want, any youngsters to be injured, or worse. This was a tough call, and I for one think, was a necessary one. The students really enjoy that part, but neither the teachers or the pupils realize just how much is at risk.

I have absolutely no idea of anyone else's feelings I I've not asked. Perhaps we need to determine what is best for all concerned. As I stated at the start, all of the above is my own personal viewpoint, and perhaps more questions have been raised than answers!

Should the club as a whole decide what is, or is not to be done? Or should only the team people be involved in any decision? I feel as though the team people should be the one's to make any decision as we're the one's involved. If suggestions are forthcoming from the club, I would expect that those putting forth any suggestions be prepared to be contribute to those suggestions. Then again, I may be totally off base on all of this.



FUN FLY TIME IS COMING!!

Get your airplanes ready, charge your batteries, bring your appetite, get ready to laugh and hoot, check your internal clock, bring your friends (if you have any), pray for good weather, and do whatever else you need to prepare for the upcoming Fun Flies. All dates are on the 2nd Sunday of each month (except the September date) and will begin about 1:00 p.m. If you can, please arrive early (11:00 or so) to help set things up, get your airplanes ready, etc. As usual, Chairman John Wunderlich will run the program, discuss the events, and help keep us flying along. Mark these dates on your calendar:

JUNE 14

JULY 12

AUGUST 9

SEPTEMBER 20 (3rd Sunday)

Get your schedule in order. These events are lots of fun for those flying and those watching. And remember, you don't have to be an expert flier to participate and have fun.



HELPFUL HINT FROM WENDELL

By Eddie the Editor

Several WAM members have been aided by the engine expertise of Wendell Richards. I know that he has replaced bearings in two of my engines (can't imagine what I did to make them go bad), helped Ace Allen with an engine problem, and no doubt has come to the rescue of other fellow fliers. He always is there if you need help, and we are fortunate to have Sir Wendell's knowledge and skill.

After he replaced some bearings for me, I noticed how clean the engine was. Wendell said he used "Perfect Engine Cleaner" to clean it. But I have tried it and did not get good results at all. The secret is, says Wendell, is to boil the engine cleaner in a coffee can with the engine in it (dissembled if possible), and then put a plastic cap on it and let it sit for 30 minutes. So next time, don't follow the instructions on the container. Instead, follow Wendell's advice and you should have a clean, shiny engine to power your airplane. Thanks for the tip, Wendell. We all learn from each other.



HAPPY BIRTHDAY!!

♦ June ♦

Richard Jakubs



AVIATION HISTORY JUNE



- 4 1783 First hot air balloon demonstration.
- 7 1936 Major Ira Eaker makes first transcontinental "blind" flight from New York to Los Angeles.
- 12 1979 "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 in a Vickers Vimy bomber.
- 26 1936 First successful helicopter flight.
- 27 1923 Air to air refueling demonstrated for first time.
- 29 1916 The first airplane built by the Boeing Corp. flies.

WELCOME OUR NEW MEMBERS TOM HIER AND JAMES PEACH

WAM welcomes these
new members to our club.

We hope to see you at our meetings
and active at the flying field.

May your flights be exciting
and your landings smooth!

Perrussel's Law: There is no job so simple that it cannot be done wrong.

Yount's Law of Mail Ordering: The most important item in an order will no longer be available.



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 73 radios on 34 channels have been called in, and that is with 16 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, **DO NOT BUY CHANNEL 20**. It has a nasty habit of mixing with TV Channel 4.

11/1	18/3	25/1	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/0	30/3	37/0	44/2	51/0	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/3	59/0	<u>20!</u>

TOTAL TRANSMITTERS - 75
MEMBERS REPORTED - 16
You may want to cut and save this table.



IDEAS, ANYONE?

Discussion was held at the last meeting regarding the need to attract new members and raise operating funds for WAM. Using the SFP to promote our club and flying, using the Carroll County Times to list open flying dates for the public, and getting a reporter to the field and writing an article about us were all mentioned. Think of ways to help your club and bring them to the next meeting!!

Ferguson's Precept: A crisis is when you can't just say "Let's just forget the whole thing."



WESTMINSTER AIR SHOW

Hurray!! It seems as though there will be an air show at Carroll County Airport again this year. June 20 - 21 are the dates. WAM is planning to sell hot dogs and sodas again this year. Wendell Richards has graciously volunteered to chair the committee to handle the event. **HE WILL NEED LOTS OF HELP**. Please let Wendell know if you are willing to put in some time. **WAM RAISED MUCH NEEDED FUNDS FROM THIS EVENT**. Also, it is a great opportunity to attract some new members. **VOLUNTEER TO HELP. WE NEED YOU!!**

John Sterrett has graciously agreed to coordinate any R/C flying by WAM members and a static display. There is also some talk about BASS participating, also. More details will emerge as time goes on. For now, please contact John at 410-775-0296 if you are interested in flying, helping, or participating in the static display.



CONFEDERATE AIR FORCE

HURRAY!! Once again, the CAF will put on an outstanding air show in Frederick on August 22 - 23. This event is always a pleasure. Lots of WW II airplanes, some very rare, a grand display of multiple planes in the air, usually some helicopter demos, and leading off the show, RC flying of regular craft, helicopters, and then scale WW II warbirds. A rumor is surfacing that Bob Allen will demo his helicopter. Hope it's true! Make plans to attend!



I.M.A.A. NOTES

by Milt Peacock

The 18th Annual IMAA "Rally of the Giants" will again be held in Danville, Va. from June 18 - 21, 1998. It is hosted by the Danville Aero-Modelers and they do a great job. If you would like to see some truly wonderful giant models and flying, this event is the place to be. We fly on the end of a de-activated runway at the Danville Municipal Airport. Even though a lot of flyers are there, speaking for myself, I had no problem getting the "pin" and time in the air. It's a little far for a one day trip, but U. S. Route 29 goes right there. Ask Paul Scaffner and I'm sure he will confirm what I said. Don't just think about it, GO! Call me if you would like more details. (410) 833-3122.



DEADSTICK RETURNS

It has been brought to my attention that many of our esteemed WAM members who built beautiful models this winter and thoughtfully displayed them at the winter meetings have not flown them yet! The "Peanut Gallery" is anxiously waiting to see the following pilots and airplanes fly:

Warped Wing Woolston and his new sleek Profile Extra Special 40.

Webfoot Reeves and his perfect scale gorgeous Cap 232.

Submarine Richards and his graceful Swoose Goose.

Blackfloat Schaffner and his huge 1/3 scale J-3 Cub.

Inverted Allen and the ever faithful Cloud Dancer.

Also, where is the famous Hasert Butterfly? I'm looking forward to these flights with great anticipation.

DEADSTICK

Editor's Comment: Thanks, Deadstick, for continuing to contribute to the T/S. Your timely and insightful comments are always appreciated. I'm sure that I speak for all WAM members. Keep them coming!



BUMMER!

By Eddie the Editor

Drat! This spring has been one of frustration for Eddie the Editor. Besides the seemingly endless succession of rainy weekends, I always seem to either be away or have something to do which I can't get out of when the weather is nice. So I have not been able to fly very much so far this year. Frustrating to say the least.

I hope the rest of you WAM fliers have been out to the field more than I have. From the comments sent to me by John Sterrett, it seems that you have, and I'm glad to hear it.

Here's hoping that we get several spectacular weekends in June and we are all out flying our favorite airplane soon. The "peanut gallery" should be getting larger and noisier, also, and that is always part of the fun. Hope to see you at CCMA soon.



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

** New Address or Changed Address

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~MICHAELY)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!



BUTTERFLY FLYING AT CCMA

By John Sterrett

Although the weather was unsettled, four WAM members and one member-to-be, Jim Peach, braved the windy CCMA field on the first Sunday in May. Milt Peacock flew his Cherokee and Sky Raider on brief flights due to minor mishaps. The Cherokee engine muffler fell off during flight but due to Milt's forethought of using a safety cable to hold the muffler to the plane, it was still attached during the deadstick landing. Frankly, since Milt attached the cable the day before this looked suspiciously like a planned event to demonstrate his design! It saved him some money, though. Milt's Sky Raider flight (its first), ending about 200 feet beyond the runway, where it dropped out of sight below the field causing minor damage to the firewall and breaking the prop.

Terry Reeves flew his old faithful Four Star 60 several times but probably the major time-consuming activity of the afternoon involved piggybacking my Butterflop glider on the Senior Telemaster for about 6 flights. Glider pilots Milt and Terry flew the Butterflop after it was released at about 800 feet for at least 10 minutes each time. The air was great for gliders! I probably performed (according to Terry) the most dramatic maneuver of the day while landing the Butterflop. On the final leg the wind forced the Butterflop off course to within a few feet of the trees and by putting the glider into a full hammerhead stall, I was able to avoid a high altitude landing! This was a maneuver I'd rather not repeat. The fourth member present was Bill Hasert, who commented from the peanut gallery. Bill said he was going home and finish his Butterfly! Where were Right Turn Bowen and the rest of you Sunday flyers?



MORE MODELS ON DISPLAY

This has been a great year of meetings so far, and one of the nicest things has been the displays of new models built by WAM members. As someone pointed out to me at the last meeting, we have had a model on display at each meeting of 1998. Keep up the good work, folks.

At the May meeting, it was Ray Miles' turn, and he brought in two of his ship models. Those of you at the meeting can attest to the fact that they are beautifully crafted, with details as precise as those of the best aircraft models. Very impressive. I hope that Ray will bring one of his larger and even more detailed projects to another meeting after the school year ends, since they are being displayed at Oklahoma Middle School in Eldersburg until the end of the school year.

As an aside, Ray mentioned to me that he kept a record of the time he spent building each model, as well as the cost of the parts, and added the monetary value to his homeowner's policy. (This was on the advice of his insurance representative). This may be something that you may want to think about also, and perhaps mention to your insurance agent the next time you talk to him (or her).

At any rate, it is great to see new creations and listen to our members discuss and learn from each other. Keep those new models coming. Maybe we can set a WAM record by having a new display for each meeting throughout 1998. Let's go for it!



PREPARE FOR FLYING SEASON

As we enter the heart of the flying season, I thought it would be a good idea to remind all of our WAM pilots of a very wise bit of advice which was published in the T/S several years ago. I'm sure that some of the new members are unaware of this helpful hint, and perhaps some more experienced fliers have forgotten it. These words of wisdom can save some time and trouble in the event of a crash.

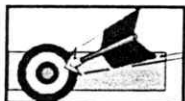
When building your pride and joy airplane, it is a good idea to place a rolled plastic trash bag inside the fuselage. It doesn't weigh very much and you won't even realize it's there. But if that airplane misses the field and crashes far away, you will have a handy trash bag to put all the pieces in when you find the remnants of your plane. You can carry your airplane back conveniently and neatly!



REMEMBER TO VOLUNTEER

We need all available help for the "Wiener" Stand, flying demo, and static display at the Air Show on June 20 -21. This is our big fund raiser of the year. If we want to be able to improve the field, improve the club, pay for the Porta-Pot, etc. we need YOUR help. Let Wendell and John Sterrett know that you can help - and it's fun!

If you do nothing else for the club, at least make an effort to help at this event. You'll enjoy it, and, who knows, we may even be able to reduce the dues. Come to the meeting and volunteer, please!



STALLS

From the SWAP Flyer, April 1998

A stall occurs when a wing reaches its critical angle of attack. Regardless of load factor, airspeed, or bank angle or atmospheric conditions, a wing always stalls at the same critical angle of attack. Pilots control angle of attack with the elevator.

A stall is an aerodynamic phenomenon - it has nothing to do with an airplane's engine. Gliders, huge airliners, jet fighters, and prop-driven general aviation trainers all stall when their wings reach a specific angle of attack - not because their engines falter.

ANATOMY OF A STALL

Up to a point, increasing the angle of attack increases the amount of lift a wing produces. Eventually, however, air flowing over the top of the wing can no longer follow the wing's contour and it begins to swirl like water flowing over rocks in a stream. At this point, called the **critical angle of attack**, total lift drops suddenly and the wing stalls.

Every wing has a specific critical angle of attack, and it always stalls at that angle. Most general aviation aircraft have wings with a critical angle of attack of about 15° . Inexperienced pilots often mistake pitch attitude for angle of attack. Remember that the airplane's flight path (and therefore the relative wind) may not be in the direction that the nose of the airplane is pointing.

WARNING SIGNS

A slight shaking or buffeting often precedes a stall. Of course, this shaking may not be apparent while flying an R/C aircraft. This vibration begins as the air flowing over the top of the wing becomes turbulent. When this air hits the horizontal stabilizer and elevator you may feel a slight vibration in the control yoke or stick (in a full scale airplane - not with R/C). Most airplanes have a stall warning horn to alert you as an airplane approaches a stall.

RECOVERING FROM A STALL

There is only one way to recover from a stall - reduce the angle of attack by applying forward pressure on the stick to reduce the angle of attack, then add power to minimize loss of altitude.



WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Westminster Aeromodelers,

I really appreciate you coming to teach us all about flight. The four forces are: lift, gravity, drag, and thrust. It's interesting how air has to split in half to go under and over the wing. When they split in half the air that goes over the wing goes over a tiny hill so it has to go fast to catch the air at the bottom and that creates lift. I enjoyed the time in the presentation when you shared us things that can fly around the cafeteria. That joke about the french flies was really funny. I'm glad you could come.

Your friend,
XXXXX

Dear Westminster Aeromodelers,

Thank you for coming to our school I learned a lot about airplanes. I like the part when you flew the airplane on the stage. I think the model airplanes on the table were really neat. I liked looking at the big rocket because I can't believe how big the rocket was and how small the people were. I liked the way the model airplanes flew around the cafeteria. Thank you for coming to my school.

From,
XXXXX

Dear Mr. Raymond Miles,

Thank you for coming to our school. What you taught us was very interesting. I liked it the most when you tested the model airplanes and gliders. I learned a lot of what you taught. I bet that when you go to another school the people at the other school will feel the same way too. I had a wonderful time with your teaching. Thanks again.

Sincerely,
XXXXX

Dear Mr. Raymond Miles,

Thank you for coming to XX. We had a great time, well at least I had a great time. I liked the things you showed us.

Your listener,
XXXXX



COMING EVENTS



June 13-14 BASS Sailplane Meet Walkersville, Md.
 June 13 IMAA Rally @ PGRC Site, Crofton
 June 14 WAM FUN FLY
 June 18-21 IMAA Rally of the Giants, Danville
 Va. (A good one).
 June 20-21 Westminster Air Show. See T/S.
 June 24 MMA Meeting.
 July 10-12 "STARS" Giant Scale Rally. Olean, NY
 July 10-Aug. 4 AMA NATS. Muncie, IN.
 July 12 WAM FUN FLY
 July 18-19 BASS Sailplane Meet. Reading, Pa
 Aug. 9 WAM FUN FLY
 Aug. 22-23 CAF Air Show. Frederick. Great!
 Sept. 20 WAM FUN FLY

Call Milt P. for details + other events
 410-833-3122

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

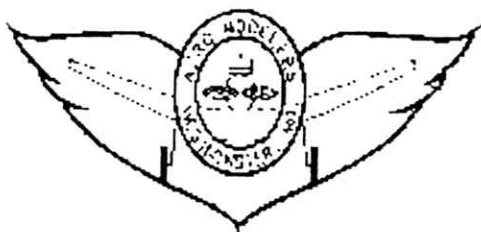
Newsletter of the
 Westminster Aero Modelers
 c/o Ed Goldman, Editor
 16 Kalten Road
 Westminster, MD. 21158

TO:



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
Member At Large	Lloyd Briggs	833-7450			

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

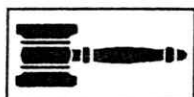
NEXT MEETING

July 7, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 6

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

Well, it looks like we survived another flight demo and wienie sale at the Westminster Air Show! I would like to thank all who helped out. There are a few guys who need to be singled out for their contributions:

Hot Dog Sale: Chairman Wendell did an outstanding job of organizing and managing the stand. Bob Allen got us an outstanding deal on getting the hot dogs on consignment. Dutch got us a great deal on the rolls and condiments.

Flying Demo: Chairman John Sterret did a good job coordinating our effort with the BASS club. Thanks to the pilots and to Eddie the Editor (now commentator).

The preliminary numbers look like we made about the same profit as last year. Wendell will bring us up to date at the next meeting.

On another note, I received a phone call from Richard Soisson on Thursday, June 25, to let me know that the chain had been left unlocked Wednesday evening. Given that I re-

ceived the call at 10 AM, it seems that our friendly neighbor is watching rather closely. We really don't need trouble over something as simple as locking the chain. THE CHAIN MUST BE LOCKED BY THE LAST PERSON OUT. NO EXCEPTIONS!!

Till next time.

Mickey

1998 ROSTERS

The latest and last roster of the year was distributed at the May meeting. IF YOU WOULD LIKE A ROSTER, JUST CALL ME (410-848-3835) AND I WILL MAIL YOU ONE. I'll reserve this space for new member's editions. There are none this month.

WHERE AM I?

Eddie the Editor (and Crab Feast Coordinator) will be out of town for the July meeting. Please give a head count at the meeting for the crab feast. Those not at the meeting, please call me (410-848-3835) on July 13-14 if you will be attending. Gary & Dell's will need an approximate head count for the feast.



MINUTES OF WAM MEETING

JUNE 1, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 18 members and 5 guests present - Lee Fritz & John Appling from the BASS Club and Jim Bates, Jim Spence, and Ben Dawson.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. President Mickey reserved comments on the upcoming Air Show at Westminster Airport for later in the meeting.
4. V.P. John Sterrett passed comments on the MMA to Milt Peacock who related the news that the MMA will probably be dissolved at the September meeting due to lack of interest and participation from the their clubs.
5. Treasurer Bob Allen not present tonight.
6. Foreign Correspondent John Schaffner related the latest from Nick Jonckheere in Belgium. Nick announced his first parachute jump, successful of course. John will be meeting Nick on 19 June at Calais, France as part of a trip to England, France, Belgium, & Luxembourg. There was also news from Alberto Nencioni in Milano, Italy. Alberto & family will be touring the National Parks in the western U.S. and then going onto Hawaii for ten days.
7. Field Marshall Lloyd Briggs reported the field in good shape for flying but the lane is a bit rough. Ray will see if the county will do something with it soon.
8. Ray Miles spoke briefly on the School Flight Program. The last session for the school year is tomorrow. Ray needs more help for next season or the program will suffer. Volunteer guys.
9. Membership Chairman Ken Davis was not present but the two candidates for membership were given tentative approval to use the field.
10. Wendell Richards reported all club items are accounted for.
11. Events Chairman John Wunderlich announced the Fun Fly for June 14 at 1:00. Refreshments and flying activities are planned. Come out and enjoy the day with the club. That's why we are !!
12. Ray Miles reported no problems with Carroll County.

13. Talespinner editor Ed Goldman still says, "C'mon & send me stuff."

14. No AMA report. WAM needs someone to be the Rep.

15. Lengthy discussion on the club's participation in the Air Show on June 20 - 21 at Westminster Airport. We will be operating a hotdog and drink stand and will be the opening act of the flying portion of the show. C'mon out, this is always a good day.

16. The date of 15 July is set for the Annual WAM Crab Feast at Gary & Dell's. It's a Wednesday so come to the field and fly and then proceed to Gary & Dell's at 7:30.

17. No 50/50 tonight. (No treasurer.)

18. The meeting was adjourned at 9:30 (with bull session following.) Lee Fritz and John Appling from the BASS Club brought two very interesting sailplanes to show & tell. One was super miniature with an unbelievably small receiver and servos. Six channel, no less ! Thanks to these two guys.



REMEMBER YOUR HEAD!!

Hats are still available, but not for long. Only a few were left as of the June meeting. Bob Allen is now the exclusive distributor of the great blue and white WAM hats. Order yours now and beat the rush! Buy one and look cool! You might want to wear your new hat while you're building that new plane. Call Bob at 876-3580 and place your order. He'll appreciate it.



A. M. A. NEWS

No report this month.



MARYLAND MODELERS REPORT

No meetings are being held this summer so guess what - no report on what didn't happen.



COUNTY REPORT

by Ray Miles

Haven't heard a word, don't expect to, don't want to. All's well.

Editor's Note: Since Ray wrote this report, there has been at least one incident that should be discussed at our next meeting. Stay tuned.



SCHOOL FLIGHT PROGRAM

by Ray Miles

Another year has been completed - the tenth year WAM has visited every elementary school in Carroll County. Wow - we're that much older! It doesn't seem possible.

The outlook is not very promising for future classes. We were dealt two shockers in May. One was by school policy and the other by a teacher. There will be a determination made shortly by TEAM personnel as to what course of action is to be taken in light of these developments, as well as other incidents which have occurred in the past.

Once a decision has been reached by SFP team members, the why's and wherefores will be explained to the general membership.



MALL SHOW

By Ray Miles

I stopped by the Cranberry Mall several weeks ago to see the display by the Carroll County Airport that included some of the models borrowed from the SFP inventory. An aerial wire on the E-10 was either broken or came apart, most likely as it was being removed from its box. Everything else seemed to be O.K. It was a very nice display. While I was there several groups stopped to look at it. You'd be surprised at the information that people THINK they know when telling their friends all about the different aircraft. One person was telling his children that the Electra E-10 was the B-26 used in WW II. Oh well, the intent was honest. I know nothing about computers, so we all have our areas of knowledge and we all lack knowledge in other fields.

Editor's Note: From my understanding, June Poage gave Ray a call asking if WAM could loan her some model airplanes for the mall show. Ray was able to provide June with what she needed. This is just another way that WAM is able to help out our friends, and they, in turn, help us. It's a nice thing to be able to do.



PLEASE READ THIS!

As Mickey stated in his message for this month, it is important that we are sure to **LOCK THE GATE**. A seemingly minor thing, but in light of the fact that these things are reported to the county, we must be careful.

FANTASTIC AIR SHOW!

By Eddie the Editor

Everything about the Air Show was great! Hot Dog Stand Coordinator Wendell Richards did a superb job getting everything in order for WAM's big fund raiser. Many members helped throughout the entire weekend. Mickey Yachera, Bob Allen, Jim Garrett, Jim Peach, Lloyd Briggs, John Wunderlich, Richard Jakubs, John Sterrett, Bill Hasert, Tom Hier, Lou Omansky, Terry Reeves, Denny Roberts, Bill Woolston, and myself were among the members working the stand. (If I forgot anyone, please forgive me - and thanks for the help). In addition, Jane Richards, Marilyn Allen, and Kelly and Kristen Yachera helped a great deal. Working the stand was actually fun! We joked, worked, cooked, joked, etc. and I believe everyone enjoyed the fellowship. I had some nice talks with some folks I don't know that well, and am happy to have had the opportunity. The success was total.

John Sterrett handled the static display and helped coordinate the flying activities. Wendell Richards, Bob Allen, Lloyd Briggs, and Tom Hier were the WAM fliers for the weekend, and they did a superb job. The BASS club also flew many hand launched gliders after we flew, and despite a lack of thermals, put on a nice demonstration.

WAM is fortunate to have the opportunity to display our hobby in front of a large crowd, and we owe a big "Thank You!" to our fliers. They represent us in a positive light for the public to see, and allow us to promote our club to some extent. We had several people visit our hot dog stand to inquire about our club, where the field is, etc. Hopefully, we can attract some new members to our club. Although it has occasionally been somewhat difficult to fly to due unforeseen aircraft interrupting our "show," the good will and exposure that we get is the reward. Without Wendell, Bob, Lloyd, and Tom's willingness to fly at the Air Show, WAM would lose our best opportunity to show the community what we're all about.

We should also direct a big "Thank You!" to June Poage for inviting us to fly and for giving us the opportunity to display our hobby. In addition, she graciously allowed us to sell our hot dogs in a prime location. Our profits from this event should help WAM improve the flying field and perhaps even

(Continued on page 4)

(Continued from page 3)

lower our dues structure somewhat. Two days of hard work and excellent preparation by Wendell, Bob, Dutch and some others paid big dividends for the club. It's a pleasure to work with Ms. Poage for the benefit of the air show and for WAM.

Back to the flying. On Saturday, Wendell flew his Dragon Lady, Bob flew his Ace Biplane, and Lloyd flew his Kaos. Bob had some minor engine trouble (it quit) every time he inverted the airplane. And since Bob flies inverted a lot, he had to land the plane "deadstick" twice, but fixed the problem and flew again. Wendell and Dutch did a great job, also, and the crowd was paying close attention to the three airplane demonstration. Trying to announce the show was a challenge, since all three fliers were in the air at the same time and the crowd could have been watching an airplane that I wasn't. But they kept their patterns tight, so your eyes could shift from one plane to the other pretty quickly.

The BASS club followed our show and did a good job, also. But without power and no chance to catch a nice thermal, their gliders were limited as to duration and altitude. The crowd, though, seemed to enjoy their performance.

Sunday saw Bob, Dutch, and new member Tom Hier fly. Tom flew an electric powered "Diamond Dust," a very light and highly aerobatic delta shaped airplane. He did great job. Bob flew the biplane again and Dutch flew his "Stinger." Bob's plane was powered by a 4 stroke engine and Dutch's had a 2 stroker. The differences in sound between the three planes was very noticeable. No sound from Tom's electric, of course, and the contrasting sounds of the 2 and 4 stroke engines made an interesting comparison.

From a personal standpoint, I was very proud of our members and their overall efforts for the entire weekend. While it's not something anyone would want to do every weekend, it was time and energy very well spent and all who participated in any way should be proud of themselves.

We should all be looking forward to next year and the golden opportunity to repeat the success we had this year. Thanks again to ALL who contributed to a fine weekend.

P.S. Perhaps Tom could bring his "Diamond Dust" to a meeting. It's an interesting looking aircraft.



EAT THOSE CRABS!

WAM is once again, by popular request, hosting a crab feast on July 15, a Wednesday evening. The eating will take place at Gary & Dell's on Route 97 at 7:30 p.m. This will be an all you can eat event, with crab soup, salad bar, steamed crabs, fried chicken, and corn on the cob included in the meal. Our first crab feast was held last year to coincide with the U. S. visit of our Belgian friend, Nick Jonckheere. We wanted to give Nick a taste of Maryland's best, and crabs, corn, and fried chicken seemed to represent our state as well as anything. All who attended had a wonderful time, so we are going to have "All You Can Eat II" this year, even though Nick will be in Belgium. (Sorry, Nick!).

The format is as follows: Wives and/or significant others are invited to share in the evening. If the weather cooperates, those who wish to can fly at CCMA in the afternoon and then make their way to Gary and Dell's by 7:30 p.m. Those who don't fly can simply be at the restaurant at 7:30. I would plan to eat very little that day so your gastrointestinal tract is primed and ready.

The base cost of the All You Can Eat meal is about \$ 18 - \$19 per person. This does not include drinks or gratuity. Last year we simply split the total cost among those who attended, and I believe it was about \$ 25 - \$ 26 per person. It certainly won't be less than \$ 25 or more than \$ 28. Last year we had about 30 or so people, and there was lots of fun and laughter interspersed with the food. We had a ball!

Please plan ahead and make plans to attend this event. I will need an approximate head count a few days ahead of time. I will not be able to attend the July meeting, so please call me at (410) 848-3835 to let me know if you will be there or give let someone at the meeting know you'll be attending and how many. Gary and Dell's can get busy in the mid-summer, so they have to be sure to save us plenty of space and lots of crabs! I believe that some members of the BASS club may also join us, and we'll be glad to have them.

There is a chance that we could promote a contest of who can eat the most crabs and either have a pool put together or have little side bets on who can eat the most. Think about it. I look forward to having a large turnout and a fun evening.

* Gary and Dell's is on Route 97 about 1/2 - 1 mile past the Humane Society on the left. Call me for directions if you need them.



FUN FLY REPORT I

By John Wunderlich

The first FunFly of the year is history. The weather held up and the prevailing winds were kind to all. We had six flyers anxious to participate. In the end, Bob Allen won first place but not without a challenge from John Sterrett. They tied for first place and the winner was chosen by a Fly Off. Wendell Richards came in a close third. Admiral performances were given by Paul Schaffner, Lloyd Briggs, and Richard James.

Several events were new and everyone seemed to have a great time. Before the next FunFly, I am sure several flyers will be practicing their whistling after eating a cracker. If this peaks your curiosity, ask one of the members who was at the event. It was hilarious!

New members, please do not hesitate to join in the fun. If you can take off, loop, and land you can do these events. Hope to see everyone at the next Fun Fly on July 12th.

Thanks,
John Wunderlich

Editor's Comment: I was sorry to miss this event, but my oldest son graduated from college and I think there would have been a very high price to pay had I missed that event. I did hear that everyone had a great time, as we always seem to do at these events. It's great to continue the WAM tradition of the Fun Fly contests, with the emphasis on fun. I can't remember any of them (going back to the days at Nelson field) that weren't enjoyable.

WAM's thanks to John and his helpers for continuing to host our summer days of fun!



DEAD BATTERIES?

From the AMA Newsletter
September, 1997

Do you have a Hobbico tach with dead batteries? There are 4 small batteries to replace, but they cost about \$ 4.20 each. Pretty expensive. But instead of spending \$ 17.00 for the 4 batteries, go to Radio Shack and buy a DuraCell PX28A alkaline battery. Peel the thin metal case off and you'll find 4 of the little cells that will fit right into your tach. You'll save enough to buy a gallon of gas.



HAPPY BIRTHDAY!!

♦July♦
Paul Schaffner



AVIATION HISTORY JULY



- 2 1900 Count von Zeppelin takes 5 people aloft on the first flight of his airship.
- 2 1937 Amelia Earhart disappears near Howland Island on her attempt to fly around the world.
- 4 1908 Glenn Curtis wins the Scientific American trophy.
- 16 1969 Apollo 11 launched into space.
- 20 1969 Neil Armstrong becomes the first person to set foot on the moon.
- 22 1933 Wiley Post in the "Winnie Mae" becomes the first person to fly solo around the world
- 24 1919 First flight of the American tri-motor passenger plane.
- 25 1909 Louis Bleriot becomes the first person to fly across the English Channel.



UNIQUE SOLUTION

Unknown Internet Source

According to a radio report, a middle school in Oregon was faced with a unique problem. A number of girls were beginning to use lipstick and would put it on in the bathroom. That was fine, but after they put on their lipstick they would press their lips to the mirrors leaving dozens of little lip prints.

Finally the principal decided that something had to be done. She called all the girls to the bathroom and met them there with the custodian. She explained that all these lip prints were causing a major problem for the custodian who had to clean the mirrors every day. To demonstrate how difficult it was to clean the mirrors, she asked the custodian to clean one of the mirrors. He took out a long-handled brush, dipped it into the toilet and scrubbed the mirror. Since then there have been no lip prints on the mirror.

Why is there an expiration date on sour cream?



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 73 radios on 34 channels have been called in, and that is with 16 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, DO NOT BUY CHANNEL 20. It has a nasty habit of mixing with TV Channel 4.

11/1	18/3	25/1	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/0	30/3	37/0	44/2	51/0	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/3	59/0	<u>20!</u>

TOTAL TRANSMITTERS - 75

MEMBERS REPORTED - 16

You may want to cut and save this table.



CONFEDERATE AIR FORCE

HURRAY!! Once again, the CAF will put on an outstanding air show in Frederick on August 22 - 23. This event is always a pleasure. Lots of WW II airplanes, some very rare, a grand display of multiple planes in the air, usually some helicopter demos, and leading off the show, RC flying of regular craft, helicopters, and then scale WW II warbirds. A rumor is surfacing that Bob Allen will demo his helicopter. Hope it's true! Make plans to attend!

If the # 2 pencil is the most popular, why is it still # 2?



LETTER FROM JIM PEACH

I would like to thank all of the members of WAM for their help and encouragement from the time when I first started visiting the field, to construction of my trainer, and just very recently, soloing. Despite many comments about my experience with a flight simulator it's clear to me that without the instruction of a handful of club members I would have not enjoyed the success I have to this point. I would especially like to thank (in order) Milt Peacock, Dutch Briggs, Wendell Richards, and Bob Allen. Each of them spent time with me on the flight line. Their experience and instruction are what have made my introduction into RC modeling such an enjoyable experience. I would be remiss if I didn't mention all of the other members who have shared so much advice and information with me. They also have been so willing to help me. So in closing I would like to give a huge "Thank You" to the Westminster AeroModelers. It is truly a fine group of individuals who love the hobby and are dedicated to its promotion to beginners like myself. Again, Thank You.

Sincerely,

Jim Peach

Editor's Note: What a nice letter from Jim! It is appreciated and very nice of Jim to send it. Many of us have said it before, and Jim's letter is testament to the fact that WAM is very fortunate to have such a friendly group of folks. Whenever I meet someone who might be interested in RC flying, I emphasize the fact that WAM is one heck of a nice group. Jim's letter simply reinforces that opinion.



PLEASE LOCK THE LOCK.

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. And, please lock the chain on the post if you are the last one to leave the field.

Thank You!



DEADSTICK IS MISSING

No correspondence from the unknown and mysterious "Deadstick." Like all of you, we hope to hear from him/her soon. Perhaps he is on vacation, very busy, tuning an engine, building an airplane, or thinking of the best way to catch an egg in a bucket dropped from an in-flight aircraft. Whatever the reason for his absence, we look forward to contact soon. Where Are You, Mighty Deadstick?



FUN FLY TIME IS COMING!!

One down, three to go! The Fun Fly season has begun. As usual, Chairman John Wunderlich will run the program, discuss the events, and help keep us flying along. If you can, please arrive early (11:00 or so) to help set things up, get your airplanes ready, etc. Events begin about 1:00 p.m. Check that these dates are marked on your calendar:

JULY 12

AUGUST 9

SEPTEMBER 20 (3rd Sunday)

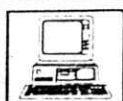
And remember, you don't have to be an expert flier to participate and have fun.



FIBERGLASS HINT

*From the AMA Newsletter
September, 1997*

How do you get the creases or lumps out of the fiberglass cloth we use to reinforce the center section of the wing? This method will probably eliminate them. Prior to applying the cloth, take the time to iron it flat with your clothes iron. This will make it soooooo much easier to achieve a flat surface. Next, place the glass cloth on the center of the wing and tack it down to the surface with ONE drop on CA (each corner, top and bottom). This may require that you have to pull the cloth taut, but don't overdo it. Now you should have the cloth resting on the top of the wing. Now apply resin or CA over the cloth. You may find that after 3/4 of the cloth is attached that you have puckers along one edge or the other, but this is easy to fix. Lift the material where you tacked it, pull it taut, and tack it done again. There you have it!



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

** New Address or Changed Address

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~michaely)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/
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!



A FIRST AT CCMA FIELD

By John Sterrett

The weather this Spring continued to be a factor at the CCMA field. When it wasn't raining the wind was blowing a gale! But many members continued to fly anyway. And it's especially rewarding to see so many new fliers this Spring with their trainers.

Bob (Inverted) Allen, in spite of gusty winds (or maybe because of them), flew his large *Schufter Magic* helicopter for the first time. He's getting very confident. No paint paddles lately! Dutch Briggs also flew his modified *Smoothie* for the first time.

But Wendell Richards no doubt had the most spectacular first for this Spring. The outcome was that a very tall ladder was required. While in the process of landing his beautiful *Extra 300*, he performed such a perfect high altitude landing in a tree top that, to everyone's surprise, the ENGINE CONTINUED TO RUN! Fortunately, with the help of a tall ladder, his airplane was extracted without a scratch. THIS HAS TO BE A FIRST! The ladder, courtesy of Bob Allen, is now permanently located at the field for anybody brave enough to outdo Wendell!

Bill Hasert says his *Butterfly* is about ready to fly. And Right Turn Bowen has marked one of his models with a right turn arrow for the benefit of fellow fliers. John Wunderlich is planning four Fun Flies this summer, but fly whenever you can!

YOUR FUEL TANK

by Clay Ramskill

Goodness knows, we have enough trouble keeping our "simple" little engines running properly. There seem to be a gazillion details that can cause them to run badly or not at all. Now we introduce another whole set of potential problem areas that affect the engines' operation - the fuel tank and its setup.

Obviously the engine must have fuel to run - but how EASY it is for the engine to draw fuel from the tank can have lots of effect on just how WELL the engine runs in various flight conditions. Essentially, the engine creates a vacuum in the carburetor throat while running; normal air pressure in the tank (or muffler pressure if you use it) that draws fuel into the carb through the needle valves that you have diligently set.



FLEA MARKET OCTOBER 3, 1998

From Milt Peacock

This year the Flea Market in October will be sponsored by WAM rather than the Maryland Modelers Association as in previous years. The format will be the same as in the past. Details are as follows:

WHEN: OCTOBER 3, 1998
TIME: 9:00 A.M.
WHERE: WESTMINSTER VFW HALL
(2nd Floor)
COST: \$ 2.00 AT THE DOOR

Table Rental: Full table (8 feet) \$ 10.00
1/2 table (4 feet) \$ 6.00

Table reservations on FIRST PAID basis (postmark on envelope). Checks payable to "C.M. Peacock - WAM". Mail to Milt @ 213 Da Lib Road, Finksburg, Md. 21048-2510.

Vendor set-up will be at 8:30 a.m.

Refreshments will be available (coffee, sodas, donuts, hot dogs, and ??)

NO HOBBY SHOPS, DEALERS,
OR TAILGATE SALES

For more info, call Milt: 410-833-3122 (9 am - 9pm)

The problems that can arise from your tank setup can be grouped into several distinct areas:

1. Tank height: The farther "up" we must draw the fuel to get into the carb against the force of gravity, the less likely it will arrive in sufficient quantity. And as we maneuver the plane applying "G" forces, the forces required become even greater. So we can't have the tank too low in the plane with respect to the engines' carburetor. Most experts seem to agree that the centerline of the tank should be, optimally, about 3/8" - 1/2" below the centerline of the carb barrel. The tank should be mounted in the plane as near that goal as possible - but in some designs that can't be done! If you can't raise the tank, then lower the carb. Since the carb is usually about an inch above the centerline of the engine, just side mounting the engine will lower the carb by an inch! Head Pressure: The actual pressure of the fuel going to the carb is determined by the air pressure in the tank PLUS the pressure exerted at the tank pickup point by the depth of the fuel in the tank. This extra pressure exerted by the fuel (the "head") makes it

easier for the fuel to flow to the carb when the tank is full, and harder when the tank is empty. The result - your engine will lean out some as the tank level gets lower. There isn't much we can do about this, although pressurizing the tank with muffler pressure eases the effect somewhat. Also a smaller tank helps since there is less difference in height between full and empty.

2. Distance of fuel tank from the engine carb: The farther back in the plane that your tank is located from the carb center, the farther "up" the fuel must travel when the plane is going uphill! This is why we point the plane's nose up when setting the main needle - it's the worst case situation. The farther the tank is back from the engine, the worse the situation. Remedies? A smaller (shorter!) tank is better. The tank should be located as near the firewall as possible. And the engine should be back as close to the firewall as practical.

3. Fuel Lines: Should be as straight as possible, and as short as possible. The longer the line, the more "drag" the fuel has as it is pushed to the carb. And any bends in the line constrict the flow some.

4. Fuel Tank Mounting: The tank should be isolated from the airframe as much as possible by mounting it in foam rubber. Too little foam or any direct contact with the airframe can transmit vibration to the tank, causing the fuel to foam up - then the carb is being supplied with air as well as fuel! Too much foam or too soft foam can cause the tank to shift during maneuvers, causing the fuel supply line to bend sharply or even kink.

Taking some extra care and planning while installing the fuel tank can save you a lot of grief - as well as a lot of dead stick landings!

Editor's Comment: I recently had a problem with my son's old Hobbico Avistar. He flew it with an OS .40 FP and had no trouble. I put a different engine in the airplane, but could not get it to run well at all. Wendell suggested that I might try lowering the fuel tank. I did, and at home that cleared up the problem. But nothing had changed in the setup of the tank, tubing, etc. other than the engine. As Wendell told me, some engines just create more vacuum than others. Therefore the tank setup will be more critical with those engines won't run consistently well unless the setup allows for adequate fuel flow to the carb. As one who has more trouble getting engines to run consistently, I was happy to see this article and to have Wendell provide another possible cause.



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

Dear Aeromodelers Club,

Thank you for coming to XXXX School to be with my class and other third graders. My favorite parts of your program were when the remote controlled airplane was flying on its stand. My other favorite was when the airplane did a loop di loop!

I'm very very sorry about the airplane crashing. I felt as if I finished my math homework and then my dog chewed up my homework and I had to do it over again. I am looking forward to your letter.

Sincerely,
XXXXX

P.S. I'm also sorry about the birds wing breaking off.

P.P.S. I am making an airplane toy with a stand so I can always remember the club.

Dear Mr. Peacock and Mr. Miles,

I like the bird even though it did not work. Too bad your plane crashed. It was fun watching you. You can fly good. I liked when you were going to fly your plane into the soccer goal and then you turned and mist it.

Sincerely,
XXXXX

Dear Aeromodelers Club,

Thank you for the program about airplanes. Me and my friends favorite part was when the airplane did all of the loops and turns. We think your best model is the Army jet.

Sincerely,
XXXXX

P.S. Sorry about the plane.

Dear Mr. Raymond Miles,

I really liked the program. It really made me feel like I was in an airplane. I was very interested in the "static display," and I liked the airplane that looked like it was backwards. You can't blow a hot air balloon up with your own air. The display of airplanes was the best

Signing Off,
XXXXX



COMING EVENTS



July 7 WAM Meeting. VFW 7:30
 July 10-12 "STARS" Giant Scale Rally.
 Olean, NY
 July 10-Aug. 4 AMA NATS. Muncie, IN.
 July 12 WAM FUN FLY CCMA
 July 15 WAM Crab Feast. Gary & Dell's.
 Route 97. 7:30 p.m.
 July 18-19 BASS Sailplane Meet. Reading Pa
 Aug. 9 WAM FUN FLY CCMA
 Aug. 15 IMAA RCMB Giant Rally@Parkton
 Aug. 22-23 CAF Air Show. Frederick. Great!
 Sept. 12-13 BASS Sailplane Meet Walkersville, MD.
 Sept. 20 WAM FUN FLY CCMA

Call Milt P. for details + other events@410-833-3122

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 Kahten Road
 Westminster, MD. 21158

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TO:

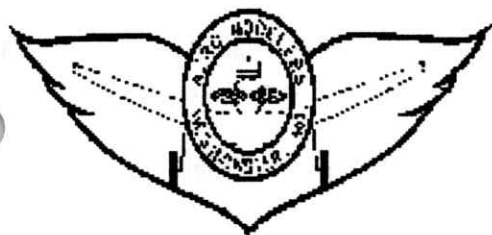
John Schaffner
 1811 Miller Road
 Cockeysville, MD. 21030-1013



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

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>
<i>Member At Large</i>	<i>Lloyd Briggs</i>	<i>833-7450</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

August 4, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 7

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

MODEL MATES

The summer flying season is moving right along! We've had several good events over the past month. Let's see, there was the annual demolition derby ... er I mean family day which I understand was well attended and very entertaining for the audience (if you were involved in the carnage I guess you weren't amused!) I'm sorry I missed it! Don't forget John's next fun fly (Aug 16).

The crab get together at Gary and Dell's was great. Good food and great company! The attendance was a bit less than we expected, but we had a good time none the less. The club has been attracting new members at a much greater rate than in the past few years. It would be great if we could continue to add new people. If you know anyone who may be interested do a sales job on them and get them to join. The more the merrier!

I'm afraid that I will be rather pre-occupied over the next several months. My store is on track to open during the first week of August. There are a gazillion things left to do, but it's been fun (and quite an adventure) to date. Consequently, this article is going to be short and I'm going to be in short supply for the foreseeable future.

Till next time

Mickey

1998 ROSTERS AND NEW MEMBERS

The latest and last roster of the year was distributed at the May meeting. IF YOU WOULD LIKE A ROSTER, JUST CALL ME (410-848-3835) AND I WILL MAIL YOU ONE.

We had three new members who were voted into WAM at the July meeting. They are:

Jim Bates
218 High Falcon Rd. Reisterstown, MD 21136
410-526-4462
DOB 10/8/64
AMA # 548026

James Spence
19 Fieldcrest Drive, Littlestown, PA 17340
717-359-0771
DOB 3/4/41
AMA # 9543

Ben Dawson
3601 Kimberly James Ct., Westminster, MD 21157
410-875-4160
DOB 10/23/35
AMA # 75862

PLEASE ADD THESE NAMES
TO YOUR ROSTER!!



MINUTES OF WAM MEETING

JULY 7, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW by President Mickey Yachera with 19 members present
2. The reading of the minutes of the previous meeting were accepted as published in The Talespinner.
3. President Mickey commented on the most recent harassment at the field. This time the canopy has been slashed. We all wonder how that could have happened. (Don't we ??) Also, the chain across the lane has been reported to have been left unlocked. With all the emphasis placed on the lock, it is highly unlikely that we can blame that on a WAM member.
4. V.P. John Sterrett read a letter from John Applying (BASS Club) thanking WAM for inviting them to participate with WAM in the big Air Show at Westminster Airport.
5. Treasurer Bob Allen read the financial transactions for the previous month.
6. Foreign Correspondent John Schaffner related just a few of the highlights of his recent trip to England and Europe.
7. Field Marshall Lloyd Briggs reported the field in good shape for flying but the lane is a bit rough. Ray will see if the county will do something with it soon.
8. Ray Miles withheld comment on the SFP until later in the meeting.
9. Membership Chairman Ken Davis was not present but the three candidates for membership were voted on and accepted. They are Jim Bates, Ben Dawson, and Jim Spence. Welcome to the club, guys!
10. Wendell Richards reported all club items are accounted for.
11. Events Chairman John Wunderlich announced the Fun Fly for the 12th at 1:00. Refreshments and flying activities are planned. Come out and enjoy the day with the club. Also, a count was taken for the Crab Feast to be held on Wednesday, 15 July, at Gary & Dell's. If you don't come to these things you are missing a good time.
12. Ray Miles reported no problems with Carroll County.
13. Talespinner editor Ed Goldman still says, "C'mon

& send me stuff."

14. Wendell Richards reported that the Air Show sales netted a nice profit for the club and Wendell thanks all those who helped out.
15. Tables are selling for the Annual WAM Flea Market to be held at the VFW Hall on 3 Oct. A permit to hold a 50/50 raffle has been obtained. This is just another way for WAM to stay afloat. Join in and help out.
16. Ray Miles is planning to meet with a representative of the local CAP Squadron to see if they would like our SFP crew to present our program to them. Ray announced the SFP will be terminated with the Carroll County Elementary Schools for several important reasons. See article elsewhere in his T/S for those details.
17. Tom Hier brought his electric powered, delta wing, "Diamond Dust" to the meeting for everyone to inspect. Very interesting aircraft.
18. 50/50 tonight was drawn for Bill Woolston. Bill was not present. Tough, Bill !!
19. The meeting was adjourned at 9:30 p.m.



REMEMBER YOUR HEAD!!

Hats are still available, but not for long. Only a few were left as of the July meeting. Bob Allen is now the exclusive distributor of the great blue and white WAM hats. Buy one and look cool! You might want to wear your new hat while you're building that new plane. Call Bob at 876-3580 and place your order. He'll appreciate it.



A. M. A. NEWS

No report this month.



MARYLAND MODELERS REPORT

No meetings are being held this summer so guess what - no report on what didn't happen.



SPEEDY RECOVERY

Bill Woolston had shoulder surgery to repair damage from an accident he had 35 years ago. WAM wishes Bill a speedy recovery and we hope to see him at the field and the next meeting.



SCHOOL FLIGHT PROGRAM

by Ray Miles

In the past two issues of the T/S there were several articles about the School Flight Program – pros, cons, etc. Since the last issue, a decision has been made by the team members as to what is to be done.

In the last issue were MY own personal observations. What did not appear was a comment by one of the teachers made to me just prior to a class presentation. She said, "Please do not ask any questions about thrust, drag, lift, or gravity. I did not teach that as it is not in the curriculum."

Well, this is the crux of the entire subject of "Flight." The concept of those four forces of flight are the basics upon which everything else is based. I was completely taken aback. Needless to say, those questions were brought up, and that class was a "dead" one. Little interest and little knowledge.

If that were not enough, I have next year's school schedule which will now include 20 schools – and there will be 21 the following year. There are 40 weeks of school during the school year. We would need 20 of them during the coming year, and 21 the next year.

That leaves 20 extra weeks. Four will be used for schedule late openings by the Board of Education. That leaves 16. Nothing can be done during the first 5 weeks because nothing has been taught yet. That leaves 11 weeks. Thanksgiving, Christmas, and Easter breaks use 4 weeks. That leaves us 7. Test week takes 1. That leaves us 6, and 5 the following year.

We DO NOT schedule classes in January or February due to weather related problems. That leaves us with minus 2 weeks, and minus 3 the following year. I refuse to ask our people to listen to the 6:00 a.m. weather reports for school closings or late days. We do that in March and early April as it is. There are no weeks left to make up any classes which are missed due to a weather related closing or late opening. We will NOT do two classes in one week.

As mentioned, the team people held a meeting. After I presented the above facts, I let each person express his feelings, pro and con. A consensus was reached that we should discontinue the program. All were in favor, even though there were regrets. It

was a very touch decision. Even though some of us are wearing out, we cannot dictate to the schools how they do their scheduling. We did not want to give the SFP a try this year and then have to quit in mid-year. Nor did we want to just continue for the six or seven schools that are the better ones. That would not be fair at all, and would leave a very poor impression of us.

I will write a cover letter to send to each teacher at the schools. You know what? I'm not sure how much the program will be missed.

To each of you – Milt, Bill, Jim, Ed, Charlie, Pat, and John, my thanks and appreciation for all the time, effort, dedication, commitment, and expense that you willingly gave to the project. Ten years, ten runs, ten hits, some errors. But all in all, it was a good game. Thanks again.



ATE THOSE CRABS!

By Eddie the Crab Eating Editor

WAM had another great crab feast at Gary and Dell's the evening of July 15. We had about 19 people there, including several wives and my son, Aaron. Most of us ordered the "All You Can Eat" meal, which consisted of crab soup, a salad bar, corn on the cob, CRABS, and the best fried chicken I've ever eaten.

We started about 7:30 p.m. and closed the place at about 10:00 p.m. It was non-stop eating and talking. I think that everyone's stomach is now about 50 % bigger than it was before the feast began. Bob Allen and John Wunderlich seemed to be the overall winners as far as number of crabs and continuous minutes of eating were concerned. But there was John Sterrett ordering a big dessert after eating his share of crabs and chicken.

The cost, just so those who were not there will know for next year, was \$ 25.52 per person. This included the meal, drinks, and gratuity. Quite a reasonable bill for all that we got. I hope that next year we can increase the number of WAM members and their families who attend the event. All had a great time and got a chance to talk other than at a meeting or the field. So plan to attend next year. Just remember not to eat very much that day!

If all those psychics can predict the winning lottery numbers, why are they all still working?



WAM HOT DOG VENDORS

By Wendell Richards

I would like to thank all WAM members, their wives and/or children who helped with the Air Show hot dog sale. They numbered about 19 as close as I could determine.

We could have used more help, but all in all I think the weekend well and no one person got overstressed. The setup and location was much more comfortable this year. The grass was much cooler than the asphalt and the large canopy was roomier, so there was very little banging into one another, etc. Very nice!

I think we do owe June Poage a lot of thanks for the consideration she has given us in allowing WAM to hold our fund raiser these past two years. She has, in fact, allowed us to obtain some much needed club revenue. This could be used for many things within the club, but I would really like to see some improvements to our flying sites. Maybe a pavilion at the CCMA and more work tables, also. The Baugher site would sure use some work in this regard as well, or perhaps another lawn mower and a shed could be obtained.

Hopefully, the upcoming swap meet this October will be another big success. I am sure that John Wunderlich will need lots of help with this event also, so please plan to give some time to help with the setting up and cleaning up later. This should be a pleasant fund raiser, also. Again, thank you for all your time and effort at the hot dog sale.



COUNTY REPORT

By Ray Miles

The only thing I have heard is what appeared in the June T/S. That was to have been brought up at the July meeting. Other than that, I've received no calls from any source.



PLEASE READ THIS!

As Mickey stated in his message for this month, it is important that we are sure to **LOCK THE GATE**. A seemingly minor thing, but in light of the fact that these things are reported to the county, we must be careful

THE FIELD IS GREAT, THE WEATHER IS GOOD - LET'S ALL GO FLYING!!

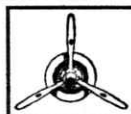
WELCOME OUR NEW MEMBERS

JIM BATES
BEN DAWSON
JIM SPENCE

WAM welcomes these
new members to our club.

We hope to see all of you at our
meetings and at the flying field.

May your flights be exciting
and your landings smooth!



WRITE AN ARTICLE?

By Eddie the Editor

In this issue there is a short article about my relationships with various Great Planes Trainer 40's. It's nothing real important, just a little story. Perhaps some of our members would be willing to write a short (or long) article about their experiences, impressions, loves or hates relative to their model airplanes. We've all had some that we loved, and some that we just didn't care for one reason or another. The same might be true of dealers, supply houses, etc.

And then, of course, anyone could contribute by letting me know about their experiences at the field, funny incidents, trials and tribulations, etc. Any WAM member who could use a hand in learning a new maneuver, perfecting their landings, etc. could ask for some help via the T/S. Give it a thought.

It would be nice if I could print something now and then written by a member who just wants to share something with the other club members. Did you visit an aviation related museum, go to another club's flying field or event, or perform a new maneuver known only to you? If so, please let me know and I will be happy to print your comments right here in your newsletter.



FAMILY AND FUN FLY REPORT

By John Wunderlich

Well I must say that this Fun Fly was interesting. Even though we didn't have any competitive events, the action was exciting. The day was scheduled for everyone to just have fun flying. Some of it was not very much fun. At last count we had seven plane/helicopter crashes including a mid air collision. This was not FUN but we all managed to get through the day. We offer our condolences to those who crashed their planes and hope to still see them at our next Funfly in August.

There were, however, some very positive things about the day. We had approximately 35 people (members, their families and guests) enjoying the weather, the flying and the food. We had 10 flyers which was the most I have seen at any of our Funflys. It was great to see the old and new members enjoying the day. Hope to see everyone at the August Funfly **NOTICE: I had to reschedule the August Funfly to August 16th.** That will also give everyone an extra week to get their planes ready to fly. I want to thank everyone for their help at the Funfly, especially my daughter Erika for taking care of the food stand.

Editor's Note: WAM also thanks John for stepping up and running the Fun Flys as he did last year. Good job, John! We appreciate it.



ACETONE DOES WORK!!

By Eddie the Editor

When building, I am not the neatest creature on earth. Stuff gets everywhere, things get lost, etc., and the gosh darn tips of the CA bottles always seem to get clogged up continuously. Even the caps get the stuff of the inside so they do not go on the bottle properly. Many editions ago, I reprinted a "Helpful Hint" about what to do to make your life with CA less aggravating.

The hint was to use a small glass jar with a screw-on top, put your clogged up CA tips and caps in it, and cover them with acetone. I tried this last week, and it works great! Usually, just an hour or so will do it, but you can leave them in overnight, also. If you buy some extra tips, you can keep switching the clogged ones for the cleaned ones at any time.

So next time your CA doesn't flow like you want it to, get the acetone and a small jar. You'll be glad you did.



HAPPY BIRTHDAY!!

♦August♦

Bob Allen

Bill Hasert

David Runyan



AVIATION HISTORY AUGUST



- 2 1909 U.S. Army accepts first aircraft from the Wright brothers.
- 16 1960 Capt. Joseph Kittinger completes the 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" makes the first landing on Mars.
- 21 1911 First time an aircraft recovers from a spin.
- 26 1740 Pioneer balloonist Joseph Montgolfiere was born.



MORE FUN FLY ACTION IS ON THE WAY

One down, three to go! The Fun Fly season has begun. As usual, Chairman John Wunderlich will run the program, discuss the events, and help keep us flying along. If you can, please arrive early (11:00 or so) to help set things up, get your airplanes ready, etc. Events begin about 1:00 p.m. Check that these dates are marked on your calendar:

AUGUST 16***

SEPTEMBER 20 (3rd Sunday)

And remember, you don't have to be an expert flier to participate and have fun.

***** PLEASE NOTE THAT THIS DATE WAS TO HAVE BEEN AUGUST 9, BUT HAS BEEN CHANGED TO AUGUST 16!**

If most car accidents occur within five miles of home, why doesn't everyone just move 10 miles away?



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 73 radios on 34 channels have been called in, and that is with 16 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, **DO NOT BUY CHANNEL 20**. It has a nasty habit of mixing with TV Channel 4.

11/1	18/3	25/1	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/0	30/3	37/0	44/2	51/0	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/3	59/0	<u>20!</u>

TOTAL TRANSMITTERS - 75

MEMBERS REPORTED - 16

You may want to cut and save this table.



CONFEDERATE AIR FORCE

HURRAY!! Once again, the CAF will put on an outstanding air show in Frederick on August 22 - 23. This event is always a pleasure. Lots of WW II airplanes, some very rare, a grand display of multiple planes in the air, usually some helicopter demos, and leading off the show, RC flying of regular craft, helicopters, and then scale WW II warbirds. A rumor is surfacing that Bob Allen will demo his helicopter. Hope it's true! Make plans to attend!

If the # 2 pencil is the most popular, why is it still # 2?

WAM FLIERS RECRUIT A VISITOR AT CCMA FIELD

By John Sterrett

Because several WAM members who were flying on July 5 (a Sunday) at CCMA took the time to help visitor Bernie Van Meter preflight and fly his new Armadillo Trainer, we now have a new enthusiastic member of WAM. Bernie was just about to give up and sell his model for lack of help – a model he obviously built with great care and thoroughness.

Wendell Richards, Bob Allen, Tom Hier, Terry Reeves, and I all pitched in to help Bernie get his plane in the air. Once the engine was started, which took some patient carburetor adjustment by Wendell (who tactfully considered much advice from the rest of us), a buddy box was set up and Wendell gave Bernie several expert flight lessons. Bernie's airplane not only flew well, but he obviously enjoyed the moment – his first RC flight!! It's an experience we have all enjoyed and remember fondly.

Editor's Note: This is the kind of story that should make us all proud of WAM. From what John S. told me, Bernie had visited another club seeking help and advice from the members, and got nowhere. He received little help, little friendliness, and lots of discouragement. The above story by John simply points up what we all know about WAM – everyone is friendly, helpful, and genuinely nice. Be proud of yourselves, because all clubs are not this way.



PLEASE LOCK THE LOCK.

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. And, please lock the chain on the post if you are the last one to leave the field.

Thank You!

Before there were drawing boards, what did they go back to?

Where are we going? And what's with this handbasket?

If love is blind, why is lingerie so popular.



DEADSTICK IS MISSING

No correspondence from the unknown and mysterious "Deadstick." Perhaps he is on vacation, very busy, tuning an engine, building an airplane, or thinking of the best way to catch an egg in a bucket dropped from an in-flight aircraft. Whatever the reason for his absence, we look forward to contact soon. Where Are You, Mighty Deadstick?



WHAT YOUR PLANE TRIES TO TELL YOU

*AMA Newsletter
September, 1977*

Once upon a time your author had a new pattern plane. On the first few days of flying it, everything was fine. But one day, on the first flight, it required several clicks of down trim (odd) after take off, and after each turn or maneuver, the pitch trim would be off again (VERY odd). Only when it took full down stick to fly inverted (JEEPERS!) was your author smart enough to realize something was wrong. After landing, the problem was obvious: I had not bolted the wing to the fuselage!

But the plane DID "try to tell me." I just wasn't listening. Only new, tight-fitting wing dowels had saved the plane from destruction – it certainly wasn't the pilot! Recapping later, I thought of a number of things that would have caused similar symptoms: servo or servo tray loose, bad servo centering, broken elevator hinges, loose control horn, etc. The point is, ALL of those things are BAD! And with the plane not behaving properly, WHY did I keep flying??

Just suppose you're getting an occasional glitch from your radio, something that doesn't normally happen. This could be an antenna problem. It could be metal-to-metal vibration causing home-grown interference, or a loose crystal. Will any of these get better while you keep flying? And speaking of vibration, what if you start hearing it in the air? It's your plane talking to you – loose muffler, engine mount, warn wing dowel holes, loose cowl mounting. Again, such problems don't get better, only worse.

One more example-this has happened to all but the most careful pilots. Your engine goes lean and sags at the top of a loop. It's TELLING you that the mixture is too lean. But, you don't listen and keep flying. A minute later, while doing another loop, you're suddenly dead stick!

The sky gods know-we have enough problems that pop up suddenly, and we don't have any opportunity to prevent them. Other times the plane "tells you" that there is, or will be, a problem. Unless you really enjoy repairing or rebuilding-LISTEN! Cutting a hop short to check out a possible problem is much quicker (and vastly cheaper) than building another plane!



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

** New Address or Changed Address

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

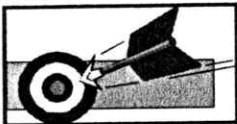
WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://WWW.CARR.LIB.MD.US/~MICHAELY)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!



ANOTHER POSSIBLE NEW MEMBER RECRUITED AT CCMA

By Eddie the Editor

This article follows the one by John Sterrett about being nice at CCMA. On Saturday, July 11, I was flying with two other WAM members. I believe one was Tom Hier, and I'm not sure of the other. (That dreaded "CRS" strikes again). Anyway, a vehicle drove up and parked at the end of the parking area. The person inside did not get out, but just watched the flying. We invited him to come closer for a better look and we introduced ourselves. His name is Ed Stephens, and he explained that he competes with RC cars and flies sophisticated rockets. Of course, he also was interested in learning about RC flying.

So we talked to him, showed him some basics, etc. He also mentioned that his son who might also be interested in learning to fly. I invited him to attend the Fun Fly the following day, and he did. He was amazed at the variety of airplanes, and enjoyed himself a great deal.

As some of you know, there was a mid-air collision between John Schaffner's great flying plane and my brand new Trainer 40 (my fourth one). Both planes went down very far from the field. But Ed Stephens was right there with us as we searched and searched and searched. His rocket experience helped, because they drift quite a distance and have to be found in the woods also. The important thing, though, is that when I thanked him for his efforts, he simply said, "What goes around comes around." He meant, of course, that since the WAM members were so nice to him, he wanted to return the favor and help us out.

I would expect to see Ed at the field again this summer, and perhaps WAM will have another new member because we treated a stranger at the field kindly.



DEAD BATTERIES

James Prillaman

Do you have a Hobbico tach with dead batteries? I had one laying around that was dead, but couldn't see paying \$ 4.20 each for four little batteries. But you can go to Radio Shack and pick up a DURACELL PX28A alkaline battery for \$ 3.50. Peel the thin metal case off and you'll find four little cells that fit your tach. You'll save enough to buy a gallon of fuel.



FLEA MARKET OCTOBER 3, 1998

From Milt Peacock

This year the Flea Market in October will be sponsored by WAM rather than the Maryland Modelers Association as in previous years. The format will be the same as in the past. Details are as follows:

WHEN: OCTOBER 3, 1998
TIME: 9:00 A.M.
WHERE: WESTMINSTER VFW HALL
(2nd Floor)
COST: \$ 2.00 AT THE DOOR

Table Rental: Full table (8 feet) \$ 10.00
1/2 table (4 feet) \$ 6.00

Table reservations on FIRST PAID basis (postmark on envelope). Checks payable to "C.M. Peacock - WAM". Mail to Milt @ 213 Da Lib Road, Finksburg, Md. 21048-2510.

Vendor set-up will be at 8:30 a.m.

Refreshments will be available (coffee, sodas, donuts, hot dogs, and ??)

**NO HOBBY SHOPS, DEALERS,
OR TAILGATE SALES**

For more info, call Milt: 410-833-3122 (9 am - 9pm)



POLISH THAT LANDING GEAR

AMA Newsletter, Sept., 1997

Jeff's R/C Aviation Web page

Have you ever found that the aluminum landing gear that came with your new pride and joy looked so ragged that you either wanted to paint or replace it? Here's a way that will make it look better in less than 30 minutes. You'll need the following materials: 400 to 600 wet/dry sandpaper, Emery cloth, Twinkle Silver polish, and aluminum mag wheel polish.

First, wet sand the aluminum keeping your strokes long and lengthwise along the gear. Then go over the gear with Emery cloth (not wet), also using long strokes. Wipe all the dust off, apply the Twinkle silver polish and buff. Go back over the gear with Emery cloth again, but very lightly. Finally, apply the aluminum mag wheel polish to protect the luster of the landing gear.

You'll be amazed at the looks of your "new" gear. Your fingers will be filthy, but the finish will look stupendous!



SAGA OF THE TRAINER 40(S)

By Eddie the Editor

I must be addicted. When I began this hobby 11 years ago, my first model was a Trainer 40 from Great Planes. It was a pleasure to build, and many people tried to teach me to fly it. Dutch was the first, and I can still remember when he got it off the ground (at Nelson field). A proud moment! Others tried to make me into a pilot, including Milt P., Don Nelson (the best pilot I have ever seen), Ray Miles, and Paul Schaffner. Despite their best efforts, I crashed it in July far from the field. Many of us searched for many hours in Don's cornfield to no avail. It actually was in a bean field and was not found until the beans were harvested in October.

I built another one. This one flew well also, and my son, David, was learning to fly it with a "buddy" system. This one ended up being flown through the trees at Nelson field, and proved the old saying that "The further you fly an airplane through the woods, the smaller it gets." Number 2 Trainer 40 was history.

I built another one, and flew it for several years. But at one of last year's Fun Flys, I goofed up, lost sight and control of it, and then found out it was in the very top of a distant tree. This particular Trainer 40 had served me well for many years and didn't deserve this kind of ending, but Number 3 Trainer 40 had also finished its flying days.

So I built another one. Actually my neighbor started it years ago and never finished it, so I took over. This was the absolute best one of them all. A brand new SuperTigre .45 ABC engine was perfect for it. I brought it to the field the day of the Fun Fly with the intention of being the first person to test fly a plane and use it in Fun Fly events the same day. The first takeoff was easy. Two clicks of down elevator and one click of right aileron was all the trim it needed. It was fast and very aerobatic. Rolls, loops, and spins were exceptional. I was having a great time. But alas, a mid-air collision with John Schaffner's airplane brought an abrupt end to Trainer 40 # 4. Mid-air collisions are total accidents, and none of us could hit another plane if we tried. But I guess the invisible expiration date on the kit's box was "the first day you fly it." Oh, well.

So I am rebuilding it, and if I can't I'll just have to buy another one. One day I'll tell you why I enjoy the plane so much.



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

Dear Mr. Raymond Miles,

I enjoyed the program very much. It was cool how you got to show us how the aircraft works. Do they still try to make better aircraft? I think so but I'm not sure. My favorite part was the rocket. I want to be a space traveler when I grow up. There wasn't one thing that I didn't like. Everything from past to present. I am very glad you came.

Sincerely,
XXXXX

Dear Mr. Raymond Miles,

Thank you for coming to XXX elementary school. I really liked your program a lot! I liked about the program the remote control airplane, the rubber band airplane, and the person in the airplane, and the one that flew all the way to the stage. I really liked that a lot! I have not had that much fun in months. I wish you could come again.

Your friend,
XXXXX

Dear Mr. Miles and Aeromodelers,

Thank you for coming. I really enjoyed you. I hope you come again for future third grades. I think they will like your show also. I liked best the examples, especially the hot air balloon. I think it was neat how you had models of everything. I'm glad you came. Now I know a lot about flight. Thank you for telling us about the four principles - thrust, lift, drag, and gravity and the control surfaces - ailerons, elevators, rudder, and propeller. Thank you again for coming.

Your friend,
XXXXX

Dear Aeromodelers,

Thank you form visiting us. It was very kind of you. My favorite parts were when you talked about Chuck Yaeger and when you gave the teachers the quiz question. Thanks for coming. We had a great time.

Sincerely,
XXXXX



COMING EVENTS



Aug. 4 WAM Meeting. VFW 7:30 p.m. Aug. 15
 IMAA RCMB Giant Rally @
 Parkton. Rain Date Aug. 16.
 Aug. 16 WAM FUN FLY CCMA
 Aug. 22-23 CAF Air Show. Frederick.
 Great Show!
 Sept. 12-13 BASS Sailplane Meet
 Walkersville, MD.
 Sept. 20 WAM FUN FLY CCMA
 Sept. 26-27 IMAA Rally @ Ridgely Air Park
 Call Ed Tennyson (410) 665-4217

Call Milt P. for details and
 other events @ 410-833-3122

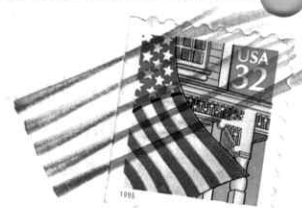
This issue of The Talespinner
 was printed, folded, stapled, and mailed
 Courtesy of Ken Davis and Marada Industries
 WAM thanks Bill for his efforts.



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THE TALESPINNER

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

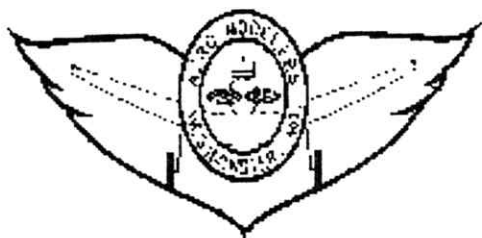


TO: John Schaffner
 1811 Miller Road
 Cockeysville, MD. 21030-1013



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

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>
<i>Member At Large</i>	<i>Lloyd Briggs</i>	<i>833-7450</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

September 1, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 8

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

President Mickey has been extremely busy lately with the preparation and opening of his new store, "Computer Renaissance". As you recall, Mickey agreed to accept the presidency of WAM for 1998 with the understanding that there would be times when he would be engaged in the opening of his business and that, on occasion, he might not be able to fulfill all of his obligations in a timely manner. (Remember, this is not an impeachable offense).

So, Mickey has asked me to write something here on his behalf. Since I have been unable to fly very much myself, I can't really report on activities at the field recently. But the weather has certainly been co-operating much better this summer than it did in the spring. And now that fall is approaching, let's make the most of our flying time.

To change the subject - the matter of rosters. I have been printing the names of our new members in each issue and asking you to add these people to your roster. But I know that not all of you have a roster for 1998 (which changes with every new member). The fact is that even though the T/S asks anyone who needs a roster to call me, to date no one has. So what's the scoop? WAM must maintain a complete roster for the AMA, a chore which Milt P. has performed. And, very occasionally, we need to contact

all members if there is something significant to inform them about.

It seems to me that we should all have a roster to refer to if necessary. Those who attend the meetings in the spring can pick one up then. But those who don't attend have not called me. Putting the roster in the T/S is one solution, of course, but I have my reasons for not doing this. (I'll be happy to discuss it at the meeting). So, please give some thought as to what you would like the club to do, and we'll do it.

In the meantime, we wish Mickey all the best in his new venture and hope that his new store takes off somewhat better than some of our airplanes do.

Eddie the Editor
for President Mickey.

1998 ROSTERS AND NEW MEMBERS

The latest and last roster of the year was distributed at the May meeting. IF YOU WOULD LIKE A ROSTER, JUST CALL ME (410-848-3835) AND I WILL MAIL YOU ONE.

We had one new member voted into WAM at the August meeting. Please add the following info to your roster:

Bernard Van Meter
4917 Cherry Tree Lane, Reisterstown, Md. 21784
410-552-0134
DOB: 11/7/52
AMA #: 617733



MINUTES OF WAM MEETING AUGUST 4, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW with Vice-President John Sterrett presiding. President Mickey Yachera and Treasurer Bob Allen were absent. There were 17 members and 6 guests present. Our guests tonight were Mike West, Dave & Mathew Maugan, Jim Bollinger, Elaine & Mark Bryant.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. No treasurer's report tonight. Bob Allen MIA.
4. Milt Peacock spoke about notices of upcoming events in the area including a Giant Scale Rally at the Harford County field for August 9, a Tent Sale at Doug's Hobby Shop (same weekend), and The Masters Aerobatic Championship to be September 10-12 in Greenville, South Carolina.
5. Tom Hier mentioned to Electric Show at Allentown, Pa. for September 18 - 20.
6. Foreign Correspondent John Schaffner read a column by Nick Jonckheere relating the experience of Nick's first parachute jump. See elsewhere in this issue. John passed around photos made at the British Air Bases of Hendon and Duxford.
7. Field Marshall Lloyd Briggs reported the field in good shape for flying and a caution to show respect to any horse riders in the vicinity of the field.
8. Ray Miles commented on a possible cooperation between the SFP and the local CAP Squadrons.
9. No MMA news. Next MMA meeting to be in September.
10. Membership Chairman, Ken Davis, proposed membership for Bernie Van Meter. Voting was unanimous for accepting Bernie.
11. Wendell Richards reported all club items are accounted for.
12. Events Chairman John Wunderlich, announced the Fun Fly for the 16th at 1:00. Refreshments and flying activities are planned. Come out and enjoy the day with the club.
13. Ray Miles reported no problems with Carroll County.
14. Talespinner editor Ed Goldman still says, "C'mon & send me stuff."
15. Milt Peacock reported on communications from AMA. According to Milt, the AMA is not operating very efficiently with their responsibility to

the clubs.

16. The Executive Board will meet before the end of the year to discuss a change to the by-laws that will change the dues structure.

17. Tables are selling for the Annual WAM Flea Market to be held at the VFW Hall on October 3. Join in and help out. At least 10 volunteers will be needed to operate the sales. This is just another way for WAM to stay afloat.

18. 50/50 was not conducted tonight - no treasurer

19. Adjourned at 9:30 p.m.



CAN YOU HELP?

Most of you know that for the last two years or so, Ken Davis and Bill Woolston have been the ones who have printed and mailed your copy of The Talespinner to you. They have done a great job, and hopefully, will continue to do so. But it would be nice if someone else could help lighten the load on Ken and Bill, and also perhaps take over if either Ken or Bill were unavailable.

The first requirement is that you have access to a high speed copier, preferably one that will also staple the finished product. You also need an understanding employer who will let you use the copier once in a while. Paper is supplied by WAM.

The job consists of making the copies, attaching the address labels (supplied by me), putting stamps on (reimbursed by WAM), and dropping the newsletters in a mailbox.

If you can help now or in the future, please let me know. WAM will appreciate it. Thanks!



A. M. A. NEWS

No report this month.



MARYLAND MODELERS REPORT

No meetings are being held this summer so guess what - no report on what didn't happen.

Hecht's Fourth Law: There's no time like the present for postponing what you don't want to do.

McKee's Law: When you're not in a hurry, the traffic light will turn green as soon as your car comes to a complete stop.

Amand's Law of Management: Everyone is always someplace else.



WHAT ? DOING IT AGAIN ?

By John Schaffner

Yes, did it again. Did it differently this time, though. Maybe you would think that it is a lot of trouble to fly to England, put up with the jet-lag, and dragging luggage all over, and then taking a train and ferry to Europe just for a couple of weeks. Well, it is a lot of trouble, but for me and the two guys who went with me it was worth that and a lot more.

John Gatens, Dave Ford, and I had the time of our lives. After arriving in London and checking our baggage at the B & B, we hit the town. We had no sleep since the previous night and were feeling the effects, but the only way to go is to keep going. Seems like sleep, or the lack of it, is not cumulative. If you can make it through that first day, then get to bed early, you will be in fair shape to keep going. The weather in England was cool and wet (isn't it always?), but not enough that we needed our umbrellas. That morning of our arrival, the 15th of June, the first thing on our list was to visit The Cabinet War Rooms. This is an underground, bomb protected installation that was used by Prime Minister Winston Churchill to conduct the business of wartime England. Its exact location was a well kept secret during the war and it was well guarded to admit only those few top leaders whose business it was to direct the war against Nazi Germany. Today it is a museum and open to the public. The rooms are furnished as they were then and except for the lack of personnel, appear to be ready for business. As one walks through the rooms it is not hard to imagine the discussions and decisions that were made here. One room, equipped for the Prime Minister, displays the secure telephone that was directly connected to The White House in Washington, D.C. While viewing that room you can listen to a recording of a conversation between Winston Churchill and Franklin D. Roosevelt. The War Rooms were staffed from mid 1938 until the end of World War II in August, 1945. This is a worthwhile place to visit if one has an interest in how the government of Great Britain was operated during those days when London was under constant attack by the Luftwaffe.

Our next stop was the Imperial War Museum in London. This museum is exactly as the name

implies. It has an extensive display of aircraft, vehicles, armor, nasty weapons of the two World Wars, and full scale dioramas depicting the dirty day-to-day happenings that a soldier was confronted with. This is a large building with four floors crammed with displays of everything from buttons to tanks, from personal letters to V-2 rockets. The museum covers all of the human experiences of both wars in a fashion that every one is able to understand. There is no way that I can describe what we saw there without devoting an entire book to it. Extra time should be allotted for this one. We did not have enough. And, being the first full day of our adventure, we were tired. Since it was "jet-lag day" we had supper at a local pub, The Seafresh (something or other, and, yes, we ate fish and chips). We hit the sack about 11:00 PM. Our B & B, The Winchester Hotel, was not The Ritz, but if you are tired enough, who cares? Tomorrow we plan to visit Hendon. I've been reading about this place for years and can't wait. Are airplanes involved? Stay tuned.



ANOTHER RECORD BROKEN

The following is an AP story

Hagerstown – Two Marylanders have flown a remote controlled model airplane more than 800 miles for a world record.

Maynard Scott Hill of Stevensville and Paul Kirsh of Silver Spring took turns flying the five-foot long airplane for 14 hours Monday around a one kilometer course near Hagerstown.

Their 1,031 laps – equal to 806.6 miles – beat the old mark of 775 miles, set three years ago by another pilot with the same plane, according to John E. Patton of the National Aeronautics Association.

The association is a U.S. governing body affiliated with the Paris based Federation Aeronautique Internationale, which sanctions world records for radio-controlled model airplanes.

The aircraft, with a 64" wingspan, was designed by Hill's father, Maynard L. Hill, a Silver Spring resident and member of a Hagerstown model airplane club.

Maynard L. Hill holds model airplane records for high altitude flying, speed, and endurance. He said he hopes next year to become the first person to navigate a model airplane across the Atlantic Ocean.



UPCOMING FULL SCALE AIR-SHOWS

WINGS OF FREEDOM

Frederick Airport
August 23 - 24
Confederate Air Force and Swift Magic Airshows
Lots of Good Stuff!!

SUSSEX AIRSHOW

Sussex, New Jersey
August 28 - 30
Call Paul Styger @ 201-8785-7337 for info.

READING AEROFEST

Reading, Pa.
September 26 - 27
Blue Angels, Patty Wagstaff, Golden Knights
Mid-Atlantic Air Museum
Call Louise Grimm @ 610-372-4666 for info.

OLD RHINEBECK AERODROME

Rhinebeck, New York
October 11 - 13
Final Show of the season to enjoy the
Hudson Valley fall foliage
Call 914-758-8610 for info.

WELCOME OUR NEW MEMBER

BERNIE VAN METER

WAM welcomes Bernie
to our club.

We hope to see you at our
meetings and at the flying field.

May your flights be exciting
and your landings smooth!



HELPFUL HINT BLACK MAGIC

From The Pilot Log
Tom Welsh, Editor

It is hard to explain how well this "trick" works until you try it. Balsa wood is very soft and has different grains and hardnesses even in the same piece. When balsa edges (leading, trailing, etc.) meet balsa sheeting on the wing, it is easy to sand through the thin sheeting on sand waves into the edges. Now try this: use a strip of black vinyl electrical tape on the sheeting, approximately 1/8" - 3/16" from the joint. Dust off the area before applying the tape and rub the tape down with your thumb. Sand the edge as needed. You want to see consistent sand marks of the black tape. This means that all of the edge surface in at the same height. Peel the tape off and remove the last 1/32" step left by the tape. Note: Always use a sanding bar or block when sanding.



COUNTY REPORT

By Ray Miles

No formal report this month. At the last meeting, Ray said that all is well as far as he knows. He will also try to have the county improve the road to CCMA.



**PLEASE LOCK THE LOCK WHEN
YOU LEAVE THE FIELD, AND RE-
MEMBER TO LOCK THE LOCK ON
THE CHAIN WHEN YOU ENTER THE GATE.**

HELPFUL HINT

Gerald Rosebery in RCM

When installing CA type hinges, they will bind when you insert them into a simple knife slot. Rather than enlarge the slot, try wiggling the hinge back and forth in line with the slot. You'll be surprised how easily they will slide in. This technique is particularly useful for final assembly after covering. Just wiggle the whole control surface back and forth.



NEW MODELS?

For several months our monthly meetings were graced with new models built by our members. These beauties were looked at, commented upon, admired, and drooled on by those at the meetings. But we haven't seen any new airplanes at the last few meetings. Maybe we're busy flying and not building. But if you do have a new pride and joy, why not bring it to the next meeting and let us



SERVO STALL

*By Ron Lockhart
In the AMA Newsletter, July, 1998*

Stall. A word that almost always has a bad meaning for a full-scale or model pilot. Whether it's airplane aerodynamic stall or engine stall, it's usually bad news.

Well, here comes another "stall" to be avoided. A servo can be "stalled" when it tries to move to a position and there is more resistance than the servo can overcome. That often happens with the throttle linkage. If the linkage is not set up correctly, the carburetor may reach full throttle (opening) before the servo gets to the end of its travel. The servo continues trying to move the rest of the way to full open throttle, as the transmitter is telling it to. You may be able to see the linkage bending or the throttle servo moving in its mounts. The extra wear results in the linkage getting sloppy. You may hear a buzzing sound from the servo. It is using a lot of current from your airborne battery while this goes on. Your flight time from that battery pack may be reduced by 50 % or more.

PRETTY SILVER LEADING EDGE

From the Clarence Silent Flyair

Lately I've been noticing more and more planes sporting "Sky Sheen," a strip of reflective metalized tape that is placed on the leading edges of the wing. On sunny days, a plane equipped with this tape becomes highly visible, because the tape catches the sun's rays and flashes brilliantly. You can get this tape through Northwest Sailplane Products at \$ 2.50 for a 4 foot roll (enough for one plane). A better bargain, however, would be to go to your local auto parts store and get the same thing in a 25 foot roll (enough for 3 - 5 planes) for \$ 4.50.

GETTING RID OF NICKS & DENTS IN Balsa

Marc Moreau in RCM, Aug., 1998

Once you have the airframe perfectly sanded, it seems like dents and nicks come easily. The perfect solution is not to get them in the first place. The next best thing is to put a cloth over the area and wet it, then place a hot iron on the wet cloth. Small dents and nicks disappear like magic. Moisture seeps into the balsa cells and turns to steam: when heat is applied, it expands. Voila!! Small nicks and dents are gone.



HAPPY BIRTHDAY!!

♦September♦

Tom Appler

Hoyt Bishop

Jim Garrett

Ken Hands

Ray Miles



AVIATION HISTORY SEPTEMBER



- 2 1910 Blanche Scott becomes the first woman pilot to fly solo.
- 5 1922 Jimmy Doolittle becomes the first person to cross the United States in less than 24 hours (21 hours, 19 minutes).
- 14-18-1984 The first crossing of the Atlantic Ocean by a balloon is accomplished.
- 18 1898 First controlled, sustained flight made by Santos in a Dumont # 1.
- 24 1852 Henri Gifford makes the first powered flight in a dirigible (Paris).
- 28 1924 First around the world flight is completed by U.S. Army pilots.
- 30 1976 Don Taylor completes the first around the world flight in a homebuilt aircraft (Thorp T-18).



MORE FUN FLY ACTION IS ON THE WAY

Two down, two to go! The Fun Fly season continues. As usual, Chairman John Wunderlich will run the program, discuss the events, and help keep us flying along. If you can, please arrive early (12:00 or so) to help set things up, get your airplanes ready, etc. Events begin about 1:00 p.m. Check that these dates are marked on your calendar:

AUGUST 16* (Changed from Aug. 9)**

SEPTEMBER 20 (3rd Sunday)

Beginners can also compete. Go for it!



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 80 radios on 35 channels have been called in, and that is with 20 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, **DO NOT BUY CHANNEL 20**. It has a nasty habit of mixing with TV Channel 4.

11/1	18/4	25/2	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/1	30/3	37/0	44/2	51/1	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/4	59/0	<u>20!</u>

TOTAL TRANSMITTERS - 80

MEMBERS REPORTED - 20

You may want to cut and save this table.



R/C DEFINITIONS

From the AMA Newsletter, July, 1998

Glide Time: The time between the engine falling out and the airplane hitting the ground.

Aeromodeling: The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

Crash: Method of seeing inside a model airplane.

Receiver: Part of the radio system that picks up interference.

Tank: Temporary storage place for chemicals before they saturate the plane.

LETTER FROM NICK J.

From Nick Jonckheer - the famous paracchutist
9 May 1998: Nine people are packed in a small airplane, sitting on the ground, facing the back of the interior. They're all going to jump out of the plane and I'm one of them! Just behind me sits Peter, my jumpmaster. We're jumping the last ones. I follow the climb on the wrist barometers of my co-passengers.

At 5.000 feet, the door of the twin-turboprop Britten-Norman Islander of the Luxemburg-based company CAE opens. A static-line jumper wants to get out of the plane. His line is attached to a rail in the fuselage, so his parachute opens from the moment he leaves the plane.

In meantime, Peter attaches my belts to his. I help checking the belts so that I'm securely hooked my sky god. The following minutes, I'm fully depending on his skills. A quick reminder : hands at the chestbelts once out of the plane, head in the neck, legs crossed, and curve the back. Goggles on. I'm ready!

We climb higher and higher, and 20 minutes later we're at 14.000 feet. The door opens again, and one after another, the skydivers jump out of the plane.

With some difficulties (we're closely attached!) we move towards the opening. On my right I hear and see the turboprop. Hands at the belts, both feet under the plane, Peter moves forward, ... and there we go : Free Fall.

A few seconds later, my jumpmaster pulls a stabilizer, a small parachute and we now are horizontal. Peter shows me the 360 degrees of the horizon. Ten seconds later he knocks on my shoulders to indicate that I can now move my hands freely in the air. I have a problem with breathing but after closing my mouth, it goes a lot better. At 200 kilometers per hour, we fall towards Moorseele. I don't have the impression of falling, it's more like floating on an air-cushion.

After 55 seconds, at about 5000 foot, Peter pulls the chord and a large mattress appears above our heads. "Yes!" And everything becomes quiet. I swallow to equal the pressure on the tympanic-membrane, and we soar softly to the ground. The belts are loosened a bit, so that I'm in a more comfortable position.

After the sensation of the free fall, this parasailing is very quiet, and Peter now gives the instructions for the landing. Knees high in the air, and lean back from the moment we hit the ground.

A few calm turns later the landing spot is in sight. A soft landing in the gravel is the award on this maiden trip.

WAY TO GO, NICK!!



FLY THE FRIENDLY SKIES OF WAM

By John Wunderlich

Well, the August Fun Fly is over and everything went well without any mishaps. The winner of the Fun Fly was Wendell Richards followed by Bob Allen and John Sterrett. We only had five flyers and it would be great to double that number at the next Fun Fly. One of our newer members, Dan Richardson, flew in the events. Dan hadn't flown in about 5 years. He had a couple warm up flights and then took part in the contest. Thanks, Dan, for joining in the fun. I'm sure some of you other newer members can join us if you would only give it a try. If you can take off, loop, and land you can fly in the events. So next time come out early and join us. Thanks to all who came out, the flying was great and the food was great also. See you next month!!!!!!

WHAT A GREAT CLUB!

I just wanted to say that we really have a great group of members in our club. Early Sunday before the Fun Fly started, a couple of newer members came out to see if they could get their planes in the air for the first time in many years. As usual, our members took time from their flying to jump in and help these guys get their planes flying. It is absolutely great to see the members taking the time to help our newer members. That's what makes our club stand out from the rest. Many thanks to Wendell, Dutch, and John Sterrett for lending a hand. Also, after the events were over, Wendell, Dutch, John Sterrett and Bob Allen helped several members including me, get some stick time in hopes of eventually flying on our own.

WHAT A GREAT CLUB!



KEYSTONE RC ELECTRIC SHOW

September 18 - 20
All electric RC airplane show at
Queen City Airport
Allentown, Pa
More details in next issue.
Call Tom Hier for info (410) 526-6238



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

** New Address or Changed Address

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://WWW.CARR.LIB.MD.US/~MICHAELY)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!



DEADSTICK APPEARS!

A Belated Comment

It was a pleasure to see so many WAM members participating in the 1998 Jack B. Poage Airshow at the Westminster Airport. Special thanks should go the Wendell Richards for chairing the concession stand and John Sterrett for organizing the flying and static display, which included sailplanes from the BASS club. Also, commentator Ed Goldman did a super job describing the model flying to the thousands of spectators!

Editor's note: I still don't know who you are, but thanks for keeping in touch with the members. It's always nice to hear from you.



ANOTHER WAM FIRST

By John Sterrett

After several delays over a two year period and a minor crash, Bill Hasert's first and famous Butterfly finally took to the sky! His Butterfly, which is beautifully covered with transparent orange MonoKote to make it highly visible for old eyes, climbed rapidly and gracefully to an elevation of about 500 feet. And without even touching the trim – an indication of a well-built plane.

Bill, who hadn't flown for some time, hand launched the aircraft expertly and performed most of the flying while yours truly made the landings. It takes a little getting to the long, slow glide path into the landing. Terry Reeves and Denny Roberts were enthusiastic spectators.

Congratulations, Bill!



FLIGHT SCHOOL

From The SWAP Flyer

Many people assume that to descend you should push forward on the control yoke, or stick, to point the airplane's nose down. In fact, the primary "up-down" control available to the pilot is the throttle!!

Remember that if you hold an airplane's pitch attitude constant, thrust – power determines whether the airplane maintains altitude, climbs, or descends. If the engine produces more thrust that is required to maintain level flight, the airplane climbs. It descends if you reduce power.

Remember, the lower the power, the greater the rate of descent. You can practice stopping a descent by smoothly adding power.



FLEA MARKET OCTOBER 3, 1998

From Milt Peacock

This year the Flea Market in October will be sponsored by WAM rather than the Maryland Modelers Association as in previous years. The format will be the same as in the past. Details are as follows:

WHEN: OCTOBER 3, 1998

TIME: 9:00 A.M.

WHERE: WESTMINSTER VFW HALL
(2nd Floor)

COST: \$ 2.00 AT THE DOOR

Table Rental: Full table (8 feet) \$ 10.00

1/2 table (4 feet) \$ 6.00

Table reservations on FIRST PAID basis (postmark on envelope). Checks payable to "C.M. Peacock – WAM". Mail to Milt @ 213 Da Lib Road, Finksburg, Md. 21048-2510.

Vendor set-up will be at 8:30 a.m.

Refreshments will be available (coffee, sodas, donuts, hot dogs, and ??)

NO HOBBY SHOPS, DEALERS,
OR TAILGATE SALES

For more info, call Milt: 410-833-3122 (9 a.m.–9 p.m.)



WE NEED YOUR HELP!!

As you should know by now, WAM is holding an R/C Flea Market on Saturday October 3rd. We need your help running this event. The proceeds will go into our treasury so it becomes another opportunity to earn extra money for our club. PLEASE volunteer to help. I need your commitment at our next membership meeting in September.

Manpower Needed from WAM members:

Friday night (October 2nd) at about 7 p.m. we need 6 - 8 members to set up the hall for the event.

Saturday (October 3rd) from 7:30 a.m. until approximately 1:00 p.m. we need Rear and Front door marshals - 2 people. Rear and Front door admissions people - 2 at each door = 4 people. Parking lot personnel from 7:30 a.m. to 9:45 a.m. - 2 people. During the event from 9 a.m. to 1 p.m. we need people to be available for odd jobs as they occur. - 2-4 people. After the event we need several people to help clean up the hall.

As you can see, we will need all the help we can get. It will only be for a half day, so please help us make this a great Flea Market.

Thanks,

John Wunderlich, Special Events Chairman



SAGA OF THE TRAINER 40(S)

By Eddie the Editor

Lo and behold! Time has been short lately, and the Trainer 40 rebuilding process was put on hold for a while. But, there's not much left to do. The rebuilt wing panel and fuselage pieces have been completed and covered, a new Super Tigre .45 ABC engine installed, most of the repairs covered, and odds and ends put back in place.

The original "One Day Wonder" had, of all things, a decal with the words "Lucky Lady." That was certainly a joke. But, undaunted, I found an identical decal, so this restoration is now officially authentic (by my standards). If I were good enough, I'd cut out REAL BIG LETTERS that said, "Watch Out, Here I Come" and plaster them across the wing. But then if something happens to the wing again, I'd have to do that over, too.

When rebuilt Trainer 40 (version 5.1) is ready, it will head for the sky again, and if it's lucky, survive a full day of flying. If it doesn't, part of the winter will be spent building # 6. Hopefully, Great Planes will continue to kit this model as long as I'm able to fly RC. It's just hard to live without one at the field.

Not that anyone may care very much, but I'll let you know how everything turns out. Just watch out when that plane is in the air. It may take a liking for your plane and try to get close to it.



HELPFUL SUGGESTION

It would be a good idea if we all put our names on our transmitters. It would minimize picking up the wrong one and/or taking the wrong one home. (Suggested by Lloyd Briggs).

Also, be sure you have the pin before you turn on a radio. Yours truly almost made that horrible mistake. It's a bad feeling, believe me, and you don't want to experience it. (Suggested by Ed Goldman).

FRENCH TRICKLERS AVAILABLE

John Schaffner has ordered the famous French Tricklechargers and may have some to sell at the next meeting. For those who don't know what they are, they maintain a charge transmitter and receiver battery after they have been charged normally. You simply plug your standard charging jack into the Tricklecharger and then into the wall and it maintains everything in a "ready state." Approximate price - \$ 10.00.

LOTS OF FILLER STUFF AND WHY

By Eddie the Editor

This issue contains lots of little filler articles for a simple reason - I didn't have as much in the way of articles from members this month. In addition, I didn't have as much time as usual to hunt and search for things to put in this T/S. Some of the issues are very easy to fill up, and some are not. This is one of the ones that was not easy. So, if you would like to see more of what's happening at the field, funny incidents, tales of woe or glory, or just something you have on your mind, all you have to do is jot it down or give me a call. I'd like to hear from you.

CUTTING FIBERGLASS CLOTH

From Skatgazette

In the AMA Newsletter, July, 1998

Next time you have to cut a piece of fiberglass cloth, place it between two pieces of wax paper. The wax paper will prevent it from pulling and fraying during cutting.

Editor's Note: You can also place masking tape along the area you are going to cut, but the above idea sounds better.

SEIZED ENGINES

From The Flightline

In the AMA Newsletter, July, 1998

Do you have some engines that have been sitting for a while tucked away for another day? Have you pulled one of these engines out of storage for your latest creation only to find that it is stuck together like it had CA poured into the carburetor? If so, try this. Get out your covering heat gun and blast the motor until it gets too hot to touch. Let it cool off and the engine should be freed up and ready for a complete teardown and cleaning. Alternatively, you can place the engine in an oven set at 200 degrees.

ANTENNA KEEPER

Clay Ramskill

In the AMA Newsletter, July, 1998

What do you do to keep the end of your antenna in place? A 1/2" piece of fuel line tubing works well. Cut two slots in it half way through. Squeeze the tubing to open up the slots, and thread the antenna through. The tubing can be slid up the antenna and attached to the fuselage as desired. The tubing will hold the antenna securely, and in case of a crash, the tubing will slide right off instead of breaking the antenna.



COMING EVENTS



- Sept. 4 WAM Meeting. VFW Hall
7:30 p.m. Come on out!
- Sept. 12-13 BASS Sailplane Meet
Walkersville, MD.
- Sept. 20 WAM FUN FLY CCMA
- Sept. 26-27 IMAA Rally @ Ridgely
Air Park. Call Ed Ten
nyson@ (410) 665-4217

Call Milt P. for details and
other events @ 410-833-3122

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 Talespin-

THE TALESPINNER

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



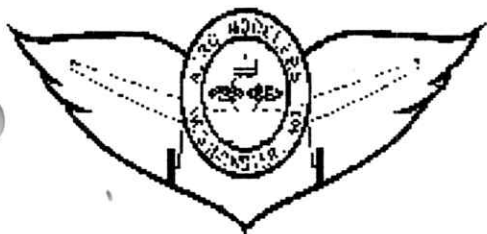
TO:

John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1



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
Member At Large	Lloyd Briggs	833-7450			

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

October 6, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 9

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Well, the year is running out and we need to take care of some unfinished business. If we are to restructure our dues, now is the time to do so. Based on an impromptu Executive Board meeting held at the field several Sundays ago, I would like to propose the following Constitution & By-Laws changes for consideration at the October Business meeting:

Article V - WAM Membership Qualifications and Dues and Assents Section 1: Classifications. The classifications are as follows:

A. Junior member: Up to and including 15 years of age as of January 1st of the current year. (AMA membership required). B. Open Member: Age 16 and above as of January 1st of the current year. (AMA membership required) C. Associate Member: Any paid up member of WAM not belonging to the AMA. D. Honorary Member: This membership shall be bestowed upon a non-member to whom the club wants to give special recognition. Such membership shall require approval

by a majority vote of those present at a regular monthly meeting. The length of such membership shall extend to the end of the current year. This membership does not include flying privileges and does not require AMA membership.

Section 2 - Dues A. No change. B. The annual dues shall be: 1. Junior member - One half of the full annual rate. 2. Open member - The full annual rate. 3. Associate member - The full annual rate. 4. Honorary member - No dues or assessments. C. - No change. D. - No change.

Section 3 - Assessments. No change associated with assessments. We will also need to discuss and then vote on a change to the dues rate for 1999. Bob Allen will have an analysis of projected dues for next year based on this proposal. We anticipate dues to be in the \$50 to \$60 per year range.

Please start thinking about officers for next year. Please consider running.

Till next time.

Keep 'em flying!

Busy Mickey



MINUTES OF WAM MEETING SEPTEMBER 1, 1998

by John Schaffner

1. Meeting opened at 7:30 PM at Westminster VFW with Vice-President John Sterrett presiding. President Mickey Yachera was absent. There were 17 members and 1 guest present. Our guest tonight was Dave Mongan.
2. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
3. Treasurer Bob Allen reported the club in the black.
4. Milt Peacock spoke about notices of upcoming events in the area including a Fly In at the Harford County field for September 12, also a Fly In at Batavia on September 20 and another at Ridgley on September 27 and one at the Piedmont Flyers on Oct 16 & 17. John Schaffner read the latest message from our correspondent in Milano, Italy.
5. Tom Hier mentioned the Electric Show at Allentown, Pa. for September 18-20. Tom had maps available for anyone wanting to attend.
6. The CCMA field is reported in good shape for flying.
7. Ray Miles said that the SFP is officially terminated and that the sum of \$375, representing unused money from the AMA grant, has been refunded to the AMA.
8. Membership Chairman Ken Davis, represented by Milt Peacock tonight, proposed membership for Dave and Matthew Mongan. Voting was unanimous for accepting. Congratulations to Dave & Matthew.
9. Property Chairman Wendell Richards was not present. Ray Miles stated that the club's PA system would be returned by Charlie Hughes.
10. Events Chairman John Wunderlich announced the Fun Fly for the 20 September would be rescheduled for October. Come out and enjoy the day with the club.
11. Ray Miles reported that Carroll County has made improvements to the lane leading to the CCMA.
12. Talespinner editor Ed Goldman received two offers from members to print & distribute The Talespinner in a pinch. Lou O'Manski and David Mongan (a brand new member) both volunteered to help. Thanks very much, fellows!
13. A discussion was held on the matter of publishing a club roster in The Talespinner. It was decided to

do it annually after the membership renewal period.
14. Tables are sold out for the Annual WAM Flea Market to be held at the VFW Hall on 3 Oct. Join in and help out if you can. Setup time will be after 11:30 PM on the 2nd due to a function in the hall that evening. Call John Wunderlich to volunteer.

15. Bob Allen proposed the acquisition of buddy boxes to be kept in the impound box at the CCMA. Possible that members already have the ones to supply the need.

16. The 50/50 was drawn for Terry Reeves but he was not present. (Doggone !!)

17. The meeting was adjourned at 9:30 p.m.

18. Tom Hier brought in his giant scale Beechcraft Bonanza for all to inspect. It is a real beauty and electric powered. Thanks Tom, we can't wait to see it fly.



THANKS FOR THE RESPONSE

What a pleasant surprise and good news for WAM! In last month's T/S and at several meetings, I have asked whether anyone had access to a high speed copying machine and would be willing to print the T/S if we needed someone to give Ken Davis and Bill Woolston some relief. Those two fellows have been performing that job admirably for several years, and I was hoping that we could take some of the load off them.

Well, at the last meeting, two volunteers stepped forward. Lou O'Manski, a relatively new member, and Dave Mongan, a brand new member, offered to help out. We greatly appreciate their offer. Again, WAM members seem to be willing to help out when they can. **THANKS, FELLOWS!!**



GREAT CLUB

By Ray Miles

After reading the GREAT CLUB acknowledgements in the last two issues, I just want to add that, having been in the club for 28 years, this is nothing new. It has ALWAYS been this way.



A. M. A. NEWS

No report this month.



MARYLAND MODELERS REPORT

No meetings are being held this summer so guess what - no report on what didn't happen.



COUNTY REPORT

By Ray Miles

After the August meeting I called R/S about the access road at the field. He said that if anything was done at all it would not be done until next spring. He also mentioned that the club could do it. To my pleasant surprise, I have learned that millings were spread and some of the high spots leveled. I called to thank R/S for having this done, but he was on vacation. A note has been left for him. I will call him again two weeks with a personal "Thank You!"



WHAT ? DOING IT AGAIN ?

By John Schaffner

16 June 1998

We got up early at The Winchester Hotel and had a hardy English breakfast at their little dining room. This all comes with the cost of the room, and if you like eggs, ham (they call it "bacon"), toast and coffee or tea, then you are right at home. Jimmy, the hotel manager, is also the cook, takes care of the desk, and hauls out the trash among his other duties. (As I said the last time, this ain't The Ritz.) Also, the shower is so small that, if you drop the soap you have to get someone else to pick it up for you.

We had already found that we could take The Underground to Hendon. The line ran from Victoria Station, just around the corner, to Colindale, in Middlesex, which is a short walk to the old airbase. Of course, we were early enough to be included in the crowd going to work so we became "strap hangers" for a while. The London Underground has plenty of visual help for any user and we had no problems finding the right train. It was more of a problem trying to board an already full train. Courtesies ? Forget it. Just squeeze yourself on and then exhale.

Once at Colindale it was not a long walk to the Aerodrome and I was filled with anticipation. I had read about this place for years and had seen many photos. We intended to spend all day there. As one approaches the Museum the first thing to see are the two "gate-guards" which are a Hurricane and a Spitfire on pedestals. I was convinced that I was looking at the real thing until I read the plaque that told me they were fiberglass replicas. Every part of them looked real to me.

Among the WW II types is a Halifax bomber that landed on a frozen lake during the war. The crew escaped but the plane went through the ice and spent the next 40 + years on the bottom. The remains of the aircraft were recovered about 8 years ago and are on display "as is." Also on display among the "museum quality" aircraft is the wreckage of a crashed Hurricane. These things bring to mind that all landings were not "happy" ones during the war. Many now rare types are on display and we had the unplanned coincidence to latch on to one of the docents of the museum who



SCHOOL FLIGHT PROGRAM

By Ray Miles

It has been done. The teachers have been notified of the termination of the S/F/P. A letter also went to the Director of Science along with a copy of the teacher letter. Just as I suspected, I've heard not a peep from anyone expressing any sense of loss or disappointment. Nothing. Good job guys, they don't even acknowledge we were even there. I could stand to be corrected. If so, I'll let you know if that happens.

I have also written to the Education Director at the Academy explaining the situation to him. I sent a refund check for the remaining \$375.00 from the original \$500.00 grant. As I indicated at a club meeting, an accounting had to be made for those funds. Also, any purchases that were made over the years remain as club property. I will give an accounting of that to the club at a later date.



CIVIL AIR PATROL

By Ray Miles

I just do not understand people. After having been asked by the Mt. Airy C.A.P. squadron as to our availability to work with the teenagers, and after calling this person on three occasions, I have heard nothing further. So, I am going to let the matter die unless something develops. My question would be, why the original phone call was even made if it was not going to be pursued? Strange!

Editor's Comment: And why not at least a return phone call to say that they were not interested. Common courtesy is becoming uncommon.

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

didn't mind spending time talking with us. I think we keep him from his lunch break.

You will find many of the "Early Birds" on display as well as World War I and World War II, between the wars, and after. There are American, British, French, German, etc. Probably the latest additions are the Panavia Tornado, Phantom II, F-86 Sabre, and later jets. Even the control cab from a German Zeppelin brought down during WW I.

Hendon Aerodrome is now an aviation museum of the highest rating. The field itself was the site of the beginnings of aviation in Great Britain. Two of England's first balloonists, Henry Coxwell and James Glaisher, made an unscheduled landing there on August 25, 1862. They had a balloon of 93,000 cubic feet capacity and were carrying five passengers. They took off again that day attaining a height of 16,000 feet. A few weeks later the two set an altitude record of 30,000 feet that stood for nearly forty years.

It was not until 1908 that H. P. Martin and G. H. Handasyde built a monoplane nearby. Their first airplane was not successful but later the two formed a partnership that became the Martinsyde Aeroplane Company.

The site began to attract the "early birds" of the day: Hawker, C. R. Fairey, Claude Graham-White, C. S. Rolls, T.O.M. Sopwith, J.T.C. Moore-Brabazon, Henri Farman, Glenn Curtiss, Louis Bleriot, A.V.Roe, etc. The early aero-clubs were first organized there and "Those Daring Young Men and Their Flying Machines" began to make aviation history with their regular meets.

The field was taken over in 1914 by the Admiralty and became a Royal Naval Air Station. During World War I a squadron of airplanes was established at Hendon for the purpose of attacking enemy aircraft attempting to molest London. Factories were established at Hendon to produce the BE2c, Farman S7 and S11 and other types for the military. Airco (Avro), Deperdussin, DeHavilland, Dyott, Breguet also contributed aircraft to the inventory at the field. The men and machines were equipped for night flying to combat the raids by German dirigibles and Gotha bombers but they had little success.

Hendon remained a major air field throughout both World Wars and after, until its official closure

on April 1, 1987, although the last day of flying was 4 November 1957. The RAF Museum was opened officially on 15 November 1972. At that time Graham-White's London Flying Club's buildings were still standing but they were finally torn down in 1974 to make way for expansion of The Hendon Police College. The aircraft on display are too numerous to mention individually but they have everything from stick and fabric to jets. You will just have to look at my photo album.

Before going to supper at a local pub we visited the Travel Information Office where John Gatens noticed a brochure for National Express Bus Line and found that a bus went direct to Duxford. We were able to buy our tickets on the spot. Very convenient for us.

To Be Continued



UPCOMING FULL SCALE AIR-SHOWS

READING AEROFEST

Reading, Pa.

September 26 - 27

Blue Angels, Patty Wagstaff, Golden Knights

Mid-Atlantic Air Museum

Call Louise Grimm @ 610-372-4666 for info.

OLD RHINEBECK AERODROME

Rhinebeck, New York

October 11 - 13

Final Show of the season to enjoy the

Hudson Valley fall foliage

Call 914-758-8610 for info.



NEW MODEL

Continuing in the recent WAM "new model at the meetings" theme, another new bird was displayed for those attending the last meeting. Tom Hier had his almost completed Top Flite Beechcraft Bonanza 1/5 scale airplane. This was an ELECTRIC version, and was a great looking craft with a big V-Tail for tailfeathers. Power is supplied by a Maxcim NEO Wye wind brushless engine utilizing 25 - 26 cells. The Bonanza is quite large, having a wingspan of 81" with 1040 square inches of surface area. Sounds like a smooth flying plane. Tom has included Robart retracts in his airplane, also. The total weight ended up at 14.25lbs. We look forward to seeing this pretty airplane in the sky.



MODELS, MODELS, MODELS

By Ray Miles

As many of you know the ship models I have built are on display at the Oklahoma Middle School in Eldersburg and several of you have seen them. Anyway, I take them home for the summer for any repairs, etc. When I returned them in August for the coming year the Media Specialist, whom I know personally, asked me if I knew anyone who might have some model airplanes. She knew I was involved with them, so who better to ask. She and several others of the faculty want to include a plane display along with the boats, if approved by the administration. I know that will happen as the principal is a model train person, and knows what modeling is all about.

I contacted our school people to get their input. It has been decided that instead of keeping all our static models in boxes in someone's home, it would be better to place them where they could be seen, even appreciated. We decided to use historic models, Spirit of St. Louis, etc. In that way a display won't tend to become overwhelming. She is also interested in a bigger plane (R/C) as a center display. I asked Milt if he just might have an unused, retired model around. He does not.

So I will put this request to the membership at large. Would anyone have a large R/C plane, that might just happen to be laying around lonely, unused, unwanted, dejected, that is not being used, won't be flown, taking up valuable space, that, could or would, consider letting the school use? It is understood these models are for LOAN only, and retrievable at any time they may be needed by the lending parties. This is not a critical deal, but if possible, it would be nice if someone could come up with one. Appropriate acknowledgements will be posted. I'll let you know how this plays out.

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

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



PLEASE LOCK THE LOCK WHEN YOU LEAVE THE FIELD, AND REMEMBER TO LOCK THE LOCK ON THE CHAIN WHEN YOU ENTER THE GATE.



HAPPY BIRTHDAY!!

♦October♦

Jim Bates

Ben Dawson

John Dorl

Bob Jenness

Pat Kowalski

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 Martin "China Clipper" becomes the largest plane in the U.S. capable of carrying 38 passengers and a crew of five.
- 11 1910 Theodore Roosevelt becomes the first President to fly.
- 12 1907 First crossing of the North Sea in a balloon.
- 14 1947 Chuck Yeager becomes the first person to break the sound barrier. He flew 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.



MORE FUN FLY ACTION IS ON THE WAY

Three down, one to go. The final Fun Fly of the year WHICH WAS TO BE ON SEPTEMBER 20 MUST BE RESCHEDULED. John will announce another date sometime in October. The new date will be announced at the next meeting. The next T/S may not reach you in time for the date to be printed in next month's edition. So, come to the meeting or call John later in the month for the new date.

Remember, all can participate. Beginners are also welcome and can fly all the events. All you need to be able to are takeoffs, loops, rolls, and landings. We need someone to give Bob Allen, Wendell, Paul, and Ron Bowen some real competition, so start practicing!!



RADIO STUFF

Milt P. has been keeping a current list of radio usage among WAM members so that those of you purchasing a radio will be able to choose a channel which may not have many others using it. He has created a master list of WHO has WHAT channels. This is being maintained by Milt and to date 80 radios on 35 channels have been called in, and that is with 20 members reporting. You can only guess at the total number of radios and various channels being used at our field(s). I will update this info in each T/S as more members report to Milt.

Thanks to all of you who have taken the time to call Milt with the info. It helps all of us! Please call Milt at (410) 833-3122 with your list of channel numbers if you have not done so as yet. In the meantime, **DO NOT BUY CHANNEL 20**. It has a nasty habit of mixing with TV Channel 4.

11/1	18/4	25/2	32/3	39/0	46/1	53/2	60/0
12/1	19/0	26/1	33/1	40/3	47/1	54/1	
13/0	20*	27/3	34/3	41/0	48/4	55/0	<u>DO</u>
14/2	21/0	28/3	35/1	42/3	49/1	56/2	<u>NOT</u>
15/2	22/5	29/0	36/2	43/1	50/2	57/0	<u>USE</u>
16/3	23/1	30/3	37/0	44/2	51/1	58/0	<u>CH.</u>
17/1	24/4	31/0	38/4	45/2	52/4	59/0	<u>20!</u>

TOTAL TRANSMITTERS - 80
MEMBERS REPORTED - 20

You may want to cut and save this table.



FLIGHT INSTRUCTION

A request was made at the last meeting that a list of instructors be printed in the T/S. Here it is. The following instructors are available for "flight training" for WAM members. You may call them to arrange a convenient time.

Bob Allen	410-876-3580
Lloyd "Dutch" Briggs	410-833-7450
Frank Guiffre	410-876-1304
Milt Peacock	410-833-3122
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

WELCOME OUR NEW MEMBERS

DAVID AND MATTHEW MONGAN

WAM welcomes the Mongans
(Father and son)
to our club.

We hope to see you at our
meetings and at the flying field.

May your flights be exciting
and your landings smooth!



ROSTERS

From Eddie the Editor

It was decided at the last meeting that a roster will be printed in the spring of each year, which will be up to date at that time and distributed at a regular WAM meeting (usually May or June). This roster correlates with the one that Milt Peacock supplies to the AMA.

However, as new members join during the year, it is impossible to reprint the roster and bring copies to each meeting. That is why I publish the names and info about new members on page 1 of the T/S so that you can update your roster.

I have been disappointed, however, in the fact that not one member has called to ask for a roster. I know that not all members have one. If you don't have a roster, you should. We may have to have telephone contact with all members if there is something important (e.g. change of event date, special meeting, etc.) requiring all members to be notified before the next issue of the T/S goes out. Members will be asked to contact other members so that a few don't have to call everyone else. So, call me if you would like me to mail you one.



A NEW HIGH ALTITUDE LANDING RECORD

By John Sterrett

A new high altitude landing record, which will be hard to break and which was previously held at various times by Milt Peacock, Ed Goldman, Wendell Richards, Bob Allen, John Sterrett, and Dutch Briggs, was broken on Wednesday, August 5, 1998 by Bill Woolston. Bill managed to land his trainer **80** feet high in a tree located about 1/2 mile southwest of the field. The previous high altitude landing record was held by Dutch Briggs' 60 foot hickory tree landing made in August, 1997.

Fortunately for Bill, he has a tree climbing son (Robert Woolston) who arrived the same day and expertly extricated the trainer, which will fly again after minor wing damage is repaired. **CONGRATULATIONS, BILL!!** You are now a member of the famous and elite High Altitude Landing Club.

Robert Woolston, carrying a 120 foot rappelling rope, was able to accurately measure the height of the landing while climbing the tree. Great Job!! We all thank you, Robert.

Incidentally, since the tree landing, Bill has been flying a new aerobatic "Stealth" Extra Special 40. It's so stealthy that even sharp-eyed senior instructor Bob Allen has been challenged.

****But Wendell Richards still holds the record for the highest altitude landing *with the engine running!!***



EAA 1999 CALENDARS

From Milt Peacock

EAA 1999 calendars will again be available for \$7.50 each. Deadline for ordering will be November 3rd, the night of a WAM meeting. Your calendar(s) must be paid for at the time of your order.

You can call or E-mail Milt to place your order if you wish at the following:

Milt Peacock @ 410-833-3122 or

E Mail ~ milts-birdhouse@juno.com

Editor's Comment: These are very nice calendars with great photos. Definitely worth the money. Order one and you won't be disappointed. You may want to give one to a friend for Xmas.



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~michaely)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!



DEADSTICK APPEARS!

One of the biggest deterrents for many possible flyers is the excessive cost. But take heart, it's not necessary to spend super amounts of money to enjoy RC flying! Just consider one of the most frugal flyers at the CCMA field. His reputation for saving has been brought to the attention of "Deadstick" by several WAM members (including their spouses). While, unlike flyers like Butterfly Hasert, Inverted Allen, NoseOver Briggs, Submarine Richards, Webfoot Reeves, Needlevalve Goldman, Blackfloat Schaffner, One Turn Bowen, and a number of others too numerous to mention who spend lavishly on their hobby, this man thrives on a thrifty spending technique.

For example, he uses old boards wrapped with rags to carry his airplanes in the back of his ten year old truck (25 cents). To prevent damage, the truck bed is covered with a second-hand, weathered rug (1 dollar). Old flat web belts are suspended from the cap top to carry long wings (50 cents). A discarded cardboard fuel box is used to carry extra miscellaneous supplies (10 cents). A homemade wooden flight box made from the base of an old kitchen cabinet is used to hold his tools, starter batteries, and fuel (25 cents). This field box also included an overflow bottle which he graciously loans to anyone who forgets theirs. This is, no doubt, why he buys less than a gallon of fuel for an entire year of weekend flying.

Although his airplanes are equipped with the best engines and radios, he saves a great deal by repairing his models after each crash regardless of severity (100 dollar savings). Many of his models not only have shorter wings (50 dollar savings), but have almost doubled in weight, which always creates a more exciting and challenging flight condition. None of his airplanes has cowlings (20 dollar savings), so quick field maintenance is easy.

The name of this famous WAM flyer, if you haven't guessed by now, is John (Frugal) Sterrett. Oh! In addition, according to Bob Allen, he wears cheap hats in the winter to keep his ears warm (5 dollar savings).

Courtois' Rule: If people listened to themselves more often, they would learn to talk less and think more before they do talk.



FLEA MARKET UPDATE

October 3, 1998

From Milt Peacock

This year the Flea Market in October will be sponsored by WAM rather than the Maryland Modelers Association as in previous years. Details are as follows:

WHEN: OCTOBER 3, 1998
 TIME: 9:00 A.M.
 WHERE: WESTMINSTER VFW HALL
 (2nd Floor)
 COST: \$ 2.00 AT THE DOOR
ALL TABLES HAVE BEEN SOLD!
NONE ARE AVAILABLE!

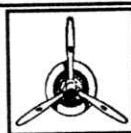
PLEASE NOTE THAT DUE TO SCHEDULING CHANGES AT THE VFW, SET-UP MUST BE DONE AT 11:30 P.M. ON FRIDAY NIGHT. THOSE WHO VOLUNTEERED TO HELP, PLEASE TAKE NOTE AND BE THERE.

Vendor set-up will be at 8:30 a.m.

Refreshments will be available
 (coffee, sodas, donuts, hot dogs, and ??)
 No hobby shops, dealers, or tailgate sales.

For more info, call Milt: (410)-833-3122.

Thanks to those at the meeting who have volunteered to help and to show up late Friday night (Oct. 2). WAM appreciates your efforts.



BUDDY BOXES FOR FLIGHT INSTRUCTION

A suggestion was made and agreed upon that WAM will purchase "dummy" buddy boxes (very inexpensively) for the three major radio manufacturers (Futaba, Airtronics, and JR). These units function only as the "dummy" when used as a buddy box. They will be kept in the impound box and will always be at the field. Since no batteries are involved, no maintenance is needed.

Milt Peacock will donate an old Airtronics radio. (Thanks, Milt). I looked for an old Futaba unit, and may have one which is suitable, but I'm not sure. If anyone does have either a Futaba or JR unit which can be used, please let Milt or Bob Allen know.

This is a great idea and wonderful for the members in need of flight instruction.



SAGA OF THE TRAINER 40(S)

By Eddie the Editor

The Trainer 40 involved in the mid-air collision has been repaired and flown again. Of course, it didn't fly the same as before the collision, but that's usually par for the course with me. However, the problems will be overcome and I'm hopeful that future flights will see the same performance as the first ones did. A new engine, new landing gear, different CG (being corrected) should have a positive effect. We'll see.

One side effect of the repair of the Trainer 40 (version 4.3) has been that Terry Reeves will not fly at the same time as the Trainer 40. I think he might feel that he is a little "hexed," since this is his 2nd mid-air mishap. I wanted him to fly it, but he emphatically declined. I threatened to wait until he was flying his plane and then take the Trainer 40 up after him. But he said he would only land right away, and wouldn't stay up with the yellow airplane at the same time.

So, we'll have to wait to see if the Trainer 40 regains its nice flying habits, and also to see if Terry will fly his plane at the same time.

TRAINER 40 UPDATE

On Sunday, September 13, the rebalanced, rebuilt, and renowned Trainer 40 flew again – just about like when it met its demise. The plane spins beautifully, with lots of rudder throw to whip it around. Always helpful Bob Allen told me to make it do a flat spin by reversing the ailerons once the spin was initiated the normal way. It worked great! But then as the plane was flat spinning its way toward the ground, he informed me that sometimes an airplane won't come out of a flat spin and I had visions of the rebuilt, rebalanced Trainer 40 pancaking into the ground. But it pulled out easily. Thanks to Bob, the trainer knows a new trick. Thanks, Bob!

FRENCH TRICKLERS AVAILABLE

John Schaffner has ordered the famous French Tricklers and should have them to sell at the next meeting. For those who don't know what they are, they maintain a charge transmitter and receiver battery after they have been charged normally. You simply plug your standard charging jack into the Trickler and then into the wall and it maintains everything in a "ready: state." Approximate price – \$ 10.00.



"THANKS - THANKS"

From Milt Peacock

A special thanks to Lloyd Briggs, Bill Hasert, and Ray Miles for taking their valuable time to assist me in checking and effecting the necessary repairs to the tables at the VFW that we use at the Flea Market. It isn't too hard to accomplish when you have enough help, but believe me it is a good feeling to know that when the time comes to set them up that the tables are not in need of repair.

We cannot set up the event until Friday, October 2 at 11:30 P.M. – YES - 11:30 P.M. due to another event prior to ours. We can use your help to effect the set up. It doesn't take too long with enough help. I'll even buy you a beer!! Remember, this is YOUR CLUB event, so please help out.



FRIENDSHIP

*Contributed by John Schaffner
from the Internet*

Imagine there is a bank that credits your account each morning with \$86,400. It carries over no balance from day to day. Every evening deletes whatever part of the balance you failed to use during the day. What would you do? Draw out every cent, of course!!!! Each of us has such a bank. Its name is TIME. Every morning, it credits you with 86,400 seconds. Every night it writes off, as lost, whatever of this you have failed to invest to good purpose. It carries over no balance. It allows no overdraft. Each day it opens a new account for you. Each night it burns the remains of the day. If you fail to use the day's deposits, the loss is yours. There is no going back. There is no drawing against the "tomorrow". You must live in the present on today's deposits. Invest it so as to get from it the utmost in health, happiness, and success! The clock is running. Make the most of today.

To realize the value of ONE YEAR, ask a student who failed a grade. To realize the value of ONE MONTH, ask a mother who gave birth to a premature baby. To realize the value of ONE WEEK, ask the editor of a weekly newspaper. To realize the value of ONE HOUR, ask the lovers who are waiting to meet. To realize the value of ONE MINUTE, ask a person who missed the train. To realize the value of ONE SECOND, ask a person who just avoided an accident. To realize the value of ONE MILLISECOND, ask the person who won a silver medal in the Olympics. Treasure every moment that you have! And treasure it more because you shared it with someone special, special enough to spend your time. And remember that time waits for no one. Yesterday is history. Tomorrow is mystery. Today is a gift. That's why it's called the present!!



COMING EVENTS



Oct. 6 WAM Meeting. VFW Hall
7:30 p.m. Come on out!
Oct. 10² SET-UP FOR FLEA MARKET
*** 11:30 p.m. VFW Hall
Oct. 11³ Flea Market @ Westminster
(See article this T/S)
Oct. 18 Harford County Fun Fly
Oct. 29 MMA Meeting.
Nov. 4 WAM Meeting
DEC. 6 WAM XMAS DINNER AND
ELECTION OF OFFICERS
Dec. 25 Merry Xmas
Call Milt P. for details and
other events @ 410-833-3122

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of David Mongan
WAM thanks David for his efforts.

ROSTER ADDITIONS

Please add the following names to your roster:

David Mongan	2341 Elderberry Lane Reisterstown, Md. 21136 410-374-5266 Birthdate: 07/30/47
Matthew Mongan	Same address and Telephone # Birthdate: 11/15/83

David and Matthew: Please give me your AMA numbers when you receive them. Thanks! E the E.

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

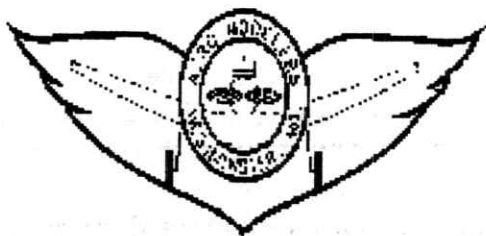


TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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 !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminister 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>
<i>Member At Large</i>	<i>Lloyd Briggs</i>	<i>833-7450</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

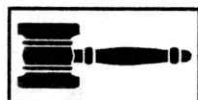
NEXT MEETING

November 3, 1998
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 10

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Officer nominations are once again upon us! As I'm sure you know, the November meeting is when we do nominations for officers for next year. Unfortunately, I will not be able to accept nomination for the post of president for next year due to the amount of time I need to devote to my business. I really will not be able to devote the time or attention to the job that the club deserves. So, please if you can devote only a little of time to the club, please consider running. I can't express my disappointment that the by-law change which I presented at the last meeting didn't pass. For the future well being of the club, we need to address the equity of the dues structure. Unfortunately, I feel that maybe I didn't explain the proposal well enough. When we have addressed the club's budget the last two years, it was obvious that we have a problem. A high proportion of the membership enjoys the benefit of a 50% reduction in their dues at the expense of the very people we look to attract to the club. The "regular" member is expected to pay a disproportionate share of the club's expenses because of the fact that almost 1/2 of the members get a break on their dues. For whatever reason, several of the membership seemed to vote as a block against the proposal without voicing their opposition to the proposal. This same group walked out of the meeting as a group prior to the meeting being adjourned. Ac-

tions like this really don't serve the club very well. Unfortunately, because of this small group, the proposal was defeated by one vote, and the club missed out on being able to fix an inequitable dues structure. Even more unfortunately, we missed out on being able to have a more reasonable annual dues amount while maintaining our dues income. Too bad. Maybe someone else can do something to fix this in the future.

See You At The November Meeting,

Mickey



OOPS!



I erred in the last T/S. The correct date for the Xmas Dinner and Election of Officers is **December 5** -

a Saturday night. I mistakenly printed that date as December 6. Please check your calendars and correct my mistake. Sorry for the inconvenience.



FLY NOW, BUILD LATER



We only have a few more weeks to fly before the closing of the CCMA from Nov. 28 thru Dec. 31. Use the remaining good weather to fly, then build during the winter and get ready for spring.



MINUTES OF WAM MEETING OCTOBER 6, 1998

by Eddie the Editor

Note: These minutes may not be as accurate or detailed as those taken by Secretary John Schaffner, but they were the best I could do.

1. The meeting was called to order at 7:38 p.m. at the Westminster VFW with Vice President John Sterrett presiding. President Mickey Yachera was not present at the beginning of the meeting, but arrived later. Twenty one (I think) members were present.
2. The minutes of the last meeting were approved as printed in the T/S.
3. V. P. John Sterrett reported that he had nothing pertinent to report. Lots of flying was taking place at CCMA and the field is in good shape.
4. Treasurer Bob Allen reported that WAM is in the black.
5. Milt Peacock mentioned an upcoming event at Ridgely Field on the eastern shore the weekend of Oct. 17-18. This is a big bird event similar to the War Birds over Deland in Florida. There was also a report that Bobby (formerly of Bobby's Hobby Lobby) is building models in Florida, but is not planning to return to Westminster.
6. Milt also spoke about the availability of a VISA card through the AMA. You can get one, and the AMA gets a share of the money spent. You could use the AMA card instead of your bank's card and let the AMA profit instead of your bank.
7. Field Marshall Lloyd Briggs reported that there are no hobby shops or flying fields in Bermuda. (Lloyd, there are other things to look at in Bermuda).
8. The road to CCMA is in great shape thanks to the county's efforts. WAM thanks the county for the great improvement!!
9. Ray Miles reported that he has heard nothing further from the Civil Air Patrol. I guess their prior interest fizzled out. A letter was received from the AMA thanking WAM for returning unused funds from the School Flight Program.
10. Membership Chairman Ken Davis had no new applications for membership.
11. Property Manager Wendell Richards reported that all equipment is accounted for.
12. Milt Peacock reported that attendance at the Flea Market held on Oct. 3 was rather light, but that WAM still profited significantly from the event. Milt thanked the members of WAM who helped out both Friday evening and at the event on Saturday. Bill Woolston led a round of applause for Milt's efforts regarding the Flea Market. Hear! Hear!
13. Ray Miles mentioned that he received card from one

teacher thanking us for 10 years of the SFP. (I guess one is better than none).

14. County Rep. Ray Miles said that all is quiet.
15. Eddie the Editor is still looking in his mailbox for contributions to the T/S. After 4 years of looking, he remains hopeful.
16. Milt P. can order EEA calendars if enough members want one. Cost is \$ 7.50 payable in advance to Milt. The Nov. meeting is your last chance to order. (These are great calendars - order one).
17. Mention was made that the sound meter at CCMA might be giving higher than accurate readings. A digital meter reported lower sound levels. It was suggested that we have our analog meter re-calibrated.
18. President Mickey appears.
19. Milt P. reported on the MMA and its future. Background info was given, a discussion held, and the outcome was that WAM feels that, at this time, the MMA is no longer needed. Hopefully, more elsewhere in this T/S.
20. There was no old business to discuss.
21. New business - Proposed bylaw changes which would: (1) alter the membership categories of WAM and (2) change the dues structure were discussed at GREAT length. The proposal, which was printed in the previous T/S was rejected the first time by one vote. More discussion followed with many members giving their opinions. A second vote also resulted in defeat of the motion. More discussion elsewhere in this T/S.
22. Bill Woolston was in Nags Head, N.C. and advised anyone visiting there to go to Kitty Hawk and tour the First Flight Museum there.
23. The 50/50 was won by Ken Hands.
24. Meeting adjourned at 10:10 p.m.



MARYLAND MODELERS REPORT

The next Maryland Models Association meeting will be on October 28th 1998 at Your Hobby Center at 7:30 p.m.

There were a total of seven people present at the September Maryland Modelers Meeting. Only three were club representatives. Since there is apparently little or no club interest in supporting their association, during the October meeting we will proceed with the dissolution process. If your club wants to be represented during this process, your representative or designated alternate must be present at this meeting. As with any of our meetings, we welcome anybody with an interest in model aviation.

Charles E. Hughes,
President, Maryland Modelers Association



COUNTY REPORT

By Ray Miles

No news is good news!!



SCHOOL FLIGHT PROGRAM FINALE

By Ray Miles

This will end the School Flight Program reports. I received a reply from the AMA for the unused funds of \$375.00 that we returned to them. Chuck Foreman also has received a copy of that same letter. Briefly it states; "the money will be put back in the Y.E.S. program, thus being available to those requesting funding". Mike Stokes is now the Education Director, and he expressed his thanks for the unused money and lamented the shut down of what the Academy considered to be a very good program. This completes our school activities.

Moving on, the historic static models in the club's possession (about 11) have been loaned to the Oklahoma Road Middle School in Eldersburg. They now hang in the Media Center of that school. It does make for a nice display. Credits have been given to WAM for their loan. Now if we can, or someone can, come up with an R/C model that is not being used, it would finish off that display nicely. I haven't promised one, but told the Media Specialist (Librarian) I could see if one becomes available. If you have a chance and some spare time you are welcome to drop in at any time to view them.

Charlie Hughes returned the club's P.A. system to me at our Flea Market. That has been turned over to the property officer. It may, on occasion, come in handy in the future.

I know I have thanked all of the people in our program for their time, effort, and dedication, but I do so again, because you really cared, and I could depend on each and every one of you. My personal thanks to all of you.

And, by the way, I did receive a card of thanks for our years of effort from Mrs. Will of the Westminster Elementary School. That was the one and only. So, she cared.

****FIELD WILL BE CLOSED!!****

CCMA WILL BE CLOSED FROM SATURDAY, NOVEMBER 28 THRU DECEMBER 31, 1998. IT IS HUNTING SEASON AND THERE IS NO FLYING FROM 11/28 - 12/31!!

FLEA MARKET REPORT

By Milt Peacock

Many thanks to the willing members who worked the F/M. Hearty BOO'S to the multitude of members who DID NOT support the F/M. Only 13 members attended and 5 of those rented tables. That is a POOR showing for our "Fund Raiser". Want to reduce the dues? Then support the "Fund Raisers". Was the \$2.00 admission too much? All 35 tables were rented very early on but the general attendance was the lowest in the history of the F/M. I took it upon myself to donate a table, on behalf of the club, to the Umstad family who are in the throes of disposing Jim's modeling collection. They expressed their thanks to everyone for the table. The income from the F/M was \$xxx.xx and the proceeds were given to our treasurer at the Oct. meeting. IF the club desires to host another F/M, the new chairman MUST start to get under way by March. Contact with the officials of the VFW MUST be made prior to March to determine the fees for hall rental etc. In the past I obtained the hall but that is history for 1999. My personal thanks to all those who helped.



NOTES FROM KITTY HAWK

From Bill Woolston

During my recent vacation I visited Kitty Hawk / Kill Devil Hills NC--the site of the first powered flight. Here, the Federal Government maintains a museum and memorial to Orville and Wilbur Wright. This is quite an impressive site and very informative. The museum contains original and/or reproductions of much of the equipment used by the Wright brothers. This includes the first "airplane" and the glider used to refine many of the concepts subsequently embodied in that first plane.

The visit served to dispel many of the misconceptions I previously held. The 1903 flight was not a "one shot" attempt but the culmination of several years of testing and refinement using the glider. Most importantly, the principles of flight as the brothers understood them and the brothers' methods of applying those principles remain virtually unchanged from that first flight to this day! I was made aware of so many things that these two young men visualized, investigated, defined, catalogued, and harnessed that I gained a great respect for their genius. I highly recommend a visit to this remarkable facility. It alone will make your trip worthwhile. The area also holds many other interesting and enjoyable things to do and see--even a nearby field at which to fly your plane, be it model or full scale.

Thanks for the article, Bill!!



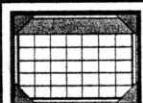
BAUGHER LAKE FLOAT FLYING

By John Sterrett

August and September brought out the float plane fliers at the Baugher Lake. Paul Schaffner flew his realistic 1/3 scale Cub equipped with large, long floats – a beautiful flyer which weighs about 45 lbs.! It's so heavy that both Paul and his wife had to lift it in and out of the water.

On Labor Day, in the late morning before a blustery front arrived, three of us flew our seaplanes. Wendell Richards flew his "Swoose," Bob Allen his "Sea Dancer," and I flew my "Seamaster." All flights were successful even though the wind was gusty and blowing directly toward the pilots, which made landings tricky. No engines quit during taxiing for a change. Wendell made several perfect landings and Bob flew in his usual inverted style.

Put floats on those land planes. We need more float fliers. It's a shame to let the Baugher Lake go to waste. It's a great place to fly!



EAA 1999 CALENDARS

From Milt Peacock

EAA 1999 calendars will again be available for \$7.50 each. Deadline for ordering will be November 3rd, the night of the next WAM meeting. Your calendar(s) must be paid for at the time of your order. Milt will not be at the meeting, but Bill Hasert will take your order (and money).

You can call or E-mail Milt to place your order if you wish at the following:

Milt Peacock @ 410-833-3122 or

E Mail ~ milts-birdhouse@juno.com

Editor's Comment: These are very nice calendars with great photos. Definitely worth the money. Order one and you won't be disappointed. You may want to give one to a friend for Xmas.

FRENCH TRICKLERS AVAILABLE

John Schaffner has ordered the famous French Tricklers and should have them to sell at the next meeting. For those who don't know what they are, they maintain a charged transmitter and receiver battery after they have been charged normally. You simply plug your standard charging jack into the Tricker and then into the wall and it maintains everything in a "ready state." When you're ready to fly, so are your batteries. Approximate price – \$10.00.



HAPPY BIRTHDAY!!

◆November◆

Ken Davis
Matt Mongan

Eddie the Editor
Bernie Van Meter



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 airplane is launched from a ship designed as an airplane carrier.
- 12 1912 An aircraft is launched by catapult for the first time.
- 20 1980 The MacCready "Solar Challenger" makes the first test flight using only solar power.
- 21 1783 The first balloon free flight carrying a human passenger is made.
- 22 1935 First commercial crossing of the Pacific by airplane, the "China Clipper."
- 22 1977 First London to New York flight of the "Concorde."
- 27 1920 First Pulitzer Trophy Race.
- 28-29/
1929 First flight over the South Pole.



Downloaded from: Radio Control Online

From *The Sunday Flyer*



MODELS, MODELS, MODELS

By Ray Miles

As many of you know the ship models I have built are on display at the Oklahoma Middle School in Eldersburg and several of you have seen them. Anyway, I take them home for the summer for any repairs, etc. When I returned them in August for the coming year the Media Specialist, whom I know personally, asked me if I knew anyone who might have some model airplanes. She knew I was involved with them, so who better to ask. She and several others of the faculty want to include a plane display along with the boats, if approved by the administration. I know that will happen as the principal is a model train person, and knows what modeling is all about.

I contacted our school people to get their input. It has been decided that instead of keeping all our static models in boxes in someone's home, it would be better to place them where they could be seen, even appreciated. We decided to use historic models, Spirit of St. Louis, etc. In that way a display won't tend to become overwhelming. She is also interested in a bigger plane (R/C) as a center display. I asked Milt if he just might have an unused, retired model around. He does not.

So I will put this request to the membership at large. Would anyone have a large R/C plane, that might just happen to be laying around lonely, unused, unwanted, dejected, that is not being used, won't be flown, taking up valuable space, that, could or would, consider letting the school use? It is understood these models are for LOAN only, and retrievable at any time they may be needed by the lending parties. This is not a critical deal, but if possible, it would be nice if someone could come up with one. Appropriate acknowledgements will be posted. I'll let you know how this plays out.



DEADSTICK APPEARS!

It has been good to see WAM's only lady flyer, Pat (Diet Coke) Kowalski, back attending the meetings and enjoying the flying at CCMA. She says she is feeling great and plans to get back to flying her trainers before long. We all wish you well!!

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



PLANE TAKES OFF WITHOUT PILOT, CRASHES IN FIELD

Associated Press

Urbana, Ohio, Nov. 23, 1988

A small airplane took off without its pilot today and flew for nearly two hours before crashing in a field.

Paul A. Sirks of Dayton had landed the single engine plane at Urbana's Grimes Field airport because of mechanical problems, said police officer Mike Hughes.

The plane's engine stalled on a taxiway, and Sirks got out to restart it by hand-turning the propeller. Once the engine started, the empty plane taxied away without Sirks, nearly hitting another plane and a hangar before becoming airborne.

The plane circled the area for about five minutes before heading northeast, tracked by another private pilot and State Highway Patrol aircraft.

It finally went down about 90 miles away in central Ohio, some 50 miles northeast of Columbus, said Patrol Lt. John Born. Authorities said it may have run out of fuel.

No charges have been filed against Sirks.

Submitted by Walt Smith



BUDDY BOXES FOR FLIGHT INSTRUCTION

A suggestion was made and agreed upon that WAM will purchase "dummy" buddy boxes (very inexpensively) for the three major radio manufacturers (Futaba, Airtronics, and JR). These units function only as the "dummy" when used as a buddy box. They will be kept in the impound box and will always be at the field. Since no batteries are involved, no maintenance is needed.

Milt Peacock will donate an old Airtronics radio. (Thanks, Milt). I looked for an old Futaba unit, and may have one which is suitable, but I'm not sure. If anyone does have either a Futaba or JR unit which can be used, please let Milt or Bob Allen know.

This is a great idea and wonderful for the members in need of flight instruction.



PLEASE LOCK THE LOCK WHEN YOU LEAVE THE FIELD, AND REMEMBER TO LOCK THE LOCK ON THE CHAIN WHEN YOU ENTER THE GATE.



WHAT ? DOING IT AGAIN ?

By John Schaffner

On the 17th we met the National Express bus at 09:30 and rode to Duxford. There was only one bus a day that stopped at Duxford and we were cautioned that it would be there on the return trip at 16:15. On the way out I noticed that several of the farms in the area (East Anglia) were using Quonset type buildings. I couldn't help but think that they were left there by the 8th Air Force when the war came to an end in 1945. We saw some old hangers still in use as farm buildings when we were there in 1994 visiting around the Cambridge area.

Duxford is an active flying field, still occupying the same space that it did during the war. The big difference of course is that it houses several major museums. There is the Duxford Branch of the Imperial War Museum which includes, along with the RAF aircraft, a separate collection of ground warfare vehicles and weapons, a collection of Royal Navy aircraft, and the recently opened, American Air Museum in Britain. We spent the whole day there, which was not nearly enough time again.

The aerodrome was established during World War I and became the base for three DH9 day bomber squadrons and in 1918 the Royal Naval Air Service was merged with the Royal Flying Corps to become the Royal Air Force. Three of the original timber trussed hangers survive from that era and are now on the "protected" list of historic buildings. Duxford became a training field after WW I and there was a steady progression of aircraft employed there through the period between WW I & WW II.

Frank Whittle, a developer of the jet engine, flew from there as a member of the Cambridge University Air Squadron. (Cambridge is just a short hop to the north.) In later years Whittle settled in Annapolis, Maryland and taught at the U.S. Naval Academy. His work led to the development of the Gloster Meteor in 1943, the Allies first operational jet fighter. The airfield was used by Hurricane and Spitfire squadrons under the command of Douglas Bader that were successful in repulsing the German Luftwaffe during the famous "Battle of Britain" era. In 1942 a wing of Hawker Typhoons were based there also, and flew regular tactical support sweeps

over the continent disrupting the efforts of the German Army. Duxford airfield was handed over to the U.S. 8th Air Force in April of 1943 and not returned to the British until December 1945. During this period the 8th AF had about 200,000 men on the roster and Duxford became Base 357 and the headquarters of the 78th Fighter Group.

When one enters the museum area it is into the RAF section which is in a huge hanger housing many large and small military aircraft and a few civil types, including the Vulcan, Sunderland, Lancaster, Mosquito, Meteor, a Bristol Britannia, Canberra, and on and on, even a Mig 21. There is an example of the specialized bomb used by "The Dam Busters." Outside this hanger is the flight line with an early example of the Concorde (only 14 were built), a Lockheed Constellation, a Douglas C-54, and several other large aircraft that a visitor can walk through. Then there are the actively flying ones to see. The day that we visited there a rare DH Dragon Rapide was flying. We could have bought a spin around the patch but didn't want to use the limited time we had. Most of the WW II aircraft that fly regularly at the air shows in England are based there. (I was privileged to watch one of these shows in 1994.) They have a B-17, B-25, Blenheim, Spitfires, Mustangs, P-47, Hurricane, Hellcat, Bearcat, Me-109, Heinkel 111, etc, etc. Next in line is the new American Air Museum In Britain. This only recently opened and houses the finest collection of American combat aircraft outside of the United States. This museum stands as a memorial to more than 30,000 American airmen who lost their lives while flying from British bases. The cost of liberty and freedom is never cheap. The largest item inside is the B-52 and all else is dwarfed beside it, over, and under it. There is a B-17G, B-29, Spad, AT-6, P-47, P-51, B-25, C-47, Avenger, F-86, F-4, F-111, A-10, U-2, etc, etc. So much stuff that it makes you want to come back.

Then there is the Royal Navy Collection of aircraft. Then there is a separate building housing all of the examples of ground warfare, armor, tanks and other armored vehicles, mobile guns, etc, etc.. If you have any intention of visiting here, better reserve several days. One was not nearly enough.

Again, I made many photos for the album, but, the bus that was to return us to London was stopping at 16:15 and we had to be on it. Have I

had my fill of airplanes? No, I could go back anytime. That evening I phoned Nick Jonckheere in Oostende and arranged with him to meet us tomorrow at the Calais ferry terminal.

On the 18th we bought train tickets to carry us from Victoria Station to Dover, intending to catch the ferry to Calais at 12:00. The train we were on broke down just short of Dover ("problem on the track," the man said.) and by the time we got rolling again we missed the noon ferry. We caught the one at 1 PM. however, and, after a smooth ride across the English Channel, were an hour late getting to Calais. Nick Jonckheere was waiting for us in the terminal. He was aware of the problems with the ferries and was actually a half-hour late himself.

We loaded ourselves and our baggage in Nick's car and drove to La Coupole, a German built installation along the Pas de Calais, designed for the assembly and launching of V-1 and V-2 missiles against London. The place consists of an arrangement of tunnels mined into the base of a solid rock hill and capped by a dome shaped roof of 18 feet of reinforced concrete. The plans called for the missiles to be launched at the rate of 50 per day. Due to the incessant bombing by the 8th Air Force during the construction the project was not completed in time to be of use. About 5,000 tons of bombs were dropped in the area but the dome itself was never penetrated. Since these structures are made with massive amounts of reinforced concrete, to remove them would be ridiculously expensive. Today it is a museum and worth a visit. We then proceeded to "The Jonckheere Towers" (Nick's home) in Oostende. The American flag was flying from the front of the house and his parents greeted us very warmly. They helped us unload our baggage and settle in and there seemed to be a lot to talk about, even though Nick was the only one fluent with English. Nick's mother fixed a mighty fine dinner that we enjoyed very much with them, and we didn't get to bed until midnight. It is a talented family with hobbies of restoring old autos and motorcycles, not to mention Nick's radio controlled airplanes. That night Dave slept in Nick's brother's room. Gatens and I slept in Nick's parent's bed and they slept in the garage. How's that for hospitality?

To Be Continued



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milts-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
 Nick Jonckheere/Belgium Nickjonckheere@khba.be

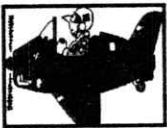
WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~michaely)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
 York Area R/C Club <http://home1.gte.net/jimsharp/>
 IMAA Site <http://www.fly-ima.org>
 Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
 Model Airplane News www.airage.com/
 The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
 Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
 Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
 Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!



HIGH WINGS VERSUS LOW WINGS

by Clay Ramskill
AMA Newsletter, April, 1998

We finally master our high wing trainer--or trash it, whichever comes first. Maybe then we build a shoulder-wing plane.

Only after we are somewhat competent at flying do we try flying a low wing plane, and then with white knuckles and shaky knees. WHY? Just what is it about low wingers that make them "tougher" to fly? Are they faster? No! All other things being equal, there's virtually no difference in drag, or therefore top speed. The illusion comes from designers' choice--they tend to put faster airfoil sections and lower aspect ratios on low wing planes, making them speedier.

Low wing planes do have several characteristics, compared to high wingers, that make them more suitable for higher performance aircraft.

1. "Nicer" (and quicker) roll response. This comes from the relative placement of the Center of Gravity, being closer to the natural roll center of the wing. The CG will be at or only slightly above the roll center of a low wing, but well below that of a high wing. Assuming at least a little dihedral, the roll center of the wing will be slightly above the center of the wing. In a roll, the wing wants to roll about its own roll center. The rest of the plane wants to roll about the CG. The greater the distance between roll center and CG, the funnier-looking is the roll (i.e. "non-axial").

2. The low wing lends itself to a less stable stabilizer position, leading to more pitch maneuverability. With a high wing, it's simple, and natural, to have the stabilizer well below the wing. When the nose is pulled up, the stab drops down well below the wing's downwash, and becomes increasingly resistant to further pitch increases. This is great for stability, and makes stalls less likely. The opposite is true for the low winger -- in a pullup, the higher stab drops into the wing's downwash, making further pitch increases easier, and the plane more maneuverable.

3. The low wing reacts more neutrally to power changes. Our old high wing trainer, with the thrust line very low, will respond by pitching nose up when power is added, nose down if power is reduced. This contributes to stability, with the nose going the way we want it to on a trainer. On the other hand, the

low winger will be more neutrally stable, without much pitch reaction to power changes. The low winger will also be more wind "resistant" on the ground, a function of wing height above the wheels. The high winger will naturally be more "tipsy," reacting to wind while taxiing and during takeoff and landing.

We must all understand that we're only talking of tendencies here. There are many other variables that have an impact on the characteristics involved--the designer can juggle these around to get the desired handling. But wing placement is definitely one of the biggies when it comes to establishing how a plane is going to handle.



QUESTION FROM JOE HAMBLIN

I have been looking into buying some type of battery charger/discharger, and have been totally confused by the different products on the market. Currently I go out to the field and fly 3-4 times, and then go home and put my transmitter and receiver on my charger. I'm concerned that this is not a good idea and that over time my batteries will not hold a charge for long. Example: transmitter says batteries are at good voltage -- however, the battery will fail once I reach the condition charge point. I'm open to any and all suggestions about what type of hardware will solve this problem.

The last thing I want to do is crash because of a dead battery, I can handle pilot error. Should you be concerned with checking your receiver battery voltage while at the field?

Thanks, Joe

Editor's Comment: I am no expert on the care and maintenance of batteries, but there are some excellent devices for handling your problem. I currently use an Ace Digipace, to cycle my receiver batteries occasionally, but other club members may use something better and/or simpler. I'm sure that if you bring that question to a meeting or call some of our more active flyers you will get some good responses.

If you are unsure of your receiver batteries, **DEFINITELY CHECK THEM AT THE FIELD.** It's easy to do at the field. Just use your expanded voltmeter. You can also buy a Hobbico Quick Charger, which can recharge your receiver battery from your 12 volt flight box (motorcycle) battery.



NOW I'VE SEEN EVERYTHING

By Eddie the Editor

What a thrill!! Being a member of the "Sunday Flyer" variety of aeromodelers, and having the occasional "dumb thumbs" that we in that group possess, I have watched with interest and admiration the transformation of "Inverted" Allen from a novice to a very talented helicopter pilot during the past flying season. This accomplishment was done over several months, beginning with the basic "hovering" aspect and continuing until recently. Bob now flies his rotary wing craft with authority, control, and skill. Rolls, inverted flight (of course), rocking maneuvers, slow backward flight, etc. are all in repertoire now.

Usually, when Bob puts his helicopter in the sky, other pilots just watch and enjoy the show. A round of applause usually is given when his whirlybird touches down right in front of him. So, I congratulate Bob on his accomplishment in learning a very difficult flying skill. He has given WAM a new feather in its collective cap, and our club now can be proud of the fact that we now have a skilled helicopter pilot. Way to go, Bob! We're all happy for you.



PERSONAL COMMENT

From Eddie the Editor

The main topic of discussion at the last meeting was the change in membership categories and the restructuring of the dues. I believe that valid points were made by all members who voiced their opinions, but that the MAIN point of discussion got lost in the comments.

The restructuring of membership categories and dues was, in my opinion, a good idea and needs to be done. Currently, there are 6 categories for 38 members. We don't need that many. There is a \$ 42.50 difference in dues between open members and officers/senior members. Since the dues were raised to \$ 85.00 several years ago when the club needed funds to maintain CCMA and the Baugher field, open members have paid over \$ 200.00 more than officers and seniors. Open members have been subsidizing those two groups. I don't think this is fair to them. The new dues structure (based upon an estimated \$ 60.00 for all members except juniors), will mean that senior members and officers will see their dues go up by \$ 17.50, and open members will have their dues reduced by \$ 25.00 while maintaining about the same level of funds coming into the club from its membership.

President Mickey and Treasurer Bob Allen spent considerable time and effort to present a fair and equitable plan to maintain the club's income level while equalizing the playing field. I do not think that the discussion at the meeting allowed their points to be appreciated enough. No one asked whether the proposal would be best for WAM in general in the sense of simplifying things and eliminating some obvious inequities in the dues. Other considerations (construction projects for the field(s), future changes in dues as may be necessary, minor changes to proposed membership categories, etc.) can always be modified as necessary.

If the proposal arises again, let's all listen carefully and think about the good of the club, and the fact that the difference in dues is not going to make any significant difference in anyone's life, whether you are an open member, senior member, officer, or junior member. We will all survive, our lifestyles will not change, and the dues of WAM members will be more equitable.

Our hobby is certainly expensive in its own right, but we all knew that before we got involved in it. I believe that a dues increase of \$ 17.50 is not going to be a hardship for anyone. If it were, those folks would not be building and flying R/C airplanes. And open members with children to raise and mortgages to pay have just as much right to want a dues reduction as any other group. We are members of a club, and there is no reason to have some members of that club pay twice as much as other members.

Comment: These are my personal thoughts. Anyone wishing to express theirs is certainly welcome to do so here in the T/S.



ANOTHER CLEANER

*Condensed from AMA Newsletter
January 1998*

....For years I've been using a mixture of Windex, non-sudsing ammonia and just a touch of clear dishwashing detergent to clean my planes. This has always worked for me and really came in handy when my son stuck my daughter's shoes in the broiler. My poor unsuspecting wife turned on the stove and covered everything with greasy black soot that all her household cleaners wouldn't cut. But MY cleaner went right through it, so, of course, I was suspicious of this guy's stuff.

He called for windshield washer fluid with a touch of granular automatic dishwasher detergent. I used too much detergent the first time and none of my squirt bottles would suck it up. It appears that about 1/4 teaspoon in a 20 ounce squirt bottle files with regular automobile windshield washer fluid works well. I sprayed this stuff on my greasy, slimy airplane, then walked back to my car for a paper towel. I was only gone a few moments, but when I got back ALL of the grease and slime had broken up and easily wiped off. My old stuff isn't that good because you had to wipe really hard. I usually tried wiping off the thick goo before applying the cleaner. Not necessary with this stuff. Spray it on and wait a second.



COMING EVENTS



Oct. 26 MMA Meeting. 7:30 P.M. Your
Hobby Center.
Nov. 4 WAM Meeting 7:30 P.M. VFW
DEC. 5 WAM XMAS DINNER AND
ELECTION OF OFFICERS
Dec. 25 Merry Xmas
Jan. 1 Happy New Year

REMINDERS

1. Please consider running for an office. WAM needs all members to be involved in running the club.
2. Remember – There is NO FLYING AT ALL at CCMA from November 28 thru December 31.

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of David Mongan
WAM thanks David for his efforts.

PLEASE CONSIDER RUNNING
FOR AN OFFICE IN WAM!

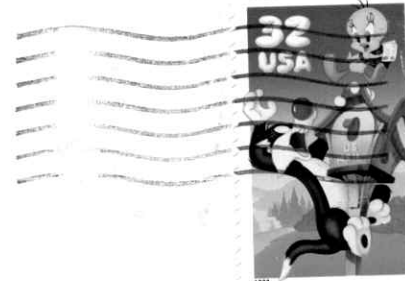
HAPPY THANKSGIVING



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THE TALESPINNER

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



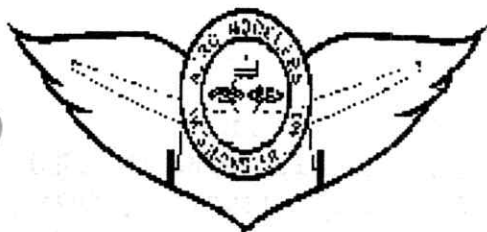
TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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 !!!





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
Member At Large	Lloyd Briggs	833-7450			

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

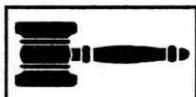
NEXT MEETING

December 5, 1998
6:00 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 11

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Short and sweet this time,

Seasons Greetings and a Happy
New Year to you and yours!

Mickey

TIME FOR THANKS

Eddie the Editor

With only one month left in 1998, it is time for me to thank those WAM members who have helped me get the T/S out every month. Regular contributors include: Mickey Yachera for his monthly message; Ray Miles for his SFP and County Reports; John Schaffner for his minutes and travelogues; Milt Peacock for his articles, radio input, and AMA reports; John Sterrett for his many "Flying Days" articles; John Wunderlich for his Fun Fly reports; Wendell Richards for his Hot Dog Stand report; and Bill Woolston for an article or two.

And without the following loyal members, none of us would have received their newsletters: Bill

Woolston, Ken Davis, David Mongan, and Lou Omansky. These fellows always came through when called and are the ones who copied, addressed, and mailed your newsletter.

I'm sure that I left out more than a few members who also contributed articles over the year, and I certainly thank you also. You know who you are.

Oh! I did forget someone very important. That person is the one and only (and still unknown) "**DEADSTICK**." This person regularly contributes to the T/S (although the arrival of the message by mail is irregular). I never know when the message will arrive or if one will arrive at all. But at least I can count on the mysterious contributor on a fairly regular basis.

I also have to thank the mighty "**DEADSTICK**" for his very nice comments elsewhere in this T/S. I appreciate your kind words and thank you for taking the time to write them.



OOPS, AGAIN!



On Page 10 of last month's newsletter, I noted that the T/S was printed, folded, stapled, and mailed by Dave Mongan. But the October T/S was taken care of by Lou Omansky. I simply forgot to change the name from the previous issue. So, a belated thanks to Lou for his efforts.



MINUTES OF WAM MEETING NOVEMBER 3, 1998

by Eddie the Editor

1. Meeting opened at 7:30 PM at Westminster VFW with Vice-President John Sterrett presiding. President Mickey Yachera was absent. There were 14 members present.
2. V.P. John mentioned that there has been increased flying activity at CCMA. AND, remember guys.....CCMA is closed during hunting season-Thanksgiving until January 1. Baugher field (& pond) are available during this time.
3. The reading of the minutes of the previous meeting were accepted as published in the Talespinner.
4. Treasurer Bob Allen was absent tonight.
5. John Schaffner read the latest message from our correspondent in Oostende, Belgium, Nick Jonckheere and related the arrival of local TV producer, Dick Slector, at Baugher Field a couple of Saturdays ago. Dick and his son showed up with video cameras in hand and recorded about an hour or so of the flying activities on that day. We will have to be watching Carroll County Channel 19 in the near future to see if it airs. (Notice I said, "if"?)
6. The CCMA field is reported in good shape for flying. (Before Thanksgiving.)
7. Ray Miles mentioned that the termination of the SFP was duly noted in the AMA Magazine.
8. Membership Chairman, Ken Davis, reported no applicants for this month.
9. Property Chairman Wendell Richards reported that the DB meters would be calibrated to ensure their accuracy. Also, the potty at CCMA has been removed for the season. Plan ahead! (No pun intended).
10. Events Chairman John Wunderlich announced the details of the December Dinner and Awards Night. He has already signed up 24 as of tonight. Looking good, John. Come out and enjoy the good times with the club. Once again, the Baughers will be our welcome guests.
11. Carroll County has made improvements to the lane leading to the CCMA. (WAM appreciates this very much and thanks the Dept. of Parks and Recreation for improving our lane).
12. Talespinner editor Ed Goldman says, "C'mon guys, send me stuff!!"
13. Changes to the dues structure was tabled for the

incoming administration to deal with.

14. Terry Reeves proposed the acquisition of a mower for use at the Baugher field. This matter will also be dealt with after the first of the year. All agree that it is required to keep the field in good shape.

15. A motion was proposed and passed unanimously to buy a storage shed from Wendell Richards to be erected at Baugher field to house the mower and any other items required to be there.

16. Nominations were made by those present to fill the officer positions for the coming year. They were: For President: John Wunderlich and Jim Peach, For Vice-President: John Sterrett and Tom Hier, For Secretary: Pat Kowalski and John Schaffner, For Treasurer: Bob Allen and Lloyd Briggs, For Member-at-Large: Bill Hasert and Terry Reeves and Ed Goldman.

17. No 50/50 was drawn since our treasurer was out of town.

18. Wendell says to look out for a "Chile Fly" in January, weather permitting. Sounds good to me Wendell!

19. Adjourned at 9:15 p.m.



THANKS, BOB!

It was mentioned at the last meeting that Bob Allen had removed the canopy from CCMA field and is storing it for the winter. We thank Bob and anyone who may have helped him do this for the club.

We should also be grateful to all those members who do the "little things" which benefit all of us and who do not receive the recognition they deserve. I can't list them all, but I think that you know who you are. To all of you, WAM says "Thanks." We appreciate your efforts which make our club so special.



FIELD WILL BE CLOSED!!

CCMA WILL BE CLOSED FROM SATURDAY, NOVEMBER 26 THRU DECEMBER 31, 1998. IT IS HUNTING SEASON AND THERE IS absolutely **NO FLYING** at CCMA FROM 11/26 - 12/31!!

However, Baugher Field and Pond are OPEN ALL YEAR LONG. So, weather permitting, we can still fly.



COUNTY REPORT

By Ray Miles

No news is good news!!



SCHOOL FLIGHT PROGRAM FINALE

By Ray Miles

The unused funds returned to the AMA has been acknowledged by the Director of Education in the current issue of Model Airplane magazine on page 185. I only include this in the T/S so that it is duly noted in the club minutes. I also retained that column and header in the club archival files.

No one has contacted me concerning donating or lending an R/C plane for the Oklahoma Road Middle School's Media center display. At this point I think I have that solved. The "Monocoupe" I had for sale at the flea market now hangs in Ron Wares' hobby shop. It is still for sale. But if nothing comes of that I will remove it and lend it to the school. I have a feeling that is what will occur. If you get the opportunity, stop by the school, which is behind the McDonalds in Eldersburg. The planes are displayed nicely.

The reason given to me from the Media Specialist for having the display is that they are trying to project cultural atmosphere within the school. I'll remove it after the holidays and lend it to the school.



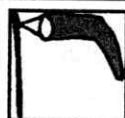
THE SUNDAY FLYERS HAVE A NEW WEB SITE

The Sunday Flyers announced in their latest newsletter that they have (or are in the process) of setting up a web site. Their site is also a link in the U. S. Pilots web network – the first model aircraft site to be selected. Since the U.S. Pilots network caters mostly to full-scale aviation, an R/C site is unusual. But it seems as though the full-scale site was interested in an R/C site since the activities are related.

Editor Frank Drecchio says that the site will have lots of links and will continue to be developed as time goes by. You may want to check it out at:

[Http://www.uspilots.net/~TheSundayFlyers.com](http://www.uspilots.net/~TheSundayFlyers.com)

The world gets smaller every day, and those of you with access to the Internet should probably take a look at what one of our local clubs is doing.



KRC ELECTRIC FLY ALLENTOWN, PA.

By Bill Hasert

The 19th. annual KRC Electric Fly was held at Allentown, PA. on September 18, 19, and 20. It was quite a bash, the largest Electric Fly in the country. Pilots came from all parts of the USA, Canada, England, and other countries. There were over 250 registered pilots.

Flying started Friday afternoon and went on until Sunday evening. The weather was perfect. Saturday they flew until the sun went down. During all three days, you could always see three to eight aircraft up at one time – and hardly a sound.

There was a good turnout of spectators and a large number of vendors present. The biggest display was from Penn Valley Hobbies and there were quite a few of the Ma and Pa type of vendors.

The variety of aircraft was spectacular--powered Sailplanes, Sport, Old-Timers, Scale Control Line and Speed. They ranged from 12 inches to 15 feet. The events were: Smallest Model, Best Vintage Class, Best Multi Wing, Best Scale Model, Best Multi Motor, Best Technical Effort, Largest Model, Best Speed, Best Solar or Solar Assist, Best Control Line, Best Sport Scale Model and an All Up – Last Down event (which resulted in a 2 hour and 10 minute flight).

This part of model aviation is so well suited to conversion to Scale. You see beautiful pieces of work, such as B-17's, Spitfires, Messerschmitts, P-51's, Hellcats, Hurricanes, Northrop Flying Wing and many, many others.

The Performance of the Speed Flyers was spectacular. I have never seen an RC glow plug aircraft move that fast. The flying was just as impressive as the craftsmanship. These guys are really remarkable in their ability to build light airplanes. There were aircraft there that were especially designed around electric components and their performance was extremely impressive.

In short, gang, it was one heck of a show. Something you shouldn't miss next year. Tom Hier, Jim Bates, and my wife Pat and I attended this year and enjoyed every minute of it. It was only a 2 1/2 hour trip and there were good restaurants and lodging nearby.

Thanks for the article, Bill.



A PERFECT FALL FLYING DAY

By John Sterrett

The last Sunday in October turned out to be a great flying day! Temperatures were in the 60's, the sky was bright and clear, and, best of all, the wind was light from the southwest blowing directly down the runway. Those present at CCMA and flying were Bob Jenness (glad to see you flying, Bob), Bob Allen, Wendell Richards, Terry Reeves, Dutch Briggs, Bill Woolston, and yours truly. As you no doubt can guess, the peanut gallery, led by the notorious Bob "Inverted" Allen was out in full force!

Most of the peanut gallery comments were directed at the Gentle Lady pilots who flew the piggy-backed glider after it was released from the famous Telemaster T-T (Tri-Tail) flown by me. Comments were made such as:

"You missed the runway."

"Why did you dive all the way down?"

"Terrible landing."

"Do you know what you're doing?"

"It's obvious that you're a power plane flyer."

"Where's the glider? I can't see it."

But final clincher was when it was time for Bob Allen, the leading heckler, to fly the glider. He chickened out. Said his wife wanted him home. How about that?

FRENCH TRICKLERS AVAILABLE

John Schaffner has ordered the famous French Tricklers and should have them to sell at the next meeting. For those who don't know what they are, they maintain a charged transmitter and receiver battery after they have been charged normally. You simply plug your standard charging jack into the Trickler and then into the wall and it maintains everything in a "ready state." When you're ready to fly, so are your batteries. Approximate price - \$ 10.00.

AXIOMS OF LIFE

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

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

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

Courtois' Rule: If people listened to themselves more often, they would talk less.



HAPPY BIRTHDAY!!

♦November♦

Ken Davis
Matt Mongan

Eddie the Editor
Bernie Van Meter



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 airplane is launched from a ship designed as an airplane carrier.
- 12 1912 An aircraft is launched by catapult for the first time.
- 20 1980 The MacCready "Solar Challenger" makes the first test flight using only solar power.
- 21 1783 The first balloon free flight carrying a human passenger is made.
- 22 1935 First commercial crossing of the Pacific by airplane, the "China Clipper."
- 22 1977 First London to New York flight of the "Concorde."
- 27 1920 First Pulitzer Trophy Race.
- 28-29/
1929 First flight over the South Pole.



BUDDY BOXES FOR FLIGHT INSTRUCTION

A suggestion was made and agreed upon that WAM will purchase "dummy" buddy boxes (very inexpensively) for the three major radio manufacturers (Futaba, Airtronics, and JR). These units function only as the "dummy" when used as a buddy box. They will be kept in the impound box and will always be at the field. Since no batteries are involved, no maintenance is needed.

Milt Peacock will donate an old Airtronics radio. (Thanks, Milt). I looked for an old Futaba unit, and may have one which is suitable, but I'm not sure. If anyone does have either a Futaba or JR unit which can be used, please let Milt or Bob Allen know.

This is a great idea and wonderful for the members in need of flight instruction.

HOLIDAY DINNER AND AWARDS BANQUET

Our annual dinner meeting and awards banquet will be held on December 5 at the VFW Hall. A cash bar will begin at 6:00 p.m. and the eating will start at 7:00 p.m. As usual, we will be enjoying chicken breasts and roast beef along with lots of other goodies.

Don't miss this fun-filled evening. The awards will be given out, including the annual "Kamikaze" trophy. Although it's not really an honor to be a candidate for this prize, if you have been the pilot of a plane which performed a spectacular crash, you may as well have a chance to be "honored" for it.

Cost of the delicious dinner is \$ 17.00 for adults and \$ 8.00 for children.

Most importantly, though, is the election of officers for the coming year. The candidates for office are as follows:

President:

John Wunderlich and Jim Peach

Vice-President:

John Sterrett and Tom Hier

Secretary:

Pat Kowalski and John Schaffner

Treasurer:

Bob Allen and Lloyd Briggs

Member at Large:

Bill Hasert, Terry Reeves, and Ed Goldman

Anyone wishing to attend who has not already been in contact with John Wunderlich should do so immediately. He must be notified and receive your money by Thanksgiving. You may contact John at (410) 840-8518 and mail your money to him at: 382 Doral Court, Westminster, Md. 21158-4192.

Note: I realize that this T/S may not reach you before Thanksgiving, but I put the info here just so you have it. I do not know whether the VFW can accommodate anyone after the Thanksgiving deadline, but have the feeling that they could. Check with John if you decide after Thanksgiving that you would like to attend. It may be possible to arrange it.



THE SUNDAY FLYERS PRESENT PEARL HARBOR DAY FUN FLY

Sunday - December 6, 1998

At Bird Field

Registration starts at 9:30 a.m.

- ** Run what you bring.
- ** Four carrier type events.
- ** 12' x 50' "carrier deck"
- ** Refreshments will be served
- ** Fun for all

Contest Director: Earl Joyner

Home: 410-282-8602

Work: 410-396-9211

HIGH FLIGHT

John Gillespie Magee, Jr.

From the AMA Newsletter, Sept. 1997

O, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and
soared and swung
High in the sunlit silence. Hovering there,
I've chased the shouting wind along and flung
My eager craft through the footless halls of air.

Up, the long delirious, burning blur
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle, flew,
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

Footnote: The author was born in Shanghai in 1922, the son of American missionary parents. In 1940, he won a scholarship to Yale but turned it down to join the RCAF. He was killed as a pilot officer in Britain in December, 1941, while flying a Spitfire on practice maneuvers. He was 19 year old.

Young's Law of Inanimate Mobility: All inanimate objects can move just enough to get in your way.
Launegayer's Observation: Asking dumb questions is easier than correcting dumb mistakes.



WHAT ? DOING IT AGAIN ?

By John Schaffner

19 June 1998

Everybody was up and ready for breakfast at 08:30 and Nick's mom had the table ready by the time we came downstairs. She was a most gracious hostess to us. Even though I had known Nick as a "pen-pal" for about four years, and he had visited us in the States, we were actually strangers to his parents. They treated us like family. Nick drove us around the area of Oostende to see the concrete German defensive installations there. Here, along the shore of the North Sea, the Germans had erected many, many, bomb-proof, reinforced-concrete, defensive blockhouses near the port of Oostende. (In 1944 there were no easy places to invade Europe). These are much too expensive to do anything with. Today the cattle graze and crops are grown in the fields around them. No doubt some of the farmers are using them for storage. They will probably be there for many hundreds of years. No need to hurry to see them. (Aside: I tried to imagine how much concrete the Germans must have poured in pursuit of taking over the world? Later on we get to see more, a lot more).

Nick showed us several places where planes had crashed in the neighborhood during WW II. At one location the entire tail section of a B-17, having broken off the rest of the aircraft, made a "soft" landing with the tail gunner still inside. The airman was taken in by the farmer whose barn he landed near, hidden from the Germans, and later smuggled back to England. In recent years that same ex-tail-gunner has visited the Belgian family that provided him refuge from the enemy. There is a genuine, warm, bond that comes from this kind of experience. Since becoming acquainted with some folks in Belgium and Luxembourg myself, I know the feeling.

Nick also took us to the field where his R/C model airplane club flies. It is in "Pouldr" country and is perfectly flat. This area, near Holland, was "reclaimed" from the sea many generations ago and is protected by dikes and canals that control the water level. The only problem the model airplane club has is a small canal that runs past the field. You guessed it, just like the pond on a golf course attracts a golf ball, the canal attracts model

airplanes. We spent part of the morning inspecting some of the old German built concrete bunkers and while in a grassy area near one, saw an unusual sight. There was a man with a fine mesh net on the end of a broomstick sweeping it back and forth over the ground just above the grass. Of course, we approached him and opened a conversation with the intention of finding out just what he was doing. Seems that he was in the business of raising Amazonian frogs. The frogs need flies for food, so he was, yes, catching flies. He was carrying a net bag that he transferred the catch into. The frogs like their flies alive and fresh. Live and learn.

After a nice lunch with the Jonkheeres (no flies) we loaded our baggage again and Nick drove us to Dicksmuide and Ypres. While in Ypres, we visited the huge cathedral which also housed a museum of items pertaining to World War I. This area was a bloody battlefield during that time and there are monuments everywhere to the memory of those thousands of soldiers who died there as a result of the trench warfare. One large archway in Ypres, known as "The Menin Gate," is dedicated to the British who fought and died there. Not far away is a huge crater that was created by the explosion of a "land mine" in 1917. Both armies literally dug tunnels under the trenches of the other side and exploded huge amounts of dynamite in an attempt to destroy the enemy. More often than not, both sides suffered casualties when one of these "mines" was detonated.

We then continued on to Mons where we had arranged to pick up a rental car. With regrets, we had to bid "So Long" to Nick, thanked him for his and his parent's hospitality, and headed down the highway to Charleroi to spend the night at the Holiday Inn. I am sure that there is a chance that we will be seeing Nick again in the States. He is a most talented and pleasant person to be with. It was a beautiful day for driving and we had no problem navigating the highways, that is, until we arrived in Charleroi. Our friend, Vince Gerard, had secured accommodations for us at the Holiday Inn at Charleroi and gave us explicit instructions for finding it. (Vincent Gerard is a Belgian fellow who we met in 1997 at the reunion of the 106th Infantry Division Association. He lives in Somzee, Belgium and is an avid historian of WW II and is continually seeking

first hand accounts of the actions that took place near his home. He is also a most gracious host to veterans of the Battle of the Bulge and does his utmost to accommodate any vet who visit the area. He knows a great deal more about what happened than we, who were there, do.) Once we arrived in town we were promptly lost and cruised around looking for the hotel. After making several inquiries from the locals (yes, real men do ask for directions), we arrived at The Holiday Inn about an hour late. I am convinced that we arrived traveling north to south on the bypass instead of south to north, which would have put us on target, no sweat. Vince was at the door of the car as soon as we pulled in the driveway. Although she could speak no English, Vince's Aunt also came along to greet us. We had another very warm welcome. We checked into the Holiday Inn and then Vince led us to his home at Somzee, where we had a great dinner with him, his brother, his Mother and his Aunt. After a very friendly evening there, and an inspection of his collection of battlefield items, Vince led us back to our hotel (just to make sure that we didn't get lost again.) It was another midnight bedtime.

To Be Continued



Tip From The Net

From Servo Chatter, Mark O'Neil

Ever been at the field and had a less than perfect landing in the high weeds that puts a small hole in your covering? Me either, but in case it ever happens, you might have to patch it. Usually this is done at the field with a piece of adhesive trim strip, but unfortunately, this stuff is very hard to remove at home when you try to fix the hole more permanently. Buy a roll of clear contact paper, cut it into small squares and use this to do your patching. It matches any color you put it on, holds well (if you get all the oil off first) and comes off easily when you want it to. Note: when you cut any kind of covering to use as a patch, always cut so it has rounded corners or is a circle. You will be amazed at how much better it stays on.

Clear contact paper is great to protect AMA required address labels, membership cards, etc., too. It also has many non-airplane uses. It is the only thing I have ever found that will cover labels and stick to vinyl loose leaf note books in a hot car without turning to goo.



E-MAIL ADDRESSES FOR YOU

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

WAM Members

Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Davis, Ken	kptm@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.com
Hughes, Charlie	virttown@netgsi.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-birdhouse@juno.com
Schaffner, John	jschaffner@juno.com
Takatsch, Al	alt1@erols.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Alberto Nencioni/Italy polidoc@galactica.it
 Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

HTTP://WWW.CARR.LIB.MD.US/~MICHAELY

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
 York Area R/C Club <http://home1.gte.net/jimsharp/>
 IMAA Site <http://www.fly-ima.org>
 Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
 Model Airplane News www.airage.com/
 The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
 Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
 Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
 Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!

HELP FROM THE DOC!

From *The Sunday Flier*

Doc,

Every time I try to land my Stinger, the landing gear rips out. The guys say its because my landing attitude is wrong. What does my attitude about the landing have to do with it? I always come to the field with a positive attitude, but, I tell you, by the end of the day, after listening to a bunch of rude remarks, it deteriorates into a very negative attitude. What can I do keep a positive attitude?



Dusty Slideout, Dundalk

Dusty,

You Idiot! Those guys ain't talking about *your* attitude. They mean the attitude *of your airplane*! Who was your instructor anyway? There are several ways, fortunately, that you can improve your plane's attitude. Try some new fancy stripes and/or wheel pants. Always keep it looking shiny and clean. A dressed-up, clean airplane will always have a better attitude than a dirty, wrinkled up piece of crap. If that don't work, try 1/2 a Prozac in the gas tank.

Doc



"Jack, if you're ever gonna' solo, you've got to loosen up a little!"

From *Prop Wash*

Steve and Leah Salisbury, Editors
In the AMA Newsletter, July, 1998



PLAN A TRIP

With winter approaching you may be looking for something to do. Here is a list of museums which may be of interest to us. You may want to visit one or more of them and share your comments with other WAM members.

INTREPID SEA-AIR MUSEUM, Pier 86, W 46th & 12th Ave, NY City. 212-245-0072

MID ATLANTIC AIR MUSEUM, Reading Airport, Reading, PA. 610-372-7333

NEW ENGLAND AIR MUSEUM, Brandley Airport, Windsor Locks, CT. 860-623-3305

MILLVILLE ARMY AIR FIELD MUSEUM, Millville Airport, Millville, NJ. 609-327-2347

GLENN MARTIN MUSEUM, Martin State Airport, Middle River, MD. 410-682-6122

OLD RHINEBECK AERODROME, Rhinebeck, N.Y. 914-758-8610

CRADLE OF AVIATION MUSEUM, Garden City (L.I.), N.Y. 516-572-0411

COLLEGE PARK AIRPORT MUSEUM, College Park, MD. 301-864-1530

NATIONAL WARPLANE MUSEUM, Elmira-Corning Airport, Horseheads NY. 716-243-0690

DOVER AIR FORCE BASE MUSEUM, Dover AFB. DE. 302-677-5938

AMERICAN HELICOPTER MUSEUM, Brandywine Airport, West Chester, PA. 610-436-9600

NAS WILLOW GROVE, Willow Grove, PA. 215-443-6039

CUTTING FIBERGLASS CLOTH

Next time you have to cut fiberglass cloth, place it between two pieces of wax paper. The wax paper will prevent it from pulling and fraying during cutting.

From *Skatgazette*, Gary Beggan, Editor

DEADSTICK RETURNS

It's time again to pick DEADSTICK'S WMVM (WAM's Most Valuable Member). It was a tough decision with so many valuable contributions in 1998, but my WMVM this year is none other than our esteemed editor of the Talespinner, Ed (NeedleValve) Goldman. He has faithfully and without hesitation published the club's newsletter each month for the past four years. This is a very time consuming job which requires considerable writing and publication skills. Our newsletter is considered by many to be the best of its kind! We all appreciate your effort, Ed, and I for one look forward to reading it each month.

Congratulations on a job well done!

DEADSTICK



ANOTHER CLEANER

*Condensed from AMA Newsletter
January 1998*

Editors Note: I am reprinting this article in hopes that some of you will try this cleaner and let me know how it works for you.

For years I've been using a mixture of Windex, non-sudsing ammonia and just a touch of clear dishwashing detergent to clean my planes. This has always worked for me and really came in handy when my son stuck my daughter's shoes in the broiler. My poor unsuspecting wife turned on the stove and covered everything with greasy black soot that all her household cleaners wouldn't cut. But MY cleaner went right through it, so, of course, I was suspicious of this guy's stuff.

He called for windshield washer fluid with a touch of granular automatic dishwasher detergent. I used too much detergent the first time and none of my squirt bottles would suck it up. It appears that about 1/4 teaspoon in a 20 ounce squirt bottle filled with regular automobile windshield washer fluid works well. I sprayed this stuff on my greasy, slimy airplane, then walked back to my car for a paper towel. I was only gone a few moments, but when I got back ALL of the grease and slime had broken up and easily wiped off. My old stuff isn't that good because you had to wipe really hard. I usually tried wiping off the thick goo before applying the cleaner. Not necessary with this stuff. Spray it on and wait a second.



WANT A NEW PLANE BUT DON'T WANT TO BUILD?

From Eddie the Editor

I have to admit that, in the past, I have purchased one or two ARF kits. Although they flew well, some tinkering was involved and I was only somewhat happy with them. But recently, there seems to be a few new concepts of ARF's, as well as some new manufacturers using new materials.

The last issue of Model Aviation has several advertisements for ARF's, and I thought I would pass along the info to the club in case anyone is interested in purchasing one. The first is an Extra 300S by Flitecraft. A .45 - .60 engine is suggested for the 60" wingspan, 6 1/2 lb. model. Replacement parts are available. Looks great. Cost is \$ 149.95, which isn't bad and is comparable to building and covering a kit yourself.

The second ARF(s) are by Thunder Tiger, and are profile, fun-fly planes. The Fun Tiger Extra and the Fun Tiger G-200 are the two styles. Both have 47" spans, weigh 4.0 lbs., and fly with .40 - .50 two stroke or .40 - .65 four stroke engines. They also look great and Thunder Tiger suggests using their Pro 46 engine. Might be worth looking at.

The third set of ARF's are from Modeler Direct and are described as being almost indestructible (made of ABS plastic). They offer a low wing model (Jupiter) and a high wing trainer (Ready). Both span 61.8", weigh 6.17 lb., and call for a .40 - .53 two stroke powerplant. No painting or covering, but there are decals you can apply for trim.

There are other ARF's available as we all know, but these three seemed to be a little different and perhaps worth looking into for those of you who may want to have one ready for the spring. Or maybe you want one in a box just ready to put together in case you decide to compete for the Kamikaze award next year. You could have a new plane on the field the next weekend and wouldn't have to miss a nice day at CCMA or Baugher's Field.

If anyone wants more info, just look in the RC magazines. It seems as though ARF's are getting slicker looking, made better (hopefully), and are coming in more varieties. Perhaps we'll see some new ones at the field next year.

P.S. Don't shoot me for mentioning ARF's.



DEC. 5	WAM XMAS DINNER AND ELECTION OF OFFICERS
Dec. 6	The Sunday Flyers Pearl Harbor Day Fun Fly. (See this T/S for info)
Dec. 25	Merry Xmas
Jan. 1	Happy New Year

Remember – There is NO FLYING AT ALL at
CCMA from November 26 thru December 31.
PLEASE DO NOT VIOLATE
THIS COUNTY REGULATION.
IT WILL JEOPARDIZE US ALL!

This issue of The Talespinner
was printed, folded, stapled, and mailed
Courtesy of David Mongan
WAM thanks David 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

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



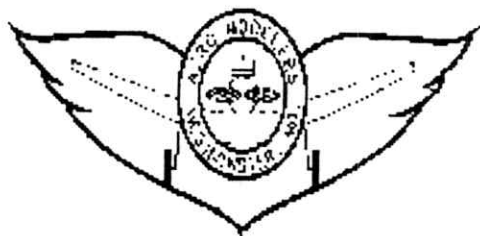
TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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

<i>President</i>	<i>John Wunderlich</i>	<i>840-8518</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>
<i>Member At Large</i>	<i>Bill Hasert</i>	<i>833-7271</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

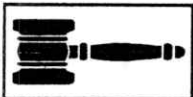
NEXT MEETING

January 5, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 14 Number 12

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

I want to take this opportunity to thank you for allowing me to serve as your club president for 1999. I do not take this responsibility lightly. We still have several issues to deal with early on in the year to make our club even better. Namely the dues issue and some improvements at the Baugher field.

We owe a great deal of gratitude to Mickey for a job well done the past two years. We all wish him well with his new business and hope he can attend our meetings and functions as often as possible.

I will need all the help you can give me this year, so if you have any ideas to improve our club feel free to contact me. We all want WAM to continue to be a great organization. Let's use the next few months to Build, Build, Build. I hope to see many more of you at the flying fields this year with new models.

Hope your Holidays were (or will be) sensational.

See at the January Meeting!

John

DUES ARE DUE!!!

Guess what? It's time for us to renew our memberships in WAM for 1999. It would be very helpful to our treasurer, Might Bob Allen, if we would take a moment to write our checks and mail them to him ASAP. Even though dues are not due until the end of March (I believe), the sooner Bob receives your check and the more of us who simply mail to him the easier it is and Bob will have fewer of us to contact personally as the deadline approaches.

Since a new membership and dues structure did not pass for this year, the membership categories and dues will remain as they were in 1998. They are as follows:

Open Member: (21 - 59 years old)	\$ 85.00
Senior Member: (16 - 20 years old)	\$ 42.50
Elected Officer:	\$ 42.50
Junior Member: (under 16 years)	\$ 21.25
Senior Citizen: (over 60 years old)	\$ 42.50

Make a New Year's resolution to send your appropriate dues to Bob Allen at:

Bob Allen
249 Stacey Lee Drive
Westminster, Md. 21158



MINUTES OF WAM MEETING

DECEMBER 5, 1998

By John Schaffner

1. The December meeting of WAM, opened at 6:00 P.M. with a social hour. All present were there to enjoy the company.
2. The meeting began at 7:00 P.M. with a fine meal served by the staff of the Westminster VFW.
3. After the meal incumbent President Mickey Yachera proposed a big hand for the group of servers and food preparers. It was well deserved. Thanks were extended to John Wunderlich for arranging the affair.
4. Mickey then presented award certificates to the following:

Ray Miles for his faithful service in perpetuating the School Flight Program and his liaison with Carroll County officials.

John Wunderlich for his service in arranging the Fun Flies, Flea Market and other activities.

Wendell Richards for operating the Hot Dog stand at the Westminster Air Show.

John Sterrett for arranging the R/C flying at the Westminster Air Show.

Ed Goldman for his production of The Talespinner. Ed also received informal compliments from the elusive, but now famous, Deadstick.

Bob Allen for his many chores to keeping the flying fields in tip-topshape.

Last, but not least, the dubious honor of the Kamikaze Award was bestowed on John Schaffner and Terry Reeves for their spectacular mid-air collision that rained debris at CCMA. They will share the trophy equally. John and Terry will be able to keep the Kamikaze award for six months each.

5. Ballots for the election of the club officers for 1999 were counted and WAM's officers for 1999 are:

President: John Wunderlich
Vice-President: John Sterrett
Treasurer: Bob Allen
Secretary: John Schaffner
Member-at-large: Bill Hasert

6. Door Prizes were then drawn and some folks went home with prizes and the rest with just a smile.
7. Those not present missed a nice time and a good meal.

Editor's Comment: I would like to thank the powers that be, including the still unknown and mysterious "Deadstick," for the award I received for publishing The Talespinner. Thanks should also go to all of the members who make it possible through their submission of articles and reports throughout the year.

I believe that WAM will have an exciting and productive year in 1999. Our officers are capable of leading us both at our meetings and at the field. As new president John mentioned, we still have some issues to address, and I am confident that our members will discuss those issues and come up with a fair and equitable solution to the simplifying and changing of the member categories and dues structure. Common sense and mutual understanding will come to the fore and help us arrive at a sensible resolution.

We have all had good news for quite some time now. Actually the good news is that there has been almost no news from Ray Miles regarding any problems at the field from the county. I guess we have to thank ourselves for this. It means that our members are adhering to the rules under which we are allowed to use the CCMA. Way to go, everyone!

So, let's all get ready to fly again after January 1, 1999. Maybe Mother Nature will be kind and provide us with a few weekends which are warm enough for us to get in a few flights during the winter. I think I heard that Wendell was thinking of having a "Chile Fly" sometime in January. We'll be looking forward to hearing about it and hoping that we're able to hold it.



****FIELD WILL BE OPEN SOON!!****

CCMA WILL BE CLOSED FROM SATURDAY, NOVEMBER 26 THRU DECEMBER 31, 1998. IT IS HUNTING SEASON AND THERE IS absolutely **NO FLYING** at CCMA FROM 11/26 - 12/31!!

However, Baugher Field and Pond are OPEN ALL YEAR LONG. So, weather permitting, we can still fly.

CCMA REOPENS ON JANUARY 2, 1999 (JAN. 1 IS A FRIDAY) SO GET READY TO FLY AGAIN!!

THE BREAD ALWAYS LANDS JELLY SIDE DOWN!

What does this have to do with airplanes? Well, it has to do with your transmitter. If you stand your transmitter on end (and we all do this, it's a natural thing to do!), and it decides to fall over, 99% of the time it will fall on its front. That's the side with the sticks on it. When it falls on it's front, it always pushes the throttle wide open! So follow this scenario:

You start your engine, peak it up and head for the flight line carrying your plane and transmitter. When you reach the flight line, you place the plane on the ground. Its nice slow idle gives it no tendency to roll, and because it is a little nippy, you decide to put on your flying gloves. You put the transmitter on the ground with the antenna up so that it's nice and unstable and proceed to put on your gloves. Nothing can go wrong. You are standing right there (hopefully you didn't go back to your flight box for gloves!). A slight breeze, a .01 earthquake or a flying insect tips your transmitter and suddenly your engine is at full throttle and you are in the middle of a dandy fire drill!

Sound familiar? How many times have you seen or done something similar? I hope you have only done it once – and survived unscathed.

Another case of Murphy's law occurred on a bright and balmy day when one of our members went to the field to continue his self-training on his helicopter. After starting his engine and carrying the helicopter out to the runway, he discovered that his transmitter was still set up for one of his other models and, as such, a couple of the servos were reversed for the helicopter. No matter, the transmitter has servo reversing switches in the back under that little panel. So, with the engine idling and the help of another flier who just happened to be standing by watching, an attempt was made to correct the polarity of the offending servos.

Guess what? During the process of reversing the switches, the servo controlling the throttle was reversed and the engine went from a docile idle to a wide open whirling dervish! So, here you have a helicopter with some controls reversed and an engine at full throttle!

Guess what, Virginia, there was no Santa Claus that day. Minute pieces of that helicopter can still be

found resting among the sagebrush north of the field. Fortunately the only casualty was the helicopter.

FIRST AID

If you ever do get caught by a prop because you did something stupid, perhaps my experience will help you.

I was teaching a young student to fly RC and in the process I was peaking the engine on his trainer. Both the student and his dad were behind the table. One of them was holding the airplane and the engine was running full throttle. I was in front of the table and rather than walk around the table to get behind the airplane, I decided to reach in from the side to adjust the needle valve. When you adjust the valve from that angle, it is easier to rotate your wrist to turn the needle rather than turning it with just your thumb and index finger.

One problem existed. Rotating your wrist rotates the muscle of your thumb into the back of the prop. Well, in an instant the prop scooped out a chunk of meat about the size of a half dollar. Now I am really bleeding!

Pressure on the wound! That will slow the bleeding. I always carry a roll of plastic electrician's tape in my flight box. It has various uses, such as sealing the cracks where wing sections join, etc. I made a thick pad by folding up several paper towels and applied that under pressure directly to the wound and then wrapped it tightly around my hand with the tape. It wasn't very sanitary but it stopped the bleeding and allowed me to drive myself to the hospital.

With the stuff from my flight box I did a pretty good job of first aid. Remember, think! Don't panic!

*From Sierra Signal; Frank E. Chase
As published in AMA Newsletter, July 1998*

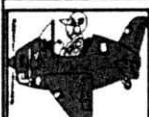
R/C DEFINITIONS

Glide Time: The time between the engine falling out of your airplane and the plane hitting the ground.

Aeromodeling: The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

Crash: Method of seeing inside a model airplane.

Tank: Temporary storage place for chemicals before they saturate your model airplane.



A COLD, WINDY FLYING DAY

By John Sterrett

Sunday flying at CCMA was limited during most of November due to strong winds, rain, and cold. However, a few diehards managed to turn out during the first few weeks of the month. Fliers who were seen by me when I was there were: Bob Allen, Ed Goldman, Wendell Richards, Pat Kowalski, Terry Reeves, Jim Bates, Bill Woolston, Bill Hasert, Dutch Briggs, and Bob Jenness.

There were no high altitude landings to report, so Bill Woolston still holds the record (80 feet). One helicopter hit hard and a few airplanes tumbled, but nothing very spectacular.

I spoke too soon (about the weather). The last flying Sunday (Nov. 22) at CCMA turned out to be a perfect flying day! It was a little cool but the day saw a record number of WAM fliers. The following members who flew were Wendell Richards with his Dragon "B__ch" and Extra 300, Bob Allen and his 4-120 biplane, Terry Reeves and his large Extra 300, Ed Goldman with his trusty Trainer 40 and Super Sportster, Lloyd Briggs with his Dutch Special and Stinger, Jim Peach flew his 4 Star .60, and I flew my 4 cycle Butterfly and Su-Do-Khoi.

The only incident was a lost muffler by Jim Peach, who quickly replaced it and was able to continue flying. It was a great way to finish out the year at CCMA.

Last minute correction: One high altitude landing was performed by Bill Hasert with his Butterfly on Nov. 25. Altitude was 20 feet, well short of the record. My telescopic pole airplane extractor came in handy again!!

FRENCH TRICKLERS AVAILABLE

John Schaffner has ordered the famous French Tricklechargers and should have them to sell at the next meeting. For those who don't know what they are, they maintain a charged transmitter and receiver battery after they have been charged normally. You simply plug your standard charging jack into the Tricklecharger and then into the wall and it maintains everything in a "ready state." When you're ready to fly, so are your batteries. Approximate price - \$ 10.00.

Harrison's Postulate: For every action, there is an equal and opposite criticism.



HAPPY BIRTHDAY!!

♦December♦

Lou Omansky

Bill Woolston

John Sterrett



AVIATION HISTORY DECEMBER



- 10 1911 Calbraith Rodgers completed the first U.S. air crossing in 11 days.
- 11 1972 The last time that humans set foot on the moon (Apollo 17).
- 14 1986 Dick Rutan and Jeana Yeager 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 vehicle: Orville and Wilbur Wright in Kitty Hawk, N. C.
- 18 1928 Harold Gatty flies the first American autogyro.
- 24 1968 Apollo 8 becomes the first manned vehicle to orbit the moon.
- 13 1913 First time an airplane reaches 20,000 ft.
- 31 1962 U.S. Navy disposes of last airship.



BUDDY BOXES FOR FLIGHT INSTRUCTION

A suggestion was made and agreed upon that WAM will purchase "dummy" buddy boxes (very inexpensively) for the three major radio manufacturers (Futaba, Airtronics, and JR). These units function only as the "dummy" when used as a buddy box. They will be kept in the impound box and will always be at the field. Since no batteries are involved, no maintenance is needed.

Milt Peacock will donate an old Airtronics radio. (Thanks, Milt). I looked for an old Futaba unit, and may have one which is suitable, but I'm not sure. If anyone does have either a Futaba or JR unit which can be used, please let Milt or Bob Allen know.

This is a great idea and wonderful for the members in need of flight instruction.

E-MAIL ADDRESSES FOR YOU

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

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Foreign Correspondents

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Nick Jonckheere/Belgium Nickjonckheere@khba.be

WAM HAS A WEB SITE!!

[HTTP://WWW.CARR.LIB.MD.US/~MICHAELY](http://www.carr.lib.md.us/~michaely)

Other Interesting R/C Sites

AMA Site www.modelaircraft.com
York Area R/C Club <http://home1.gte.net/jimsharp/>
IMAA Site <http://www.fly-ima.org>
Frederick R/C Club
www.geocities.com/yosemite/trails/3347/
Model Airplane News www.airage.com/
The Flying Penguin
www.concentric.net/~flypeng/homepage.htm
Clay's RC Newsletter
www.startext.net/jomes/cramskill/linkclay.htm
Great History Site:
www.hawaii.cogsci.uiuc.edu/invent/airmuseum.html
Kennedy Space Center and NASA: www.ksc.nasa.gov/

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!

DEADSTICK RETURNS

It was a pleasure to attend one of the fall meetings and observe so much lively discussion from most of the members. Regardless of whether or not you agreed with the vote to keep the present dues structure, a lot of healthy discussion occurred. We should all thank the executive committee for their effort. They did an excellent job!

Regardless of the annual dues, I personally think that there are too many member categories. Two or three should suffice. Except for junior members I feel that we should all pay the same. But that's just my personal opinion.

P.S. "**DEADSTICK**" and Eddie the Editor are not the same person.



THE BONES OF AN ORGANIZATION

There are four kinds of bones in any organization:

There are the **WISHBONES**, who spend all their time wishing someone else would do the work.

There are the **JAWBONES**, who do all the talking, but very little else.

There are the **KNUCKLEBONES**, who knock everything anyone else tries to do.

And, finally, there are the **BACKBONES**, who get under the load and do the work.

*Author Unknown
From The Marks Informer
Art Perry, Editor*

LOTS TO READ

This issue of the T/S contains two long articles: one by our seasoned traveler, John Schaffner, and the other from Nick Jonckheere. I was very fortunate to receive these contributions because I didn't have a lot of time for this issue. So, thanks to John and Nick.

You may also notice that there is no longer an MMA report, School Flight Program column, or a County report (maybe a very small one). I would appreciate members contributions so that the T/S will continue to be full of interesting things to read.



WHAT ? DOING IT AGAIN ?

By John Schaffner

Our Belgian friend, Vince Gerard, met us again in the morning (June 20th) at the Holiday Inn Charleroi, and we started another interesting day. Vince's mother and aunt came along with Vince to help entertain us. Even though they could speak no English, the ladies seem to enjoy what ever we did and were never in the way. Dave drove our rented car and we followed Vince. Vince led us to the village of Bruly-de-Pesche. This is a secluded village near the French/Belgian border where Hitler and his staff had their field headquarters in 1940 prior to invading a weakly defended France. Probably about half of the French people were too frightened not, or otherwise willing, to go along with the Nazi takeover at the time and the other half were too weak to do much about it. The German had things his way in France after the initial assault.

Little has changed in this place, so we could actually walk in the footprints of these Nazi leaders. This small village is very important to the history of World War II. Even though it never suffered battle damage, decisions were made here that affected the lives (and deaths) of a great many people. More that one can imagine, especially in the atmosphere of peace and freedom that pervades this quiet country setting today. It was a very quiet day of mild temperatures and a beautiful blue cloudless sky. We were the only visitors. The only noise was that of the chattering birds, our feet crunching down the wooded path, and our conversation. We bought some post cards in the souvenir shop that featured photos of Hitler and his staff at this site. The gentleman in charge was kind enough to set up a video tape that was a collection of old movie newsreel scenes, mostly of Hitler and his staff and the Blitzkrieg attack through Luxembourg, Belgium, and into France in 1940. Later, outside, using the postcard photos as a guide, we posed in the very footprints of the infamous Nazi leaders. The post cards and our current photos make an interesting comparison. It was about lunchtime when we're finished there, so we ate at the local inn & cafe at the village. The elderly proprietor seated us outside and took our order. Pick up any European travel brochure, and you may see us sitting at tables

outside of a picturesque inn, under a clear blue sky, with a lunch of a ham omelet, home fries, and a light Belgian beer to wash it all down. Is this great, or what? What a life! (As a side note, wherever we went with our guide he would explain that we were American Veterans. Any admission charge would be waived for us.)

We also stopped to see the chateau of Count de Ribaucourt at Serville. Vince tells us that this is where a part what was left of the 589th FABn sought refuge after the unit was divided and disorganized on 19 December 1944. (The other men of the 589th were then detailed to spend a few days at Baraque de Fraiture, charged with the task of delaying the advance of the German Army's 2nd SS Panzer Division 19 -23 Dec. '44. That is another story.) I was convinced that this was the place that my good friend, Don Humphrey, had told me about in later years. We were told that it had become an orphanage after the war. It appears to be lived in currently but we don't know anything else about it. Don said that he didn't recognize the place from the photo, but then, those were different times. Vince was sure this was the place. Later, I found out that Don was most likely at another chateau, at Xhos, where some others of the 589th FABn had sought shelter from the severe winter weather. These places were, and still are, occupied by royalty. Like something out of a fairy tale book.

That afternoon we drove to Baraque de Fraiture, met with Maria LaHaire at the Inn, The Auberge du Carrefour, and after a most warm greeting, got settled in our rooms. We were her guests for the next four days. Maria was most happy to see us, and although she speaks no English, she greets us with genuine warmth. Three kisses on the cheeks, Belgian style. She was just a teenage girl when we defended these crossroads in December 1944. Her father was the proprietor then and came very close to losing his life at the hands of the Germans when they overran our positions. As it was, they abused him terribly and I am sure the experience shortened his life, but again, that's another story. Our friend, Henri Rogister, came in about 4:30 to be our escort for the evening. Henri first took us by Raymond Goeme's home in Beaufays, where we met with Raymond and his wife, Charlotte, and spent about an hour or so. I had met

Raymond for the first time in 1992 when he volunteered to escort us around the area of the Battle of the Bulge where I was involved with the 589th Field Artillery Battalion. Since then, we have developed a close friendship, mostly by correspondence, of course. Raymond had been in the hospital the day before, preparing for a 3-way bypass operation, and came home on this day so he could be with us. We were treated to refreshments and spent a too short visit with him and Charlotte. Next day he went back for the operation. We heard via our CRIBA friends that he is recovering O.K. and, since being home, I have heard from him personally.

When we departed the Goeme's home, Henri steered us to Albert Fosty's home. Albert already had Eddy Monfort and Charles Corbin there for the party. Eddy is a Belgian man of 28, who is dedicated to the history of the Battle of the Bulge. He has authored one book and is currently working on another. Charlie is the current president of the 3rd Armored Division Association and had been in Belgium for a couple of weeks doing battle research with Eddy's help. We had to sample Albert's fine wine first on the patio and then went inside where his wife, Annie, had prepared a fine dinner for all of us. After the meal Albert showed us his souvenirs from the Battle of the Bulge. Albert was one of our guests last year (1997) and told us then that he had taken off in airplanes 52 times but only landed in one once. Seems he had been a paratrooper in the Belgian Army and jumped every time he had gone up. These folks are really fun for us to be with, although we had met personally only a few times. It is like coming home. We were late leaving the Fosty's and wondered about getting back into our rooms at the Auberge at that hour. Turned out to be no problem. Both Maria and her son-in-law, Claude, were waiting up for us. I felt like a high school kid returning home after a late date. (I can hear it now, "Where you been, boy?")

We woke up on the morning of the 21st at the Auberge du Carrefour and came down to have breakfast with Henri. It's another beautiful blue-sky day. After eating, we loaded into our rental car and Henri took right over as our guide. We spent the day visiting those locations where much of the important action took place during the Battle of the Bulge. The terrain here is very much like Carroll County and the northern part of Baltimore County. There are many

farms, rolling hills, scattered forests (of mostly evergreens, mainly fir trees) small villages, gently running rivers in between. I was amazed at how peaceful it all looks now and how the population has restored Belgium and Luxembourg to its original appearance. The only evidence that this area had been devastated by warfare was the many monuments dedicated to those units and individuals who fought (and died) there. Very noticeable on this day were the many motorcyclists. It must be a popular Sunday activity in Belgium. Gasoline costs 3-4 times what it does in the States (37 BF/litre today.) We visited Cheneux, and La Gleize, where a Military Flea Market was in progress with many German dealers and customers. We could have bought anything from a uniform button to a 1944 Jeep or a 2&1/2 ton G.I. truck. There were small arms of every description, field equipment, gas-masks, uniforms, medals, helmets, bayonets, combat knives, mess-kits, packs, belts, even artillery shells (de-militarized, I hope). The village of LaGlieze is also the site of a very complete Museum of World War II items. Henri informed the attendant at the door of the museum that we had been American G.I.s and had fought in that neighborhood in 1944-45. The door was opened to us, again no charge. LaGlieze was the "high water mark" in this area of the German attack of Dec 1944-Jan '45. They had made an all-out attempt, but we were there, and Hitler had greatly under estimated the American G.I.

We went on to visit many places; Bra, the "Damned Engineer's" Bridge at Werbramont, Lienne Creek, Rahier. At one place where we stopped, we could see the chateau in the distance that had been the infamous German Col. Jachem Pieper's most forward H.Q. We drove to the Valley of the Ambleve, and Rochelival, where the 551st Parachute Battalion was all but wiped out in a fierce battle. Henri even directed us into the town of Spa, where I had my first bath in about two months, sometime about the middle of February 1945. When it got close to lunchtime we stopped at a mobile vendor selling pomme frites and had an order of fries with a can of Lipton's Ice Tea to wash it down. (Try dipping a french-fry in mayonnaise sometime).

Editor's Note: I thank John for sharing his stories. The WW II generation saved the world, and we should all pay attention. History would have been totally different w/out that generation's selfless effort. The world could use another generation like the one which fought in WW II.

MESSAGE FROM NICK

Moscow Summer School, 1998

Russia! Of course we know the MiG-29 and the Su-27 from various airshows, but the knowledge doesn't go much further. How is the Russian aerospace industry organized and how are they doing? What are their plans for the future?

I was able to check this on the spot, because Kingston University (where I spent some time as an exchange student) allowed me to attend their "Moscow Aerospace Summer School." From 4 to 19 September 1998 we (22 aerospace students and young employees of the British aerospace industry) were guests of MATI (Moscow State Aviation Technology University, an aerospace university in Moscow).

With British Airways, the flight from London's Heathrow to Moscow's Sheremetyevo 2 is without incidents. The first impression is that it all looks a bit old-fashioned and unserved, but the welcome is very hospitable. Alexander, Sacha and Nikolay will be our guides and interpreters for two weeks.

The evening of arrival we go for a nightly recce(?) of the city center, with an obligatory visit to Red Square and St. Basil's cathedral. The morning after we go to the Kremlin and on Sunday, the 851st anniversary of Moscow is celebrated. Moscow impresses. The building of the University of Moscow on Sparrow Hills is one of the most majestic buildings I've ever seen. We walk along with thousands of Moscovites in Victory Park. In the corner of the Park is a military open-air museum, with a lot of attention to the airforce. Mil-helicopters, Suchoi and MiG-airplanes, also oldies like the Il-2 Shturmovik and the Li-2, which is in fact a DC-3 license.

On Monday the 7th of September we start the educational part of our visit. Khrunichev State Research and Production Center produced Belgian-licensed cars and Junkers-licensed planes in its early days (the 20's), then Tupolev planes, but now they are the most important space-rocket manufacturer in Russia. Khrunichev produces the Proton rocket, with already 240 launches logged.

They were also responsible for the space-stations like "Salyut" 1 to 7, "Almaz" and "Mir." The outside of their buildings looks in need of repair, but inside is an up-to-date workspace. We admire the Mir-mock-up and see the huge Proton rockets, ready for shipping to Baikonur. During this and the most other visits, photography is a "nyet" although previous Kingston groups have had more freedom.

On Tuesday, again we're guests of Khrunichev. We are given a lecture on the design and test facilities of the company. During the tour afterwards we see the vibration test-stand and the vacuum chamber. When we ask what is inside the chamber at the moment, we get the uninformative "a spacecraft" as an answer.

It is obvious, that this company has a good future and is doing very well at this moment with launch orders until 2010. We could figure this out while we had lunch. This consisted of about 7 courses, with nice waitresses in the managers lunchrooms. Very good. Khrunichev is already working together with Lockheed and Boeing.

On Wednesday, we are at CIAM, the Central Institute of Aviation Motors. Here, jet engines are tested in real environment simulation of high altitudes, and airspeeds up to Mach 6 is no problem. The construction of a supersonic test facility with a diameter of 10 metres was started about ten years ago. But the "perestroika" (reconstruction) started and the project was never finished due to lack of money. Most of the test stands are inactive at the moment. The lack of money makes it impossible to compete with the United States. The solution is cooperation with European countries.

On Thursday and Friday there's space on the program again. We start in Zvezdny Gorodok (Star City), where cosmonauts are trained. The full programme consists of one-and-a-half year of general education plus another one-and-a-half year of specific training with the selected team for a determined mission. We watch a training session of the team that goes with the next manned spaceflight. Crew number 25 landed a few weeks ago and are now staying in a hotel near the lake, where their mission is evaluated.

Here also we see mock-ups of the Mir space station. We witness a show in the planetarium, where mock-ups of the Mir and Buran cabins are situated. From these, the future cosmonaut gets an image of the sky as seen through the window of one of these spacecraft. Only a small part of the sky can be observed which makes recognition of constellations much more difficult. Afterwards we go to the "pool", an aquarium 25 meters in diameter, and 12 meters deep. Here the cosmonauts are trained in a kind of weightlessness, but this pool is also used to carry out simulations when a problem occurs in the "real" spacecraft. At this moment, the "Spektr" module, a part of Mir, is in the pool. The highlight of the day though is the centrifuge. With its 18 meters from center to cabin, this is one of the largest in the world. The cabin is hermetic and can be moved in three dimensions. Future cosmonauts are exposed to about 8 g for a maximum of 5 minutes. Because of the freedom in dimensions, the g-force vector can point in any required direction.

On Friday we go to Korolev City, to visit the Spaceflight Control Center. Here the (unmanned) flight of the Russians space shuttle "Buran" was controlled, but this program was cancelled after the flight in 1988 because of lack of money. The space station Mir is still controlled here from an adjacent control room. Mir orbits the earth 16 times a day, and for about 15 minutes of each orbit it is possible to make radio contact with the control center. During a spacewalk, constant contact is possible with satellite communication. Today, the cosmonauts are preparing for such a spacewalk.

However the future of the Mir space station is uncertain. After a complete check, the station was considered to be in a condition so that it could be used for a further 2 to 3 years. Therefore, Mir may stay in space a bit longer. Even so, people here are looking forward to the launch of the new international space station ISS or Alpha as it is known in Russia.

In the afternoon, we travel to the Monino Aircraft Museum where we are allowed to use cameras. 176 aircraft are in the collection, most of them Russian of course, many of them are outside, standing on the grass. The cream of the

Russian aircraft industry is gathered here. Super helicopters like Mi-12 and Mi-10, planes like the Su-100, An-25, Tu-144, Su-35 and An-22. From the Yak, Suchoi and MiG plant, almost every type of plane is represented here. If we go too near a certain part of the open space, we are halted and forbidden to make more photographs. Probably because in that direction there is the active Monino military airfield.

That weekend, some people go to St. Petersburg, but most of us have the same problem, lack of money, or don't want to spend about \$ 200 on tickets for the night train. I'm staying in Moscow and on Saturday we go to one of the cities of the "Golden Ring" : Sergey Posad, where we are guided by a friend of Sasha, with whom he studied, but afterwards went into the monastery. On Sunday, I spend my afternoon at the Tretchykov gallery, the famous classic art museum. In the beginning of this century, many Russian artists traveled the world, and I even recognize a painting of De Panne, a coastal city in Belgium about 20 miles from Oostende, where I live.

On Monday the 14th we visit the Radio Research and Development Institute. Here, all requests for using frequencies for radio, television broadcasting and satellites are processed. They also produce parts for satellites, and some radio stations broadcast from this very building.

After this visit we say hello to the guys at MATI, the institute that invited us to Russia. We are made familiar with their laboratories, their language school (with advanced methods for teaching English) and their MiG-23. We are also shown a videotape, and can ask all possible questions on the Russian aerospace industry afterwards, which results in interesting discussions.

During the free time on Tuesday morning, together with the Fonseca brothers I walk again to Red Square to visit Lenin's mausoleum. We are requested to put our cameras in the cloakroom, which is a 10 minute walk away! In the mausoleum, absolute silence is necessary and we are not allowed to stop in front of the body to take a good look.

In the afternoon Zhukovsky is on the program. This is the Russian Air Force Military Academy in Moscow. First we see the ballistic laboratory, with cannons and high speed cameras and everything. More interesting however is the test stand for jet engines, which is started up especially for us. We even go into afterburning mode for a few seconds. This all is done in an institute right in the center of Moscow next to "Dynamo" Stadium.

Wednesday : Salyut. Salyut Machine Production Center has produced aircraft engines since 1912, but more recently they have produced jet engines for the Su-27 and Su-37. On a videotape, we see the unbelievable performance of the thrust-vectoring Su-37. This company also educates students of MATI, and in the classrooms we are introduced to the various kinds of boroscopes and other inspection methods.

The production department of Salyut is ultra modern. Two years ago this company modernized their equipment with CNC mills and lathes (of Swiss, Italian and German manufacture). This company is very good at superplastic forming. They already work with Pratt & Whitney, and maybe in the future with Rolis-Royce.

That evening we dress up, because we go to the ballet in the Bolshoi Theatre. The orchestra and Ballet company is of the highest standard. During the interval we consume champagne and caviar, it's even cheap !

Thursday 17 September. At Khimky, Vladimir Sudakov gives a lecture (in English) on the rocket engines produced by NPO Energomash. Afterwards he gives details about the history of the Russian rocket engine development from the very beginning, starting with the early experiments by Mr. Valentin Glushko, who later became president of this company. Everything is nicely displayed in the company museum. Energomash produced the engines for almost all Russian space-rockets, like for the "Energia," which transported the Russian space-shuttle "Buran." This company is definitely in good shape, and the American accent of our guide reveals the partnership with the American company Pratt & Whitney. A contract to provide engines for the American Atlas rockets is already under way.

The last day of our visit is certainly not the least because we visit the famous TsAGI, the Centre of Aeronautical Science. Mainly wind tunnels in the areas we visited here and the tunnels were of all sorts and measurements. Every Russian aircraft has been tested here. There is also a vertical wind tunnel for research to spin behavior, another tunnel with variable air density. (Mach numbers from 0.15 to 1.7).

But it is wind tunnel T-101 which really impresses us. It is BIG! This tunnel with open test cell has a section surface of 264 square meters. Two fans of 15,000 kW each are responsible for the airflow. The balance can measure 3 forces and 3 moments. This tunnel is mostly used for research for take-off and landing procedures.

That evening, there's the farewell dinner, again with Russian champagne and caviar. British, Russian and Belgian stories are exchanged. Tomorrow we're going back home. But we'll be coming back. This fascinating country has an enormous potential. When the economic crisis of these days is over, the partnership and cooperation with Western countries will make Russia a strong force in the aerospace and other industries. So we don't say farewell but "Mockva, dasvidanje; Moscow, so long"!

Nick Jonckheere,
23 October 1998



DUES ARE DUE!! **(AND BE NICE TO BOB)**

Just another reminder to please forward your WAM dues to Bob Allen as soon as you can. Bob has already told me how much he will appreciate it since it will save him quite a few telephone calls. I think he mentioned something about an award for the first person to mail his (or her) check. It would be a real test of Bob's good will if he would take one of his helicopters up real high and let the winner bring it down.



COMING EVENTS



Dec. 25 Merry Xmas
 Jan. 1 Happy New Year
 Jan. 5 WAM Meeting. VFW Hall 7:30 p.m.
 Feb. 26-28 WRAM Show. Westchester County,
 White Plains, N.Y. BIG SHOW!!

REMINDERS

As of January 1, 1999, the CCMA Field is open for flying. Wendell Richards may be announcing a "Chilly Fly" sometime in January or February. Look for his plans in the T/S or attend the next meeting and here all about it!!

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

MERRY XMAS & HAPPY NEW YEAR



STOLEN R/C AIRPLANE

A Great Planes Stik 40 w/ OS .46FX engine, yellow and blue, with Futaba 7 channel receiver was stolen on 12/15/98 from a tree at the Fly Away R/C club in Hyattsville. The owner is: Peter H. Curtis, 5 Pinecrest Court, Greenbelt, Md. Reward offered for info leading to return of airplane. Please be on the lookout for it. Call (301) 474-5068 if you see this plane.

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
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TO:

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

VISITORS ARE WELCOME !!!

21030/1013

