



THE TALESPINNER

Westminister Aero Modelers

WESTMINSTER AERO MODELERS

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminister, Md. 21158

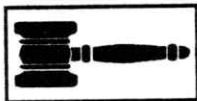
NEXT MEETING

February 2, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 1

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

Well I just got back from Chicago and the temperature was in the teens all week with the wind chill at -25. We think the weather is bad here! I went to one of the local fields in the Chicago area and it had about 30 inches of snow on the runway. I guess it will be a while before anyone flies there. We are lucky because we occasionally get a few good days in the winter to fly.

I hope the building is going well on your new models. Because of the by-laws, John Schaffner cannot serve as Secretary for more than 3 years in a row. Pat Kowalski has graciously agreed to take over the duties of Secretary. However, she will not be back in the area until March. She is in Florida for the winter. (Poor Pat!!!). John Schaffner has agreed to record the minutes until Pat returns. I want to thank both of them for their assistance. Well, I hope to see more of you at the February meeting.

Till then,

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
Westminister, Md. 21158



MINUTES OF WAM MEETING JANUARY 5, 1999

By John Schaffner

1. The January meeting of WAM, opened at 7:40 PM with President John Wunderlich presiding. Present were 15 members and two guests; Hendrich (Rick) Vanderhayden and Mike Merrill.
2. President John made the observation that John Schaffner's election to the office of secretary was in violation of the by-laws since John had served three consecutive years. This went unnoticed at the December meeting. Pat Kowalski has been appointed to serve as secretary for the year 1999.
3. Pres. John announced that Bill Hasert has agreed to serve the club as AMA rep and Bill Woolston has accepted the responsibilities of the Membership committee. There are still unfilled committee positions. We will especially be needing an Events Chairman to operate the Fun Flies, Flea Market, etc.
4. Treasurer Bob Allen distributed the tentative budget for the coming year. After discussion on several items it was accepted by the members.
5. No activity was reported at the CCMA. (Good thing.)
6. Wendell Richards reported that the shed had not been erected at this time. Coordination is needed with The WAM Construction Enterprises. All club property is accounted for.
7. Ed Goldman made a special appeal for items to print since there will be no more reports from the School Flight Program or the MMA organization. Ed suggested that we take our camera along when at the field and submit photos to him for inclusion in The Talespinner and that we send him bits and pieces for things that happen at the field or in the workshop. This will help to make the T/S a more "clubby" newsletter.
8. The acquisition of a new mower for the Baugher field was discussed and the club voted to authorize the purchase with a cap of \$2,000.
9. The club will have the Xmas Dinner and Awards Night at the VFW on the first Saturday in December. (12/04/99).
10. The date of the next Flea Market will be the first Saturday in October. (10/ 02/99).
11. Wendell Richards agreed to arrange for the club's participation in the 1999 Air Show at the Westminster Airport.

12. The club will have a Chile (Chilly) Fly on the 2nd Sunday in February at CCMA (02/07/99) at 12:00 noon, weather permitting. Wendell will bring the chile, you bring your plane & your family.

13. Bull session about "what's new" and "what are you building" revealed Tom Appler with a new R/C simulator for his new computer. No mid-air collisions with that, I'll bet! Also, John Sterrett is rigging a new 2-meter sailplane for a tow-launch with Bob Allen's Space Walker. You don't want to miss this action!! (We can heckle John and Bob at the same time).

14. The club approved a \$100.00 donation to the Westminster VFW in recognition for favors given to us throughout the year.

15 50/50 was drawn for Ben Dawson. Sorry Ben, you have to be there to win it. The money goes into the kitty for door prizes in December (in case you didn't know.)



FIELD IS OPEN!!

The CCMA field is now open for your flying pleasure and enjoyment. Let's hope that the rest of the winter provides at least a few reasonable flying days for us, and that we take advantage of them. It would be great to be able to fly in February and March this year and get ready for the spring season with our skills honed, eyesight keen, and fingers and thumbs ready to guide our pride and joys around the sky. Here's hoping that we can meet and have some fun at CCMA.

Remember, though, that Baugher's field and pond are available at any time for you to enjoy!!



CLEVER FOLKS!

A company trying to continue its five-year perfect safety record showed its workers a film aimed at encouraging the use of safety goggles on the job. According to Industrial Machinery News, the film's depiction of gory industrial accidents was so graphic that twenty-five workers suffered minor injuries in their rush to leave the screening room. Thirteen others fainted, and one man required seven stitches after he cut his head falling off a chair while watching the film.

Good thing our meetings aren't that gory!



THANKS TO THE BILLS

It was announced at the January meeting that two of our Bills volunteered to serve WAM in the following capacities:

Bill Hasert is the new AMA representative. He succeeds Milt Peacock, who was our AMA rep for many years and helped WAM very much in this capacity. I'm sure Bill will do a fine job, also, and we thank him for offering his services to WAM.

Bill Woolston accepted the role of membership chairman. Bill succeeds Ken Davis, who handled this role very well indeed. Bill will be the person to accept new member applications and send out the necessary papers to members who are lucky enough to become members of WAM.

It was nice to know that two of our members stepped up to help the club. Thanks, Two Bills!



BITS FROM THE PITS "CHILE FLY"

From Sir Wendell Richards



What this club needs is a good "cold weather flying event." With that in mind, I have planning to have a "Chile Fly" on Feb. 7, 1999. All you need for this event are some warm clothes, a cold weather airplane of some sort, and a taste for some good ole "Gut Bomb" chile.

I'll supply the chile, the rest is up to the individual flyers. But if you don't have a desire to fly on a cold day, come out to CCMA for the chile and for the chance to join the infamous "Peanut Gallery." That way, you can enjoy some other "Numb Thumbs" take a chance with their winterbirds.

So put your winter project on hold for a day and come out to CCMA for some relaxation and just plain fun.

See you at the field,
Wendell

P.S. The time for the event is 12:00 noon until.....

If we have bad weather, the event will be held on February 14.

PLEASE REPORT ANY EXCITING FLIGHTS, CRASHES, FUNNY COMMENTS FROM THE GALLERY, ETC. TO EDDIE THE EDITOR. THEN WE'LL ALL SHARE THEM!!



TOM'S THEOREM ON SPENDING MONEY ON HOBBIES

About two years ago I decided to join the club. I had wanted to learn how to fly for years, but never had the time. I traveled for 20 years for one reason or another.

I purchased a J-3 kit and began putting it together. I attended some meetings and visited the field on Sundays. I was impressed. All went well. Milt Peacock told me early on not to bother putting the plane numbers on and other such decorations.

I watched at the field several times. I had control on someone else's plane for a short time. I had spent \$ 600 - \$ 800 for what I had. It seemed to be enough. I have realized that I'm a simple person with expensive hobbies. But in my old age I desired to keep things under control. I was sure that I needed just to take the time with what I had.

Then, there was that August afternoon. On one hand I tried for years to get one model built and then on the other I saw good flyers crash 8 planes in one afternoon.

The couple of times I tried Milt's or John's plane I realized I needed to work hard with the controls in all directions. Right/left/up/down. Even at 2,000 feet I had Milt scared.

I had considered a flight simulator program. I have 1/2 a dozen computers within the office and home. My best computer was (by the numbers) my notebook unit at home. It was the newest. The \$ 200 for the RC simulator started to look cheap. I had the right computer, supposedly. I sent my order off. Several days later it came in the mail. I plugged it into the "D" drive. Sounds occurred. It made it to the hard disk, I think.

At any rate I was able to hear a little sound and the first screen that said "Welcome" appeared. I clicked on "Fly".....a plane appeared. Well, at least the shadow of one. The computer insulted me with various comments about being a "dummy," laughing, etc., and that crashing sound. Everything moved very slowly. After several minutes the plane moved. The sound board produced laughter. I was not laughing. I read the program's requirements. All was within the specifications.

At the next club meeting I learned that President Mickey had opened a computer store within 500 ft. of one of my stores. Now I had a friend to help me

out. I took. I took my Pentium II notebook into Mickey's store. The computer "doctor" said, "Sorry, but your sound and video boards ain't good enough. The cost was \$ 900 for a new computer.

Then the big lesson. Pres. Mickey fired up the unit and adjusted the controls and continued to crash the plane. Bangy, Bangy, Bangy, Bang..... laughter and sly comments.

The morale: YOU ALWAYS SPEND MORE THAN YOU THINK - ASK BOB ALLEN! AND BE CAREFUL LETTING MICKEY FLY YOUR PLANE.

I hope I get enough practice during the winter. I've landed twice, but still trying for the runway. I don't mind crashing and felt sorry for Mickey. But with the help of all I plan not to do it on my first flight.

GUYS, HANG IN THERE WITH ME.

TOM

Thanks for the article, Tom. We all appreciate it. I hope this is the start of this type of article from our members. Let's keep it up!



HAPPY BIRTHDAY!!

♦January♦

Charlie Hughes

George Schollian

February

Ron Bowen

Walt Smith

*This double entry will allow BD's to be printed in advance.



AVIATION HISTORY JANUARY



- 7 1745 Pioneer balloonist, Jacques Montgolfier born.
- 7 1785 First balloon flight across the English Channel.
- 12 1970 First 747 flight across the Atlantic Ocean.
- 18 1911 Eugene Ely lands a Curtiss Pusher on the cruiser "Pennsylvania" for the first carrier landing.
- 19 1937 Howard Hughes sets transcontinental flight record, 7 hours and 28 minutes.
- 21 1976 First supersonic airliner service available on the "Concorde."
- 26 1911 First takeoff and landing of an aircraft in the U.S. on water.
- 31 1958 "Explorer" becomes the first American satellite to orbit the earth.



DECEMBER FLYING

From John Sterrett

Since the weather in December was not always conducive to flying, the CCMA field was closed for the hunting season, and I was busy on weekends with Christmas trees, I have little to report. But based on comments made at the last meeting, several flyers did make it out to fly at Baugher field in December.

Apparently, the sun is causing a problem because it's so low in the sky this time of year. It was suggested that the flight stations at Baugher field would be better on the opposite side of the runway, but then there would be a problem with the trees.

At any rate, I hope to see you flying when the weather permits!!

FRENCH TRICKLERS AVAILABLE

John Schaffner still has two French Tricklers and would like to sell them 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. See John!



BUDDY BOXES FOR FLIGHT INSTRUCTION

There was talk in the past about having several dummy radios to serve as "buddy boxes" to use in teaching members new to the hobby to fly. I believe that Milt P. donated an Airtronics radio, and I believe there is a Futaba unit also available. I have not heard any more on this matter, and it may well be that we have what we need. If someone could bring me up to date on this at the next meeting, I can pass along current info. And if we need any other radios, perhaps we can see if any of our members have one to donate.

If anyone has more info, please let me know. It would be great to be able to have whatever we need at the field so the instructors can easily help those who need 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
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



LETTER FROM RAY MILES, JR.

This letter was sent to John Schaffner and forwarded to me for the T/S

Dear Club Members,

I know some of you have noticed my absence at the last few club meetings. I thought it only proper that I should at least explain my absence to the club, and not just let you just "go awondering."

The decision I have reached was not made in haste. In fact, it has taken me quite some time, and much thought, to determine if this was what I really wanted to do. Most of you know that I have not flown for the last 3 or 4 years, and have only been to the field on 2 occasions during those years. Secondly, the situation within the school system this year forced us (me) to abruptly terminate the SFP. Considering those two factors and the fact that I will not accept any club nomination office in the future, I feel the time is right to just quietly fade from the picture and retire my membership while I'm still ahead. I have also terminated my AMA membership.

Other than attending meetings, as I have for the past 27 years, and again, with no intention of holding any office, I have come to realize that my era has come and gone, and now is the appropriate time to let the torch pass to a new generation of younger fliers (and very good ones I might add). Nothing lasts forever, and no-one is indispensable.

I have met and made close friends with many of our members. Many of our newer members I know only by face, but not by name, and that bothers me a bit and I apologize

for that. I will continue my friendship with, and contact with, those to whom I am the closest.

Under NO circumstances has my decision to leave the club been based upon a past, present, or upcoming internal club matter, current club policy, proposed change, etc. It is strictly a personal decision at which I have arrived. The club WILL survive, it always has, and will continue to do so.

I have enjoyed many years of good times, a few stressful ones, a bunch of fun times, and it was worth every year of it. The club is in good hands and so long as each of you voice your opinions on issues, put forth your thoughts and ideas, participate, and engage in it's activities, it will continue to thrive and grow. There will be peaks and valleys along the way, there always has been and that is quite normal.

I would request to remain on the T/S mailing list, so that I may be able to be kept "informed". It is one of the best ones around and I enjoy reading it. En-closed please find a check in the amount of \$10.00 to continue my "subscription." Send me a bill me when that runs out. I wish the club well. It will always be a part of me and, perhaps, me part of it. Thanks for allowing me to be a part of all that.

I have most of the club's history and documentation. I will turn that over to the club. You can then decide who should be the "keeper" of the archives. I hope they will not just disappear as some of the older minutes and records have. Just remember, the Westminster Aero Modelers is one of the oldest continuously operating recreational non-profit organizations not only in Westminster, but in Carroll County. It behooves you to keep that intact.

Ray Miles, Jr.

Editor's Comment: I feel a loss in not having Ray as a member of WAM. Very few have contributed to our club as much as Ray has, yet not all members know this. Ray was the primary force in getting the county to provide a field for us, and Ray worked tirelessly for more than 20 years in that effort. Every one of us has benefited from Ray's efforts, and CCMA is Ray's legacy to WAM. Younger members do not know the history of this effort, but it truly was monumental.

The School Flight Program was also Ray's initiative, and allowed over 20,000 third graders to learn about flight. The program was recognized nationwide and stimulated other clubs to begin similar programs. Others certainly helped, but the stimulus was Ray.

On WAM's behalf I raise my hat to salute the efforts of one of WAM's finest and hardest working members. Ray Miles has brought honor and devotion to our club.



What? Doing it again?

Traveling.....21 June

There are approximately 400 monuments to the Americans in the Belgian Ardennes area. Much American blood was spilled here during the winter of 1944-45. About 18,000 Americans were killed in this battle alone. (Plus a lot more German soldiers.) The people of Belgium and Luxembourg want everyone to know that they do not forget the cost of their freedom. Except for that generation that experienced WW II, I sometimes wonder if the rest of America knows what their freedom cost. It should never be taken lightly. (It upsets me to see the American flag disrespected by Americans or the national anthem sung without reverence.)

During this day's tour, I noticed that there was no such thing as a frame house in this part of the world. They all appeared to be made of some type of masonry, or stucco, and nearly all displayed flower boxes at the windows. Just like you find in the travel brochures. Land is obviously at a premium here. Belgium is about equal to Maryland in square miles. Moreover, except for those very wealthy or of royalty, strict regulations govern how one can locate a house on a building lot. Individual homes are usually built close to the road. Maximum set back is 3 meters in many places. Before returning to Baraque de Fraiture, we stopped at the home of Jean-Francois Noirhomme and visited his "personal" museum. The family lives in a renovated mill, complete with a working water wheel. Jean-Francois, who is about 30, and his father, Robert, have an extensive collection of both American and German uniforms, equipment, weapons, insignia, ammunition (both expended and live), and even an operating Jeep (plus another one under restoration.) I am sure that they have enough items to stock a very respectable museum. All of this fills an adjoining building that was once a part of the mill operation. Jean-Francois is an English teacher and speaks the language better than most Americans do. His father, Robert, is quite an artist working in several mediums. Robert made the very nice plaque, depicting an over-coated G.I. wearing the 106th patch, that we were presented with at the banquet at the Auberge later that evening. We were offered refreshments, but had to turn them down since we were expected to participate soon in a ceremony at

the crossroads followed by a banquet. I hope that they were not hurt by our refusal. When we were ready to leave Robert Noirhomme gave us a real "white knuckle" ride back to the Baraque in his car. He must have been taught to drive by Richard Petty. These Belgian guys all seem to be late, wherever they are going. The pedal is always on the floor, be it accelerator or brakes. Of course we didn't mind, since the faster we traveled, the more we would see and do. That evening, at about 6 PM, we participated in a very solemn ceremony at the memorial at Baraque de Fraiture with the folks of the CRIBA organization. Andre Hubert made a very sensitive speech* honoring all those Americans who fought there, and John Gatens and I placed a bouquet at the monument. The monument here consists of a 105 mm Howitzer placed on a concrete, five pointed star, and backed by three flagpoles flying the American, Belgian, and European Community flags. On three sides are stela holding bronze plaques describing the action and the American units that fought to hold these important crossroads during the Battle of the Bulge. *(During Andre's talk, about 50 motorcycles roared around the corner and forced a pause in the ceremony).

After the ceremony at the monument everyone then retired to the Auberge du Carrefour, just across the road, for a most pleasant and elaborate banquet provided by Maria LaHaire and her daughter Bernadette LeJeune with 32 CRIBA members attending. Andre Hubert gave a very moving speech welcoming us and we received many gifts from some of our CRIBA friends for our wives and ourselves. There were many courses and much of that great wine. John Gatens and I were the guests of honor representing all those G.I.s who fought in the Ardennes during that most bitter winter. We were overwhelmed by the hospitality shown us by our Belgian friends. We have to remember that we are the lucky ones, representing those ex-G.I.s who were left there in the military cemeteries, or those who could not return at this late date, for whatever the reason.

The evening wound down with much chatter, toasting, and a wonderful feeling of comradeship. A 45-RPM record player was placed in action and we had music by Glenn Miller and dancing to the big band tunes of the forties. The party broke up about mid-night. (I think we drank ALL of the wine!) The

guests all left for home and we three made our way to bed. Glad I didn't have to clean up.

Earlier, at the ceremony, I had given my camera to my very good Belgian friend, Jacques Rummens, to use. Jacques did a great job for me, using nearly three rolls of film. This is one of the few times that I show up on the photos. More often than not, I am taking the pictures. Many thanks for a great job, Jacques! Sorry that you are not on any of my pictures.

22nd. Woke up as a zombie, couldn't find my butt with either hand. We sure had plenty to eat and drink the night before, but there were no hangovers. Must have been good stuff. Maria had a nice breakfast set out for us when we came down. She is just "The Greatest." Henri Rogister and Jean-Francois Noirhomme, with his metal detector, came early to entertain us today. We searched around the crossroads, behind the Inn on the lawn, and found all sorts of battlefield junk. .30 cal. carbine rounds, .50 cal. casings and some unspent rounds, a 'pineapple' grenade cap, ammo box lids, parts of a G.I. vehicle windshield frame. Even one 88 mm projectile that had failed to explode. All of this in the sod, only inches below the neatly mowed grass. Jean-Francois said that he would notify the team that cleans up the unexploded ordnance to come and collect the projectile for disposal. I felt nervous around that thing. They have been known to explode on occasion. I would hate to have been killed by accident when they didn't get me on purpose! There was a crew working with a backhoe installing a sewer line nearby. Earlier in the day the machine had struck a smoke grenade and exploded it. Jean-Francois volunteered to sweep their path with his metal detector before they proceeded further. Hard to believe, but we located the (partially filled in) foxhole that I was in the night the German patrol approached on the road from Houffalize. Jean-Francois told us that he had been there before and found a pistol and telephone wire in the ditch. If these holes are not in an area being cultivated or otherwise used, nobody bothers to fill them in. Just let Mother Nature do it. This one was located at the edge of the road where it was not quite close enough to have been filled in when the road was improved, or cultivated when the field was farmed. During this time that we were "treasure hunting" we were impressed by jet fighter

planes zipping overhead at a very low altitude. They were NATO Tornados, A-10s and F-15s and apparently on some sort of training exercise. Being satisfied with the items that we found, we released Jean-Francois and spent the rest of the day touring the area with Henri guiding us. One of the places that we visited was Thier du Mont, another place of an important battle with 82nd AB troops shooting it out with the Germans. We drove into Houffalize to view the German tank placed there as a monument. While there we struck up a conversation with a German fellow, about 50 years old I would guess, and wearing an American field uniform bearing a patch of the 2nd Cavalry Division. Seems that he is a member of a historical group that was on a tour of the area of the Battle of the Bulge. He was also a big, tough looking fellow so we didn't say anything to provoke him. I suppose he was "playing soldier."

Since I was in the company of beer drinkers we stopped at the famous Achouffe Brewery and bought a 3/750 ml. bottle pack of their best beer. Come to think of it, I don't remember being offered a glass from one of those bottles. (I wonder what became of them?) When we arrived back at the Baraque we had a beer at Maria's other place, which is just across the intersection of the crossroads. Come to think of it, we had a couple of beers. If Maria found out that we had bought drinks across the road she would have given us the dickens. If she had served us, the drinks would have been on the house.

More next issue.

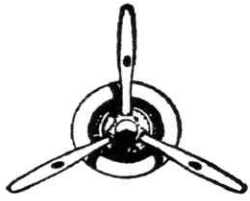


REQUEST FOR PICTURES, ANECDOTES, STORIES, ETC. FOR THE T/S

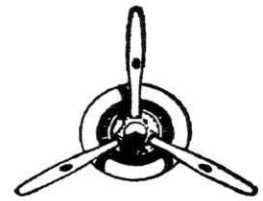
At the January meeting, I mentioned that it would be nice to include pictures, tales from the flying field (as John Sterrett regularly does), anecdotes, funny flying phenomena, etc. in the T/S in an effort to have more personal material in the T/S. It would be nice if some of you would take a picture now and then (I will, too) and/or provide me with little "you should have seen what happened last Sunday" type reports.

It was also brought up that a club photo album could be kept and looked at by the members, especially at the December banquet. Good idea!

Articles relating to any modeling subject (engine break-in, covering a plane, balancing a plane, setting up landing approaches, etc). Even though older members have heard these things before, many new members haven't. I'll look forward to



CLASSIFIED ADS



WAM NEEDS A FEW GOOD PEOPLE

EVENTS CHAIRMAN: There is a very important position in the club that needs to be filled soon. That role is events chairman, and the person holding that job is primarily responsible for scheduling and arranging our Fun Flys. The volunteer is free to also be responsible for the Xmas Dinner, but I don't think this is an absolute necessity. It is a rewarding job and WAM depends on this job being done to keep these events moving along. Requirements for this job are not demanding. Any current WAM member will be accepted. Pay scale is low, but the gratitude of the club is high. You may have so much fun that you'll do it again next year.

Anyone who is interested should give President John W. a call at 410-840-8518. There is always plenty of help available from our members, and the job is not as difficult as it may seem. **PLEASE CONSIDER ACCEPTING THIS EXCITING AND REWARDING POSITION!** Thanks!

XMAS DINNER CHAIRMAN: Guess what? WAM needs a volunteer to coordinate our annual Xmas Dinner, Awards Night, and Elections which will be held on Saturday, December 4, 1999. Think it's too early to volunteer? Wrong! The event is only 10 months away, but the VFW Hall needs to be reserved and thoughts gathered. As usual, WAM always provides enough volunteers to help the chairman, and this event is always a pleasant evening. As is all jobs, this one will pay you nothing except the knowledge that we all appreciate it and your own good feelings that you have helped the club. And if someone really wants to feel noble and helpful, that person could serve as Events Chairman and Xmas Dinner Chairman. (I believe that President Wunderlich did this last year). The job is yours for the asking.

FLEA MARKET CHAIRMAN: The Flea Market sponsored by WAM has been scheduled for October 4, 1999, which is the first Saturday in October, at the VFW. We decided to plan ahead to insure that the VFW is reserved for that date. This event is a significant fund raiser for the club and counts heavily in our annual budget. As usual, we will be needing a chairman for this event. Even though it seems very early to be planning it, it would be nice to have a volunteer in place to chair this event and make sure that notices are sent out to other clubs, tables are allotted and sold, refreshments arranged, 50/50 tickets ready, etc. If you feel you would be willing to handle this years flea market, please let the club know. As usual, you are sure to have plenty of volunteers to help and guide you. Let's get the ball rolling early!

BUS TRIP TO WRAM SHOW

The Radio Control Modelers of Baltimore is running a bus trip to the WRAM show in White Plains NY. Date: Saturday, Feb. 27, 1999. Bus leaves Timonium Park & Ride (Deerco Rd. behind the fairgrounds) at 6:00 A.M. sharp and arrives in N.Y. at approximately 10:00 A.M. Return trip leaves N.Y. at "to be announced on the bus." - usually 3 P.M. Arrives in Baltimore at about 9 - 930 P.M. Seat on bus (which includes driver tip) = \$27.00. PAID seat reserves seat. Make check payable to: "RCMB." Mail to: Jerry Mc Callum / 4123 Eierman Ave. / Balt., MD 21206. Phone - 410-483-9783 // E Mail = jerryymmcc@erols.com. Show tickets = \$8.50 Jerry will order advance tickets if he RECEIVES your check for the ticket & bus before Feb. 8, 1999. Please try to spread the word to your friends and club members. Anyone is welcome to join in with us.



AIRPLANES IN THE NEWS

Maybe some of you saw that, in the Sunday Baltimore Sun (Jan. 10, 1999), there were two interesting articles related to aviation. One was a long story about the continuing search for Amelia Earhart; the other about the planned construction of a new airplane museum to be built near Dulles Airport under the auspices of the National Air and Space Museum.

The article about Earhart focuses on Ric Gillespie's reluctant involvement in the search for the lost flier. The controversy continues to this day, despite the finding, in 1940, of what some claim to be Earhart's bones and a heel of shoe belonging to her on Nikumaroro Island, which was uninhabited at the time of Earhart's disappearance. Gillespie believes that Earhart and her navigator, Fred Noonan, landed their plane on the island after running low on gas. Others believe that they tried to land in a calm lagoon near the island.

Gillespie is not fixated on Earhart, but would like to come upon an "idiot artifact." His meaning is that the artifact has to be an object or airplane part that "any idiot can see has to be from the Earhart airplane." Tom Crouch, a historian and curator at the Air and Space Museum, believes that Earhart and Noonan are somewhere "at the bottom of the Pacific." It seems as though the controversy will continue and the truth never will be known until that "idiot artifact" is found, if one ever is.

The news that a new museum will be built is very encouraging. According to Donald Eagen, museum director, former admiral, and former head of the FAA, the Air and Space Museum can display only about 1/3 of the airplanes that are in storage and are unrestored at the Paul E. Garber storage facility in Suitland, Md.

The new facility, funded partially by Congress and Virginia, will need substantial funding from private donations. And, if built, the museum will be more than 700,000 square feet in size. **THE CURRENT AIR AND SPACE MUSEUM WOULD TAKE UP ONLY ONE ROOM IN THE NEW FACILITY!!**

Planned exhibits include the Enola Gay, the Flying Wing, the space shuttle Enterprise, a Focke

Wulf, Nieuport 28, and many others. The restoration of these and other planes will be absolutely authentic, from the rubber hoses to the woodwork to the original paint. The restoration aspect will be moved to the new facility, and many more craftsmen will be hired to accelerate the work. Uniquely, visitors will be able to see the restoration in progress through glass walls as part of the museum itself.

Construction should begin in January, 2001, and officials hope to complete the museum in time for the 100th anniversary of the Wright brothers' first flight in December, 2003. It is anticipated that the museum will attract 3 million visitors annually once it is opened. This sounds like a truly wonderful idea which will allow many people to appreciate the wonders and history of flight. The legacy of the many early pilots, designers, record setters, combat pilots, etc. certainly deserves to be displayed in a first class facility, since it is part of our history and that of the world. We are lucky to be living in this area and will be able to visit this new museum as often as we wish. Sometimes it really does pay to be within the greater Washington metropolitan area.

CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Hasert
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



DUES ARE DUE!!

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



- Feb. 2 WAM Meeting. VFW Hall 7:30 p.m.
 Feb. 7 First WAM "Chile" Fly. 12:00 Noon.
 CCMA Field. Weather and road to
 field permitting. See page 3 of this T/S
 Feb. 26-28 WRAM Show. Westchester County,
 White Plains, N.Y. BIG SHOW!! See
 Page 8 of this T/S.
 Mar. 13 Flea Market, Lebanon, Pa.

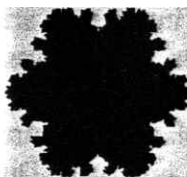
REMINDERS

I can't think of anything to remind everyone of that you don't already know. But remember to attend the meeting if you can, and make plans for the "Chile Fly" and WRAM Show if interested.

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 courtesy of LOU OMANSKY.
 WAM thanks LOU for his efforts.



TIME TO FLY!



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

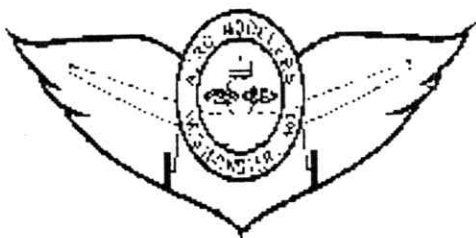


TO: John Schaffner
 1811 Miller Road
 Cockeysville, MD. 21030-1013



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	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

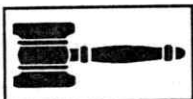
NEXT MEETING

March 2, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 2

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS



Fellow Modelers:

Welcome to our newest member...Rick VanDerheyden. Everyone please help Rick to get involved in the club. Recent activity in new member interest is very encouraging. Thanks to Richard Jakubs for volunteering to print the 50/50 raffle tickets which will be drawn at the WAM Flea Market on October 2, 1999.

Heard it was a little chilly at the Chili Funfly (No pun intended). Congratulations to the brave souls who made it to the event. I am sure the chili was great. Thanks very much to Wendell for thinking of, coordinating, and cooking for the event. Sorry I missed it! I had to fly to Chicago that day and then I picked up the flu while I was there. Believe me, I would have rather been at the Funfly.

My thanks also to all the volunteers who have offered their assistance to the club. All I need now is someone to chair the Events Committee. It would be great if someone would step up at the next meeting and volunteer. Hope to see you at the next meeting..

Think Spring!!

John



WAM THANKS MICKEY FOR HIS SERVICE TO THE CLUB

Bill Hasert presents Past President Mickey Yachera with a plaque in recognition of his service to WAM during two terms as our President. Mickey did a fine job. Dealing with complaints about the field through the county, helping to clarify WAM's ; budget process, and addressing the issues we needed to discuss with a balanced and low-key approach. Thanks, Mickey, for doing such a fine job for us!!



MINUTES OF WAM MEETING

FEBRUARY 2, 1999

By John Schaffner

1. The January meeting of WAM was opened at 7:45 PM with President John Wunderlich presiding. Present were 17 members and two guests; Steve and Chris Kod.
2. John Schaffner sat in as substitute secretary in the absence of Pat Kowalski.
3. A reading of the minutes from the January meeting was waived since they were approved as in The Talespinner.
4. President John re-emphasized the need for more volunteers to step forward and accept a responsibility for the various activities of the club.
5. Vice-Pres. John Sterrett commented on the very good conditions at the CCMA and that several members, including himself, enjoyed a (cold) Sunday in January there.
6. International correspondent John Schaffner read an exchange of letters with our man in Oostende, Belgium, Nick Jonckheere.
7. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members.
5. Bill Hasert, AMA Rep., reported that he is making the transition into the job with no problems and the paper work with AMA is on schedule. Bill commented that Ray Miles had presented the Oklahoma Road Middle School with items formerly used by the club's School Flight Program for on loan display in the school. Ray will retain control over the items on behalf of the club and himself. Bill also announced up and coming events in the R/C community: WRAM Show, Lebanon Flea Market, several auctions, etc.
6. Field Marshall Lloyd Briggs reported the field and the lane both in good shape.
7. Membership Chairman, Bill Woolston, proposed Rick Vanderhayden for membership. The club voted Rick to be a member unanimously. Bill also passed on an application to tonight's guest, Steve Kod, and Bob Allen requested an application for someone that he knows is interested.
8. Wendell Richards reported that all club property is accounted for. No decision has been made on which mower to buy at this time. Wendell will try to make the most advantageous deal that he can.

9. Ed Goldman always is looking for stuff for The Talespinner. If you enjoyed reading something, give it to Ed. Ed also suggested that we take our camera along when at the field and submit photos to him for inclusion in The Talespinner.

10. A proposal was made by Ed Goldman to establish Honorary Membership status for Milt Peacock, Ray Miles, Alan Baugher, Chuck Foreman and Nick Jonckheere for the year 1999. The motion was carried unanimously. The secretary will notify the recipients.

11. The club will have a "Chile (Chilly) Fly" on the 2nd Sunday in February at CCMA beginning at 12:00 noon, weather permitting. Wendell will bring the chile, you bring your plane & your family. Rain date is the 14th. (Bring your girl for a special Valentine's Day). Bob Allen reported that the "buddy boxes" have not yet been placed at the field.

12. A "Special Family Day at The Field" will be announced for a date in July. All members are urged to keep this in mind and make a special effort to be there.

13. We have no official word on the Annual Air Show at the Westminster Airport at this time but will be planning on participating.

14. Wendell Richards has accepted the position as Carroll County Liason, should there be a need.

15. Bill Woolston will be chairman of the WAM Annual Flea Market to be held at the VFW in October.

16. Bill Woolston raised the issue of the idea to restructure the clubs dues. No action has been taken at this time but it is still on the agenda to be resolved.

17. Bull session about "what's new" and "what are you building" revealed a new helicopter brought to the meeting by Bob Allen. They are getting bigger and better. I, for one, can't wait to see this bad boy fly. Dutch showed off the new Dubro tube bender that is now on sale. He wouldn't pass it around, afraid he wouldn't get it back. C'mon Dutch, don't you know us better than that?

18. The 50/50 was won by Terry Reeves. Treats are on Terry.

19. The meeting was adjourned when it was over!



FIELD IS OPEN!!



THE FIRST ANNUAL "CHILE FLY"

By Eddie the Editor

Whose brilliant idea was this, anyway? Good Grief! We know whose idea it was – it was Wendell's. And a brilliant idea it was.

The First Annual "Chile Fly" was held at CCMA on Feb. 7, a day that was supposed to be half-decent, but certainly wasn't. I arrived at the field at 11:45 prepared to set up my Trainer 40, and there was Paul Schaffner sitting in his truck and his plane sitting in the pit area. Paul didn't realize that it had begun to rain and sleet. The plane went into his truck. We waited a few minutes, and saw John Sterrett, Bob Allen, Wendell Richards (right on time with the chile), Lloyd Briggs, Tom Hier, Jim Peach, and Ron Bowen arrive.

By this time, Paul and I had flown, followed by John Sterrett and Dutch. The sleet continued, and we had a layer of it on the brim of our hats, some in our eyes, and a thin amount on the cars and field. But it didn't bother us too much. We managed to fly in our usual graceful (?) way, and there were no crashes or mishaps. We learned that you can fly with sleet and rain coming down, a temperature of 39 degrees, no sun, and freezing hands.

Those who flew felt it was only fair that you had to fly in order to be able to eat Wendell's chile, cheese, and cookies. Others seemed to have forgotten about the flying part – they just ate like their lives depended on it. Ron Bowen, one of the non-flying chile eaters, had a great time. He didn't fly, so we couldn't tease him about anything.

We all hung around the back of Wendell's truck, where the chile and cookies were, and shot the breeze while the sleet came down. It was a ball! No one in their right mind would have been at the field that day if it wasn't for the glory and honor of being part of the First Annual "Chile Fly." This is definitely an event that should be repeated next year. Being at the field and flying in February is an unusual thing to do, even with a "normal" February day. But flying in the sleet was the ultimate idiotic way to spend a day at CCMA.

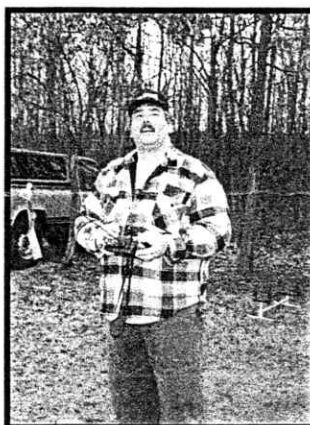
Wendell's chile and cookies were excellent, and he even brought cheese, crackers, hot sauce, bowls and spoons for us. We certainly thank Wendell and

Jane (I just know Wendell had a little help) for being so nice. These are the things that help bring a club together.

A great time was had by those who showed up. I think this event will become very popular in years to come. Wendell's idea turned out to be brilliant.



The Intrepid "Chile Day" Attendees



Bob Allen Flies



John Sterrett Eats



Open for Business



Ready to Fly

PLEASE REPORT ANY EXCITING FLIGHTS, CRASHES, FUNNY COMMENTS FROM THE GALLERY, ETC. TO EDDIE THE EDITOR. THEN WE'LL ALL SHARE THEM!!



THANKS TO WENDELL

At the last meeting it was announced that Wendell Richards had responded to the classified ad asking for someone to assume the position of Carroll County Rep. Wendell responded, and the club is fortunate to have him in that position. Although contact with the county has been minimal for quite some time, we never know when someone will try to complain about something. Wendell will certainly be able to deal with the county should the need arise. We hope that Wendell never needs to lift a finger in the performance of his job as county rep, and that he spends no time whatsoever doing anything other than reporting to us that "All is well with the county."

DUES ARE DUE BY MARCH 1

If you haven't done it yet, you must send your dues to Bob Allen ASAP to avoid a late fee. We also need to send WAM's membership list to the AMA, and to finalize the 1999 roster. **PLEASE DO NOT DELAY!**

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

Send your dues check to:

Bob Allen

249 Stacey Lee Drive

Westminster, Md. 21158

FRENCH TRICKLERS AVAILABLE

John Schaffner still has two French Tricklers and would like to sell them 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. See John!



HAPPY BIRTHDAY!!

MARCH.

Lloyd Briggs

Joe Hamblin

Jim Spence

Mickey Yachera



AVIATION HISTORY



MARCH

- 2 1949 Boeing B-50 completes the first around
- 2 1969 the world non-stop flight.
- First trial flight of the "Concorde."
- 8 1910 Madame la Baronne de Laroche be-
- comes the first certified woman pilot.
- 15 1972 NASA announces the shuttle program.
- 20 1922 Navy's first aircraft carrier, the USS
- Langley, is commissioned.
- 30 1961 The X-15 reaches an altitude of 169,600
- feet.
- March Mrs. Jeri Mock, piloting a Cessna 180,
- thru April, becomess the first woman to fly solo
- 1964 around the world.



DEADSTICK RETURNS

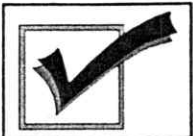
WITH A MESSAGE

Eddie the Editor (NeedleValve) is **NOT DEADSTICK!!** I know because I am Deadstick. No one knows who I am, not even those who think they know who I am.

Let's all look forward to a great flying year in 1999! I'll be watching you fly and maybe you'll watch me fly. But then Deadstick may not even be a member of WAM. **NOBODY KNOWS** – Not even NeedleValve – for sure!

BUDDY BOXES FOR FLIGHT INSTRUCTION

Bob Allen reported that he is making progress on the Buddy Box situation and that he hopes to have everything in order for spring flying. Having buddy boxes and trainer cords readily available at the field will make it very easy for new flyers to receive instruction without having to search for a buddy box and cord to use. Good Work, Bob Allen!!



HONORARY MEMBERS ELECTED IN WAM

By Eddie the Editor

At our last meeting, I proposed honorary membership for several people in gratitude for their efforts to WAM or aeromodeling in general. The five honorary members for 1999 are:

Alan Baugher for his support of our club in providing us with a field from which the "Big Birds" can fly. Mr. Baugher has been extremely generous and helpful to us.

Nick Jonckheere, our Belgian correspondent and avid student of aviation. Nick has been communicating with WAM for several years, and is a welcome addition to our club.

Chuck Foreman, District IV V.P. for his devotion to our hobby and for representing us at a national level.

Milt Peacock, who has served in many capacities since joining WAM in 1982, and has always been active, to say the least. His years of service to our club and aeromodeling represent a true love for the hobby. In addition to having held several elected offices, Milt has also served as our AMA rep. For many years, as well as on the School Flight Program since its inception. He has traveled far and wide, flying his beautifully built planes at many scale shows, regional meets, etc. Milt has contributed a great deal to our club. Thank you, Milt!

Ray Miles has been a quiet, but respected voice in WAM since 1972. He has also held several elected offices, and was the "founder" of the School Flight Program. What is not widely known is that Ray, perhaps more than anyone else, is responsible for WAM having a county field. He had been asking county officials for almost 20 years for a flying site, and we finally have one. Other individuals helped, of course, but Ray was the main player in the story, and all of us are indebted to him for his efforts.

Milt and Ray have been outstanding members of our club, contributed as much as anyone, helped any who needed it, and maintained their love for the hobby and all that goes with it.

Congratulations to all our Honorary Members. We appreciate their contributions and help over the years!

WELCOME OUR NEW MEMBER

RICK VANDERHAYDEN

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

May your flights be exciting
and your landings smooth!



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



NON-FOGGING CANOPY

Stephen Kelly in Model Airplane News

Prevent your canopy from fogging up by drilling a small hole in it at the top and toward to back. A hot nail works well for this because you can tilt it back and forth to mold a small lip or spoiler at the front edge of the hole for better extraction. Another small hole at the front edge of the canopy (close to the body of the plane) allows air to flow through; just be sure the canopy will not collect exhaust residue.



WHAT? DOING IT AGAIN?

By John Schaffner

Traveling ... 22 June 1998 Monday

Our final stop that day was at the Monfort home where we were welcomed with another glass of wine. Eddy Monfort (28) is a young man that we have been in touch with since 1993. We met for the first time in 1994 during a trip that observed the 50th anniversary of the Battle of the Bulge when Eddy presented me with a copy of a book he had written about the fighting in this area. It contains a part of my personal experience here in 1944. Only problem is that it is published in French. Someday I will have to learn to read French. Eddy, his Mom and Dad, and two brothers were on hand to give us a nice welcome. They popped the cork on another bottle of wine, of course.

That morning a calf was born in the barn, right next to the house, so we were taken in and introduced to the little fellow. Apparently this breed of cow cannot bear a calf naturally so they are all born Cesarean. Eddy's mother prodded the cow with a big stick until the cow got up and turned around so we could see the incision in her side. (All this before dinner). Later on we saw more of this breed of cattle in the fields and noticed the shaved area on their sides and the long scar. These little calves never get too old. They are raised for veal, which is very popular in the restaurants there. When the cows get too old for breeding they are sold off for beef. We are never too old to learn something new. They also had a wild pig in the barn that one of the Monfort sons found in the woods nearby. I thought it to be a strange looking animal, with a short body, long spindly legs, and a face only its mother could love. The adult wild pigs appear to be very dangerous. This one may appear some day on the dinner table with an apple in its mouth. It is considered a delicacy in this part of Europe. We were shown the garage building where Eddy's brother was restoring a Porsche automobile on a full size lift. Under the shed out back he had about six more cars waiting to be worked on. Also in this building was a nice assortment of powered wood working tools that Eddy uses. In the house was a beautiful Grandfather's Clock that Eddy had made. He is a first class cabinetmaker and his work is highly valued. We were treated to drinks and then to another full dinner of Assiette de Arden-

nes in the dining room. Charlie Corbin was here also and was invited to share the meal with us.

23 June, 1998 Tuesday

We had breakfast at the Auberge with two popular (and busy) members of CRIBA, Joseph Gavroye and Andre Hubert. Afterwards Joseph led us to his "growing up" neighborhood (close by) where he describes watching the battle from his window. He was about 15 at the time and recalls much. His English is not too good, but his arm waving and "BOOMBA!!! here, and BOOMBA !!! there, are very descriptive. He is great to be with. Joseph presented me with a piece of "coticule" stone. This is a very fine grain stone that is unique to this area near the village of Salmchateau. It is used worldwide for the sharpening of knives, especially surgical instruments. Joseph had to leave us at about 10:00, so Andre took over and spent the rest of the day with us covering the area of the battle with his expert knowledge. We toured through Regne, Manhay, and Grand Menil (where there is a tank installed as a monument). Pfc. Melvin Biddle was awarded the CMH for his action on the Soy-Hotton road in this area of Sadzot, where an important battle, described in a book by William B. Breuer, occurred. (Breuer also wrote a book describing the action at Stavelot titled, "Bloody Clash at Sadzot"). We toured to Beffe where a Sherman tank that sat in field for 30 years is now a monument to Task Force Hogan. There are so many stories to be told about the fighting that occurred at these now very peaceful places.

We returned to the Auberge about suppertime and Maria had us as guests for dinner in the dining room in her home, which is part of the Inn. Andre, Henri, and Eddy stayed with us for the little party. Maria's sister, Louise, also was there. I think maybe to give Maria a hand as well. The wine poured and the conversation carried on and we were all late getting to bed again.

24 June 1998 Wednesday

We got up about 0730 at the Baraque and had breakfast with our hostess, Maria. She has been most gracious, offering us all her worldly possessions, if that would make us any happier. Vince (and his mother) arrived and we departed about 10:00 to check around the bridge that crosses the Our River at Schoenberg at the place where A Battery lost their 4th gun section and Lt. Eric Wood escaped to the

woods. Sgt. Scannipico and his driver, T/5 Ken Knoll, were KIA here and the rest of the crew captured. The group that I was with (Dec., 1944) barely made it through the village before the German forces moved in. The Our River is still flowing gently under the bridge and today we stand there watching young mothers pushing their baby carriages across, oblivious to its bloody history. From there we proceeded to Bleialf, passing the area where the 589th withdrew on the 17th Dec. 1944. While in the now peaceful, little town of Bleialf, Dave went off across the square to look up an old acquaintance from a previous visit while John Gatens and I munched down some goodies from the local bakery. I felt a bit strange, actually uncomfortable, just standing there in the open where there had been so much going on the last time I was there. One had to take cover then, almost 54 years ago. The town was in shambles then, having been blasted by both sides. No sign of it now.

We then drove on the road toward Auw to find the location of the battalion's position when the big attack came on the morning of 16 Dec. 1944. Vince has been here many times before and is an excellent guide. The sign on the road identifies the site as Herzfenn. There are a few dwellings there and one could say that it has not changed much since 1944. The terrain is still the same but the weather is much nicer this time. We found the positions of the batteries without any doubt. The first time that I was at this place we arrived at night, on snow covered ground, without a clue to where we were. Roaming the woods where B Battery was located in a deep defile on the north side of the road turned up a few rusted pieces of hardware in the vicinity of mostly filled in foxholes. We have to consider that the collectors of military leavings have picked over this area for the last 53 years. We didn't expect to find much. While walking back up the lane toward the road, I could easily remember the time that we abandoned this place. The vehicles were slipping and sliding in the snow and the Jeep that I was riding in slipped off the narrow lane and had to be left there on its side. The battery finally made it out to the road without any casualties to the personnel and "relocated to the rear."

We then went on to A Battery's position on the other (south) side of the road. Here we were able to

find hard evidence of exactly where the howitzers were placed. The ground contains cast off packing spacers from the 105 mm. howitzer rounds. These were made of steel and although heavily rusted, there is no mistaking their identity. We brought back a few of them as souvenirs for John Gatens. It was on this very spot where his 105 mm. howitzer was emplaced when the German Army came at us on the morning of 16 Dec. 1944. Being oriented, we were able to move up on the road toward Auw and stand where the German tank was when its usefulness was brought to an end by Gatens' howitzer firing a direct sight. Even though it is a beautiful summer day our thoughts easily go back to that cold, snow-swept scene, when all hell broke loose on the Schnee Eifel. While in that area, Vince pointed out the fields where the members of the 422 Infantry Regiment were forced to surrender after expending their ammunition, and with no further means of carrying on the fight.

To be continued.....



MEMBERS NEEDING TO PAY DUES FOR 1999

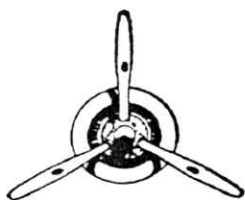
From Bob Allen

The following members have not yet renewed their membership in WAM for 1999. This notice in the T/S is not meant to embarrass anyone – it's just easier to put this in the T/S than to write letters to the folks listed below.

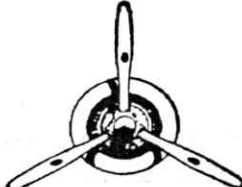
Please note that there is a \$ 5.00 reinstatement fee if dues are not paid by March 1. Also, I will be making badges for the members on or around February 28, and if I haven't heard from you by then, it will be a while before I make another run. So, please send in your dues to renew membership in WAM.

John Alford	George Schollian
Ben Dawson	Walt Smith
Jim Garrett	Jim Spence
Bob Jenness	Bernie VanMeter
Dan Richardson	Bill Woolston
Mickey Yachera	

Greer's Third Law: A computer program always does what you tell it to do, not what you want it to do.



CLASSIFIED ADS



PLEASE READ THE ADVERTISEMENTS BELOW FIVE TIMES!!

OUR CLUB STILL NEEDS VOLUNTEERS FOR THESE IMPORTANT POSITIONS

WAM NEEDS A FEW GOOD PEOPLE

EVENTS CHAIRMAN: There is a very important position in the club that needs to be filled soon. That role is events chairman, and the person holding that job is primarily responsible for scheduling and arranging our Fun Flies. The volunteer is free to also be responsible for the Xmas Dinner, but I don't think this is an absolute necessity. It is a rewarding job and WAM depends on this job being done to keep these events moving along. Requirements for this job are not demanding. Any current WAM member will be accepted. Pay scale is low, but the gratitude of the club is high. You may have so much fun that you'll do it again next year.

Anyone who is interested should give President John W. a call at 410-840-8518. There is always plenty of help available from our members, and the job is not as difficult as it may seem. **PLEASE CONSIDER ACCEPTING THIS EXCITING AND REWARDING POSITION!** Thanks!

XMAS DINNER CHAIRMAN: Guess what? WAM needs a volunteer to coordinate our annual Xmas Dinner, Awards Night, and Elections which will be held on Saturday, December 4, 1999. Think it's too early to volunteer? Wrong! The event is only 10 months away, but the VFW Hall needs to be reserved and thoughts gathered. As usual, WAM always provides enough volunteers to help the chairman, and this event is always a pleasant evening. As is all jobs, this one will pay you nothing except the knowledge that we all appreciate it and your own good feelings that you have helped the club. And if someone really wants to feel noble and helpful, that person could serve as Events Chairman and Xmas Dinner Chairman. (I believe that President Wunderlich did this last year). The job is yours for the asking.

FLEA MARKET CHAIRMAN: The Flea Market sponsored by WAM has been scheduled for October 4, 1999, which is the first Saturday in October, at the VFW. We decided to plan ahead to insure that the VFW is reserved for that date. This event is a significant fund raiser for the club and counts heavily in our annual budget. As usual, we will be needing a chairman for this event. Even though it seems very early to be planning it, it would be nice to have a volunteer in place to chair this event and make sure that notices are sent out to other clubs, tables are allotted and sold, refreshments arranged, 50/50 tickets ready, etc. If you feel you would be willing to handle this years flea market, please let the club know. As usual, you are sure to have plenty of volunteers to help and guide you. Let's get the ball rolling early!



A COLD BUT SUCCESSFUL FLYING DAY

By John Sterrett

Several of us made it out to the CCMA field on the last day of January. It was cool (maybe even cold) with temperatures in the 30's. But the sun was warm, the wind was light, and Terry Reeves' deer sausage was excellent, as always.

Terry flew his Four Star 60, Wendell Richards his Dragon Lady ("Lady" because it flew well), and Bob Allen flew his rebuilt Four Star 40. Bob parked his helicopter (which he was afraid to fly) on the edge of the runway. I flew my famous Su-Do-Khoi, which flew quite well but due to the high-lift-air, suddenly leaped into the air while taxiing. It came down within 10 BIG feet of big Bob's helicopter. You should have heard him complain!!

Even though he didn't fly, it was good to see Richard Jakubs at the field and was a big help to all of us in getting our engines started. I hope to see more of you this winter and spring.

Editor's Note: John has used a previously unknown phenomenon, "high-lift-air" to explain the mysterious leap into the air that his Su-Doo-Khoi made while taxiing. I have my doubts as to whether Bob Allen understood that "high-lift-air" can occur at any time near John Sterrett's airplanes, and that it is particularly likely to occur when Bob's helicopter is parked nearby. So, in the future, we all would appreciate it if John would warn us if there is any "high-lift-air" in on the field. Then we would all be very careful and make sure that our airplanes didn't leap into the air while taxiing, and Bob will know to put his helicopter in his truck.



ANOTHER BRILLIANT IDEA

By Eddie the Editor

It seems as though several members' brain cells have been working overtime, and ideas are pouring out. First, Wendell Richards comes up with the great "Chile Day," which was fantastic fun. Now Bob Allen is thinking about a "Mandatory Fly Day" for all WAM members. While the concept is not fully formed (Bob's brain is still working on it), I think the day will require that all WAM members who are capable must fly an airplane or face some sort of penalty. What the penalty might be is up for speculation, but I'm sure we'll find out eventually.

Keep your ears tuned at the meetings for Bob's latest brainstorm. When plans are finalized, we'll all be in for a good day at CCMA. What will we think of next?

CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Woolston
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



DUES ARE DUE!!

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.

Zappa's Law: There are two things on earth that are universal: hydrogen and stupidity.
Ringwald's Law of Household Geometry: Any horizontal surface is soon piled up.



COMING EVENTS



- Mar. 2 WAM Meeting, VFW 7:30 p.m.
 Mar. 13 13th Annual Flea Market, Lebanon, Pa.
 Lebanon Fairgrounds 9:00 a.m.
 Largest R/C Flea Market in the U.S. A.
 Mar. 19 DC/RC Auction, Rockville, Md. 6:00
 p.m. - 10:00 p.m. Wooten High
 School. Call 301-622-2233 for info.
 Mar 21 Swap Meet. Hamburg, PA. Call
 Dennis Lipsett: 717-544-2990.

REMINDERS

Can't think of anything except to consider taking one of the positions available to help WAM in the coming year. The club depends on YOU!!

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

U
M
M

G
O
O
D
!



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:

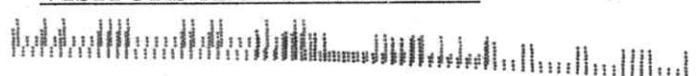
John Schaffner
 1811 Miller Road
 Cockeysville, MD. 21030-1013



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 !!!

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>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>Bill Hasert</i>	<i>833-7271</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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

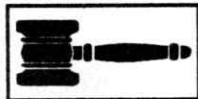
**April 6, 1999
7:30 P.M.**

**VFW HALL
WESTMINSTER**

Volume 15 Number 3

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

I have two important items to brief you on. First, I had a conversation with June Poage about the Air Show. The show will be held on June 19th and 20th. I informed her that we would be available to perform a model aircraft demonstration as we had done in previous years if she so desired. She indicated that she did indeed want the club to participate in the show. I also asked her if we could have our Hot Dog stand again this year. She replied that would be OK. I sent June a fax confirming our phone conversation. She indicated that she would contact us about any particulars in the coming months. This is great news, so everyone plan to give as much time as you can to support this effort.

Secondly, the Executive Board met on Monday, March 22nd, to review the proposal to update our dues structure. Every one on the board agreed that a restructure of our dues is necessary. We talked at length about numerous options and have developed what we feel is a very suitable proposal. We will present the Board's proposal for these changes to the membership at the April meeting for discussion. This discussion is for the purpose of getting any input you may have for the proposal before it goes to the entire membership for final approval. The proposal will re-

quire changes to our by-laws. So, once we have everyone's input to the proposal, we can publish the proposed changes to the by-laws in the Talespinner and have a vote on the by-laws changes and the dues proposal at a future meeting.

See you at the meeting,

John

GREAT NEWS TIMES TWO

By Eddie the Editor

Our president's message is great news times two. The first is a no-brainer – the fact that June Poage will be sponsoring an air show and that WAM will be able to put on a flying demo AND set up our famous Hot Dog stand. As most of us know, this is a fantastic fundraiser for the club, and it's lots of fun doing it. Please be ready with your support. We need lots of man (and woman) power to sustain this event, so volunteer when asked. You'll have a great time. Mark the dates: June 19 – 20.

The next bit of great news is that the Board has discussed the membership and dues structure of the club and will be presenting its ideas to us. We have plenty of time to listen to EVERYONE before the final proposal is voted on. If you want your thoughts to be heard, attend the meetings and voice your opinion. If you're not there, please don't complain later.



MINUTES OF WAM MEETING

MARCH 2, 1999

By John Schaffner

1. The March meeting of WAM, opened at 7:45 PM with President John Wunderlich presiding. Present were 15 members and one guest, Honorary Member Milt Peacock.
2. John Schaffner sat in as substitute secretary in the absence of Pat Kowalski.
3. A reading of the minutes from the February meeting was waived since they were approved as they appeared in The Talespinner.
4. President John stated that attempts to make contact with June Poague concerning this years air show have not been successful. Still time for that.
5. Vice-Pres. John Sterrett commented on the Chile (actually cold) Fly and Ed Goldman passed around some very flattering photos made at the event. The fact that it rained, sleeted, and snowed did not deter some of our more avid members from attending and having a good time.
6. International correspondent John Schaffner, read an exchange of letters with our man in Oostende, Belgium, Nick Jonckheere and our Italian friend, Alberto Nencioni in Milano.
7. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members.
8. Bill Hasert, AMA Rep., reported all is well in his department, and that he is applying for Leadership status for the club. Bill also announced up and coming events in the R/C community; Lebanon Flea Market, several swap meets and auctions. Also the Bass Club will hold a rally in May at the Ridgley Middle School in Timonium. Details to follow.
9. Field Marshall Lloyd Briggs reported the field and the lane both in good shape and what a great time he had at the Chile Fly.
10. Membership Chairman Bill Woolston, reported no new applications at this time.
11. Wendell Richards reported that all club property is accounted for. A decision was made about which mower to buy. Action was taken in the "new business" part of the meeting.
12. Ed Goldman always is looking for stuff for The Talespinner. If you enjoyed reading something, give it to Ed. Ed (you have noticed) has introduced pictures into The Talespinner format. Any appropri-

ate photos will be welcome.

13. Events Chairman Wendell Richards will announce the plans for a "Mandatory" Fly in the near future. Details will be in a future Talespinner. (Or, come to the meeting and participate in the planning.)

14. The purchase of the new mower was proposed and approved by the members. The price was in the acceptable range approved. It is 20 hp with a 46" cut. It should do the job.

14. Bill Hasert announced that the Bass Club will be having a sailplane meet at Stella Maris (Villa Maria) on Dulany Valley Road, about ½ mile North of Timonium Rd. on March 27. All are invited to attend.

15. Bob Allen reported that mowing of CCMA is contracted for at the old rate of \$40 per.

15. An Executive board meeting will be held to determine what the new dues structure will be. All members will be notified of the proposed changes.

16. The Westminster VFW announced plans to erect a memorial dedicated to all service men and women who have (and will) serve this U.S.A. The WAM club will decide on a contribution toward this memorial.

17. A discussion about products, projects, and accidents was held. John Sterrett displayed a "Spirit 100" (Great Planes kit) sailplane that is close to completion. John plans to have it towed aloft with his big Telemaster. We want to be there.

18. The 50/50 was drawn for Tom Hier. Tough, Tom, you gotta be there to win!



FIELD IS OPEN!!

Hopefully, April will arrive in full bloom with warm temperatures, gentle winds, green grass on the field, and lots of flying. We'll be able to see all of the new projects take to the air. Hopefully, we won't see any new high altitude landings, but you never know. We'll also begin the contest for the annual Kamikaze award. Put those babies in the air and let's see what happens this year!!

Bowesox's Law of the Workshop: If you have only one nail, it will bend.

Rule of Political Promises: Truth varies.

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



CURRENT SCHOOL MODEL AIRCRAFT STATUS

By Ray Miles

Two more models have been added to the display at the Oklahoma Road Middle School in Eldersburg. A model of a C/L monocoque, owned by Milt Peacock but under loan to the club, and the F-5 Phantom jet are the two additions.

On my next visit there I will take the Saturn V-5 rocket and the Open Bay Shuttle models. They were not asked for, but I know they will be very much appreciated by the school. I will get an initialed receipt of loan at that time and give it to Bill Hasert for the club records. Bill and I figured that these models would serve a much better purpose on display at the school than boxed up in a garage. Credits are displayed acknowledging the Westminster Aero Modelers display.

Any time that any club member would like to view the display, please check in at the office so they are aware that you are there. The address of the school is 6300 Oklahoma Road in Eldersburg. You can see the school from Liberty Rd. right behind McDonald's as you head toward Baltimore from Rt. 32. (It's across Liberty Rd. from Carrolltowne Mall). The display can only be seen during school hours Monday - Friday. If you prefer, you may call me and I will accompany you, as I'm free a good deal of the time. The best time to catch me is in the evenings.

Editor's Note: This display will impress you, and represents the time and effort of those who were members of the School Flight Program (not including me). The craftsmanship is terrific, and these models were viewed by every 3rd grader in Carroll County for 10 years. If you are ever in the area during the week, you won't be wasting your time if you spend a little time visiting the school. Keep it in mind as you drive around the Eldersburg area.



THE BIG LIE

*By Ron Lockhart as published in
The AMA Newsletter and reprinted in
The Marks Informer, Art Perry, Editor*

O.K., so that's a bit harsh. I'll be charitable and call it a "big fib." You have heard it, or read it many times. It seems like we often hear, "It flew beautifully, and didn't even need any trim!" Magazine articles on kit reviews or new designs like to use this big fib. Too often we read: "It practically flew right off the drawing board," or, "The maiden flight was a dream, it didn't even need any transmitter trims changed."

Don't believe it! It is a rare event that a new airplane flies well without trim changes. It may be a proven design, but the designer can't know everything about the way it was built and the way it will be flown. It can, and should, be trimmed, adjusted, and changed to make it fly the way you want it to. The recommendations in the instructions are a good way to start, and make it highly likely that your new craft will survive its test flight.

Editor's Note: Even well built, decently trimmed new airplanes piloted by capable RC enthusiasts don't even survive the first day. The test flight may go well, but you never know when a John Schaffner is in the airspace occupied by your new plane. Trim doesn't mean a thing when your airplane and someone else's happen to want a very close look at each other. (Sorry for the digression).

So, after the first flight, now what?

TRANSMITTER TRIMS

If some of them are not close to centered, adjust that control surface so they will be closer to center. Make small adjustments. One to three turns on the clevis should be enough. Adjust all control surfaces, and the nose wheel, if present. If all trim lever travel has been used, it will probably take three turns to get it close to center.

CONTROL SURFACE THROW

If the controls are too sensitive, reduce control throws on the rudder and ailerons. Make minute reductions. Move one hole on the control horns, or about three turns on the threaded stud type control horns often used on ailerons. If some controls were not very effective, or not sensitive enough, increase the throw a little. If the elevator is too sensitive,



BY THE WAY

From Ray Miles

I was very pleased that the club recognized both Milt and myself with an honorary membership. This was totally unexpected and totally appreciated. You'll be seeing me on occasion, so you better watch out. Just joshing.

Glad the "Chile Fly" went well. I got cold reading about it and the chile gave me heartburn. Good Stuff

there are two possibilities. You can either reduce the elevator throw, or move the balance point or center of gravity forward. If the plane flew smoothly but was sensitive to small amounts of elevator stick, then reduce the elevator throw a little bit. If the plane was smooth and landed going fast, with most of the elevator being used, increase the throw a little. If the plane tended to climb, would not settle into stable flight, tended to balloon on landing, or needs "down" elevator trim, then you likely have a tail heavy plane and need to move the center of gravity forward.

CENTER OF GRAVITY (BALANCE POINT)

Tail heavy airplanes are tough to fly even for an experienced pilot. They have lots of bad habits. (Pay attention, Bill Woolston). Examples include: a tendency to lift off at low airspeed, ballooning on landing and resistance to trimming. Move the CG forward to reduce these problems. You may do this by adding nose weight or shifting the battery or other equipment forward in the fuselage. If it means adding weight to your plane, do it. This is one case where the added weight is well worth it.



MISSING BUDDY BOX

From Milt Peacock

Last October or November I placed an Airtronics "Buddy Box" and cable in the radio impound at CCMA. It is a 4 channel Buddy Box only and cannot be used as a TX because all the guts are not in it. **IT IS MISSING !!!!!!!!!** Please return it as it is for everyone's use. No questions asked. Just put it back.

THANKS

BUDDY BOXES FOR FLIGHT INSTRUCTION

Bob Allen reported that he is making progress on the Buddy Box situation and that he hopes to have everything in order for spring flying. He will be ordering whatever we need and everything should be ready shortly. Having buddy boxes and trainer cords readily available at the field will make it very easy for new flyers to receive instruction without having to search for a buddy box and cord to use. Good Work, Bob Allen!!

News Flash!! Spacewalker is coming together!!



HAPPY BIRTHDAY!!

APRIL

Tom Hier

Milt Peacock

Terry Reeves

Denny Roberts



AVIATION HISTORY

APRIL



- 2 1941 Heinkel He280V prototype, the first aircraft designed as a jet fighter and also first with twin engine turbojet powerplant, flies for the first time.
- 3 1933 First airplane flight over Mt. Everest.
- 12 1961 Yuri Gagarin becomes the first human in space.
- 12 1981 Space shuttle "Columbia" successfully lifts off, landing two days later after 37 orbits.
- 13 1928 First East to West crossing of North Atlantic by Germans Herman Koehl and Guenther von Huenefeld.
- 15 1952 First flight of the Boeing YB-52 bomber prototype.
- 16 1867 Wilbur Wright born.
- 18 1942 Jimmy Doolittle leads 16 B-52's on a raid on Tokyo.
- 25 1948 First turbojet engine to exceed Mach 1.
- 28 1927 First test flight of the "Spirit of St. Louis."
- 29 1972 First fly-by-wire flight.

EARLY EDITION

This T/S was completed a week earlier than usual because I am going on vacation. If something important does not make it into this T/S, we'll discuss it at the meeting and/or in the next T/S. I haven't heard from "DEADSTICK" in time for this issue, nor gotten a report from John Sterrett about happenings at the field.

Get ready to fly!! We NEED someone to be the Events Chairman. Fun Flies need to be scheduled, etc. Also, an Xmas Dinner chairman is needed.



NEW ENGINE MOUNT

*Courtesy of Tom Smeltzer
In The Dead Stick Flyer, HCMA*

Hangar 9 has a new Ultra Engine Mount. It fits all .58 thru 1.35 2-cycle and .91 thru 1.40 4-cycle engines. It is cast from aluminum and weighs less than 6 oz. This is a universal engine mount that has slotted beams. Since it is slotted, it is very easy to adjust the engine fore and aft for balance or to fit a cowling. The screws are tightened for a perfect spinner gap every time! The slotted design makes switching to different engines quick and easy. When Hangar 9 was testing the CAP 232, they tested three different 2 strokes (Webra 1.20, GMS 1.20, and ASP 1.20) and two different 4-strokes (Saito 1.50 and a Saito 1.20 in one afternoon. Retail price is only \$ 9.95



DOORS FOR BUILDING BOARDS AVAILABLE

At the last meeting John Schaffner mentioned that he has several hollow doors available which can be used as "building boards." They are free to anyone who wants one. I assume this is a "first come, first served" type of deal. I doubt that free delivery is provided, and John did say that he did NOT fill in the lock holes for you.

If you can use one of these doors, give John a call @ 410-584-2754. Thanks, John, for the nice offer.

SECURING THE PROPELLER

From The Marks Informer, Art Perry, Editor

Often, either while trying to start your engine or after it has run for a while and has become hot (especially 4-stroke engines), you detect a small "pop" and suddenly the propeller is completely loose. If this happens in the air, you are in trouble! The little "pop" was a backfire and it loosened the propeller nut. One solution is to go down to your hardware store and buy a "pal" nut. Pal nuts are used on anything that you definitely do not wish to loosen. Put your prop on normally and then thread the "pal" nut on top of the prop nut and tighten it down against the prop nut. Presto - you have done it - no more loose props from backfires. "Pal" nuts are thinner than regular nuts and should fit onto the engine shaft just fine. They cost only a few cents each.



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
Nick.jonckheere@kh.khbobo.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!



WHAT? DOING IT AGAIN?

By John Schaffner

We drove on down to Bastogne where Vince had told us that he had a pleasant surprise for us. He spoke of this "surprise" before and nothing we said would bring it out of him. After getting parked in McAuliff Square we walked on down the main street and Vince led us into the Hotel de Ville (City Hall.) In the lobby there was a distinguished looking gentleman who turned out to be the Deputy Mayor, M. Marcel Lafontaine, standing there with several others in front of a life size bronze statue of an American soldier. Vince introduced us, and, with a reporter and cameraman standing by, welcomed us with a nice speech (in French) and invited us to his office upstairs. Now what? We settled down around the big desk and an aide served us coffee (it was already hot enough to fry eggs on the sidewalk.) There was more casual conversation and expressions of gratitude to the Americans who gave them back their freedom (twice). Vince Gerard did the translating for us. And then John Gatens and I were presented with the (Commemorative) Medal of Bastogne. Quite a surprise indeed! The only regret is we were dressed for tramping the woods, not receiving honors. The next day the Bastogne newspaper had an article about us, complete with two photos. We were totally unprepared for this and left somewhat overwhelmed by the whole affair. From the Bastogne newspaper, *La Lorgnette*: "A few days ago two American veterans came back to Bastogne and the area. They were John Schaffner and John Gatens who had been mainly fighting at Baraque de Fraiture. This crossroads had been defended heroically by the soldiers of the 106th Infantry Division who wanted to prevent the German advance towards Liege, and did so during the fighting that was taking place 19 - 23 December 1944. They were greeted at the City Hall by Marcel Lafontaine, who presented the Commemorative Medal of Bastogne to them. They also were escorted to the Bois de la Paix at Bizory to view the trees that had been planted in their honor. This was also the opportunity for Armand Schmitz to speak with another former prisoner of war, John Gatens, who spent four months as a POW and lost 20 kilos as a result."

After this most pleasant surprise we stopped in a

bakery, selected outrageous, custard filled pastry, and just enjoyed being there. (Note: At this time we knew nothing of the trees. That was coming later as another surprise.) From where we had parked in McAuliffe Square we drove to the Musee L'Histoire et d'Archeologie, just a few minutes away. M. Robert Fergloute, the curator, had been in our little party at the City Hall, but we had not been introduced at that time. He very graciously invited us to tour his museum, which housed much of the history of Bastogne, from its founding during Roman times to the present. In addition, there were many items from the memorable siege that took place there in December 1944 when the German Army threatened to take the city. Everything from uniforms to unexploded (empty) 500-pound bombs (& parts of bombs), ration packages, small arms of many types, U.S. and German field equipment, et.al. While there, M. Fergloute asked me for photos of myself, in uniform and current, for his museum. (It's a real kick in the head to find out that you are now a museum piece!!! What's next?)

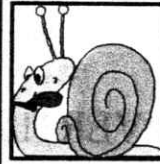
That night we stayed at a neat little hotel just across the Belgian border in Pommerloch, Luxembourg. Across the road from the hotel was a very nice restaurant where we bought dinner. (During this whole trip we have never been disappointed with either the accommodations or the food.)

25th. We had an appointment to meet with Frank Kieffer, Curator of the WW II Museum in Clervaux, and the welcoming committee from the CEBA organization of Luxembourg at 14:00 at "The Monument of the G.I." So, having a little time, we toured on our own around the beautiful Luxembourg countryside. We were a little early arriving at Clervaux. What does one do with this extra time? Find a place to have a little refreshment, of course. So, we picked out a nice looking place on the square where we could sit next to a window, have a beer, and watch for Frank. Sure enough, as the time for our appointment drew near, so did our friend. He spotted us through the window of the tavern and, after a short beer for himself, escorted us to the "Monument of the G.I." M. Camille Kohn, President of CEBA, and his committee welcomed us there. It was also a pleasant surprise to find that two of our Belgian friends, Henri Rogister and Jean-Marie Fosty, representing the CRIBA organization, were there. After

M. Kohn's prepared remarks for the ceremony, John Gatens and I placed a bouquet at the monument. Then we all retired to the museum where we were treated to a "Vin d'Honor" ceremony and more very nice remarks by M. Kohn. Again we heard words expressing the debt to the American soldiers that could never be repaid. We met all those in the party and found that at least two were Americans. One, Joe Dondelinger, had been born in Luxembourg and was back there on a visit. I found that we had much in common in spite of a wide difference in age. Joe is a Professor at Augustinia College in South Dakota, and also an avid modeler. After much chatter, and after we had consumed all the wine, Frank escorted us through the museum. Of course, I was very pleased to be able to see those models that I had built on display. This museum is housed in the several centuries old castle. During the Battle of the Bulge this town was heavily defended and as a result the castle was severely damaged and burned out. It has been restored to its original appearance and is now a popular attraction for tourists. The next day, 26th, we met with Frank Kieffer again who guided us around the area of Clervaux and Wiltz where the area saw much fighting. We stopped briefly in the village of Eschweiler where the story of Private George Mergenthaler came to light. He was the grandson of Otto Mergenthaler, the inventor of the linotype machine. This machine revolutionized the printing industry and made the Mergenthaler family very wealthy. No doubt, young George could probably have pulled strings and stayed out of the military, had that been his way. In December of 1944 his infantry unit was occupying the village of Eschweiler when the Battle of the Bulge occurred. The village was overrun and captured by the Germans after a fierce firefight. The village was leveled during the battle. All of the buildings, including the church, suffered extensive damage. When the American Army re gained the initiative and re-took the area later, the body of Mergenthaler was found along with others buried in a shallow grave. Since Mergenthaler had become acquainted with the local priest during the brief period of occupation, he was immediately recognized by certain clothing on his body. When peace finally came to the area the Mergenthaler family provided the financial support for the restoration of the village and the church. The

interior of the church is decorated with a large religious mural that depicts young George Mergenthaler's face on one of the figures. Also, there is a colored art-glass window finished with the seal of the U.S. Army and the insignia of Mergenthaler's unit.

To be continued.



MEMBERS NEEDING TO PAY DUES FOR 1999

From Bob Allen

The following members have not yet renewed their membership in WAM for 1999. This notice in the T/S is not meant to embarrass anyone – it's just easier to put this in the T/S than to write letters to the folks listed below.

Please note that there is a \$ 5.00 reinstatement fee if dues are not paid by March 1. Also, I will be making badges for the members on or around February 28, and if I haven't heard from you by then, it will be a while before I make another run. So, please send in your dues to renew membership in WAM.

John Alford	George Schollian
Ben Dawson	Walt Smith
Jim Garrett	Jim Spence
Bob Jenness	Bernie VanMeter
Dan Richardson	Bill Woolston
Mickey Yachera	

Editor's Comment: If you have not contacted Bob to pay your dues, this will be your last newsletter. Besides, if you don't renew your membership in WAM I'll have to redo the roster, mailing list, etc. Please spare me the pain and agony and re-up in WAM. And, by golly, I would like to continue sending the T/S to you. So, please get your dues to Bob ASAP.

LUCK COMES IN MULTIPLE FORMS

From Daffy-nitions

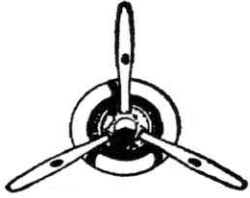
As printed in the AMA Newsletter, Feb., 1999

Plain Luck: Very sparse on your side, but plenty with your flying buddies, only they refer to it as skill.

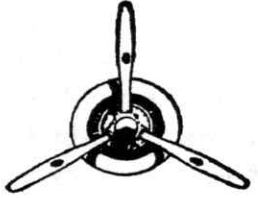
Tough Luck: What you usually have. Your flying buddies refer to it as lack of skill.

Bad Luck: Same as Tough Luck.

Good Luck: What you need the most, but rarely have.



CLASSIFIED ADS



PLEASE READ THE ADVERTISEMENTS BELOW FIVE TIMES!!

OUR CLUB STILL NEEDS VOLUNTEERS
FOR THESE IMPORTANT POSITIONS (I THINK)

WAM NEEDS A FEW GOOD PEOPLE

EVENTS CHAIRMAN: There is a very important position in the club that needs to be filled soon. That role is events chairman, and the person holding that job is primarily responsible for scheduling and arranging our Fun Flies. The volunteer is free to also be responsible for the Xmas Dinner, but I don't think this is an absolute necessity. It is a rewarding job and WAM depends on this job being done to keep these events moving along. Requirements for this job are not demanding. Any current WAM member will be accepted. Pay scale is low, but the gratitude of the club is high. You may have so much fun that you'll do it again next year.

Anyone who is interested should give President John W. a call at 410-840-8518. There is always plenty of help available from our members, and the job is not as difficult as it may seem. **PLEASE CONSIDER ACCEPTING THIS EXCITING AND REWARDING POSITION! Thanks!**

XMAS DINNER CHAIRMAN: Guess what? WAM needs a volunteer to coordinate our annual Xmas Dinner, Awards Night, and Elections which will be held on Saturday, December 4, 1999. Think it's too early to volunteer? Wrong! The event is only 10 months away, but the VFW Hall needs to be reserved and thoughts gathered. As usual, WAM always provides enough volunteers to help the chairman, and this event is always a pleasant evening. As is all jobs, this one will pay you nothing except the knowledge that we all appreciate it and your own good feelings that you have helped the club. And if someone really wants to feel noble and helpful, that person could serve as Events Chairman and Xmas Dinner Chairman. (I believe that President Wunderlich did this last year). The job is yours for the asking.

FLEA MARKET CHAIRMAN: BILL WOOLSTON HAS TAKEN THIS POSITION. WAM THANKS BILL FOR VOLUNTEERING TO COORDINATE THIS IMPORTANT FUND-RAISER FOR THE CLUB. PLEASE BE READY TO HELP BILL WHEN HE ASKS FOR YOUR ASSISTANCE.

**THIS AD WILL STOP WHEN SOMEONE HAS VOLUNTEERED FOR
THE POSITIONS OF EVENTS CHAIRMAN AND XMAS DINNER
CHAIRMAN. PLEASE CONSIDER HELPING THE CLUB!!**

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet Bill Woolston
Tree Landing with Engine Running Wendell Richards
Most Mid-Air Collisions (2): Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1) Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane Terry Reeves
Most proficient helicopter pilot: Bob Allen
Most money spent on helicopters: Bob Allen
Person teased the most at CCMA: Ron Bowen
Person most deserving of being teased at CCMA: Ron Bowen
Person taking the longest time to Complete a model: Ed Goldman

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



PICTURES, ANECDOTES, OR STORIES FOR THE TALESPINNER

It would be nice to include pictures, tales from the flying field (as John Sterrett regularly does), anecdotes, funny flying phenomena, etc. in the T/S in an effort to have more personal material in the T/S. You could take a picture and/or provide me with little "you should have seen what happened last Sunday" type reports.

It was also brought up that a club photo album could be kept and looked at by the members, especially at the December banquet. Good idea!

Articles relating to any modeling subject (engine break-in, covering a plane, balancing a plane, setting up landing approaches, etc). Even though older members have heard these things before, many new members haven't. I'll look forward to receiving anything interesting you can gather up.

FACTS OF LIFE

From The Clipper, Dave Lewis, Editor

1. The two most common elements in the universe are hydrogen and stupidity.
2. If at first you don't succeed, skydiving is not for you.
3. It has recently been discovered that research causes cancer in rates.
4. Paul's Law: You can't fall off the floor.



ANOTHER BRILLIANT IDEA

By Eddie the Editor

It seems as though several members' brain cells have been working overtime, and ideas are pouring out. First, Wendell Richards comes up with the great "Chile Day," which was fantastic fun. Now Bob Allen is thinking about a "Mandatory Fly Day" for all WAM members. While the concept is not fully formed (Bob's brain is still working on it), I think the day will require that all WAM members who are capable must fly an airplane or face some sort of penalty. What the penalty might be is up for speculation, but I'm sure we'll find out eventually.

Keep your ears tuned at the meetings for Bob's latest brainstorm. When plans are finalized, we'll all be in for a good day at CCMA. What will we think of next?

CANOPY TIPS

From Tale Spins, Ted Bozanich, Editor

Some builders try to keep their sticky fingers off the canopy or try very hard to keep the plastic from being scratched. Don't worry about it! Sand the whole canopy down with 400 grit wet/dry sandpaper, then mask it off from the rest of the plane. Now spray it with clear acrylic paint and it will look better than new.

Putting on a canopy can be a real challenge, but mixing some epoxy with micro balloons and building up an edge to set the canopy on will make the job much easier. Sand the edge to shape, then attach the canopy with CA or epoxy. Now smooth it out by sanding.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296



COMING EVENTS



- Apr. 6 WAM Meeting-VFW Hall-7:30 p.m.
 Apr. 9-11 Toledo R/C Expo. Check details at www.toledoshow.com.
 Apr. 18 BASS Club Contest-Open-Villa Maria (Timonium) Call Bill Hasert for details
 May 15-16 BASS sponsored Meet. Towson. Call Bill Hasert for details or check jappling@qis.net
 May 21-23 T.O.C. of Md. Check www.artvail@erols.com
 June 19-20 Carroll County Air Show. Hot Dog Stand, Flying Demo, Food, Excitement. Be there!

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of LOU OMANSKY. WAM thanks LOU for his efforts!

U
M
M

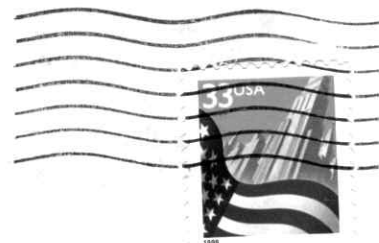
G
O
O
D
!



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

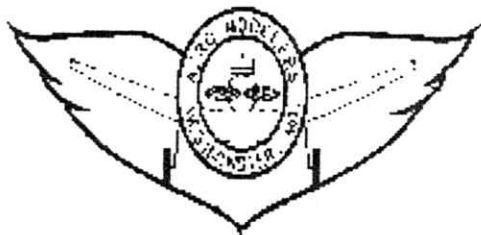


The WESTMINSTER AERO MODELERS meet on the First Tuesday of every month, unless otherwise noted, at 7:30 p.m. in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!

21030+1013





WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
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 4, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 4

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

I want to thank everyone for their efforts in formulating the Dues restructuring. It was refreshing to see everyone working together to finalize this important issue. As I mentioned at the meeting, this will result in amendments to the By-laws. The By-laws Article that is affected will be in The Tailspinner. The current Article will be shown along with the proposed amendments. This will indicate which changes need to be voted upon. Once this is approved, we can concentrate on FLYING.

Speaking of flying. I hope you have taken advantage of the spring weather we have been having lately by visiting our flying fields. I hope to see you there soon. Expect to see all of you at the next meeting.... GET INVOLVED!

Wishing everyone safe landings,

John

ROSTERS ARE READY

The 1999 rosters are available. They will be at the May 4 meeting – another reason to attend. If you can't get to the meeting and would like a current roster, call Eddie the Editor (410-848-3835) and I'll see that you get one.

MANDATORY FLY DAY – JUNE 13

Since no one has volunteered to run the "Mandatory Funfly", I, President Wunderlich, have scheduled it for Sunday June 13 starting at 1 p.m. Whoever doesn't show up without a valid excuse will be the new Events Chairman!

PLEASE READ!

Several very important events are coming up. At the next meeting an Important Discussion and vote will be taken affecting the dues structure and membership categories. Please read Page 3 for the proposed changes and attend the meeting to give your input and vote on the issue.

Milt Peacock will give a demonstration at the meeting on how to do Rib Stitching on our models. Should be interesting.

Page 9 is devoted to the upcoming Field Work Days as well as what has already been accomplished due to the hard work of several members. Please read about the upcoming projects and VOLUNTEER to help out. These projects are for you and your club. Don't let several people do all the work.

The Air Show is also coming up in June. Plan for that weekend to help with the Hot Dog stand and raise money for WAM while having a good time.

BE INVOLVED AND DO YOUR PART,
PLEASE!



MINUTES OF WAM MEETING

APRIL 6, 1999

By John Schaffner

1. The March meeting of WAM, opened at 7:45 PM with President John Wunderlich presiding. Present were 15 members and three guests, Honorary Member Milt Peacock, former member Ken Davis, and Ron Bowen brought his friend, and active R/C flyer, Henry Bergen.
2. John Schaffner sat in as substitute secretary in the absence of Pat Kowalski.
3. A reading of the minutes from the March meeting was waived since they were approved as they appeared in The Talespinner.
4. President John stated that he has been in touch with June Poague concerning this years air show and the situation will be same as last year with the Club handling the R/C flying and the hot-dog stand. We must have volunteers to make it work. Reserve 19-20 June.
5. Vice-Pres. John Sterrett commented on flying at the CCMA and a successful "piggy-back" flight of his new sailplane.
6. International correspondent, John Schaffner, read an exchange of letters with our man in Oostende, Belgium, Nick Jonckheere.
7. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members.
8. Bill Hasert, AMA Rep., reported Leadership Status for the club is established with AMA and distributed pins to those members not having one already. Bill also announced up and coming events in the R/C community. May 22 a Flea Market will be held by the Frederick Club at the 4-H Center on Basford Road, off of Rt.15
9. Field Marshall, Lloyd Briggs was absent but reports are that the field and the lane are both in good shape. Come and use it.
10. Membership Chairman Bill Woolston reported no new applications at this time, but he has had an inquiry via e-mail from a prospective member.
11. Wendell Richards reported that all club property is accounted for.
12. Ed Goldman always is looking for stuff for The Talespinner. Any appropriate photos will be welcome for consideration.
13. The "Buddy-Box" is still missing from CCMA. If

anyone knows of its whereabouts we would like to have it back at the field.

14. The new mower has been used at Baugher's Field and will be housed in the out-building that has been erected there. Drivers will be needed on occasion, bring gas. Bob Allen stated that the locks will be changed in the near future and new keys will be distributed to anyone wanting one. They will be keyed alike.

15. Bob announced two work days are scheduled: May 1, 1999 at 10:00 AM at the Baugher Field and May 15, 1999 at 10:00 AM at the CCMA. Muscle is needed to erect assembly tables, pavilions, flight boxes, move the impound box at Baugher's, etc. Bring your plane for after.

16. Richard Jakubs stated he will have 500 tickets printed for a 50/50 to be held at the Flea Market in October. Money made on this is important to help pay for those nice little "extras" at both fields.

17. An Executive board meeting was held to consider the proposal for changes to the dues structure. The club voted to approve those changes discussed. All members are notified of the changes via The Talespinner as set forth in the Club By Laws. See more details in this issue.

18. No date has been set for the "Mandatory Fun Fly" as yet, stay tuned.

19. Milt Peacock will be at the next meeting (May 4, 1999) to demonstrate rib stitching to all present.

20. All members are advised to be aware of the potential danger of horses and riders crossing near the end of the runway at CCMA. We will erect a sign on the trail for their benefit.

21. Ron Bowen brought in his very nice looking Hanger-9 ARF J-3 Cub. It looks like it is almost ready to fly. Nice job Ron!

22. The 50/50 was drawn for Joe Hamblin. Gotta be there Joe, or you'll never get rich.

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



NAME TAGS

If you don't have your name tag, Bob Allen does. He will have them at the next meeting. Please plan to attend (an important vote also will take place) to pick up yours. Bob says he can't mail all of them and would appreciate being able to give you yours. Attending the meeting is the best way to handle this, according to Inverted Allen.

PROPOSED CHANGES TO THE BY-LAWS REGARDING MEMBERSHIP QUALIFICATIONS, DUES, AND ASSESSMENTS

PRESENT VERSION

ARTICLE V — WAM MEMBERSHIP QUALIFICATIONS, DUES, AND ASSESSMENTS:

Section 1 – Classifications

The classifications of membership are as follows:

- | | |
|---------------------|--|
| A. Junior Member | Up to and including 15 years of age as of Jan. 1st of the current year. |
| B. Senior Member | 16 to 20 years of age as of Jan. 1st of the current year. |
| C. Open Member | 21 to 59 years of age as of Jan. 1st of the current year. |
| D. Senior Citizen | 60 years of age and older as of Jan. 1st of the current year. |
| E. Associate Member | Any paid up member of WAM not belonging to the AMA. |
| F. Honorary Member | This membership shall be bestowed upon an individual whom the club wants to recognize, and such membership shall require approval by a majority vote of those present at a regular monthly meeting. The length of such membership shall extend through the current calendar year. Such membership shall NOT include flying privileges, and DOES NOT require AMA membership. Current members of WAM are NOT eligible for this membership. |

Section 2 – Dues

A. The amount of the annual dues will be determined by, subject to changes and revisions, the approval of the general membership.

B. The annual dues shall be:

- | | |
|------------------|---|
| Junior Member | One quarter (1/4) of the full open member dues. |
| Senior Member | One half (1/2) of the full open member dues. |
| Open Member | Full annual rate then in effect. |
| Associate Member | Same as Open Member dues. |
| Elected Officers | One half (1/2) of the full open member dues. |
| Honorary Member | NO dues or assessments. |

PROPOSED CHANGES

(All changes are underlined and in bold type)

Section 1 – Classifications

The classifications of membership are as follows:

- | | |
|-----------------------------|--|
| A. Junior Membership | Up to and including <u>17</u> years of age as of Jan. 1st of the current year. |
| B. Open Member | <u>18 years of age and older</u> as of Jan. 1st of the current year. |
| C. <u>Family Membership</u> | <u>Open member and immediate family.</u> |
| D. Honorary Member | No change. |

NOTE: Senior, Senior Citizen, and Associate membership classifications have been eliminated.

Section 2 – Dues

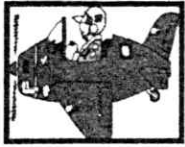
A. The amount of the annual dues will be determined by, subject to changes and revisions, the approval of the general membership.

B. The annual dues shall be:

- | | |
|-----------------------|--|
| Junior Member | <u>\$ 25.00</u> |
| Open Member | <u>Full annual rate then in effect.</u> |
| <u>Family Members</u> | <u>Full open member dues + \$ 15.00.</u> |
| Honorary Member | NO dues or assessments. |

C. New Member Incentive: A new first time member to WAM will pay one half (1/2) of the Open Member dues for the calendar year until Sept. 30. Beginning Oct. 1, a new first time member to WAM will pay the full Open Member dues which will provide them membership in WAM for the remainder of the current calendar year and the next calendar year.

NOTE: Senior, Senior Citizen, Associate, and Elected Officers dues structures have been eliminated.



WESTMINSTER AIR SHOW

JUNE 19 - 20

Mark these dates on your calendar and plan to be there. WAM will again maintain the famous Hot Dog Stand, as well as put on a flying demonstration. Wendell Richard has graciously agreed to run the stand again this year. He will need all the volunteers he can get. Last year we had enough, with the help of some of the members' wives. Working at the stand is actually fun, and not hard at all. I'm not sure at this time who will coordinate the flying activities, but it may be John Sterret or Wendell (or somebody else). If you would like to fly, please let someone know.

Remember, this event has several benefits to the club. It gives us great exposure to many people, presents the hobby of R/C flying in a favorable way to the entire crowd, serves as a way to attract new members and present ourselves to the public, AND, WAM profits greatly from our efforts. Last year a very nice sum was raised, allowing us to improve our flying fields with funds other than those raised by dues. June Poage has been very kind to us, and we appreciate her help a great deal. B



MISSING BUDDY BOX

From Milt Peacock

Last October or November I placed an Airtronics "Buddy Box" and cable in the radio impound at CCMA. It is a 4 channel Buddy Box only and cannot be used as a TX because all the guts are not in it. **IT IS MISSING !!!!!!!!!** Please return it as it is for everyone's use. No questions asked. Just put it back.

THANKS

BUDDY BOXES FOR FLIGHT INSTRUCTION

Bob Allen reported that he is making progress on the Buddy Box situation and that he hopes to have everything in order for spring flying. He will be ordering whatever we need and everything should be ready shortly. Having buddy boxes and trainer cords readily available at the field will make it very easy for new flyers to receive instruction without having to search for a buddy box and cord to use. Good Work, Bob Allen!!

News Flash!! Spacewalker is slowly coming together!!



HAPPY BIRTHDAY!!

MAY

Frank Guiffre

Dan Richardson



AVIATION HISTORY

MAY



- 4 1927 First balloon flight to reach an altitude higher than 40,000 feet.
- 5 1961 Alan Shepard and "Freedom 7" complete the first American sub-orbital flight (15 minutes, 22 seconds).
- 13 1918 First airmail stamp issued at a cost of 24 cents.
- 14 1908 Charles W. Furnas becomes the first airplane passenger while flying with Wilbur Wright.
- 15 1918 First regular air mail service begins.
- 18 1953 Jacqueline Cochran becomes the first woman to break the sound barrier.
- 20 1927 Charles Lindbergh departs New York on his non-stop solo flight across the Atlantic Ocean. He arrives in Paris 33 hours, 39 minutes later.
- 21 1932 Amelia Earhart becomes the first woman to fly solo across the Atlantic.
- 23 1848 Pioneer aviator Otto Lilienthal born.
- 23 1906 Wright brothers receive a patent on the airplane.
- 24 1962 Scott Carpenter becomes the second American to orbit the earth.
- 25 1927 James Doolittle flies the first successful outside loop.
- 27 1931 Auguste Piccard becomes the first person to reach the stratosphere (51,777 feet).
- 30 1966 The "Surveyor" makes the first soft landing on the moon.

Orville Wright said to his brother, Wilbur, " You were only in the air for twelve seconds. How could my luggage be in Cleveland?.....Red Skelton

Flying? I've been to almost as many places as my luggage!.....Bob Hope



ANOTHER NEW PLANE

At the last meeting, Ron Bowen brought is latest and greatest model – a Hangar 9 Piper Cub. Ron did a nice job putting this ARF together, and it looks good. The plane is powered by a Saito .56 4 cycle engine, and should be a pretty sight to see in the air. Ron did say that he put in a tremendous amount of right engine thrust so that he will have a very easy time making those right turns that he is so famous for. We look forward to seeing Ron put this new flying machine in the air and cheering him on. (This means you, Bob Allen).



DOORS FOR BUILDING BOARDS AVAILABLE

At the last meeting John Schaffner mentioned that he has several hollow doors available which can be used as “building boards.” They are free to anyone who wants one. I assume this is a “first come, first served” type of deal. I doubt that free delivery is provided, and John did say that he did NOT fill in the lock holes for you.

If you can use one of these doors, give John a call @ 410-584-2754. Thanks, John, for the nice offer.

If these doors are not taken soon, they will be discarded. So, if you want one, you better call me soon! Two sizes are available: 30” x 80” and 24” x 80.”



CANOPY TIPS

From Tale Spins

As seen in the AMA Newsletter

Some builders try to keep their sticky fingers off the canopy or try very hard to keep the plastic from getting scratched. Don't worry about it! Sand the whole canopy down with 400 grit wet/dry sandpaper, then mask it off from the rest of the plane. Now spray it with clear acrylic paint and it will look better than new.

Putting on a canopy can be a real challenge, but mixing some epoxy with micro balloons and building up an edge to set the canopy on will make the job much easier. Sand the edge to shape, then attach the canopy with CA glue or epoxy. Now, smooth it out by sanding.



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	Nick.jonckheere@kh.khbobo.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!



WHAT? DOING IT AGAIN?

By John Schaffner

Traveling continued

That day we also visited Dahl, Luxembourg, the site of a battle that resulted in Sgt. Day Turner being awarded the Congressional Medal of Honor. This is more a place than a village, only a few houses along the road. Frank introduced us to the family now living in the house there and they graciously invited us in for refreshments of a drink and cookies. Another unexpected pleasure to visit with these folks. Outside, in the yard of the house is a monument to Sgt. Turner flanked by flagpoles that fly the flags of the U.S.A. and Luxembourg. The family living here attends to the monument. They place flowers and fly the flags on every occasion. This American soldier is being remembered.

During this day Frank drove us to a wooded area that contained the remains of a crashed Lockheed Hudson. On the evening of March 20, 1945, this aircraft had been on a secret mission with a crew of four British airmen and three Belgian secret service agents. Details of the event are not available, but the plane was shot down just after midnight, about 12:45 AM. The shootdown was witnessed by the cure of the hamlet of Hupperdange, Father Michel Magerus. About 15 minutes later there was a knock on his door and it was the sole survivor of the Hudson. It was the pilot who landed in his parachute with severely burned hands and face. The bodies of the other six men were recovered from the wreckage and buried there in a small cemetery created just for them. It is a small clearing complete with six monuments and surrounded by parts of the Hudson. On either side are the two engines and outboard wings, with a part of the tail section in the rear. As sacred as a cemetery should be, we saw evidence of vandalism there. The upright blades of the two propellers had been sawn off at the hubs. Someone had to really go out of their way to accomplish this disgusting act.

Later, that evening, Frank took us to his home for dinner and showed us his huge collection of military items from WW II. Frank is quite a collector of note and has not only stocked the museum in the castle at Clervaux with his supply of WW II equipment, weapons, and other military items, but has enough at his home to open another museum. I have

provided him with about a dozen scale models for display in his WW II Museum in Clervaux. I enjoyed seeing them there and volunteered to make a model of the B-29, "Enola Gay" for Frank. (At this time it is on display in the museum.) On the 27th Vincent Gerard met us again with another one of his "surprises." We met at McAuliffe Square in Bastogne along with members of the "Conservation Vehicles Group." These fellows were dressed in American G.I. uniforms and were equipped with two U. S. Army Jeeps and a 2&1/2-ton GMC truck, "ready for action." After introductions all around we loaded into the vehicles, Gatens in one Jeep, and me in the other, Ford riding with Eddy Monfort, and Mama Girard riding shotgun in the GMC. We then proceeded to drive out through "downtown" Bastogne to Bizory, an area northeast of the Mardasson Monument. Before we got very far my driver asked me if I would like to drive. Of course I accepted, so he pulled over and we changed positions. It was like pulling on an old glove. I think that he was amazed that I could drive his Jeep without clashing the gears.

We did not stop at the Mardasson Monument, but went on a short distance to Bizory and a place known as "Bois de la Paix." Here a woods has been planted in the shape of the logo of UNICEF. The trees appear to be a variety of birch and are planted fairly close together, about every six feet. Each one has an 8" x 8" post next to it about 18" high. After a short ceremony, a very sensitive speech by Vince Gerard, and a playing of the two (Belgian & U.S.) National Anthems, we were escorted to the trees in row #12. We found that one had an engraved brass plaque on the post with John Gatens name, state, and organization on it and another one for myself. How can you top that? I was visibly shaken. Just couldn't help it. After being home for several weeks I thought about how lucky I was to have my name here in this ceremonial spot, engraved in brass instead of chiseled into a white marble cross. I still get emotional when I think about it.

The next stop for our little convoy was not very far. We left the road and parked in the wide open area near a school building. Our Belgian drivers were a bit hesitant with what ever was coming next, but then went right to it. One passed around cups and another went into a G.I. pack and produced a bottle of something for making a proper toast. As I remember, we toasted several things: us, them, and

to-whom-it-may-concern. I love these guys. They sure know how to make somebody welcome. We then drove on to the monument dedicated to the American Indians who participated in the battle as communicators. The Germans who tried to "decode" their Navajo language were totally stumped. Adjacent to this site is a pasture holding about 100 or more American Bison peacefully grazing on what was once a bloody battlefield.

We finished this day at the home of Eric Urbain, another model builder, collector of war material, and student of the Battle of the Bulge. They had attended our ceremony at the "Bois de la Paix." Eric, his wife, Pascal, and their children entertained us with an excellent supper on their patio. We then spent several hours with them in their home. While still around the table John, Dave, and I entertained the group with an off-key rendition of "Home On The Range." And, they fed us again. (They probably thought that if we were eating we could not be singing.) Eric also had a friend there who was driving his own restored 1944 Jeep. I wonder just how many of those vehicles are still on the road. I'm sure that there are more of them in Europe than there are in the U.S.

To be continued



CORRECTIONS TO THE LAST T/S

Eddie the Editor made a typo error in the History section of the last T/S. Bill Hasert pointed out that the planes flown in Jimmy Doolittle's group were B-24's, not B-52's as was printed. Actually, the source of my information printed the error, and I copied it.

Also, Wendell Richards reminded me that he is NOT our Events Chairman. (Wishful thinking on my part). But this does bring up the fact that we still need someone to handle this easy job.

FREDERICK FLEA MARKET

Saturday, May 22 9 a.m. - 3 p.m.

4-H Center, 3702 Basford Road

Route 340 West /15 S to 15 South. 2 miles to Mountville Road...Left on Basford to 4-H.

\$ 2.00 Admission

Contact Adam Strausner (301) 473-4587



DEADSTICK LIVES!

Thanks should go to Bob (Inverted) Allen and Wendell (Submarine) Richards for supervising the erection of the metal tractor shed at Baugher Field. All others who helped should be thanked, as well. This shed will not only make mowing the field easier and more convenient, but will be an excellent storage facility for the new tractor and related equipment! They also deserve thanks for arranging the rolling of both fields in March which should make takeoffs a lot easier, especially for those with nose wheel airplanes. Editor's Note: I was beginning to think that we had heard the last of **DEADSTICK**, but thank goodness, he has re-appeared. Whoever **DEADSTICK** is, he seems to be in close touch with what's happening in WAM, and is complimentary to all those who help the club. Keep those reports coming, mighty **DEADSTICK** (whoever you are), because we count on your comments to WAM.

JOHN SCHAFFNER'S MESSAGE

John is away at Ocean City playing golf with his buddies. Have fun, John. He asked me to mention that "The Commander is coming back together. Wings and tail are O.K now, but I'm still patching the fuselage. The phoenix shall rise again! I have spoken.

MESSAGE FROM NICK J.

As sent to John Schaffner

It's been a long time since you heard from me, but you realized I had holidays. Two weeks which I divided into one week of relaxing and a second week of hard work. I went to school almost every day of the second week to work on my final project: the aero conversion of a VW flat four engine. It's now almost finished and we're going to run it next week. It's coupled with an eddy current brake so we can measure torque and calculate the power. Interesting.

Last Thursday, Guido Bouckaert, Ivan Becuwe and me (Aeroscript) visited British Aerospace Dunsfold, where the Harrier is made. Very interesting visit but no pictures allowed. Sorry it's only a short mail but I have too many things to do at this moment. Will E-mail more news a bit later.

CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Woolston
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen
Person taking the longest time to Complete a model:		Ed Goldman

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



EARLY SPRING FLYING

By John Sterrett

The first Saturday in April was a great flying day at Baugher's Field – a little windy but great for people. Bob Allen, Terry Reeves, Wendell Richards, Richard Jakubs, and I all had a great time!

Unfortunately, Richard Jakubs' MidStar 40 met with an unrepairable mishap when the wing broke, causing the aircraft to spiral straight into the ground from several hundred feet up.

Two new airplanes were flown for the first time. Wendell flew his new PT 19 which performed beautifully but, according to Wendell, was "a little bit slow." I flew my new Spirit 100 sailplane from the back of my Senior Telemaster piloted for the first time by Bob Allen who, in spite of the peanut gallery, did a very impressive job of handling the two aircraft under extremely windy conditions. His landings of the Telemaster alone could stand some improvement, but I shouldn't complain since he got it down safely. The sailplane handled very well, I'm happy to say!

Ballance's Law of Relativity: How long a minute is depends on which side of the bathroom door you're on.

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



UPDATE ON MANDATORY FUN FLY DAY

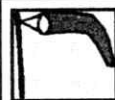
The Mandatory Fly Day was the brain-storm of Bob Allen. No specific date was ever set, so President Wunderlich settled on June 13 at 1:00 p.m. at Spiegel Field. According to John, an excuse will be necessary if you do not show up at the field and fly something! In addition, there is a chance that by not showing up, you will officially be proclaimed as the Events Chairman for the remainder of the year.

I have not heard about any specific rules regarding this event, but like all special days at the field, this one should be lots of fun. There will certainly be some cheering, teasing, hissing, etc. from the infamous "Peanut Gallery" during the flying. But just remember, you, too, will be in the air for all to witness. Plan to be there for the fun

BEWARE OF THE RIDERS

Spring is here and activity will be picking up at the flying fields. This also means that the equestrians will also be active around Spiegel Field. It behooves us to be watchful of their presence, and to be aware that riders will sometimes appear "out of nowhere" when they approach the field from the area "below" the field. They may suddenly be on the field itself, and not be aware that we are flying. Especially dangerous are the moments when we are taking off or landing. Please keep your eyes out for them.

Wendell will contact the county to look into having signs place on the equestrian trails alerting them of our presence and advising them to use caution and common sense when approaching the field.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

REQUESTED FIELD WORK DAYS

From Bob Allen

Field Projects

I would like to schedule two work days since both fields need some attention.

Saturday, May 1st at 10:00 A.M>

Baughers Field

1. Relocate the impound box.
2. Restrain and caulk the impound box.
3. Set up the frequency pins in the impound box.
4. Dig in 5 flight stations.
5. I would like to set up two work tables similar to the ones we have at Spiegel, except they would be wider to accommodate larger airplanes. Hopefully, if I have time, I will have the tables prefabricated before the workday. This project requires digging holes.
6. We need to put up the new pavilion. This requires digging holes and mixing concrete, setting bolts, running cables, etc.
7. Build and set two permanent benches under the pavilion. This requires digging, mixing and setting bolts.
8. We need to trim back the bushes so the grass cutting can be done without getting stickers in your ear. Ask Wendell.

NOTE: Most of the equipment and materials will be provided. What we need is MANPOWER! So don't be bashful, come on out. If you need directions, call me or Wendell.

Saturday, May 15th at 10:00 AM

Spiegel Field

1. Restrain the impound box.
2. Straighten up the Flight Stations. Add some new supports.
3. Overseed the field. DONE!
4. Trim the brush and clear away dead wood from the roadway. A lot of this work has been done. However, if anyone has a chain saw, bring it along. There are some good sized fallen trees that need to be cut back a bit.
5. Remove all the big chunks of asphalt and rocks from the roadway. Bring along some garden rakes so we can smooth out the road.
6. Put up the pavilion. DONE!
7. Straighten and mend fences.
8. I would like to find a good windsock and put it

up on the impound box, and make so it can be removed after each flying day. Any suggestions?

Note: There's not a lot of work to do at Spiegel field, but with a little help we can be flying by noon.

Report of Field Improvements

Made To Date This Year.

From Bob Allen

1. Both Spiegel and Baughers Fields have been rolled with a 5 ton vibratory roller, just after the frost was out of the ground.
2. A new 20 H.P. tractor with hydrostatic transmission was purchased for the maintenance of Baughers Field.
3. An 8' x 10" metal shed built on a pressure treated deck has been erected at Baughers Field to house the new tractor, along with other misc. club property and equipment.
4. We have spread 80 lbs. of grass seed at Spiegel Field.
5. The pavilion has been erected at Spiegel Field.
6. We cut brush back along the road at Spiegel and removed most of the larger pieces of asphalt from the roadway.
7. I have purchased a new pavilion for Baughers Field.
8. I have purchased new locks. Keys will be distributed in the near future.
9. We now have buddy boxes and trainer cords in the field box at Spiegel field. I purchased a Futaba Conquest FM and a JR from the Internet for \$ 20 each. We need to thank Milt Peacock for donating an Airtronics with trainer cord, and thank Ed Goldman for donating a Futaba AM with trainer cord. This should cover most of the needs of new modelers. I have already used the Futaba FM plugged into a computer radio and it worked flawlessly.
10. The portable toilet is scheduled to be set up at Spiegel on 4/30/99.
11. Grass cutting has started. We need a grass cutting crew for Baughers Field, so volunteer and get on a grass cutting schedule roster. Contact Wendell for details and operating instructions for the new Cadillac.
12. An extension ladder has been provided for those of you who choose to land in the trees. It's chained to the tree with the barbecue grill. Feel free to use it.

NOTE: You can see that your club is working to provide all of its members with a first rate flying facility. So on the work days and special events, make sure you are there to offer support.



COMING EVENTS

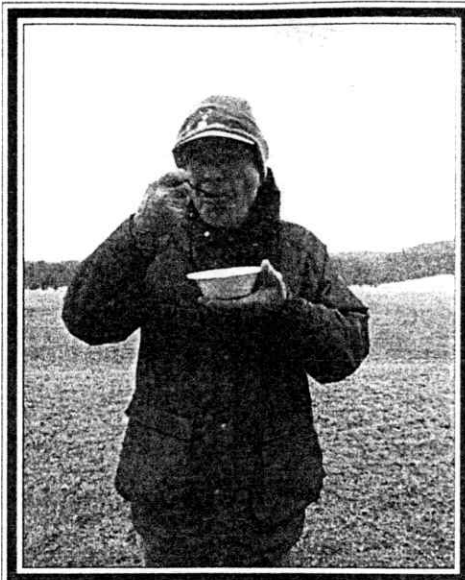


- May 4 WAM Meeting. VFW 7:30 p.m.
 May 1 Field Work Day at Baugher Field
 starting at 10:00 a.m.
 May 15 Field Work Day at Spiegel Field
 starting at 10:00 a.m.
 May 15-16 BASS sponsored Meet. Towson.
 Call Bill Hasert for details or check
 jappling@qis.net
 May 21-23 T.O.C. of Md. Check www.
 artvail@erols.com
 May 22 Frederick Club's Flea Market. 4-H
 Center. 9 A.M. - 3 P.M. See this
 T/S for more info.
 June 19-20 Carroll County Air Show. Hot Dog
 Stand, Flying Demo, Food, etc.

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 courtesy of BILL WOOLSTON.

U
M
M

G
O
O
D
!



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

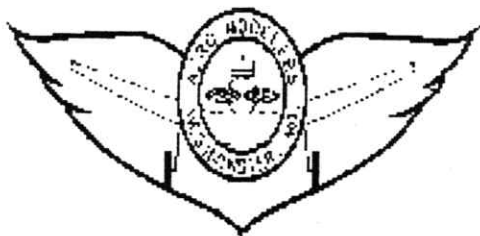


TO: John Schaffner
 1811 Miller Road
 Cockeysville, MD 21030-1013



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>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>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>Bill Hasert</i>	<i>833-7271</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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

June 1, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 5

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

Summer and great flying weather are finally approaching! June will be a busy month so mark your calendars now. First, we will be having a "Mandatory Funfly" on Sunday June 13th at the Spiegel Field. Festivities will begin at 1:00 p.m. Actually it is not really mandatory to fly but you should consider it mandatory to be there and join in on the fun. I want everyone in our club to get involved so why not begin at the Funfly. In case you haven't noticed, our flying fields are in excellent condition! I would like to thank all of the members who showed up to help on our work details for the Spiegel and Baugher fields. The Baugher field now has new flight stations, work tables and the impound box was moved to a better location. A new canopy was erected and benches installed. We had 11 members helping. The Spiegel field was spruced up and is also looking real good. The impound box was painted and the flight station rails were reinforced. The road was raked and brush was cut back. Also, the flight line fencing was realigned to allow easier access to the runway. (I needed this!). We had 10 members helping. Many thanks to Bob Allen and Wendell Richards for taking charge of these two work details. And of course, many thanks to the members who gave of their time to help. Second, the Westminster

Airshow is fast approaching. It is being held on June 19th and 20th. Wendell Richards has once again volunteered to organize the Hot Dog stand. He will need plenty of help from ALL of US. So don't be shy---VOLUNTEER!!! Richard Jakubs will be handling the coordination of the flight demonstration and a static display. We need volunteers for the flying demonstration, so please let Richard know at the June meeting if you are going to fly in the demonstration or have a plane for the static display. This activity is our major fund raiser for the year. We need you help!!!!!!

See You At The Meeting,
John

ROSTERS ARE READY

The 1999 rosters are available. They will be at the June 1 meeting – another reason to attend. If you can't get to the meeting and would like a current roster, call Eddie the Editor (410-848-3835) and I'll see that you get one.

ROSTER CORRECTION

The new rosters that were printed and distributed at the last meeting contained an error. Bill Hasert's address is 115 West Chestnut Hill Lane. The incorrect street number was printed. Please make this change to your roster.



MINUTES OF WAM MEETING

MAY 4, 1999

By Pat Kowalski

1. The meeting opened at 7:40 p.m. with President Wunderlich presiding. There were 17 members present.

2. President John presented a vendor's agreement for the hot dog stand at the upcoming Westminster Air Show. It requires a \$ 100.00 initial deposit and 10% of gross receipts to be paid back to June Poage. We will also need \$ 1 million AMA insurance policy certificate. The measures were approved by the club. Our model flying demonstration will begin at noon. Richard Jakubs has graciously volunteered to work with the pilots and coordinate those activities. WAM thanks Richard for taking on this task.

3. Treasurer Bob Allen presented the club with the latest expenses and income tallies. We remain in the black.

4. AMA Rep Bill Hasert has received AMA insurance forms for our flying activities. He displayed the plaque which the AMA sent us in honor of our fifth year as a Leader Club. Bill also distributed shoulder patches and pins to those present at the meeting.

5. Bill Hasert mentioned several upcoming air shows and events. You may want to mark these dates on your calendar (and regret those that you didn't attend):

Andrews AFB Air Show	May 15 - 16
Frederick Flea Market	May 22
Mason Dixon Acrobatic Challenge	June 11 - 13
Frederick Air Show	August 21 - 22

6. Field Chairman Lloyd Briggs reported that Baugher Field is beautiful. It really is - thanks for all the hard work, fellows! Wendell Richards has a packet of field rules, etc. for the Baugher Field. These rules will be included in future new member packets. It was mentioned that we need a first aid kit at Baugher Field.

7. Membership Chairman Bill Woolston sent out one application for a new member this month.

8. County Rep Wendell Richards noted that the chain at Spiegel Field is broken. He spoke with R/S about this as well as the equestrians at the field. Hopefully, some signs will be placed in appropriate locations reminding the equestrians of our presence.

9. Property Chairman Wendell stated that everything is intact. Milt Peacock reported that he has once

again placed an Airtronix buddy box and trainer cord at Spiegel Field. The whereabouts of the last one Milt put there are still unknown.. If you have any knowledge of its presence or mistakenly took it home thinking it was one of yours, please let Milt know or simply return it to the field.

10. Eddie the Editor appreciates the recent contributions for the newsletter. He also stated that his mailbox is in need of repair due to the sheer weight and volume of all the contributions from all of the members. (Yeah, right).

11. As mentioned in the last T/S, President John has set the date for the Mandatory Fun Fly. The date is JUNE 13 at Spiegel Field, beginning at 1:00 p.m. **REMEMBER, YOU MUST FLY OR HAVE ONE HECK OF AN EXCUSE.** A severe penalty will befall any member who does not show up and FLY an airplane (or something which passes for an airplane). So let's all show up and have a great time.

12. Bill Woolston will be looking for help with the Flea Market on Oct. 10. Please let Bill know if you can help out. This is an important fund raiser for WAM, and Bill will need help from the membership.

13. Richard Jakubs provided the 50/50 raffle tickets for the Flea Market. They were distributed to those members at the meeting.

14. Updated rosters were distributed to those present at the meeting.

15. The Executive Committee's proposal to amend the dues structure and membership categories of the By-Laws was approved by the membership. There was little discussion, since this issue has been debated vigorously in the past. The passage of this proposal seems to have met with the approval of the members because it clarified some of the misunderstandings in the past and made everything simpler and, hopefully, more equitable for all.

16. The meeting was adjourned at 8:45 p.m.

17. Milt Peacock and Jim Peach had beautiful new airplanes on display. (More in this T/S).



NAME TAGS

If you don't have your name tag, Bob Allen does. He will have them at the next meeting. Please plan to attend (an important vote also will take place) to pick up yours. Bob says he can't mail all of them and would appreciate being able to give you yours. Attending the meeting is the best way to handle this, according to Inverted Allen.

CHANGES MADE TO THE BY-LAWS REGARDING MEMBERSHIP QUALIFICATIONS, DUES, AND ASSESSMENTS

NEW CLASSIFICATIONS AND DUES STRUCTURE

Section 1 – Classifications

The classifications of membership are as follows:

- A. Junior Membership Up to and including 17 years of age as of Jan. 1st of the current year.
- B. Open Member 18 years of age and older as of Jan. 1st of the current year.
- C. Family Membership Open member and immediate family.
- D. Honorary Member No change.

Section 2 – Dues

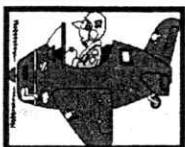
A. The amount of the annual dues will be determined by, subject to changes and revisions, the approval of the general membership.

B. The annual dues shall be:

- Junior Member \$ 25.00
- Open Member Full annual rate then in effect.
- Family Members Full open member dues + \$ 15.00.
- Honorary Member NO dues or assessments.

C. New Member Incentive: A new first time member to WAM will pay one half (1/2) of the Open Member dues for the calendar year until Sept. 30. Beginning Oct. 1, a new first time member to WAM will pay the full Open Member dues which will provide them membership in WAM for the remainder of the current calendar year and the next calendar year.

Editor's Comment: The above membership categories and dues structures will become effective in the year 2000. I would personally like to thank President John, Treasurer Bob Allen, and all those who hammered out a very reasonable compromise which should benefit WAM as an organization. Some members will be paying more and some less. But we are all members of the same club, and my personal opinion is that the past membership and dues structures were simply too complex and disproportionate. Now this issue can be put to rest and we can enjoy our hobby without this distraction.



WESTMINSTER AIR SHOW

JUNE 19 - 20

Mark these dates on your calendar and plan to be there. WAM will again maintain the famous Hot Dog Stand, as well as put on a flying demonstration. Wendell Richard has graciously agreed to run the stand again this year. He will need all the volunteers he can get. Last year we had enough, with the help of some of the members' wives. Working at the stand is actually fun, and not hard at all. I'm not sure at this time who will coordinate the flying activities, but it may be John Sterret or Wendell (or somebody else). If you would like to fly, please let someone know.

Remember, this event has several benefits to the club. It gives us great exposure to many people, presents the hobby of R/C flying in a favorable way to the entire crowd, serves as a way to attract new members and present ourselves to the public, AND, WAM profits greatly from our efforts. Last year a very nice sum was raised, allowing us to improve our flying fields with funds other than those raised by dues. June Poage has been very kind to us, and we appreciate her help a great deal. B



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.



NEW HOBBY SHOP IN FREDERICK

The Dead Stick Flyer reports that Hobbytown USA has opened a store just outside of Ft. Dietrich. They are in the Staples-Ames Shopping Center off Route 15 North at 7th Street. They give a 10% discount to AMA members. They had lots of R/C kits, including the new Slow-Poke by Great Planes.

The First Law of Computer Programming: Any given computer program, when running, is obsolete.
Finagle's First Law: If an experiment works, something has gone wrong.

Van Roy's Law: An unbreakable toy is useful for breaking other toys.



HAPPY BIRTHDAY!!

JUNE

Richard Jakubs



AVIATION HISTORY

JUNE



- 4 1783 First hot air balloon demonstration.
- 7 1936 Major Ira Eaker makes the first trans-continental "blind" flight from New York to Los Angeles.
- 12 1979 The "Gossamer Albatross," piloted by Bryan Allen, becomes the human-powered aircraft to cross the English Channel.
- 15 1919 Captain John Alcock and Lt. Arthur Brown complete the first non-stop flight across the Atlantic in a Vickers-Vichy bomber.
- 26 1936 First successful helicopter flight. ** Bob Allen wasn't even being thought about yet, but somehow this event made an impact on him, and many years later he made his own first successful helicopter flight. The world hasn't been the same since!
- 27 1923 Air to air refueling is demonstrated for the first time.
- 29 1916 The first airplane built by Boeing flies.



AVIATION 101

From The Glitch

As in the AMA Newsletter, April, 1999

If God had meant for man to fly, he would have given him more money.

If you push the stick forward, the houses get bigger. If you pull the stick back they get smaller. (Unless, of course, you keep pulling the stick back. Then they get bigger again).

The propeller is just a big fan in front of the airplane to keep the pilot cool. Want proof? Make it stop, then watch the pilot break into a sweat.

Speed is life. Altitude is life insurance. No one has ever collided with the sky.

The only time you have too much fuel is when your'e on fire.

UPCOMING WAM EVENTS

June 13

Mandatory Fun Fly – Spiegel Field

As mentioned elsewhere in this T/S, this will be the first event of its kind in WAM history. It is the brainstorm of Bob Allen, with the date and penalties for not attending to be determined by President John. We all know that it's pretty much all in fun, but this is a GREAT way to get the entire membership out to the field on the same afternoon.

I'm sure that the peanut gallery will be at its best, with many pertinent, and some impertinent comments being directed at just about everyone. All are, as usual, good natured and taken in the spirit of fun and camaraderie. Please don't miss this event. The show starts at 1:00 p.m. and should be an afternoon filled with great flying, fun, and enthusiasm for our hobby.

President John says that the only excuse for not being there is your demise, and he requires 24 hours notice if this occurs.

June 19 – 20

Westminster Air Show/Hot Dog Stand Carroll County Regional Airport

This has also been mentioned elsewhere in this newsletter, but it can't be overemphasized. Even though we must return 10% of our gross receipts to Ms. Poage, WAM benefits greatly from this event. Much of the money used for field improvements comes from our hot dog sales. In addition, our exposure to the community can only help the image of our club as well as serve as the potential for new members for WAM. This event benefits us in many ways.

We do, however, need LOTS OF HELP!! Wendell has once again volunteered to command the stand. Anyone who has helped out in previous years can attest to the fact that it is actually fun to help out. Please let Wendell know that you'll be there and do your part to help WAM. If you are not at the next meeting, Wendell can be reached at 374-4970.

Richard Jakubs will be the coordinator for those flying R/C aircraft. So let Richard know if you will be one of WAM's pilots. Call him at 857-9889 to be included in Richard's flight plans.

Eddie the Editor has again volunteered (?) to be the announcer for the R/C flying. My your flying be awesome your landings smooth and sweet!

Continued in next column

July 11

Fun Fly and Family Picnic Spiegel Field

This will be our annual Family Picnic day at Spiegel with the usual scenario. We'll all try to fly our best in whatever the events are for the fun fly portion. We'll be eating grilled burgers and dogs, teasing the competitors as they go through their paces, laughing at their attempts to make their airplanes do what they want them to, and having a great afternoon. I would expect that "free flying time" will take place after the fun fly is over and the winners declared.

We all know how enjoyable these days are, so make your plans to be there. More details of this event will be forthcoming when someone knows more details.

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
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.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
Nick.jonckheere@kh.khbobo.be

WAM HAS A WEB SITE!!

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



WHAT? DOING IT AGAIN?

By John Schaffner

Traveling June 28th

This was our last day to tour and we were on our own (for a change.) We drove around the Luxembourg / Germany borders and spent some time at Hamm Cemetery. These U.S. military cemeteries in Europe are something very special. Just being there changes one's attitude about life (and death.) We viewed the grave of Gen. George Patton and noticed that it was separate from the rank and file of the other white marble crosses and stars. He requested to be buried with his men and that was done, but since so many visitors wanted to view his grave they wore a path in the carefully landscaped cemetery. So, the decision was made to place his grave at a more accessible location. While walking the rows, we quite accidentally came on the grave of Medal of Honor recipient, Sgt. Day Turner. Not many days after the application for the award was made Turner was killed in another action.

We drove around Luxembourg City for a short while and then went on to the wine country. It was a beautiful day, the weather being perfect. We stopped at a place on the Moselle River (Remich) for a glass of wine, sat at an outside table and watched the boats go by. From there we drove on and located our hotel at Roeser before dark. We packed our baggage for traveling and after another very nicely prepared supper at the hotel, went to bed fairly early.

June 29th.....We traveled to the Luxembourg Airport, turned in our rental car and boarded our flight to Gatwick where we changed planes for BWI with no time to spare. On the plane from Gatwick to BWI I was fortunate to be sitting with a Scottish fellow who was a member of the British Army and was traveling to the states with his family to visit friends. We had much to talk about and it made the time pass quickly. The flight home was smooth and without incident and Arline Ford was waiting at the door at BWI.

We give much of the credit for a most enjoyable trip to our European friends in CRIBA (Belgium) and CEBA (Luxembourg.) Their help was essential, no two ways about it. It was also great to have traveled with John & Dave. Dave is our "resident historian" and has toured the battlefield many times. His knowledge of events and places was most valuable.

COMMENT ON JOHN'S TRAVELOGUE

By Eddie Th e Editor

I hope that all the members of WAM enjoyed reading about John's travels in Belgium as much as I did. This was the last installment, and until John "does it again," we won't have a chance to read more of his commentary. As editor, I will sorely miss his valuable contribution. I hope that John has many more chances to visit Europe, enjoy the camaraderie he has developed with his friends there, and rekindle bittersweet memories of his experiences there.

Thanks, John, and may the traveling bug bite you many more times!



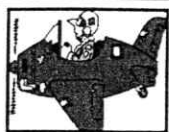
LETTER FROM NICK JONCKHEERE

Hello John and Lil,

Just finished my final project book. Now only the presentation on the first of June (and then about 5 exams), and then it's finished for this year. Nothing to worry about. Last weekend, Gilbert Degadt invited me to accompany him on his flight to Antwerp. That is in the Jodel, the tiny homebuilt plane. Gilbert weighs about 240 pounds, so I am still allowed to be the passenger, but my father wouldn't! Still, Sunday morning it was raining in Oostende, but from the moment we flew landinwards, it became better weather, just as the Meteo had told us. It is a VFR plane and pilot so otherwise we wouldn't take off. It's only a one hour flight to Antwerp, and with a small GPS receiver, it was peanuts! Flight from Oostende to beacon Nicky (St. Niklaas) and then to Antwerp. Good idea to fly in there since it was an oldtimer meeting. In fact it was a Stampe meeting. You might know the Stampe SV 4 biplane: 1940's with Gipsy engine. Looks like a Tiger Moth, but is a Belgian plane! About 20 gathered there, and we saw 18 of them in a formation flight above Antwerp. The flight home was uneventful and I had the stick for a few miles... Nice! We landed in Oostende on the grass track. First time I had that experience.

So how are you doing over there? And what about the weather? We had nice days last week, but lots of wind. And today it started to rain. Have to go now. Best wishes to all the people and the family.

Bye,
Nick



FLYING THE LAST SUNDAY IN APRIL

By John Sterrett

The last Sunday in April turned out to be another perfect flying day at Baugher's Field for both aircraft and people. Wendell Richards flew his PT 19, Terry Reeves his Citabra, John Schaffner his Eagle, Paul Schaffner his giant scale Cub, and Bob Allen braved flying his helicopter. It was especially great to see the Schaffner wives, Lillian and Carol – who were active participants in the peanut gallery.

With the help of Bob Allen, who flew my Senior Telemaster, I flew my clipped wing Butterflop sailplane piggybacked off the Telemaster and in spite of the peanut gallery comments everything worked well. Bob's landings were almost perfect. (He's getting better considering that he is a helicopter pilot).

To top the day off Bob towed the sailplane successfully with the Telemaster equipped with a bungee cord type tow line. I flew the sailplane. The day was a great flying success for everyone mainly because there were no mishaps! Everyone's aircraft went home safely.



CORRECTIONS TO THE LAST CORRECTION OF THE T/S

The following E-mail was sent to me by Dick Kidd:

Ed Goldman, Editor of The Tailspinner:

I was just looking through Vol 15, Number 4 of your super newsletter and had to make a correction. It seems that this was a correction from the past issue. Jimmy Doolittle's group flew B-25s from the carrier deck and not B-24s. A few years ago, I had the pleasure of meeting the great man in his office in Los Angeles.

I sincerely appreciate receiving your newsletter along with many others each month. I read them all.

Sincerely,
Dick Kidd,
R/C Modeler Magazine

If anything is used to its full potential, it will break!



TWO NEW PLANES

Milt Peacock and Jim Peach each brought their latest creation to the last meeting. As usual, both of these airplanes were beautiful. Jim had a Great Planes Super Aeromaster powered by an OS 0.90 4 stroke engine. Jim said that if you like to build, this plane is for you. The cowl itself required 25 hours to construct, and Jim took time off from work to spend time on this project. Let's hope that the effort was worth it and it flies as nicely as it looks. Nice work, Jim!

Milt P. brought a Sig 1/4 scale Clip Wing Cub. The model is outstanding in every way, as is the norm for Milt. This plane has an 84" wingspan, weighs 15 lbs., and is powered by an OS 160 twin glow engine. It is covered with Solartex, painted with enamel paint in a magnificent multi-colored pattern, and has rib stitching as per the real thing.

Milt said that he built it just for something to do, and completed it in about 4 weeks. Maybe Milt should have switched projects with Jim.

Thanks to both Jim and Milt for sharing their new pride and joys with the club.



LOOKING FOR A .60 ENGINE?

Jim Peach said that he recently bought an MDS .60 engine and has broken it in. According to Jim, it runs great! It's very inexpensive, so you may want to consider trying one of these engines in your next .60 model.

DOORS FOR BUILDING BOARDS MAY STILL BE AVAILABLE, BUT NOT FOR LONG

John Schaffner may or may not have any doors left. He was going to take them to the dump. If you want one, call John quickly. If they're not gone already, they will be soon.

If you can use one of these doors, give John a call @ 410-584-2754. Thanks, John, for the nice offer.

THANK YOU

Thanks to Richard Jakubs for printing the raffle tickets for the October Flea Market. WAM appreciates the effort.

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet Bill Woolston
Tree Landing with Engine Running Wendell Richards
Most Mid-Air Collisions (2): Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1) Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane Terry Reeves
Most proficient helicopter pilot: Bob Allen
Most money spent on helicopters: Bob Allen
Person teased the most at CCMA: Ron Bowen
Person most deserving of being teased at CCMA: Ron Bowen
Person taking the longest time to Complete a model: Ed Goldman
Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



WESTMINSTER AERO MODELERS

WESTMINSTER AERO MODELERS **FLEA MARKET**

Westminster VFW

519 Poole Road, Westminster, MD

OCTOBER 2, 1999

9:00 A.M. until sold out (Usually 1:00 P.M.)

Vendor Setup at 8:30 a.m.

Tables (8 foot) are \$ 10.00 payable
in advance and on 1st paid basis.

Mail your order for a table with check
payable to WAM to:

W. Woolston - WAM
2101 Kings Court
Finksburg, MD 21048-1712

For advanced information or other questions, please
call (410) 840-1712.

UPDATE ON MANDATORY FUN FLY DAY



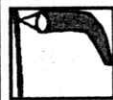
The Mandatory Fly Day was the brain-storm of Bob Allen. No specific date was ever set, so President Wunderlich settled on June 13 at 1:00 p.m. at Spiegel Field. According to John, an excuse will be necessary if you do not show up at the field and fly something! In addition, there is a chance that by not showing up, you will officially be proclaimed as the Events Chairman for the remainder of the year.

I have not **ADD TO THIS** heard about any specific rules regarding this event, but like all special days at the field, this one should be lots of fun. There will certainly be some cheering, teasing, hissing, etc. from the infamous "Peanut Gallery" during the flying. But just remember, you, too, will be

BEWARE OF THE RIDERS

Spring is here and activity will be picking up at the flying fields. This also means that the equestrians will also be active around Spiegel Field. It behooves us to be watchful of their presence, and to be aware that riders will sometimes appear "out of nowhere" when they approach the field from the area "below" the field. They may suddenly be on the field itself, and not be aware that we are flying. Especially dangerous are the moments when we are taking off or landing. Please keep your eyes out for them.

Wendell will contact the county to look into having signs place on the equestrian trails alerting them of our presence and advising them to use caution and common sense when approaching the field.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

SALE**SALE**GREAT PLANES "REAL FLIGHT"
R/C SIMULATOR

Cost: \$ 200.00
 Sale Price \$ 100.00

Excellent Condition

System Requirements:

Windows 95 with 30 MB hard drive space
 2X CD ROM SVGA Monitor
 IBM Compatible Game port
 Joystick Controller
 90 MHz or faster processor
 16 MB RAM

Call Rick Vanderheyden at (410) 526-2174

This space is
 blank because
 I ran out of
 time!

I miscalculated
 the week of the next
 meeting!

Oh, well!

AIRPLANE REPAIR

*From AMA National Newsletter
 as printed from MARC News,
 Stan Davis, Editor*

Now that the flying season is with us, the following item is very pertinent.

We all break airplanes. It is a fact that if you fly, you will break your plane eventually. Most can be repaired, even the ones that seem to be broken into a million pieces.

When this happens to you, pick up every piece you can find, even the little tiny pieces of wood that you think are worthless. Do not throw them in the garbage can. Deter your temper and disgust and carefully save the pieces. They can then be taken home and put them in a corner of the shop. I suggest building a new plane or flying another of your planes for a while.

A month or so later, when you have your shop all cleaned up and no hot project in progress, take out all of the parts and evaluate just how badly everything is broken. You will be surprised to find that maybe it wasn't as bad as you originally thought.

If the wing, fuselage or tail are broken in only one or two places, the part can probably be salvaged for another airplane or a rebuild of the "casualty". Carefully cut out all wood that is crushed. I hope you saved your old plans or at least a sample wing rib template. If not, assemble one of those broken ribs to use as a template so you can cut out any new ribs you need.

Cut any repairs on an angle. Never butt-join the sticks or sheeting. Make a 45 degree cut on the area to be repaired and then cut out a piece of new wood to repair the damage that will overlap the old part and cover the 45 degree cut edges. Mark where the pieces overlap and cut the new piece to match. Do this for all the areas that need repair. Be sure to make the 45 degree cut on top of the wing opposite from the one on the bottom of the wing, fuselage, tail, etc.



COMING EVENTS

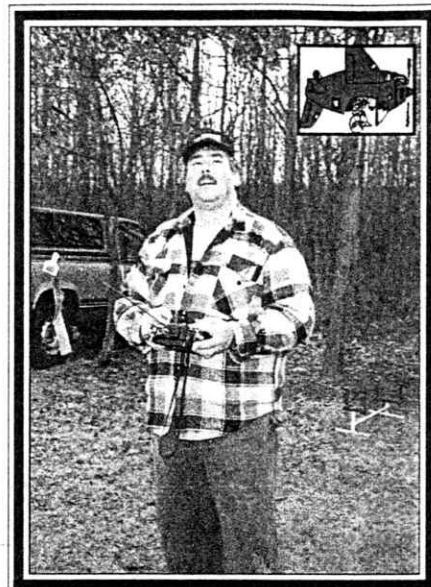


- June 13 Mandatory Fun Fly. Spiegel Field
1:00 p.m. Be There!
- June 19-20 Carroll County Air Show. Hot Dog
Stand, Flying Demo, Food, etc.
- June 19 Lum's Pond. Delaware RC Fun
Scale.
- June 21-23 TOC of Maryland Fly-In and com
petition. SW Park Area.
- Aug. 20-22 Frederick Wings of Freedom Air
Show. Frederick Airport. Good
Show - Historic Military Aircraft.

This issue of The Talespinner
was printed, folded, stapled, and mailed
courtesy of BILL WOOLSTON.

DOWN
FROM
UP
KNOW
DOESN'T
JUST
MAN
THIS

AGAIN!
DOWN
UPSIDE



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



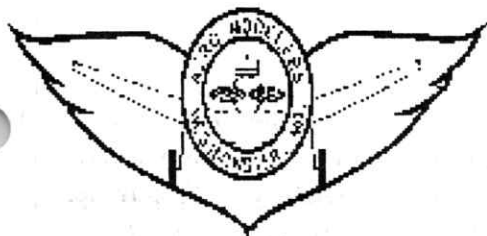
TO:

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 TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
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 6, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 6

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers:

Well, we survived another Air Show. Special Thanks goes to our Hot Dog Stand Chairman Wendell Richards for an outstanding job of coordinating everything. I am also sure Wendell would agree that Bob Allen deserves special thanks for all his extra efforts. Special thanks also go out to all the members, members' wives, and members' children who gave so much of their time to make this a success. Thanks also to Jim Hodges and his son Chris, both prospective members, who volunteered to help. I hope I did not miss anyone to thank. I'm sure that Wendell will provide us with a detailed report at the July Meeting.

The flight demonstrations went well on Saturday and Sunday. Thanks so much to Richard Jakubs for handling this important function. He represented us at the Pilots Briefing and had all the flyers lined up to put on a great demonstration. Thanks to Ed Goldman for being our announcer on Saturday. Thanks to the following flyers: Bob Allen, Lloyd Bridges, Tom Hier, Milt Peacock, Terry Reeves, Wendell Richards and John Sterrett. It was nice to hear the spectators give the flyers a round of applause at the end of each demonstration. We gave out information about our club to quite a few spectators during the

weekend. Hopefully we will gain a few members from those contacts. All in all, I thought it was a great effort by our club to have a great weekend despite some of the frustrations presented to us by the Airshow management.

Also, we had a successful Fun Fly on Sunday June 13th. I know who didn't show up, so we might have a new events chairman soon! We had more members there than we have had in a long time. It was great to see so many people enjoying themselves. Thanks to Wendell and Bob for bringing food and drinks. The weather was giving us fits at times, but we managed to get in plenty of flying time. We had a few mishaps but still it was a great day. I want to thank all the members for participating in the special flying event. It was all done to have fun!!!!. We now have a new WAM record to maintain - "The Longest Sustained Rubber Powered Flight." Congratulations to our winner, Lou Oman-sky.

See You At The Meeting,

John

ROSTERS ARE READY

The 1999 rosters are available. They will be at the July 6 meeting. If you can't get to the meeting and would like a current roster, call Eddie the Editor (410-848-3835) and I'll see that you get one.



MINUTES OF WAM MEETING

JUNE 1, 1999

By Pat Kowalski

1. The meeting opened at 7:40 p.m. with President John W. presiding. There were 14 members present. Guests included Jim Hodges and his son Chris, Jeff Stoner, and Bud Faulkner. They introduced themselves and were welcomed by John and the club.
2. The minutes of the May 4 meeting were accepted as presented in the T/S.
3. President John stated that Wendell Richards will be in charge of the Hot Dog Stand at the Westminster Air (and Car) Show on June 19 and 20. He needs volunteers to help. Please help the club if at all possible. Many hands are needed to man this fund-raising event. Set up will be on Friday, June 18 at 8:00 p.m. Richard Jakubs will be responsible for the model demonstration. Passes for those participating should be available the evening of June 18 at the airport.
4. Vice President John Sterrett has observed people flying at the field.
5. The Treasurer's report by Bob Allen was accepted. (What choice do we have)?
6. Foreign Correspondent John Schaffner read a short letter from Nick Jonckheere..
7. AMA Rep Bill Hasert reported that we have obtained insurance coverage for the Westminster Air Show. He still has some shoulder patches and pins. Upcoming events include: Lums Pond, Delaware on June 19, the Frederick Air Show on August 21 - 22, and the Bealton Air Show. No date given.
8. Field Chairman Lloyd Briggs reported that someone had been using a shotgun at the Spiegel Field. No major damage. Bob Allen thanked all those who worked so hard spiffing up the field.
9. Membership Chairman Bill Woolston was not present. No new applications were presented, although we hope that some of the guests will join WAM shortly.
10. Carroll County Liason Wendell Richards had nothing to report. No news is good news.
11. Property Chairman Wendell reported that everything is in good condition.
12. Eddie the Editor says that he will have to replace the 4" x 4" post holding his mailbox up because of all the letters and articles he has received. (Actually, a 1/4" x 1/4" balsa spar might do it). But thanks to

those regular contributors. All articles are appreciated.

13. Club events include the Mandatory Fun Fly at the Spiegel Field on June 13 and the Family Fun Fly at Spiegel Field on July 11. Plan to be there.

14. During Old Business, several members offered to fly at the Westminster Air Show. Terry Reeves, Wendell Richards, Tom Hier, John Sterrett, and Bob Allen will be representing WAM in front of several thousand spectators. Each flier needs his own spotter. Ed Goldman volunteered to be the announcer. This is a great way to show the public what we're all about and to try to attract new members. Bob Allen encouraged members to fly Wednesday evenings at Baugher Field.

15. New Business was limited to the decision to hold the 3rd Annual WAM Crab Feast at Gary and Dell's on Saturday, July 31. Ed Goldman will coordinate this great eating experience. Spouses and significant others are invited. More details elsewhere in this T/S.

16. New Projects and General Discussion: Bob Allen has completed two new helicopters. Way to go, Bob! John Schaffner has 3 doors left. Several members volunteered to bring folding tables and ice chests to use at the Hot Dog Stand. Ed Goldman reports that "DEADSTICK" has not been heard from recently. We hope that he or she is alive and well and will contact Eddie the Editor soon.

17. The meeting was adjourned at 8:55 p.m.



NAME TAGS

If you don't have your name tag, Bob Allen knows where they are. He has left them in the impound box at the Spiegel Field. So for those of you who have been to a meeting to pick yours up, you can get your name tag by opening the impound box at Spiegel Field. While you're there, you can also do a bit of flying.

AVIATION 101

Flying is the second greatest thrill known to man. Landing is the first!

Speed is life, altitude is life insurance. No one has ever collided with the sky.

It's better to be down here wishing you were up there than to be up there wishing you were down there.

MANDATORY FUN FLY – SPIEGEL FIELD
JUNE 13

Well, it's over. WAM had its 1st Mandatory Fun Fly at Spiegel Field and there were LOTS OF FLIERS! BUT NOT EVERYONE WAS THERE. I'm sure that there will be an accounting of those not present, and that President John has some wonderful news for those who did not present themselves at the event. (Excuses must be REALLY good).

Despite the overcast and eventual downpour which hit at about 3:30 p.m., there were lots of airplanes in the gray skies. Ron Bowen was in great form, and I watched intently as he made several beautiful right turns. (He pointed them out to me). Bob Allen gave us another helicopter demonstration. That boy is really getting comfortable and capable with those whirlybirds. Paul Schaffner provided several low altitude inverted flybys – as smooth as ever. Lou Omansky did some nice flying, helped by Bob Allen.

Other fliers included Jim Bates, Hoyt Bishop, Dutch Briggs (and his high speed landings), Frank Guiffre (Great to see you back at the field, Frank) with his always controlled high altitude flights, Tom Hier with his new electric Spacewalker, Richard Jakubs (engine trouble), Jim Peach (torque roll take-off), Wendell Richards, and yours truly. Latecomers were John Sterrett and Pat Kowalski. They arrived after the downpour started and did not get a chance to fly. If I missed anyone who flew, my apologies.

President John had a surprise to liven up the day. He had a small rubber band glider for each member to fly. The object was to trim your plane and try to keep it in the air as long as possible. Several wives were the judges. After the first round, three finalists were left. These three then had a fly-off to see who really had "the right stuff." The winner of the event was Lou Omansky. Way to go, Lou!!

We should all thank Wendell Richards for cooking the delicious chile and bringing the cold sodas for us. It made the day that much better. And thanks to John W. and Bob Allen for instigating the 1st Mandatory Fun Fly in WAM's history.

Law of Life's Highway: If everything is coming your way, you're in the wrong lane.

Bell's Theorem: When a body is immersed in water, the phone rings.

July 11
Fun Fly and Family Picnic
Spiegel Field

This will be our annual Family Picnic day at Spiegel with the usual scenario. We'll all try to fly our best in whatever the events are for the fun fly portion. We'll be eating grilled burgers and dogs, teasing the competitors as they go through their paces, laughing at their attempts to make their airplanes do what they want them to, and having a great afternoon. I would expect that "free flying time" will take place after the fun fly is over and the winners declared.

We all know how enjoyable these days are, so make your plans to be there. More details of this event will be forthcoming when someone knows more details.

↓ SEE BELOW ↓



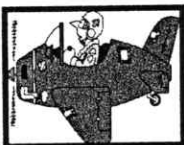
WAM NEEDS YOU!

The Annual Fun Fly and Picnic is fast approaching and we do NOT have a chairman as of now. John Wunderlich MUST be in Chicago that weekend and cannot do it. (He shouldn't have to do it, anyway). It would be nice if someone stood up at the next meeting and volunteered for this very easy job. You will have all the help you will need, and all you need to do is select a few Fun Fly Events, bring some paper and a few pencils, and all else will be taken care of. There's really nothing much to it. Many of us have handled this job over the years. I can attest that it is fun, simple, and rewarding. Very little effort is required on the chairman's part. So, if you plan to be there anyway, why not help the club and contribute at the same time?

SPIEGEL FIELD IS ACTIVE
ON WEDNESDAY EVENINGS

Wendell Richards and Bob Allen are usually regulars at Spiegel Field on Wednesday evenings. It's a great time to fly (the wind seems to die down later in the day) and summer evenings are cooler.

If you want to give Wendell or Bob a call to be sure they will be there, I'm sure they won't mind. Or, simply call another WAM member or two and arrange to meet there. If you need a roster, call me!



WESTMINSTER AIR SHOW

JUNE 19 - 20

President John summarized the Air Show in his monthly message. I was only able to be there on Saturday and spent much of the time sleeping in a chair. Some "bug" must have attacked me and put me out.

From what I saw, all went very well. The hot dogs seemed to be moving from the cooker to the holder to the rolls and to the hungry folks who stopped by our stand. As usual, Wendell handled the overall proceedings with aplomb, and there was a good deal of help, including wives and children sharing the load.

The R/C flights on Saturday were just great - probably the best overall performance that WAM has given to the crowd at the show. Terry Reeves, Tom Hier, and Wendell Richards flew simultaneously for the first 10 - 15 minutes and it was great to see all three planes cavorting through the sky. While doing the announcing, I had hard time describing what was happening because many things happened at once.

The second part of the R/C flying involved Bob Allen and his famous helicopter flying, and Milt Peacock flying his 1/5 scale Corsair with a 4 h.p. engine. Both fliers put on another great show. I am happy to report that all fliers made smooth, safe landings with no mishaps despite a tricky little low-level crosswind.

I can tell you that the crowd was very pleased and enthusiastic about the show, and several people made very pleasing comments to me after I finished announcing. Despite the usual glitches and nuisances involved in putting on the R/C demo, I think that it is definitely worth doing. The exposure to the public can only help us, and we may have attracted a few new prospects to the club.

THANKS VERY MUCH TO ALL THE FLIERS AND RICHARD JAKUBS, WHO HANDLED ALL THE DETAILS!

The Air Show itself was its usual exciting afternoon. Even though most of us have seen the performers numerous times, the aerobatics is still superb. And it is thrilling to see some of the WW II vintage aircraft fly again, especially considering that very few of them are still able to get in the air.

My favorite has always been the A-10 demo. These amazing aircraft are awesome and always have me shaking my head. Let's get ready for next year!



HAPPY BIRTHDAY!!

JULY

David Mongan

Paul Schaffner



AVIATION HISTORY



- 2 1900 Count von Zeppelin takes five people aloft on the first flight of his airship.
- 2 1937 Amelia Earhart disappears.
- 4 1908 Glenn Curtis wins the Scientific American trophy.
- 16 1969 Apollo 11 launched.
- 20 1969 Neil Armstrong becomes the first person to set foot on the moon.
- 22 1933 Wiley Post, flying the "Winnie Mae," becomes the first person to fly solo around the world.
- 24 1919 First flight of the American Tri-Motor passenger plane.
- 25 1909 First crossing of the English Channel by an airplane - Louis Bleriot.
- 29 1958 NASA is created by Congress.



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.



NEW HOBBY SHOP IN FREDERICK

The Dead Stick Flyer reports that Hobbytown USA has opened a store just outside of Ft. Dietrich. They are in the Staples-Ames Shopping Center off Route 15 North at 7th Street. They give a 10% discount to AMA members. They had lots of R/C kits, including the new Slow-Poke by Great Planes.

Grossman's Misquote of H. L. Mencken: Complex problems have simple, easy to understand wrong answers.

**ASK DR. WINGNUT
PSYCO-AERO-CHOLOGIST**

From The Sunday Flyer

Hey, Doc,

I want to try night flying, but don't really know what kind of lighting system to use or where to put the lights, what colors to use, etc. Batteries are not a problem because I fly electric gliders and was going to tap off the main batteries. Can you help me?

T. A. Edison, Perry Hall

Dear T.A.,

This is too easy. Don't use lights. Get yourself an old motorcycle helmet and epoxy a couple of tubes to the faceplate (clear plastic pill bottles will do) and paint the whole thing olive drab camouflage. Tell everyone it's a surplus night vision system. Just stand there in the dark holding your transmitter and look up in the sky. Who's going to know? Electrics can make noise, anyway. Tell them it can stay up for hours. When they go to use the Spot O Pot, just pack up and go home. Just tell them the next day that you're sorry that they missed the landing.



A PROFOUND THOUGHT

From The Dead Stick Flyer

Did you ever wonder why we keep doing this airplane stuff? In Parade magazine, author Diane Ackerman describes "a special caliber of play, akin to rapture and ecstasy, that humans relish – even require – in order to feel whole." She defines it as a state of unselfconscious engagement with our surroundings and labels it "deep play."

"Swept up by it, one feels balanced, creative, focused, at peace with one's self and the world.... Only the present moment matters; one's history and future vanish.... One doesn't remember one's past, needs, expectations, worries, real or imaginary sins. It is fresh, wholly absorbing and full of its own unique wisdom and demands. During deep play, one may feel invincible, immortal, an ideal version of one's self.... You feel a calmness even though you know intellectually that you are on the brink of disaster... pushing one's limits, losing one's self in the activity."

She recommends that, "If you have five pastimes

you enjoy, go deeply into one instead of shallowly into five. Surrender yourself to its tiniest details, fall in love with it, and allow it temporarily to become the most important thing in your life or the history of the planet. Empty your mind and seize the moment.... the world is breaking someone else's heart.... Draw on a new and ravishing way of life."

Editor's Comment: This interesting thought can apply to almost anything we enjoy doing. I don't know that I agree with her thought that we should concentrate on only one thing that we like to do, because there are many interests that we all can use to explore our talents and fascination. But the first part is, I think, a very good interpretation of the way we have all felt about something at one time or another. Pretty interesting words she has there.

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
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	wepmd@aol.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
Nick.jonckheere@kh.khbobo.be

WAM HAS A WEB SITE!!

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

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet Bill Woolston
Tree Landing with Engine Running Wendell Richards
Most Mid-Air Collisions (2): Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1) Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane Terry Reeves
Most proficient helicopter pilot: Bob Allen
Most money spent on helicopters: Bob Allen
Person teased the most at CCMA: Ron Bowen
Person most deserving of being teased at CCMA: Ron Bowen
Person taking the longest time to complete a model: Ed Goldman
Longest Sustained Rubber Powered Flight Lou Omansky

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



WESTMINSTER AERO MODELERS

WESTMINSTER AERO MODELERS FLEA MARKET

Westminster VFW
519 Poole Road, Westminster, MD
OCTOBER 2, 1999

9:00 A.M. until sold out (Usually 1:00 P.M.)

Vendor Setup at 8:30 a.m.

Tables (8 foot) are \$ 10.00 payable
in advance and on 1st paid basis.

Mail your order for a table with check
payable to WAM to:

W. Woolston - WAM
2101 Kings Court
Finksburg, MD 21048-1712

For advanced information or other questions, please
call (410) 840-1712.

SALE

SALE

GREAT PLANES "REAL FLIGHT" R/C SIMULATOR

Cost: \$ 200.00

Sale Price \$ 100.00

Excellent Condition

System Requirements:

Windows 95 with 30 MB hard drive space

2X CD ROM SVGA Monitor

IBM Compatible Game port

Joystick Controller

90 MHz or faster processor

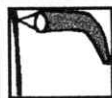
16 MB RAM

Call Rick Vanderheyden at (410) 526-2174

BEWARE OF THE RIDERS

Summer is here and activity will be picking up at the flying fields. This also means that the equestrians will also be active around Spiegel Field. It behooves us to be watchful of their presence, and to be aware that riders will sometimes appear "out of nowhere" when they approach the field from the area "below" the field. They may suddenly be on the field itself, and not be aware that we are flying. Especially dangerous are the moments when we are taking off or landing. Please keep your eyes out for them.

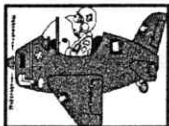
Wendell will contact the county to look into having signs place on the equestrian trails alerting them of our presence and advising them to use caution and common sense when approaching the field.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296



MAY FLYING ACTIVITIES

By John Sterrett

The grass on the runways of both fields is in excellent condition. As a result of the improvements at the Baugher field, including a new mower, shed, tables, and shelter, more members were seen flying there in May than usual. Pat Kowalski, Bill Hasert, and I have been flying Butterflies, a Sig Kadet, and a Su-Do-Khoi on Wednesdays.

Other WAM members were seen at both fields either working or flying in May were: "Dutch" Briggs, Wendell Richards, Bob Allen, Paul Schaffner, Richard Jakubs, Terry Reeves, Tom Hier, Jim Peach, Ron Bowen, Lou Omansky, John Wunderlich, and Milt Peacock. It was great to see so many out participating. Keep Flying!



"DEADSTICK" IS BACK!!

At the last meeting I mentioned that **DEADSTICK** had not been heard from for awhile. Lo and behold, within a few days a message arrived in my bent over mailbox from the long lost correspondent. Here is that latest message:

Although membership in WAM has dropped some this year, it's especially rewarding to see so many members actively participating in field maintenance under the direction of Wendell Richards and Bob Allen. Get the word out to prospective members about our great flying sites! How many clubs have a flying site AND an 8 acre lake, thanks to the county and Dwight Baugher and his father, Alan? No doubt these flying sites make us a very attractive club to join. It was great to see four possible new members at the June meeting. Hope they all decide to join WAM.

I heard from a peanut gallery member that John Sterrett is trying to impersonate me. Give up!! He should give up, too! You'll never guess who the real **DEADSTICK** is!!!

Editor's Comment: After all the communications from **DEADSTICK**, I still don't know his or her identity. Honest!!



3RD ANNUAL WAM CRAB FEAST SATURDAY, JULY 31 7:00 P.M. GARY AND DELL'S

Mark your calendars for this fun evening. This is an "All You Can Eat" night. Crabs, fried chicken (the best you've ever tasted), salad bar, crab soup, and corn on the cob will be served as long as you still have room in your stomach.

Those who have attended this feast will attest to the great food, comraderie, teasing, etc. Spouses and significant others are invited (no children, please).

The total cost, including beverages, should be between \$ 25.00 - \$ 30.00 per person. We usually just add up the total bill, add 15% gratuity, and divide it by the number of eaters. If the "all you can eat" choice is not to your liking, you can order anything you would like from their regular menu. An adjustment to your part of the bill can be made. So, don't stay away because you may not like the pig out, stuff it in, fill up your gut attitude of those who do. You can simply order an ordinary meal that you would like.

I would like to be able to give Gary & Dell's a pretty close estimate on how many of us will be there at least 10 days in advance. We don't want them to run out of crabs. Please call me, Eddie the Editor, at (410) 848-3835 and let me know if you plan to attend and whether your spouse or friend will attend, also.

Thanks!

MORE AVIATION 101

Any attempt to stretch fuel will result in increased headwind.

A fool and his money are soon flying more airplane than he can handle.

Remember, you're always a student in an airplane.

Things which do you no good in aviation:

Altitude above you.

Runway behind you.

Half a second ago.

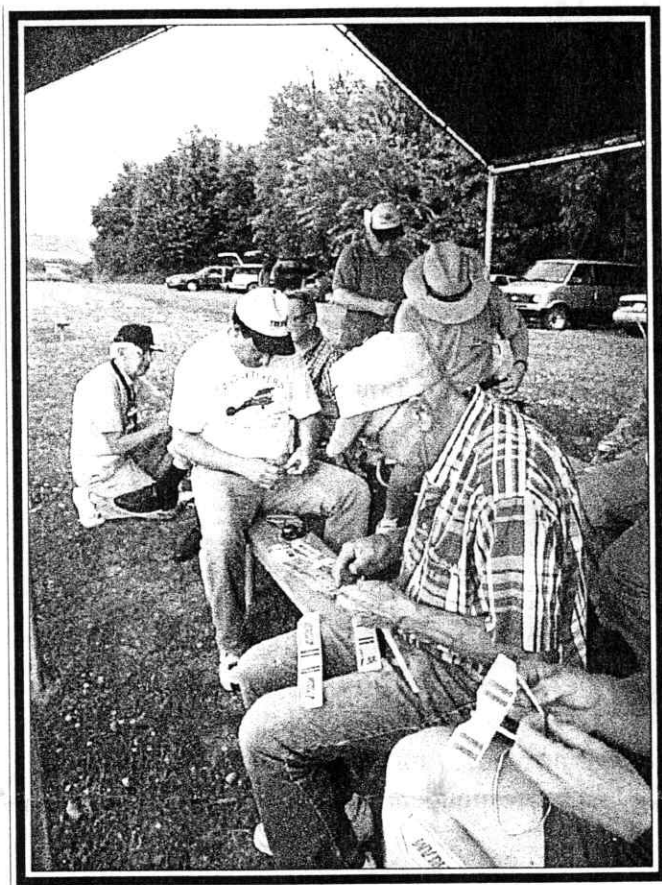
The airspeed you don't have.

Fuel in the truck.

PHOTOS FROM THE FIELD



Preparing for the Mandatory Fun Fly by stoking the stomachs for fortitude are Paul, Schaffner, Richard Jakubs, Lloyd Briggs, Bob Allen, and Milt Peacock.



Several WAM members eagerly build their rubber band powered gliders in anticipation of the contest. Dedication has no limits with this group!



Jim Bates gets his plane ready to go, thereby eliminating him from the list of candidates to become WAM's Event Chairman for the rest of the year.

AND THE WINNER IS:

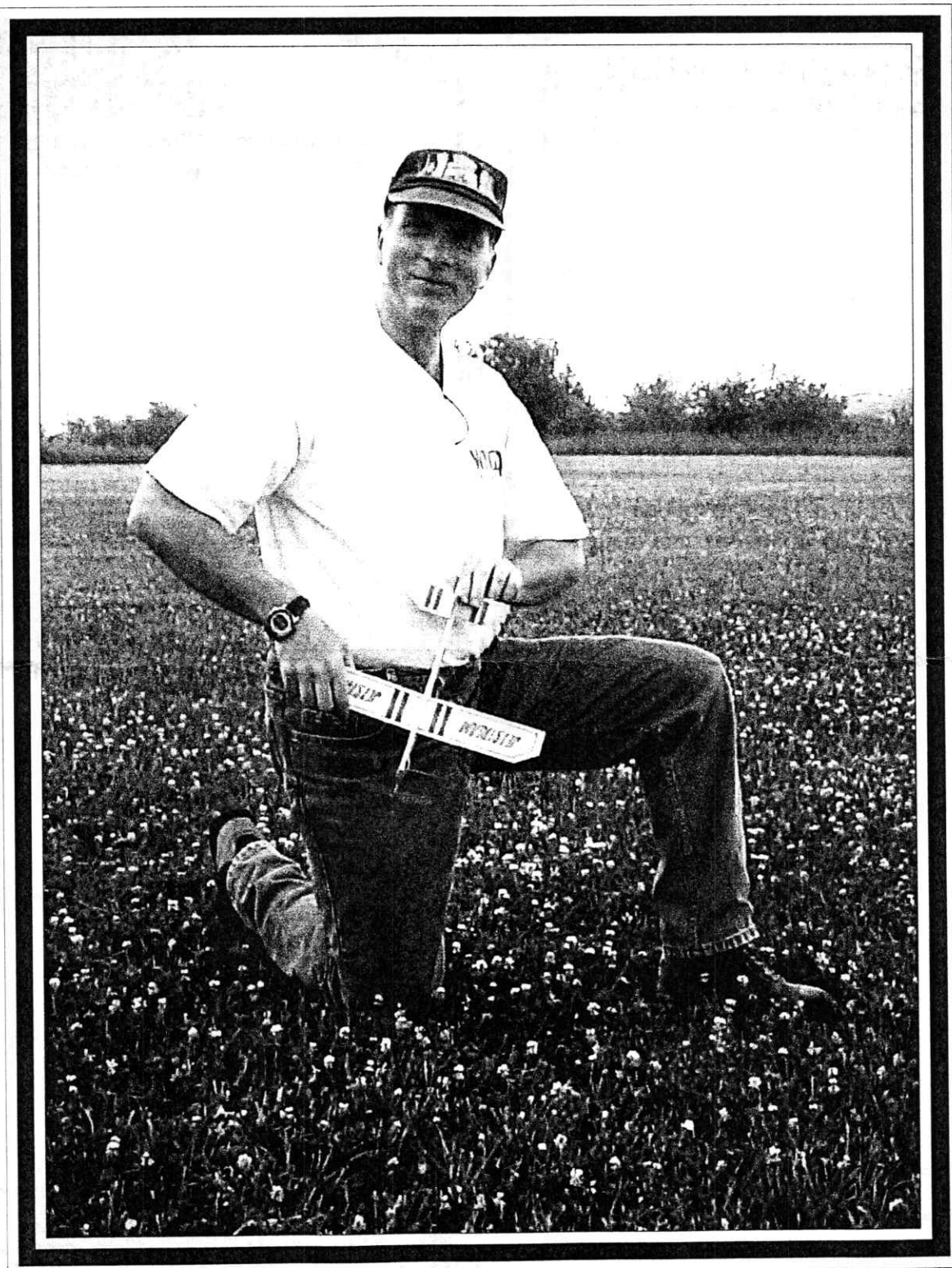


The four finalists prepare for the ultimate challenge

SEE NEXT PAGE



LOU OMANSKY



CURRENT RECORD HOLDER OF
"THE LONGEST SUSTAINED RUBBER POWERED FLIGHT"



COMING EVENTS



- July 11 WAM Family Fun Fly and Picnic.
Spiegel Field. 1:00 p.m.
- July 31 Annual WAM CRAB FEAST. Gary
& Dell's. 7:00 p.m. Call Ed Gold-
man (410) 848-3835 if attending or
directions.
- Aug. 20-22 Frederick Wings of Freedom Air
Show. Frederick Airport. Good
Show - Historic Military Aircraft.
- Aug. 27-29 Air Show at Bealton, Va. (near War-
renton). In conjunction with DCRC.
Show will have R/C models in the
A.M. and the Flying Circus (WW
I type aircraft) in the P.M.

This issue of The Talespinner
was printed, folded, stapled, and mailed
courtesy of LOU OMANSKY.
WAM thanks LOU for his efforts!

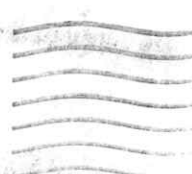


Milt Peacock With His
1/5 Scale Corsair - A Beauty!!

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

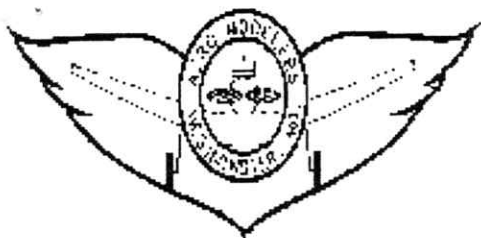


TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

August 3, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 7

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

I would like to begin by welcoming the 10 new members voted into the club at the meeting in July. You will find our club facilities (2 field locations and a pond location) to be better than most. The team effort involved in making these facilities above par has resulted in a camaraderie among the members that sets our club apart from the rest. If you need any assistance or information please do not hesitate to ask any member. Email addresses as well as the club roster are readily available.

I missed the July Family Picnic/Funfly, but I hear it was a great day. Thanks to Bob Allen for bringing the food and to Ron Bowen for serving as the cook.

Next Meeting!!!! Be prepared to discuss the following possible changes to the club bylaws: The CURRENT section reads as follows: ARTICLE IV - NEW MEMBER QUALIFICATIONS - Section 1 C: "Acceptance into WAM shall be by majority vote at the first regular business meeting after the submission of the application, with the exception of the December meeting. The nominee shall not be present on the day of the vote and will be notified of acceptance or rejection by the presiding officer within ten (10) days. The vote will be by acclamation, or if re-

quested, by secret ballot."

**** Consider eliminating the need for a prospective member to wait one month after he submits an application to be voted upon.

ARTICLE X - TERMS OF OFFICE Section 1B. "No elected officer shall serve more than three (3) consecutive terms in the same office without a minimum interruption of one (1) year." (This does not mean that that person cannot be elected to a different office).

**** Consider eliminating the requirement that no one can hold the same office for more than 3 consecutive years. I would encourage you to attend the August 3rd meeting so we can get everyone's input.

See You At The Meeting,
John

ROSTERS ARE READY

The 1999 rosters are available. They have been updated to include the 10 new members inducted at the July meeting and will be available by calling me at (410) 848-3835.

Whatever hits the fan will not be evenly dispersed.



MINUTES OF WAM MEETING

JULY 6, 1999

By Pat Kowalski

1. The July meeting of WAM opened at 7:50 p.m. with President John Wunderlich presiding. There were 18 members present. Guests included Bob Johns, Jr. and Sr., Jim Hodges, Dale Johnston, and Dmitriy Khazanskiy.
2. The minutes of the June 1 meeting were approved as presented in the T/S. John Wunderlich thanked all who helped with the Westminster Air Show and Fun Fly.
3. V.P. John Sterrett shared a nine page article on RC flying in the Smithsonian magazine. Eddie the Editor hopes to obtain this article and run a series in the T/S.
4. AMA Chairman Bill Hasert discussed the World of Flight calendars put out by the Experimental Aircraft Association every year. These will be able to be ordered from Bill if enough members want one. Bill also mentioned that District IV president Chuck Foreman will be at the District IV meeting in Delaware.
5. Foreign Correspondent John Schaffner continued his contacts with out foreign friends, and explained how he became our correspondent to the guests and potential new members.
6. Field Chairman Lloyd Briggs reported that all is well at the field. The pavilion is up again at Baugher's field, and the grass was freshly mowed.
7. County Rep Wendell Richards reported that all is quiet relative to the county. Wendell also mentioned that the mower has a switch problem.
8. Flea Market Chairman Bill Woolston will need help with the WAM Flea Market on 10/02/99. See more info in this T/S. For those of you selling 50/50 tickets for the Flea Market, remember to turn in that money to Richard Jakubs.
9. Membership Chairman Bill Woolston entertained prospective new members during voting. **WAM ACCEPTED 10 NEW MEMBERS INTO THE CLUB. FANTASTIC NEWS FOR WAM.** The new members are: Bob Johns Jr. and Sr., Dmitriy Khazanskiy, Dale Johnston, Jim Hodges, Chris Hodges, Jeff Stoner, Steven Rothschild, George Davis III, and Roland Faulkner. **CONGRATULATION TO ALL AND WELCOME TO THE CLUB!!**
10. Wendell Richards thanked those who helped with the Air Show, which was a financial success. The flying demonstrations at the show seemed to been very much appreciated by the crowd, with many favorable comments being made about us.
11. The next Fun Fly will be held at Baugher's Field on August 8 at 1:00 p.m.
12. New Business had several issues brought up. Presi-

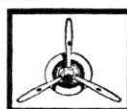
dent John proposed altering the By-Laws pertaining the election process for new members to speed up the process. A detailed proposal will be present to the club in due time. It was mentioned that WAM's web site needs to be updated. This will probably be discussed with Mickey Yachera. Bob Allen suggested revising the officer term limits in the By-Laws. Bill Woolston mentioned that he is now including a copy of the club field rules in the new member packet.

13. Two new products were discussed. Ron Bowen bought "Einstein" from the AMA. (Ed. Note: I believe this is a flight simulator for a computer). Bob Allen likes his new fuel pump. He also has a helicopter for sale.

14. Wendell Richards won the 50/50.

15. It was nice to see Ray Miles at the meeting. Stay in touch, Ray.

16. The meeting was adjourned when it was over.



FUN FLY - AUGUST 8

BAUGHER'S FIELD

1:00 P.M.

Mark your calendars for this one. We'll have another beautiful day, with temperatures in the low 80's, little humidity, no rain, and lots of food and flying. Well, I'm sure about the food and flying, but can't promise about the weather for that day. But, if we can fly during a sleet storm in February and have fun, we certainly can have a good time in August.

I don't know the format for the Fun Fly, but whatever it is, we'll make the best of it. Maybe, just maybe, one of our members will raise his hand at the meeting on August 3 and volunteer to run the event. Remember, it's very easy, lots of help is available, and you'll enjoy doing it. Think about it!

It would be great to see many of the new members there, since it will be a day with lots of flying, camaraderie, available help, etc. These events are the ones that bring out the most fliers. And even if you don't fly, the "peanut gallery" is always open.



NAME TAGS

If you don't have your name tag, Bob Allen knows where they are. He has left them in the impound box at the Spiegel Field. So for those of you who have been to a meeting to pick yours up, you can get your name tag by opening the impound box at Spiegel Field. While you're there, you can also do a bit of flying.

TWO "BORROWED" ARTICLES

*The following two helpful hints appeared in
The Marks Informer, Art Perry, Editor*

Straight Ailerons

Here's a problem we've all encountered at one time or another – trying to line up the inboard trailing edge piece, the outboard trailing edge piece, and the tapered aileron stock while building a wing.

The solution is simple. Just follow these easy steps. If your kit has short (inboard) trailing edge pieces already cut, use a 1/32" shim between the tapered aileron stock and the inboard trailing edge stock and tape them together with masking tape. Center them on the trailing edge of the wing and glue only the inboard trailing edge piece.

If you are directed to cut a short piece off the outboard end of the aileron, mark the leading edge of the aileron stock where it is to be cut. Apply glue to the outboard end, and cut the aileron loose after the glue has dried.

This method is similar when building "barn door" ailerons. Build the entire trailing edge, and use a 1/32" shim between the outer aileron ribs and the wing ribs. Cut the ailerons loose after the wing is framed and sanded.

In this manner, both the inboard and outboard edges of the ailerons will form a continuous straight trailing edge.

*From Sunny Times Newsletter
Rich Moreau, Editor*

Hobby Knife Tip

Next time you're using brightly colored self-adhesive trim strips, put a band around the handle of your hobby knife. It will make it easier to find and you are more likely to pick up the dull end. If you put a small piece of wood under the trim strip, it will keep the knife from rolling off the table and stabbing your foot.

*From The Eagle
Michael Giroir, Editor*



FOR YOU, ROTO BOB!

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down – all of them trying to become random in motion. Helicopters can't really fly – they're just so ugly that the earth immediately repels them.

WAM WELCOMES NEW MEMBERS

Robert Jones, Jr.	Dmitry Khazanskiy
Robert Jones, Sr.	Roland Faulkner
James Hodges	Dale Johnston
Christopher Hodges	George Davis, III
Jeff Stoner	Steve Rothschild

WAM is pleased to accept the above new members. We look forward to seeing all of you at the meetings and at the field. The club is here for you, and we hope you take an active part in WAM.

WAM SETS A RECORD!!

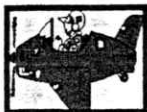
The ten new members listed above represents a wonderful achievement for WAM! We have never had as this many people join our club in a single month. It's just a great feeling to welcome this group of folks. Some are experienced, some are novices, some are older, and some are young.

I'm sure they will contribute their talents, energy, and enthusiasm for the hobby of R/C flying to WAM. And they represent our becoming better known in the area – a good sign for us.

SPIEGEL FIELD IS ACTIVE ON WEDNESDAY EVENINGS

Wendell Richards and Bob Allen are usually regulars at Spiegel Field on Wednesday evenings. It's a great time to fly (the wind seems to die down later in the day) and summer evenings are cooler.

If you want to give Wendell or Bob a call to be sure they will be there, I'm sure they won't mind. Or, simply call another WAM member or two and arrange to meet there. If you need a roster, call me!



JUNE FLYING

By John Sterrett

There are those days when things seem to go wrong – more than usual. June 6th was one of those days for me. The first incident was a close call which occurred while I was flying the “Fun One.” Thankfully, our alert field marshal, Dutch Briggs, rushed up to me just in time yelling, “Your antenna’s down!” Fortunately, I was flying close enough to maintain radio contact, but when I pulled up the antenna, I almost lost control of the plane. I haven’t forgotten to pull up the antenna since.

The same day and a few flights later, immediately after hand launching the “Wonder,” the right stick that controlled the ailerons and elevator of my Airtronic Infiniti 600A transmitter came out of the gimbel. It was loose in my hand, creating great panic no less! Fortunately I was able to control the airplane by placing my thumb over the hole left by the stick in the gimal and landed the “Wonder” (with Bob Allen’s help) with only a broken prop.

I called Jack Albright of Airtronics about the loose stick and was instructed to glue it back with CA. The left stick was also loose, similar to the right one, where it had been pressed in at the factory. The CA has worked well. But everyone with Airtronics transmitters should check their sticks!

Another tree landing with the engine still running occurred in late June while flying Bill Hasert’s sig “Kadet.” But since Bill’s aircraft (flown by me) was only 20 feet high in the tree, Wendell Richards still holds the record for “High Altitude Tree Landing With Engine Running.” Anyway, it is not an easy feat to land a plane in a tree and not have the engine cut out.



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.

****Always remember to fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn’t get to five minutes earlier.**



HAPPY BIRTHDAY!!

AUGUST

Bob Allen

Bill Hasert

John Schaffner



AVIATION HISTORY AUGUST



- 2 1909 U.S. Army accepts first aircraft from the Wright brothers.
- 16 1960 Captain Joseph Kittinger completes the highest parachute jump (102,200 feet).
- 17 1978 First trans-Atlantic trip in a balloon.
- 19 1871 Orville Wright born.
- 20 1976 “Viking I” lands on Mars.
- 21 1911 First time an aircraft recovers from a “spin.”
- 26 1740 Pioneer balloonist Joseph Montgolfiere in born in France.

JULY’S FUN FLY

This is far from a formal report about our last Fun Fly, but I can say that we had a LARGE turnout. Many members showed up with their pride and joys to burn a few holes in the sky. (And the ground on a few occasions).

I, for one, could have sworn that the field became shorter when I landed my Trainer 40 (“Old Faithful”) about 5 yards short of the runway and shredded some useless weeds. Paul Schaffner managed to create a long and widely dispersed search party when his plane went down in the high grass way below the field. Searchers spent about 30 minutes looking over a large area before the errant aircraft was found (with no damage, thank you).

Bob Allen brought the food which Ron Bowen expertly cooked. But it appeared that every time he flipped a burger, it was a left handed flip. Bob put on an awesome display with his helicopter which everyone enjoyed. New member Dmitriy Khozon-skiy brought his new helicopter for Bob to check out. We expect Dmitriy to be flying even better than Bob very soon. Several other new members took to the air and got accustomed to our field’s peculiarities. Everyone seemed to enjoy themselves a lot.



BUILDING, BALANCING, AND FLYING

*From The Marks Informer
Art Perry, Editor*

Last month, we talked about the "big lie". This was where someone would design and build a new plane, then when finished, take it to the field and claim that it flew almost hands off immediately or "it flew right off the drawing board." Well, generally speaking, we know that to be a stretch. However, through careful diligent building practices, a plane should only require some minor trims and balance adjustments. What are those building practices that we need to be careful of? Well, all of them really, but some more than others. First – accuracy. Follow the plans accurately, building fuselage sides over one another if necessary to ensure they are both alike. Select wood carefully and try to match each side. This way when the halves are joined and bent they will bend equally. Also, select wood the same way for the two wing panels. We need to have each wing panel be the same size and weight if possible. Sound crazy - no it isn't. Check this out after you have finished and if you have a way to weigh each, do it. Take it down to your local grocer and get an accurate weight. No matter how hard you try, one panel will be up to several ounces different. Then after joining them (this joining procedure is another point to watch), suspend them by the middle and balance the wing. Add small lead BB shot or something to the "light" wing tip until the wing balances. Make sure when joining the two wing panels, they are joined flat and straight. What is meant by this is you don't want a twist at the wing root where joined. The plane will forever tend to veer off one way or the other.

One of the more important factors is to always be mindful of balance, fore and aft. As pointed out last month, a tail heavy plane is a handful for any flier, full scale or model. So as you get the pieces built, assemble the bones and put the engine on and see where it balances. Throw the nose gear, wheel, spinner and prop and tank on, then check again. Then lay the radio stuff into it and see where it goes. You will get a very good idea how it is going to balance out. A good rule of thumb is to always build as light as possible from the trailing edge of the wing back. Never just go at it and then add weight later. Think about this....it is a given that a lighter airplane flies better. We have been given by the radio industry super light

radio systems. We strive for tiny light receivers and servos only to add ounces of weight either to the nose or tail, simply because we didn't think ahead during building. Same way with lightweight wheels – we ask for the industry gives them to us, then we add lead. Crazy, no? What all this is attempting to point out is that if you are mindful of overall weight, building accuracy and weight distribution from the moment you open the box or unroll the plans, you indeed do have a chance of building a plane that will fly well from the outset.

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
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivolli.com
Hier, Tom	their@home.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
Nick.jonckheere@kh.khbobo.be

WAM HAS A WEB SITE!!

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

MORE AVIATION 101

The only time you have too much fuel is when you're on fire.

You know you've landed with the wheels up when it takes full power to taxi.

Those who hoot with the owls at night should not fly with the eagles by day.

Young man, was that a landing or were we shot down?



TRIP TO RHINEBECK

By Eddie the Editor

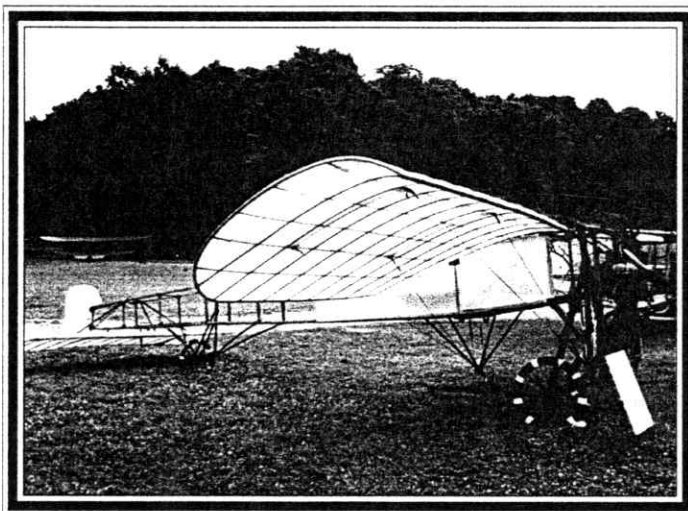
I made a trip to Rhinebeck, N.Y. and was able to see the air show at the Rhinebeck Field. I was not intending to make a trip to Rhinebeck to see the air show at the Rhinebeck Field, but did, anyway. It seems that I was to be on vacation from July 12 – 17, and take a long motorcycle ride through West Virginia on my Vulcan 1500. But some people couldn't make it, and a friend who rides a BMW said that there was a BMW motorcycle rally in Rhinebeck that week and he would like to go. So we rode our bikes up there for the rally.

As luck would have it, there were so many bikers in town that the folks at Rhinebeck Field decided to put on a special show for us on Wednesday. (Normally they only hold a show on Saturdays and Sundays). The show was wonderful. For those unaware of what Rhinebeck is about, it is about antique airplanes. Many places may have several older aircraft, but all of the ones at Rhinebeck FLY! They have been restored (some are "copies" of the originals) to beautiful condition and are all airworthy. I am no expert and my info may be slightly erroneous, but I believe that Rhinebeck has the most extensive collection of older airplanes in flying condition in the world.

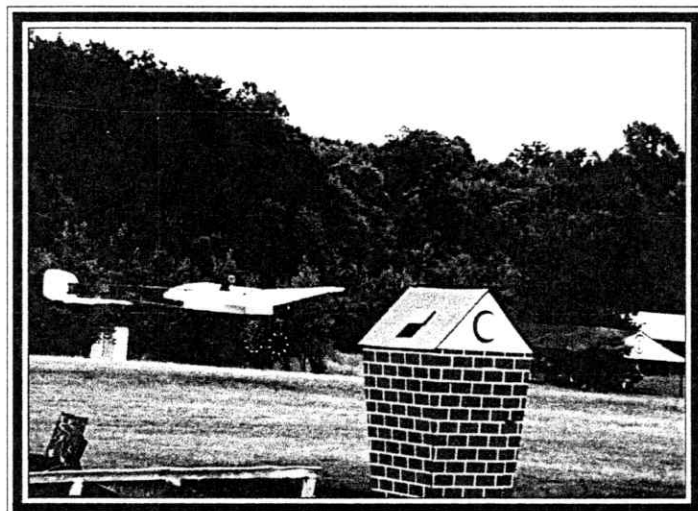
The field is as it would have been many years ago – all grass surrounded by trees and low hills. The buildings are old, the parking lot is gravel on a hill, the trees are old, there are old cars and motorcycles around the place (also in running condition and used in the air show), and you feel as though you have drifted back in time about 70 years.

The show is very well presented, humorous, and informative. Even though these aircraft fly low and slow, they are a sight to behold. The Bleriot XI actually leaves the ground. A sequel to the Wright brothers plane flew, etc., etc. Details and names elude me, and I did not take info home, but if you are ever in the area of Rhinebeck, N.Y., you should definitely plan to attend the air show. Incidentally, the announcer stated that the crowd for that special "biker" group was the largest they have ever had at a show.

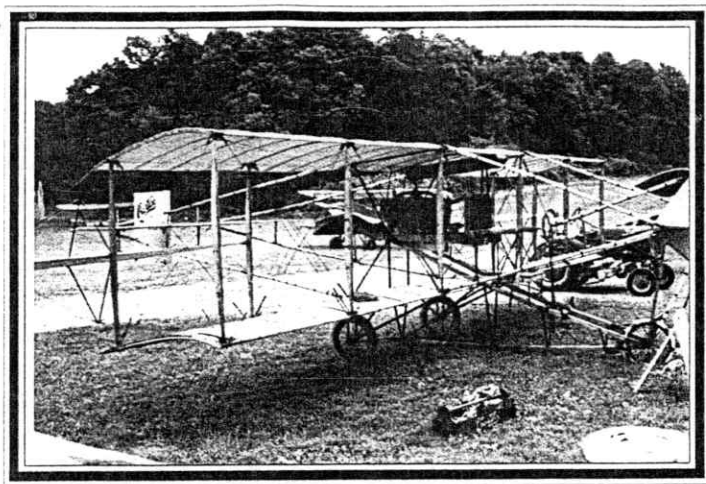
Though my favorite plane has always been the A-10 "Warthog," the old time planes at Rhinebeck are a wonderful history of where flying came from.



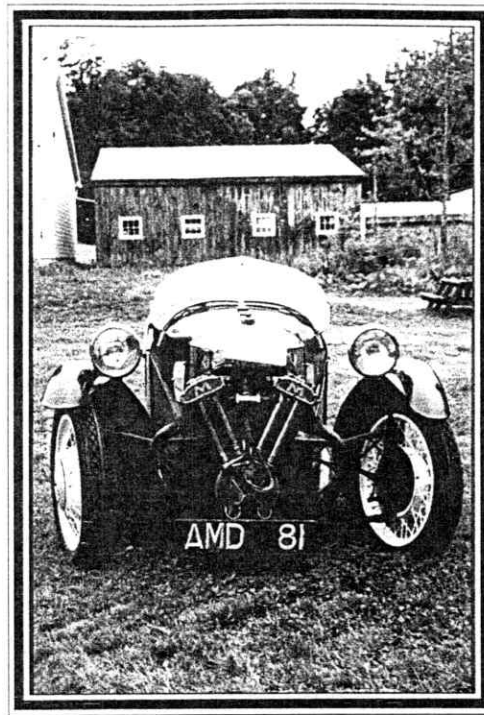
**1909 BLERIOT XI
LOUIS BLERIOT WAS THE FIRST
PERSON TO CROSS THE ENGLISH
CHANNEL BY AIRPLANE**



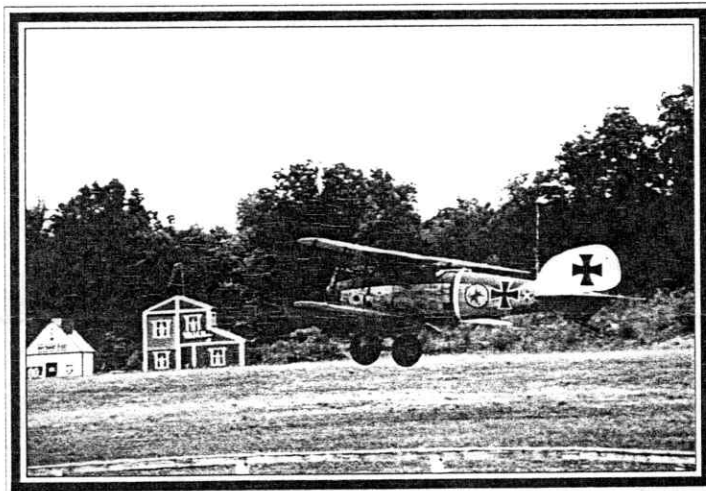
**THE BLERIOT IN FLIGHT
AN IMPRESSIVE SIGHT TO BEHOLD !**



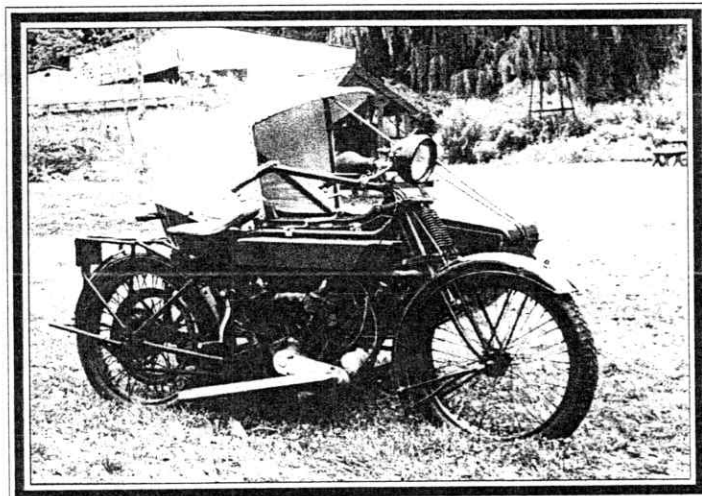
**NOT SURE WHAT IT IS,
BUT IT'S REAL OLD
AND IT FLIES!!**



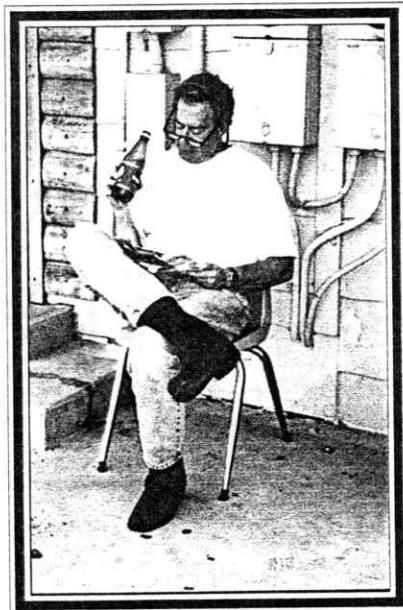
**1934 MORGAN
A THREE-WHEELED BEAUTY**



**WORLD WAR I VINTAGE
GERMAN BIPLANE IN FLIGHT!!**



**OLD MOTORCYCLE
WITH SIDECAR
IT RUNS!!**



Eddie the Editor trying to figure out where he's been, where he is now, and where he is supposed to go next. The liquid is Ginger Ale, the locale is somewhere in West Virginia, and the weather is hot. After a careful look at the map, your editor decides that he is in the right place for now, but in the wrong life. Oh, well, you can't get everything just right. But it was a great trip!!



**3RD ANNUAL
WAM CRAB FEAST
SATURDAY, JULY 31
7:00 P.M.
GARY AND DELL'S**

Mark your calendars for this fun evening. This is an "All You Can Eat" night. Crabs, fried chicken (the best you've ever tasted), salad bar, crab soup, and corn on the cob will be served as long as you still have room in your stomach.

Those who have attended this feast will attest to the great food, comradery, teasing, etc. Spouses and significant others are invited (no children, please).

The total cost, including beverages, should be between \$ 25.00 - \$ 30.00 per person. We usually just add up the total bill, add 15% gratuity, and divide it by the number of eaters. If the "all you can eat" choice is not to your liking, you can order anything you would like from their regular menu. An adjustment to your part of the bill can be made. So, don't stay away because you may not like the pig out, stuff it in, fill up your gut attitude of those who do. You can simply order an ordinary meal that you would like.

I would like to be able to give Gary & Dell's a pretty close estimate on how many of us will be there at least 10 days in advance. We don't want them to run out of crabs. Please call me, Eddie the Editor, at (410) 848-3835 and let me know if you plan to attend and whether your spouse or friend will attend, also.

Thanks!



A CHEAP FUEL PUMP

Dave Wellington, New Zealand

From The Marks Informer, Art Perry, Editor

For the simplest and cheapest fueling system, forget those expensive and troublesome electric fuel pumps or hand crank gear. Why not use a plastic pressure sprayer, the kind for spraying flowers? Simply remove the nozzle and install a length of fuel line. A few pumps on the handle and you can fill a fuel tank in seconds with infinite control over the flow rate. The plastic seems to be compatible with the fuel and the pump will hold 1-2 liters of fuel.

Editor's Question: How do you get the fuel out of your tank when you're done flying?

**EXCERPTS FROM A WALL STREET
JOURNAL ARTICLE BY JIM CARLTON**

From the Internet

Compaq is considering changing the command "Press Any Key" to "Press Return Key" because of the flood of calls asking where the "Any" key is.

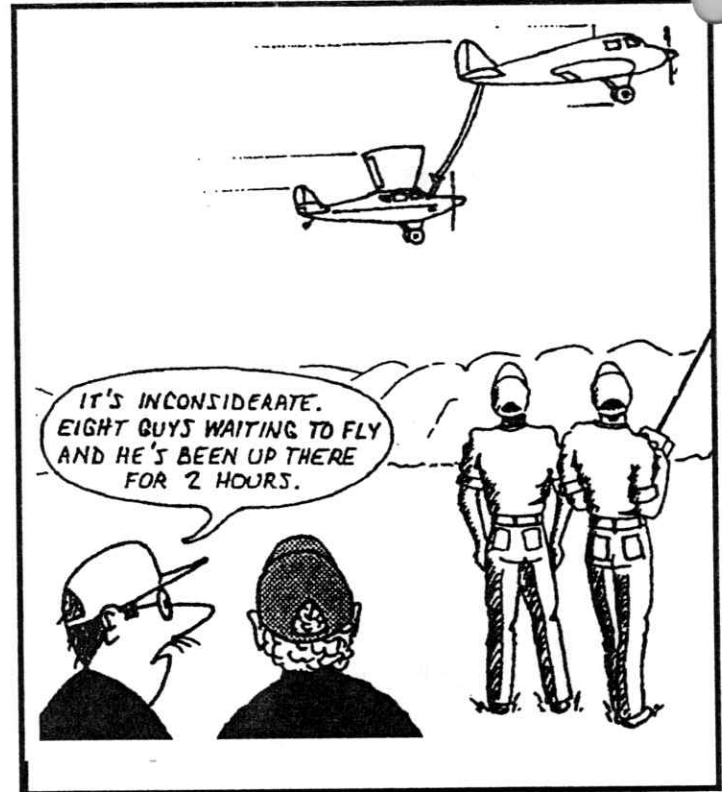
AST technical support had a caller complaining that her mouse was hard to control with the dust cover on. The cover turned out to be the plastic bag the mouse was packaged in.

Another Compaq technician received a call from a man complaining that the system wouldn't read word processing files from his old diskettes. After trouble-shooting for magnets and heat failed to diagnose the problem, it was found that the customer labeled the diskettes then rolled them into the typewriter to type the labels.

Another AST customer was asked to send a copy of her defective diskettes. A few days later a letter arrived from the customer along with Xeroxed copies of the floppies.

Another Dell customer called to say he couldn't get his computer to fax anything. After 40 minutes of trouble-shooting, the technician discovered the man was trying to fax a piece of paper by holding it in front of the monitor screen and hitting the "send" key.

Editor's Note: And to think you get a newsletter every month. But remember, I haven't made all of these mistakes, just some of them.

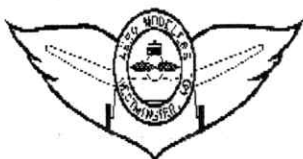


*From The Transmitter
Ed Runkle, Editor*

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet Bill Woolston
Tree Landing with Engine Running Wendell Richards
Most Mid-Air Collisions (2): Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1) Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane Terry Reeves
Most proficient helicopter pilot: Bob Allen
Most money spent on helicopters: Bob Allen
Person teased the most at CCMA: Ron Bowen
Person most deserving of being teased at CCMA: Ron Bowen
Person taking the longest time to complete a model: Ed Goldman
Longest Sustained Rubber Powered Flight Lou Omansky

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



WESTMINSTER AERO MODELERS

WESTMINSTER AERO MODELERS

FLEA MARKET

Westminster VFW

519 Poole Road, Westminster, MD

OCTOBER 2, 1999

9:00 A.M. until sold out (Usually 1:00 P.M.)

Vendor Setup at 8:30 a.m.

Tables (8 foot) are \$ 10.00 payable in advance and on 1st paid basis.

Mail your order for a table with check payable to WAM to:

W. Woolston - WAM

2101 Kings Court

Finksburg, MD 21048-1712

For advanced information or other questions, please call (410) 840-1712.

SALE

SALE

GREAT PLANES "REAL FLIGHT R/C SIMULATOR

Cost: \$ 200.00

Sale Price \$ 100.00

Excellent Condition

System Requirements:

Windows 95 with 30 MB hard drive space

2X CD ROM SVGA Monitor

IBM Compatible Game port

Joystick Controller

90 MHz or faster processor

16 MB RAM

Call Rick Vanderheyden at (410) 526-2174

BEWARE OF THE RIDERS

Summer is here and activity will be picking up at the flying fields. This also means that the equestrians will also be active around Spiegel Field. It behooves us to be watchful of their presence, and to be aware that riders will sometimes appear "out of nowhere" when they approach the field from the area "below" the field. They may suddenly be on the field itself, and not be aware that we are flying. Especially dangerous are the moments when we are taking off or landing. Please keep your eyes out for them.

Wendell will contact the county to look into having signs place on the equestrian trails alerting them of our presence and advising them to use caution and common sense when approaching the field.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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

Paul Schaffner 410-429-1911

Wendell Richards 410-374-4970

John Sterrett 410-775-0296



COMING EVENTS



July 31 Annual WAM CRAB FEAST. Gary & Dell's. 7:00 p.m. Call Ed Goldman 848-3835 if attending or directions.

July 31 RCMB Parkton - Old Timers Contest

August 8 WAM Fun Fly. Baugher's Field. 1:00

Aug. 7-8 Warbirds over PA. Quakertown.

Aug. 21-22 Frederick Wings of Freedom Air Show. Frederick Airport. Good Show - Historic Military Aircraft.

Aug. 21 BASS Soaring Contest.

Aug. 27-28 Air Show at Bealton, Va. DCRC-IMAA.

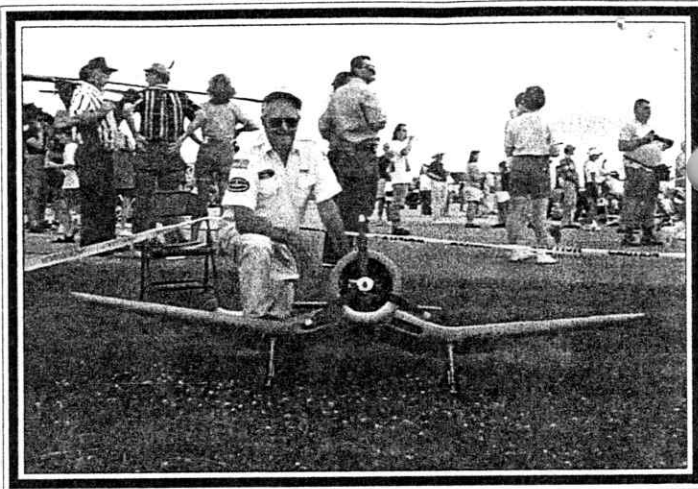
Aug. 28 RCMB Parkton. Old Timer Contest.

Sept. 4-5 IMAA Harrisburg, Pa.

Oct. 2 WAM Flea Market. Westminster VFW.

Call Milt Peacock for details: 410-833-3122

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



Milt Peacock With His
1/5 Scale Corsair - A Beauty!!

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



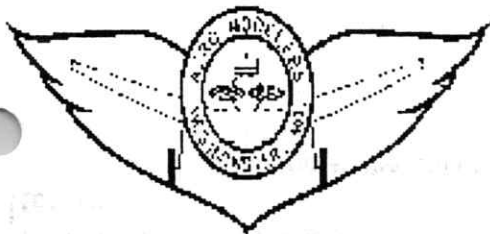
TO:

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 !!!



THE TALESPINNER

Westminster Aero Modelers

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>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>Bill Hasert</i>	<i>833-7271</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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 7, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 8

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Bob Allen and Wendell Richards hosted a fabulous Funfly on August 8th at the Baugher Field. While the skies threatened rain, we got through the day with just a few sprinkles. I would especially like to thank Betty Johnston for her delicious beet cake, Wendell for the barbecue, Bob Allen for the sodas and Linda Wunderlich, who was the roving photographer. Moral support for the fliers was provided by Lynne and Andrea Allen, Jane Richards, Eleanor Hier, Lorraine, Jane, and Anna Johns and Spencer Hamblin.

Members who were in attendance included Jim Bates, Jeff Stover, Bob Johns Sr., Bob Johns Jr, John Sterrett, Pat Kowalski, Ken Hands, Terry Reeves, Joe Hamblin, Paul Schaffner, Lou Omansky, Tom Hier, Richard Jakubs, Jim and Chris Hodges, Dale Johnston, Milt Peacock, Bill Woolston, Dmitriy Khazanskiy, and myself. We also had a visit from Dwight Baugher and two prospective members. I hope I haven't left anyone's name out. If I did, please let me know. We will host another Funfly in September.

See you at the next meeting,

John



AM I MISSING ANYONE?

It has been brought to my attention that some members may not be getting their Talespinners. If you are one of these folks, you only have to call me and I will check my mailing list file to see if you are missing, your address is incorrect, or whatever.

If I don't hear from you, I'll assume that you are getting The Talespinner as you should. If not, call me at (410) 848-3835 and you will be put properly on the mailing list.

YOU MUST READ THIS!!

DUE TO A PRIOR COMMITMENT, THE OCTOBER MEETING OF WAM WILL BE IN THE PAVILION OUTSIDE THE VFW HALL. CHECK THE LOCAL WEATHER AND BRING APPROPRIATE CLOTHING.!!

ROSTERS ARE READY

The 1999 rosters are available. They have been updated to include the 10 new members inducted at the September meeting and will be available by calling me at (410) 848-3835.

If this issue of the T/S is not full, it's because I didn't have as much time as usual to do it, and also because very little came to my mailbox this month.



MINUTES OF WAM MEETING

AUGUST 3, 1999

By Pat Kowalski

1. The August meeting of WAM opened at 7:45 p.m. with President John Wunderlich presiding. There were 22 members present. Two guests and potential new members, Steve Linfield and Bob Donohue, were also present.
2. The minutes of the July 6 meeting were approved as presented in the T/S.
3. President John reported that everyone had a good time at the Crab Feast, and thanked Ed for his efforts in making it happen.
4. Any money collected from the sale of raffle tickets for the WAM Flea Market in October should be given to Richard Jakubs.
5. V.P. John Sterrett reported that several seaplanes flew at the Baugher Lake on Sunday.
6. Treasurer Bob Allen gave his report on expenditures and income for the club. We're in the black.
7. AMA Rep Bill Hasert announced that there is a new battery tool for measuring voltages. He stated that the next AMA roster will be up to date. Bill also mentioned that there will be a BASS soaring contest in Walkersville. (Date?). The District IV meeting will be held in Delaware on August 14 - 15. Chuck Foreman should be in attendance.
8. Field Chairman Dutch Briggs reported that rain washed away portions of the road to the Spiegel Field.
9. County Rep Wendell Richards reports that there has been no word from the County. (Which is good). Wendell also said that a nut came loose on the tractor. (Was that a machine nut or was it one of our more exuberant members)?
10. The next Fun Fly will be at Bauger Field on Sunday. Bob Allen offered to bring food, but we need a chef. Signs to direct new members and a Port-A-Pot for the day will be arranged.
11. Membership Chairman Bill Woolston mentioned the two guests who were in attendance.

OLD BUSINESS

12. President John announced that the Fun Fly will be for fun only - no competition. Members may fly earlier than 1:00 p.m. if they wish.
13. Fleas Market Chairman Bill Woolston has already sold 13 tables. There are more available for those who want them, but you should call Bill soon to reserve yours.
14. Badges for new members will be made by Mickey Yachera ASAP.
15. Mickey will move the web site to his server where it can be updated.

NEW BUSINESS

16. President John brought some new ideas to us related to voting in new members. A motion was made and passed. The proposed changes are printed elsewhere in this T/S and will be voted on at the next meeting.
17. Bill Woolston will include new revisions in the packet given to new members.
18. The October meeting will be held outside the VFW in the pavilion due to a prior commitment by the VFW. Bring appropriate clothing.

NEW PROJECTS, COMMENTS, ETC.

19. Bob Allen talked about his new Thunder Tiger "Raptor" helicopter.
20. Bud Roland brought scale helicopter pictures.
21. John Sterrett reported that one of the sticks on his Airtronics transmitter came out while he was flying. A representative from Airtronics suggested using CA glue to hold the sticks in place.
22. Dale Johnston stated that the gear on the Hangar 9 Cub should be placed one inch farther back than the directions indicate. He finds the plane to be tail heavy.
23. Robert Johns, Sr. won the 50/50.
24. The meeting adjourned at 8:55 p.m.



NAME TAGS

If you don't have your name tag, Bob Allen knows where they are. They will be available from Bob at the next meeting. But if you cannot be at the meeting, Bob will leave them in the impound box at Spiegel Field. You can get your name tag by opening the impound box at Spiegel Field. While you're there, you can also do a bit of flying.

CLEANING GLOW DRIVERS

By Jerry Wino

From the AMA Newsletter, Feb., 1999

Ever have your glow plug driver not really work well when you know that the battery is fully charged? Maybe the contacts need cleaning. What you need is contact cleaner, which is available at electronics stores, and a cotton swab.

Spray some contact cleaner on the swab and clean all interior surfaces. Keep spraying the swab until all areas are free from dirt and oil.

Now, get up an glow do it!



A WEDNESDAY AT SPIEGEL FIELD

By Eddie the Editor

Wednesday, August 18, saw a crowd turn out at Spiegel Field. It was a beautiful day with a moderate breeze and some choppy air aloft, but a fine day for flying. Bob Allen was there (I think he has a little cabin in the woods behind the flight line) with his Cloud Dancer. All of Bob's planes seem to want to fly upside down. Perhaps Bob went on one too many rides at the carnival as a young child.

Dale Johnston flew his J-3 Cub several times. The flights were beautiful, although each landing seemed to end in a slow, graceful nose-over with the wheels pointing to the sky. Dale claimed that the field was too rough and that it landed and taxied well at Baugher's. That didn't stop the peanut gallery from giving Dale a little teasing.

A prospective new member was there with a new ARF trainer, and Bob flew it several times with the new fellow on the buddy box. Several rolls were performed by the new flier, and some of them were intentional. It looks as though WAM will have another new member soon.

I flew my trusty Great Planes Trainer 40 several times with great results. (It landed on the field each time). The only semi-tragedy occurred when I flew my Mustang. Although the controls checked out OK during the pre-flight routine and the plane took off smoothly, it climbed straight up under full power. Applying down elevator did nothing, and the plane performed various and sundry gyrations above the flight line. Many of those present were doing the "Oh My Gosh It's Out Of Control Shuffle" at a fast rate. Heads were bobbing, bodies contorting, and minds hoping that the plane would come down somewhere other than on them. But the plane managed to crash in the woods with moderate damage. Upon checking the elevator servo (which was a brand new one), I found that it indeed would move up, but not down. The radio will be sent back or sent to the waste basket before being used again.

Other attendees were John Wunderlich, Milt Peacock, as well as several who cannot be recalled by my aging mind. All in all, it was great to see so many members at Spiegel's on a Wednesday afternoon having a good time. Hopefully, the remainder of this year will see some great weather and lots of flying by our veteran pilots as well as the many new fellows who have joined WAM this year. The club has grown wonderfully this year, and seems destined to continue in the future.



ANOTHER HELICOPTER FOR BOB!

Our club's leading accumulator of helicopters and pilot extraordinaire has added another craft to his collection. Bob brought his latest acquisition to the August meeting to show it off. It's an ARF type 'copter, the "Raptor" and Bob says that it is very easy to put together. The Thunder Tiger engine that came with it is a bit "touchy" according to Bob. I'm sure that the already. Good luck to Bob!

Dale Johnston brought in one of his creations, also. It was a large cowl fitted with plastic PCV valves to make it look like there is a radial engine in the cowling. Pretty interesting for those of you with an itch to make your airplane have that radial engine appearance. I'm sure that Dale will be glad to fill you in on the details if you are interested in making one for yourself.

LITTLE GLITCHES AND BIG GLITCHES

From The Marks Informer



Don't Blame All of Your Crashes on the Little Glitches. Lots of Planes are Done in by the BIG Son of a Glitch Who is Holding the Transmitter!!

SPIEGEL FIELD IS ACTIVE ON WEDNESDAY EVENINGS

Wendell Richards and Bob Allen are usually regulars at Spiegel Field on Wednesday evenings. It's a great time to fly (the wind seems to die down later in the day) and summer evenings are cooler.

If you want to give Wendell or Bob a call to be sure they will be there, I'm sure they won't mind. Or, simply call another WAM member or two and arrange to meet there. If you need a roster, call me!



CRAB FEAST REPORT

The 3rd annual WAM crab feast was held at Gary and Dell's on July 31. Approximately 24 folks were there to enjoy the gorging. For those of you who have not attended, the affair is an "all you can eat" deal including crabs, broasted chicken (superb), crab soup, salad bar, and corn on the cob. No one should make a doctor's appointment for the next day if there's a chance you might have to get on a scale.

We started eating at about 7:00 p.m., and MOST people were stuffed and wobbly by 9:00 p.m. One individual was still plowing through a pile of crabs – but that's what it's all about.

Talking and eating were the main events, and we did both enthusiastically. Had our stomachs been as big as our desires, we could have solved all the world's problems by the time we were finished. Be it as it may, some problems remain in the world, but there are a lot less crabs to contend with.

Make it a point to attend next year's big feed – you won't regret your decision!

UGLY WIRE LANDING GEAR

From The Marks Informer

Want to keep those wire landing gear looking great without painting them? Paint often chips off leaving them looking worse than ever. A simple solution is to slip a piece of shrink tubing over the wire when it is accessible to do so. Shrink tubing comes in a variety of colors and is obtainable at most electronic stores and some larger home center hardware stores



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.

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

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

Berra's First Law: You can observe a lot by just watching.



HAPPY BIRTHDAY!!

SEPTEMBER

Tom Appler
George Davis

Ken Hands

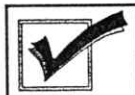
Hoyt Bishop
Ray Miles



AVIATION HISTORY SEPTEMBER



- 2 1910 Blanche Scott becomes the first woman to fly solo.
- 5 1922 Jimmy Doolittle becomes the first person to cross the United States in less than 24 hours. (21 hours, 19 minutes).
- 14 1984 Sept. 14-18. First solo crossing of the Atlantic Ocean by balloon.
- 18 1898 First controlled sustained flight: 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 made by the U.S. Army.
- 30 1976 Don Taylor completes the first around-the-world flight in a home-built aircraft – a Thorp T-18.



CLEANING AIRPLANES

From RCM Magazine

According to Jay Crowley, after a day of flying, Cottenelle Moist Wipes remove the oil, dirt, and grease from his plane better than dish soap, window cleaner, or the special stuff sold for that purpose. Two towels are needed to clean up after a two-stroke engine, but only one for a four-stroke. The wipes are available at most supermarkets and come in a plastic box that is easy to keep around.

AVIATION 101

There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

Try to keep the number of landings equal to the number of takeoffs.

Good judgement comes from experience and experience comes from bad judgement.

Gravity never loses. The best you can hope for is a draw.



POSTCARD FROM PAT K. IN IRELAND

Hi Ed and WAM Members,

I am spending a couple of weeks in Ireland on vacation. No soft landings here! Full-scale airports abound, but seem small by U.S. standards. The only other way on or off the island is by boat, usually a ferry. It is a land of contrasts: speed is measured in mph, but distance is in km. North may be on the top or bottom of a map. Hot water may come from the right or left spigot. The owner of Cork hobby shop says there are no R/C modelers (planes or anything else) - too expensive. Relatively few trees to serve as balsa magnets, but plenty of rocks to land on, even in the water. People and dogs are very friendly.

Keep flying,

Pat

Editor's Note: This postcard was received too late to be included in last month's newsletter, but here it is.



THANKS TO JOHN AND AN APOLOGY TO JOHN

John Sterrett, one of the T/S industrious contributors, sent me a very nice article from the Smithsonian magazine entitled "Piloting Pint-Sized Planes." The article is long and interesting from the standpoint of someone who does not know very much about the hobby of building and flying small aircraft. It may not be of interest to run segments of it in the T/S, but it is a wonderful public relations article about R/C flying. The fact that it appears in such a prestigious magazine can only be helpful to the hobby. And the more people who read it, the better for us. I thank John for taking the time to copy and send the article to me.

I also owe John and you Talespinner readers an apology. It seems that John also included some comments for the T/S about flying at the pond, but I lost that piece of paper. So John wrote his notes in vain, and you fellows don't get to read it. But I'm sure that John will be writing again 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
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	t hier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.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	Nick.jonckheere@kh.khbobo.be

WAM HAS A WEB SITE!!

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



WEB PAGE UPDATE

Plans are afoot for the WAM web page to be placed on Mickey Yachera's server at his business, Computer Renaissance. John Wunderlich will try to update it when he is able, so the page can be made current and, hopefully, attract potential new members. Those of you who are on line may want to take a peek every once in a while to see what's happening.

WHERE IS DEADSTICK ?

Several issues of the Talespinner have appeared and they have not included a comment from the mysterious and still unknown "DEADSTICK." I hope that nothing has befallen the unknown contributor and that he or she is just taking a little "breather."

Perhaps our friend will grace my mailbox with another note in time for the next T/S. We all await his or her comments.

PERFORMANCE OR REALISM

From Dale Johnston

Some model airplanes are designed for easy flying, like "Old Timers" or scale models of Golden Age sport planes. They are made to fly very realistically, like the J3 Cub that side slips in and goes down the runway on one wheel, or the Butterfly that does lazy circles in the sky. Others are designed for spectacular performance, like the Extra 300, or the Gee Bee profile that can do a snap roll on takeoff followed by several vertical rolls, and then land on the assembly table.

Models can be designed to perform like real airplanes never can because they don't have to carry people or cargo. (Where would you put the pilot in a profile fuselage)?

Exact scale models, on the other hand, are destined to fly like their real counterparts with all of their characteristics and limitations. I specify "exact scale" because many kits on the market have the names of real airplanes, but are modified for sport flying. You can have a little of both worlds with these. There is plenty of room for both types of airplanes and pilots in our great hobby and all the others in between, so choose your model and have fun, but be careful to make the right choice for your purpose, or you might be disappointed.

I had a friend in Texas who built a 1/4 size Fleet biplane from the Concept kit, and was sorry to find that it would not perform a roll! Now the Fleet was a low powered golden age sport biplane that only had ailerons on the lower wing and the model was flying true to the original. My friend added ailerons to the top wing and with plenty of engine power, was able to perform aerobatics. There is nothing wrong with modifying a model to change its performance. It is done all the time with real airplanes. For example, the Stearman biplane was originally built with a 220 h.p. engine, and did not perform nearly like the ones we see in air shows today. They usually have 400 - 700 h.p. engines installed in them, which makes a big difference.

Even with large engines and adequate control surfaces, however, these old biplane designs will never approach the performance of a modern day competition aerobatic ship. Consequently, models of them won't either! So if you want snappy perform-

ance, get a profile or pattern ship. If you prefer scale make it an Ultimate or an Extra 300 or the like.

I recently had a modeler complain that the Waco YMF-3, from the Pica kit, would only do very slow rolls. The real Waco is very similar in size and performance to the Stearman, and came with the same engine. I am in the process of building my second kit, and have talked to pilots who flew the real ones, and that is the way they are supposed to roll!

Editor's Note: Thanks, Dale, for the nice article. These are the types of contributions any editor appreciates!



NIGHT FLYING

From Eddie the Editor

In the last several issues of The Marks Informer, the newsletter of the Mid-Atlantic Radio Kontrol Society and published by former Talespinner editor, Art Perry, there have been several articles about night flying of R/C aircraft. It seems that several of their members have equipped their airplanes with all sorts of lights, including a battery operated strobe light from Radio Shack.

Although we are prohibited from doing any night flying at Spiegel Field, my guess is that if anyone is interested, they can do some after dark flying at Baugher's Field. If you are interested in talking to someone who may be able to give you some advice, let me know (Eddie the Editor - 410-848-3835). I'll get in touch with Art Perry or give you the names of the two fellows who are doing this type of flying. The club is on the Eastern Shore, and I'm sure you could arrange to meet or talk about how to get started.

My personal wish list would be to see Bob Allen hook up one of his many helicopters with these lights. Maybe Wendell and Paul Schaffner could do the same with one of their superfast combat planes and make the sky look like fireworks were going off. Just a thought.

Think about it for your next winter project. Maybe WAM will bring a new thrill to the sport next spring.



MODEL AIRPLANES: A FINE ART

By Joe Wagner

From the AMA Newsletter, Feb., 1999

Few things irritate us modelers more than people calling our activities playing with toy airplanes. As we well know, our hobby/sport is a truly scientific endeavor, requiring a working knowledge of aerodynamics, meteorology, electronics, metallurgy, chemistry, physics, and other technologies. However, model airplanes are also an art form, and a fine art at that!

My definition of an art is zany, creative human activity with the purpose of effecting emotions. That covers a lot of territory: literature, graphic arts, music, sculpture, architecture, ballet, and more. Commercial art (of whatever kind) differs from fine art, at least in its purpose. Commercial art is performed primarily to satisfy a customer's requirements, while fine art is done to please the artist himself. Of course, a fine artist can get paid for his work, and sometimes does. But he's the one, not his client, who decides what the artwork will be, and how and when to do it.

Now consider model airplanes again with the preceding paragraph in mind. The miniature aircraft that we build and fly surely involve as genuine of an artistic effort as the work of any painter or musician. Even when we don't have the time available to let us enjoy the complete experience of designing and building a model from scratch, and instead, assemble one from a commercial kit, we make the decision whether to substitute a curved wing tip for a rectangular one or to revise the entire shape of a vertical tail.

Model airplanes might very well represent the highest (pun intentional) form of fine art. Our aircraft involve every one of the techniques of the graphic arts like drawing, painting, and photography, as well as the three-dimensionality of sculpture, the practical values and uses of architecture, and the dynamic qualities of ballet!

I can't think of any other art form with so much complexity and variety, either. From simple all-balsa hand-launched gliders (throwing these for maximum duration is an art form in itself) to four-engined, multi channel RC models, the range of possible projects, materials, and techniques is almost infinite. Miniature aircraft that fly can be as tiny as the popu-

lar eight-inch wingspan rubber-powered models, or as large as 20-foot radio-controlled Giant Scale model.

I've seen model airplanes constructed from paper, plastics, metals, and woods ranging from balsa and bamboo to pine, spruce, basswood, mahogany, maple, and birch. Finishes show as much variety. The craftsmen that the public usually think of as artists have no wider selection of media to work with than modelers do.

The dynamics of flight are exquisitely artistic, too. Aerial maneuvers of a control line stunt model or an RC acrobatic airplane exhibit as much grace, symmetry, and balance as ballet does. It is also easier to appreciate. A ballerina's triple entrechat, for example, occurs in about half of a second. That's too fast for most human eyes to register, but anyone can see and follow a model airplane doing a spin, slow roll or horizontal figure eight.

Considered as a fine art, model airplanes are a great deal more comprehensible than most others to laymen. Modern painting and sculpture have lost all relation to reality. No one looking at examples of these types of art knows quite what they're supposed to be experiencing. That's never the case with model airplanes! Even "far-out" modeling projects like a flying doghouse, or a radio controlled bat are instantly recognizable for what they represent. They may or may not be well executed, but it's easy to tell the difference. You can't say that about much in the way of modern art!

The only major dissimilarity between airplane modelers and the people the general public considers to be artists is that we're obviously having fun in our activity. It's hard to visualize Frank Lloyd Wright humming a happy tune while designing Falling Water, Michelangelo grinning as he painted the Sistine Chapel ceiling, or Beethoven chuckling while composing a symphony. Maybe if they had done that, they'd have been accused of playing with toys, too!



AIRPLANE REPAIR

*From MARC News
Stan Davis, Editor
In the AMA Newsletter, Feb., 1999*

We all break airplanes. It is a fact that if you fly, you will break your plane eventually. Most can be repaired, even the ones that seem to be broken into a million pieces.

When this happens to you, pick up every piece you can find, even the little tiny pieces of wood that you think are worthless. Do not throw them in the garbage can. Deter your temper and disgust and carefully save the pieces. They can then be taken home and put them in a corner of the shop. I suggest building a new plane or flying another of your planes for a while.

A month or so later, when you have your shop all cleaned up and no hot project in progress, take out all of the parts and evaluate just how badly everything is broken. You will be surprised to find that maybe it wasn't as bad as you originally thought.

If the wing, fuselage or tail are broken in only one or two places, the part can probably be salvaged for another airplane or a rebuild of the "casualty." Carefully cut out all wood that is crushed. I hope you saved your old plans or at least a sample wingrib template. If not, assemble one of those broken ribs to use as a template so you can cut out any new ribs you need.

Cut any repairs on an angle. Never butt-join the sticks or sheeting. Make a 45 degree cut on the area to be repaired and then cut out a piece of new wood to repair the damage that will overlap the old part and cover the 45 degree cut edges. Mark where the pieces overlap and cut the new piece to match. Do this for all the areas that need repair. Be sure to make the 45 degree cut on top of the wing opposite from the one on bottom of the wing, fuselage, tail, etc.

When patching holes, cut out the damaged area such that the knife is angled sideways 45 degrees to the wood. Then place a piece of paper over the cut-out area and trace the shape of the cutout. Use the paper as the pattern to cut out a new piece of the wood that will fit in the hole. Sand the edges of the patch 45 degrees to match the cutout. This gives good gluing area for the patch. If the patch is big, be sure to slip some wood on the inside of the hole

so that additional support is provided. You will be amazed at how quickly you can repair a broken airplane when you relax and just have fun.

In high stress areas, it helps to put a piece of 3/4 oz. glass cloth over the spliced areas. You can use either CyA or epoxy to hold the cloth in place. Be sure to fill any little dings in the splice with filler and sand the part smooth before you put on the glass cloth or cover the airplane. You may also need to coat the wood, especially where any epoxy is on the surface. Covering will not stick to bare epoxy. Cover your "new" airplane and enjoy.



RELATED TOPIC

*From Hedge Clippings
Dave Smith, Editor*

Did You Ever Notice That
The Guy Who Wants To
Fly Your Airplane
Just Crashed His?



MURPHY'S LAW FOR US

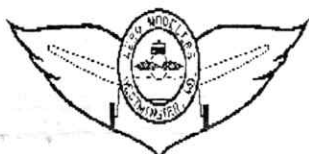
*From Plane Talk
Art Abbe, Editor
AMA Newsletter, Feb., 1999*

1. Holes that have been carefully cut to exact dimensions will be in the wrong place.
2. A 90 day warranty means that the product will self-destruct in 91 days.
3. Kit design changes will not be included in the construction manual.
4. Success always occurs in private, and failure in full public view.
5. If you have only one little widget, it will fall from your workbench into the deepest sawdust pile on the floor and will be lost forever.
6. A fused electrical device will always blow to protect the fuse.
7. Interchangeable parts aren't.

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet Bill Woolston
Tree Landing with Engine Running Wendell Richards
Most Mid-Air Collisions (2): Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1) Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Plane Terry Reeves
Most proficient helicopter pilot: Bob Allen
Most money spent on helicopters: Bob Allen
Person teased the most at CCMA: Ron Bowen
Person most deserving of being teased at CCMA: Ron Bowen
Person taking the longest time to complete a model: Ed Goldman
Longest Sustained Rubber Powered Flight Lou Omansky

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



WESTMINSTER AERO MODELERS

WESTMINSTER AERO MODELERS

FLEA MARKET

Westminster VFW

519 Poole Road, Westminster, MD

OCTOBER 2, 1999

00 A.M. until sold out (Usually 1:00 P.M.)

Vendor Setup at 8:30 a.m.

Tables (8 foot) are \$ 10.00 payable in advance and on 1st paid basis.

Mail your order for a table with check payable to WAM to:

W. Woolston - WAM

2101 Kings Court

Finksburg, MD 21048-1712

For advanced information or other questions, please call (410) 840-0791.

SALE

SALE

GREAT PLANES "REAL FLIGHT" R/C SIMULATOR

Cost: \$ 200.00

Sale Price \$ 100.00

Excellent Condition

System Requirements:

Windows 95 with 30 MB hard drive space

2X CD ROM SVGA Monitor

IBM Compatible Game port

Joystick Controller

90 MHz or faster processor

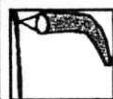
16 MB RAM

Call Rick Vanderheyden at (410) 526-2174

BEWARE OF THE RIDERS

Summer is here and activity will be picking up at the flying fields. This also means that the equestrians will also be active around Spiegel Field. It behooves us to be watchful of their presence, and to be aware that riders will sometimes appear "out of nowhere" when they approach the field from the area "below" the field. They may suddenly be on the field itself, and not be aware that we are flying. Especially dangerous are the moments when we are taking off or landing. Please keep your eyes out for them.

Wendell will contact the county to look into having signs place on the equestrian trails alerting them of our presence and advising them to use caution and common sense when approaching the field.



FLIGHT INSTRUCTION

With Spring having arrived and several new members in the club, it seems that this is the time to give you a list of instructors. 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

Paul Schaffner 410-429-1911

Wendell Richards 410-374-4970

John Sterrett 410-775-0296



COMING EVENTS



Sept. 4-5 IMAA Harrisburg, Pa.
 Sept. 7 WAM Meeting. VFW - 7:30 p.m.
 Sept. 11 Flea Market. Wright Flyers at Amer. Legion Post. Owings Mills.
 Sept. 11 Swan Harbor Big Bird IMAA Fly-In. Aberdeen.
 Sept. 18 - 19 IMAA @ Ridgley Air Park (Eastern Shore).
 Sept. 19 Sunday Flyers. IMAA at Batavia Field
 Sept. 25 RCMB Parkton. Old Timer Contest.
 WAM Flea Market. Westminster VFW.
 Oct. 2 RCMB Parkton. Old Timer Contest.
 Oct. 23 Flea Market. RCMB. Amer. Legion Post - Parkville.
 Nov. 6

Call Milt Peacock for details: 410-833-3122

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of LOU OMANSKY. WAM thanks LOU for his efforts!



Milt Peacock With His
1/5 Scale Corsair - A Beauty!!

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



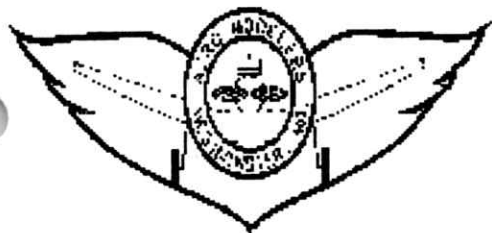
TO:

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 TALESPIINNER

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>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>Bill Hasert</i>	<i>833-7271</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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

October 5, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 9

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

What a great club we have! The September Funfly was another successful event. We had plenty of flyers and guests thoroughly enjoying themselves. We were visited by a local Cub Scout Troop from the Finksburg area. The kids seemed to have a wonderful time and were excited with all the flying activity. We treated them to Hot Dogs and soda. They had a great day and thanked us profusely. Thanks to Ed Goldman for talking to the scouts and explaining how the airplanes are controlled. Thanks to Bob Allen for bringing the Hot Dogs and soda once again and to John Sterrett and Pat Kowalski for manning the grill.

Our last Funfly for the year will be on Sunday, October 24th. Plan to come out and fly with us. Fall weather is here. Days are growing shorter and the temperatures are falling. Try to get out to the fields and enjoy flying while the weather cooperates. Don't forget, the October meeting will take place in the VFW Pavilion.

Till next time,

Keep flying,

John

YOU MUST READ THIS!!

DUE TO A PRIOR COMMITMENT, THE OCTOBER 5 MEETING OF WAM WILL BE IN THE PAVILION OUTSIDE THE VFW HALL. CHECK THE LOCAL WEATHER AND BRING APPROPRIATE CLOTHING.!!

ROSTERS ARE READY

The 1999 rosters are finally available. After 10 months of the year have passed, they are finally up to date. They have been updated to include the 10 new members inducted at the July meeting and I promise to have them at the next meeting. If you cannot attend the meeting and would like one, all you have to do is call me at (410)-848-3835 and I will mail you one.

I apologize for the delay in getting them ready. I was close to having them done when the club inducted many new members this summer, and I thought that I may as well wait until after the September meeting so I could include them all. In all likelihood, the roster will remain fairly constant for some time. Any new additions will be listed in the T/S so you can update your roster until the next one is finished.

Drazen's Law of Restitution: The time it takes to rectify a situation is inversely proportional to the time it took to do the damage.

Example: It takes longer to glue a vase (airplane) back together than to break one.



MINUTES OF WAM MEETING SEPTEMBER 7, 1999

By Pat Kowalski

1. The September meeting of WAM opened at 7:40 p.m., with President John Wunderlich presiding. There were 20 members and 3 guests present. The three guests were Steve Linfield, and Tom and Dan Garcia from Hobbytown in Frederick.
2. The minutes of the 08/03/99 meeting approved as presented in the T/S. John Wunderlich thanked all who helped with the last Fun Fly. He reminded us that the October meeting will be held outside at the VFW pavilion.
3. V.P. John Sterrett reported that Steve Linfield had been flying his sailplanes.
4. Treasurer Bob Allen reported that WAM has funds.
5. Tom Garcia of Hobbytown in Frederick stated that WAM members would receive a 10% discount on supplies purchased at Hobbytown. He offered to help with Fun Flies.
6. Milt Peacock noted that there are several upcoming events of interest to modelers.
7. John Schaffner received a communication from Nick Jonckheere. (See elsewhere in this T/S).
8. Field Committee: Dutch Briggs reported that the field is intact. Bob Allen reported that he had spoken to the grass cutter about keeping up with the mowing so that even the .40 size planes can take off easily.
9. Membership Chairman Bill Woolston proposed Steve Linfield to become our newest member. The vote was unanimously passed. Congratulations, Steve!!
10. Wendell Richards reported no word from the County, at least until their next meeting. Property is intact. Many people have found our Web site.
11. Newsletter: Ed will revise the roster. He announced that he may be looking for a successor in the spring. (After only four years?)

Photos of the Crab Feast, the Fun Fly, and the Bealton show were passed around. Flea Market Chairman Bill Woolston will need help with setting up tables the evening of Oct. 1 and with everything else at the Flea Market on Oct. 2. Several WAM members volunteered to give Bill a hand. Money from sale of 50/50 raffle tickets goes to Richard Jacobs.

NEW BUSINESS

1. John Wunderlich proposed a Fun Fly 09/26 at Spiegel Field, and a Halloween Fun Fly at Baugher Field 10/24, in honor of his birthday.
2. Dale Johnston reported that the Hampstead Hobby Shop carries mostly train supplies, but can obtain model plane items from the Indy catalogue within three days and at catalog price. Please support this new hobby shop. Perhaps the owner will begin to carry some R/C airplane items if she knows they will sell.
3. The Web site: Mickey Yachera will keep the Web page on his server, and John Wunderlich will maintain it. We will need Frontpage 2000 software. A motion was made to purchase it and the motion was passed.
4. The amendments to the by-laws were passed.
5. New Projects: John Schaffner is working on a Balsa USA Stearman. Son Paul is doing a 1/3 scale model.
6. New Products: Ken Hands brought a glow plug starter which costs \$ 3.00.
7. Tom Hier's name was drawn for the 50/50. But Tom did not buy a ticket. WAM thanks you, Tom!
8. The meeting adjourned at 8:45 p.m.



NAME TAGS

If you don't have your name tag, Bob Allen knows where they are. They will be available from Bob at the next meeting. But if you cannot be at the meeting, Bob will leave them in the impound box at Spiegel Field. You can get your name tag by opening the impound box at Spiegel Field. While you're there, you can also do a bit of flying.



PRESIDENT JOHN'S FIREWALLS

WAM is anxiously waiting for President John to fly again. Rumor has it that he is very, very good at building firewalls for the plane he is getting ready to fly again. If I have my facts correct, his plane has already had three firewalls in it and John is preparing a fourth. He may even make a few extras at the same time so he will be prepared in case another is necessary.

From the constant need for firewalls, I can only guess at the attitude of the plane when it hit (landed). Sounds like a steep angle of attack on mother earth to me.



FOLLOWUP TO P-51 "ACCIDENT"

By Eddie the Editor

Last month wrote I mentioned that my P-51 Mustang bit the woods and needs some repairs because when I took it off, the plane climbed and I had no "down" in my elevator. I had range check the plane just before flying and thought all was well.

Alas, it wasn't and the plane crashed. When I finally decided to check it out after a few days, I found that it was not the fault of the servo. I assume that either the transmitter or the receiver has an intermittent (maybe permanent now) malfunction. In light of this, I decided to resurrect a radio I had in the shop and will install this in the Mustang. Hopefully, when I finish with the repairs, you'll see it flying again at Spiegel Field.

"DEADSTICK RETURNS"

Shortly after the last meeting and after appealing to "DEADSTICK" to let WAM know if he or she was dead or alive, a letter appeared in my mailbox from the unknown and mysterious "DEADSTICK". Life is certainly more joyful now that we all know that our occasional contributor is alive and well. Following is the contents of "DEADSTICK'S" latest contribution:

I would like to welcome all the new members of WAM and congratulate everybody who helped bring them into the club! Special thanks should go to Bill Woolston, who now is not only known for his high altitude landing record but also for an excellent job as Membership Chairman. Obviously, many other members are also doing a great job in recruiting new members for WAM.

It's also great to see so many varied interests of the new members – including helicopters, sailplanes, scale planes and sport planes. Some have joined to learn to fly, but many are seasoned pilots. Keep up the good work!!

"DEADSTICK"

Note editor Ed Goldman: You're doing a great job! Please don't quit The Talespinner! I'll keep writing if you stay with it.



ANOTHER HELICOPTER PILOT LEARNING AT SPIEGEL

It seems that Bob Allen has started a helicopter craze at Spiegel Field. This summer two of WAM's relatively new members, Dmitriy And Tom Hier have begun the long and expensive journey to become proficient pilots of the art of flying helicopters. It's a wonder that they would pursue this variance on "normal" R/C flying, but they have chosen to do so.

While I, personally, have not seen Dmitriy fly his whirlybird, I did witness Tom Hier carefully learning to hover his helicopter. He did well, and Bob Allen gave him a few helpful hints. Time and patience should reward Tom and Dmitriy with the ability to fly R/C helicopters in the near future. We all wish them "Good Luck!" Just beware if either of those fellows tries to borrow lots of money from you and tells you that your kindness is very much appreciated and that your money is going to a very good cause – more helicopter parts!

Editor's Comment on his own story. I shouldn't talk since my P-51 Mustang went through a few trees due to a faulty radio or receiver. Everything about this hobby that doesn't work out relatively well (as in good landings) seems to cause the plastic to come out the wallet and a cash register to ring somewhere.



HASERT PLANE FOUND!!

Bill Hasert's Sig Kadet was found after spending four weeks in the woods near Spiegel Field. Unfortunately, several mice found the plane first and had a banquet with many guests before a human found it. The mice dined on servo wires, formers, and pushrods. The mice were happy for the meal, and Bill was happy to have his airplane back.

SPIEGEL FIELD IS ACTIVE ON WEDNESDAY EVENINGS

Wendell Richards and Bob Allen are usually regulars at Spiegel Field on Wednesday evenings. It's a great time to fly (the wind seems to die down later in the day) and summer evenings are cooler.

If you want to give Wendell or Bob a call to be sure they will be there, I'm sure they won't mind. Or, simply call another WAM member or two and arrange to meet there. If you need a roster, call me!



JOHN STERRETT'S MISSING ARTICLE

John had sent me an article for last month's T/S, but I lost it. John kindly remembered what he had written down to the last comma, so here is the lost tale of the seaplanes.

SEAPLANES ON BAUGHER LAKE

By John Sterrett

The first Sunday in August was a great day for seaplane flying at Baugher Lake – a little hot but great for flying. Wendell Richards flew his beautifully built Swoose Goose, Bob Allen flew his Sea Dancer, Paul Schaffner flew his Cub with the twin floats, and I flew my famous Seamaster. Only one minor mishap occurred and that was to Paul's Cub which suffered a damaged float. He retrieved it from the lake with the help of Allen, who complained mightily, and the Baugher paddle boat.

Bob Allen also demonstrated his inverted flying skill and everybody attempted to make the perfect (no skip) landing. Few outperformed the Seamaster!!

Other WAM members present were Tom Hier and Pat Kowalski. Also watching were visitors John and Dorcas Lehigh of Union Bridge who made a special trip to see our models in action.



HAPPY BIRTHDAY!!

OCTOBER

John Wunderlich Pat Kowalski Jim Bates
Roland Faulkner Jim Peach Steve Rothschild



AVIATION HISTORY OCTOBER



- 3 1967 X-15 reaches 4,534 mph, a record that still stands.
- 4 1905 Orville Wright pilots the first airplane flight longer than 30 minutes.
- 9 1935 "China Clipper" becomes the largest plane in the U.S., capable of carrying 38 passengers and a crew of 5.
- 11 1910 Teddy Roosevelt becomes the first U.S. president to fly.
- 14 1947 Chuck Yeager becomes the first person to break the sound barrier flying a rocket powered Bell X-1.
- 15 1783 First manned hot air balloon flight (tethered) by de Rozier.
- 25 1930 Air service between New York and Los Angeles begins



TWO FUN FLY DAYS FOR WAM



The first is on Sept. 26 at Spiegel Field, beginning at 1:00 p.m. I don't know if anything special is planned for this one, but many fliers turn out and have a good time no matter what the format is. Bring your favorite airplane (s), sense of humor, and hungry belly.

The second, and probably last of the season, will be on October 24 at Baugher Field, also at 1:00 p.m. This date also in President John's birthday, and he mentioned at the last meeting that it could turn into a Halloween Fun Fly. No one knows what that means, but knowing John, he'll think of something. There may be a Tailspinner editor's costume available to a WAM member who might be thinking of relieving me of my job.

Mark your calendars for these events and let's hope for good weather and a great turnout!



WELCOME OUR NEW MEMBER

STEVE LINFIELD

Welcome to the club, Steve! We hope
To See You At Our Meetings And
Flying At The Field.

Happy Landings!



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.



COMMENTS ON THE ITEM "AM I MISSING ANYONE?"

The following item has appeared in the last few T/S's in hopes that anyone not getting the T/S would call me so I could get one to them. The item reads as follows:

"It has been brought to my attention that some members may not be getting their Talespinners. If you are one of these folks, you only have to call me and I will check my mailing list file to see if you are missing, your address is incorrect, or whatever.

If I don't hear from you, I'll assume that you are getting The Talespinner as you should. If not, call me at (410) 848-3835 and you will be put properly on the mailing list."

It was brought to my attention at the last meeting that several members discussed this article at the field, and wondered how anyone who wasn't getting the T/S would know to call me since they weren't able to read the article. Good Thinking!! It was a rather stupid article, at that.

So I guess that those members who don't get the T/S will continue to not get it – unless they come to a meeting and let me know. Oh well, sometimes good intentions end up being slightly impractical, but what the heck, a few of our members had a good laugh at my expense and that's fine with me.



DUTCH AND THE BUTTERFLY

What a day for Dutch! He was preparing one of his planes for a flight on September 12 at Spiegel Field and noticed a large group of butterflies congregating on a mat near his plane. They were just sitting there slowly flapping their wings, but not flying anywhere. Dutch thought that maybe some

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

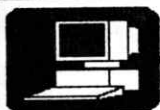
Allen, Bob**	aceallen55@aol.com
Bowen, Ron	ronrose-b@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.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
Nick.jonckheere@kh.khbobo.be

WAM HAS A WEB SITE!!

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



WEB PAGE UPDATE

The latest news is that President Bob Allen will be revamping the WAM web site. The software is in his hands, and progress will be made shortly. Mickey Yachera is allowing us to use the server at his computer store. Hopefully, the WAM site will be completely updated shortly. Thanks to Bob for handling this!

butterfly "hanky panky" was going on and expressed a desire to perhaps join in.

The butterflies must have heard Dutch's thoughts and one tried to help him out. As Dutch was preparing to start his engine, one of the butterflies (the prettiest one, no doubt) landed on Dutch's hat and proceeded to slowly flap its wings. (See circle in photo). Unfortunately, Dutch was too engrossed in his engine to pay attention. Too bad, it was really a pretty butterfly.



CORRECTION TO THE HANGER 9 J-3 CUB MODEL

From Dale Johnston

There was a typo in the August Tail-spinner that stated the landing gear on the Hanger 9 Cub "should be placed 1 inch farther back" for better performance. It should have said "1 inch farther forward." I have made several small changes to my Cub to get it to perform the way I wanted, so I will list them all here for what they are worth. If built exactly according to instructions it comes out with a couple of undesirable characteristics:

1. It has a tendency to nose over during ground handling, especially on landings.
2. It is difficult to bleed off enough speed for landing on a normal approach. The plane seems to want to float a foot or so off the ground forever without touching down. (I have an oversize engine in mine, but I have verified with another individual who has the recommended Saito .56 installed, and his acted the same way).
3. Comes out tail heavy. This may vary with the individual modeler. The airplane is very light for its size and the CG will shift rather easily. Before I built mine someone told me he had to add 6 oz. of weight in his nose. (Editor's Comment: I think Dale means the airplane's nose. I once tried to balance a plane by putting lead weights in my nose and all it did was make me look at the ground a lot. Sorry, Dale, but I couldn't resist). After hearing that, I shifted my servo tray as far forward as I could to compensate, and with the heavier engine installed mine came out nose heavy.

To correct problem # 1, first replace the scale wheels with regular wheels of the same size. Those Cub wheels really look nice, but they are so soft that they stick immediately on touch down, at least on our grass strips, and the airplane flips over. It might be different on a hard surface runway. I used the Dubro 3 1/2 inch low bounce wheels on mine. Second, move the landing gear forward to where the forward and rear mounting screws straddle the former at the rear of the windshield. This puts them about 1 inch farther forward than the instructions show, and is actually closer to the scale position.

There are a couple of ways to slow an airplane down. (Am I crazy, most people want to speed theirs up!) For problem # 2, you can increase drag

by flying with the wing struts on. They are not functional and you don't need them for support, but they will slow it down noticeably. The next way to slow it down is with engine. With the most efficient prop installed it is not possible to idle the engine slow enough to reduce speed for a normal landing approach. Reducing the prop pitch will slow it down, but it will also increase engine RPM's, so to prevent overrevving the engine you must increase the prop diameter at the same time. My Saito .65 works best with a 12/6 prop, so to slow the Cub down I go to a 13/5. It still has plenty of power and the longer prop has a couple of other advantages. It causes more drag, and the larger flywheel effect helps it to idle at a lower RPM.

For problem # 3, just be very careful to balance the airplane before flight. Keep in mind while you are building that it is much easier to balance out a nose heavy airplane than a tail heavy one.

Thanks again, Dale, for a nice and informative article for the T/S. Does anyone else have a helpful hint such as this one?



A NEW, YOUNG FLIER AT SPIEGEL

On Sunday, September 12, Dan Leibesperger brought his Sturdy Birdie to Spiegel Field. While I don't have many details, I did see Bob Allen helping Dan navigate the blue skies. The plane flew very well once trimmed out, and Dan had some good "stick time." I'm sure that we'll see Dan again at the field becoming a better pilot as time goes by. Hopefully, he will be another addition to WAM in the near future.

LETTER FROM NICK JONCKHEERE

17 Aug 1999

Hello John and Lil,

Yes, it has been a long time since you heard of me. I have been travelling much the last weeks and much more to come yet !! With the Aeroscript reduction (?), we spent four days in Bristol, England at the Balloon fiesta, where we saw lots of special shape hot air balloons, beautiful things : an apple, action man, a Bud beer can, a fire extinguisher, a globe, an apple, a strawberry, Thomas the Tank, a house, a van, Bertie Bassett and that splendid Irish Piper. I should show you some pictures in the future. It was really marvelous. On one of the mass ascensions, I was able to fly in one of the (normal shaped) balloons. It was only a short hop since the wind was coming from the wrong direction and we would fly into the Severn, if we didn't have enough propane to reach Wales. We also visited aircraft and helicopter museums all over England. There was also a day of tourism, went to Tintern Abbey in Wales, a 13th century ruin of a Cistercian Abbey and two more middle age castle ruins. Lots of them in Wales. Beautiful! I came back Sunday evening and Monday morning I was off to England again, this time with the Oldtimer Magazine redaction (?). This time to visit motoring museums. Went to Haynes' Museum. You might know Haynes as publisher of motorcar manuals. On Tuesday we were at Beaulieu, where Lord Montagu's motor museum delighted us very much. Even saw the 1899 Daimler back. That's the one I invited in Oostende in May. And then back home, to get up on Wednesday to go into France to see the...ECLIPSE !!! I jumped in the car and drove down into France, far enough to be in the 100 % coverage region. This was really a very special event. Unique in a lifetime. I was happy I had the 100 percent. Very emotional. Did you ever experience eclipses ???

On Tuesday, I'm off to Russia again. I'll tell you more afterwards.

So how are you doing over there? How is your patient (?). And what about the weather? We had a very hot July, but August is not as good. Lots of rain. I was told weather in Russia is improving (not the economics..). Let me know how you people are doing. In the meantime I'd like to bring over my regards to Lil and the rest of the family, and of course the members of WAM. I hereby include the English language text I wrote on the Proteus. I know it was a long time ago that I wrote something for the Talespinner, but here I am again. I hope you'll send me a copy of the issue.

Best wishes to all of you,
Nick

PROTEUS REPORT

RUTAN

Rutan is God! The ultimate event : a meeting with the master himself. At the Paris Airshow "Bourget '99," unexpectedly and much to our surprise, we were faced with the master aircraft builder himself. This meeting with Burt Rutan on the 12th of June is the reason for this third episode in the Rutan Story in Aeroscript. The Paris Airshow had the first official outing of one of Rutan's last masterpieces: the Proteus. Aeroscript was at the very first official presentation with a press conference given by Burt Rutan and Mike Melvill and the Scaled Composites Team. Afterwards, a face-to-face meeting with Burt was the perfect chance to find out the philosophy behind this new project. With the thundering noise of the Eurofighter in the background ("It's just standing on a column of noise," Burt Rutan said), we went into the details of Serial Number 001 of Model 281.

Proteus was a sea-god of ancient Greek mythology, for whom it was possible to take on whichever shape he wanted. He knew everything of the past and the future, but the only way to find out about that was to wake him from his afternoon siesta, which was not easy, because of the different shapes he could take. Not all this can be superposed on Model 281 out of Rutan's brain, but the significance of this namegiving will become clear.

The aircraft is designed as a cheap alternative for space satellite systems, and carries an antenna of a wireless communications-network over an area of 120 km diameter. This HALO-network (High Altitude and Long Duration Operation) system generates a broadband on demand. The antenna-carrying aircraft needs to maintain an 8 nm. (Ed. Nanometer?) circle in all weather conditions, and must be able to loiter about 12 hours on-station. The system is intended to provide a much higher data density over a specific area than a satellite network, and for a lower cost. Angel Technologies Corporation, the company that is involved in the communications mission version of the aircraft calls this an "atmospheric satellite". Rutan definitely likes our technical questions more than the commercial talk he had to give at the press conference, and takes his time to explain to us different systems. The aircraft again is a canard design, this time with a fairly large wingspan of the canard wing. The main wing outer panels have a negative anhedral. The pods for the retractable main gear are lengthened to become vertical tail units. The two engines are located on the fuselage, on top of the main wing. Wing span (without tip extensions) is 77.6 feet, length is 56.3 ft. and height 17.6 feet (5.4 m). Canard span is 54.7 ft. or 64.7 ft. with tip extensions. Total wing area is 479.2 ft. Design gross weight is 12,500 lb. with an

empty weight of 5900 lb. 5900 lb. of fuel is held in wings, canard and fuselage.

The Proof-of-Concept plane is being propelled by two Williams FJ44-2A turbofan engines, the production model will receive the FJ44-E2 model. For the moment, the 2A engine is only certified down to .50 Mach at 51,000 feet, w h e r e a s t h e Proteus normal cruise Mach speed is about .42 and goes up to 64,000 feet. An interesting fact is that its gross weight take-off speed is higher than its initial loiter speed. The cockpit is equipped with sidesticks with electric trim on all axes. The airframe is, as is the Scaled Composites tradition, all-composite, with a graphite-epoxy sandwich for most of the aircraft parts, and a newly-developed thin-wall grid stiffened solid laminate construction for the cabin pressure vessel. One of it's crazy features (remember the sea-god) is the modular design of the fuselage and outer main wings. Depending on the desired payload, the cylindrical middle section of the fuselage can be exchanged by unscrewing some nuts and bolts. In Paris, a section with pod, containing a system that tests the effects of solar radiation on microprocessors at high altitude, was installed. It was developed at the Prairie View A&M University and supported by NASA.

For the Angel Technologies HALO-network, a 6-meter antenna-disc will be carried. This antenna will be pivoting, while the aircraft circles above its 120 km area, the antenna has to be kept horizontal. The operational flying height will be 60,000 feet. At first instance, the idea was to develop this system as an UAV (Unmanned Aerial Vehicle). Quickly, this idea was rejected since in fact the present-day UAV reliability and cost performance cannot allow unmanned service yet. The lowest lift coefficient of one flight is during take-off! When Proteus takes off the angle of attack is about -2 degrees, with a lift coefficient of .65. It rotates only when at a certain altitude. From the pictures, you'll see that the vertical tails are very low and don't allow early rotation. The weight of the plane is quite equally distributed over the three legs of the retractable gear. Most significantly, this features in during landing. Like conventional airplanes, Proteus lands on the rear wheels (with a +2 degrees angle of attack and a lift coefficient of .9) and due to its aft position, from the moment of touchdown the nose lowers and the front gear contacts ground, so that angle of attack lowers immediately (to -3 degrees) and lift is dumped very quickly (to .25). In this way, 72 % of the landing lift is dumped without a spoiler system.

Due to the modular design, various mission types are possible. First of all the described telecom mission, but reconnaissance is an easy goal. The comparison with the Lockheed U-2 is easily made. Modifications can be made

for an action radius of 500 nm. (22 hours flight) or 12 hours for a 2000 nm. radius at altitudes from 48,000 to 64,000 feet. For atmospheric science missions, wingtip extensions can be installed, creating a span of 91.8 ft.

Another possibility is space launch of microsatellite systems or even space tourism, because of its ability to carry payloads to high altitudes. The first flight was conducted on 26 July 1998 with Mike Melvill as test pilot and Matthew Gionta as flight test engineer. The first flight lasted 1.7 hours. Further early flight testing showed that some modifications to ailerons were necessary to reduce roll forces. We witnessed the flights of Proteus s/n 001 at Le Bourget and were moved by its quietness, its various shapes at various angles (now it's an insect, then it's a sabre), it really is something beautiful, a flying piece of art. The future will show how the world reacts to the Angel Technologies communications plans with Proteus, but we are already convinced of its value as another of Rutan's original aircraft. By the way, this Model 281 is the 281st design of the master, and the 30th aircraft that has been built and flown. Who else can compare to this ? Rutan is God, forever.

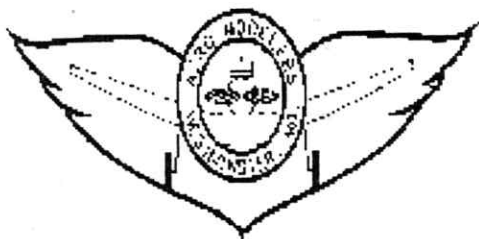
Nick Jonckheere

Editor's Note: For those new members who don't know who Nick is, here is some background. Nick contacted WAM several years ago because he saw an article about us in an R/C magazine. Our foreign correspondent, John Schaffner, has been corresponding with Nick ever since Nick made contact with WAM.

Nick is a young man who lives in Ostende, Belgium (I think) and is obviously very interested in aircraft, etc. He has other hobbies, also, and is studying very hard in college. Nick has traveled extensively throughout Europe and also has visited Russia several times. His destinations always seem to involve air shows, museums, technical discussions, or instruction in some aspect of aeronautics. The above article appeared in Aeroscript, a European aerospace publication.

Nick visited the U.S. 3 years ago and stayed with John for a while. He visited one of our meetings, flew at Spiegel Field, and was the honored guest at WAM's first Crab Feast. (I think Nick liked the chicken better than the crabs).

Nick has contributed several articles to the T/S over the years and remains John's most prolific correspondent. We always appreciate hearing from this Belgian young man with the keen interest in aircraft, and wish him well in his travels, writings, and studies.



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

NEXT MEETING

November 2, 1999
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 10

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

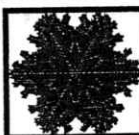
By the time you read this, our last Funfly for the year is history. We had a great turnout despite it being a cold and windy day. Not much flying but lots of camaraderie. We have had great Funflys all year and the attendance showed it. Many thanks to all who helped make them such a success. I want to thank John Sterrett for running the last meeting while I was on vacation. I understand it was quite chilly in the pavilion.

Welcome to the new members. I am sure you will enjoy the club as much as the rest of us. Our November meeting will once again feature nominations for club officers. Your absence will not protect you from being nominated! As a matter of fact, we will make every effort to nominate at least one person not in attendance. Of course, I am kidding. But please come to the meeting and participate.

Finally, if anyone has any pictures from any of the events during this year, please bring them to the meeting. I want to collect them for display at the Christmas Banquet.

Thanks,
See You At The Meeting,

John



COME ONE COME ALL !!! TO OUR ANNUAL CHRISTMAS DINNER

Just gather up the family and join us for our annual December meeting and Christmas Dinner. We have a wonderful dinner planned: Roast beef, Stuffed Chicken breast, Mashed potatoes, and a Veggie. After the dinner members will cast their votes for next years Club officers. There will be door prize drawings, an awards ceremony, the passing down of the prized Kamikaze award, and plenty of stimulating conversation.

The Place: The Westminster VFW.

The Date: December 4th, 1999

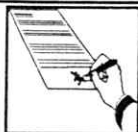
The Time: The Cash Bar opens at 6:00 PM
Dinner Starts at 7:00 PM

Prices: \$18.00 per adult, and \$6.00 for children up to age 16.

We need to have an accurate count of people attending no later than November 12th. The money will also be needed at that time. Make the checks payable to the Westminster Aeromodelers. Send your check to your friendly Club Treasurer:

Robert Allen
249 Stacy Lee Drive
Westminster, Md. 21158

If you have any questions feel free to contact me at: 410-876-3580. So come on out and join us, and lets make it a meeting to remember!



MINUTES OF WAM MEETING OCTOBER 5, 1999

By Pat Kowalski

1. The October meeting of WAM opened at 7:40 p. m., in the VFW pavilion, with Vice President John Sterrett presiding. There were 19 members present. Five guests were in attendance: Dan Fowler, Jay Nardone, Bob Scott, Danny Leibenspurger, and his mother, Cathy.
2. The minutes of the 09/07/99 meeting approved as presented in the T/S.
3. John Sterrett announced that nominations for next year's officers will take place at the November meeting. Make plans to attend this important meeting. Even more importantly, volunteer to run for an office or work on a committee.
4. There will be a Fun Fly on Oct. 24 at the Baugher field. Dress in your favorite Halloween costume for this final event of the season. President John may have a surprise in store for us, you never know.
5. John Wunderlick is in search of photos from past fun flies (flies?). Let him know if you have any.
6. Vice President's Report: John Sterrett thanked everyone who helped make the September Fun Fly such a success.
7. Treasurer Bob Allen reports that WAM is in the black. Bob also announced that he has reimbursed Dale Johnston for putting up a pin board at the Baugher Field. Thanks, Dale!
8. AMA rep Bill Hasert was unable to attend the meeting, but he sent word that there was no news from AMA.
9. Field Committee: Field Chairman Dutch Briggs was absent. Bob Allen stated that he will attempt to obtain a Porta Pot for the upcoming Fun Fly at the Baugher Field, although it is sometimes hard to get a supplier to deliver one for just one day and it is fairly expensive. We'll have to wait to see what happens.
10. Membership: Bill Woolston submitted three applications for potential members. Dan Fowler, Jay Nardone, and Danny Leibenspurger were accepted unanimously. The issue of dues for new adult members was resolved by a unanimous vote; new adults will pay \$70, which will cover membership until the end of the year 2000.
11. Wendell Richards reports no problems with the County or with the property.

12. Newsletter: Ed Goldman distributed current rosters, which are obsolete already! Thanks, Ed, for keeping up with a job that's never done. (You got that right, Pat!). Editor's Note: I'll try to put the info on each new member in the T/S so you can add it to your roster.

OLD BUSINESS

1. Flea Market: Bill Woolston announced that the Flea Market made \$458. He thanked everyone who helped before, during, and after the event. Thanks, Bill, for doing such a nice job for WAM. We all appreciate and benefit from your efforts.
2. Richard Jakubs said that the winner of \$73 in the 50/50 drawing was a flyer from the Baltimore area.

NEW BUSINESS

1. The Annual Banquet and Election of Officers will be held on Dec. 4 at the VFW. See more in this T/S.
2. Bob Allen announced that he is the new Webmaster for the club. Look for some exciting things on the WAM web page, including helicopters!!
3. Richard Jakubs won the 50/50. Way to go, Richard!

DISCUSSION

1. Jim and Chris Hodges brought their Sig Kadet Mark II for the members to see.
2. Wendell Richards is working on a new Cloud Dancer.
3. Ron Bowen is in search of a 6 – 8 ft. wooden prop. If anyone knows of one that is available, please let Ron know.
4. The meeting was adjourned at 8:20 p.m. and we all went home to get warm.

NAME TAGS



If you don't have your name tag, Bob Allen knows where they are. They will be available from Bob at the next meeting. But if you cannot be at the meeting, Bob will leave them in the impound box at Spiegel Field. You can get your name tag by opening the impound box at Spiegel Field. While you're there, you can also do a bit of flying.

SPIEGEL FIELD CLOSED NOV. 26 – DEC. 31



FOLLOWUP TO P-51 "ACCIDENT"

By Eddie the Editor

The Mustang flew again! After putting the plane back together for at least the 5th time and after changing the receiver and radio, I gave it another chance. The "event" took place on Sept. 26 after most the flying was over with.

With Bob Allen at my side to provide any needed trim while I flew, the Mustang took off easily. But then it wanted to climb and roll off to the right. After Bob inputted the trim, the might P-51 flew like a dream. The work in repairing it was worth the effort.

The only thing you have to remember when flying this airplane is that you cannot perform any tight loops, rapid maneuvers, or "showoff" type stunts. The first one that you perform will have you searching in the woods and back at the workbench for sure. It's a smoooooooooth plane to fly, but you must fly it smooooooooothly. I'll try to get it back up to the field shortly. I'd really like Terry Reeves to give it a spin (ooooops, I meant slow roll). What do you say, Terry?

Addendum: I noticed that when I put the wing on the airplane, there was a fairly nice sized gap between the leading edge of the wing and the fuselage – on one side. It seems that in gluing a fuselage side back together, it wasn't aligned quite properly. The portion of the fuselage in front of the wing angled a bit to the right. This, I suspect, added some right thrust to the engine angle. Lo and behold, though, the plane flew even smoother than before its four crashes.

Live and learn. Sometimes a nice bashing and sloppy rekitting results in a very nice flying airplane. But that's the hard way to smooth out an airplane's flight. Smarter people than me figure it out with only one or two crashes.

ROSTERS

Current rosters were available at the last meeting. If you could not attend and would like one, just give me a call at (410) 848-3835 and let me know. You'll have one shortly thereafter.



DON'T FORGET THE MEETING

Nominations for Officers, discussion of Xmas Dinner, and other matters are on the agenda. We'll be indoors again, so please show up and be active.



NOMINATIONS FOR WAM OFFICERS

At the November 2 meeting, WAM will be nominating officers for the year 2000. It is important that as many members as possible be present. Remember, the people elected will be the ones who will guide the club next year. Equally important is the fact that any club, including WAM, depends upon the clubs' members taking an active part. We all know that there are several members who do the majority of the work for the rest of us and allow us to enjoy our hobby without having to put forth a great deal of effort. It would be nice to see many of the new members at the meeting to vote and perhaps even run for an office or volunteer to run a committee.

Let's see if we can get a large turnout for our next meeting and nominate the candidates of our choice for office in 2000. Take an active part in the workings of your club and make your presence known. It will be beneficial to all!

VOTING WILL TAKE PLACE AT THE ANNUAL XMAS DINNER ON DECEMBER 4

WAM's annual Xmas Dinner, Election of Officers, and Awards Night will be held on December 4 at the VFW Hall at 6:00 p.m. This is always a night filled with fun, comraderie, and good food. For the new members, our club votes on next year's officers and our annual awards are given out. The award which generates the most interest is the annual Kamikaze Award which is given to that member who had the most spectacular crash of 1999. The award is presented by last year's winner. Any really great crash is eligible to win this "honor."

John Sterrett and Pat Kowalski have graciously volunteered to chair this annual dinner. Please give them your support and offer any help, in needed. Details will be presented at the next meeting. Don't miss out on this one. You'll be sorry if you don't show up.



ONE MORE FUN FLY FOR WAM



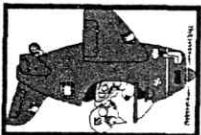
The last fun fly of the season will be on October 24 at Baugher Field at 1:00 p.m. This date is also President John's birthday, and he mentioned at the last meeting that it could turn into a Halloween Fun Fly. No one knows what that means, but knowing John, he'll think of something. Word is out that there will be a prize for the best dressed flier. There may also be a Tailspinner editor's costume available to a WAM member who might be thinking of relieving me of my job. The feeling is that this event will be a hoot. So get your costume ready, charge your batteries, and fly with the rest of the Halloween characters and clowns. This is a new event for WAM, so let's support it. Mark your calendars and let's hope for good weather and a great turnout!



FLEA MARKET REPORT

As reported by Bill Woolston

The recent WAM Flea Market was a rousing success. All 27 tables were sold out. The event raised a nice chunk of funds for the WAM treasury. Many thanks go out to each and every WAM member who helped with the various tasks involved in running this annual event. The entire club benefits from the participation of the members who volunteered to help.



NEW AIRPLANE AT THE MEETING

Once again, a new airplane appeared at the meeting. A Sig Kadet Mark II was brought in by Jim and Chris Hodges, relatively members. The Hodges have been flying under the tutelage of Bob Allen, and both pilots are progressing well. Somehow, the student pilots fly the Kadet right side up, but when Bob takes over he either has the radio upside down, the controls reversed, or just decides to fly in his usual inverted attitude. Not really, but I'm sure the temptation is there in Bob's fingers on the sticks (the right one, at least). Maybe Jim and Chris will be the first WAM members to get their solo certificates after flying upside down until they run out of gas and then turn the plane right side up and land it. Anyway, it was nice to see another airplane at the meeting.



NOVEMBER

Eddie the Editor	Dmitriy Khozonskiy
Dan Liebensperger	Matthew Mongan
Wendell Richards	Rick Vanderheyden



AVIATION HISTORY NOVEMBER



- 1 1870 National Weather Service founded.
- 2 1947 The first and only flight of the "Spruce Goose" took place.
- 3 1915 The first launch of an airplane from a ship designed to be an aircraft carrier.
- 12 1912 First catapult launch of an aircraft.
- 20 1980 The MacCready "Solar Challenger" makes the first test flight using only solar power.
- 21 1783 First human free flight in a balloon (France).
- 22 1935 First commercial crossing of the Pacific Ocean by airplane, the "China Clipper."
- 22 1977 First London to New York flight of the "Concorde."
- 27 1920 First Pulitzer Trophy Race.
- 28 1929 First flight over the South Pole.

INTERFERENCE ALERT

There have been some recent reports of what may have been some radio interference at the field. Several members have come under the influence of something unusual while flying their airplanes. We do not know the source and will be trying to ascertain if any "funny" business is going on. Stay posted!



BUDDY BOXES FOR FLIGHT INSTRUCTION

We now have buddy boxes and trainer cords for several at Spiegel Field, thanks to several members who donated them. Please use them to help any new or current members develop their flying skills under the guidance of our instructors.

**WAM TAKES PRIDE IN WELCOMING
OUR NEWEST MEMBERS**

DAN FOWLER

DAN LIEBENSBERGER

JAY NARDONE

We Look Forward To Seeing
All Of You At The Meetings
And The Field.

CONGRATULATIONS!!

NEW MEMBERS INFO

(Please add to your roster)

Dan Fowler

262 East Green Street BD: 12/19/72
Apt. 11 AMA: 658611
Westminster, Md. 21157 (410) 848-6898

Dan Liebensberger

4646 Poole Road BD: 11/7/83
Sykesville, Md. 21784 AMA: 656586
(410) 781-6258

Jay Nardone

305 Watercress Road BD: 03/11/65
Westminster, Md. 21157 AMA: 121694
Wife: Nicole (410) 751-5050
Work (301) 483-6000
Ext. 2139

HALLOWEEN FUN FLY UPDATE

The wind was strong and the air cold, but many members showed up for our Fun Fly. Most headed for Wendell's chuckwagon where they ate Wendell's barbecue and Betty Johnston's delicious cake. Several flew in the "gale," including Wendell (Fazer), Bob Allen (Spacewalker), Milt P. (big Corsair), Tom Hier (electric delta wing after a tree retrieval), and Eddie the Editor (Trainer 40). Despite the conditions, we had a great time eating, watching, and fly-

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**	ronrose-b@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.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
Nick.jonckheere@kh.khbobo.be

NEW WEB ADDRESS FOR WAM

HTTP://WAM.CRBALT.COM/



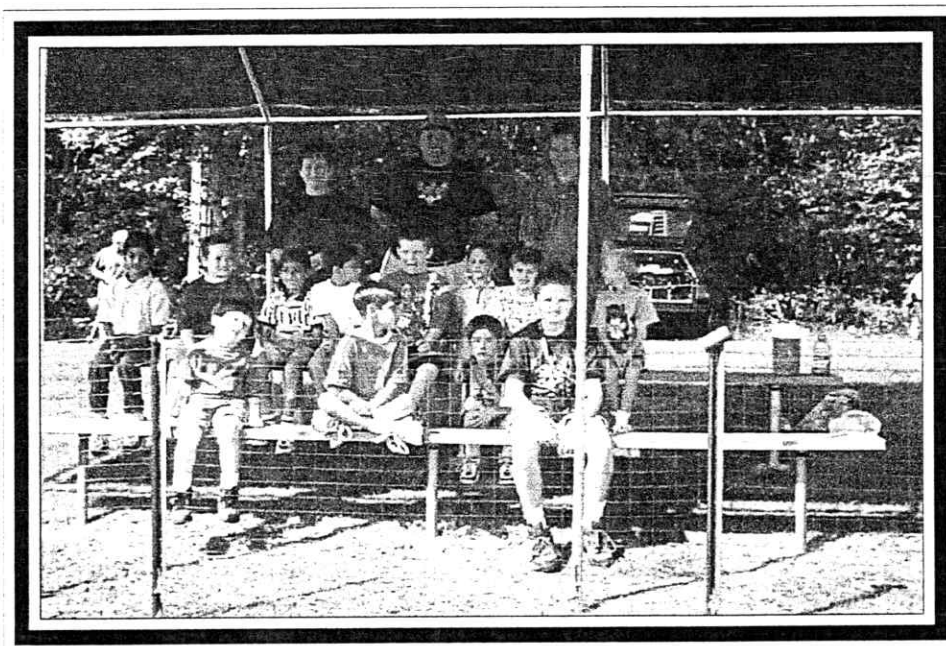
WEB PAGE UPDATE

The latest news is that President Bob Allen has been revamping the WAM web site. The software is in his hands, and progress is being made. Mickey Yachera is graciously allowing us to use the server at his computer store. Hopefully, the WAM site will be completely updated shortly. Thanks to Bob for handling this!

WEEKDAY FLYING. ANYONE?

If anyone would like to get together and fly on a weekday, call Dale Johnston at 410-848-5279. He'd enjoy some company at the field.

Something is wrong with this picture. A smiling Pat K. is cleaning John Sterrett's wing. But she never flew the plane, John is probably drinking a Coke and eating peanuts, and she is still smiling. Shame on you, John! Next time it would only be fair if Pat flew the plane and you cleaned it.



Cub Scouts from the Finksburg area attended our last Fun Fly and seemed to be very impressed with our activity. They watched many of us fly, asked a few questions, and ate about everything we had. The fathers, also, were very interested and, hopefully, will take that interest and make it into a hobby. John Sterrett, Wendell Richards, Bob Allen, Pat K. and myself all gave the young scouts our attention. This was a very positive event for us, and I believe that WAM made a very favorable impression on these nice folks.

All pictures were taken at our last Fun Fly on Sept. 26. If you missed it, too bad. All had a great time, the weather cooperated, the food was terrific, and life was good.

The mighty Ron Bowen guides his airplane through the sky with a smile on his face. All is going well, and to put the icing on the cake for Ron I can attest that he is making a **RIGHT TURN** at this very moment! I hope that Ron is forever grateful to me for proving to WAM once and for all that he is perfectly capable of making as many right turns as he wants to. (You're welcome, Ron).



VISIONS IN EXCELLENCE

The following article was submitted by Bud Faulkner. It was written by Frank Healey and appeared in the publication R/C Excellence on 9/22/99. Bud joined WAM. Bud joined our club last spring and submitted this to me. The text is a tribute in itself to a master model builder. The photos were, unfortunately, not able to be copied here with as much clarity as they deserve. Perhaps we could implore Bud to bring his beautiful helicopter to a meeting so that we could all enjoy seeing it.

BUD FAULKNER'S KAVAN JET RANGER

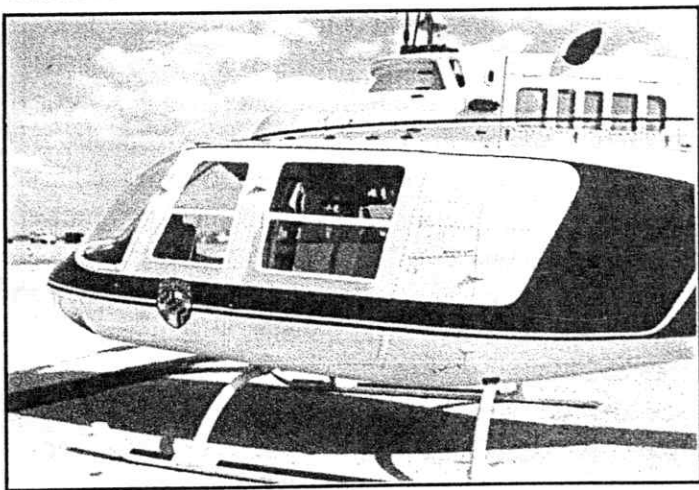
To the truly devoted scale modeler, their works of art are never done. There are always thoughts of better techniques to enhance the model. Better rivet detail, more precise instruments, or a line or curve that could be improved. Scale modelers are seldom content with their efforts. Many of the world's greatest scale artisans build several models of the same aircraft - each new version an improvement over the previous example. To some, this is almost boring; but for the scale enthusiast, it is the quest for excellence.



Such a scale project is the Bell Jet Ranger built by Bud Faulkner of Mt. Airy, MD. Bud is an industrial model maker by trade and a genius model maker by avocation. Many of the skills that Bud uses in his everyday work are carried over to his modeling endeavors. Patterns, measurements, and specialized models help Bud create magnificent examples of miniature aircraft.

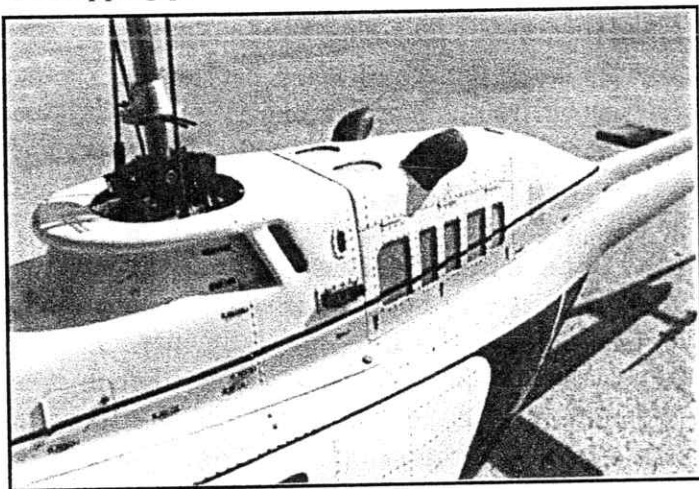
Construction on the Ranger began in 1976 and has continued - with many interruptions - until the present. Bud has access to the full-scale Ranger, which is part of the Maryland State Police patrol

force. Bud started by taking numerous photos of the Ranger and then proceeded to the planning of how the many details of the prototype could be transferred to the miniature version.



Several molds were made from urethane foam to eventually become plugs for a custom made vacuum box. Using his shop vac, 1/16" plex was formed to the exact window dimensions. The port window is removable to access the cabin area, and all window trim is constructed of styrene. All other windows slide in a scale manner.

Doors were made from 1/32" ply and all overlapping panels were made by stacking masking tape and fairing marine epoxy from the tape onto the fuselage. After sanding, the result gives the appearance of an overlapping panel.



The fuselage interior is a masterpiece of heat treated plexiglass bent to shape and filled with marine epoxy. Doors are vacuum formed from styrene. The instrument panel was placed in the scale position causing the mechanics to be moved aft.

The repositioned mechanics were test flown to

assure that the rearward position would not have an adverse effect on the chopper's flying characteristics. Bud says that this modification actually flew better than the original version.

The seats were made with plastic pipe, plexiglass, and cloth. Rudder pedals were also plastic pipe and plexiglass. The instruments panel is styrene and defroster tubes are flex straw. Close inspections of the interior reveals many scratches to give the illusion of a "real" interior that was subjected to much use. This eliminates the "factory new look."

The landing gear is of aluminum rod bent to shape and painted. Additionally, the gear was scratched to appear "used."

Power for the Ranger is supplied by a German Veco .61. Guided by Futaba electronics, the chopper weighs 14 1/2 lbs.

Bud's efforts are rewarded by the satisfaction of creating a scale helicopter that goes beyond the realm of a model and more closely resembles a work of art.

Editor's Note: This model must be world class. The article is obviously a tribute to a magnificent creation by a master model builder. Congratulations, Bud! Truly something to be proud of.



LETTER FROM NICK J.

Hello Eddie the Editor and John,

This week I received some back issues of the Talespinner from John. I was very pleased to see that the club is doing so well, and I still am very impressed with the quality of the newsletter. You are doing a great job! (Thanks, Nick). Since I know many of the people by name and face after my visit in '97, I always can imagine the situations, the looks on the faces on the stories in the Spinner. I really feel myself a member of your club, although it is "honorary member." Therefore I still like to write articles for publication in the Spinner. I'm very pleased with the fact that there are so many new members, always a good thing for a club; new blood, new ideas, ...

Editor's Note: Nick had more to say, but I didn't have room this time around. Good to hear from you, Nick. Keep writing!



DEADSTICK RETURNS

It's time again to pick **DEADSTICK'S** WMVM (WAM's Most Valuable Member). As usual it was a tough decision with so many members contributing to the club in 1999. But my WMVM this year has to be the always helpful and dependable Wendell ("Submarine") Richards who is famous for his underwater landings. I thank you for your dedication and effective activities as Carroll County Rep and Property Manager for WAM. Also, your contributions at the Westminster Air Show and Fun Flies were very helpful and well done. You make things happen!! Congratulations and Thank You for helping all of us in WAM in so many ways.

FLEA MARKET

Saturday Nov. 6th 1999 ?? AM - til ? Parkville American Legion, 2301 Putty Hill Ave. (Between Old Hartford Rd. & Perring Pky). Take I-695 East to exit 30 (Perring Pkwy. South). Left at 1st traffic light (Putty Hill Ave). Am. Legion about 3 blocks on right. Tables are \$10.00 (includes admission). Call Jerry Stevens - 410-879-4806 or Don Stricker 410-668-6144. Setup at 8 AM. Doors open at 9 AM. Sponsored by MARCED & RCMB. Call Milt Peacock for details.

WAM CLUB LOGO JACKET PATCHES

Cost is \$2.00 each. Call Milt Peacock at 410-833-3122 if you would like one.

MILT P. FLIES HIS BIG CUB

The latest newsletter from the Harford County Miniature Aircraft Operators Association has an article about the recent Swan Harbor Big Bird Fly-In. The event was a rousing success, with between 25 - 30 giant scale planes participating. With all of those planes flying around, the best news is that there were no crashes and no aircraft were lost in the adjacent cornfield. Included in the article in The Dead Stick Flyer were pictures of some of the participants, including Milt Peacock with his beautiful Cub. Nice job, Milt!

SPIEGEL FIELD IS CLOSED FROM NOV. 26 THROUGH DEC. 31. DON NOT FLY THERE!

CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Woolston
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Airplane		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen
Person taking the longest time to complete a model:		Ed Goldman
Longest Sustained Rubber Powered Flight		Lou Omansky
Most butterfly wing flaps on a flier's hat		Lloyd Briggs

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



FLIGHT INSTRUCTION

With several new members in WAM I who may need some help learning to fly, I will continue to provide this list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

BEWARE OF THE RIDERS

Riders are still active in the Spiegel Field area. There have been no incidents of any kind, other than friendly ones when any of the equestrians venture by the field. But we still need to be aware that they may appear at any time.

I think it's great that such a beautiful area can be shared by people who wish to enjoy outdoor activities in an isolated and peaceful area. We obviously don't bother them and they certainly don't bother us.



HAVE YOU EVER?

*From TRCC Noise Chuck Brooks,
Editor*

Have you ever knelt on a glow plug? Have you ever dropped a small screw and have it come to rest right at your feet? Have you ever mixed part A epoxy with part A epoxy? Have you ever had a prop smack your hand so bad you were afraid to look? Have you ever landed with your muffler hanging from the fuel pressure line? Have you ever bought something that you really needed, came home and found that you already had three? Have you ever pumped 15 oz. of fuel into an 8 oz. tank while watching another airplane? Have you ever bought a new kit the day before it went on sale for 25% off? Have you ever been mixing 5 minute epoxy when the phone rang? Have you ever had to cut the same piece of iron-on trim nine times? Have you ever needed a gyro to do your flying for you? Have you ever crashed your ex-best friend's new model? Have you ever sold a used airplane for half now and half never? Have you ever seen one particular model for sale at eight consecutive swap meets? Have you ever bought a model at a swap meet and realized later that you built it? Have you ever loaned out your last prop or glow plug and then needed it 30 minutes later? Have you ever loaned out your last prop or glow plug and got it back? Have you ever cut yourself right through the bandage you put on less than 10 minutes ago? Have you ever seen a beginner on his solo flight fly better than you do? Have you ever replaced a glow plug only to find that the engine was out of fuel? Have you ever changed glow plugs and put the bad one back in? Have you ever arrived at the field on a beautiful day when there were only two others there and both were on your frequency? Have you ever spent 10 minutes trying to start an engine before somebody suggested you hook up your glow plug battery? Have you ever wondered if some writers may have been spray-painting without a mask for too long?

Yes it's over! Lighten up, and remember, it's only a hobby!!



COMING EVENTS



Oct 24 WAM Fun Fly. Baugher Field-1 pm
 Nov 5 WAM Meeting. Nominations for Offi-
 Nov. 6 cers. VFW Hall 7:30 pm. Be There!
 Flea Market. RCMB. Amer. Legion
 Nov. 6 Post - 2301 Putty Hill Road, Parkville.
 York Area RC Club Flea Market. Do-
 ver, Pa.

Call Milt Peacock for details: 410-833-3122

This issue of *The Talespinner*
 was printed, folded, stapled, and mailed
 courtesy of LOU OMANSKY.
 WAM thanks LOU for his efforts!



OUR FEARLESS LEADER, PRESIDENT JOHN,
 PREPARES HIS PLANE FOR THE SEPTEMBER
 FUNFLY. HE REALLY DOES FLY, YOU KNOW!

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

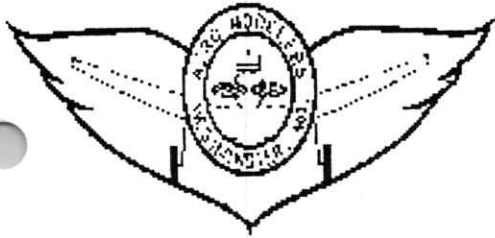


The WESTMINSTER AERO MODELERS meet on the First Tue-
 of every month, unless otherwise noted, at 7:30 p.m.
 in the VFW HALL on Poole Road in Westminster.

VISITORS ARE WELCOME !!!

21030-1013





THE TALESPINNER

Westminster Aero Modelers

WESTMINSTER AERO MODELERS

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	John Sterrett	775-0296	Secretary	Pat Kowalski	795-9122
Member At Large	Bill Hasert	833-7271			

VOLUNTEERS

Membership	Bill Woolston	840-0791	AMA Liaison	Bill Hasert	833-7271
Field Marshall	Lloyd Briggs	833-7450	Property	Wendell Richards	374-4970
Editor	Ed Goldman	848-3835			

16 Kalten Road, Westminster, Md. 21158

**NEXT
MEETING**
XMAS DINNER
December 4, 1999
6:00 P.M.
VFW HALL
WESTMINSTER

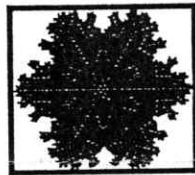
Volume 15 Number 11

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS



Fellow modelers,

Short and sweet this month! The year is coming to an end, but we still have our Annual WAM Banquet left to celebrate the year and reflect on our good times and accomplishments.

As you know, the regular Tuesday meeting in December is canceled. I hope to see all of you at the Banquet. Linda and I wish you all a safe and Happy Holidays!

See you at the Banquet,
John

THANKS TO MANY

As we approach our Holiday Banquet and the flying season winds down, I would like to thank the many members who have helped make my job as your editor a bit easier.

First, thanks to Pat K. for supplying me with the minutes in a nice format and early in the month and President John for his monthly articles (still a little short, John). John Sterrett deserves credit for his "Sunday Flying" contributions and highlights the activities at the field. Other members who have supplied material include John Schaffner, Dale Johnston, Bill Woolston, Bud Faulkner (a great article), Nick Jonckheere (our Belgian correspondent), Milt Peacock, Jim Peach, Bob Allen, and Ray Miles. If I have forgotten anyone, I apologize. Perhaps next year there will be other names here to thank.

The entire club should extend their thanks to the three fellows who always come through with the printing, folding, stapling, and mailing of the T/S. Bill Woolston, Lou Omansky, and Dave Mongan have always been gracious when I called and asked if they would be able to take care of getting the T/S to you. We are fortunate to have these three members who help us all with their efforts.

Again, thanks to anyone who contributed in any way to this newsletter. Somehow, it always gets out and delivered to your door.



MINUTES OF WAM MEETING

NOVEMBER 2, 1999

By Pat Kowalski

1. The meeting opened at 7:40 p.m. with President John presiding. There were 27 members present and one guest, Bob Donohue.
2. The minutes of the Oct. 5 meeting were approved as presented in the T/S. President John announced that nominations for next year's officers would take place later in the meeting and urged everyone to consider serving the club in some capacity.
3. President John would like to have as many pictures as we can from previous fun flies to show at the Xmas Dinner. If you have any, please bring them to the dinner.
4. Vice President John Sterrett reported on the flying activities at Spiegel Field and thanked Paul Schaffner for his assistance with the Telemaster. (See article on page 6 to learn about how to use an assistant in the 90's).
5. Treasurer Bob Allen reported that the club is spending some money and taking in some money.
6. AMA Rep Bill Hasert asked that everyone get their AMA dues in promptly. He also mentioned that Parkville will be holding a Flea Market on 11/06/99.
7. Field Chairman Lloyd Briggs stated that Spiegel Field and the upper access road are rough and would benefit from a good rolling in the spring. The Baugher field could use better drainage in some spots. Looks as though WAM will have some work days next spring.
8. Membership Chairman Bill Woolston passed out an application at the meeting for another potential new member.
9. County Rep Wendell Richards reported no problems with the county or with the property. It is time to take the canopy down, and this will be done.
10. Eddie the Editor reminded everyone that **FLYING IS PROHIBITED AT SPIEGEL FIELD FROM THANKSGIVING THROUGH DEC. 31.** Flying activities can continue at Baugher Field for those wishing to brave the cold.
11. New Webmaster Bob Allen has updated WAM's page and is continuing to work on it. Members voted to use the funds originally designated for web publishing software to be used for buying a scanner. We

already have the software we need for the web page.

OLD BUSINESS

The October Fun Fly was chilly, windy, and fun. Wendell brought his always excellent barbecue to help warm up those present. Some of those bellying up to Wendell's van to grab the barbecue, chips, and delicious cake didn't fly. Perhaps they just came for the food.

The WAM Xmas Dinner and Election of Officers will be held on 12/4/99 at the VFW. You must sign up by November 12. Please call Bob Allen to make a reservation, and send him the money. Cost is \$ 18.00 per adult and \$ 6.00 per child.

NEW BUSINESS

The nominees for WAM's year 2000 officers are as follows:

President:	John Wunderlich Ron Bowen
Vice-President	Richard Jakubs Lou Omanski
Treasurer:	Bob Allen Bill Hasert
Secretary:	Pat Kowalski Dale Johnston

Bill Hasert proposed that we return to orange hats for the club. He also suggested that a hat be given to each new member when they join. This suggestion will be looked at when next year's budget is projected.

The next Chile Fly will be held on Feb. 6, 2000. Watch the T/S for details as the time approaches.

NEW PROJECTS

Steve Linfield brought his beautiful new plane. Bud Faulkner brought a new Enya .46 engine - a great looking unit. Bob Allen has some free styro-foam for a limited time (until his wife throws it out).

The 50/50 was won by Tom Appler.

The meeting was adjourned at 8:40 p.m.

How to Bust Out of a Rut

How to bust out of a rut, you ask? The process of becoming a better flier is never a straight line. It's a trek punctuated by roadblocks and setback zones. It is exhilarating most of the time, but can be frustrating to others. Frustrations occurs when we get "stuck." Such no-progress zones, called plateaus or ruts, are common to most fliers. While some people exit certain plateaus quickly, others flounder there, sometimes for years. Some of the best moments in flying happen when we achieve a breakthrough to a higher level.

It's probably harder to get out of aerobatics than it is to get in. Loops, rolls, and spins can be habit-forming. Hammerheads, Cuban 8's and snap rolls can be addicting. Your first encounter with these or any other aerobatic maneuver can produce a wide range of reactions.

Stuck in a rut, we inevitably ask, "Where do I go from here? How do I get there?" Here are a few suggestions:

1. Don't fly by yourself. Plan ahead to fly with someone more experienced than yourself.
2. Reveal to yourself and your friend where you think you are in the progression of things. Reveal what you are trying to learn to your friends (i.e. snaps, loops, spins, inverted flight or FAI).
3. Learn to take constructive criticism well.
4. Don't expect a friend to be your instructor as such, but if help is offered or if your friend de scribes indicators of a rut and steps needed to advance, give it a try.
6. Take advantage of the skilled pilots at the club meetings and discuss a rut problem with them.

Precision flying is what everyone is looking for. Practice produces precision I don't think there is anything more boring than just 'whizbanging' around the sky. Aerobatics are not for daredevils. It's for sensible pilots who seek proficiency and enjoy the process. World Champion competitors understand their airplanes as well as their limitations while also recognizing their personal limitations. As you know, the age of the stunt pilot or barnstormer is over.

*froth ARCS Avian
Joe Ostrom, Presidentt
AMA Newsletter September, 1999*



TAILSPIN TRIVIA

Contributed by Dale Johnston

Biplanes achieved some of the earliest success in powered flight. Henry Farman, who was the first to be credited with a powered flight of over 1 kilometer in Europe; Oabriel Volsin, who built the plane flown by the first Englishman to fly in Britain; and of course, the Wright Brothers, who were first of all, flew biplanes. The first person to fly across the English Channel, however, did so in a monoplane in 1909. He was a Frenchman named Louis Bleriot.

Louis was a prosperous manufacturer of automobile accessories who became seriously and permanently "bitten" by the "flying bug". He teamed up with Volsin on some of his early efforts (mostly biplanes) but later went off on his own to pursue the monoplane design. He achieved success in his Bleriot XI, with which he flew the English Channel. The engine in this airplane was a three cylinder Anzani, which was subject to overheating. It is said that if it had not rained to cool it off, Louis would have ended up in the Channel instead of on the other side! The airframe performed superbly, and when married to the Ohoroe rotary engine, became a combination that was hard to beat.

Bleriot XI's were marketed all over the world in a choice of several configurations. In fact, the world's first aerobatic team flew them. It was formed in France during October of 1913, and consisted of three pilots: Adolphe Pe-goud, John Domenjoy, and Edward Peireyor. They performed before crowds of up to 200,000 people doing tailslides, roll-outs, vertical s's, loops, and inverted flight. Pretty impressive, considering they had 70 horsepower engines and used wing warping for lateral control.



SUNDAY FLYING

By John Sterrett

The last Sunday in October was a beautiful flying day at Spiegel Field. A gentle breeze and temperatures in the 70's were perfect conditions – and very unusual for late October. It was great to see new members Dan Fowler and Jay Nardone at the field! Bill Woolston, Paul Schaffner, Pat Kowalski, Lloyd Briggs, Ed Goldman and I all flew (or commented from the Peanut Gallery) with no major accidents. There were a few nose-overs and ground loops, but nothing serious.

In the absence of Bob Allen (who is the official 1st pilot of the piggyback system), Paul Schaffner did the Telemaster flying and I released and flew the Spirit 100 sailplane. All flights were highly successful even though Paul threatened to release the sailplane while flying inverted and saying, "But if Bob can do it so can I." But I thank both of them for carrying up the sailplane for me even if I did have to



ONE NEW AIRPLANE AT THE MEETING (AND AN OLD MOUSE-EATEN ONE)

Steve Linfield brought his new Hobbico Extra 300S ARF to the last meeting for us to admire. He told us that he modified it so much that it certainly became a non ARF. Steve redid the tail feathers, machined the trailing edges of the wings, built new ailerons with custom made gapless hinges, and removed all the covering and redid it with Monokote in a beautiful patriotic color scheme. The plane is powered by an OS 91 4 stroke engine, and has three flights on it. Way to go, Steve. It's a winner!

Also at the meeting was Bill Hasert's Kadet fuselage which spent lots of time lost in the woods. A field mouse took up residence and ate all the formers in the fuselage and was working its way forward when the plane was found. According to Bill, the plane was too heavy before and the mouse may have eaten just enough of the internal structure to make it fly better. I hope Bill does rebuild this airplane and finds a small mouse to pilot it. Keep us informed, Bill, because not everyone can claim to have an airplane which has been modified by a field mouse.



HAPPY BIRTHDAY!!

DECEMBER

Dan Fowler

Chris Hodges

Jim Hodges

Lou Omansky

Rick VanDerHeyden

John Sterrett



AVIATION HISTORY DECEMBER



- 10 1911 Calbraith Rogers completed the first U.S. air crossing. The crossing took 84 days.
- 11 1972 This date is the last time humans set foot on the lunar surface. (Apollo 17).
- 14-23 ' 86 Dick Rutan and Jeane Yeager fly the "Voyager" on the first non-stop, non-refueled flight around the world.
- 15 1965 First rendezvous in space takes place: Gemini 6 and Gemini 7.
- 24 1968 Apollo 8 becomes the first manned vehicle to orbit the moon.
- 28 1913 First time an aircraft reaches an altitude of 20,000 feet.

INTERFERENCE ALERT

There have been some recent reports of what may have been some radio interference at the field. Several members have come under the influence of something unusual while flying their airplanes. We do not know the source and will be trying to ascertain if any "funny" business is going on. Stay posted!

MORE AIRCRAFT 101

Flying is not dangerous, but crashing is.

Everyone knows that the definition of a good landing is one you can walk away from. But very few know that the definition of a great landing. It is one after which you can use the airplane another time.

Always remember, you fly an airplane with your head, not your hands. Never let an airplane take you somewhere your brain didn't get to five minutes earlier

NEWS YOU CAN USE

Lloyd Briggs mentioned that Jo Ann's Fabrics in Reisterstown now sells balsa wood. So if you live in that area and need a few pieces of wood, check it out. Balsa is also available at Mailbag Hobbies in Hampstead according to Dale Johnston.

Lou of Hunt Valley Hobbies has purchase a new and very expensive Jaguar to ride around in. Rumor has it that he came up with the down payment by using his profits from Bob Allen's helicopter purchases. Lou says, "Thanks to Bob I'm riding in style."

John Schaffner mentioned that he had looked at an interesting web site concerning early aviation. Nick Jonckheere forwarded the site to John. It is: coorang.demon.co.uk/index.net

Washout

by George Hartshorn

Have you been coming in long, low, and slow, only to have one wing tip or the other stall? Does the plane roll to one side faster than any other time?

To prevent this, you need to check your wash out. Lay your wing half on a flat table and hold it down near the center. Measure how high off the table the leading edge is, then measure the trailing edge. Compare this side of the wing with the other. If the leading edges and the trailing edges are flat down on the table and both sides are the same, there is no problem.

If you have, for example, one trailing edge up and the other down, you will have stalls. The wing that is down is the one that will stall first. If you want your plane to be a pussy cat when it's time to land, then give both wing tips up to 3/4 inch washout. That means warp the wing to have the trailing edge stand up at the tip. With washout at the tip, when you come to stall speed, the center will stall first and the tips will follow. If the tips are the same, your plane will stall at the same stall speed, but won't be as likely to roll.

*from Prop Wash
Steve and Leah Salisbury
77 5th St SE, Badger IA 50516*

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
Ron Bowen	ronrose-b@juno.com
Dorl, John	jdorl@juno.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.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
Nick.jonckheere@kh.khbobo.be

NEW WEB ADDRESS FOR WAM

[HTTP://WAM.CRBALT.COM/](http://WAM.CRBALT.COM/)



WEB PAGE UPDATE

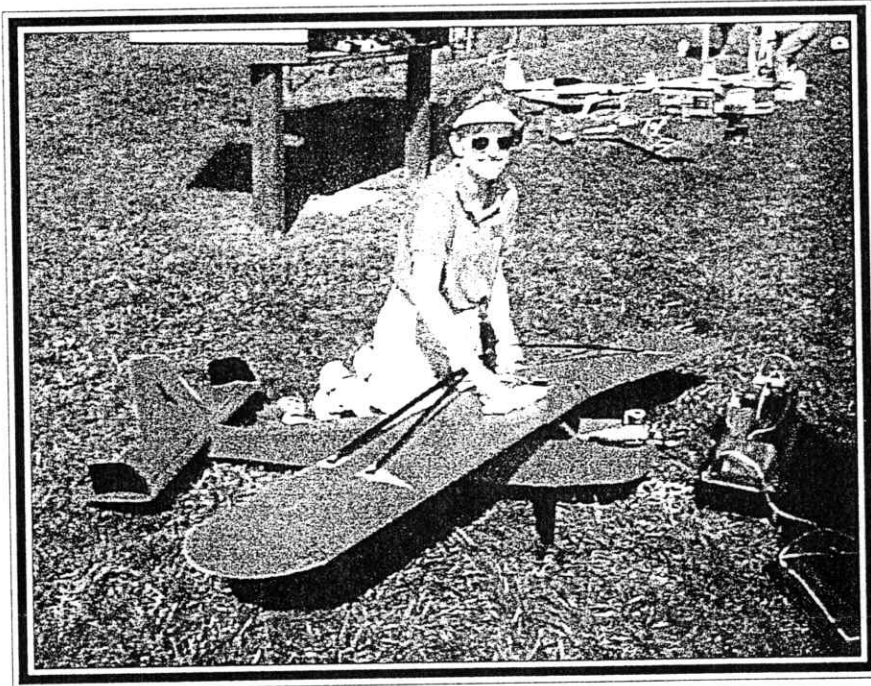
The latest news is that WEB-MASTER Bob Allen has been re-vamping the WAM web site. The software is in his hands, and progress is being made.. Mickey Yachera is graciously allowing us to use the server at his computer store. Hopefully, the WAM site will be completely updated shortly. Thanks to Bob for handling this!

Paul's Law: You can't fall off the floor.
Chapman's Commentary on Paul's Law: It takes children three years to learn Paul's Law.

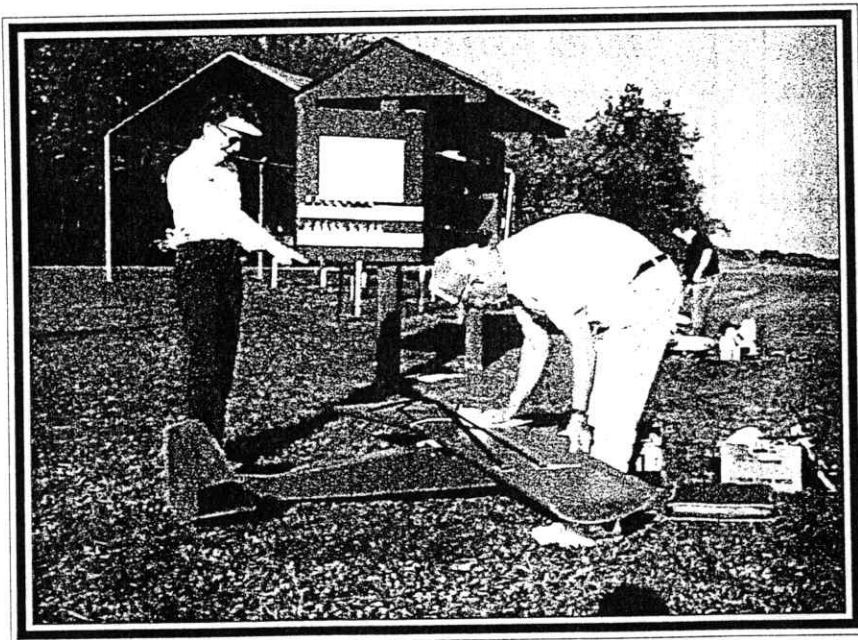
John Sterrett Learns Political Correctness Due To A T/S Article, But Doesn't Like It!

LAST MONTH

"Something is wrong with this picture. A smiling Pat K. is cleaning John Sterrett's wing. But she never flew the plane. John is probably drinking a Coke and eating peanuts, and she is still smiling. Shame on you, John! Next time it would only be fair if Pat flew the plane and you cleaned it."



THIS MONTH



JOHN DOES THE CLEANING, TOO

A simply awful thing in this day and age. Certainly John should know better than to take advantage of Pat's kindness and not ask her to do the cleaning when he wouldn't let her do the flying!

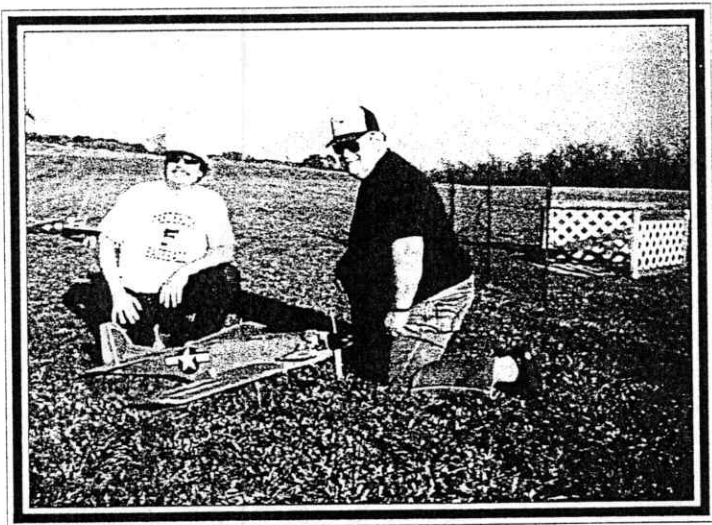
SEQUENCE OF EVENTS

On Sunday, October 1, John and Pat arrived at the field. John's first words to me were something like, "I've got a bone to pick with you! You have upset my flying and cleaning routine. I flew and Pat K. cleaned. Your article in the T/S messed up this nice arrangement.." *I told John that he should be ashamed of himself and that he should clean his own airplane.* After flying his big Telemaster with the pop-off glider, I took the following picture – proof that John is a changed man (at least on the field). *We're proud of you, John, and welcome to the 90's.*

Editor's Note: I hope that everyone realized that my comments about John were meant in a tongue-in-cheek way, and no criticism was meant in any way. Pat, John, and I all had a good laugh over this picture and we all thought it would be a funny little article. Anyone in WAM certainly knows that John is the ultimate gentleman, and we appreciate his sense of humor and his letting me tease him in the T/S a little bit.

But watch it, John, you never when a member of NOW will be at the field!

Bill Woolston brought his scratch-built cardboard and balsa P-51 to Spiegel Field. Paul Schaffner took it up for its first flight. Needs a little balancing, but should be a winner!



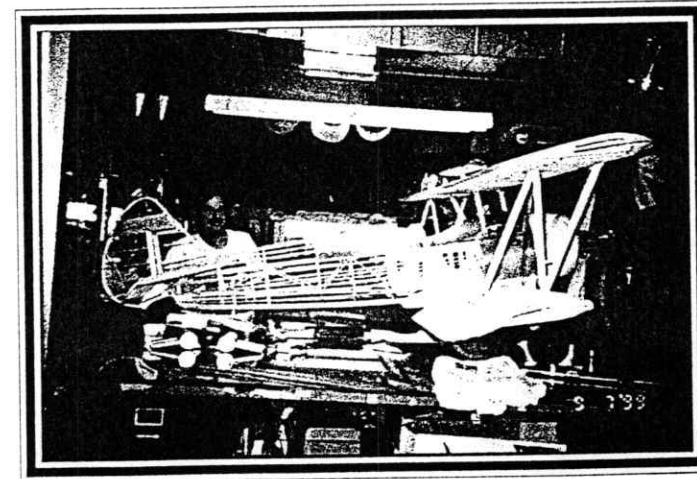
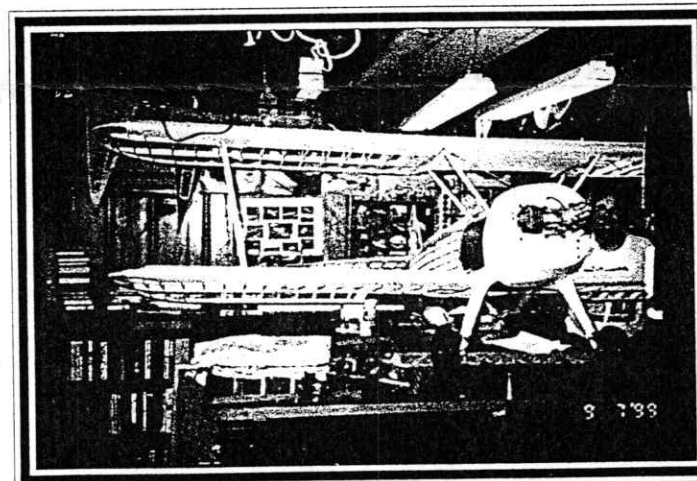
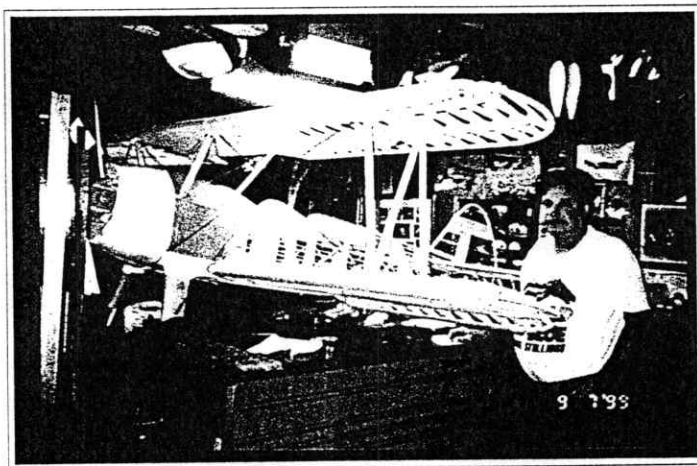
Bob Allen flew his great big Spacewalker at the Halloween Fun Fly. Very realistic and graceful, but it doesn't hover very well. Put a prop on the top, Bob!

Actually, this airplane is a pleasure to watch and is always a treat to see in the air.



SO YOU LIKE THINGS BIG?

Paul Schaffner does, too. Take a look at this magnificent Stearman in progress. WAM is proud to have a model builder such as Paul as a member. We can't wait to have Paul bring this airplane to a meeting when it's all covered and ready to go. Please do us a favor, Paul, and let us see this bird as soon as you have completed it.



SCENES FROM THE FIELD

Tom Hier slings a rope with a plastic bottle at the end into a tree at Baugher Field. The object of his attention is his electric delta plane resting in the crotch of the tree. After many throws, a tired arm, and some lively spectators, the plane was freed from the tree. After a recharge, Tom flew the plane again. Hooray for perseverance!



Dan Fowler flew his beautiful Great Planes Extra 300 at Spiegel Field. This airplane was true and steady as can be, the mark of a well-built and balanced airplane. It looked terrific in the air. Enjoy it, Dan!



NEWS FLASH! NEWS FLASH! STEVE LINFIELD SOLOS

On November 19, 1999 Eddie the Editor received a report from Dale Johnston that Steve Linfield soloed and is now a full-fledged R/C pilot. Congratulations to Steve and his instructor(s). Just think, Steve, now you can fly on your own and end up like most of us have – with an airplane thinking it should be a bird's nest or a branch or something else related to sitting in a tree at a relatively high altitude. There are records to be broken, you know, and they are there for the taking. Just kidding, of course. We all hope that your flights are smooth and your landings gentle. Way to go!

WAM CLUB LOGO JACKET PATCHES

Cost is \$2.00 each. Other items are also available. Call Milt Peacock at 410-833-3122 if you would like anything

SPIEGEL FIELD IS CLOSED FROM NOV. 26 THROUGH DEC. 31. DON NOT FLY THERE!



CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Woolston
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Airplane		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen
Person taking the longest time to complete a model:		Ed Goldman
Longest Sustained Rubber Powered Flight		Lou Omansky
Most butterfly wing flaps on a flier's hat		Lloyd Briggs

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



FLIGHT INSTRUCTION

With several new members in WAM who may need some help learning to fly, I will continue to provide this list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

YOUR SPACE

Darn! I ran out of things and time just now as I was finishing this T/S. But just think – if someone had sent in one little article it could have been placed right here where all our members could read it. Perhaps you have an opinion or question you would like the membership to think about. Maybe you saw an aviation related article that we would be interested in reading. Or did you learn some neat little trick when building your last airplane. I'll be glad to include it!

Personal Windsock

by Dr. George L. Rogers

One of the first things we all learn about flying is that we always take off and land into the wind. Even if there is only a light breeze, it is important to have it working for you, increasing your air speed and decreasing your ground speed. Occasionally, of course, you might have to downwind if the plane is dead-stick or there is some other problem. But why would a pilot attempt a downwind take off? I have seen this several times recently at our field, once with the predictable stall and crash. There are at least two possible explanations for this.

1. The pilot is so comfortable with a left hand landing pattern that he really doesn't want to take off or land from the right, regardless of the wind.
2. The pilot is unaware that the wind has changed, especially on days with light and variable winds.

Number one can be cured by practice on a right hand pattern, and there is an easy cure for number two. Tape a short section of old cassette tape to the end of your antenna. A 12 inch length is about right. This light, thin plastic will respond to the slightest change in wind direction and serve as your personal windsock. You don't have to turn around to see the club's windsock or take your eyes off your plane. Incidentally, if you don't have a blank or damaged tape to use, I recommend cutting up a rap or heavy metal music tape.

As a glider guider, I try to be sensitive to the wind as one clue to finding thermals, so I am naturally surprised when I see a flier attempting a downwind take off. Ground speed means nothing without air speed. You really can't fool Mother Nature.

*From HCRC Flier Peter Ciosek, editor
28 Collins Street
Chicopee, MA 01022
From the AMA Newsletter, April, 1999*

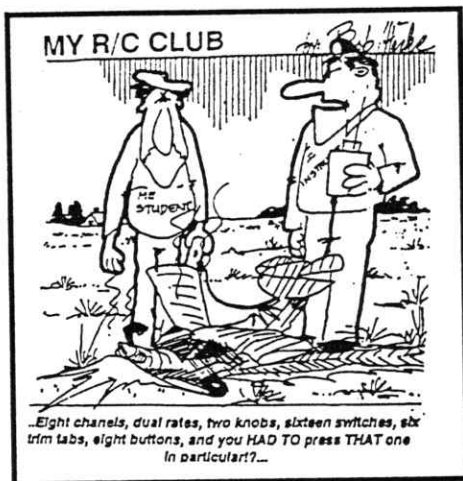


COMING EVENTS



DEC. 4

ANNUAL WAM DINNER AND
ELECTION OF OFFICERS.



OUR FEARLESS LEADER, PRESIDENT JOHN,
PREPARES HIS PLANE FOR THE SEPTEMBER
FUNFLY. HE REALLY DOES FLY, YOU KNOW!

Materials and opinions published in The Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor are not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her own risk and discretion without recourse against anyone. Contributions to The Talespinner are welcome! Credit will be noted and given when due. The Editor reserves the right to reject or edit material submitted for publication. Permission for reprinting or quoting items in The Talespinner is granted providing that credit is given to both the author and to The Talespinner. ----- The Editor

This issue of The Talespinner
was printed, folded, stapled, and mailed
courtesy of Lou Omansky
WAM thanks Lou for his efforts!

THE TALESPINNER

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

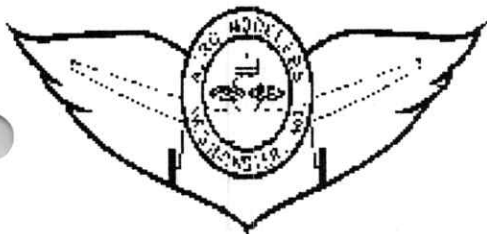


TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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 TALESPIINNER

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>Lou Omansky</i>	<i>653-0586</i>	<i>Secretary</i>	<i>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>John Sterrett</i>	<i>775-0296</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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 4, 2000
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 15 Number 12

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

The annual Christmas dinner was once again a rousing success. Thanks to Pat Kowalski and John Sterrett for organizing the affair. For those of you who unfortunately missed the banquet, I indicated that I had two goals I wanted to accomplish in 1999. I am happy to report that both were completed. First, I wanted to get the By-laws changed to accommodate the proposed new dues structure. This was done with the cooperation of the entire membership. I am grateful for all your help. Additionally, we modified the By-laws to eliminate the requirement that the officers only serve for a maximum two year period.

Second, I wanted us to upgrade the facilities at the Baugher field. This was also done with the help of many members contributing their time and talents. I thank all of you for your support during the year and look forward to working with you next year to make our club even better. My goals for next year center around two issues. First we need to generate some ideas on creating a new fund-raiser for the club. As I mentioned at the banquet, we don't know how long the Carroll County Airshow will be around. They are losing money every year and I honestly think that it will not continue very long if they keep operating in the red. It would behoove us to either

work harder on our flea market or come up with a new fund-raiser.

Second, we need to work harder on membership retention. We need ideas on how to keep our members once they have joined our club. I will be looking to you to provide ideas on this issue.

Over the years, I have come to the conclusion that an airplane club will be successful if it offers two things. These are facilities and unselfish members. WAM has some of the best flying fields in the Baltimore area. We are very fortunate. I cannot say enough about our membership. You all welcome everyone to our club and go out of your way to see that our guests and other members are encouraged to enjoy this great hobby. That is why our club is so GREAT!!!!

See you next year,

John

I think that it is time to get ready to fly. January 1 is almost here and maybe Mother Nature will send us some nice days in the 50's pretty soon. Since we know that we can fly in snow and sleet and still have fun (thanks to Wendell's Chile Fly), let's make plans to visit the field on those nicer winter days.

In the meantime, I hope everyone had a great holiday and Happy New Year!



NOTES FROM WAM BANQUET DECEMBER 4, 1999

By Eddie the Editor

The annual Banquet – Election of Officers – and Awards Night was a terrific affair. We had a great turnout (probably because there was no formal speaker), the food was plentiful and good, and everyone was in good spirits. The usual kidding and teasing was evident throughout the night. Soft barbs were tossed in many directions with Ron Bowen (who else?) taking the brunt of the jesting.

Sir John Sterrett gave a light-hearted talk about some of the major events which occurred during the past year. The Hot Dog Stand, Fun Fly Days, changes to the Constitution and By-Laws, influx of many new members, etc. were some of the highlights. John did a fine job of reminiscing about the accomplishments and occurrences of WAM in 1999.

New officers were elected for the year 2000, and it looks as though WAM is in good hands again for the coming year. Your Year 2000 Officers are:

President:	John Wunderlich
Vice-President	Lou Omanski
Treasurer:	Bob Allen
Secretary:	Pat Kowalski
Member at Large	John Sterrett

Several awards were given out in recognition of service to the club. (I did not take notes and may not mention all of them by name, but you all know who you are and deserve our collective "Thank You." The printers and publishers of The Talespinner, namely Bill Woolston, Lou Omanski, and David Mongan were honored for their efforts in getting your newsletter from my hands to your mailbox. Bob Allen was recognized for his work at the fields. Richard Jakubs was recognized for his work at the Westminster Air Show in supervising the R/C flying. Wendell Richards was honored as Member of the Year for his all-around efforts in helping the club in many ways. I know that others were honored, but memory lapses mean that your names are not here. If you let me know, I'll certainly publish them in the next letter.

After giving out the above awards, the time that

everyone was waiting for arrived. It was the transferring of the Kamikaze Award, given to the member who had the most spectacular crash of the year. Several WAM fliers could have won this year, but after careful thought and deliberation, the famous Kamikaze Award was presented to BOB ALLEN for his helicopter demolition. I think that everyone present felt that Bob was fully deserving of this dubious honor, and he was gracious in accepting it. Somehow, you just can't help thinking that the U.S. economy is doing very well partly because of Bob's involvement in R/C helicopters.

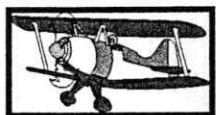
The evening ended with a good time had by all and the feeling that 1999 was a very productive and progressive year for WAM. Let's all work to keep our club as wonderful as it has been, and to watch it grow even more and accomplish our goals.

P.S. Every member can work for the club in their own way. Volunteers are always appreciated on any committees, etc. We can all strive to be honored at next year's banquet as a member who has contributed his or her efforts for the good of the club. But don't worry about trying to win the Kamikaze Award. Somehow that always takes care of itself.

Servo Setup

by Joe Jackson

Servo mounting should be done with rough treatment and vibration in mind. If you have some leeway with servo location, we suggest you do a preliminary balance check and locate the servos fore or aft accordingly. No need to load the airplane with more balance weight than necessary. We favor maple or other hardwood beams installed across the radio compartment. We also have used plywood plates with servo holes cut into them. Be sure the plywood is thick enough to cover the screw threads. If not, glue on another layer of wood. With either of these arrangements do not rely on butt glue joints. Add pieces of sheet wood above, below, in front of and behind the plywood edges where they butt against the compartment sides.



BACK AZIMUTH

Unlike the Ocean, the Desert does give up its dead. The shifting sands first cover and later expose those people and things that have had the misfortune to expire there. The mummified corpses of the crew of the "Lady Be Good" were thus discovered by oil excavators 16 years after their crash during WW II. The airplane itself, i.e. B-24D #64, had been found in November, 1958, where it bellied in and skidded to a stop after running out of fuel more than 400 miles south of its base in Soluch, Libya. The crew bailed out just before her engines gasped their last, with "May West" floatation vests on thinking they were over water. Upon landing in the desert instead, they must have immediately realized the cause of their error.

The B-24 and its green crew were returning from their first mission over Italy, which was to bomb Naples at sunset. Around midnight the skipper called for an inbound bearing from his RDF station, thinking he was still over the Mediterranean Sea, but in fact he had already passed over his base. The bearing he was given caused him to continue on his southeasterly course out into the Sahara's "Desert of Thirst." This is an easy mistake to make when everything goes blacked out, and there are no visible land marks. The loop antennae used for radio direction finding receives equally well in 2 directions, 180 degrees apart. The 2 "null" points in between are coupled to a pointer on the compass instrument which in turn indicates either the direction the signal is coming from or its reverse, or "back azimuth." The only way to tell the difference between the two is to employ a second antenna which "senses" the right direction. This wasn't done for the "Lady Be Good" on the morning of April 5, 1943, with the resulting disaster. Instead of turning around to steer 150 back toward the station, she continued on 330 until her fuel ran out.

The aerial search was conducted over the Mediterranean, where they were assumed to have crashed. No one bothered to look in the desert, where the crew didn't stand a chance of surviving without help. It is physically impossible for a man to carry all the water he needs for a 400 mile trip out there, even if he has it. They were found 75 to 90 miles from the plane, having traveled in the right direction back toward Soluch. That part of the Sahara is so dry that bacteria can't even exist. Things are preserved indefinitely without deteriorating. Thermos jugs of coffee were found to be full and palatable in the bomber. Log books and instruments were unaffected. Chewing gum and emergency rations were intact, and the planes' radio was fully operational. However, when a person falls there, all moisture is quickly evaporated from the body, the skin shrinks taut over the bones, and they are preserved in a petrified state.

SILLY R/C DEFINITIONS

From The Flying Penguin Newsletter

Propeller: Wood, plastic, or composite device used to stabilize inferior landings.

Trainer: Inexpensive throw-a-way device used by beginning pilots to scare instructors and spectators with.

Instructor: Old pilot who loves flying and teaching others to fly....usually can not tell you how many planes he has crashed.

Tail Assembly: Fragile device which has affinity for door frames during non-flight transport.

Transmitter or Receiver Failure: Something which happens only on the first flight of a plane (and usually the last flight, too).

Runway: Flat object used by student pilots to walk on to retrieve aircraft which "almost landed OK."

Servo Setup

by Joe Jackson

*The Fly Paper, James Perrine, Editor
AMA Newsletter, September, 1999*

Servo mounting should be done with rough treatment and vibration in mind. If you have some leeway with servo location, we suggest you do a preliminary balance check and locate the servos fore or aft accordingly. No need to load the airplane with more balance weight than necessary. We favor maple or other hardwood beams installed across the radio compartment. We also have used plywood plates with servo holes cut into them. Be sure the plywood is thick enough to cover the screw threads. If not, glue on another layer of wood. With either of these arrangements do not rely on butt glue joints. Add pieces of sheet wood above, below, in front of and behind the plywood edges where they butt against the compartment sides.

We have experienced failures with plastic servo trays sometimes included in radio sets. A plastic tray carrying the weight of four servos but mounted in the aircraft with only six screws near the edge of the tray will break at the edge holes during a rough landing. This type of failure is particularly deceptive as the controls may appear to be normal on the ground.

Servos come with rubber grommets which fit into the mounting lugs to provide vibration isolation. To function properly, brass ferrules are inserted into the grommets. The ferrule controls the amount of compression applied to the grommet by the mounting screw. When the screw is tightened until it contacts the ferrule, the correct compression is attained. The ferrule must be inserted from the bottom so that its flange contacts the mounting surface. If inserted in the other direction the flange will be under the screw head (not needed) and the sharp end of the ferrule may cut into the mounting plate causing excess grommet compression. Position the servo so that it contacts the airplane only through the rubber grommet.

In general it is better to position the servo with its long axis fore and aft. If mounted across the airplane, pushrod pressure will cause rocking. This consideration is less important for throttle servos.



HAPPY BIRTHDAY!!

JANUARY

Dale Johnston



AVIATION HISTORY JANUARY



- 1 1914 Beginning of commercial aviation. Tony Jannus started the first regularly scheduled air carrier service from St. Petersburg to Tampa, Fl.
- 7 1745 Pioneer balloonist Jacques Montgolfier was born.
- 7 1785 First balloon flight across the English Channel.
- 10 1910 First aviation meet in U. S., held in Los Angeles, Ca.
- 12 1970 First 747 flight across the Atlantic.
- 18 1911 Eugene Ely lands a Curtiss Pusher on the cruiser "Pennsylvania" for the first "carrier" landing.
- 19 1937 Howard Hughes sets transcontinental flight record of 7 hours, 28 minutes.
- 21 1976 First supersonic airliner service available on the "Concorde."
- 26 1911 First takeoff and landing of an aircraft in the U. S. on water.
- 31 1958 The "Explorer" becomes the first satellite to orbit Earth.

Aigner's Axiom: No matter how well you perform your job, a superior will try to modify the results.

First Law for Free Lance Artists (and others): A high paying rush job comes in only after you have committed to a low paying rush job.

Law of Life's Highway: If everything is coming your way, you're in the wrong lane.



YOU MIGHT BE A REDNECK PI- LOT IF...

*Courtesy Alice Munday
Newport News Parks R/C Club*

Your stall warning plays DIXIE

Your cross country flight plan uses flea markets as check points

You've ever used moonshine as AvGas

Your 172's wheel pants have mud flaps with a reclining nude.

Your toothpick keeps poking your mike.

You've ever taxied around the airport just drinking beer.

You wouldn't be caught dead in a Grumman Yankee.

You use an old Purina Dog Chow sack as a wind sock.

You think GPS stands for GOING PERFECTLY STRAIGHT.

You refer to formation flying as "We got us a convoy."

Your matched set of lightweight flying luggage is 3 grocery bags from Piggly Wiggly.

You have a gun rack in the rear window.

You have more than one roll of duct tape holding your cowl on.

You figure mud and manure in your weight and balance calculations.

You siphon gas from your tractor to go flying.

You've never landed at an actual airport even though you been flying for over 20 years.

You've ground looped after hitting a cow.

There are parts on your airplane labeled JOHN DEERE.

There's exhaust residue on the right side of your airplane and tobacco stains on the left.

You have to buzz the strip to chase off the cows and sheep.

You've landed on Main street for a cup of coffee.

The tread pattern IF any, on all three of your tires is different.

You have a pair of fuzzy dice hanging from the magnetic compass.

You've got matching bumper stickers on each side of the vertical fin.

There's grass stains on the tips of your propeller.

Somewhere on your plane there's a bumper sticker that reads "I'd rather be fishin.'"

You think an ultralight is a sissy new beer from BUDWEISER.

Just before the crash, everybody on the UNICOM freq. heard you say, "Hey Y'all, watch this."

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
Ron Bowen	ronrose-b@juno.com
Dorl, John	jdorl@aol.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Takatsch, Al	al_taka@yahoo.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

Nick.jonckheere@kh.khbobo.be

NEW WEB ADDRESS FOR WAM

[HTTP://WAM.CRBALT.COM/](http://WAM.CRBALT.COM/)



WEBSITE WORK

Webmaster Bob Allen continues to make progress on WAM's site. The last time I checked, there was still some work to be done, but it's looking good. It will be interesting to see how many "hits" the site gets, especially when spring arrives and some unknown persons out there are interested in R/C flying and contact us. Keep checking, folks, because you never know what Bob will do.

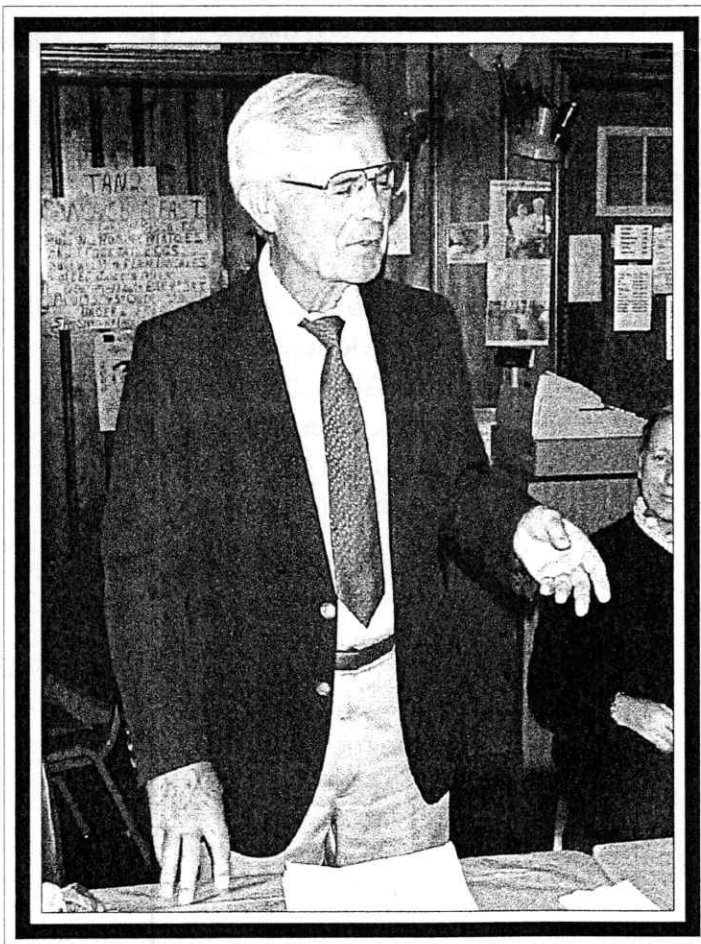
Mr. Cooper's Law: If you do not understand a particular word in a piece of technical writing, ignore it. The piece will make perfect sense without it.

Murphy's Law of Thermodynamics: Things get

JOHN RECEIVES HIS AWARD FROM PRESIDENT WUNDERLICH

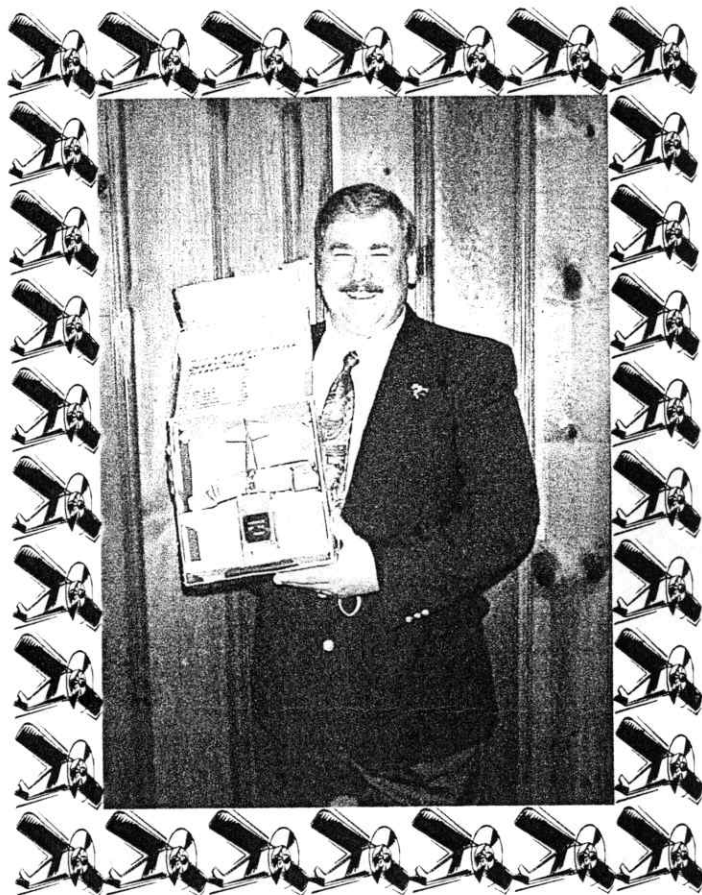


WENDELL RICHARDS RECEIVES THE “MOST VALUABLE MEMBER” AWARD



John Sterrett relives the last year of this century through the eyes of WAM. We heard a condensed history of the club's past year, and John did a great job of telling it.

1999 KAMIKAZE AWARD WINNER BOB (INVERTED) ALLEN

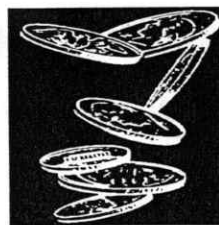


SHEETING TIPS

*From Mike Vaughn
AMA Newsletter, April, 1999*

When sheeting a wing, put your medium or thick CyA on the ribs and leading edge. Align the sheeting to the leading edge, then take a warm covering iron and iron it in place. After putting the sheeting on the leading edge, use the iron to shape and iron the sheeting to the ribs. The hot iron helps to shape the balsa and sets the glue as it passes over the ribs. Using the iron can help reduce the bubbles in the sheeting.

Another trick you can use when sheeting is to use standard carpenter's glue instead of CyA. The glue dries slowly enough to allow you to shape the sheeting to the wing or fuselage without sticking where you don't want it to. Most good carpenter's glues dry enough to hold the sheeting in place within five to ten minutes.



DUES ARE DUE!!

As of January 1st, dues can be paid for the year 2000 and need to be paid in order to fly at any of our prestigious facilities. If dues are not received prior to March 1st, you will be automatically dropped from the roster. The dues structure is as follows:

Open members	\$70.00
Family Member	\$70.00 + \$15.00 = \$85.00
Junior Members	\$25.00
Honorary Members	\$00.00

Here is a brief rundown of membership classifications:

- A. Open member - 18 Years and older as of January 1st of the current year.
- B. Family Member - Open member and Immediate family.
- C. Junior Member - Up to and including 17 Years of age as of January 1st of the current year.
- D. Honorary Member - Is voted upon yearly, and carries no flying privileges.

There are three new members who paid their dues in Oct., 1999. Their memberships are paid up through 2000. Those members are: Danny Fowler, and Danny Leibensperger.

You can send your checks, made out to the Westminster Aero Modelers, to:

Robert Allen Jr.
249 Stacy Lee Drive
Westminster, Md. 21158

Or see me at the meetings and pay your dues then. If you have any questions you can call me at: 410-876-3580.

One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

Thank you in advance,
Bob Allen

CURRENT WAM RECORDS

High Altitude Landing:	80 Feet	Bill Woolston
Tree Landing with Engine Running		Wendell Richards
Most Mid-Air Collisions (2):		Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)		Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Airplane		Terry Reeves
Most proficient helicopter pilot:		Bob Allen
Most money spent on helicopters:		Bob Allen
Person teased the most at CCMA:		Ron Bowen
Person most deserving of being teased at CCMA:		Ron Bowen
Person taking the longest time to complete a model:		Ed Goldman
Longest Sustained Rubber Powered Flight		Lou Omansky
Most butterfly wing flaps on a flier's hat		Lloyd Briggs

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!



FLIGHT INSTRUCTION

With several new members in WAM who may need some help learning to fly, I will continue to provide this list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

YOUR SPACE

Darn! I ran out of things and time just now as I was finishing this T/S. But just think – if someone had sent in one little article it could have been placed right here where all our members could read it. Perhaps you have an opinion or question you would like the membership to think about. Maybe you saw an aviation related article that we would be interested in reading. Or did you learn some neat little trick when building your last airplane. I'll be glad to include it!



NO WONDER THE ENGLISH LANGUAGE IS SO VERY DIFFICULT TO LEARN

We polish the Polish furniture.

He could lead if he would get the lead out.

A farm can produce produce.

The dump was so full it had to refuse refuse.

The soldier decided to desert in the desert.

The present is a good time to present the present.

At the Army base, a bass was painted on the head of a bass drum.

The dove dove into the bushes.

I did not object to the object.

The insurance for the invalid was invalid.

The bandage was wound around the wound.

There was a row among the oarsmen about how to row.

They were too close to the door to close it.

The buck does funny things when the does are present.

They sent a sewer down to stitch the tear in the sewer line.

To help with planting, the farmer taught his sow to sow.

The wind was too strong to wind the sail.

After a number of Novocain injections, my jaw got number.

I shed a tear when I saw the tear in my clothes.

I had to subject the subject to a series of tests.

How can I intimate this to my most intimate friend?

I spent last evening evening out a pile of dirt.



COMING EVENTS

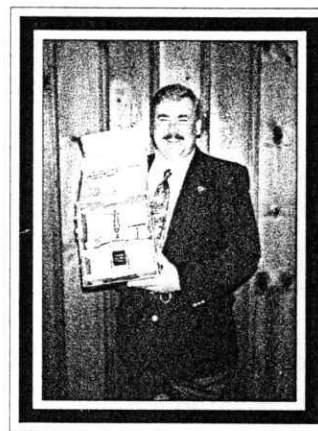


January 4 WAM Meeting. VFW Hall. 7:30 p.m.

Start the new year in style. Attend the meeting. Greet your new officers and show your support for them and the club.

I don't have any other events to notify you of, so I'll use this space to once again ask all members to submit articles, cartoons, your personal thoughts, hints, or suggestions to me and I will gladly put them in the T/S to share with everyone.

This issue of The Talespinner was printed, folded, stapled, and mailed courtesy of Lou Omansky
WAM thanks Lou for his efforts!



THE WINNER OF THE 1999 WESTMINSTER AERO MODELERS "KAMIKAZE" AWARD **MIGHTY BOB ALLEN**

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

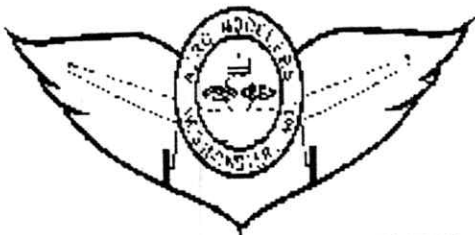


TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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>John Wunderlich</i>	<i>840-8518</i>	<i>Treasurer</i>	<i>Bob Allen</i>	<i>876-3580</i>
<i>Vice President</i>	<i>Lou Omansky</i>	<i>653-0586</i>	<i>Secretary</i>	<i>Pat Kowalski</i>	<i>795-9122</i>
<i>Member At Large</i>	<i>John Sterrett</i>	<i>775-0296</i>			

VOLUNTEERS

<i>Membership</i>	<i>Bill Woolston</i>	<i>840-0791</i>	<i>AMA Liaison</i>	<i>Bill Hasert</i>	<i>833-7271</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

February 1, 2000

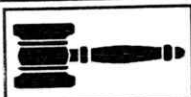
7:30 P.M.

**VFW HALL
WESTMINSTER**

Volume 15 Number 12

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

We started the new year off with two new members. Welcome to David Evans and Bob Donohue. We look forward to seeing you at the flying fields and meetings.

The cold winter weather has arrived! Now is the perfect time to build the model you have been thinking about for weeks. My model building will have to be put on hold until I return from several business trips the next two weeks. Because of this, I won't be attending the February meeting. However, Lou Omansky, our new Vice President, will stand in for me and I know he will do a great job in my absence. In between the business trips I am looking forward to the Chili Funfly on February 6th. Hope to see many of you there. In the meantime, keep warm and keep building!

Think Spring,

John



GET READY, GET SET FOR THE 2ND ANNUAL

CHILE FLY!!

Our leader of cold weather flying has announced that the first event of WAM's 2000 flying season will be the 2nd Annual Chile Fly. The date is Feb. 6 at Spiegel Field, beginning at noon. Wendell promises to have his wonderful chili on hand, but does not promise what the weather will be like.

For those of us who attended last year and flew in the snow, sleet, and wind – it was a blast. For those who started to drive to the field and turned around when the sky started dripping – shame on you. For those of you who didn't attend or weren't members at the time, give it a go this year. You'll be glad you showed up. I'm assuming that the only causes for cancellation or postponement would be extremely unfavorable conditions or an impassable road to the field. But if it's only snowing or sleeting, plan to attend.



MINUTES OF WAM MEETING

JANUARY 4, 2000

1. The January meeting of WAM, opened at 7:45 PM with President John Wunderlich presiding. Present were 20 members and one guest, Honorary Member Milt Peacock.
2. John Schaffner sat in as substitute secretary in the absence of Pat Kowalski.
3. A reading of the minutes from the December meeting was waived since they were approved as they appeared in The Talespinner.
4. President John welcomed every one to a new and progressive year.
5. Vice-Pres. Lou Omanski commented on his new position in the club and thanked every one for their confidence. Lou said that he will try to develop a close working relationship with the County officials and Mr. Alan Baugher relative to the club's activities.
6. International correspondent, John Schaffner, related that he had a phone call from Oostende, Belgium, from Nick Jonckheere who sent greetings to WAM for a Happy New Year
7. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members.
8. New members Dave Evans and Bob Donohue were unanimously accepted into the club. Congratulations fellows, and good flying!
9. Bill Hasert, AMA Rep., reported all is up-to-date with AMA and also announced up and coming events in the R/C community; several swap meets, sales of R/C engines and auctions. Bill offered EEA Calendars for 2000 – if he can get orders for a minimum of 25. Milt Peacock mentioned that a bus will be chartered for the WRAM Show for Feb 26th.
10. Field Marshall, Lloyd Briggs reported the field and the lane both in good shape. Tom Hier spoke about the muddy condition around the assembly table at Baugher's field and the decision was made to pave the immediate area at the table with paving blocks. Also, the canopy at CCMA will be replaced.
11. Membership Chairman, Bill Woolston, was not present due to the death of his mother.
12. Wendell Richards reported that all club property is accounted for and that there was no contact from Carroll County. No news is good news.
13. Ed Goldman always is looking for stuff for The

Talespinner. If you enjoyed reading something, give it to Ed. Ed expressed his thanks to Lou Omanski, Bill Woolston and Dave Mongan for their help in the printing and mailing of The Talespinner. (The Talespinner is essential to the club. I said that. JRS)

14. Events Chairman Wendell Richards will announce the plans for a "Chile Chilly" Fly to be on Feb 6., regardless of the weather!!

15. The club voted to make a \$100 donation to the VFW in recognition of their support to WAM

16. The club voted to award Honorary Membership status to Chuck Foreman, (AMA VP), Nick Jonckheere, (Belgian Correspondent), Alan Baugher, (WAM Supporter), and Milt Peacock and Ray Miles for their valuable past work in support of WAM.

17. Discussion was held on the possible ways to make the WAM Flea Market more profitable. No hard decisions were made. Date for the next sale is October 7, 2000. Date for the December Banquet Meeting is December 2nd, 2000. Date for the (tentative) Air Show at Westminster Airport is set for June 24 & 25, 2000.

18. Bill Hasert proposed buying WAM hats, original design, for the club members. Bob Allen will look into that. All members are urged to wear their name-tag badges at club functions.

19. IMPORTANT!!!! Meeting Date for March is 14th. This was necessary because of a conflicting date with the VFW.

20. Discussion was held on the removal of a tree on the Baugher property adjacent to the flying field. We have permission from Mr. Baugher to do it.

21. A "Buddy-Box" and cord will be placed at Baugher's field.

22. Tom Hier brought in his "Raptor" helicopter for all to see and talked about it's past career.

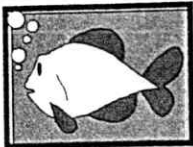
50/50 was drawn for John Wunderlich. Congratulations John, don't spend it all in one place!

23. Meeting adjourned 9:00 PM

WORD TO THE WISE

It has been observed that using Channel 20 as your receiver and transmitter can be a problem in this area. Unexplained crashes may be related to this situation. The cause is probably a mixing or interference from T V Channel 4 from the D.C. area.

If you intend to buy a new radio, you certainly should avoid Channel 20.



SPARKY'S REPORT

"Sparky" is a welcome addition to the T/S.
Eddie the Editor appreciates his contribution

This is your new Talespinner reporter coming to you live from Baugher Field! It seems that very little information has been getting into the Tailspinner about the goings on down here, so your illustrious editor, Edward M Goldman, has assigned me, "Sparky", to keep you informed. This is understandable, as you could not expect Ed to be everywhere at once, especially when he usually flies at that "other" field most of the time. But enough chitchat. First I will attempt to bring you up to date on the ordinary stuff, and then hit you with the spectacular.

Our weekend regular flyers include Terry Reeves, Paul Schaffner, Steve Linfield, Bob Donohue and Dale Johnston, with occasional appearances by Bob Allen, Tom Hier, and Wendell Richards. Some old retired guys also fly during the week, usually on Tuesday morning. They are mostly John Sterrett, Dale Johnston, Bill Hasert, and sometimes our lovely secretary, Pat Kowalski. Our grass cutters, (I mean with the lawn mower, and not necessarily with their model airplane propellers), are usually Terry, Paul, Dale and Wendell. This is a great extracurricular activity, and anyone interested in joining our rather exclusive group should contact one of the regulars. We have two mowing machines so there is no waiting.

Two of our new members, previously glider pilots, soloed with power this fall. They are Steve Linfield, with his extra 300, and Bob Donohue with his Citabria. Bob has since totaled the Citabria, but is busy working on a J-3 replacement. Steve is flying his new (Christmas present) Ultra Stick, and has been observed doing all sorts of strange looking things in the sky with it. He doesn't profess to call them acrobatic maneuvers, but says he is having a lot of fun anyway. Dale is flying and (regularly dorking) his 3-3 Cub, but his new Waco YMF-3 has yet to sustain any major damage.

Now for the really spectacular: Your Membership Chairman, Bob Woolston, took his airplane swimming in the pond down here at Baugher field. I don't think this was intentional because the airplane doesn't have floats! Now if this was unintentional we can't really blame Bill because he is still a novice pilot, but what about his instructor? Well maybe we

had better not release the instructor's name for now. After all we do not want to further damage his already shaky reputation. (Isn't he the same one responsible for the different colored board in the transmitter impound box?). This event was a second hand report as I was not there myself to witness it so I hope I got the details straight. If not, I promise to screw them up even worse later.

Well, that's all for now. Some of our regulars down here have been absent lately do to the incumbent hunting season, but I expect they will return to the fold very shortly, and we will be seeing some more of the spectacular stuff real soon. 'Till next time this is your Baugher Field Reporter "Sparky", saying so long and may most of your altitude be below you whenever you go into a dive.

WELCOME OUR NEW MEMBERS

ROBERT DONOHUE

DAVID EVANS

**WAM CONGRATULATES THESE
NEW MEMBERS AND WISHES
THEM SMOOTH SKIES, CALM
WINDS, AND SOFT LANDINGS**

WAM'S YEAR 2000 HONORARY MEMBERS

Each year WAM votes in several members in honor of their past efforts to our club, kindly deeds for our benefit, or other reasons. At the last meeting we voted the following people to be WAM's honorary members for the year 2000:

Alan Baugher

Chuck Foreman

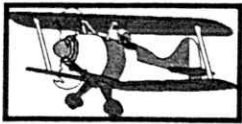
Nick Jonckheere

Ray Miles

Milt Peacock

We thank these fine fellows for their contributions to all of us.

WAM offers its condolences to Bill Woolston and his family on the loss of his mother last month. Our sympathy is extended on this sad occasion.



**REGULATIONS FOR
OPERATION OF
AIRCRAFT COMMENCING
JANUARY 1920**

Contributed by Milt Peacock

Don't take the machine into the air unless you are satisfied it will fly.

Never leave the ground with the motor leaking.

Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.

In taking off, look at the ground and the air.

Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.

Riding on the steps, wings or rail of the machine is prohibited.

In case the engine fails on takeoff, land straight ahead, regardless of obstacles.

No machine must taxi faster than a man can walk.

Never run motor so that blast will blow on other machines.

Learn to gauge altitude, especially on landings.

If you see another machine near you, get out of the way.

No two cadets should ever ride together in the same machine.

Do not trust altitude instruments.

Before you begin a landing glide, see that no machines are under you.

Hedge-hopping will not be tolerated.

No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.

If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.

Motors have been known to stop during a long glide. If a pilot wishes to use motor for landing, he should open throttle.

Don't attempt to force the machine into the ground with more than flying speed. The result is bounding and ricocheting.

Pilots will not wear spurs when flying.

Do not use aeronautical gasoline in cars or motorcycles.

You must not take off or land closer than 50 feet to the hangar.

Never take a machine into the air until you are familiar with its controls and instruments.

If an emergency occurs while flying, land as soon as possible.



HAPPY BIRTHDAY!!

FEBRUARY

Ron Bowen

Walt Smith

Jeff Stoner

AVIATION HISTORY

- | | | |
|----|------|--|
| 4 | 1902 | Charles Lindbergh born in Detroit. |
| 6 | 1971 | First time a golf ball is hit on the moon. |
| 20 | 1962 | America's first manned orbital flight takes place with John Glenn in the Friendship 7. |
| 22 | 1921 | Transcontinental airmail service begins. |
| 23 | 1909 | First sustained Canadian flight by the "Silver Dart." |



HELICOPTER RACE IS ON!!

From Tom Hier

Yes, it happened on the last day of the of the 20th century. A club member (me, Tom Hier) showed up with more flyable helicopters than Mr. Allen. The final tally was: Bob (1) and Tom (2). It is also rumored that a newer member of the club owns in excess of 10 choppers. Don't worry Jay, your secret is safe!! Could it be that Bob is now "just another heli pilot?" Say it isn't so!!!! See the monster that you have created Bob. You better watch-out.



LEBANON FLEA MARKET

The Central Penn Aeromodeler's Association is holding their annual Flea Market on Saturday, March 11 at the Lebanon Fairgrounds (exit 20 of the Pa. Turnpike). Show opens at 9:00 a.m. Cost is \$ 5.00. Largest flea market in the USA. (34,000 sq. ft.). Call Dick @ (710) 243-0608 for more info.

WEATHER FORECAST

An unnamed source says that after the latest cold snap, our weather will be warmer than usual for a good while.

CHARGE YOUR BATTERIES!



REMEMBER WHEN.....

Author Unknown

A computer was something on TV from a science fiction show, a window was something you hated to clean, and RAM was the cousin of a goat?

MEG was the name of your girlfriend and GIG was your middle finger upright? Now they all mean different things and that really mega bytes.

An application was for employment, a program a TV show, a cursor used profanity, and a keyboard was a piano.

Memory was something you lost with age, a CD was in a bank account, and if you had a 3 1/2" floppy you hoped nobody found out.

Compress was something you did to the garbage, not something you did to a file. And if you unzipped anything in public you'd be in jail.

Log on was adding wood to the fire, a hard drive was a long trip in the car, a mouse pad was where a mouse lived, and a backup happened to your commode.

Cut you did with a pocket knife, paste you did with glue, a web was a spider's home, and a virus was the flu.

I guess I'll stick to my pad and paper and the memory in my head. I hear nobody's been killed in a computer crash, but when it happens they wish they were dead.

PANTYHOUSE AIR FILTER

*The Signal Squeaker
AMA Newsletter*

Dirt and dust should be kept out of engines. This is especially true if you fly on dirt or grass fields. Try clipping small patches from a pair of pantyhose. Next, go to your local hardware store and pick up some "O" rings that will stretch over the carburetor intake. Hold the patch of pantyhose taut and roll the "O" ring down over the carburetor.

"Voila" - you have an instant air filter. Up to three layers can be used with no noticeable loss of power.

ELECTRIC STARTER SAFETY

*Vapor Trails
AMA Newsletter*

I have seen people starting engines by turning on their electric starter and jamming it against the spinner or prop hub. This is both unnecessary and dangerous. The starter could slip and break props or needle valves or your hand could go into the prop.

Please, if you use an electric starter, place the starter firmly on the engine and then turn it on. This will save a lot of broken equipment and will create enough torque to turn your engine over effectively.

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
Ron Bowen	ronrose-b@juno.com
Dorl, John	jdorl@aol.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Miles, Ray	rkmiles@carr.org
Peach, Jim	peach@gl.umbc.edu
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Takatsch, Al	al_taka@yahoo.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

Nick.jonckheere@kh.khbobo.be

NEW WEB ADDRESS FOR WAM

[HTTP://WAM.CRBAIT.COM/](http://WAM.CRBAIT.COM/)

NEW E-MAIL ADDRESS

RAY MILES has an E-Mail address. Please make a note of it: **rkmiles@carr.org**

WEBSITE WORK

Webmaster Bob Allen continues to make progress on WAM's site. The last time I checked, there was still some work to be done, but it's looking good. It will be interesting to see how many "hits" the site gets, especially when spring arrives and some unknown persons out there are interested in R/C flying and contact us. Keep checking, folks, because you never know what Bob will do.

TRAINING ENDS WITH MID-AIR CONTACT! CHECK RIDE TODAY

*Contributed by Milt Peacock
From aopa.org/members*

Student pilot Barbara Yeninas is slated for a very special check ride today in Florida. She was in a mid-air collision earlier this month in which two small aircraft locked together but landed safely. Alan Vangee, Yeninas' CFI who also survived the freak mid-air collision in mid-December at the Plant City, Florida, Municipal Airport, said that all he saw "was a wheel, coming right down through the windshield" of his Cessna 152. Vangee and his student, Yeninas, were practicing landings at Plant City when 19-year-old private pilot Jay Perrin of Melbourne, Florida, essentially landed his Piper Cadet on top of Vangee's Cessna, according to reports. "I heard him call downwind, then base leg, and he said he 'had the Cessna in sight'...but there were two Cessnas in the pattern that day. The next thing I knew, there was a nosewheel coming through our windshield," Vangee said in an exclusive interview with AOPA. "We were on final, at about 150 feet, I suppose, when his landing gear hit us from above," Vangee continued. "The Piper's main gear landed on top of our flaps, damaging the left flap. The nosewheel, after it came through the windshield, shifted a little to the right, which was good because it kept the prop arcs away from each other." After colliding, the two airplanes descended as one, with Vangee steering the whole works toward the left of the runway. "I figured that landing on the grass might soften the impact and prevent sparks from igniting any fuel that might leak," the 25-year CFI said.

Vangee, 65, is a retired Air Force officer who taught ROTC classes and works as a part-time instructor at Plant City Airport Services. "It worked out well, except for the flap damage and some scratches," Vangee said. "Our landing gear even seemed to handle the extra load without damage." The Piper's tail ended up resting on top of the Cessna's empennage. Vangee said that after the two airplanes came to rest, Perrin emerged from his cockpit to fully assess what had just happened. "He said he knew he hit something," Vangee said, "but he didn't see what it was because the Piper Cadet is a low-wing design, so its pilot can't see the area blocked by the wing planform. He said he went to



full power and tried to pull up after he hit us, but of course nothing happened—he was attached to us!" "I knew I'd landed," Vantee quoted Perrin as saying. "But I couldn't figure out why I was sitting so high off the ground." Perrin is reportedly a low-time private pilot based at the Bartow, Florida, airport. In his preliminary narrative of the accident, Perrin described descending from his airplane after the landing and looking into the Cessna's cabin, saying that Vangee and Yeninas appeared to be "two semi-healthy people." In fact, no one was injured in the accident. The Cadet suffered very minor damage. It was lifted off the Cessna with a crane and straps, then flown back to Bartow the following day. The Cessna will undergo repairs at Plant City. It had damage to the right wing leading edge, windscreen, vertical stabilizer, and left flap track. And what about Yeninas? "She handled it very, very well," Vangee said. "Her biggest worry was how to break the news to her husband, who I guess wasn't very enthusiastic about her taking up flying lessons in the first place." For additional photos of the scene, see (<http://www.aopa.org/>)

MORE AVIATION TRIVIA

You know you've landed with the wheels up when it takes full power to taxi.

Young man, was that a landing or were we shot down?

The only thing worse than a captain who never flew as a co-pilot is a co-pilot who once was a captain.

Any attempt to stretch your fuel supply is guaranteed to increase the headwind.



COLD WEATHER FLYING

From Lee's Home Page
gslink.com

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 put 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.

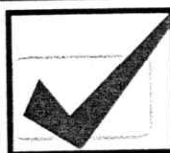
4. After you get the your engine running, leave the ni-start or plug lead on for a little while. Let the engine run at rpm until it warms up. You don't need to rev it up real high or stab at the throttle. Just let it run for a few minutes. You'll probably have to set the idle speed up slight higher,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

In the winter time, it is possible to 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 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 to 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 soak 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.



BUS TRIP TO WRAM SHOW 2000

Thanks to Milt P. for the info.

This big show is held in White Plains, New York on February 25 - 26 - 27 (Friday, Saturday, and Sunday) at the Westchester County Center. The advertisement in RC Modeler promises a Static Competition, Youth Aviation Program, How-To Seminars, R/C Car Racing, and other stuff.

RCMB is running a bus trip to the show on Feb. 26. The bus leaves from the Hunt Valley Park and Ride at 6:00 AM sharp. Cost is \$ 25 in advance and reserves a seat. NO REFUNDS. Jerry; McCallum will order show tickets if your check is received by Feb. 12. Ticket is \$ 9. Send check to Jerry McCallum, 3 Brittany Court, Owings Mills, Md. Tel. # is (410) 654-1385.

The charge for adults is \$ 9.00 and \$ 3.00 for children aged 6 - 11. Under age 6 is free with an adult attending. Pre-Registration forms are available for Static Competition from: Danny Carozza, 21 Eastman Place, Yonkers, NY 10701. Advance group ticket sales (10 or more) are available from Vic Bunze, 48 Jared Place, White Plains, NY 10605. Send a SASE envelope for either.



From Milt Peacock

F-117 "STEALTH FIGHTER"

This model is near Melbourne, Fla. I know this fellow and he is a very good builder. You can depend on it.

40 inch span for .46 to .52 2 cycle engine. Complete and flight tested includes: Thunder Tigre pro .46 (with Kline fuel regulator). 1 1/2 hr. break-in time using "Powermaster" break-in fuel. Mechanical retracts with Futaba FPS-136G Ret. Servo, 3 JR-507 std. servos on throttle, rudder, and elevator, 2 JR-517 ball bearing servos on ailevons (mixed with elevator), 600 ma Rx battery pack. Custom scale decals (computer generated).

Radio required: 6 channel "computer" radio with minimum 3 channel mixing capability.

Construction: Typical Balsa/ply covered with 3/4oz. FG cloth. (Center section & hatch are molded fiberglass)

Finish: "Hobbypoxy" finishing resin, primer, and paint.

Price complete \$395. less engine and fuel regulator \$295. Will Marlette, 873-4242. Call Milt Peacock for more info. at 410-833-3122.



FOR SALE

New Sig Kadet II. Still in Box.
\$ 50.00.

Stinson L-5, 102" w/s / Zenoah G-62 gas engine. All servos in place. NO RX or TX. Fabric covered silver color. Flies realistically. \$950.

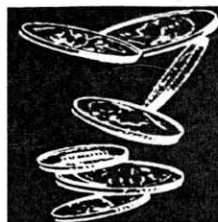
Contact Milt Peacock:
(410) 833-3122 or
Milt-p@erols.com



BUILDING BOARDS STILL AVAILABLE

John Schaffner has not thrown out his old doors (building boards). They are yours for the asking. If you need a flat building board, give John a call at: (410) 584-2754. Thanks, John.

DUES ARE DUE!!



DUES ARE DUE!!

As of January 1st, dues can be paid for the year 2000 and need to be paid in order to fly at any of our prestigious facilities. If dues are not received prior to March 1st, you will be automatically dropped from the roster. The dues structure is as follows:

Open members	\$70.00
Family Member	$\$70.00 + \$15.00 = \mathbf{\$85.00}$
Junior Members	\$25.00
Honorary Members	\$00.00

Here is a brief rundown of membership classifications:

- A. Open member - 18 Years and older as of January 1st of the current year.
- B. Family Member - Open member and Immediate family.
- C. Junior Member - Up to and including 17 Years of age as of January 1st of the current year.
- D. Honorary Member - Is voted upon yearly, and carries no flying privileges.

There are three new members who paid their dues in Oct., 1999. Their memberships are paid up through 2000. Those members are: Danny Fowler, and Danny Leibensperger.

You can send your checks, made out to the Westminster Aero Modelers, to:

Robert Allen Jr.
249 Stacy Lee Drive
Westminster, Md. 21158

Or see me at the meetings and pay your dues then. If you have any questions you can call me at: 410-876-3580.

One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

Thank you in advance,
Bob Allen

CURRENT WAM RECORDS

High Altitude Landing: 80 Feet	Bill Woolston
Tree Landing with Engine Running	Wendell Richards
Most Mid-Air Collisions (2):	Terry Reeves
Most Mid-Air Collisions with Someone Else's Airplane (1)	Terry Reeves
Most Mid-Air Collisions with Eddie the Editor's Airplane	Terry Reeves
Most proficient helicopter pilot:	Bob Allen
Most money spent on helicopters:	Bob Allen
Person teased the most at CCMA:	Ron Bowen
Person most deserving of being teased at CCMA:	Ron Bowen
Person taking the longest time to complete a model:	Ed Goldman
Longest Sustained Rubber Powered Flight	Lou Omansky
Most butterfly wing flaps on a flier's hat	Lloyd Briggs

Please report all future records in any category you can think of to Eddie the Editor. They'll be published!!

SPARKY'S REPORT

Report from Baugher Field: This is your new Talespinner reporter coming to you live from Baugher Field! It seems that very little information has been getting into the Tailspinner about the goings on down here, so your illustrious editor, Edward M Goldman, has assigned me, "Sparky", to keep you informed. This is understandable, as you could not expect Ed to be everywhere at once, especially when he usually flies at that "other" field most of the time. But enough chitchat. First I will attempt to bring you up to date on the ordinary stuff, and then hit you with the spectacular.

Our weekend regular flyers include Terry Reeves, Paul Schaffner, Steve Linfield, Bob Donohue and Dale Johnston, with occasional appearances by Bob Allen, Tom Hier, and Wendell Richards. Some old retired guys also fly during the week, usually on Tuesday morning. They are mostly John Sterrett, Dale Johnston, Bill Hasert, and sometimes our lovely secretary, Pat Kowalski. Our grass cutters, (I mean with the lawn mower, and not necessarily with their model airplane propellers), are usually Terry, Paul, Dale and Wendell. This is a great extracurricular activity, and anyone interested in joining our rather exclusive group should contact one of the regulars. We have two mowing machines so there is no waiting.

Two of our new members, previously glider pilots, soloed with power this fall. They are Steve Linfield, with his extra 300, and Bob Donohue with his Citabria. Bob has since totaled the Citabria, but is busy working on a J-3 replacement. Steve is flying his new (Christmas present) Ultra Stick, and has been observed doing all sorts of strange looking things in the sky with it. He doesn't profess to call them acrobatic maneuvers, but says he is having a lot of fun anyway. Dale is flying and (regularly dorking) his 3-3 Cub, but his new Waco YMF-3 has yet to sustain any major damage.

Now for the really spectacular: Your Membership Chairman, Bob Woolston, took his airplane swimming in the pond down here at Baugher field. I don't think this was intentional because the airplane doesn't have floats! Now if this was unintentional we can't really blame Bill because he is still a novice pilot, but what about his instructor? Well maybe we had better not release the instructor's name for now. After all we do not want to further damage his already shaky reputation. (Isn't he the same one responsible for the different colored board in the transmitter impound box?). This event was a second hand report as I was not there myself to witness it so I hope I got the details straight. If not, I promise to screw them up even worse later.

Well, that's all for now. Some of our regulars down here have been absent lately do to the incumbent hunting season, but I expect they will return to the fold very shortly, and we will be seeing some more of the spectacular stuff real soon. 'Till next time this is your Baugher Field Reporter "Sparky", saying so long and may most of your altitude be below you whenever you go into a dive.



FLIGHT INSTRUCTION

With several new members in WAM who may need some help learning to fly, I will continue to provide this list of instructors. 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
Paul Schaffner	410-429-1911
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

YOUR SPACE

Darn! I ran out of things and time just now as I was finishing this T/S. But just think - if someone had sent in one little article it could have been placed right here where all our members could read it. Perhaps you have an opinion or question you would like the membership to think about. Maybe you saw an aviation related article that we would be interested in reading. Or did you learn some neat little trick when building your last airplane. I'll be glad to include it!



COMING EVENTS



Feb 1 WAM Meeting. VFW Hall. 7:30 p.m.
 Feb 6 2nd Annual Chile Fly. Spiegel Field.
 12:00 noon. Weather doesn't matter.
 Feb 25-27 WRAM Show. See article on page 7.
 March 11 Lebanon Flea Market. Lebanon Fair-
 grounds. Exit 20 off Pa. Turnpike. 9:00 a.
 m. Cost is \$5. BIG Flea Market
 March 14 WAM MEETING. NOTE: This is the
 2ND Tuesday of the month due to a VFW
 scheduling conflict.
 May 13 Frederick Club Flea Market. 9 - 3. 4H
 Center, 3702 Basford Rd.
 June 24-25 Carroll County Air Show (if held)
 Oct. 7 WAM Flea Market. Plans later.
 Dec. 2 Xmas Banquet and Awards Night

This issue of The Talespinner
 was printed, folded, stapled, and mailed
 courtesy of David Mongan
 WAM thanks Lou for his efforts!



COME TO THE CHILE FLY
 WATCH JOHN EAT CHILE
 FEBRUARY 6 SPEIGEL FIELD 12 NOON

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.