

WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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

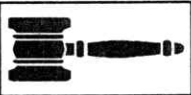
March 14, 2000
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 2

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

It was nice to see such a strong turnout (15) for the Chili Funfly on Sunday, February 20th even though we couldn't get up the access road to the field. That didn't prevent us from consuming some of Wendells' great chili. He set up the food at the gate entrance and we all milled about eating chili and swapping stories. It was a nice way to spend the afternoon and everyone left with their planes intact.

Spring is not far behind, so hurry with the building and be prepared for some nice weather in the weeks ahead. Think positive! I keep hearing about all the new Helicopters. How about someone bringing one to the meeting. In fact, bring any of your new projects, so we can admire them.

If you haven't looked at the WAM web site lately, check it out. Bob is doing a great job. Just a reminder that the March meeting will be on Tuesday the 14th. not the 7th.

See you at the meeting!

John

WHERE ARE YOU, "DEADSTICK"?

Missing from the T/S for many months is a piece of correspondence from the mysterious and still unknown "Deadstick." For those relatively new members who are unaware of the infamous "Deadstick," he or she has been a relatively regular contributor to The Talespinner.

Comments from this person arrive in my mailbox sporadically, and I have been waiting and waiting for something new. But, alas, I have been disappointed these many months because my visits to the mailbox have turned up nothing from our anonymous contributor.

I have no idea what has happened to our friend, "Deadstick," and I can only hope and pray that one fine day there will be an envelope with the return address of only one word: "Deadstick." My life will then be full again, and WAM will have the honor of reading the always wise and sublime writings of our missing friend.

So, whoever goes by the pseudonym of "Deadstick," please resurface soon so that our faithful readers are disappointed no longer. We all await the return of your comments, and I, Eddie the Editor, can only hope that you are alive and well. Perhaps your pen ran out of ink. Maybe your wrist is broken. Could it be that your mind has warped? Or have you just become bored with carrying on the tradition you started many moons ago? I hope none of these are true and that I hear from the might and still unknown...

...."DEADSTICK."

See Page 5



MINUTES OF WAM MEETING

FEBRUARY 1, 2000

By John Sterrett, Acting Secretary

1. The meeting was opened by V. P. Lou Omansky at 7.45 p.m. President John Wunderlich was out of town. There were 22 members present.
2. The minutes of the January meeting were accepted as printed in the T/S.
3. The next meeting will be held on March 14 instead of March 7 due to a conflict in scheduling at the VFW.
4. Treasurer Bob Allen gave his report. We're in the black.
5. John Schaffner was not present – therefore no communications from our foreign correspondents were read.
6. AMA Rep Bill Hasert mentioned the possibility of inviting groups such as the Boy Scouts, etc. to our Fun Flies. This should be discussed.
7. Field Marshall Lloyd Briggs reported that the fields are covered with snow.
8. The WRAM Show bus trip on Feb. 26 was discussed. Call Bill Hasert if you need info or see last month's T/S.
9. A BIG Flea Market will be held in Lebanon, Pa. on March 11.
10. County Rep Wendell Richards reports no contact from the county. The Chile Fly was postponed until February 20 due to an impassable road to Spiegel Field.
11. Eddie the Editor can always use articles. Thanks to those who contribute.
12. V. P. Lou Omansky discussed the possibility of moving the Flea Market to sometime in the winter months (Jan. or Feb.) in an effort to draw more attendees. The matter of inviting vendors was also brought up. An informal vote was taken in favor of both changes, but more discussion of the pros and cons will be held.

OLD BUSINESS

13. Tom Hier suggested laying stone blocks around the work tables of the flying fields since it gets wet in those areas.
14. Bill Woolston's son, Robert, cut down the old cherry tree at Baugher's field and cut it into firewood lengths. This was a big help to us and we showed our appreciation by voting to pay Robert \$ 100.00

for his kind efforts.

NEW BUSINESS

14. Treasurer Bob distributed his proposed budget for 2000. Some items were discussed, but it looks pretty good. Let's hope that the Air Show takes place in June and our Hot Dog Stand does its usual business.
15. Members felt that WAM hats should be orange and white instead of blue and white.
16. Baugher's Field needs better drainage. The cost of this project was discussed. Alan Baugher will be contacted by Wendell and the plan will be implemented. Funds were approved for this project.
17. Lou Omansky will update the radio frequency usage chart by individual. Info will be available at a future meeting.
18. Website master Bob Allen will use your pictures in the WAM website if you send them to him. His new scanner will go to work.
19. Dale Johnston and Bob Allen brought their latest flying works of art to the meeting. See article in this T/S.
20. The 50/50 was won by Robert Johns.
21. Meeting adjourned at 9:35 p.m.

DID YOU KNOW?

The phrase, "the whole nine yards," came from World War II fighter pilots in the South Pacific theater. When arming their warplanes on the ground, the .50 caliber machine gun ammunition belts measured exactly 27 feet. Before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole nine yards."

From Tale-Spinner

Howard Smith, Editor

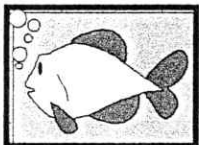
AMA Newsletter, November, 1999

STRIPPED SCREWS

Don't you hate it when wood screws fall out of balsa or other wood because of a stripped hole? Here's one way to take care of that problem. Force a tightly rolled easy hinge into the hole until it's flush with the surface. Now, saturate it with thin CA glue. This hardened "bushing" will accept screws without being stripped out. Good applications include hatch of cowl fixings that must be removed frequently.

From The Signal Squeaker

Jerry Wino, Editor



SPARKY'S REPORT

*"Sparky" is a welcome addition to the T/S.
Eddie the Editor appreciates his contribution*

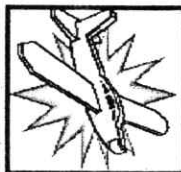
We sure had some excitin' happenins down here at Baugher Field last month, and our chief Quartermaster, Wendell Richards, is right on top of the list. It seems that Wendell augured in a brand new airplane in spectacular style. Eyewitnesses say he ended up with more pieces than were in the original kit. We sure are sorry about that one 'cause nobody likes to see a fine airplane go in like that. But if I know Wendell, he will bounce right back with somethin' even better. Some are even sayin' that Wendell could be a contender for the next Kamikaze award, but our incumbent is way out front and keeps goin' one better.

You guessed it. Big Bob has done it again. He busted up another one of them heli-flopter things, yes he did. Now I am not one to criticize another man's taste in airplanes, no sir, but I cannot understand why anybody would want to make their wings go round and round. Them things make me dizzy just lookin' at 'em. ('Course a lot of people say I was dizzy long before I ever saw one).

Well, to make matters even worse, the helicopter was Tom Hier's Christmas present!! Bob blames it on mechanical failure. Disaster seems to live in that guy's flight box.

But now for the good news. Our Membership Chairman Bill Woolston got that big old cherry tree cut down that was obstructin' everybody's view when they turned on "final." A lot of people had been talkin' about getting' that job done, but Bill went ahead and did it!! With the help of his son, who I understand is a professional tree trimmer, and his son's family, they made short work of it. Steve has his eye on the trunk. I don't know what he is going to do with it. That cherry wood is too hard and heavy to make model airplanes out of.

Well, we are all excited about makin' the cross-country flight up to Spiegel Field for the Chile Fly next Sunday. I hear that Wendell stirs up a real fine pot of chile and I can't wait to wrap my grease monkey hands around a bowl of it. See you all up there. 'Till then this is your old friend "Sparky" sayin' "May all your runway be in front of you when you make a landing."



OPTIMIZING CONTROL SURFACES

by Geoff Burdon

From the AMA Newsletter, Nov. 1999

Control surfaces enable us to maneuver our aircraft and maintain a controlled flight path. Too often these important devices are attached without proper consideration for their function. They can be misfit-*ted*, tight and binding, or without sufficient move-*ment*. Worse still, they can be laden with surface finishing and attached with loose or sloppy connections that make them flutter candidates. Some ARF aircraft have even shown up with no adhesive on the hinges.

Here are some considerations related to aerodynamics, control effectiveness, and aerodynamic flutter. Ailerons consume some of the wing area and must be fitted to minimize the hinge gap to preserve effective wing area. The best option is to gap seal the joint, but it is not always worth the complexity on the average model. However, if you are working with a high wing loading (greater than 30 oz. per square foot) model, gap sealing is very desirable to stabilize the low speed environment. Gap sealing will reduce the aerodynamic drag and increase the control effectiveness, thus requiring less deflection for the same outcome. A simple gap seal can be achieved by laying a strip of adhesive tape over the joint while holding the control surface at full deflection to preserve its movement. Such a seal will require replacement from time to time as it will degrade during service.

Stabilizer control surfaces are not required to be snug-fitting unless you are dealing with a fast and slippery model. In some circumstances it is desirable to **open** the gaps to reduce control sensitivity. This may be the case on a training model. Some trainer-type models have a huge control surface gap on the rudder and elevator. The purpose of this gap is to provide a soft feel around the neutral position and a strong control response toward full deflection which results in the gap closing. This control response is analogous to an exponential-type movement available on most computer radio transmitters.

Control surface flutter is the curse that will destroy your model quicker than you can say "What's that noise?" Flutter is caused by a lack of balance of

the control surface about its hinge point. In smaller models, it is hardly ever evident due to the low mass of the surfaces. However, the larger the model and the more surface finishing materials used (covering, fillers, primers, and paint), the more susceptible the surface is to flutter. If the surface is susceptible to flutter, then it is only a matter of speed before the flutter happens and structural failure becomes eminent. It is commonly believed that removing control system slop and stiffening the control linkage will eliminate flutter. This is not true – it will only defer it to a higher speed. The only solution to control surface flutter is to mass balance the surface (add mass to the control surface ahead of the hinge line to achieve a balanced condition). If you identify flutter and survive to rectify the problem, then you can consider yourself very fortunate. Many have never been able to identify the cause of their model's demise or been able to recover from the situation which caused the demise.

*From Vapor Trails
Fred Harvey, Editor.*

FIELD BOX TOO HEAVY?

*From The Barnstormer
In the AMA Newsletter, Nov. 1999*

You are at the field and you need to tweak your plane. You don't have the proper screwdriver, so you but a 14 piece set for your field box. Next week you need a wrench. You but a 100 piece socket set and dump it in your box. Now, your box is too crowded, so you build a bigger box.

You are now prepared to fix anything, but are you ready to carry that thing? This may be a little far out for most of us, but I have had a heavy box plague me.

I recently ruptured a disk in my lower back and the doctor has limited what I can lift. To the best of my knowledge, I wasn't injured by my heavy flight box, but I now have to make two trips to get it from one place to another. It takes very little to injure your back, especially when the load is off center and hanging from one arm. The older you get, the thinner the disks get and the easier they are to damage. I am certain that blowing a disk can make you ready to do anything to get relief from the pain.

If you are getting to the point where your memory is starting to give you trouble and your hair is starting to get gray, you might want to check your field box. Make sure you aren't carrying a bunch of stuff you don't really need.



HAPPY BIRTHDAY!!

MARCH

**Lloyd Briggs
Jay Nardone**

**Joe Hamblin
Mickey Yachera**



AVIATION HISTORY MARCH



- 2 1949 Boeing B-50 completes first around-the-world non-stop flight.
- 2 1969 First trial flight of "Concorde."
- 8 1910 Madame la Baronne de Laroche becomes the first certified woman pilot in France.
- 15 1972 NASA announces the shuttle program.
- 20 1922 The U.S. Navy's first aircraft carrier, the "Langley," is commissioned.
- 30 1961 The X-15 reaches 169,600 feet.
- 31 1964 Mrs. Jerri Mock, piloting a Cessna 180, becomes the first woman to fly around the world.



HELICOPTER RACE IS ON!!

From Tom Hier

According to the WAM website, Jay Nardone will be prominent member of the WAM helicopter contingent. Webmaster Ace Allen has included some nice photos of Jay's fleet. This summer should see lots of those whirly things flying every which way. I'll try to keep everyone informed about the goings on of the heli-gang. But if any of those folks has something to say, please let me know and you'll see it right here.



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.

DEADSTICK RETURNS!!



THE INTIMIDATOR IS GONE

The intimidating and thoroughly destructive giant black cherry tree that totaled so many WAM aircraft directly or indirectly is finally no longer to be feared. Thanks to Bill and Robert Woolston it has been flattened and reduced to pieces suitable now for only firewood or furniture. Many thanks for an excellent job which was made especially difficult because it was not only adjacent to a live electric fence, but had to be felled to the north to prevent damage to the neighbor's fence and property.

Those of us who have experienced close calls or made contact with the tree can now relax when we fly over that spot. I know that Wendell Richards, Bob Allen, Dale Johnston, John Sterrett, Terry Reeves, Steve Linfield, Pat Kowalski, Paul Schaffner, Bill

DEADSTICK



MURPHY'S LAW APPLIED TO MODEL AIRPLANES

Trees are ALWAYS closer than they appear.

To calculate the location of the exact rear center underneath your work bench, just drop a small screw.

If you want to hear from your son by phone, just glue a part of your airplane together with 12 minute or longer epoxy that you have to hold together by hand. He will call for sure.

The right way to cover a certain shape is always found out the day after you have just covered it the wrong way.

If it's not a tail dragger, it will be.

A new glow plug will last forever if you have spares, but only about half an hour if you don't.

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.CRBALT.COM/](http://WAM.CRBALT.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, and it's looking better and better. There are now photos included (yours can be there if you send Bob pictures of your favorite airplane, or whatever). We are working on getting the newsletter in there, also, but I've had trouble sending the T/S to Bob via E-mail. It may be because the T/S is written in Microsoft Publisher. If anyone has a helpful hint, please let me know.

TWO MORE BEAUTIFUL FLYING MACHINES

At our last meeting, WAM members were treated to the appearance of two new aircraft. Dale Johnston brought his beautiful, scale, scratch-built Nieuport II. Bob Allen displayed his (what else) newest helicopter. Both were really fine works of model building and generated much interest before the meeting and during our "break." Read on for fuller descriptions.

NIEUPORT II

By Dale Johnston

The French Nieuport H was an early WW I fighter, and could be considered the Allies' first actual "fighter" aircraft. It was introduced in the summer of 1915 in answer to the German Fokker E-III (Eindecker), that had total control over the skies of the Western Front, due to its fixed forward firing machine gun. Prior to that time airplanes were used mostly for reconnaissance and carried guns just for their own protection. The Nieuports armament was a single .30 caliber light machine gun mounted on the top wing that fired over the top of the propeller arc. (The Allies had not yet developed a synchronizer that would allow them to mount the gun on the cowling and fire through the propeller arc like the Germans had.)

The Nieuport II was nicknamed the "Bebe," French for baby, due to its small size. I first saw the model in the AMA International Olympics at Lakehurst, NJ in 1976 flown by a British contestant, and was captivated by the realism. I saw a real one in a French Aviation Museum outside of Paris in 1980 when I was stationed overseas. A replica built by Joe Pfeifer, hangs in the Aviation Museum in San Diego, CA. This is the one that Lou Proctor designed his kit from. I decided to build the Proctor kit after I retired. The kit is exact scale, excellent quality, and 1/5 actual size with 5 full size plan sheets and a construction manual. It isn't perfect, but about as good a kit as I have seen, and I have been building R/C models for 25 years. It is still available from Proctor Enterprises, now owned by Dick Heinige. I really enjoyed building it, especially because there was very little sanding to do. The parts were pre-cut, and most of them fit perfectly. It was very light and flew very easily. Total weight was about 7 lbs. with a 61" wing span.

I flew my first one for 6 years for sport and in AMA Sport Scale competition, including the Scale Masters at Los Angeles, CA in 1985. It finally met its demise at the Flying Circus Aerodrome in Bealtown, VA in 1991. I think it was my all time favorite model airplane, and last fall I got out the old plans and decided to build another one. The plans contained drawings for every part, which made it easy to make patterns for all the individual parts, and there are a lot of them. The model is structured exactly like the real airplane and uses a lot of hardwood and plywood as well as balsa. I deviated from the plans in making some of the parts. For example, I made the wing ribs from 1/8" balsa. The originals were plywood with 1/8" ply cap strips. The wing tips and tail feathers were outlined with wooden dowel in the kit. I made mine from solid balsa. With the exception of the rudder, which I salvaged from the first wreck, my second "Bebe" is scratch built. I covered the first one with a product called "Fabricote," put out by Top Flite, which was discontinued. The original engine was an OS 90 FS, a huge overkill. I replaced it with a Saito 65 which now resides in my J-3 Cub. The present Nieuport has a Saito 80 installed and is covered with Goldberg Colortex. Initial flight is planned for a nice calm day this spring.

Editor's Comment: I appreciate the article, Dale. It's just what the T/S needs to let all of us know a little more about the aircraft our members are constructing.

LETTER FROM RAY MILES

To John and the club,

Thank you for the honorary membership in WAM for the year 2000. I appreciate that very much, and am glad that I was able to help in some small way in the club's success, especially in having something to do with the flying area now in use at the Spiegel site.

I can't get over the tremendous progress this club has made over the years with it's accomplishments; 3 sites on which to fly, where before there was only one very small dangerous one, the solvency of the treasury; as compared to the less than \$100.00 figures with which we used to operate (very few remember those days), the proficiency of flying that is now a ho-hum routine; when days of struggling thru the air ending constantly in disaster, with 1 to 0 instructors to help others; where you now have 5-6, and on & on it goes, the club newsletter; where there was none until Art Perry and his wife threw caution to the wind and started it.

What has NOT changed is the % of involvement by club members. We always had in the neighborhood of 50 % participation, not only in staffing events, but in meeting attendance. Once upon a time there were between 6-7 members (TOTAL), so it had to be that way, but when compared to statistics of all other organizations, including the AMA, none have ever come close to what WAM has been consistently able to do.

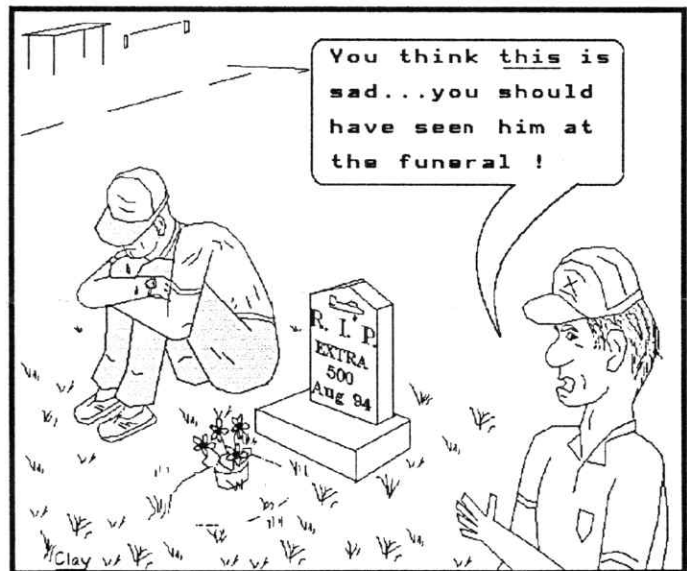
I hope you all realize and appreciate what a unique and united club you have. One of a kind for sure. I enjoyed every minute of it, and still look forward in receiving the T/S. Good job, Nooo, GREAT JOB.

I saw where my e address was listed. It is correct, except- right now my P/C is kaplooeey. I think they call it-crashed. However, I heard not a sound. It is a recycled one, and may have to be recycled again. I have a couple of my kids trying to get this resolved. So, if you get no answers, that is, if anyone has even sent me anything, it's not because I ig-

nored anyone. At this time nothing is being received or sent. That's what I call progress. Building is not only better, but more friendly.

Thank you again for the honor, and good luck on all your air & ground adventures. I'll try to drop by on occasion. At least I know when and where things are happening.

Editor's Comment: For those new members who do not know of Ray's contributions to WAM, I will just say that no one has done more for this club. Ray will deny it, but he was the prime force in our obtaining a county field, organized and ran our School Flight Program, and was one of the original members of WAM. We all owe Ray many, many thanks.



From Clays RC Site





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.

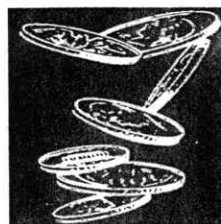
Contact Milt Peacock:
(410) 833-3122 or
Milt-p@erols.com



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 = \$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!

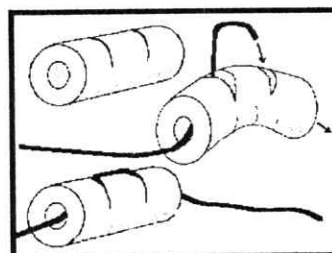
ANTENNA KEEPER



What do you do to keep the end of your antenna in place? A 1/2 inch piece of fuel tube does the job nicely - cut two slots in it about 1/2 way through. Squeeze the tubing to open up the slots, and thread the antenna through the slots as shown. The tubing can then be slid up the antenna as desired.

The tubing will not beat your aircraft to death as the antenna whips around in flight, will hold the antenna securely, and yet in case of (ugh!) a crash, the tubing will slide right off instead of breaking the antenna.

Clay Ramskill, 7 Towers RCC, Arlington, Tx.



FREDERICK MODEL AIRCRAFT CLUB

FLEA MARKET

SATURDAY, MAY 13

9 A.M. – 3 P.M.

Flea Market will be held at the 4-H Center, 3702 Basford Road. Seven miles west of Frederick, Take Route 340W/15S 2 miles to Mountville Road, left on Basford to 4-H.

50 8 foot tables (\$10). Checks payable to FMAC. \$ 2.00 admission. 50/50 Drawing. For information contact:

Dick Busch	Adam Strausner
2484 Five Shillings Rd.	18 Larch Lane
Frederick, Md. 21701	Middletown, Md. 21769
301-696-0096	301-473-4587

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

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

Maryann's Law: You can always find what you're not looking for.



COMING EVENTS



- March 11 Lebanon Flea Market. Lebanon Fairgrounds. 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 Lou Omansky.
WAM thanks Lou for his efforts!



Last Year's Chile Eating Folks

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THE TALESPINNER

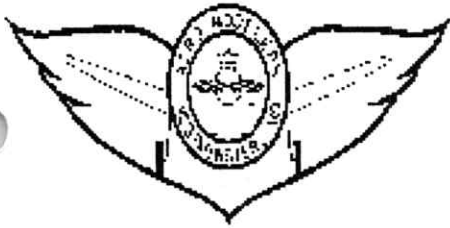
Newsletter of the
Westminster Aero Modelers
c/o Ed Goldman, Editor
16 Kalten Road
Westminster, MD. 21158



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



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



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>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

April 4, 2000

7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 3

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

It was great to see so many members at the last meeting. Thanks to Milt Peacock, John Sterrett, Terry Reeves, Bill Hasert and Tom Hier for bringing their planes for us to drool over. Hopefully we will see more at the next meeting. It is encouraging that we have our membership well above 40 already this year. Congratulations to our newest members, Nathan Mizzell and John Whitfield. I am sure you will enjoy the club as well as the rest of the membership.

Flying season is upon us, so dust off the planes and come out to the fields. I will be in Chicago this week but hope to be at the field as soon as I return.

Bob Allen, Wendell Richards and the rest of the crew are busy making major renovations to the Baugher field. We should have an update at the next meeting. See you there!

John

WELCOME TO OUR NEW MEMBERS

NATHAN MIZZELL

AND

JOHN WHITFIELD

WAM IS PROUD TO HAVE YOU
IN THE CLUB AND WE ALL WELCOME YOU.

YOU WILL ENJOY THIS FLYING CLUB
AND WE HOPE TO SEE YOU AT
BOTH THE FIELD AND AT THE MEETINGS.



MINUTES OF WAM MEETING

MARCH 14, 2000

By John Sterrett, Acting Secretary

The March meeting of WAM opened at 7:35 p.m., with President John Wunderlich presiding. There were 25 members present. The four guests were John Whitfield, Nathan Mizzell, and Eric and Dave Simms.

The minutes of the February 1 meeting were approved as presented in the T/S. John Wunderlich announced that the Westminster Air Show is scheduled for June 23-25.

Vice President: No report from Lou Omansky, who was unable to attend.

Treasurer's Report: Bob Allen reported that WAM is in the black.

Correspondence: John Schaffner read a message from Nick Jonckheere, our Belgian correspondent.

Milt Peacock informed us that the All American Modelers' Assn. is defunct and can no longer insure modelers.

AMA: Bill Hasert stated that he has leadership pins to distribute to new members. The Frederick Flea Market will be held on May 13, and the Essex Air Show will take place July 15 - 16.

Field Committee: Dutch Briggs reported that the Chili Fly was a success.

Membership: Bill Woolston is distributing applications for new members.

Wendell Richards reports no problems with the County or with the property.

Newsletter: Ed Goldman was unable to attend, but continues to request articles for the newsletter.

Events: John Wunderlich announced that the first Fun Fly will be held on June 4 at Spiegel Field. The time is usually set for 12:00 noon. More about this in the next T/S. Please read the back page of Upcoming Events and see other items in the T/S regarding flying activities in the area.

John Sterrett commented that he, Tom Hier, and Dale Johnston had been out flying.

Bill Hasert noted that the road up to the Spiegel Field is in perfect condition!

Our scheduled July meeting date falls on Independence Day. John Wunderlich will notify us of an alternative date.

Bob Allen will order orange and white hats with open webbing for members to purchase.

The same Bob reported on the projected cost of materials, with labor to be provided by the club, for the drainage improvement to the Baugher Field. A motion to fund this expenditure was made and carried.

Bill Hasert read a letter which he had received from Chuck Forman. No action at this time.

John Wunderlich reminded members of the importance of abiding by all regulations, including those to lock the gate and refrain from flying on Thursdays and Fridays.

A First Aid kit and a sound meter will be placed at the Baugher Field.

Bob Allen will investigate the possibility of purchasing a used lawn tractor. He will mail out membership badges.

Projects large and small were in abundance. The winter weather provided many members with time to build some beautiful aircraft!

Ken Hands won the 50/50.

LITTLE CORRESPONDENCE THIS MONTH

Eddie the Editor suffered from a lack of contributors this month. There was no report on the Chile Fly (I had hoped someone would write something and include a few photos). "Deadstick" must have gotten a bit tired from last month's wonderful letter. I hope to hear from the unknown one soon. The winter probably curtailed much of the activity at the fields, so no report was received about anything going on regarding flying activities. Also, I heard there were several very nice new projects at the meeting, but I received no information on any of these airplanes. It's your club, folks. If I don't get the info, neither does anyone else.



TRIMMING WITH MONOKOTE

*From The Pilot Log
Whitehaven R/C Club
and The Marks Informer*

Trying to put monokote over monokote for a second color trim can be a headache. The second layer is hard to position because it won't slide, and when you iron it down, bubbles appear between the two layers. Here's a sure fire way to put the second layer down, position it where you want it, and not have bubbles.

After you iron down the first layer, clean it with "Windex with Ammonia D." Make sure you get all fingerprints, dust, etc. off the bottom layer. Cut the piece to be added and remove the plastic backing. Spray a light coat of Windex over the first layer and lay the trim piece where you want it to be. After it is positioned, use a thin, flexible card to squeegee the Windex out from between the two layers of monokote. Soak up the excess Windex with a paper towel. Continue to squeegee and soak up the excess until the trim layer is perfectly flat and all the bubbles are gone. Set the part aside to dry for several hours, preferable overnight.

When the Windex is dry, use an iron set to "low" to set the adhesive around the edges of the trim piece. Do not heat the center, only 1/4" to 1/2" around the edges.

FROM THE WRAM SHOW

From The Dead Stick Flyer

These are the impressions of a WRAM show junkie. The traditional bus trip was no less than excellent. This was evident in the smiling, happy faces, the typical flying banter as a crash and burn video played, Milt Peacock taking some flak for the viewers while viewing video of the Danville, Va. IMAA meet. "Flight of the Phoenix" and the other videos made the trip seem as though it was no more than 30 minutes each way. The Saturday crowd may have been only slightly less than normal, and the latest models, electronics and hardware were even more awesome than ever. The quality of the prebuilt ARF's and the ARC's continues to increase with several foreign vendors having excellent selections. Tax free (burden borne by vendor) reduced show prices can pay for the trip expenses and make the day a significant value. A lesson learned was to download from the WRAM web site an alphabetical list of the vendors/agencies with displays and their locations. Viewing this allowed me to pre-select and structure my key stops or the day. The pamphlet at the door did not alphabetize the list and was inefficient to use except for identifying the location of the display number.

Gary Russo and son had a booth set up in the basement in the same location as last year. Two of us quickly ran through a list of items to find, review, and purchase. Look for my new Duralite lithium metal batteries soon to be on the field. Sorry so few from MAOA were there. We need a photographer to bring back a visual account but everyone gets too involved to take time for photos. Several brave wives accompanied their favorite pilots to the show. Take a stout fabric bag to these shows and flea markets. They prove invaluable to collect literature of interest and to carry purchases. Take along any hardware for which you need a mating part just to assure your purchase fits correctly. Accessories such as retract gear, landing struts, etc. are now quality products and custom parts can be negotiated with the manufacturers. Electric flight continues to show significant improvements not only for backyard slow flyers but also for larger aerobatic aircraft. We must remember that these are neighborhood friendly. This annual trek can eliminate one or more hobby shop visits. You owe it to yourself NOT to



*from TRCC Noise
Chuck Brooks, editor
6738 E. Scarlett St.
Tucson, AZ 85710*



MURPHY'S LAW APPLIED TO MODEL AIRPLANES

The screw you forgot to check during your pre-flight will always be:

- A. The first one to come loose.
- B. The one that causes the most damage when it comes loose.
- C. The one behind the transmitter.

Glide distance is exactly equal to the distance between the spot where the propeller assumes a horizontal position and the nearest spot level enough for a landing minus 100 feet.

Like milk, every airplane has an expiration date. Some are sooner than others.

When building a model, you will always find the missing part, just as you have finished duplicating it.



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 ailerons (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.



HAPPY BIRTHDAY!!

APRIL

Tom Hier
Terry Reeves

Robert Johns

Milt Peacock
Denny Roberts



AVIATION HISTORY

APRIL



- 2 1941 Heinkel He-280V-1 prototype, first aircraft designed as a jet fighter and also the first twin engine turbojet powerplant flies for the first time.
- 3 1933 First airplane flight over Mt. Everest.
- 6 1924 U.S. Army sponsors the first "mass" flight around the world using single engine biplanes on floats.
- 9 1959 NASA announces the first seven astronauts for the Mercury program.
- 12 1961 Yuri Gagarin becomes the first human to walk in space.
- 12 1981 Space shuttle "Columbia" successfully lifts off, landing two days later after 37 orbits.
- 13 1928 First East to West crossing of the North Atlantic by Germans Herman Koehl and Guenther von Huenefeld.
- 15 1952 First flight of the Boeing YB-52 bomber prototype.
- 16 1867 Wilbur Wright was born (to fly).
- 18 1942 Jimmy Doolittle leads 16 U.S. B-52's on a daring raid on Tokyo.
- 25 1948 First turbojet to exceed Mach 1 (XP-86).
- 28 1927 First test flight of the "Spirit of St. Louis."

ALSO FOR SALE

Sig Kadet II. New - Still in Box \$50.00

Stinson L-5, 102" span with Zenoah G-62 gas engine

All servos in place. No Receiver or Transmitter
Fabric covered in silver. Flies realistically.

\$ 950.00 Call Milt Peacock.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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!!

FREDERICK MODEL AIRCRAFT CLUB

FLEA MARKET

SATURDAY, MAY 13

9 A.M. - 3 P.M.

Flea Market will be held at the 4-H Center, 3702 Basford Road. Seven miles west of Frederick, Take Route 340W/15S 2 miles to Mountville Road, left on Basford to 4-H.

50 8 foot tables (\$10). Checks payable to FMAC. \$ 2.00 admission. 50/50 Drawing. For information contact:

Dick Busch	Adam Strausner
2484 Five Shillings Rd.	18 Larch Lane
Frederick, Md. 21701	Middletown, Md. 21769
301-696-0096	301-473-4587

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.CRBALT.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, and it's looking better and better. There are now photos included (yours can be there if you send Bob pictures of your favorite airplane, or whatever). We are working on getting the newsletter in there, also, but I've had trouble sending the T/S to Bob via E-mail. It may be because the T/S is written in Microsoft Publisher. If anyone has a helpful hint, please let me know.



TOO MUCH ELEVATOR

*By George Hartshorn III
From Prop Wash*

If your airplane seems too touchy on the approach, too quick to stall, or wants to snap, the problem could be too much elevator deflection. But you must be careful not to have too little. **Catch 22!** With too little deflection, you may not be able to pull the nose up at slow speeds or you won't have enough deflection to flair.

To make your airplane safe, fly straight and level at full throttle and pull full up elevator. Pull it clear to the stop. If the airplane does a straight and level loop, you are OK. If it snaps (pulls up to one side), it's got too much elevator. Put the push rod clevis to the next hole away from the elevator and try again. Some flyers like the snap, but for us absent-minded flyers, you will find that your airplane is much safer at slow speeds.



PARTS STORAGE

*Chuck Reinhart
From Thundervolts Newsletter*

I'm always taking things apart, only to work with them at a later time. Putting the parts in a no-see container wasted a lot of my time in searching for the right container. I have solved this problem with my favorite foodstuff – peanut butter. I now have a collection of non-breakable parts containers made from peanut butter jars which are see-through plastic. The only tough part is cleaning the glue remains of the label from the plastic. A product called "Goo Gone" does this admirably. (P.S. Skippy Chunky style is the best).

MAGNETIC CLEANUP

From Fuel-Soaked

Try gluing a magnetic strip along the edge of your building table. It will keep those pesky pins from falling on the floor or losing your nuts and bolts. The strip will catch them so your vacuum doesn't.

Helicopter Term Word Search

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

AUTOROTATION

BELLCRANK

BLADE

BOOM

FLYBAR

GYRO

HOVER

PITCH

ROTOR

TAIL

Let's see if our whirlybird flying members can solve this puzzle. It would be nice if they all brought their completed puzzles to the next meeting so that we can grade them.

Classroom: Propellers as Screws

*From Plan View
Jim Ruggiero Editor
In the AMA Newsletter*

We take propellers for granted, but the simple prop obviously does an important job on our airplane. Actually, the prop does two important jobs: (1) Provide thrust for takeoff and climbing, and (2) Fly the aircraft at a definite speed. Let's look at that last item first.

SPEED

Go to your workshop and thread a 1/4x20 nut part way onto a suitable bolt. Now carefully turn the bolt exactly one turn into the nut. Congratulations, you just advanced the bolt exactly 1/20 of an inch forward into that nut! How do I know this? Simple. Nuts and bolts are made with a definite pitch. This means that our 1/4-20 bolt and nut have twenty (20) threads per inch of length. So turning the bolt one turn is the same as advancing it 1/20 of an inch. Two turns: 2/20ths, five turns: 5/20ths, etc.

The pitch of a propeller tells us how far forward the prop would pull the airplane through the air in one revolution in level flight. This pitch number is usually the second number in its size designation, like 10-6, 6-3, 12-5, etc. So how fast can our aircraft fly? To find this out, we need to know the engine revolutions per minute, or RPM. This is conventionally measured before takeoff using a tachometer. Point the tach at the spinning prop from six inches behind the engine (for safety) and read the RPM.

A typical sport .40 engine should easily spin the typical 10-6 prop at 10,000 RPM. As a rough guess, use a simple formula that says: "Multiply the pitch in inches by the number of thousands of RPM, and that's the aircraft's speed." So 6×10 is 60 MPH. Quick and dirty. What complicates the precise measurement of airspeed is: We have no little pilot in the cockpit to read an airspeed indicator on the instrument panel! So precise calculation depends on a number of factors, like the drag of the aircraft, the efficiency of the prop, and a fudge factor that sort of accounts for the shape of the airfoil that's used in the design of the propeller.

This last item, the prop's airfoil shape, is what distinguishes propellers from wood screws. Woodscrews don't have airfoils! The airfoil shape generates some "lift" in the forward direction as the prop spins, thus increasing the speed a bit compared to the forward motion due solely to the measured pitch of the prop expressed in inches. In any case, what's happening is that the prop is literally screwing itself through the air, like a bolt through a nut, or a wood screw through pine.

But props aren't 100 % efficient. Unlike screws, props "slip" as they screw themselves through the air! How much? It depends. As for airplane drag, it's obvious that a typical sport model, with three ugly wheels hanging down and ratty covering and a boxy shape, has a lot of drag. A scale WW I biplane, with struts and wires and a big, blunt nose, has a lot more drag, whereas, a racing aircraft, with retracting landing gear and a pointy nose, has a whole lot less drag. You figure it! Those rare few fliers who have on-board instrumentation in their models, can tell you, via telemetry, how fast their aircraft are flying. You and I can only rely on a wild guess!

THRUST

Thrust is easy to measure on the ground, hook up a fishing scale and measure the pull. (Thrust and pull are the same, of course.) A fun thing to try is to change brands of the same-size props, say from a Master Airscrew to an APC, and measure the difference in thrust. You'd be surprised! Your Editor tried this on one of his electric motors in a test stand. He tried an APC 9-6 and a Master Airscrew 9-6. For the same power input, the Master prop produced 2.0 pounds of thrust, whereas the APC produced 1.8! Does this mean that the APC is a "bad" prop? Not necessarily. I have yet to fly an aircraft with these props. It may be that the APC flies an air

Continued →

craft, faster than a Master, though we know that's hard to measure. (Go back a few paragraphs and check it Where do we need thrust? Thrust is the big factor in takeoff and climbing, so the more thrust, the better. But our airplane props are a compromise between the thrust we need for takeoff (when airspeed is zero) climbing (when airspeed is low) and the top speed we want for flying fun (when airspeed is supposed to be high).

At zero (takeoff) or low airspeed, a low-pitch prop gives more thrust, but doesn't yield good top speed at cruise because the pitch is too low. A high-pitch prop doesn't have good thrust for takeoff but has good high speed. No one prop can do both jobs well! However,....

Long ago, the full scale airplane people got around the thrust vs. speed problem with the variable pitch, or constant speed propeller. This kind of prop changes pitch depending on the load on the engine. At takeoff, when airspeed is low and engine load is high, the prop has a low pitch for good thrust and climbing. As the airplane approaches level flight cruising speed at cruising altitude, the prop senses the "unloading" of the engine and increases the pitch for higher speed. Cool! Gimme some!!

Unfortunately, constant speed props are not quite available for our airplanes. Many years ago, Hi Johnson offered such a prop, but it tended to vibrate and shed blades. Nasty! Very recently, Bob Kress has been advertising constant speed props for electric models. So far, I only know about these props from what I've read in advertising. It should be fun to read the test reports in the model magazines in the future. Stay tuned!



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!



OUT OF STATE UPCOMING EVENTS

It seems as though the list of events on page 10 can hold only so many items. So I've kept the local events on page 10, and have listed the out of state events here. Please read both notices so you won't miss anything.

April 7-9 Toledo Show. Expo 2000

April 27-30 TOP GUN. W. Palm Beach, Fl.

June 17-18 IMAA Giant Scale Fly-In at Danville, Va.

July 7-9 STARS Rally. Olean, N.Y.

July 15-16 Mid-Atlantic War Birds. Essex Sky Park.

July 20-23 IMAA Rally of the Giants. Hebron, Oh.

Sept. 2-3 Capital City Classic XXI. Harrisburg, Pa.

For additional information or details, please call:

Milt Peacock @ 410-833-3122



GROMMETS, NYLON FLANGED SLEEVES, AND TUBING

by Keith Kern

It's the little things that make your model stand out, not only to the "seasoned builder/flyer" who may be looking over your plane with a "microscopic eye," but also to the casual observer. Some "finishing touches" not only add to the cosmetic appearance, but are quite functional.

Almost always, there is a need for a hole, be it round, square, oblong, etc., somewhere in or on a model airplane. Probably the most obvious, is the cowl. Whether it is ABS or fiberglass, the necessary openings are subject to cracks and breaks due to the inherent vibration of engines and the stresses of flight. One way to combat this problem is as easy as installing a rubber grommet, nylon flanged sleeve, or piece of fuel or rubber tubing in the drilled or cut out opening.

The rubber grommet is best applied to drilled holes such as openings in the cowl for the carburetor adjustment needle or to reach the glow plug. Another place that they can be used is where the antenna exits the fuselage to prevent chafing of the insulation and a most unwanted break. These grommets come in a variety of sizes, both outside diameter and inside diameter, and can be found at almost any auto parts house or Radio Shack. The grommets from Radio Shack are bagged with about four or five sizes and several of each size. If you go to a auto parts store, you will probably be faced with looking through a maze of bins and picking out each individual size. No big deal, but it can be aggravating at times.

The nylon flanged sleeve is really a nifty little item that I just happened to find at the local builder's supply. They are located in the hardware section with the nuts, bolts, and screws. By the way, you will also find nylon machine screws and nuts from 6-32 through 1/4-28 in this section. The flanged sleeves come in a variety of sizes that go with the above mentioned screws and some other odd sizes. These flanged sleeves simply described are a sleeve with a flange (washer) made onto one end. I use them to reinforce the screw holes drilled through cowls for mounting to the fuselage. This gives two surfaces protection, the inside diameter of the drilled hole and the outside surface where the screw head tightens down on the cowl. It also protects the threads of the nylon screw, which I find grip the tapped threads of wood much better than metal screws and are much lighter. These flanges can also be used where you have a drilled hole through wood sections that are too thick for a grommet, to accommodate a music wire switch or needle valve adjustment extension. Another good place is for the wing mounting bolts. The ideas are endless.

Rubber tubing, such as vacuum line or neoprene fuel tubing really comes in handy for those odd shaped and larger openings that you may have to cut out for cylinder heads or exhaust pipes. This application, in my opinion, is mostly for cosmetic appeal. However, it can prevent any chafing of fuel lines or electrical wiring. You should try to plan ahead to avoid any areas of chafing.

I have used this method for internal areas such as where the fuel tank sits in a ply cradle. Another good place is covering around an open cockpit. Simply make a longitudinal split in the hose and apply it to the edge of the area that you want to cover. Again, the uses are endless. Just let your creative juices flow!

All the above mentioned items can be glued in place, with the exception of the nylon flanged sleeves. These may not need to be glued. I hope that I have passed along some information that may be helpful or useful to some of you. As I said in the beginning,, not only do some of these items make your models look good, they can make them last a little longer.

Happy Flying and HAVE FUN! This is a hobby, you know !

from Tri-County Barnstormers <http://oumurktcon~ol~erve, c~nz/h~m~epages/rpurd©/tcbs~htm>

*National Newsletter
September 2000*

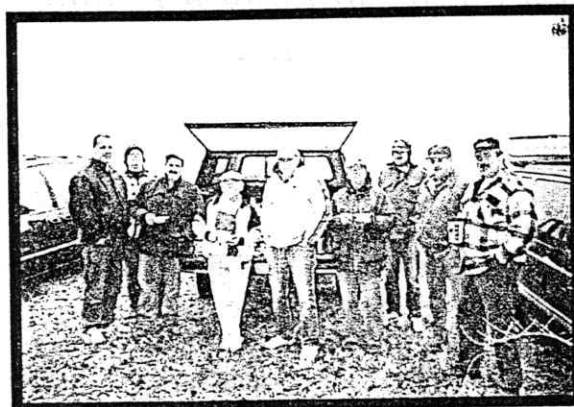


COMING EVENTS



- April 4 WAM MEETING. VFW Hall. 7:30 p.m.
 May 13 Frederick Club Flea Market. 9 - 3. 4H Center, 3702 Basford Rd.
 May 21 Great Friends IMAA Gathering. Ridgley Air Park. Ridgley, Md.
 May 26-28 TOC of Maryland. 2000 Fly-In Competition. SWAP Club.
 June 24-25 Carroll County Air Show (if held)
 Sept. 2 - 3 Warbirds Over MD. Ridgley Air Park.
 Sept. 16 RCMB. Flea Market. Parkton VFW. Old York Rd. at Md. Rt. 45 off I-83. Fun Fly after the Flea Market.
 Sept. 17 Monster Modelers of Md. Fly In (IMAA) at Batavia Field, Balt., Md.
 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 Lou Omansky. WAM thanks Lou for his efforts!



Last Year's Chile Eating Folks

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THE TALESPINNER

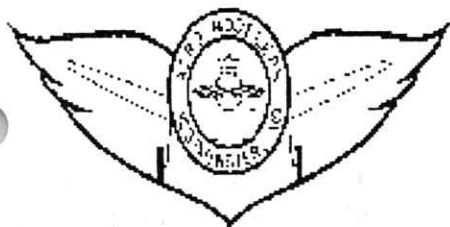
Newsletter of the
 Westminster Aero Modelers
 c/o Ed Goldman, Editor
 16 Kalten Road
 Westminster, MD. 21158



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



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



WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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 2, 2000
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 4

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Sorry this is so short, but I am heading out the door. I am getting ready to leave for my 4th weekly business trip in the last 6 weeks. Obviously I have not been able to do much building or flying lately. Hopefully, you have had more time to enjoy the hobby. Please bring your new planes to the next meeting so we can admire your handy work. Well, off to New York, see you at the next meeting.

John

Since John was not able to write his usual column, I guess I'll just put in a few notes of my own. It is gratifying to see more people come to the meetings. Our newer members are there regularly and, hopefully, will take an active role in the club. Spring and summer flying days are coming, and I look forward to having some fun in the air. These fields should be busier than ever with both old and new members.

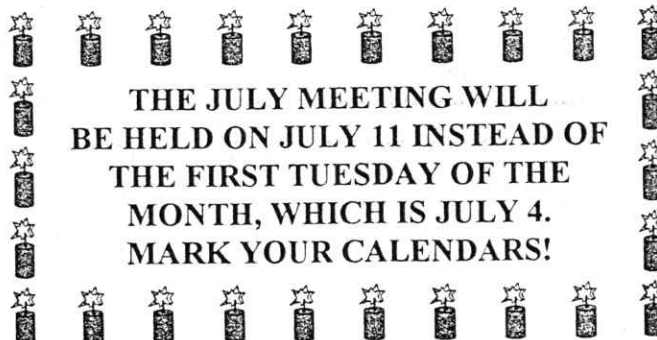
Remember, if you see something interesting at the field or simply want to let the other members know about anything, contact me either by phone or E-mail and I'll be glad to put your material in the newsletter so all can read it. It really doesn't have to be anything fancy. Anything from the members helps.

WELCOME TO OUR NEW MEMBER

BILL LINKOW

WAM IS PROUD TO HAVE YOU
IN THE CLUB AND WE ALL WELCOME YOU.

ENJOY THIS FLYING CLUB
AND WE HOPE TO SEE YOU AT
BOTH THE FIELD AND AT THE MEETINGS.



THE JULY MEETING WILL
BE HELD ON JULY 11 INSTEAD OF
THE FIRST TUESDAY OF THE
MONTH, WHICH IS JULY 4.
MARK YOUR CALENDARS!



MINUTES OF WAM MEETING

April 4, 2000

By Secretary Pat Kowalski

1. The April meeting of WAM opened at 7:45 p.m., with President John Wunderlich presiding. There were 19 members present, and guest Bill Linkow.
2. The minutes of the March 1403/14/00 meeting were approved as presented in the T/S.
3. John Wunderlich announced that there will be no Westminster Airshow this year.
4. V.P. Lou Omansky had nothing to report.
5. Treasurer Bob Allen reported on some recent major expenses, which included a riding mower and supplies for Baugher field improvements.
6. Upcoming Events: Bill Hasert stated that the Confederate Air Force will perform at the Frederick Airshow again this year on August 8 9,2000. Bill has applications for anyone wishing to display scale models of military aircraft at the event or fly them in a demo before the show. More details in this T/S.
7. The Frederick Flea Market will be held on May 5. More details in this T/S.
8. EAA-sponsored fly-in will be held at the Baltimore Airpark on May 6.
9. Field Chairman "Dutch" Briggs stated that the Spiegel field needs to be rolled. Wendell Richards announced that the Baugher Field drain is in place. An additional workday will be needed next month to finish up. Wendell requested an updated phone tree. He reported no news from Carroll County.
10. Membership: Visitor Bill Linkow was accepted as a new member. Congratulations to Bill. He has a long history of building and flying experience and we are anxious to see some of his airplanes.
11. Newsletter Editor Ed Goldman requested relevant articles, pictures, etc. There is still lack of contributors, other than the "regulars." It would be

nice to see some additional names on new articles.

12. Upcoming Events: Our next Fun Fly will be on June 4 at 1:00 p.m., at the Spiegel field. Plan to be there. You'll enjoy the day.

OLD BUSINESS

1. Bob Allen has obtained 50 fluorescent WAM hats, which are available for \$3.00 each. The WAM Flea Market will be held on Saturday, February 10, 2001. Hopefully, this date will draw a bigger crowd and will allow WAM to accumulate some money.
2. The JULY MEETING WILL BE HELD ON JULY 11 SINCE THE FIRST TUESDAY IN JULY IS THE 4TH and we do not want to conflict with Independence Day activities. Please mark your calendars.
3. No fund raiser is currently planned for this calendar year due to the cancellation of the Westminster Air Show and the rescheduling of the WAM Flea Market. Alternatives were discussed and more ideas brought up at future meetings.

MISCELLANEOUS

1. Jim Peach displayed his pretty new airplane. This model is for sale. See ad in this T/S.
2. Tom Hier would have won the 50/50 had he been present at the meeting. This was the biggest pot in history. Sorry, Tom!
3. The meeting was adjourned at 8:50 p.m. A nice, concise and to-the-point meeting. Well done!

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.

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.

Disimoni's Rule of Cognition: Believing is seeing.



THINK ABOUT A FUND RAISER

President John mentioned at the last meeting that the June Poage has had to cancel the Westminster Air Show for this year. This is unfortunate news since the show is such a good one and will be missed by the public and our club. For the newer members' benefit, Ms. Poage has very kindly allowed our club to put on a demonstration of R/C flying and also have a Hot Dog stand at the air show. We have benefited in three very important ways: 1) We have been able to show the public what our hobby is about via our R/C flying, and the audience has always been very impressed. 2) Having the Hot Dog stand has allowed WAM to make a substantial profit for the club's activities and is a fairly important part of our budget. 3) Quite a few people stopped by our stand to get information about our club and have joined WAM. The publicity was very good for us.

With the cancellation of the Air Show this year, WAM members should be thinking about some type of fund-raiser. Perhaps you know someone who has been involved in fund-raisers before and could help our club with some good ideas. The Hodges has mentioned the possibility of a Basket Bingo affair, and I understand that if they are planned properly and members sell enough tickets in advance, these events can be very profitable. We should certainly be thinking of doing something to allow us to keep improving our flying field in the future.

So.....put your thinking caps on and let's see if we can come up with some good ideas. The effort will be worth it. We just have to find the proper event, support it, volunteer to help at it, and provide our club with some additional funds.



FUN FLY
JUNE 4
SPIEGEL FIELD
DON'T MISS THIS ONE!!



"DEADSTICK" REPORTS A NEW WAM RECORD!!

SHORTEST FLIGHT RECORD

The new record is for the shortest sustained flight (ABOUT 2 SECONDS). This record of dubious distinction was set when instructor John Sterrett hand-launched Pat Kowalski's Butterfly. The record flight was witnessed by several WAM members, including Tom Hier and Wendell Richards, who were at the flying field on Sunday, April 16, 2000.

Unless this record time can be disproved by someone who has made a shorter perfect flight, Sterrett and Kowalski have set an unprecedented WAM record which should be entered as such with the other WAM flying accomplishments. The details are as follows: The Butterfly engine quit just as the plane was launched, followed by a perfect glide path to an undamaged three-point landing, taking no more than 2 seconds.



PAINT PADDLE PRODUCTION

By John Sterrett

Helicopter pilots, mainly Tom Hier and Bob Allen, have been especially busy this past month creating beautiful paint paddles of all sizes (for quart or gallon size cans). If you're interested just be present any weekend at the flying fields (Spiegel or Baugher) and you'll have an excellent opportunity to obtain a variety of attractive paddles. They come in all colors and lengths depending on the method of production.

However, in most cases, it will be necessary to trim off a jagged end to prevent splinter injury prior to use. Tom seems to be the most productive paddle maker, but Bob's paddles are by far the most attractive, since he obviously uses only high quality materials. Paddle making is an art that only a helicopter pilot is capable of.

Editor's Comment: Nice article, John, but I expect a reply from Tom and/or Bob. Maybe they both have a home project to do and didn't want to take the time to go to Lowe's to buy a paint paddle. Or perhaps they just wanted a faster turning paint paddle and thought that the old helicopter blade still had some revolutions in it.



MYSTERY R/C INTERFERENCE IDENTIFIED AND SOLVED!

*From Milt Peacock via E-mail
From James Branaum*

Just a note to relay an experience I went through last summer at our flying field concerning interference. The problem we were having was that we had intermittent interference that was bad some days and non existent other days. Our planes would get hit with short and sometimes not so short glitches. The PCM receivers would go into hold for one to two seconds (seemed longer when it was happening!) and we had several crashes due to this unidentified phenomena. The problem was not on just one R/C channel but seemed to skip around from channel to channel. Since I am a ham radio operator, I tried to identify the problem and spent many hours with a RF spectrum analyzer monitoring the R/C frequencies at the field. I did this during the week days (retired) when no one was flying which made it easier as then there were no strong local signals to cover up the potential source of the interference. I could not find any significant interference in the immediate area where we were flying. To say the least, this had me talking to myself. After spending a fair amount of money to find the problem, all I had was a thinner wallet!

One day while wondering around with a hand held portable analyzer I noticed a small amount of noise in the vicinity of some electric company lines running along the road that leads to our field. The noise was not very strong at all and at first I did not think it was the problem. More checking revealed that on windy days the interference was quite a bit stronger, particularly if I stood near a pole (wood about 50 feet high) that had a ground wire running down it to a metal stake driven in the dirt. When I compared the signal strength of the noise to the strength of the R/C transmitters which were about 600 to 800 feet away near the flying pits, the R/C signals were quite a bit stronger which again made me wonder if this was indeed the problem. Since the wind seemed to make a difference in the noise I took a heavy hammer and hit the pole a few times to get it vibrating. The result was an even stronger broad band interference showing on the analyzer. I tried this with the line of poles that ran along the field and found two poles that were really noisy when hit them. I then contacted the electric company and after asking a few times they came out with their noise crew and found the same thing I did using their own analyzer, and sent line men out to replace insulators on the two poles. This fixed the problem completely! We have had no crashes or glitches from interference since the insulators were fixed.

The explanation as to why the signals did not seem to be strong enough to cause the problem is that the noise was coming from the insulators leaking (the primary line voltage in that area being about 8 kv) and the noise source was high in the air so at ground level the noise signal was not as strong as above the ground where the planes flew. Also, the noise was very sporadic and the average level usually was fairly low but once in a while there were fairly good spikes of noise being radiated. Noise from old insulators is not that uncommon, the electric crew told me. It turns out it was enough to cause us



HAPPY BIRTHDAY!!

MAY

Frank Guiffre

Steve Linfield

Dan Richardson



AVIATION HISTORY

MAY



- 4 1927 First balloon flight over 40,000 feet.
- 5 1961 Alan Shephard and the "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 airmail service begins.
- 18 1953 Jacqueline Cochran becomes the first woman to break the sound barrier.
- 20 1927 Charles Lindbergh departs New York on his non-stop solo flight across the Atlantic Ocean. He arrived in Paris, France, 33 hours, 39 minutes later.
- 21 1932 Amelia Earhart becomes the first woman to fly solo across the Atlantic Ocean.
- 23 1848 Pioneer aviator Otto Lilienthal born in Germany.
- 23 1906 The Wright brothers receive a patent on the airplane.
- 24 1962 Scott Carpenter becomes the second American to orbit the earth.
- 25 1927 Lt. 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.

until it was found and fixed. The reason the noise was stronger on the pole with a ground wire running to earth is that the wire was conducting the noise and radiating it at the lower elevation that was closer to the spectrum analyzers' antenna where I was standing.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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**
 Shortest Flight With **Pat Kowalski**
 Perfect Landing ** **and John Sterrett**
**New Record Category

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

FREDERICK MODEL AIRCRAFT CLUB

FLEA MARKET

SATURDAY, MAY 13
9 A.M. – 3 P.M.

Flea Market will be held at the 4-H Center, 3702 Basford Road. Seven miles west of Frederick, Take Route 340W/15S 2 miles to Mountville Road, left on Basford to 4-H.

50 8 foot tables (\$10). Checks payable to FMAC. \$ 2.00 admission. 50/50 Drawing. For information contact:

Dick Busch	Adam Strausner
2484 Five Shillings Rd.	18 Larch Lane
Frederick, Md. 21701	Middletown, Md. 21769
301-696-0096	301-473-4587

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.CRBALT.COM/](http://WAM.CRBALT.COM/)

NEW E-MAIL ADDRESS

RAY MILES has an E-Mail address. Please make a note of it: rkmiles@carr.org

WEBSITE WORK

I recently purchased a program called "ZipMagic" and will try to send Website Master Bob Allen the T/S via E-mail, and will also try to send some pictures of our club activities. This program is supposed to compress the files and allow you to make them self-extracting so that Bob doesn't have to ask WAM to buy him another program. (Teasing, Bob). We'll give it a try and see if it works.

VIBRATION

It is very important to make certain that your receiver is not subjected to excess vibration from the engine in your model. The common practice is to wrap the receiver in soft foam and stuff it into the fuselage. However, the new design of receivers have several components that are very easily damaged, or change values to affect a receiver's performance when subjected to vibration. The best method is to make a box or tube of soft foam plastic or rubber, and make it a size that allows a little movement for the receiver. Then, wrap the bundle with masking tape, not rubber bands, as these compress the foam, and reduce the insulation from vibration. Finally, make absolutely certain that the servo and battery wires emerge from the bundle at the opposite end from the antenna.

REVERSING SWITCHES

I have had many transmitters with channels not working or with travel jammed at one end. Many times this is due to a channel reversing switch not being set correctly. Some transmitters have very light action reversing switches that can change position very easily. Check to make certain that all the switches are at their end positions, and toggle them several times to help keep the contacts clean. If the channel is still bad, then it is usually a problem with the respective stick assembly, usually the pot or its wires.

TRANSMITTER BATTERY PACKS

I hate to see the familiar method of installing transmitter NiCd packs using unreliable snap fasteners rubbing on spring leaves. Too often I have seen these corroded and lacking tension, with corrosion down inside the press studs parts. It is my practice to change all of these battery connections with two heavy-duty two-wired connectors which make a safe and easy to replace pack. I also get to the isolation diode which will prevent cycling or load testing of the internal battery. Here, I install a fuse across the diode, so that it adds to the safety of the charge circuit, as the fuse will blow if a short is made across the external wiring and then the standard diode backs up the protection.

SERVO GEARS

After a severe landing or crash the servos need to be checked for damage to their gear trains. It is not necessary to open up the case, as a real test is to rotate the servo output arm, without the servo being installed, and driving the gear train back through its reduction to the motor. This very severe test will show up any weak or damaged gears by a ratcheting or even a freewheeling action. If you decide to replace the gears, make absolutely certain that you find and remove all the broken teeth, as they are sometimes the same color as the silicone grease used to quiet the gear action. Check for teeth stuck into the good gears, and look where the motor pinion is located for more hidden parts. When you install the output gear, be very careful that you orient it in the correct direction to allow full circular travel looking at the position of the end stop molding.

TRANSMITTER ANTENNAS

The metal whip antennas take a beating, so you need to look them over regularly. Extend it fully and give it a shake, checking for slop in the sections as this can be an intermittent connection. Clean it with tissue and alcohol and use WD40 as a lubricant. This will keep the internal connecting springs clean. If any of the sections slide back, replace the antenna, and never use metal gadgets to hold the flag in place. If you break the antenna, simply solder the pieces together with brass tubing while you wait for a replacement. Also check at the bottom as the threaded insert often breaks loose.

RECEIVER ANTENNAS

The standard length is one meter, while USA made receivers use three feet. However, the actual length is not that important, so don't panic if you chop off a few inches. You can safely splice back the broken end and cover the joint with heatshrink sleeving. To replace the antenna at the circuit board requires soldering skills, so it may be better to splice. Use a similar stranded wire, the gauge and insulation is not very important. Never string a antenna to the model using a metal clip at the end! Always try to route the antenna at least two inches clear of any other internal wiring. *AMA Editors Note: Changing the receiver antenna length can and will adversely affect the range of the receiver.*

TRANSMITTER DEAD?

You can check the operation of a 72 or 75 Mhz transmitter by turning on a standard TV set to channel 3 or 4 and noting the pattern on the screen when the transmitter is close to it. You should hear a change in the buzzing sound as you move the sticks on a AM or FM, but not the PCM! A common cause for a dead transmitter is the internal fuse, which is sometimes well hidden. JR transmitters have a problem with weak spring metal in their fuse holders, which can be an annoying intermittent problem and needs retensioning when replacing the fuse. The Futaba Attack and Conquest Transmitters often have intermittent on/off switches and the only way to replace them is complete dismantling of the stick assemblies and removing the front plate! If you have a battery box for loose cells, this is deadly! Replace with soldered in cells, and in the Futaba 5 AU and 7 AU, these need their spring battery contacts removed and the connection replaced with suitable matched connectors.

Don't run your transmitter for longer than 15 minutes with the antenna collapsed, as this will, in time, damage the RF transistor due to excess heat build up. Use a servo driver to set up the servos, then use the transmitter to fine tune the neutrals and travels. A low meter reading is usually a sign of a bad battery pack!

Editor's Note: Perhaps between this article and the one on interference from power line insulators, some of our "what happened?" problems may be solved. Then again, perhaps not.

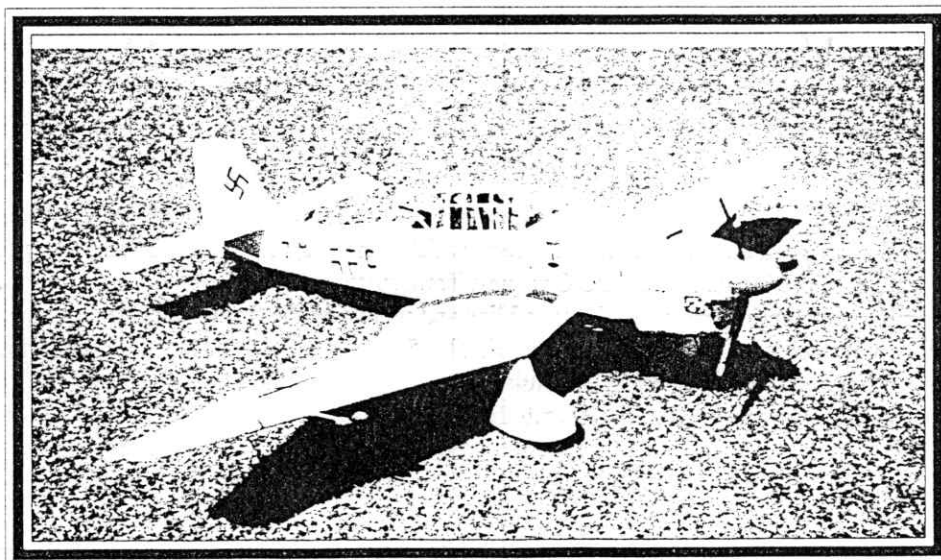
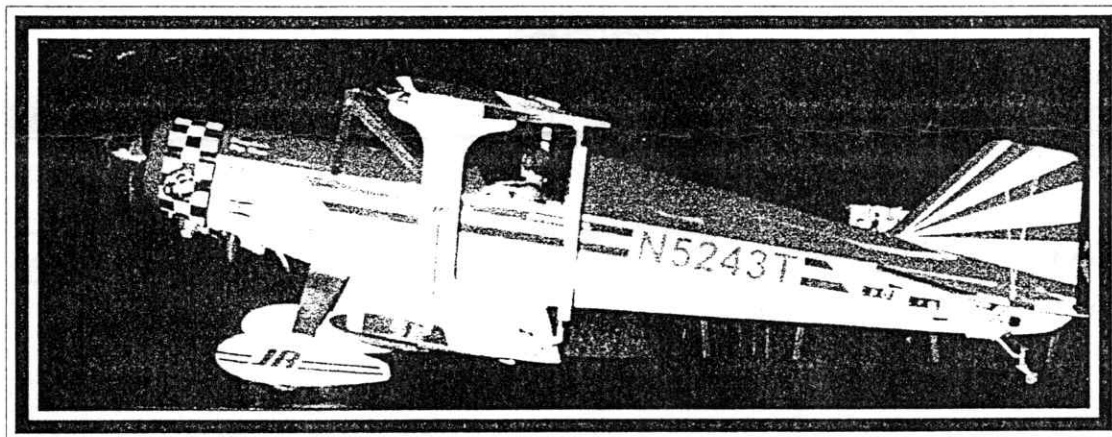
TERRY AND MILT SHOW US THEIR BEAUTYS

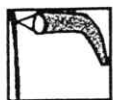
I was out of town for the March meeting of WAM and did was not able to see the new planes which were brought to that meeting. I understand there were four of them. Bill Hasert gave me some pictures of two (Terry Reeve's Giant Aeromaster and Milt Peacock's Stuka) for this issue of the T/S. I, for one, am always impressed by the craftsmanship and finishing of the airplanes built by many of our members, and it's a testament to our hobby and the builders of how much time and effort they are willing to put into their projects. A beautiful R/C airplane reflects the love of the hobby and the dedication of the builder. We should be proud of all out members who work so hard to enjoy the hobby they love.

The first picture is of Terry Reeve's Giant Aeromaster. This is a Great Planes kit with a 75" wingspan powered by a Cheetah 42 cc. Gas engine. Terry used UltraCote and Die Hard graphics to finish this wonderful looking airplane. Way to go, Terry, and thanks for sharing it with us at the meeting.

The next picture is of Milt Peacock's scale Stuka JU -87. Milt scratch built this airplane from Nick Zi-rolis plans. The model has a 100" wingspan, is 79" in length, and weighs 32 lb. It is planked and covered with SolarTexT fabric. The fabric was applied in various shapes to represent metal panels. The rivet pattern was made by a dress makers pattern wheel. Paint is off white acrylic latex and green spray can enamel. This superb model is powered by a Zenoah T G-62 gas engine with a 24 ounce tank. The prop is a Bolly T 20 x 12 three bladed unit.

Congratulations to both of these members for producing some inspirational models for the rest of us to envy.





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



CONFEDERATE AIR FORCE FREDERICK, MD. AUGUST 19 -20

For those of you who have never seen this show, it is certainly worth the trip. The emphasis is on WW I and WW II warbirds. These airplanes represent our military heritage, and were rebuilt to original condition by a group of former pilots and military personnel so that they would not be lost to future generations. Some are one-of-a-kind and all are rare. You can see them up close as well as in flight.

A mock battle is put on with continuous action. Very realistic. Other demonstrations are performed, also. I'm not sure whether one of the U.S. demonstration teams (Thunderbirds, etc.) are scheduled, but usually one of them is.

This year, Adam Strausner of the Frederick club as asked to put on a show of R/C airplanes from 10:00 a.m. to 12:30 p.m. (before the main CAF show). The R/C planes **MUST BE 1/4 SCALE AND OF MILITARY AIRCRAFT**. If you are interested in participating or maybe helping out, call Adam @ (301) 473-4587.

WAM FLEA MARKET

We have decided to hold our flea market on **February 10, 2001**. It was felt that turnout would be better with a winter date. **Wendell Richards** has generously offered to head this event. He'll need your help. When the time comes, please volunteer.



OTHER UPCOMING EVENTS

It seems as though the list of events on page 10 can hold only so many items. So I've kept the local events on page 10, and have listed the out of state events here. Please read both notices so you won't miss anything.

June 18 - 19	IMAA Giant Scale Fun Fly. Lenthartsville, Pa. N. of Harrisburg.
June 22 -25	IMAA Giant Scale Fly-In at Danville, Va.
June 25	Fun Fly at Batavia. Sunday Flyers.
July 6 - 9	Warbirds over Delaware. Lums Pond.
July 7-9	STARS Rally. Olean, N.Y.
July 15-16	Mid-Atlantic War Birds. Essex Sky Park. Ed Tennyson: 410-665-4217.
July 20-23	IMAA Rally of the Giants. Hebron, Ohio
August 5 -6	Warbirds over Pa. Quakertown, Pa.
August 25-27	Bealton IMAA Fly-In.
Sept. 2-3	Capital City Classic XXI. Harrisburg, Pa.

For additional information or details, please call:
Milt Peacock @ 410-833-3122

FREDERICK MODEL AIRCRAFT CLUB FLEA MARKET **SATURDAY, MAY 13** **9 A.M. - 3 P.M.**

Flea Market will be held at the 4-H Center, 3702 Basford Road. Seven miles west of Frederick, Take Route 340W/15S 2 miles to Mountville Road, left on Basford to 4-H.

50 8 foot tables (\$10). Checks payable to FMAC. \$ 2.00 admission. 50/50 Drawing. For information contact:

Dick Busch	Adam Strausner
2484 Five Shillings Rd.	18 Larch Lane
Frederick, Md. 21701	Middletown, Md.
	21769
301-696-0096	301-473-4587

FINE MODEL ~~FOR SALE~~ SOLD!

Jim Peach brought a new airplane to the April meeting both to display and to sell. Details as follows:

Great Planes Aeromaster BUILT AND READY!

Brand New Everything

OS 91 Surpass II with pump

Futaba Skysport Radio with 5 servos. Channel 50

JR 1100 mah battery

Fiberglass Landing Gear

Airplane was built with the largest of 4 wing configurations. Covered in white and blue. Airplane has never been flown. Jim has over \$ 550.00 in components. Will sell for \$ 400.00 This plane will be sold at the D.C. show unless you get it first.

Call Jim at 410-840-8240.

Lo and Behold! This very nice airplane was sold within two days of its appearance at the last meeting. The proud new owner of this Aeromaster is none other than Mickey Yachera. Let's hope that we see Mickey at the field soon enjoying himself with his new airplane. Perhaps this is the ultimate ARF, or maybe it should be called a FIN (Fly It Now), or perhaps a BIFI (Buy It and Fly It), or PMIY (Pay Me and It's Yours). Whatever. I was glad to see Jim's plane stay in the club and am happy that Mickey will have to come and fly with us because we all know he has an airplane all ready to fly.

ALSO FOR SALE

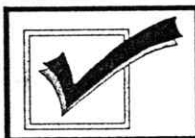
Sig Kadet II. New - Still in Box \$50.00

Stinson L-5, 102" span with Zenoah G-62 gas engine

All servos in place. No Receiver or Transmitter

Fabric covered in silver. Flies realistically.

\$ 950.00 Call Milt Peacock.



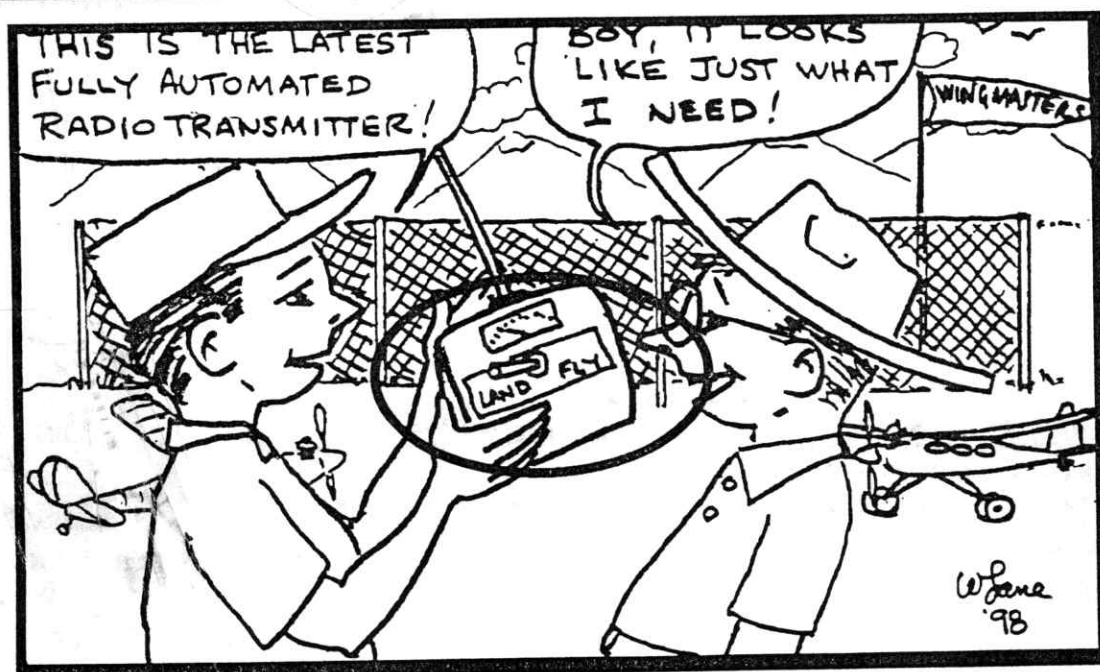
WAM HATS AVAILABLE

NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the BRIGHTEST FLUORESCENT ORANGE AND WHITE hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.



COMING EVENTS

- | | |
|-------------|---|
| May 2 | WAM Meeting VFW Hall. 7:30 p.m. |
| May 6 | EEA Fly-In . Baltimore Air Park. |
| May 13 | Frederick Club Flea Market. 9 - 3. 4H Center, 3702 Basford Rd. |
| May 13 | Howard County Float Fly. 9 - 4 pm. \$ 5.00 fee and 50/50 raffle. Channel 20 prohibited. Call Kevin 410-55-5092. |
| May 21 | Great Friends IMAA Gathering. Ridgley Air Park. Ridgley, Md. |
| May 26-28 | TOC of Maryland. 2000 Fly-In Competition. SWAP Club. |
| June 4 | WAM Fun Fly. Spiegel Field. 1:00 pm. LOTS OF FUN!! |
| June 10-11 | PGRC Big Bird Fly In. 410-974-4785. |
| Aug. 19-20 | Confederate Air Force Show. Frederick Airport. Neat Show. 10 a.m. |
| Sept. 2 - 3 | Warbirds Over MD. Ridgley Air Park. |

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

- | | |
|----------|---|
| Sept. 16 | RCMB. Flea Market. Parkton VFW. Rt. 45 off I-83. Fun Fly after the Flea Market. |
| Sept. 17 | Monster Modelers of Md. Fly In (IMAA) at Batavia Field, Balt., Md. |
| Dec. 2 | Xmas Banquet and Awards Night |

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



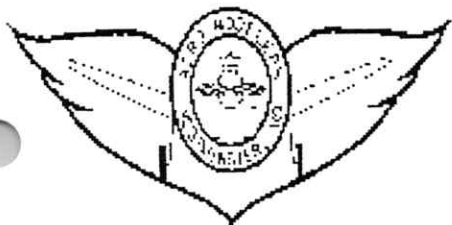
TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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.

21030+1013





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminister 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, Westminister, Md. 21158

NEXT MEETING

June 6, 2000
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 5

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

I hope everyone is enjoying this great weather we have been having by flying at the fields. I would like to thank those few members who have been diligently assisting with the work on the Baugher field. I know Bob and Wendell have appreciated the help. Hopefully we can now really begin to enjoy the field since no more major work appears to be needed. Hope you get this Tailspinner before the first Fun Fly of the season. It will be held on Sunday, June 4th at the Spiegel Field beginning at 1:00 p.m. I expect a great turnout for a day of fun.

Our membership is still growing and we all should be proud. This is a result of not only having great flying fields but because we have friendly and helpful members. Keep up the good work and encourage everyone to get involved.

See you at the next meeting

John

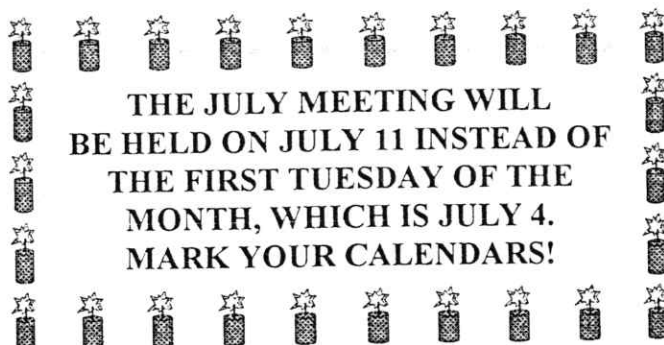
P.S. The hardest part of being president is writing this article every month.

WELCOME TO OUR NEW MEMBER

BRIAN GEORGE

WAM IS PROUD TO HAVE YOU
IN THE CLUB AND WE ALL WELCOME YOU.

ENJOY THIS FLYING CLUB
AND WE HOPE TO SEE YOU AT
BOTH THE FIELD AND AT THE MEETINGS.





MINUTES OF WAM MEETING

May 2, 2000

By Secretary Pat Kowalski

1. The May meeting of WAM opened at 7:40 p.m. with President John Wunderlich presiding. There were 24 members present.
2. The minutes of the April 4 meeting were approved, with a minor correction, as presented in the T/S.
3. Vice-President Lou Omansky circulated a radio channel inventory sheet. If you have not given him a list of your radio frequencies, please do so at the next meeting or call him with the information (410-653-0586).
4. Treasurer Bob Allen reported that recent major expenses have included fluorescent orange and white club hats (available from at a below cost bargain rate of \$ 3.00), and a buddy box with trainer cord. See T/S for details.
5. Foreign Correspondent John Schaffner read two letters from our busy friend in Belgium, Nick Jonckheere,
6. AMA Liason Bill Hasert has not yet received the club insurance form as yet. He also noted that the AMA is seeking host clubs for the Grand Event in 2001.
7. Field Chairman Lloyd Briggs warned about the risk of developing Lyme disease and the availability of a vaccine against it. (More in this T/S). Wendell Richards announced that drainage at Baugher Field is much improved after the work done there. A work day will be scheduled to finish the "rough" spots.
8. Membership Chairman Bill Woolston submitted an application for Brian George, who was unable to attend the meeting due to his work schedule. He was voted into the club unanimously.
9. Newsletter editor Ed Goldman reiterated the need for articles for the T/S.
10. WAM'S FIRST FUN FLY OF THE YEAR IS SET FOR JUNE 4 AT SPIEGEL FIELD. THE FUN BEGINS AT 1:00 P.M. FUN, FOOD, AND CAM-RADERIE WILL BE THE ORDER OF THE DAY. EVERYONE SHOULD PLAN TO ATTEND!
11. President John announced that the telephone tree is almost complete.

THERE WAS NO OLD BUSINESS

NEW BUSINESS

1. The annual WAM Crab (and Chicken) Feast will be held on July 29 at Gary and Dell's. Details elsewhere in this T/S.
2. Members commented that the grass at Spiegel Field is not being cut low enough. Bob Allen stated that he would look into the matter and perhaps be able to place a tractor at the field.
3. The next work day at Baugher Field will be on May 6.
4. President John noted that the AMA has requested GPS coordinates for the fields.

PRODUCTS AND PROJECTS

1. Nathan Mizzell displayed his Hobbico ARF trainer. Bud Faulkner brought his beautiful scratch built helicopter, and Milt Peacock brought a unique Piper Skycycle. Milt also reported on last weekend's flying event at West Palm Beach, Fl.

Bill Hasert won the very nice 50/50.

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



LYME DISEASE VACCINE

Eddie the Editor

I'm not an expert in the field, but have read an article or two regarding the vaccine for Lyme disease. From what I hear, it is a series of 3 injections over approximately a 6 month time span. The effectiveness is about 80%, so you don't know if you really are protected or not. One problem can be that if a person does contract the disease and has had the vaccine, blood tests to confirm the presence of disease may result in a "false negative," meaning that the test says the disease is not present, but it really is. If that were to happen, the diagnosis is missed and appropriate treatment may not be started. Check with your physician to help you decide whether or not to get the vaccine.

Also, you may have a disease-bearing tick on you for up to 24 hours without becoming infected with Lyme disease, so don't panic at the first sighting of a tick. But it is a good idea to save the tick (kill it and put it on a piece of masking tape) in case you become ill in the next few months. The tick can be tested for the presence of Lyme disease and the proper diagnosis and treatment are made easier.



THINK ABOUT A FUND RAISER

President John mentioned at the last meeting that the June Poage has had to cancel the Westminster Air Show for this year. This is unfortunate news since the show is such a good one and will be missed by the public and our club. For the newer members' benefit, Ms. Poage has very kindly allowed our club to put on a demonstration of R/C flying and also have a Hot Dog stand at the air show. We have benefited in three very important ways: 1) We have been able to show the public what our hobby is about via our R/C flying, and the audience has always been very impressed. 2) Having the Hot Dog stand has allowed WAM to make a substantial profit for the club's activities and is a fairly important part of our budget. 3) Quite a few people stopped by our stand to get information about our club and have joined WAM. The publicity was very good for us.

With the cancellation of the Air Show this year, WAM members should be thinking about some type of fund-raiser. Perhaps you know someone who has been involved in fund-raisers before and could help our club with some good ideas. The Hodges has mentioned the possibility of a Basket Bingo affair, and I understand that if they are planned properly and members sell enough tickets in advance, these events can be very profitable. We should certainly be thinking of doing something to allow us to keep improving our flying field in the future.

So.....put your thinking caps on and let's see if we can come up with some good ideas. The effort will be worth it. We just have to find the proper event, support it, volunteer to help at it, and provide our club with some additional funds.



FUN FLY
JUNE 4

SPIEGEL FIELD 1:00 P.M.
DON'T MISS THIS ONE!!

CRASH STORY

From Victory Roll, York Area R/C Club

Now, don't think I was attacking wildlife, as I am a nature lover (or was that nitro lover). Anyway, a large flock was passing over the field as I was doing my routine for some guests and, rather than ruin a decent demo, I simply moved my routine lower, allowing plenty of airspace between my Ultimate and the flock of birds. The last maneuver was a big oval loop with a half snap at the top and finish with a half outside deformed loop with a speed bleeding push at the bottom, half roll and landing. Well, it must have been the sudden application of throttle during the snap that startled the birds, but half that flock had my Ultimate targeted. My poor airplane resembled the month old newspaper on the bottom of a bird cage. Anyway, **DON'T FLY UNDER BIRDS!!!** I'm thankful that they were sparrows or a bird of similar size. I'd hate to see what a migratory flock of half million Canadian geese could do.

Mark

Story slightly edited to fit T/S



ROSTERS ARE AVAILABLE

Eddie the Editor passed out rosters at the last meeting to all who attended. For those who received one at the meeting, please correct the one error that was brought up. John Sterrett should be the current Member At Large, not Bill Hasert. Please make this note. Also, **PLEASE ADD THE FOLLOWING NEW MEMBER TO YOUR ROSTER:**

Brian George (Wife Robin)
41 Bancroft Street
Taneytown, Md. 21784
Telephone: (410) 756-4354
DOB: 11/20/66
AMA #: 675838

For those who did not attend and would like to receive a current roster, please call me at (410) 848-3835 and I'll mail one to you. If you don't call, you won't have one.

Welwood's Axiom: Disorder expands proportionately to the tolerance for it.

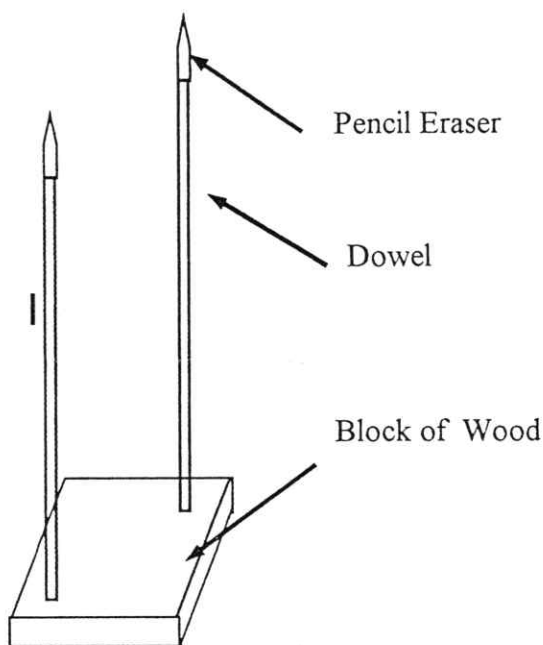
(Just check out my workroom. Whew – what tolerance I have).

HINTS & TIPS

*From The Signal Squeaker and Propwash in the AMA
Newsletter, 1/2000*

Model Balancing

Balancing a new model aircraft correctly is very important. Proper balancing can have a profound effect on the character of your aircraft in flight. A popular way to balance the model is on your fingertips and eyeballing it, but I like to use a fixture made for this purpose and get it more accurate. Two dowels, two pencil erasers and a block of wood are all you need. This needs no instructions. The diagram below tells it all. Just remember: Always measure the CG with no fuel on board and start with the CG point suggested by the manufacturer.



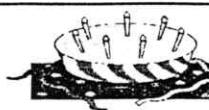
Clamps

Here's a neat idea for making a handy dandy clamp for your workshop. It's cheap, easy, and effective. Take an old caulk gun (or new) and glue a piece of scrap wood cut square, or in the shape of your choice, to the stationary end and one to the plunger as shown below. The wood protects the work and provides for a flat surface for even pressure. The ratcheting style guns work best.

Pin Organizer

Okay so you're asking exactly what is that thing anyway? Well this is one of those little jewels you come across now and again that make life just a little easier. This is a handy little building pin holder.

What we have is simply a block of Styrofoam that has been shaped into a horse shoe shape, glued onto a scrap of plywood and has two plastic tubes glued on each end to hold the cleaner. Then acetone is put in the jar so when CA



HAPPY BIRTHDAY!!

JUNE

Richard Jakubs

Robert Johns

John Whitfield



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. |

gets on the pins, they can be tossed into the jar. You can also use a magnet on the outside of the bottles to bring the pins back out of the jar. Then divide the foam block into three sections. One section is used for each of the three sizes of pins. This is very simple but it does keep tee pins close, clean, and out of your fingertips.

I can see several ways to modify this design to fit your work area. In our kitchen I put up a new paper towel dispenser. It is the type that the frame is made of Plexiglas and the part you put the roll of towels on is a 12 inch piece of one inch dowel with the ends cut down to fit the bolder. A piece of one inch foam pipe insulation fits nicely over the bar and you then have a pin holder that you can mount on the wall next to your building area. It is off the building surface so the pins are always easy to find and reach.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett
**New Record Category	

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



INTERESTING WEB SITES

At the last meeting, Foreign Correspondent read two letters from Nick Jonckheere. For those newcomers, Nick lives in Belgium, is a student, and is very interested in airplanes, old motorcycles, etc. John has communicated with him for many years, and Nick paid us a visit several years ago. He writes occasionally for the magazine, Aero-script. The web site for this aircraft publication is:

aeroscript.com

Another interesting site, according to John Schaffner, is: **Ooops, again.** I lost this site also. It was about a book which John thought would be interesting and good for a book review in the T/S. I'll look forward to seeing John's book review next month.

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
George, Brian	rcrotorhead@aol.com
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.CRBALT.COM/](http://WAM.CRBALT.COM/)

WEBSITE WORK

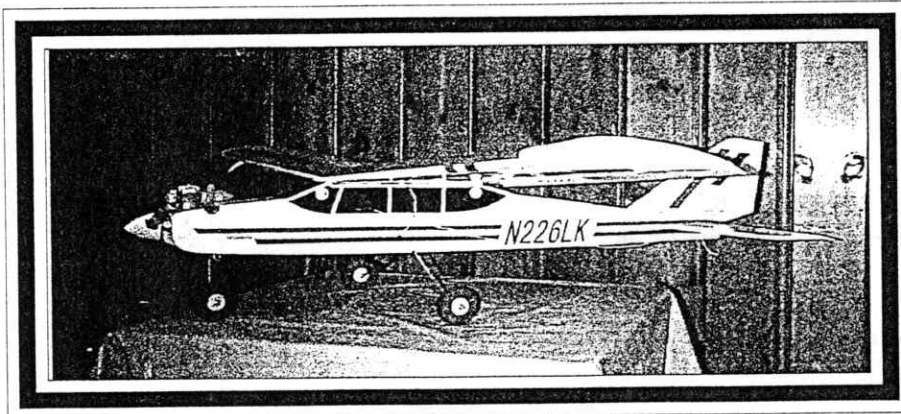
Well, the ZipMagic didn't zip my picture files enough to be able them to be E-mailed to Bob for placing on the web page. After about 1 - 2 hours of waiting for the E-mail with a picture to get to Bob, my feindly computer told me it couldn't be done.

There may be another way and I may give it a try, or, you can give some pictures to Bob and he can scan them in. So, take your cameras to the field when you go and take a few photos for Bob.

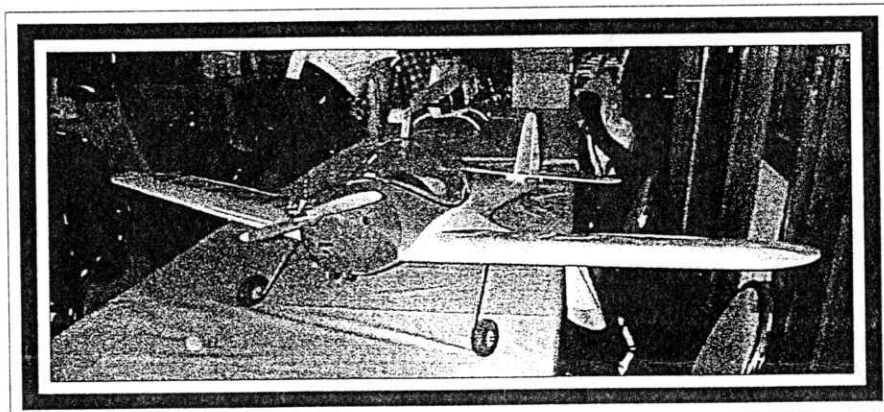
If anyone knows of a way to send pictures via E-mail, please call me and tell me how to do it.

MORE FINE PROJECTS FROM OUR MEMBERS

New member Nathan Mizzell brought his Hobbico Superstar Trainer to the meeting. This is an unusually complete ARF. All servos are in place, an OS .40 engine is mounted, the fuel tank is in position, and on and on. Nathan is eager to get started in the flying part of the hobby and I hope that at the next meeting he can report that this plane has been in the air and that he is making progress toward becoming a full-fledged R/C pilot.



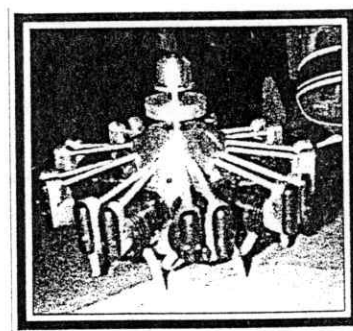
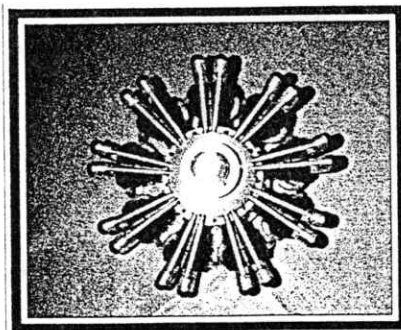
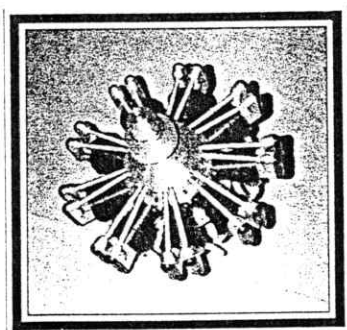
Milt Peacock's latest creation is this Piper Skycycle, modeled after the "real thing" which was built in 1945. This is a 1/4 scale model. The original airplane was built from the drop tank of a Corsair! Only ONE was built. It was designed for WW II pilots to fly after they left the service. Milt's model is covered with UltraCote Plus – A BIG MISTAKE according to Milt.



Ultra Cote Plus is a stick-on covering material best suited for trim designs. It can be used to cover solid surfaces, but is horrible to use on open structures. Learn from Milt – no UltraCote Plus except for its intended purpose.

The engine in this plane is very old and entails a long story. It was rebuilt after a crash at Nelson's Field many years ago and spent several months in hibernation (it was lost and not found). It was found eventually with globs of mud and muck covering the whole thing. But, as luck would have it, the cylinder must have been open and fuel probably drained into the engine. The outside was a mess, but there was no internal rust and the engine was salvaged. Some things are meant to be.

Bill Linkow, another new member, brought in this fantastic 9 cylinder radial engine. This is almost a work of art. It is manufactured by Techno Power, and generates 3 horsepower. We can't wait to see this beauty in one of Bill's planes, but it may be a year or so until the plane is ready. We can't wait.



JOHN SCHAFFNER SAYS TO VISIT THIS MUSEUM

Paul E. Garber Preservation, Restoration and Storage Facility. Get a behind-the-scenes look at the restoration workshop in Suitland, Maryland, where skilled craftsmen restore a variety of historic artifacts – everything from aircraft to satellites and missiles. Free tours Monday through Friday at 10 a.m. and Saturday and Sunday at 10 a.m. and 1 p.m. For reservations, call (202) 357-1400; TTY: (202) 357-1505.

HERE'S ANOTHER WEB SITE TO LOOK AT

E-Mail from Milt Peacock

OK Guys...here tiz: I have posted around 112 images from the Y2K Toledo Show. Clicking on any of the images will enlarge it for better viewing. Tomorrow I will post the remaining 115 and the results of Designer Scale Static competition. Click here:

<http://www.scaleaero.com/tolshow.htm>

Ed Clayman

CENTRAL MARYLAND MODELING NEWS VERY INTERESTING DEVELOPMENT

Over the past month or so, I have been contacted via E-mail by Achille Silvestri. Achille has been very active in the Baltimore area R/C scene, and was (maybe still is) the editor of his Harford County R/C Club. The purpose of Achille's communication with me was to let me know that he has put together a very nice web site in conjunction with Harford County's web page. This is Achille's intro on the site:

www.harfordvista.com/rcnews.asp

WHAT ARE WE DOING HERE?

Welcome RC modelers everywhere! We are happy to have you visit with us, and hope that your stay will prove to be informative and enjoyable.

Another RC modeling newsletter ... do we really need one? We find that there is already a lot of information out there about RC modeling. Major magazines cover it in depth at the national and regional level. Major events are well-advertised and thoroughly reported on. There are also numerous club

newsletters that do an excellent job of keeping their members informed of ongoing club activities. But in spite of this, there seems to be a gap in the inter-communication of flying clubs within a given area ... for example central Maryland. We often find out anecdotally that something really great took place in a neighboring club and we wish we had known about it. Sometimes they just have an interesting and different way of doing business that we would like to know about. Gaining information by happenstance is not the way to go. A communication dedicated specifically to the exchange of information on a local level would have real value.

Our plan is to do a monthly report which emphasizes local newsy stories, people, and events. We will maintain a central schedule of events, which would enable anyone in our area to immediately see all the local ongoing activities: open houses, fly-ins, flea markets, etc. This should serve to promote club interaction, and in some cases maybe avoid scheduling conflicts.

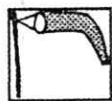
Additionally, we plan to visit and feature one club each month ... present good stuff like location, historical background, organization, membership requirements, and so on.

The above is Achille's intro to this site. He also did a nice job of giving a "profile" of Charlie Hughes, a long-time modeler and collector of old engines.

As noted above, Achille mentioned that he would visit the various clubs in the region. He wanted to make our club the first, but I was out of town for my son's college graduation and our messages crossed. However, he will be visiting us some day soon at the field, and will take some pictures, talk to us, etc.

The web site does have a **CALENDAR OF EVENTS** for the Central Maryland area. It is **very complete and would be extremely useful to anyone interested in what's going on in the area and who to contact.** It's better than what I can put in the T/S.

I strongly urge you to visit this site. It is a very good idea and should prove very helpful to R/C modeling in Maryland. Well done, Achille!



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



OTHER UPCOMING EVENTS

It seems as though the list of events on page 10 can hold only so many items. So I've kept the local events on page 10, and have listed the out of state events here. Please read both notices so you won't miss anything.

- June 18 - 19 IMAA Giant Scale Fun Fly. Lenhartsville, Pa. N. of Harrisburg.
- June 22 - 25 IMAA Giant Scale Fly-In at Danville, Va.
- June 25 Fun Fly at Batavia. Sunday Flyers.
- July 6 - 9 Warbirds over Delaware. Lums Pond.
- July 7-9 STARS Rally. Olean, N.Y.
- July 15-16 Mid-Atlantic War Birds. Essex Sky Park. Ed Tennyson: 410-665-4217.
- July 20-23 IMAA Rally of the Giants. Hebron, Ohio
- August 5 - 6 Warbirds over Pa. Quakertown, Pa.
- August 25-27 Bealton IMAA Fly-In.
- Sept. 2-3 Capital City Classic XXI. Harrisburg, Pa.

For additional information or details, please call:
Milt Peacock @ 410-833-3122

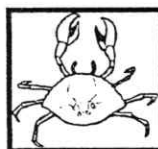


CONFEDERATE AIR FORCE FREDERICK, MD. AUGUST 19 -20

For those of you who have never seen this show, it is certainly worth the trip. The emphasis is on WW I and WW II warbirds. These airplanes represent our military heritage, and were rebuilt to original condition by a group of former pilots and military personnel so that they would not be lost to future generations. Some are one-of-a-kind and all are rare. You can see them up close as well as in flight.

A mock battle is put on with continuous action. Very realistic. Other demonstrations are performed, also. I'm not sure whether one of the U.S. demonstration teams (Thunderbirds, etc.) are scheduled, but usually one of them is.

This year, Adam Strausner of the Frederick club as asked to put on a show of R/C airplanes from 10:00 a.m. to 12:30 p.m. (before the main CAF show). The R/C planes **MUST BE 1/4 SCALE AND OF MILITARY AIRCRAFT**. If you are interested in participating or maybe helping out, call Adam @ (301) 473-4587.



CRAB FEAST COMING IN JULY

Want to eat lots of crabs? Want to eat lots of great fried chicken? Want to enjoy some crab soup? Want to eat other stuff? Want to drink iced tea, soda, or beer? Want to laugh and have fun? You can do all of these things at the 4th (?) Annual WAM Crab Feast. This fine event will be held on **JULY 29** at Gary and Dell's on Route 97 just north of the Humane Society.

Reservations will be made for WAM members and their wives or lady friends (no children, please). Don't call me yet, we still have time. The meal is an all you can eat affair with never ending portions, and the food is great, they treat us well, and you'll definitely enjoy yourselves. You can, by the way, order your meal from their regular menu, which is extensive.

The cost will be between \$ 25 - \$ 30 per person and is well worth it. Details in upcoming T/S, but plan now to attend.

IMAGES FROM THE TOLEDO SHOW

Editors Note: I think I botched this E-mail which I received from Milt P. (I think it was Milt). There was more to the message but I deleted it and don't know if anything is missing or not. At any rate, the main point is that Ed Clayman has posted 112 images from the Y2K Toledo Show. Many more images are to be posted if they haven't been already. To see them, go to the following site:

<http://www.scaleaero.com/tolshow.htm>

ANOTHER USE FOR THE POLE EXTRACTOR

From John Sterrett

The famous telescopic pole airplane extractor (originally put to use for planes stuck in tall trees) proved its' worth once again. But this time a tree wasn't involved. While taxiing my Seamaster back to shore at Baugher Lake after a successful flight in May, the engine quit about 30 feet from shore. Immediately a peanut gallery member, Pat Kowalski, yelled, "Use the airplane extractor!"

It worked beautifully! Even though it was very flexible, it floated well enough to reach out and catch the tail of the Seamaster so that I could haul it safely and quickly onto shore. It certainly save a lot of time and paddle boat work, especially since the rescue boat was moored at the opposite end of the lake.

Editor's Comment: What was the pole extractor doing at the lake? All those treed airplanes are still "blowin' in the wind."

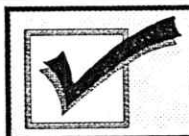
ALSO FOR SALE

Sig Kadet II. New – Still in Box \$50.00

Stinson L-5, 102" span with Zenoah G-62 gas engine

All servos in place. No Receiver or Transmitter
Fabric covered in silver. Flies realistically.

\$ 950.00 Call Milt Peacock.

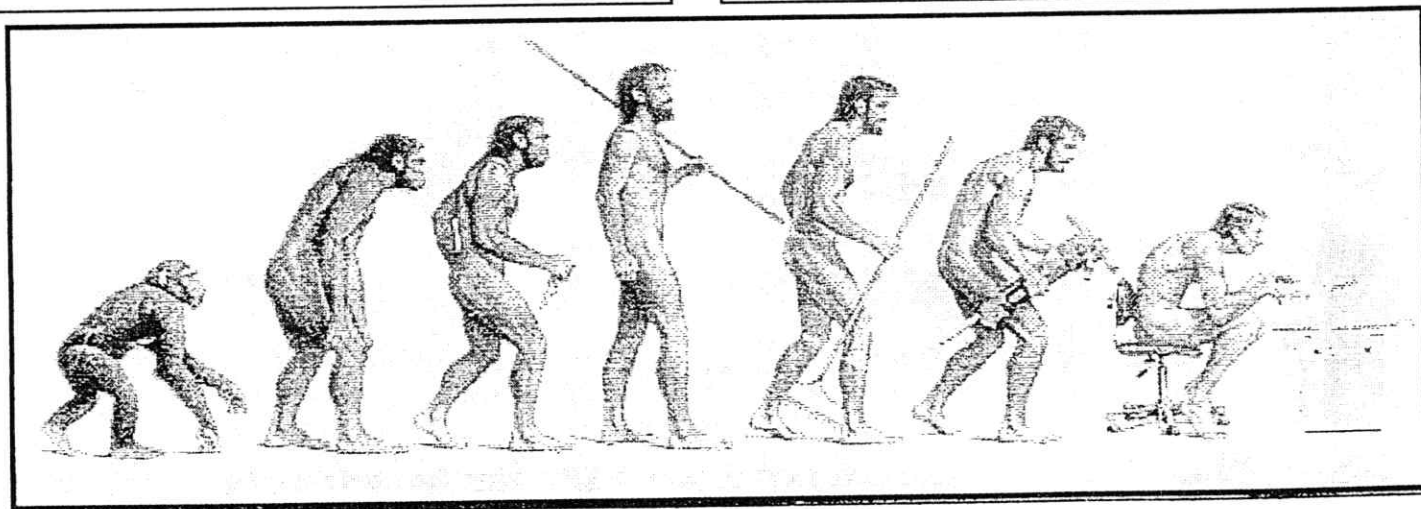


WAM HATS AVAILABLE NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the BRIGHTEST FLUORESCENT ORANGE AND WHITE hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.



Somewhere, something went terribly wrong



COMING EVENTS



June 4 WAM Fun Fly. Spiegel Field. 1:00 pm.
LOTS OF FUN!!

June 10-11 PGRC Big Bird Fly In. 410-974-4785.

July 29 WAM CRAB FEAST. Details in T/S/

Aug. 19-20 Confederate Air Force Show. Frederick
Airport. Neat Show. 10 a.m.

Sept. 2-3 Warbirds Over MD. Ridgley Air Park.

Sept. 16 RCMB Flea Market. Parkton, VFW. Rt.
445 off I-83. Fun Fly after the Flea Mar-
ket.

Sept. 17 Monster Modelers of Md. Fly In (IMAA)
at Batavia Field, Balt., Md.

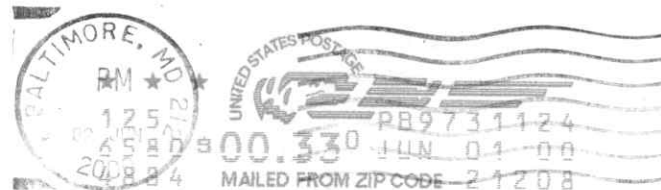
Dec. 2 Xmas Banquet and Awards Night

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

Materials and opinions published in The Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor are not responsible for errors or omissions. No responsibility is assumed, expressed, or implied as to the suitability, safety, or approval of ANY material in this Newsletter. Any party using ANYTHING expressed herein does so at his/her own risk and discretion without recourse against anyone. Contributions to The Talespinner are welcome! Credit will be noted and given when due. The Editor reserves the right to reject or edit material submitted for publication. Permission for reprinting or quoting items in The Talespinner is granted providing that credit is given to both the author and to The Talespinner. — The Editor

THE TALESPINNER

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

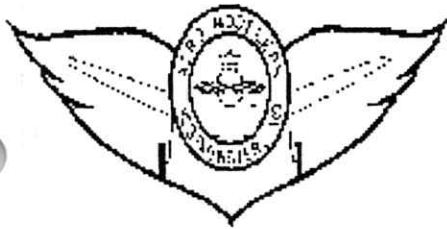


TO: John Schaffner
1811 Miller Road
Cockeysville, MD 21030-1013



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

21030+1013



THE TALESPINNER

Westminster Aero Modelers

WESTMINSTER AERO MODELERS

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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

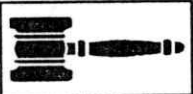
July 11, 2000
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 6

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Since the flying season is in full swing it is probably a good time to remind everyone to practice good common sense and fly with safety in mind. For those of us who are inexperienced flyers (me included), please keep in mind that we should practice new or unfamiliar maneuvers well away from the pit area. There are obvious field rules that must be adhered to while flying. If you are unfamiliar with or forgot those rules, any of our instructors would be happy to refresh your memory. While this hobby is a great deal of fun the airplanes are still very dangerous and can cause serious injury if not handled properly. Also, if you are learning to fly with the aid of an instructor please remember that you cannot fly on your own without having been certified by an instructor. Everything I mentioned is just common sense so let's enjoy our hobby and keep it safe. The next Fun Fly will also be our Family picnic so please bring out the family and let's have some fun.

See you next meeting!

John

YOUNG MAN VISITS OUR FIELD ENTHUSIASM IS WITHOUT LIMITS

On Saturday, June 24, a young man and his father visited Baugher Field. Joey had his 8th birthday in February and got a 40 sized ARF trainer as a present. He lives very close to the field and has been fascinated with airplanes for several years. He is already a very good RC car driver. Joey's dad would like to foster his son's love for airplanes.

The WAM members present all stopped their flying to help Joey get ready for the first flight of his new plane. Wendell, Terry, Hoyt, and myself all gathered around Joey's plane, made a few corrections, and Terry took it on its maiden flight. It flew beautifully. Then Wendell set up a buddy box and Mr. Joey was able to fly his plane for a short time. With patience, practice, and some learning time, we think that Joey could become WAM's youngest pilot ever. We look forward to seeing Joey and his dad at our next meeting.

THE JULY MEETING WILL
BE HELD ON JULY 11 INSTEAD
OF THE FIRST TUESDAY OF THE
MONTH, WHICH IS JULY 4.
MARK YOUR CALENDARS!



MINUTES OF WAM MEETING

June 6, 2000

By Acting Secretary John Schaffner

1. The June meeting of WAM opened at 7:30 PM with President John Wunderlich presiding. Present were 18 members and 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 May meeting was waived since they were approved as they appeared in The Talespinner.
4. President John W. reported on a very successful Fun Fly at the CCMA with six helicopters and seventeen fixed wing aircraft cluttering the perfect sky.
5. Vice-Pres. Lou Omanski commented on his research of the channels in use by the club members and will make the results available to the members.
6. International correspondent John Schaffner, related recent communications with our Belgian correspondent, Nick Jonckheere. Nick has been involved in "slope soaring" recently with his one-meter sail plane. (I can't figure out where he finds a hill in that part of Belgium!)
7. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members.
8. Membership Chairman Bill Woolston reported no action this month, but there is a prospect in the wings. (No pun intended.)
9. Bill Hasert, AMA Rep., reported that all is up-to-date with AMA and also announced up and coming events in the R/C community; details elsewhere in The Talespinner.
10. Field Marshall Lloyd Briggs reported the field and the lane both in good shape. Wendell Richards announced a work party at Baugher's field for Saturday to iron out the last of the minor imperfections.
11. Wendell Richards reported that all club property is accounted for and that there was no contact from Carroll County. No news is good news. A discussion covered the situation of the shelter at the Speigle field.
12. Ed Goldman always is looking for stuff for The Talespinner. Ed was not present but you all can hear him now saying, "Send me stuff."
13. The Annual Family Picnic & Fun Fly will be on

July 16, 2000 at 1:00 PM. Be there!

14. Bob Allen reported that a lawn tractor now resides at Speigle field. It is chained to a tree with a combo lock having the usual number to open it. Feel free to bring gas.

15. Discussion was held on the concern for safe flying procedures to be followed by all members at all of our sites. Prevention of any incidents is our goal.

16. Tom Hier led a discussion on setting up the "fail-safe" features on those PCM radios that are so equipped.

17. Milt Peacock spoke about a demonstration of the Erickson engine that is to be held at the Parkton field on 27 June in the evening. Anyone interested is welcome. Milt also mentioned that Ed Tennyson will demonstrate his hand-made five cylinder radial engine.

18. The 50/50 was drawn for Nathan Mizzell. Too bad Nathan, you must be present to collect.

19. Meeting adjourned 9:00 PM



STAND BACK!!

I know that it's hard to believe, but there may be a new model at the next meeting. After several years of on and off building, my 1/4 scale Spacewalker may be coming out of the hangar to a meeting near you. Aside from some building rash and dents from moving it here and there, it should be ready for viewing. However, I do have one request. Modelers are prone to look at new models very closely and inspect all kinds of minute details of the airplane on display. **Please don't do that with my new creation. I like to use the "10 Feet" rule, which simply states that if the model looks really good at a distance of 10 feet, it's good enough for me.** But do come and look and offer your advice, suggestions, etc. It would also be appreciated if there were some "oohing and aaaaghing" while examining the "Spacewalker" from your vantage point 10 or more feet away. At least it would make it seem like the 3 years of so of building at least warranted at least one or two "oohs" and/or "aahs."

Thanks in advance for your consideration. I will now take my tongue out of my cheek and wait for the meeting on July 11. I'm sure we'll have a record crowd for this one.

P.S. The two cockpits have marble floors.



THINK ABOUT A FUND RAISER

President John mentioned at the last meeting that the June Poage has had to cancel the Westminster Air Show for this year. This is unfortunate news since the show is such a good one and will be missed by the public and our club. For the newer members' benefit, Ms. Poage has very kindly allowed our club to put on a demonstration of R/C flying and also have a Hot Dog stand at the air show. We have benefited in three very important ways: 1) We have been able to show the public what our hobby is about via our R/C flying, and the audience has always been very impressed. 2) Having the Hot Dog stand has allowed WAM to make a substantial profit for the club's activities and is a fairly important part of our budget. 3) Quite a few people stopped by our stand to get information about our club and have joined WAM. The publicity was very good for us.

With the cancellation of the Air Show this year, WAM members should be thinking about some type of fund-raiser. Perhaps you know someone who has been involved in fund-raisers before and could help our club with some good ideas. The Hodges has mentioned the possibility of a Basket Bingo affair, and I understand that if they are planned properly and members sell enough tickets in advance, these events can be very profitable. We should certainly be thinking of doing something to allow us to keep improving our flying field in the future.

So.....put your thinking caps on and let's see if we can come up with some good ideas. The effort will be worth it. We just have to find the proper event, support it, volunteer to help at it, and provide our club with some additional funds.



NEED AN ANTENNA HOLDER?

If you don't have one of the "storebought" type plastic gizmos to hook your antenna to your vertical stabilizer, it's easy to make one. Modify a servo control horn by cutting so that you have a piece of it with 3 holes. From one of the end holes, cut a 45° slot to the edge of the piece. Slip the antenna wire through 2 of the holes and hook your rubber band in the diagonal slot and to an attachment on the stabilizer.

REPORT FROM SPARKY

There has been so much going on lately that I hardly know where to start. We made the cross-country trip up to Spiegel Field for the Y2K Spring Fun Fly, and what an affair it was! All kinds of airplanes, and the chow was terrific, fried up on the grill by none other than the "Big Boss" himself. It don't get much better than that.

Bill Hasert set another new record for losing airplanes in the woods, there was a minor fender-bender between a helicopter and a real (R/C) airplane, but otherwise it was a relatively quiet day and a good time was had by all.

The club engineers have been real busy down at Baugher field putting in a drainage system. Now, as long as we can miss that pond we won't have to put on floats to fly there anymore. Milt's big Stuka refused to cooperate on an approach from the south end of the field and was later found hiding way out behind the barn. Milt says he has her all patched up already.

I saw an old "rag wing" at Baugher the other day that was having an awful time trying to get off the ground. It looked like a WW I craft with French markings, maybe a Nieuport. I couldn't see the pilot, but I know it wasn't Snoopy 'cause he flies a Sopwith Camel.

Dale Johnston's Waco came up with a bad case of aileron flutter, detected by "Eagle Eye" (Paul Schaffner), apparently due to a loose bell crank. Dale says he will solve the problem by installing servos in each wing and eliminating the bell cranks.

That's all for now. 'Till next time, this is your old pal "Sparky" saying, "May the flakes always be going down and not up whenever you're in a snow storm."

Eddie the Editor thanks "Sparky" for his timely and humorous comments. I was going to add Bill Hasert's "plane in the woods" record to our list of club "achievements," but I don't know the details. Will someone please fill me in at the next meeting?

Imbesi's Law of the Conservation of Filth: In order for something to become clean, something else must become dirty.

Freeman's Extension: ...but you can get everything dirty without getting anything clean.



A BETTER WAY TO DO IT

From Eddie the Editor

In last month's T/S, there was an article about making a little gadget to balance your airplane. Two pencils or dowels with a soft eraser on the ends mounted on a block of wood can be used to see if the CG of your model is where it should be. This device works fine for its intended purpose.

But there is a better way to balance your airplane, and it balances **everything**. It's really very simple. When building your wing, inset a piece of plywood in the center line in the range of where the CG should be. Use 3/16" to 1/4" plywood (depending on the weight of the model) and make it about 3/4" long. Put this plywood on the bottom of a low-wing airplane and on the top of a high wing. Sand the plywood so that it blends into the surface of the wing.

Now, when you have completed the entire model but not yet covered it, put a screw eye or cup hook in the plywood exactly where the CG should be both fore and aft and laterally. Using fishing line, twine, etc., hang your airplane from a hook in the ceiling of your workshop (don't do it in the dining room). **You will now see exactly where you need to add weight to have your airplane perfectly balanced.** Go ahead and add your weight as necessary and you will have the most perfectly balanced model you have ever built.

I used this method recently when working on my "Spacewalker," and only wish I had been smart enough to do it sooner. Give it a try on your next project. I don't think that you'll ever build without doing this again.

Patience: The most important ingredient for dating, marriage, children, and flying at the field.

Indecision is the key to flexibility.

The history of progress is people challenging assumptions,

Orville and Wilbur Wright

Life is a work of art, designed by the one who lives it.

Jennifer Dragoo

If you thought of it....it possible.



HAPPY BIRTHDAY!!

JULY

David Evans

David Mongan

Paul Schaffner



AVIATION HISTORY

JULY



- 2 1900 Count von Zeppelin takes five people aloft on the first flight of his airship.
- 2 1937 Amelia Earhart disappears.
- 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.



WAM FEATURED ON THE WEB

Achille Silvestri, a modeler from Harford County, has set up a great site for aeromodelers in the central Maryland area. He is featuring an R/C club on the web site every month or so, and picked WAM for his second club to visit. Achille visited Baugher Field on June 10 (I think that's the right date), took some photos, and talked with several of WAM members. This man is putting out a great deal of effort on the behalf of **ALL** aeromodelers in our area.

This site also has a great feature. Achille has listed all of the upcoming events for the entire central Maryland area. For those of you who travel to these different rallies, fly-ins, shows, etc., this site is invaluable. Please do yourself a big favor and take a look at:

harfordvista.com/rcnews.asp

Thanks, Achille, for working so hard for all of us!



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett

****New Record Category**

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



BETTER LANDINGS

*Ron Scott, Local Fun Fliers
AMA Newsletter, May, 2000*

The secret to a good landing is a good, long approach. A good approach is one where the plane is slowed down, set up, and trimmed for a landing, in total control the whole time.

Know how to fly your airplane slowly and the plane's limits. This takes practice. Go out and fly around the field as slowly as you can. Then fly just above the stall speed without losing altitude. This is easier said than done, but you will learn how reliable your engine is at slow speed.

The two best friends your plane has are altitude and speed. If you lose one or both, you're in trouble. I use the following sequence to make good landings almost every time.

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
George, Brian	rcrotorhead@aol.com
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

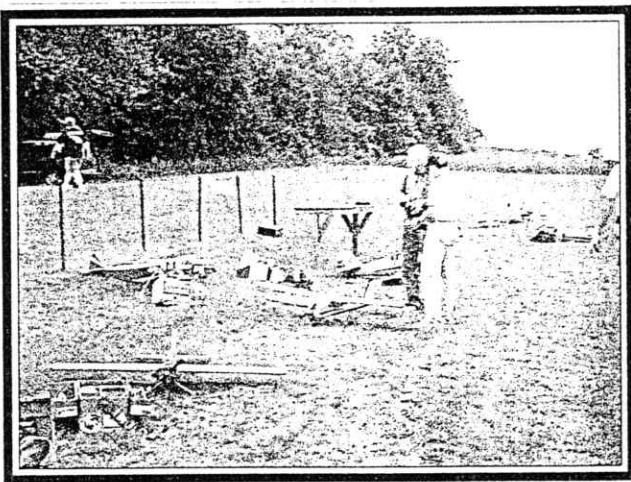
WAM'S HOMEPAGE

HTTP://WAM.CRBALT.COM/

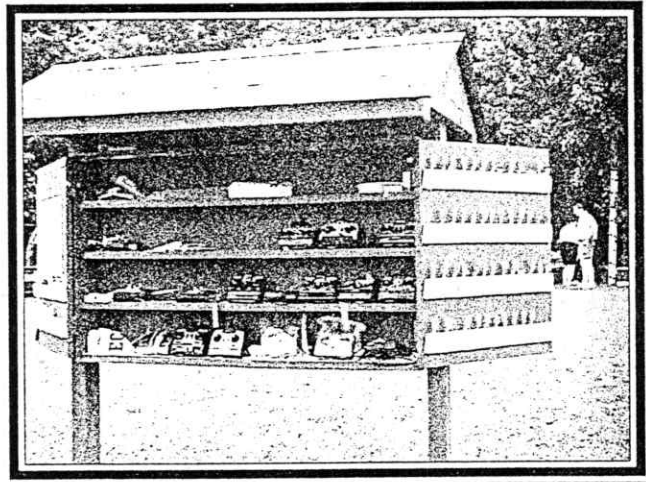
1. Reduce throttle to 1/4 on downwind leg and retrim.
2. Reduce altitude on the base leg.
3. Turn to final and intercept the glide slope.
4. Keep the wings level and reduce engine speed so that the plane is just flying.
5. Aim for an imaginary window at the beginning of the runway that is about 10 feet above the ground and centered.
6. Use a little elevator as the plane gets closer to the ground to "flare" the plane. Add up elevator as needed.
7. Use rudder and ailerons to keep the approach straight.
8. As the plane glides in, decrease engine speed to idle. Try to time the "flare" so that the descent is arrested with the wheels one or two inches above the ground. That's it. You've landed. Taxi in and don't hit anything on the way back to the pits.

FUN FLY PHOTOS

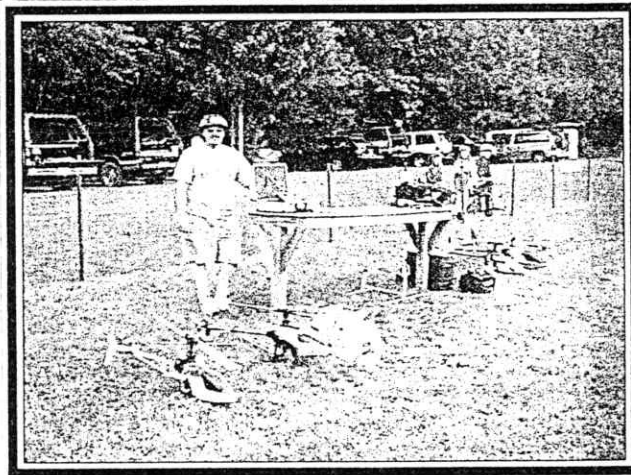
JUNE 4, 2000



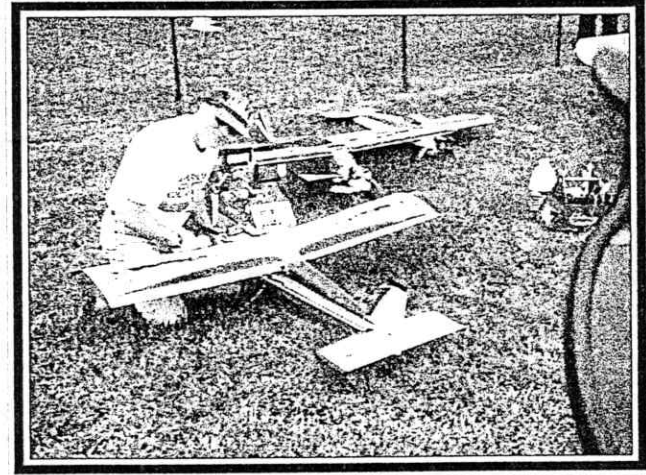
Lots of planes, many pilots, tasty food, and few mishaps make for a great day at Spiegel Field. Let's have more days like this one



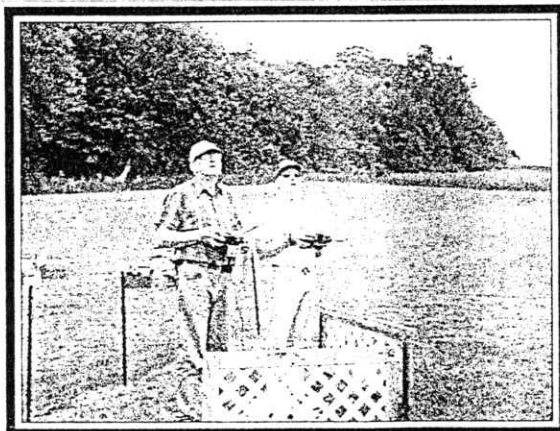
The impound box is **FULL** of ready radios. All were put to use as WAM had one of its biggest turnouts ever!!



The whirlybird gang was out in force, too, and the helicopter pilots put on a good show,



Sir Lou Omansky prepares to take to the sky. Lookin' good, Lou!!



A perfect way to spend a Sunday afternoon. "Dutch" Briggs is helping Lou Omansky sharpen his flying skills. All went well and the landing was smooth!!

JOHN SCHAFFNER SAYS TO VISIT THIS MUSEUM

Paul E. Garber Preservation, Restoration and Storage Facility. Get a behind-the-scenes look at the restoration workshop in Suitland, Maryland, where skilled craftsmen restore a variety of historic artifacts – everything from aircraft to satellites and missiles. Free tours Monday through Friday at 10 a.m. and Saturday and Sunday at 10 a.m. and 1 p.m. For reservations, call (202) 357-1400; TTY: (202) 357-1505.

HERE'S ANOTHER WEB SITE TO LOOK AT

E-Mail from Milt Peacock

OK Guys...here tiz: I have posted around 112 images from the Y2K Toledo Show. Clicking on any of the images will enlarge it for better viewing. Tomorrow I will post the remaining 115 and the results of Designer Scale Static competition. Click here:

<http://www.scaleaero.com/tolshow.htm>

Ed Clayman

CENTRAL MARYLAND MODELING NEWS VERY INTERESTING DEVELOPMENT

Over the past month or so, I have been contacted via E-mail by Achille Silvestri. Achille has been very active in the Baltimore area R/C scene, and was (maybe still is) the editor of his Harford County R/C Club. The purpose of Achille's communication with me was to let me know that he has put together a very nice web site in conjunction with Harford County's web page. This is Achille's intro on the site:

www.harfordvista.com/rcnews.asp

WHAT ARE WE DOING HERE?

Welcome RC modelers everywhere! We are happy to have you visit with us, and hope that your stay will prove to be informative and enjoyable.

Another RC modeling newsletter ... do we really need one? We find that there is already a lot of information out there about RC modeling. Major magazines cover it in depth at the national and regional level. Major events are well-advertised and thoroughly reported on. There are also numerous club

newsletters that do an excellent job of keeping their members informed of ongoing club activities. But in spite of this, there seems to be a gap in the inter-communication of flying clubs within a given area ... for example central Maryland. We often find out anecdotally that something really great took place in a neighboring club and we wish we had known about it. Sometimes they just have an interesting and different way of doing business that we would like to know about. Gaining information by happenstance is not the way to go. A communication dedicated specifically to the exchange of information on a local level would have real value.

Our plan is to do a monthly report which emphasizes local newsy stories, people, and events. We will maintain a central schedule of events, which would enable anyone in our area to immediately see all the local ongoing activities: open houses, fly-ins, flea markets, etc. This should serve to promote club interaction, and in some cases maybe avoid scheduling conflicts.

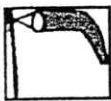
Additionally, we plan to visit and feature one club each month ... present good stuff like location, historical background, organization, membership requirements, and so on.

The above is Achille's intro to this site. He also did a nice job of giving a "profile" of Charlie Hughes, a long-time modeler and collector of old engines.

As noted above, Achille mentioned that he would visit the various clubs in the region. He wanted to make our club the first, but I was out of town for my son's college graduation and our messages crossed. However, he will be visiting us some day soon at the field, and will take some pictures, talk to us, etc.

The web site does have a **CALENDAR OF EVENTS for the Central Maryland area. It is very complete and would be extremely useful to anyone interested in what's going on in the area and who to contact.** It's better than what I can put in the T/S.

I strongly urge you to visit this site. It is a very good idea and should prove very helpful to R/C modeling in Maryland. Well done, Achille!



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



OTHER UPCOMING EVENTS

It seems as though the list of events on page 10 can hold only so many items. So I've kept the local events on page 10, and have listed the out of state events here. Please read both notices so you won't miss anything.

- July 6 - 9 Warbirds over Delaware. Lums Pond.
- July 7-9 STARS Rally. Olean, N.Y.
- July 15-16 Mid-Atlantic War Birds. Essex Sky Park. Ed Tennyson: 410-665-4217.
- July 20-23 IMAA Rally of the Giants. Hebron, Ohio
- August 5 -6 Warbirds over Pa. Quakertown, Pa.
- August 25-27 Bealton IMAA Fly-In.
- Sept. 2-3 Capital City Classic XXI. Harrisburg, Pa.

For additional information or details, please call:
Milt Peacock @ 410-833-3122



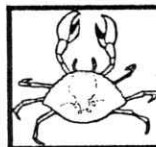
CONFEDERATE AIR FORCE FREDERICK, MD.

AUGUST 19 -20

For those of you who have never seen this show, it is certainly worth the trip. The emphasis is on WW I and WW II warbirds. These airplanes represent our military heritage, and were rebuilt to original condition by a group of former pilots and military personnel so that they would not be lost to future generations. Some are one-of-a-kind and all are rare. You can see them up close as well as in flight.

A mock battle is put on with continuous action. Very realistic. Other demonstrations are performed, also. I'm not sure whether one of the U.S. demonstration teams (Thunderbirds, etc.) are scheduled, but usually one of them is.

This year, Adam Strausner of the Frederick club as asked to put on a show of R/C airplanes from 10:00 a.m. to 12:30 p.m. (before the main CAF show). The R/C planes **MUST BE 1/4 SCALE AND OF MILITARY AIRCRAFT**. If you are interested in participating or maybe helping out, call Adam @ (301) 473-4587.



CRAB FEAST COMING IN JULY

**** UPDATE ON CRAB FEAST- BOB ALLEN AND I HAVE SAMPLED THE GARY AND DELL'S ALL YOU CAN EAT CRABS AND FRIED CHICKEN. I WAS AT GARY AND DELL'S ON SATURDAY, JUNE 24, AND SAW BOB AND HIS WIFE AND PARENTS THERE ENJOYING THE FINE FOOD. I'M SURE BOB WILL GIVE US A REPORT AT THE NEXT MEETING.**

Want to eat lots of crabs? Want to eat lots of great fried chicken? Want to enjoy some crab soup? Want to eat other stuff? Want to drink iced tea, soda, or beer? Want to laugh and have fun? You can do all of these things at the 4th (?) Annual WAM Crab Feast. This fine event will be held on **JULY 29** at Gary and Dell's on Route 97 just north of the Humane Society. If you don't enjoy crabs, you can order anything you want from the extensive menu.

Please try to make a decision and let me know at the next meeting how many folks plan to attend this event. We'll need a head count so that enough tables can be set aside for us.

Upcoming Events

This list is taken from: www.harfordvista.com/rcnews.asp. (See page 7)

July 6-9 Warbirds Over Delaware. Lums Pond State Park, DE. 610-444-3855 (Dave).

Jul 15-16 Mid-Atlantic Warbirds Over the Chesapeake. Essex Sky Park, Essex, MD. 410- 665-4217 (Ed Tennyson), 410-285-4105 (George Hamel).

Aug 19-20 Confederate Air Force Show. Frederick Airport.

Aug 25-27 Bealton IMAA Fly In. Bealton, VA. 301-785-3022 (Andy Kane).

Sep 2-3 Warbirds Over Maryland. Ridgely Air Park, Ridgely, MD. 410-226-5306 (Paul).

Capital City Classic. Harrisburg, PA. 717-838-1631 (Gerald).

Sep 9 MAOA. Swan Farm Big Bird Fly In. Havre de Grace, MD. 410-836-7979 (Jerry Thompson).

Sep 16 RCMB. Flea Market at Parkton American Legion & Fun Fly at Kirk Field, Parkton, MD. 410-879-4806 (Jerry Stevens).

Sep 17 Monster Modelers of Maryland Fly In (IMAA). Batavia Field, Baltimore, MD. 410-477-1448 (Ernie).



THE SPORT FLIER

*From Bayou City Fliers
AMA Newsletter, May, 2000*

I know we always seem to be pushing for events and asking for help. All of this is fine if your interests lie within one of these areas. But, our sport is made up of many different facets. Let's not forget the sport flier in all of this. Who is he? What is he?

The sport flier, contrary to popular belief, represents the backbone, not to mention, the bulk of the participants in this sport. He is just an average guy who likes to get out every now and then and make a few laps or do a few loops with his airplane. His skills vary from beginner to proficient. In fact, if he could devote more time to the sport he would probably be in competition. I personally have seen some of these guys and they are far better than some of the competitors I've seen. They buy the bulk of the equipment from the hobby shops. Not the big buck or specialty stuff, but the day-to-day sales that keep the shops in business.

Why sport flying? Well, this average guy is the one with the wife, kids, and yard work to do. His opportunities to get out to the field are severely limited by these factors. When he does get the time to do what he likes, who can blame him for just wanting to get out and relax a little, fly around and talk to friends. The other point to bring up here is that sport flying is a lot like driving and playing golf. Everyone with a car does not want to race it or put it in shows. And most people don't. Not everyone who plays golf wants to compete in tournaments. I guess the bottom line here is that everyone is not committed to the same degree or has the same interests. Does that mean that they are any less important. No way!!

So the next time you hear, "Aw, they're just a bunch of sport fliers," remember that not everyone is as perfect as you.



WAM HATS AVAILABLE NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the **BRIGHTEST FLUORESCENT ORANGE AND WHITE** hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.

Flugg's Law: When you need to knock on wood, you realize the world is composed of aluminum and vinyl.

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

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

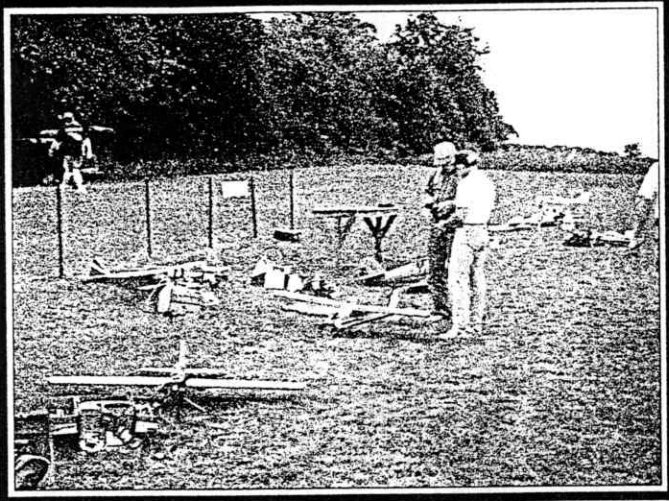


COMING EVENTS



- July 11 WAM Meeting. VFW Hall 7:30 p.m.
Let's have a big turnout.
- July 16 FAMILY FUN FLY. SPIEGEL
FIELD. 1:00 P.M.
- July 29 WAM CRAB FEAST. Details in T/S/.
- Aug. 19-20 Confederate Air Force Show. Freder-
ick Airport. Neat Show. 10 a.m.
- Sept. 2 - 3 Warbirds Over MD. Ridgley Air
Park.
- Sept. 16 RCMB Flea Market. Parkton, VFW.
Rt. 445 off I-83. Fun Fly after the Flea
Market.
- Sept. 17 Monster Modelers of Md. Fly In
(IMAA) at Batavia Field, Balt., Md.
- Dec. 2 Xmas Banquet and Awards Night

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



FULL FUN FLY FLIGHT LINE

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

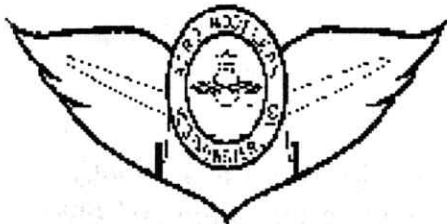
Newsletter of the
Westminster Aero Modelers
c/o Ed Goldman, Editor
16 Kalten Road
Westminster, MD. 21158



TO: JOHN SCHAMMER
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.



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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 1, 2000
7:30 P.M.
**VFW HALL
WESTMINSTER**

Volume 16 Number 7

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Thanks to all who showed up for our July Funfly/Family Picnic. All seemed to enjoy themselves. Sorry I had to leave early to fly to Chicago. I still haven't convinced my boss that the job is interfering with my hobby. I hope everyone went home with their planes intact. If you receive this newsletter after July 29th and I didn't see you at the 4th Annual WAM Crab Feast, you missed another great event. I know it will be a success even before it happens. We all have a great time at Gary and Del's.

Flying season is at its peak and I hope to have my 60 size trainer out to the field very soon. Hope to see you there also. Just a reminder. The August Funfly will be on Sunday, August 20th, at the Baugher Field. It will be a Big Bird Funfly. Bring the biggest plane you have and come on out.

See you at the next meeting. Bring some more planes to display,

John



WAM HAS BEEN BUSY

Our club has had a busy summer so far. Two well attended Fun Flies, lots of flying, a featured club on the internet courtesy of Achille Silvestri, and a crab feast coming up on July 29. We still have our Big Bird Day on August 20, and, if I'm not mistaken, we'll have another Fun Fly in the fall.

The club's membership is up, activity is up, several new members are getting their training in thanks to our dedicated and always helpful instructors, and we've still got lots of flying time before cold weather sets in.

WAM has rebounded tremendously from several years ago, and that is a wonderful sign. We all know that our hobby is fun, exacting, sometimes frustrating, and educational, but all these things are what we share and which bring us together. Most importantly, our club members have always been the friendliest, most courteous, and eager to share and help each other with whatever is necessary. Without hesitation, we all owe a large measure of appreciation to those in the club who "get it done." For fear of leaving out a name or two, I would just like to thank all our hardworking members who do so much and make it easy for fellows like myself to just come out to the field and fly.

Let's keep the friendship flowing!!



MINUTES OF WAM MEETING

July 11, 2000

By Acting Secretary Eddie the Editor

1. The meeting was called to order by President John W. at 7:50 p.m. with about 18 members in attendance.
2. The minutes of the last meeting were approved as printed in the last T/S.
3. President John reported on the visit to our field by Achille Silvestri, who wrote an article about WAM on the Harford County website. More in this T/S.
4. The next Fun Fly will be held on Sunday, July 16 at Spiegel Field at 12:00 noon.
5. Milt Peacock kindly donated flight training manuals to the club. Thanks, Milt!
6. Dale Johnston brought some pictures of the last fun flies to pass around. Thanks, Dale!
7. Vice-Pres. Lou Omansky expressed thanks on behalf of the club to Wendell, Bob, Tom Hier, and any others who have worked so hard to maintain and upgrade our flying facilities. All of us are grateful for their efforts!
8. V.P. Lou also mentioned that his frequency chart is nearing completion. If you are thinking about buying a new transmitter, give Lou a call. You'll be able to buy a frequency which is not real popular at the field and be able to fly any time you want to.
9. Bob Allen reported an unusual situation in which a new member brought a new Skysport radio to the field only to find out that the crystal in the radio was for surface craft (car, boat, etc.) and not for airplanes. This was probably a manufacturing error. Good thing Bob found it. Way to go, Bob!
10. Treasurer Bob Allen reported that we are in the black. A new canopy has been set up at Spiegel Field, and that we spent money at Baugher also as part of the field improvement program there.
11. AMA Chairman Bill Hasert reported that the club is up-to-date with our insurance. Also, the CC Public Library was given updated info about our club. Thanks, Bill!
12. Field Marshall Lloyd Briggs mentioned that the brush on the road to Spiegel field could be cut back a bit. Next time you go there, why not bring some hedge trimmers, weed wacker, pruner, etc. and knock off some of the vegetation growing there. A new windsock has (?) been placed at Spiegel.
13. County liaison Wendell Richards reported no news from Carroll County. Good!
14. Mr. Baugher has asked us to move our tractor out of the shed, so we will build a lean-to type shelter for it.
15. Wendell has aluminum tubes for canopies which are of no use to the club or him. They are free for the taking. Call Wendell if you are interested: 410-374-4970. Do it

before the next meeting or they will be gone.

16. Reminder the Crab Feast on July 29. We had 23 persons signed up as of the end of the meeting.

OLD BUSINESS

1. Milt P. described a demo of a new type engine designed and built by Jeff Erickson. It is described as having 1/2 the weight of a comparably powerful engine. Milt described the difficulties of setting up this engine, which requires very specific fuel, prop, warm up procedure, etc. Perhaps we'll hear more later.
2. Pres. John asked us to wear our name badges to the meetings.
3. Bill Hasert pointed out that our trophies, etc. are no longer present in the meeting room. We'll try to find out where they went.

NEW BUSINESS

1. The August Fun Fly will be a "Big Bird" day at Baugher's field. You don't have to have a real big airplane – just bring YOUR biggest plane to fly. The date is August 20 at 1:00 p.m. (We'll have a Spot-O-Pot).
2. Ron Bowen finally found a 5 foot prop for his home. It's made of maple, but was not from a real plane. His wife will let him hang it in the family room. (Something's cooking, Ron).
3. Milt P. brought a schematic for making your own servo tester. It's available to anyone who wants to build one.
4. Bud Faulkner brought a 10 year old helicopter which he'll try to make functional.
5. Bob Allen had a very expensive (aren't they all?) helicopter go down from 100 ft. up on the other side of some trees. Lucky Bob landed in a sticker bush right side up with no damage. Way to go, Bob!
6. Bob also installed a helicopter work bench all the rotor craft operators.
7. John Wunderlich bought a new 60 size trainer and engine. Bring it out!
8. Ed Goldman brought his (at long last) Sig Space-walker to the meeting. His "Stand back 10 feet" sign was ignored. Some pertinent advice was given to improve the model, and it should be ready to go in a few weeks. Look for it soon.
9. The 50/50 was won by Robert Johns. Congrats!
10. The meeting was adjourned at 9:15 p.m.

MAKE YOUR PLANS FOR THE NEXT FUN FLY!! BIG BIRD DAY AT BAUGHER FIELD ON AUGUST 20. FOOD AS USUAL (ALWAYS GOOD). COME OUT AND ENJOY THE DAY!!



THINK ABOUT A FUND RAISER

No one seems to have come up with a good idea for a fund raiser for the club to offset the lack of an air show this year. I assume that the club will be able to operate well in the black this year and we'll have to see how we do in 2001. Treasurer Allen has not sounded an alarm, so WAM must be financially sound and hopefully, we won't have to think about a way to raise additional operating expenses. But in the event that we do find ourselves able to use some additional funds, it would behoove us as a club to think about a way to do that.

The good news is that we are moving forward with lots of activities, Fun Flies, the crab feast, flying all over the place, and enjoying our mutual hobby. Keep the wingtips level and have a great time in the skies of Carroll County.

**WELCOME OUR NEW MEMBER
GARY MENDE**

**Wam is proud to have gary
As our latest member.
We look forward to seeing you
At the field and the meetings.**

REPORT FROM SPARKY

Update on last report: Bill Hasert's airplane has not been found as of July 11. It is residing in the woods somewhere in the vicinity of Spiegel Field, and will probably spend the summer and early fall in its special hiding place. (Maybe some of these lost airplanes are just playing a little game of "hide and seek" with their pilots). Bill thinks that he may have a chance of finding it when the leaves fall. I hope that when he does, the field mice have not gone to work on it and eaten the good parts.



HAVING A PROBLEM GETTING DIFFERENTIAL?

By Dale Johnston

Differential as applied to airplanes is the act of causing more travel in one direction of a control surface than the other, and is commonly used on the ailerons. The reason for using aileron differential is to reduce the amount of adverse yaw that occurs in a

bank due to the drag caused by the aileron that is in the down position. For example: when we execute a right bank, usually to make a turn, the right aileron right aileron is caused to go up, and the left one goes down. The "up" aileron spoils the lift on the right wing and it drops. The "down" aileron causes an increase in lift on the left wing and it goes up. As it happens, the "down" aileron also causes a lot of drag on the left wing, much more than the drag caused by the "up" aileron on the right wing. The drag from the down aileron on the left side of the airplane pulls it to the left causing it to yaw in the opposite direction from the turn. This phenomenon is common on full size aircraft and scale model aircraft and can be compensated for by applying rudder in the turn to cancel out the adverse yaw.

We can also reduce the adverse yaw as you might guess, by reducing the amount of "down" aileron throw thereby reducing the amount of drag it causes!

Aileron differential can be obtained mechanically by installing the arms on the aileron servos off the normal 90 degrees position, or by using other than 90 degree bell cranks, if bell cranks are used. It can be obtained electronically if you have a computer type radio by following the set up instructions in the manual. The advantage to the electronic method is the amount of throw can be adjusted easily and precisely to the correct amount. I have two scale model airplanes with computer radios and ran into a problem not explained in the book when I tried setting up the aileron differential. Both radios are Futaba, one is a six channel, and the other a seven. You must use 2 servos in the electronic applications, one for each aileron. Neither book explains the need for setting up the servos in the correct mechanical position, or which channel to plug which servo into. One servo goes into the regular aileron channel 1, and the other goes into either 6 or 7 as the case may be. When I tried to adjust the differential throw following the directions in the books, I found that it would only reduce the amount of throw in the "up" direction, and not the down as I wanted. After a couple of weeks of frustration, calls to Great Planes technical service, and talks with other modelers, I found that if you cannot get your differential to adjust in the proper direction you can either: 1) reverse the arms on the servos 180 degrees, or 2) reverse the 2 aileron servo plugs at the receiver. Either method works equally well.



A BETTER WAY TO DO IT

From Eddie the Editor

I'm repeating this article about balancing your airplane because I think that we all should give it a try. In last month's T/S, there was an article about making a little gadget to balance your airplane. Two pencils or dowels with a soft eraser on the ends mounted on a block of wood can be used to see if the CG of your model is where it should be. This device works fine for its intended purpose.

But there is a better way to balance your airplane, and it balances **everything**. It's really very simple. When building your wing, inset a piece of plywood in the center line in the range of where the CG should be. Use 3/16" to 1/4" plywood (depending on the weight of the model) and make it about 3/4" long. Put this plywood on the bottom of a low-wing airplane and on the top of a high wing. Sand the plywood so that it blends into the surface of the wing.

Now, when you have completed the entire model but not yet covered it, put a screw eye or cup hook in the plywood exactly where the CG should be both fore and aft and laterally. Using fishing line, twine, etc., hang your airplane from a hook in the ceiling of your workshop (don't do it in the dining room). **You will now see exactly where you need to add weight to have your airplane perfectly balanced.** Go ahead and add your weight as necessary and you will have the most perfectly balanced model you have ever built.

I used this method recently when working on my "Spacewalker," and only wish I had been smart enough to do it sooner. Give it a try on your next project. I don't think that you'll ever build without doing this again.



DALE JOHNSTON WORKING HARD!!



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.

HOW TO SERVO WIRE

DCRC Newsletter

AMA Newsletter, July, 2000

A neat method for fishing servo wires through wings, especially ribbed wings, is to go to the hardware store and get about 3 feet of the smallest beaded chain you can find. You know, the stuff like on the pull chain of your ceiling fan, only smaller. Drop this chain in your servo bay, and rock the wing back and forth. The chain will find its way down like water. Tie a string or your wire to it and pull it right through.

Editor's Note: They are assuming you have holes in the wing ribs, I think.

BOLTS THAT HOLD TIGHT

From hardware stores, you can get rubber-backed washers. Use these on the cowl and canopy bolts. They are nice because they hold the bolts in a way that they don't vibrate loose, and the rubber backing is easier on the paint or covering than the bare metal.

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



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett

****New Record Category**

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



IT'S SATURDAY AND IT'S RAINING

*From Tiger Tales
AMA Newsletter, July, 2000*

Doesn't it seem that it rains on Saturday and is nice during the week? Well, you're not dreaming. According to a study by the Arizona State Univ., the east coast of the U. S., during 1979 -1995 had 22 % more rain on Saturday than any other day of the week. Monday was the day it rained the least.

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
George, Brian	rcrotorhead@aol.com
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

WAM'S HOMEPAGE

HTTP://WAM.CRBALT.COM/

SECRET RECORD HOLDERS?

When Eddie the Editor brought his 3 - 4 year old project, the 1/4 scale Spacewalker, to the last meeting, he thought that he was the current record holder of the "Person Taking the Longest Time to Complete A Model" category. However, there were a few small voices who expressed very quietly that the editor may NOT actually be the record holder, and that he may hold that record only because there may be some WAM members out there who are actually taking longer to complete their airplanes, **BUT THEY DO NOT WANT TO ADMIT IT.** My gosh! How secretive can we be? I think that anyone who can lay claim to the record of "Longest to Complete, etc." should come forward at the next meeting and let us all in on their long-term project.

REPORT FROM STARS RALLY

By Milt Peacock

July 11, 2000

I just got back from the STARS Rally in Olean NY. I have been going up there for about 10 years. I met Dave and Judy Lander at the 1988 NATS in Va. Beach and he invited me up to the STARS Rally. I'm glad we took him up on the invitation as this is one of the best events that I travel to.

The site is on the Olean City Airport on top of a mountain at an altitude of 2187 ft. The city closes the airport from 9 AM 'til 5 PM on Saturday & Sunday. Several years ago we used one of the hard surface runways but too many guys had problems with that so we [they] now use the grass strip. I don't know the length but it is l-o-n-g and smooth with lots of over fly.

At each flight station they have one of their guys wearing a 2 way radio who is in contact with the "Air Boss". He tells the NB your 'registration number' and you are then given clearance for takeoffs and landings. The PA announcer also hears this info being transmitted and he pulls your card and using the PA system describes - who - the model and details about it - and what it is going on. ["Taking off now is a white Stuka being flown by Milt Peacock from Finksburg, MD. The model is scratch built from Ziroli plans From the right is a low level pass by Dave Lender flying his Sky Bolt. Landing now is] Thss is continual, if he knows something about the person or model he tells that, too. It is really nice.

This event is well attended by the local residents. There may be upwards of a thousand spectators on the sidelines. The PA announcer keeps them up to date as to what is happening.

This is about the smoothest run rally that I attend. When you get home you can't wait til next year.

When flying shuts down on Saturday [5 PM] the bar-b-q starts soon after. Our gang generally have a pitch in dinner. When you have about 10 families together some good food appears.

At 6:30 PM an auction starts in the city's main hanger. The club retains 10% of the selling price. Usually the action is spirited by the Canadians particularly because of the dollar value. The \$\$ exchange rate is pitiful. You think our gas is high. WOW!!

After the auction a wine and cheese party, given by the 'STARS Club', begins. If you like wine and cheese, you would enjoy this one. Now the camp fires start to pop up. Grab a chair and circle the fire with snacks abound - jokes - teasing - you name it. Don't nave a boo - boo or you will be the goat tonight. All in

fun. A great time is had by all. Understand now - most of the attendees come via trailer, motor homes, tents etc. and stay the night. [Personally, I go to a motel. Gave up the camping bit]. I would guess that there were at least 30 + trailers, etc.

I leave here on Wednesday and overnight with my friends Dave & Judy in Hornell, NY. Sometimes he has 3 or 4 trailers parked on his place. Thursday we all travel to Olean which is about 50 miles west. We get the choice set ups that way. Everyone helps each other set up and tear down. Makes an easy go of it. By the way - Thursday night [July 6] we wore sweatshirts plus jackets. Friday was a sweat shirt day, too. Saturday was delightful. Easy wind - down the runway - and great temperature.

Unfortunately, this year it started to rain on our parade about 1:30 PM on Sunday. "It will stop soon", HA! Got soaked to the skin an hour or so later taking down the shelters and packing up. Still had a lot of laughs.

Back to Dave's place in Hornell Sunday and travel home on Monday. It's about a 7 hour trip but worth every mile & minute of it. Believe me when I say that the STARS Rally is great and the guys & gals are equally nice people. The rally is the weekend after July 4th. If you don't mind the travel, its worth the trip.

Thanks for the report, Milt. Sounds like a good show to attend.



Milt Peacock at the Olean Rally
Big Stuka

Hughes' Observation: Grass growing from cracks in the sidewalk never turns brown.

Pridham's Law of Golf: The only way to avoid hitting a tree is to aim at it.

WE FLY INTO WESTMINSTER

Well not really, but I did drive my Explorer past the Carroll County airport. Westminster, what a beautiful place to visit ... far from the city lights. An avenue to western Maryland, summer home of the Ravens, and all year round home of the Westminster Aero Modelers (WAM).

WAM is a club of some 50-plus members. Their main flying site is Spiegel Field, which is county-owned property. And as you would imagine, being county property it has more restrictions on its use. For example, they can only fly at certain times, and also they are required to limit their noise level to 95 db.

But they also have Baugher Field. Baugher is a large family in the Carroll County area ... they have farms and orchards and even a restaurant. I remember having breakfast at Baugher's every time we went to the WAM flea markets. Well, the younger Baugher was into RC modeling for awhile. And through him, WAM was allowed to have the use of this particular piece of property for their unlimited giant scale flying. In addition, the Baugher family has made available an eight-acre pond for float flying. Now they're even getting into helicopters. Looks like everything is up to date in Westminster!

You can find out more about WAM by going to their website at <http://wam.crba.com>. It's got all the good stuff like directions, activities, and phone numbers of officers. They welcome visitors to their monthly fun flies. No competition, just come out, fly and enjoy the hobby.

On this day Ed Goldman escorted me to Baugher Field. They planned to do some work on the field that day, and took the opportunity to get in some morning flights before they got started. You get to Baugher Field through some twisting and turning back roads. The setting is in the midst of farms with melons and apple orchards ... a lovely pastoral setting. I expected at any moment to see the "pretty girl milking her cow". There we met up with Paul Schaffner and his wife Carol, and Dale Johnston, and had a very congenial visit.

The field has a little wooded area behind the flight line, which provides a nice shade and allows them to fly with the sun at their back. The runway is 687 feet long, and the view is totally unobstructed. They have a frequency control board, some benches under a soft shelter, and that was pretty much it. No flight line. No designated pit area. No wind sock. No flags rippling in the breeze. Just a small intimate flying club. I asked them if this was a little laid back and under-controlled. But they said they all pretty much know each other, they look out for each other, and are careful not to create any dangerous situations. A little common sense goes a long way. They take care of everything, cut the grass, roll the field; they are totally independent. They don't have too many big events at either field because parking is limited at both. But they are enthused about other club activities, and Paul regularly flies at giant scales in the area.

When we got there Dale was in the middle of setting up his giant Waco YMF 3. It is powered with a YS .91 4-stroke. A beautiful airplane, but he never did fly it because he thought he had flutter in his ailerons. Not to take chances, he disassembled the Waco and set up a Piper Cub which he flew. Paul was flying a giant Citabria.

I spent a little time conversing with them and shooting some pictures. What a nice bunch of people. It was with a little sadness that I prepared to leave the tranquility of Baugher Field, jump onto route 140 and I-795 and head back for the action and bright lights of Baltimore and Bel Air.

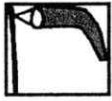
Who Is Ed Goldman And Why Is He Writing Those Things?

Because Ed Goldman is the Editor of *The Tale Spinner*, the voice of WAM. *The Tale Spinner* is a comprehensive and very well done newsletter. Ed's been doing the newsletter every month for about five years. I said, "Wow, do you ever get tired?" He replied, "Sometimes. It's a little harder in the summer because there are so many other things to do ... ride my motorcycle, go places. But there is always that satisfaction you get each time you see a newly finished edition. I'll probably continue it a while longer."

Before he became editor, he was treasurer for his dental society for ten years. It's not that Ed doesn't have a real job. Actually, he's an orthodontist. And I saw the excellent craftsmanship in the airplanes he built. If I needed some dental work done, I'd be only too glad to go to Ed. Ed Goldman, a good guy to know.

This article is taken directly from the web site I have been advising you to look up. It was written by Achille Silvestri after his visit to Baugher Field, and is on the web site: harfordvista.com/renews.asp. Achille also had some pictures of the gang, but you should visit the web site and see all the other good stuff there.

THANKS, ACHILLE, FOR FEATURING OUR CLUB AND DOING SUCH A NICE JOB!!



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



CONFEDERATE AIR FORCE FREDERICK, MD. AUGUST 19 -20

For those of you who have never seen this show, it is certainly worth the trip. The emphasis is on WW I and WW II warbirds. These airplanes represent our military heritage, and were rebuilt to original condition by a group of former pilots and military personnel so that they would not be lost to future generations. Some are one-of-a-kind and all are rare. You can see them up close as well as in flight.

A mock battle is put on with continuous action. Very realistic. Other demonstrations are performed, also. I'm not sure whether one of the U.S. demonstration teams (Thunderbirds, etc.) are scheduled, but usually one of them is.

This year, Adam Strausner of the Frederick club as asked to put on a show of R/C airplanes from 10:00 a.m. to 12:30 p.m. (before the main CAF show). The R/C planes **MUST BE 1/4 SCALE AND OF MILITARY AIRCRAFT**. If you are interested in participating or maybe helping out, call Adam @ (301) 473-4587.



USING CA THE RIGHT WAY

*From Air Scoop
In the AMA Newsletter, July, 2000*

You know, CA is getting to be downright expensive, especially when building a big airplane. But, with a little management on your part, you can hold the usage to a minimum and get and little more mileage out of a bottle. One good way to use it is for pinning a part in place - that is, to hold it in place and then apply cheaper white glue to do the real holding. When applying white glue, do it sparingly. Most modelers apply too much, adding unnecessary weight.

Here are a few hints I ran across that will make things go easier when using CA:

1. Once opened, leave the cap off the bottle. Why? The cap is not made of the special thermoplastic that the tip is made from, and CA will stick to it, gluing it in place.

2. When a blob of CA forms across the end of the bottle tip, knock it off with the back edge of an X-acto knife. For worse clogs, take a rag and hold it against the tip until the CA bonds to the rag. Hold the rag tightly against the tip, and twist the bottle while pulling it back. Grab onto the blob with a pair of pliers and twist it off.

3. Never stick a pin or anything else into the tip of a CA bottle to open it or to remove a clog. This will introduce foreign material into the and scratch the inside of the tip which will cause more clogging. It is better to replace the bottle top with a new one if this becomes a problem. Keep a small bottle of acetone handy, and place your clogged tips in it. Next time you need one, it will be free.

4. Always open a bottle by cutting off the tip with an X-acto knife. Don't squeeze the bottle when doing so, and **do not have it pointed at your face**.

5. Use accelerator sparingly and only when needed. Don't flood the joint with it. A light mist is all you need. Too much accelerator can weaken the glue joint.

These are some of the tips I have run across, and hopefully, you can add them to your idea folder, making CA more cost effective and agreeable with your modeling dollar.

UPCOMING EVENTS

This list is taken from: www.harfordvista.com/rcnews.asp.

Aug 25-27 Bealton IMAA Fly In. Bealton, VA.
301-785-3022 (Andy Kane).

Sept 2-3 Warbirds Over Maryland. Ridgely Air
Park, Ridgely, MD. 410-226-5306 (Paul).
Capital City Classic. Harrisburg, PA. 717-
838-1631 (Gerald).

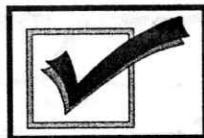
Sept 9 MAOA. Swan Farm Big Bird Fly In.
Havre de Grace, MD. 410-836-7979
(Jerry Thompson).
RCMB Flea Market. Parkton American
Legion. 410-879-4806.

Sept 16 RCMB. Flea Market at Parkton American
Legion & Fun Fly at Kirk Field, Parkton, MD. 410-
879-4806 (Jerry Stevens).

Sept 17 Monster Modelers of Maryland Fly In
(IMAA). Batavia Field, Baltimore, MD. 410-477-
1448 (Ernie).

Sept 23-24 PGRC AMA Q-500 NMPRA Champi-
onship. (301) 627-7649 (Alan Goodman)

For additional info, call
Milt Peacock (410) 833-3122

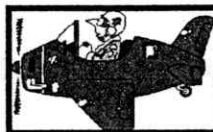


WAM HATS AVAILABLE NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the **BRIGHTEST FLUORESCENT ORANGE AND WHITE** hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.



PRACTICING WHAT

I PREACH

*From News-0-Flyin'
In AMA Newsletter, July, 2000*

Gee, you'd think after all the articles on batteries and their use or misuse, I would have learned something. Well, that's not always the case. I had been charging my 1000 mAH pack in my Cub with a 50 mil charger although I knew I should have been using a 100 mil charger. I thought I could get away with leaving it on all the time. Each time I checked the pack with an ESV, it looked pretty good.

Well, you guessed it. The pack didn't get a full charge, and I didn't check it one time with an ESV, and guess what. After about five touch and goes, I pulled up to go around and the controls locked, pointing the Cub's snout at the terra firma and removing the Saito 80 mount and firewall from the aircraft. It is repaired now, but you can bet I will be checking before I fly again.

Speaking of which, there are now several battery alarms for sale that are installed in the aircraft and either blink, honk or bleep, as the case may be, to let you know that it is sage to operate. (They cost around \$ 25.00). Too expensive, you say? Well, how much is your bird and your time worth? I use a minimum of 1000 mA on my airplanes that weight over seven pounds. A servo, pulling large air loads, pulls a lot of current and will quickly drain a 500 mil pack. I date my packs and cycle them bi-monthly if I am flying a lot. If you plan to be idle for some time, disconnect the packs and put them in the fridge or some other cool storage place.

When the weather begins to cool, I add a little 40 percent fuel to my 15 percent and switch to idle bar plugs to get a more reliable idle. I also let my engine warm up longer, and I leave the glow battery connected longer after the start. When you pull the battery connection, if the rpm drops, you probably need more nitro or a different plug.

I tip my models up at a 45 degree angle and learn the high speed needle for the best rpm, and then I turn back rich an eighth to a quarter of a turn to lessen the likelihood that the engine will lean in flight and shut down prematurely. I am also checking hinges more carefully by pulling full deflection on the control surface with the radio, then pressing lightly but firmly on the controls, one at a time, to be sure nothing is broken or that the push rod isn't bending with a load on it. I am now putting a drain hole in the bottom of the gas tank compartment, so that if the tank splits or line cracks, the fuel will run out of the holes before I fill my entire fuselage with fuel (it softens the glue with amazing speed).



COMING EVENTS



- Aug. 1 WAM Meeting. 7:30 p.m. VFW Hall. Westminster.
- Aug. 19-20 Confederate Air Force Show. Frederick Airport. Neat Show. 10 a.m.
- Aug. 20 "Big Bird" Day. WAM. Baugher Field. 1:00 p.m.
- Sept. 2 - 3 Warbirds Over MD. Ridgley Air Park.
- Sept. 16 RCMB Flea Market. Parkton, VFW. Rt. 445 off I-83. Fun Fly after the Flea Market.
- Sept. 17 Monster Modelers of Md. Fly In (IMAA) at Batavia Field, Balt., Md.
- Dec. 2 Xmas Banquet and Awards Night

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



PAUL AND CAROLE SCHAFFNER
ON THE FLIGHT LINE

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.



WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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

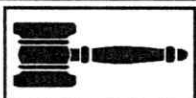
NEXT MEETING

September 5, 2000
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 16 Number 7

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Once again it was great to see such a wonderful turnout at our Big Bird Fun Fly. We had 22 members and over 35 planes. The flight line stretched almost the length of the runway. What a beautiful sight!! I am sure everyone had a good time with great weather and good food. Thanks to John Sterrett for handling the grill. Job well done. Thanks also to several members' wives for providing the desserts.

There is still some great flying weather ahead for us so everyone continue to enjoy our great hobby. Don't forget our next meeting on Tuesday, September 5th.

See you there!

John

NEWSLETTER NOT GETTING TO YOU?

I've been asked by at least two members to be sure that their names are on the mailing list for the T/S. I checked my computer program and found that they were in the address list as they should be. Either the computer didn't pick those names up when printing the mailing labels, or the newsletter

was lost in the mail. I hope that this T/S gets to everyone. If you hear about any member who failed to get the T/S this month, please let me know or have that member call me and I'll make sure the address list is proper.

Strangely, though, one member not getting the T/S has been a member for many years and only recently stopped getting it. Sounds like a different kind of problem than the list, since he always got one for the last several years. Oh, well, the world isn't perfect yet.



BIG BIRD DAY A BLAST!

As this T/S goes to print, there will not be time or space for a full report. Look for that next month. But it was a wonderful day for WAM. Lots of members with their airplanes. Ron Bowen brought the monster wing of his latest project, but banged up one airplane due to engine problems. Other than that, read the article next month for the nitty gritty. If you have any good pictures or tales to tell about the event, please let me know.

Also in the next issue: an unusual and (in my case) hard to detect cause for a drastic change in the trim needed to fly an airplane straight and level. My new Spacewalker began to need lots of right aileron trim after its 3rd flight. Look next month for the cause of this erratic behavior. It will give you something else to think about.



MINUTES OF WAM MEETING **AUGUST 1, 2000**

From Pat Kowalski

1. The August meeting opened at 7:40 p.m. with President John Wunderlich presiding. There were 21 members and 5 guests present.
2. The minutes of the July 11 meeting were approved as presented in the T/S. Pres. John remarked that both fields have been busy.
3. Vice-President Lou Omansky circulated his radio channel frequency roster.
4. Treasurer Bob Allen was absent, but he'll catch us up at the next meeting.
5. Communications reporter and foreign correspondent John Schaffner was absent. He'll probably have some interesting things for us at the next meeting.
6. AMA Rep Bill Hasert had nothing new to report.
7. Field Chairman Lloyd Briggs noted that both fields are in good condition, and that the grass is being cut.
8. Membership chairman Bill Woolston continues to process new applications.
9. Newsletter editor Ed Goldman needs some items in his mailbox from members. Stories from the field, building tips, flying articles, etc. are all welcome.
10. Upcoming Events: Our next BIG event will be BIG BIRD DAY at Baugher Field on August 20 at 1:00 p.m. **BRING YOUR BIGGEST PLANE** (even if it's little). This should be a great day plan to attend.
11. Guests Jim White and Denny Huber were welcomed as new members. Congratulations to these fellows!

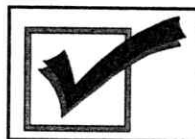
OLD BUSINESS

1. The tractor is now out of the Baugher barn. Arrangements are being made to build a shelter for it.
2. The Crab Feast was well attended and great fun.
3. Wendell Richards will chair the Flea Market on Feb. 2, 2001.
4. Ray Miles reported that he has 10 boxes for storing models which were used in the School Flight Program, and is seeking new homes for them.

NEW BUSINESS

1. Ron Bowen donated a bottle of aspirin and a CPR mask for the Spiegel Field impound box. Thanks, Ron!

2. The WAM web site is working again. See this T/S for altered web address.
3. A member asked whether only instructors are permitted to assist inexperienced newcomers who wish to try R/C flying. John Wunderlich will investigate this question and report his findings at the next meeting.
4. Bill Hasert warned that some products used beyond their shelf life may be ineffective and dangerous. (See more in this T/S).
5. Ray Miles was asked to bring one of his boat models to a future meeting.
6. Bob Allen's absence precluded a 50/50 drawing, so we all saved \$ 1.00, but the club lost a few.
7. The meeting was adjourned at 8:55 p.m.



TAILSPIN TRIVIA

From Dale Johnston

In 1917, Germany began an extremely ambitious project which, had it been completed, might have changed the outcome of the "Great War." When the Armistice was signed on November of 1918, a huge ocean spanning bomber was under construction in a heavily guarded aerodrome near Poll on the Rhine. It would have been capable of reaching New York City and returning. And, in fact, that was its intended purpose. Designed by a Swede named Forsman, it was triplane that stood 45 feet above the ground and had a wingspan of 165 feet. With ten 300 hp engines, arranged back to back, it would cruise at 120 mph with a bomb load of four tons and fuel capacity of 80 hours.

Had WW I lasted only a month longer, the bombing of New York may very well have become a reality, because the plane was almost completed. The Atlantic Ocean had not yet been crossed by aircraft, and the continental U.S. felt perfectly safe, isolated by the expanse of the ocean. Consequently, no air defense system had been built, and we were totally vulnerable. The Germans were hoping that the shock of such an attack would cause the U.S. to defer much needed war supplies from the Western Front in order to build up our home defenses, which would weaken the European offensive enough for the Germans to attain victory.

I'm sure glad that it didn't happen.



THINK ABOUT A FUND RAISER

No one seems to have come up with a good idea for a fund raiser for the club to offset the lack of an air show this year. I assume that the club will be able to operate well in the black this year and we'll have to see how we do in 2001. Treasurer Allen has not sounded an alarm, so WAM must be financially sound and hopefully, we won't have to think about a way to raise additional operating expenses. But in the event that we do find ourselves able to use some additional funds, it would behoove us as a club to think about a way to do that.

If a good idea comes your way, let us know.

WELCOME OUR NEW MEMBERS!!

DENNIS HUBER

JIM WHITE

WAM is proud to have Dennis and Jim as our latest members. We look forward to seeing you at the field and the meetings. Keep the wings level and the right side up.



PLEASE READ THIS!!

At the last meeting, Wendell Richards brought up something which we all must do. The agreement between WAM and Carroll County stipulates that any airplane flown at Spiegel Field must meet the DB requirement of 95 DB or less measured at 9 feet from the aircraft. This is a firm rule and must be adhered to.

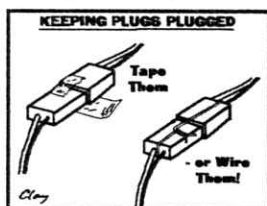
Wendell measured several airplanes a few weeks ago and entered the data in a log book which is kept in the impound box, along with the DB meter and instructions on how to properly measure the DB's. WAM is asking all fliers at Spiegel Field to measure the DB produced by you airplane(s), and to log them in the book the next time you fly at Spiegel Field. It behooves us all to have this data appropriately recorded.

Should your reading be on the high side, the easiest way to reduce the sound of your airplane is to switch to a propeller with more pitch or a longer length. APC brand props are very good at reducing the DB level, but any prop that is longer or has more pitch will do the job. However, you do lose some power in the process. An alternative method is to purchase an after-market muffler. Davis products are superb – they not only quiet your engine, but provide more power in the process.

At any rate, do not count on someone else to remind you to measure your airplanes. You and one other person can do the job quickly and know that your airplane is within the 95 DB requirement that we must adhere to. Thanks for being good members and protecting our field!

Keeping the Battery Plugged

On occasion, we have an aircraft fly away - just charge off into the boondocks on its own. This is nearly always due to a radio receiver power failure. We quickly think of the battery, then perhaps the switch as the culprits. But how about the PLUG between the switch and the battery?? Don't let it happen - tape, wire, or tie that plug!

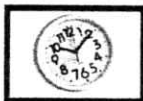


From Clay's Web Page

STURDY BOXES AVAILABLE

Ray Miles appeared at the last meeting (Great to see you, Ray!) and mentioned that he has quite a few very nice (not ordinary) boxes suitable for holding model aircraft. These boxes are from the School Flight Program. Many of the planes used in the SFP are on display at a school in Eldersburg, so the boxes are not needed.

If you should find yourself looking for a box, please give Ray a call at: (410) 795-2447. Ray will also be talking to Bill Hasert about the disposition of the boxes so that they can either be given to someone who can use them or put to some other good use.



HELPFUL HINT FOR THE SHOP

We all tend to take some of our building materials, especially adhesives, paints, etc. for granted and assume that they will always work the way we want them to. But, as Bill Hasert mentioned at the last meeting, many of these materials have a definite shelf life and their qualities deteriorate when they become too old. Bill had a problem getting some polyester resin to harden. It mixed well, went on fine, but then it refused to set and he had a major mess on his hands. Bill felt that the resin (or hardener) was too old and therefore failed to react the way it was supposed to.

So, be careful when using CA or epoxy which has been open but not used for a long while. Most items lose some of their properties with age, but beyond a certain time they simply do not work well at all. You may want to throw out some of those opened but old materials before you create a mess like Bill did, or find out later that the bond strength of your glue joints is weak. A word to the wise.

UNFORESEEN THINGS THAT HAPPEN!

By John Sterrett

My Airtronics Infiniti 600 A transmitter struck again! Last summer (1999) the right aileron/elevator stick came out after the "Wonder," but I was able to bring the aircraft back to the field with much difficulty by moving the top of the gimbel with my thumb. This past July, while flying my "Bluehawk" at Baughner Field, the aileron control of the transmitter stopped working during takeoff. This caused the aircraft to dive to the ground from 50 feet up, which damaged the lower wing. The result was a damaged lower wing which provided several days of repair work.

When I called Airtronics Service about the transmitter I was told to look for a broken wire on the back of the aileron gimbel before sending it in for service. Sure enough, a wire had come loose at a solder joint which I was told to resolder. Apparently, that had happened to other transmitters. The transmitter now works perfectly!

Some say I should junk the transmitter. But since the computer part works very well and is used for three other models, I hate to give it up. My other Airtronics transmitters of the past worked well. So, if any of you have an Infiniti 600, check your gimbel wires! Should Airtronics have a recall? Firestone did! Is the way the wires are attached an unsafe condition?



HAPPY BIRTHDAY!!

SEPTEMBER

**Tom Appler
Ray Miles**

George Davis

**Ken Hands
Nathan Mizzell**



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.

PLEASE ADD THESE NAMES OF THESE NEW MEMBERS TO YOUR ROSTER

Gary Mende (Carol)
2711 Overview Road
Hampstead, MD. 21074
(410)-601-6052
DOB: 04/02/55 AMA: 681078

Jim White (Jeanne)
10279 Fountain School Road
Union Bridge, MD. 21791
775-2751 Work: 795-1950
DOB: 10/7/62 AMA: 680399

Dennie Huber
1010 Dollyhyde Road
Union Bridge, MD. 21791
(301) 898-3417 Work: 795-1950
DOB: 02/11/45 AMA: 680389



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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
Shortest Flight With	Pat Kowalski
Perfect Landing **	and John Stierrett
**New Record Category	

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

AVIATION 101

You cannot propel yourself forward by patting yourself on the back.

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

It's easy to make a small fortune in aviation. You just have to start with a large fortune.

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

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
George, Brian	rcrotorhead@aol.com
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

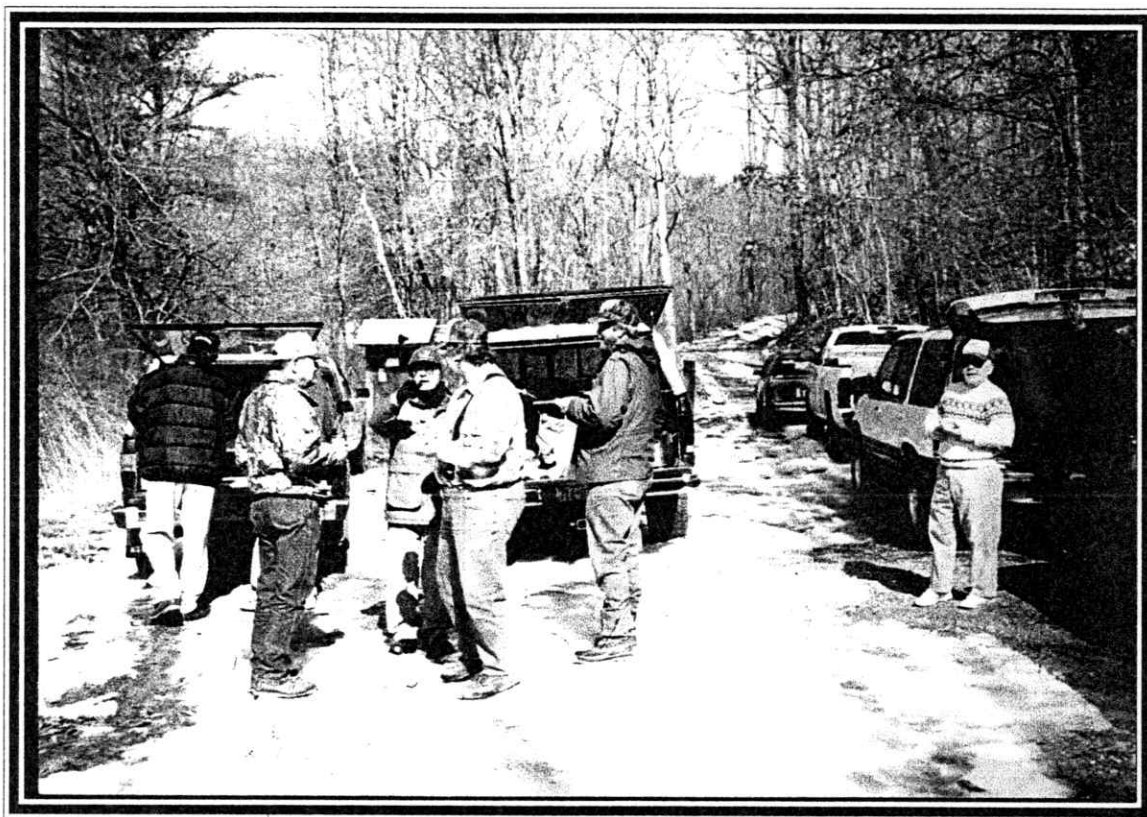
Alberto Nencioni/Italy	polidoc@galactica.it
Nick Jonckheere/Belgium	Nick.jonckheere@kh.khbobo.be

WAM'S HOMEPAGE

[HTTP://WWW.WAM.CRBALT.COM/](http://www.wam.crbalt.com/)

SECRET RECORD HOLDERS?

When Eddie the Editor brought his 3 - 4 year old project, the 1/4 scale Spacewalker, to the last meeting, he thought that he was the current record holder of the "Person Taking the Longest Time to Complete A Model" category. However, there were a few small voices who expressed very quietly that the editor may NOT actually be the record holder, and that he may hold that record only because there may be some WAM members out there who are actually taking longer to complete their airplanes, **BUT THEY DO NOT WANT TO ADMIT IT.** My gosh! How secretive can we be? I think that anyone who can lay claim to the record of "Longest to Complete, etc." should come forward at the next meeting and let us all in on their long-term project.



THE YEAR 2000 CHILE FLY

Here are the brave (and frozen) souls who turned out for the coldest event of the year. Obviously, no one was flying, but with hot chili and other good food, the event drew a crowd anyway. Perhaps next year we'll be able to make to the field itself and do some flying!



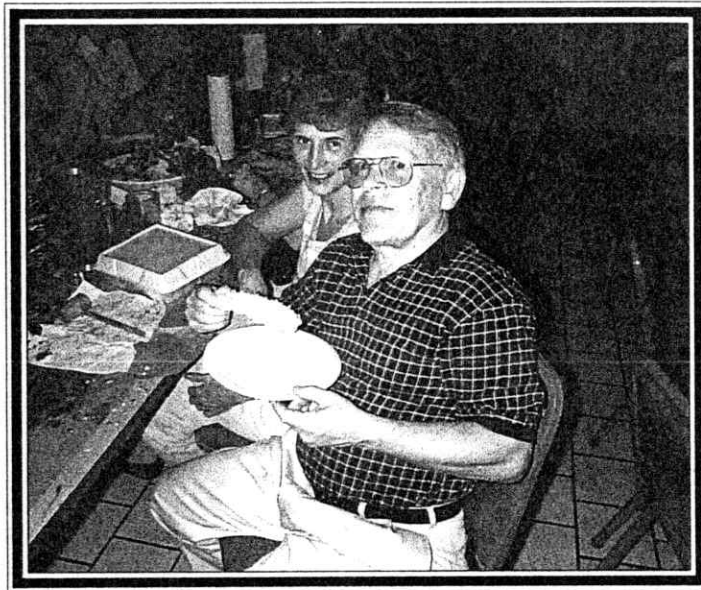
He flies, he builds, he supports Lou at the hobby shop, he spends our money, he builds our impound boxes, he eats lots of crabs, and LO AND BEHOLD, he drives a little digger.

Give Bob Allen credit, he does it all. It looks to me as though Bob thinks he's in a helicopter and is ready to take off, or is he going to dig a plane out of the ground after a high speed crash. We have John Sterrett's tree extractor, and now we have the ultimate airplane gatherer. Lookin' good, Bob!

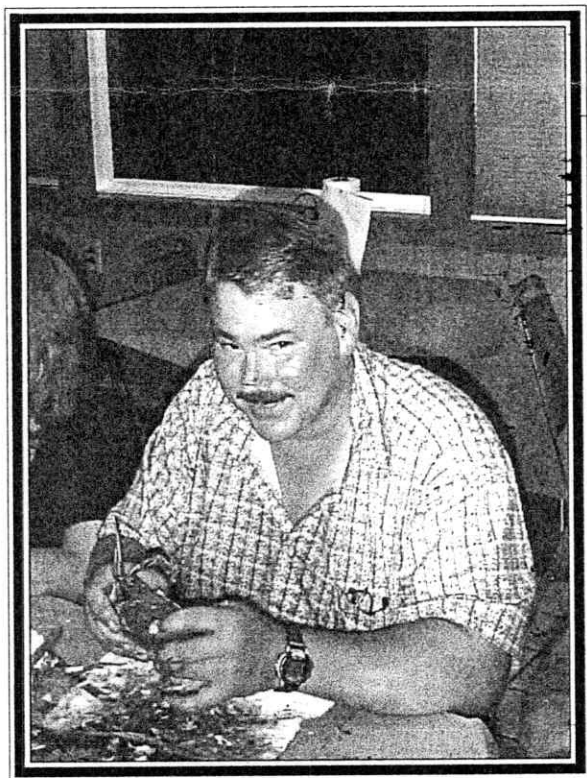
CRAB FEAST 2000 – WAM WON, THE CRABS LOST!!



President John and First Lady Linda
Get to Enjoy Eating Without
Having to Cook For Us



Rose Bowen Smiles as
Right Turn Ron Asks
For More To Eat
(Notice He's Using His Right Hand)

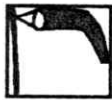


Mighty Bob Allen Looks
A Little Tired, But Those
Crabs Are Mighty Good



Bill Woolston And His Mom
Share Crabs, a Beer, and
A Great Evening Together!

Make Your Plans to Attend Next Year! This is a
great night for us to forget airplanes and have a
wonderful time.



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



CONFEDERATE AIR FORCE

FREDERICK, MD.

AUGUST 19 -20

I made a quick trip to the air show in Frederick on Saturday, August 19. As usual, the emphasis was on WW II airplanes, with some even older ones flying also. Some aerobatic airplane shows, rescue team demos, the Flying Farmer, a twin jet truck and other good stuff made for an entertaining show.

My personal highlights were seeing a slow speed demo by B-2 bomber and relatively high speed run by an F-117 Stealth fighter. The B-2 is a sight to behold – purely magnificent!

In addition, the cover of the program had a picture of Col. Ben Davis of the Tuskegee Airmen. Several of the original members of this elite fighter squadron were there signing autographs and just talking to anyone who wanted to converse with them. Their story is impressive. They were fighter pilots in WW II, and were all black. Against great odds, and with the cards stacked against their success, they became the only fighter escort group that never lost a bomber to enemy fighters while they were flying cover for them. Their story was made into an HBO movie in 1995. If you are in the video store, look for it. You'll surely enjoy it and learn some history, also.



LEAD DRESS AND RADIO RANGE

By Dale Johnston

Improper lead dress can cause a reduction in radio range, and nobody needs that. Keep the servo leads away from the power leads, and **keep the antenna lead away from all other leads, and any other piece of wire or metal more than a couple of inches long!!** Be sure that you range check your radio after the initial installation and after any change you might make in the installation later on. It doesn't hurt to make a range check every time you fly, but you should at least do it frequently thereafter.

I experienced erratic aileron operation after replacing my conventional push rods and bell cranks with servos out in the wings. The new servo leads were more than 2 feet long and the one from the right wing came very close to my antenna, which I had circled around inside the fuselage and run down the right side. My radio range had previously been just fine, but now it was only about 50 feet. I re-dressed the antenna lead to get it as far away as possible from the servo leads and tried again. It got **worse** – the range was less than 20 feet. Well, back to basics. I bored a small hole in the sheeting in front of the cockpit right where the antenna lead came out of the receiver and brought the lead outside the fuselage, down the side, and attached it to the tail. Now the radio range is more than 140 feet. I stopped there because the control surfaces were getting hard to see.

Editor's Note: I was always told to extend the antenna as long as possible, and never coil it up in the fuselage. Dale's experience confirms this, and his comments about proximity to other leads or metal is certainly a help to us all.

FREE "RC MODELER" MAGAZINES

From Bud Faulkner

Bud E-mailed me a note saying that he has about 50 "RC Modeler" magazines and will bring them to the next meeting. Bud is cleaning out and setting up a new shop. So help Bud out. Some of you new modelers should avail yourselves and read through the magazines. Lots of good stuff in "RC Modeler."

UPCOMING EVENTS

This list is taken from: www.harfordvista.com/rcnews.asp.

Sept 2-3 Warbirds Over Maryland. Ridgely Air Park, Ridgely, MD. 410-226-5306 (Paul). Capital City Classic. Harrisburg, PA. 717-838-1631 (Gerald).

Sept 9 MAOA. Swan Farm Big Bird Fly In. Havre de Grace, MD. 410-836-7979 (Jerry Thompson). RCMB Flea Market. Parkton American Legion. 410-879-4806.

Sept 16 RCMB. Flea Market at Parkton American Legion & Fun Fly at Kirk Field, Parkton, MD. 410-879-4806 (Jerry Stevens).

Sept 17 Monster Modelers of Maryland Fly In (IMAA). Batavia Field, Baltimore, MD. 410-477-1448 (Ernie).

Sept 23-24 PGRC AMA Q-500 NMPRA Championship. (301) 627-7649 (Alan Goodman)

For additional info, call
Milt Peacock (410) 833-3122



WAM HATS AVAILABLE NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the **BRIGHTEST FLUORESCENT ORANGE AND WHITE** hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.



HOLES FOR WING DOWELS

From the Internet

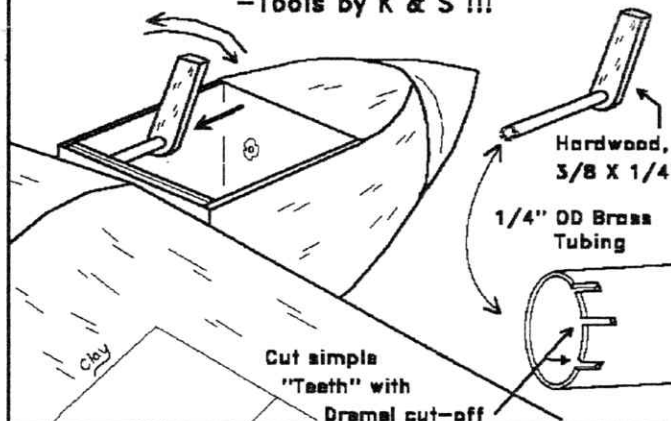
A standard scenario for installing holding dowels in the leading edge of the wing - put the wing in place on the fuselage, mark the wing through the pre drilled holes in the fuselage former, remove the wing and drill it for the dowels. The problem is, when you drill, the drill bit "wanders" slightly, and the alignment comes out slightly off.

Solution? Use a piece of brass tubing as a hole saw. Cut teeth in one end, glue into a piece of hardwood to act as a handle. Now you can actually do or at least start the hole with the wing in place. Pushing and twisting the tubing, you cut right through balsa, and even lite ply with little effort. Put in a small piece of dowel in your first hole so that the alignment stays accurate for the second hole.

Note: a longer piece of brass tubing, with teeth on the end, can cut nice holes in the aft fuselage for nyrod exits.

Accurate Wing Dowel Holes

-Tools by K & S !!!



MANY THANKS TO THOSE KIND SOULS WHO BROUGHT AND COOKED THE FOOD AT BIG BIRD DAY. SEVERAL WIVES BROUGHT COOKIES, CAKE, ETC., AND WAM THANKS ALL THOSE WHO HELPED PROVIDE THE ENERGY WE NEEDED TO FLY.



PLEASE LOCK THE LOCK WHEN YOU LEAVE THE FIELD, AND REMEMBER TO LOCK THE LOCK ON THE CHAIN WHEN YOU ENTER THE GATE.



COMING EVENTS



- Sept. 2 - 3 Warbirds Over MD. Ridgley Air Park.
 Sept 5 WAM Meeting. VFW Hall, Westminster. 7:30 p.m.
 Sept. 16 RCMB Flea Market. Parkton, VFW. Rt. 445 off I-83. Fun Fly after the Flea Market.
 Sept. 17 Monster Modelers of Md. Fly In (IMAA) at Batavia Field, Balt., Md.
 Dec. 2 Xmas Banquet and Awards Night

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



HERE'S BOB !!

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.



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President	John Wunderlich	840-8518	Treasurer	Bob Allen	876-3580
Vice President	Lou Omansky	653-0586	Secretary	Pat Kowalski	795-9122
Member At Large	John Sterrett	775-0296			

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

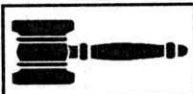
October 3, 2000
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 9

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

I want to make sure everyone understands the concept of WAM Certified Instructors that I mentioned at the last meeting. Our list of certified instructors for WAM can be found elsewhere in this newsletter. We have a Certified Instructors Committee, which consists of Bob Allen, Lloyd Briggs, Wendell Richards and John Sterrett. If any member desires to become a certified instructor they will have to be approved by the committee first.

The committee will observe the individual and determine if he follows the proper safety precautions and possesses the necessary flying skills to become an instructor. Also, if any member is asked to provide assistance to another flyer he can do so even if he is not a certified instructor as long as the both flyers have an AMA Card. We would still be covered by insurance. However, if a member is asked by someone to offer assistance and he does not have an AMA card, this person must be helped by a certified instructor from WAM. This is for insurance purposes. The bottom line is: if you know anyone who wants to learn to fly, it would be better if they were handled by a certified instructor. I hope this clears up any misunderstanding that were present at the last meeting.

See you at the next meeting,

DEADSTICK RETURNS WITH THE WMVM AWARD FOR THE YEAR 2000

DEADSTICK has finally returned to the pages of *The Talespinner* with his **WAM'S MOST VALUABLE MEMBER AWARD**. Here is what *DEADSTICK* has to say.

The time has come to pick *DEADSTICK*'s WMVM award for the year 2000. Again, it was a tough decision, with so many members actively contributing to the club. But my WMVM award this year goes to none other than our esteemed President, "Door Buster" John Wunderlich, who is famous for his flight through the impound box door at Baugher Field.

John, we especially want to thank you for your unselfish and dependable service as President for the past two years. You not only supported the recruitment of many new members, but your handling and support of special events, including the Air Show, Flea Market, and Fun Flys have been tops. Even though you maintained a very busy work schedule between Baltimore and Chicago, you still made things happen! You certainly exemplify the saying, "If you want a job done well, give it to a busy person." Thank you so much for your dedicated and courteous participation.

DEADSTICK



MINUTES OF WAM MEETING

SEPTEMBER 5, 2000

From John Schaffner

1. The September meeting of WAM, opened at 7:35 PM with President John Wunderlich presiding. Present were 21 members and one guest, Bill McKenzie, and 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 August meeting was waived since they were approved as they appeared in The Talespinner.
4. President John spoke about the recent very successful Fun Fly days and that a great time was had by all.
5. Vice-Pres. Lou Omanski commented on the chart he has assembled that shows the various radio channels now in use by the club. Check it before buying a radio to avoid a congestion on any one channel.
6. Treasurer Bob Allen reported on the financial status of the club. His report was accepted by the members. We are still in the black.
7. AMA Rep. Bill Hasert was absent, but Milt Peacock stated for him that our AMA business is up-to-date
8. International Correspondent, John Schaffner, read from several pieces of mail (& e-mail) received from our Belgian member, Nick Jonckheere. Milt Peacock announced several local R/C activities that will be history by the time you read this. Come to the meetings.
9. New member, Bill McKenzie, was voted into the club. Welcome Bill, we all hope that you will enjoy being with us.
10. Field Marshall Lloyd Briggs reported the field and the lane both in good shape at CCMA. Tom Hier and Wendell Richards spoke about the bad condition at Baugher's field as a result of the farm hands playing soccer on the runway. Members are urged to use the field in the presence of the soccer players and to NOT be intimidated by them. The club has expended too much money and time to be pushed off by these people.
11. Wendell Richards reported that all club property is accounted for and that there was no contact from Carroll County. No news is good news.
12. Ed Goldman always is looking for stuff for The Talespinner. If you enjoyed reading something, give it

to Ed. Photos are welcome.

13. Events on the calendar are Fun Flies for September 24 at 1 PM and October 15 at 1 PM. Both to held at Baugher field. Bring your big stuff.
14. President John Wunderlich related the information that he has researched about the question of insurance coverage from AMA in particular instances of non-members flying under the club instructors supervision. Details elsewhere in The Talespinner.
15. The next Flea Market will be held on Saturday, February 10, 2001 at the Westminster VFW, Open at 9 AM.
16. Election for the club officers is rapidly approaching. If you would accept a nomination, be sure to make it known. It takes people to keep the club moving.
17. Bob Allen will have the Spot-a-pot removed after the September activities.
18. Projects on the table this time were Tom Hier's new helicopter and a float by Bud Faulkner. Both drew a lot of attention.
18. The 50/50 was drawn for Cris Hodges. Congratulations Cris, don't spend it all in one place!
19. Meeting adjourned 9:00 PM. Wear your name badge next time. I don't know you!!!!

TESTING YOUR TRANSMITTER

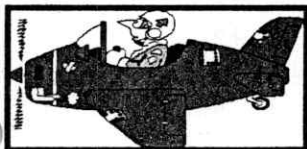
AMA Newsletter, September, 2000

You can tell if your transmitter is working, even if you don't have a receiver hooked to a servo nearby. Turn on a television to channel three or four, turn on the transmitter, and wiggle the sticks.

You should hear a change in the buzzing sound if it's working. This trick works for AM or FM, but it does not work for PCM. Common causes for no transmitter output might be a dead internal fuse, which may not be easy to find, or a bad connection to the antenna, which should be easier to fix. Another cause could be loose cells in a clip, as it is sometimes the case with transmitters using alkaline cells. To be really safe, it is recommended that only soldered up batteries be used.

While on the subject of transmitters, did you know that leaving them turned on for any length of time without the antenna extended can result in overloading the output circuits – perhaps to the point of failure?

BEGINNER AEROBATICS



by Paul Kramer

AMA Newsletter, November 1999

Sooner or later, after you learn to fly an RC aircraft, every model airplane pilot will want to learn some aerobatics. There are some excellent reference sources which will explain the maneuvers that are required. The Goldberg Wring it Out videos are excellent. The first volume covers what you need to know about what different types of airplanes will do and how to set them up. Then some basic maneuvers are illustrated: takeoffs, landings, and procedure turns. Some aerobatics, including basic loops, axial rolls, inverted flight, split-S, Immelman turn, and the stall turn, are covered. All of these maneuvers are the basis of further aerobatics.

Another good source of information is Radio Control Aerobatics for Everyone written by Dave Patrick. This book is full of great information about how to set up your airplane, what is involved in the maneuvers, and an excellent reference guide showing recognized AMA Patterns.

After a pilot learns to take off, fly a simple oval pattern, and land in a confident manner, then probably the first real aerobatics maneuver that a beginner will perform is the inside loop. I cannot think of any model aircraft that will not perform this maneuver. From straight and level flight at a couple of hundred feet in altitude with full throttle, a loop can be done by simply holding the elevator in the up position until the aircraft completes the loop. It is probably advisable to reduce throttle after the aircraft passes through the top of the loop to reduce the force on the wing. Throttle can then be reapplied as the aircraft reaches the bottom of the loop and continues on in level flight.

While the loop may seem like a simple maneuver, it takes practice to make them nice and uniform, as well as placing them exactly in a line so that you perform a loop rather than a spiral. After you practice doing one, try two in a row and then three. Each successive loop will require some little adjustments to keep the plane on course. Who said this was an easy maneuver anyway!

Another important area of aerobatics is what I like to think of as "Turn Around" maneuvers. Every time I fly, I like to have some "constructive routine" in mind. This is to practice a specific idea during a flight, rather than just "drone" around the sky. In learning aerobatics, I have found that it is not advisable to decide to try a new maneuver on the spur of the moment while I happen to have my plane in the air. In my own case, I have found that I am much better off to completely think through a new maneuver, and perhaps even dry-fly it on the ground before I ever get an airplane in the air.

First, I think every flier should build a pocket-sized airplane, paper airplane, or some type of small model that you can hold in your hand and "fly" it through the maneuver. A small round dowel with a couple of pieces of balsa for the wing, horizontal stabilizer and rudder will suffice. I like the round dowel, because I can twist it between my thumb and forefinger to simulate a roll.

While this may seem like child's play, believe me, it helps the pilot visualize what the airplane is going to do and how it will look. I am sure that some of the old-time pilots out there are laughing but I have seen some pretty good pilots use this technique to "fly" through their routines before they get in the air.

Seems to me that one of the most important things about flying a model airplane, or any airplane for that matter, is to make the plane go where you want it to go. Establish a line and make the plane fly it. Might sound easy but try it sometime. Draw an imaginary string down the middle of the runway a couple of hundred feet high and try flying back and forth on it. I can spend an entire flight just practicing this type of pattern and feel that it makes me a better pilot because I am in control, not the airplane. This type of practice is probably just as important for the beginning pilot as spending a couple of flights just making takeoffs and landings. Practice makes perfect!

If you try to fly on the string, back and forth across the field, the first problem that arises is turning around. Here is where the "first" maneuvers come into play. For the beginner, probably the simplest and most effective method is the "procedure" turn. Simply make a right or left turn and come back along the line.

Another turnaround maneuver I like is the Immelman turn. It is a fun maneuver and can be done by any airplane. This is the first combinations of a loop and a roll. The Immelman is simply a half of an inside loop with a half roll at the top. I like to roll to the right when I get to the top of the loop. That way, engine torque will help. The best part of this maneuver for the beginner is that the half loop causes the airplane to reach a higher altitude which gives the beginner time to make corrections if needed. Just remember to be sure to complete the half roll so that you reach normal flight attitude. Most aerobatic airplanes need no rudder input to complete the maneuver. Makes a nice way to turn around and gain altitude at the same time.



JUST "PLANE" FUN

This puzzle contains the following aviation terms. How fast can you find them?

They may be listed forward, backwards, vertically or diagonally. A good time for completing this puzzle is 14 minutes, a great time is 12 minutes and 9 minutes will make you an Ace!

AFT	DESCENT	PRESSURE
AILERONS	DRAG	PYLON
AIRSPEED	EMPENNAGE	RADOME
ALTITUDE	ETA	ROLL
ASCENT	FLAPS	SCHEDULE
BANK	HEADWINDS	SLIDE
BULKHEAD	JET STREAM	STABILIZER
CABIN	LANDING	STRUTS
CEILING	LATITUDE	TAKEOFF
COCKPIT	LONGITUDE	THRUST
CRUISE	PITCH	TRAFFIC
DEPLANE		

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

from Sod Busters
Mark R. Glaremeier, Editor
National Newsletter January 1997



HAPPY BIRTHDAY!!

OCTOBER

Jim Bates
Jim Peach

Bud Faulkner

Pat Kowalski
John Wunderlich



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

WASHOUT

AMA Newsletter, September, 2000

Have you been coming in long, low and slow, only to have one wing tip or the other stall? Does the airplane roll to one side faster than any other time?

To prevent this, you need to check your washout. Lay the wing halfway on a flat table, and hold it down near the center. Measure how high off the table the leading edge is, and the measure the trailing edge.

Compare this side of the wing with the other. If the leading edges and 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 airplane to be a pussycat when it's time to land, give both wing tips up to a 3/4 inch washout. That means warping the wing to have the trailing edge stand up at the tip.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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
Shortest Flight With	Pat Kowalski
Perfect Landing **	and John Sterrett
**New Record Category	

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

ELIMINATING BALSA DENTS

AMA Newsletter, July, 2000

Got nicks and dents in your balsa? Just put a cloth over the area and wet it, and then place a hot iron on the wet cloth. Small nicks and dents disappear like magic.

CURING PROP SLIPPAGE

When you have a single bolt hub, prop slippage can be a problem. A simple cure for this is to use stick-back sandpaper, any grit, and stick it to one of the contact surfaces.

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
George, Brian	rcrotorhead@aol.com
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

WAM'S HOMEPAGE

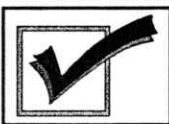
[HTTP://WWW.WAM.CRBALT.COM/](http://WWW.WAM.CRBALT.COM/)



SECRET RECORD HOLDERS SHOULD FESS UP

So far, no one has owned up to taking longer than three years to complete an airplane. I guess that makes me, Eddie the Editor, the official record holder. Little birdies have told me, though, that more than one club member took more time than I did building my Spacewalker. Since the list of records printed in the T/S is supposed to be accurate and up to date, I will look for renewed soul-searching by our members to come up with a possible new record holder to replace me.

If you know that you took longer than three years to complete an airplane, please let me know either at a meeting, by telephone, or a letter. We don't want anyone who legitimately should own a record to be denied his rightful honor.



SPACEWALKER PROBLEM FOUND AND (ALMOST) CORRECTED

From Eddie the Editor

After at least three years of preparation, Paul Schaffner flew my 1/4 scale Spacewalker for the first time on August 20. After checking everything out, Paul skillfully put the airplane in the air. A few minutes of slow flying had the airplane flying straight and level. Two clicks of right aileron trim were all that was needed. It was a fairly windy day, and Paul landed the plane and I packed it up. New aileron horns (longer ones) were put in place to make the plane's reactions a bit less "touchy."

The second appearance of the Spacewalker took place on Big Bird Day. Both Paul and Bob Allen gave it a shot, and then it was time for me to face the big moment. I took off, gained altitude, and began to get used to the plane. But I noticed that I needed some "down" trim and a great deal of right aileron trim. Very surprising and a little nerve-wracking. Paul took over and noticed the same thing. Bob Allen gave it a go, also, with similar results. We didn't see anything amiss after the plane landed. The need for "down" and right aileron trim was a mystery. Something had surely changed since the week before, but I had no idea what. A few helpful members thought that perhaps the wing had warped slightly, but that's a hard one to pick up on.

Later that week, I took the cowl off and looked around. And the cause of the mystery was apparent. I had lost the lower right engine mounting bolt. The mount is soft mounted, and there is some "give" to the engine mount. Apparently, the more throttle the plane was given, the more the engine nudged to the left and up, causing the need for "down" and right aileron trim.

After removing the gas tank (always fun) I backed up the two visible mounting bolts with lock nuts and tightened everything well. The next time the Spacewalker flew, some right trim was needed, but very little. The lesson to be learned is that if a sudden change of trim is necessary, be sure to check your engine mounting bolts. You never know when some little glitch will affect your airplane a great deal.

I'm happy to say that I have taken off and landed (though not beautifully) and am ready to get the Spacewalker in the air again.

Note: Thanks to Paul for his patience and help!

BIG BIRD DAY

WAM's last Big Bird Day was a rousing success. I think we had more members flying and more people in the "peanut gallery" than at any other previous event. John Sterrett kindly jotted down the names of those in attendance, and if I can read his writing, I'll summarize the men and their machines.

On the field were:

Bob Allen	Spacewalker XL 46 helicopter Schweizer 30
Lou Omanski	Trainer 40
Dave Evans	Super Emeraude LT 40
Bud Faulkner	J-3 Cub
Ron Bowen	Tiger II Wing of Skyward 120
Mickey Yachera	Right Flyer Super Stick
Steve Linfield	Ultra Stick
John Sterrett	Butterfly
Richard Jacobs	Continental
Dale Johnston	Mr. Mulligan J-3 Cub
Bob Donohue	J-3 Cub
Ed Goldman	Trainer 40 Spacewalker P-51 Mustang
Dutch Briggs	Eaton 90 Stinger 40
Paul Schaffner	J-3 Cub 1/3 Scale
Wendell Richards	Cap 232 Tequila Sunrise
Terry Reeves	Four Star 40 Cap 232
Jim Hodges	Sig Kadet
Tom Hier	Raptor helicopter J-3 Cub 1/4 scale
Milt Peacock	Ultimate 28% Ercoupe

The peanut gallery included: Robin Johnston, Janice Donohue, Carol Schaffner, Lynn Allen, Betty Johnston, Eva Minton, Anna (?) Minton, Lucas Barnhaur (?), Mike Simmons, David Simmons, Robert Jacobs, Shirley Jacobs, Mike Hornbuckle, Matt Hornbuckle. (Pardon any misspellings, please).

Let's have a big turnout for the next Fun Fly.

RESTORATION OF A "GRUMMAN AVENGER ~ TBF-3'

by Milt Peacock

On July 14 about 10 members of RCMB traveled to Fawn Grove, PA to see a U.S. Navy WW II torpedo bomber that is being restored by Mr. Jack Kosko and a crew of volunteers. The Avenger was built by both Grumman Aircraft and Eastern Aircraft, a division of General Motors. The General Motors version was known as a TBM.

Grumman built 9836 and Eastern Aircraft built 4664.

The British used 958 and the Royal New Zealand AF used 60.

Specifications of the TBF (for the aircraft carrier compatible version with folding wings) are:

Engine = Wright Cyclone R 2600-8, 14 cyl. radial - 1700 HP. Wing span = 54' 2" Length = 40' Height = 16' 5"

Weight = 16,905 lbs. [loaded]

Speed = 271 mph [436 km/h] at 12,000 feet

Ceiling = 22,400 feet

Range 1215 miles [1950 km]

Armament = Three 50 cal. machine guns and 1600 lbs of bombs and a torpedo

Crew: Pilot, gunner, and a radio/radar operator. Note: This is the largest "stick controlled" aircraft in the world.

The "Avenger first saw battle on June 4, 1942 at the "Battle of Midway." Five of the six were lost in that mission. The TBF remained in active service until 1954.

This plane first saw service in the U.S. Navy. I do not know the time frame of service. Later it was sold to the Canadian Navy and was refitted with their equipment and used for "Anti-Submarine Patrol." After serving the Canadian Navy for some period of time it was sold to "Con-Air" in 1960. The plane was then refitted as a water bomber for the "Forest Protection Service."

The plane being restored crashed in the water returning from a mission in New Brunswick, Canada on May 29, 1978. Sometime later it was salvaged and in 1986 it was purchased by "International Vintage Air Craft" in Hamilton, Ontario, Canada. Mr. Jack Kosko of Fawn Grove, PA, purchased the plane from "IVA/C", loaded it onto trucks and trailers and brought it to his home in PA. Jack has built a building large enough to restore the plane to its WW II, USN condition.

A crew of volunteers travel there a couple days each week and are well into the process of the restoration. This is a tremendous undertaking, and that is putting it mildly. Just the problem of obtaining all the necessary parts and assemblies is mind-boggling. I cannot describe the current stage of the operation but progress is being made. Of course it is "jacked up" and at this time the landing gear is operable but with a few bugs still in the system. We were told that the engine has been restored by another organization and will be delivered soon. I was a "plane captain" on a TBF when I was stationed at the NAS in Brunswick ME in 1944 and I can truthfully say that I don't remember that bird being that BIG.

The entire restoration will probably take another 4-5 years to complete. I was part of the crew that restored the original concept of the "Martin Mariner - PBM" at the Baltimore Museum of Industry and it took us 5 years to do that and it was MUCH smaller and complicated. It is hanging in the Baltimore Museum of Industry on Key Hwy. Stop by and see it.

We took a lunch with us for the crew and ourselves. I think everyone enjoyed an hour break with many tales being told. Jack Stites assembled his Cessna and demonstrated it (not flown) to the TBF crew.

A BIG 'THANK YOU' was extended to Mr. Jack Kosko and the crew for allowing us to visit with them.

NOTE: 'Warbirds' Magazine - October 1999 Issue [Vol. 18, # 3] Page 14 has an entire article on this project.



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



WAM HATS AVAILABLE NOW

The new WAM hats have arrived. Bob Allen succeeded in getting the BRIGHT-EST FLUORESCENT ORANGE AND WHITE hats that are obtainable anywhere in the world. From what I have heard, you will be noticed in your new hat. Bob will bring them to the next meeting so you can buy one for your very own self. They are modestly priced at only \$ 3.00 each. Buy three or four if you want to.

NEW NAME BADGES AVAILABLE

Our treasurer has done it again. The spiffy name badges will also be at the next meeting, courtesy of Bob Allen. Come to the meeting, get your badge, buy a hat, and maybe win the 50/50 (unlike Tom Hier who missed a big jackpot). If you can't attend the meeting, Bob will probably be nice enough to get it to you some other way.

PROP SIZE CHART

I thought this might be a good idea to put in print. You can cut it out and save it if you can use the info.

Alternate Propellers	Starting Prop	Engine Size
8x5,8x6,9x5	9x4	.19 - .25
9x7,9.5x6,10x5	9x6	.20 - .30
9x7,10x5,11x4	10x6	.35 - .36
9x8, 11x5	10x6	.40
10x6,11x5,11x6,12x4	10x7	.45
10x8,11x7,12x4,12x5	11x6	.50
11x7.5, 11x7.75, 11x8,12x6	11x7	.60 - .61
11x8,12x8,13x6,14x4	12x6	.70
12x8,14x4,14x5	13x6	.78 - .80
13x8,15x6,16x5	14x6	.90 - .91
15x8,18x5	16x6	1.08
16x10,18x5,18x6	16x8	1.20
18x8,20x6	18x6	1.50
18x10,20x6,20x8,22x6	18x8	1.80
18x10,20x6,20x10,22x6	20x8	2.00

UPCOMING EVENTS

This list is taken from: www.harfordvista.com/rcnews.asp.

Sep 30 Wright Flyers Flea Market. Owens Mills American Legion Post 122, Owings Mills, MD. 410-788-0369 (Bob), 410-875-9855 (Max).

Oct 7 PGRC 9th Annual Open House. 301-627-7649 (Alan Goodman).

Oct 14 PGRC AMA 424 & 428 Q-500 Pylon Race. 301-627-7649 (Alan Goodman).

Oct 14 York Area RC Club Flea Market, Dover Fire Hall, Dover, PA. 717-843-1221 (Steve Arnold).

Oct 14 Cloud Kings 2nd Annual RC Swap Shop. Assumption BVM School Gym, Oxford, PA. 610-869-0822 (Dick Plyler).

Nov 11 Delaware RC Club Auction and Swap Shop, Newark, DE. Shue Middle School. 302-368-5171 (Dick Stewart).

For additional info, call
Milt Peacock (410) 833-3122

SALE

Great Planes Extra 300 Kit – .60 size
\$ 100.00

Original price of this kit was \$ 170.00. Bud paid \$ 129.00 for it, but has other projects he's involved in and won't have time to build this one.

If you're interested in this kit, give Bud a call at (410) 775-2502. Or, you can E-mail him at: bfaulkner@cescomputers.net.



Bud also will not be able to attend many meetings due to some other obligations, but will get the magazines to a meeting or the field.



FUEL AND AIR LEAKS

AMA Newsletter, September, 2000

Fuel and air leaks around sloppy-fitting needle valves can be stopped very easily. Simply wrap the threaded area of the offending needle valve with Teflon thread sealing tape. It is available from most hardware stores. Stretch the tape slightly to get a tight fit, and apply only one layer of tape.

THE MAMBO KID RIDES AGAIN (OR – R/C IS APPRECIATED)

From Achilles Silvestri via Central Maryland R/C news on the internet

Sometimes someone drops out of sight and we wonder, "What became of what's-his-name?" Well, we tracked down one of these what's-his-names, Carroll Brennan, a.k.a. the Mambo Kid, and found him very well retired in Florida. He gave this explanation for his absenteeism:

"Greetings from Florida, known for sunshine, palm trees and oranges, but for RC modelers Sarasota is a flying paradise. Let me explain why. Having just moved here from Maryland, I left many friends in the three clubs of which I was a member. Sadly, however, the clubs were experiencing assaults by various interest groups opposed to our hobby, as many others are suffering throughout the country. Here in Sarasota, the public officials, County Executive, Recreation Department Head, etc. have a totally different attitude. They bend over backwards to meet the needs and requests of the community and its citizens. When the local landfill reached capacity and had to be closed down, it meant that the airpark that was located there would have to be moved. The county officials moved heaven and earth to find a suitable replacement area, and put \$40,000 into a 500' by 100' paved runway and four buildings for a meeting room, supply room, training room and a repair room. Local newspapers gave extensive coverage to the grand opening in May, and numerous public officials participated in an elaborate ribbon-cutting ceremony. Keep the faith, RC modelers. Some people still love us.

ELECTRIC STARTER SAFETY

People who start engines by turning on an electric starter and jamming it against the spinner are acting in a hazardous manner. Please place the starter firmly against the spinner and then turn it on. This will save a lot of broken props and will create enough torque to turn your engine over effectively.



PLEASE LOCK THE LOCK WHEN YOU LEAVE THE FIELD, AND REMEMBER TO LOCK THE LOCK ON THE CHAIN WHEN YOU ENTER THE GATE.

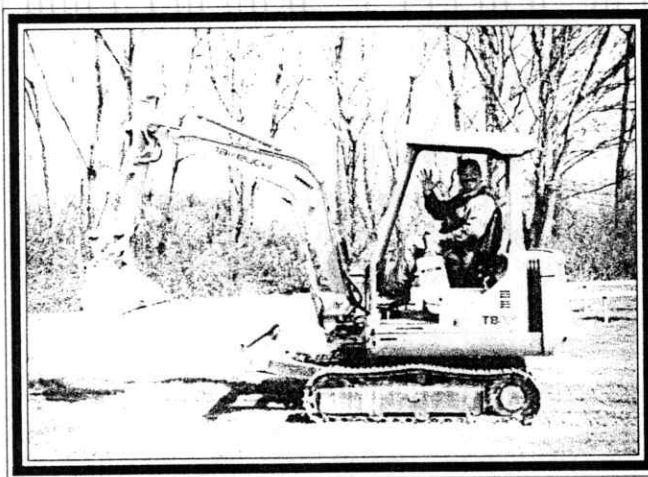


COMING EVENTS



Oct. 3 **WAM Meeting. VFW Hall. 7:30**
 p.m.
Dec. 2 **Xmas Banquet and Awards Night**
Feb 10, **WAM Flea Market.**
2001

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



HERE'S BOB (AGAIN!!)

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.

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>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

November 7, 2000

7:30 P.M.

VFW HALL
WESTMINSTER

Volume 16 Number 10

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

IT'S THAT TIME OF YEAR AGAIN!!!! Yes, the next meeting we will be accepting nominations for club officers. If you have any desire to run for office please let us know. We have to have two people nominated for each of our elected office: President, Secretary and Treasurer. The election of officers will take place at our Annual Banquet on December 2nd.

Speaking of our Annual Banquet, please let us know at the next meeting if you are planning to attend. The cost will be \$18.00 per person which will also be due at the next meeting. Children under the age of 12 will be able to attend and eat for \$ 6.00. Treasurer Bob Allen will be happy to receive your money.

Winter is coming but I am sure we will be having some good flying days ahead of us. The weather continues to be beautiful with comfortable temperatures. Go out and enjoy it!

See you at the next meeting...

John

MORE ON THE BANQUET AND ELECTION OF OFFICERS

Pat Kowalski and John Sterrett are once again coordinating the banquet on December 2 at the VFW. Pat and John's efforts benefit us all, and the banquets have always been great. For those new members as well as those who have not attended in the past, try not to miss this one.

The food is good and plentiful – you will not go away hungry! There are door prizes, usually a short speech or two, awards are given to various members for their efforts during the past year, and, of course, the presenting of the famous KAMIKAZE AWARD!! For those unfamiliar with this dubious honor, the Kamikaze Award is given to that WAM member who had the "most spectacular crash" during the year 2000. It is presented by last year's winner, and the tension is great when it is time to turn it over to the new recipient.

The festivities begin at 6:00 p.m. with a cash bar, and dinner is served at about 7:00 p.m. Plan to attend and please don't forget that Pat and John need a head count by the next meeting. Please be sure to bring them your money (Bob Allen will surely take it), and if you can't be at the meeting, please call Pat (410) 795-9122 or John (410) 775-0296.

Also, please heed President John's message about running for office. WE NEED YOU! Let's have several candidates for each office. You can always ask people to vote for the other guy.



MINUTES OF WAM MEETING

OCTOBER 3, 2000

From Pat Kowalski

1. The October meeting of WAM opened in the outdoor pavilion of the VFW at 7:40 p.m., with President Wunderlich presiding. There were 19 members and one guest present.
2. The minutes of the September meeting were approved as presented in the T/S.
3. John Wunderlich announced that the next Fun Fly will be held on Sunday, October 15 at the Baugher Field at 1:00 p.m.
4. Vice-President Lou Omansky asked that your radio frequencies be sent to him so that he can continue to compile a list for our benefit.
5. Treasurer Bob Allen gave us the expenditures and income for the past month, as well as our current balance.
6. Foreign Correspondent John Schaffner was not in attendance, so no letters from abroad were read.
7. AMA Rep Bill Hasert has the new AMA roster.
8. Field Chairman Lloyd Briggs noted that our fields are in good condition. Bob Allen will take down the canopy for the winter, and Dave Evans will move the mower.
9. Membership Chairman Bill Woolston continues to process new member applications.
10. County Liaison Wendell Richards reports no news from the county.
11. T/S Ed Goldman welcomes articles from anyone. The input has been sparse other than the usual contributors.
12. Guest Jay Sivigny was welcomed as the latest member of WAM. CONGRATULATIONS, JAY!

Old Business

Nominations for officers will be accepted at the November meeting. Please be there !!

New Business

The annual WAM Banquet and Election of Officers will be held on December 2 at the VFW. Great food, exciting elections, friendly faces, and door prizes are available for a nominal cost. **We must have your reservation at or before the November meeting for an accurate head count.** Be prepared to sign up, if you haven't done so already.

Lou Omansky thanked all the flight instructors who helped him become proficient enough to solo. Instructors generously gave of their time, experience, patience, and sometimes even their equipment. They all deserve our appreciation.

President John encouraged us as a club to remain friendly to visitors and fellow members. He had an unpleasant experience while visiting an R/C club in the Chicago area, and another member had a similar experience at another out-of-state club. WAM has always been a supremely friendly group of people, and anyone familiar with us knows that. We are also very proud of our reputation, and deservedly so.

Jim Hodges and his son Chris brought their new Sig MidStar 40 to the meeting. It is powered by an OS .46 LA engine and flies via a Futaba radio. Jim and Chris like the way it flies, and the plane looks very nice.

Brian George would have won the 50/50 raffle had he been at the meeting.

The meeting was adjourned at 8:35 p.m.



NOMINATION OF OFFICERS

WAM will hold nominations for our 2001 officers at the November meeting (Nov. 7). This is also national election day. **Please be there to vote and also to run for an office.** We all know that many of our members help our club in many ways. Those that can are always there to help, and some do far more than they need to. It would be very nice to have more of our members running for office or volunteering in any way that they can. So make it a point to attend the meeting and show your support for the club.

WELCOME OUR NEW MEMBERS

BILL MACKINZIE

JAY SIVIGNY

WAM CONGRATULATES YOU!

**WE LOOK FORWARD TO SEEING
YOU AT THE MEETINGS
AND THE FLYING FIELDS**

**PLEASE ADD THESE NAMES
TO YOUR ROSTER**

Bill Mackinzie (Boots)
4286 Harney Road
Taneytown, MD. 21787
(410) 756-6392
DOB: 09/08/34

AMA #: 640975
IMAA #: 25840

Jay Sivigny (Donna)
1141 Ridge Road
Finksburg, MD. 21048
(410)-871-0505 Work: (410)-756-3534
DOB: 06/01/67 AMA#: 582445



**LOU OMANSKY DOES IT!!
SOLO FLIGHT PERFORMED!!**

By John Sterrett

On the last weekend of August, 2000, Lou Omansky took off, circled, and landed his Trainer 40 several times. He did this all alone without the help of an instructor. CONGRATULATIONS!!

Although it took Lou several years of occasional weekend practice, which is always a difficult way to learn R/C flying, he performed beautifully. Bob Allen, John Sterrett, and Wendell Richards were instrumental in teaching Lou to fly.

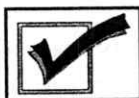


**"MIRACLE AT BAUGHER FIELD"
(ADDITIONAL COMMENTS FROM LOU)**

At the last meeting, after John Sterrett had congratulated Lou on his SOLO FLIGHT, Lou graciously thanked all of the instructors who spent time teaching him to fly. According to Lou, every instructor in the club helped him over the last few years, and it was somewhat of a miracle that he ever learned to solo. The additional instructors whom Lou thanked were: Dutch Briggs, Frank Guiffre, Paul Schaffner, Milt Peacock, and Terry Reeves.

I think that Lou probably holds the club record for: **Most Instructors Utilized in Learning to Solo** and **Longest Amount of Time Taken to Solo.** We are all proud of one of our nicest and hardest-working members, and WAM is proud of you, Lou.

See the new records on page 5



RADIO FREQUENCY LIST

Lou Omansky is compiling a list of everyone's radio frequencies so that a club list can be publicized. It will be helpful to anyone who is buying a new radio and wants to avoid buying one with a frequency already very popular among our members.

Please call or send Lou your frequency numbers to help his effort. You can call him at (410)-653-0586, or send it to him at:

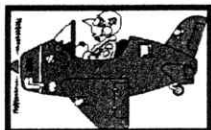
327 Willow Oak Circle
Baltimore, MD 21208

Lou says "Thanks" in advance.



ANOTHER MEMBER SOLOS!!

Bob Allen brought it to the attention of the club that **BRIAN GEORGE** also soloed recently. Bob said he taught Brian to take off, fly, land, and crash. Bob doesn't miss anything in his instruction. But I always thought that the student was supposed to learn to crash on his own, and not have the instructor teach him how to do it. Way to go, Brian and Bob!!



TAILSPIN TRIVIA = RHEIMS

By: Dale R Johnston

The very first International Aviation Meet was held on Bethany Plain, outside Rheims, France, August 22 to 29, 1909. The French had been all fired up about aviation after the Wright Brothers visited there earlier in the year. Wilbur Wright had successfully demonstrated their "Flyer" to Europe's rich and royal. He established a flying school near Pau, and his spectacular flights made him an instant legend. The Wrights, however, declined to enter the competition at Rheims, considering it to be frivolous exhibitionism. They were only interested in the commercial aspects of aviation, and were busy working on an airplane for sale to the US Army.

The French premier champagne houses put up 200,000 francs (\$50,000) in prizes for speed, distance, altitude, and passenger carrying. A silver trophy and 25,000 francs for the speed event was donated by James Gordon Bennett, publisher of the New York Herald. Most of the entries were French, there were 9 Voisins, 4 Bleriot, 4 Antionettes, and 4 Henry Farmans. Louis Bleriot was the French favorite, having been the first to fly the English Channel. With the Wrights abstaining, the Aero Club of America chose Glen Curtiss, "The fastest man alive," to represent the US in the race for the Gordon Bennett Cup. Glen eagerly accepted. After all, speed was his event. He immediately got busy building a new 8 cylinder light weight engine for his airplane.

To make a long story short, Glen Curtiss won the Gordon Bennett Trophy, beating out Louis Bleriot by 6 seconds. A brass band struck up "The star Spangled Banner" and the Stars and Stripes were run up the flag pole while Glen stood by with cap in hand. Curtiss' victory was the high point in a pivotal week for aviation. Flying machines were no longer toys and dreams, but had become an established fact.



HAPPY BIRTHDAY!!

NOVEMBER

**Brian George
Dan Leibensperger
Wendell Richards**

**Ed Goldman
Matthew Mongan
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.



MAKE YOUR LEADING EDGES STRAIGHT

*AMA Newsletter
July 2000*

Want straight leading edges of constant radius for your wings? Cut rigid PVC pipe of various diameters lengthwise, then glue sandpaper to the inside curve. It makes a great sanding tool.

DO YOU HAVE HELPFUL HINTS?

I'm sure many of our members have their own little hints and tricks they have learned during the course of building their R/C airplanes. If you're one of them, why not let me know about it and I'll be glad to publish it for the benefit of everyone. We'll all be able to learn things from each other.



FOR SALE !



NEW Kadet Mark II

Excellent Trainer. Already built. Install an engine & radio and GO FLY !! Included are an engine mount, fuel tank & lines. All push rods, servo mounts, wheels [3], and cowl. But I suggest not using the cowl to keep the engine easily accessible. Rubber bands used to hold the wing in place. \$175.00

I will install your engine / radio and test fly the airplane for \$50.00. Or I will obtain and install an engine for you.

OS .40 LA [natural] = \$ 60.00

OS .40 LA [blue] = \$ 70.00

OS .46 LA [blue] = \$ 80.00

Radio:

Airtronics - VG 400 4 channel [4 servos]
\$ 185.00

Futaba - Skysport 4 channel [4 servos]
\$ 150.00

Misc. items - [prop / spinner / connectors] approximately \$10.00. [Shipping & tax about \$20.00]

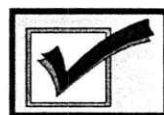
Call Milt Peacock @ (410) 833-3122
or E-mail at: milt-p@erols.com

NEW LINK TO RCMB WEB PAGE

Email from Milt P.

Here's our new link:

<http://www.geocities.com/rcmbaltimore>



HELPFUL HINT

Bill Cavanaugh

Don't Know Where From

What do you do with all those CD's that come in the mail from AOL, Earthlink, and other Internet service providers? If you're like me, you probably toss them in the trash. Don't do it!! Put them on your workbench. They make perfect little platters for mixing epoxy. Since they're stiff and flat, you can use the side of the mixing stick to keep the epoxy together in a useable glob. This works much better than the little plastic cups, newspaper, or other items. Try it, you'll like 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
Ron Bowen	ronrose-b@juno.com
Dorl, John	jdorl@aol.com
Goldman, Ed	edandann@erols.com
Faulkner, Bud	bfaulkner@cescomputers.net
George, Brian	rcrotorhead@aol.com
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.khbo.be.be

WAM'S HOMEPAGE

[HTTP://WWW.WAM.CRBALT.COM/](http://www.wam.crbalt.com/)

DO GO LOOK!

I've said it before and I'll say it again. Anyone who has Internet access should go to the Harford County's R/C site. The address is
harfordvista.com/rcnew.asp

Achille Silvestri is visiting every R/C club in the area and writing a wonderful article, complete with excellent photos, about his visit. He recently went to RCMB's combination Flea Market (in the morning) and Fun Fly (in the afternoon). You owe it to yourself to visit the site and read for yourself. It's worth it.

In addition, Achille has a list of all the R/C events in the area. Tune in and enjoy!

SEPTEMBER FUN FLY

By John Sterrett

A great time was had by all at the Baugher Field for the September Fun Fly on September 24. Rain clouds threatened, but, fortunately, never materialized. Terry Reeves flew my Telemaster with the Spirit 100 on top several times, allowing me to fly the sailplane. Terry called my Senior Telemaster a real "pussycat." Bob Allen calls it a "real bear."

Among others who flew with their aircraft were:

Richard Jakubs	Continental
Dave Evans	Super Emerode and LT 40
Dale Johnston	Mr. Mulligan
Bob Donahue	J3 Cub
Terry Reeves	Citabria and Cap 232
Jim Hodges	MidStar 40 and Kadet
	Mark II

Bill Hasert observed and took his usual excellent photos.



Several WAM members guide their planes during the September Fun Fly. I hope they are not all flying the same airplane. Wendell seems to be keeping his plane away from all the air traffic.

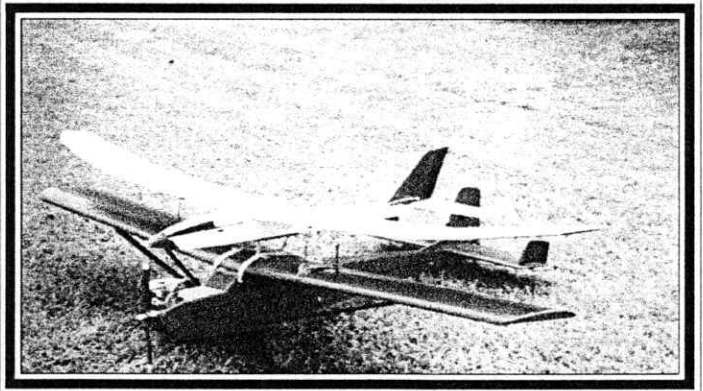
"MR. MULLIGAN" IS FOUND AND REPAIRED

Dale Johnston's beautiful "Mr. Mulligan," which went down in the cornfield adjacent to Baugher Field, was found and repaired. We look forward to seeing this neat plane flying again. Nice job, Dale!



JOHN STERRETT'S TELEMASTER AND GLIDER

John brought his "double" airplane to the September Fun Fly and, as usual, put on a nice display. It is always neat to watch the glider pop off the Telemaster and have two planes flying when John only had to take off one.





CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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:	Bill Hasert
Longest Sustained Rubber Powered Flight	Lou Omansky
Most butterfly wing flaps on a flier's hat	Lloyd Briggs
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett
Person Who Used the Most Instructors to Learn How to Fly	Lou Omansky
Person Who Took the Longest Time to Solo	Lou Omansky
**New Record Category	

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

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

Evans' and Bjorn's Law: No matter what goes wrong, there is always somebody who knew it would.

Mae West's Observation: To err is human, but it feels divine.



SECRET RECORD HOLDERS SHOULD FESS UP

So far, no one has owned up to taking longer than three years to complete an airplane. I guess that makes me, Eddie the Editor, the official record holder. Little birdies have told me, though, that more than one club member took more time than I did building my Spacewalker. Since the list of records printed in the T/S is supposed to be accurate and up to date, I will look for renewed soul-searching by our members to come up with a possible new record holder to replace me.

If you know that you took longer than three years to complete an airplane, please let me know either at a meeting, by telephone, or a letter. We don't want anyone who legitimately should own a record to be denied his rightful honor.

IS A NEW RECORD ABOUT TO BE ANNOUNCED?

At the last WAM meeting, a little birdie whispered in my ear that my record of "longest time to build an airplane" may not be true. I have heard of this possibility before, but no one has admitted that they took longer than 3 years to build a plane, nor has anyone told me that they know someone else who has taken longer.

The record that I hold is not held with pride. I would be happy if someone else could be the holder of that "honor." I am hoping to hear from one of our members about the true record holder in the "longest to build..." category. You can be sure it will be published here.



A LITTLE BIRDIE TOLD ME A STORY

A little birdie told Eddie the Editor via E-mail that none other than Bill Hasert is the true holder of the "Longest To Complete An Airplane" record. The plane was a Kadet Mark I (not the Mark II) and it took Bill 10 years or so to complete it. He started it in the late 1980's and finished it about two years ago. This was the plane that spent lots of time in a tree and became a home to mice, which ate some of it.

CONGRATULATIONS TO BILL on taking over this record, and THANKS for taking it off my back! Now, Bill, you can start another airplane and break your own record!

LETTER FROM NICK JONCKHEERE

Via Email from John Schaffner

Hello WAM members,

Yes, I know, it's been a long time since you heard of me, but since my good friend John Schaffner keeps sending Talespinners over the Ocean, I'm always informed of how the WAM goes. It's good to read that new members are attracted. I thank you guys so much for electing me as honorary member and as ever I have to congratulate Ed the Editor and the contributors for their excellent Talespinner every month. I recently had a nice experience that I hereby want to share with you. Read all about my first helicopter flight ever. Best regards from Oostende,

Nick

HELICOPTERS OVER THE NORTH SEA

In my hometown of Oostende, the major coastal city of Belgium, the Search and Rescue Westland Sea King of the nearby military Koksijde base is a familiar sight at the beach. But since a few years, there has been another roar of fast-running turbines and helicopter blades in the air. Most people call it the "yellow helicopter", but we, who know about airplanes, then admire one of the most beautiful helicopters around. More than that, we even enjoyed a flight in Noordzee Helikopters Vlaanderen's Eurocopter DAUPHIN. When I'm briefed and have my rescue jacket belted on by Roger, the people of the RTL-TVI camera crew are seated in the back of the machine already. Two minutes later, the blades start to rotate en Jef De Kinder and Marc Simillion go over the checklist. Today is a checkflight for Jef, Ops Manager at NHV, by Marc, who is Chief Pilot. We're going to do a simulation of transport of sea-pilots to the ship they have to guide, and a check of a system that just received maintenance.

16h 19; lift-off, nose down and speeding off. We go sea-wards and after a very short time (know that cruising speed is about 285 km/h (180 mph), we see an 'airway for boats', a whole bunch of large freight ships on their way to somewhere behind the North Sea. We pick out one of them and the side door of the Dauphin is opened. After visual contact with the captain to ask if we are allowed to use the ship for our exercise, he gives us 'thumbs up' and there we go. No, there he goes; the cameraman of the TV crew is winched down to the ship. We are at about 20 metres above the deck. It doesn't take long at all!

During this operation the helicopter is held perfectly stable by pilot inputs based on short spoken messages, given by the winch operator (HHO – Helicopter Hoist Operator). This winching is a technique that is perfectly known by the pilots, since they all have more than 4000 hours of maritime experience on the SAR Sea Kings of the 40th Squadron of Koksijde. 'Left one' means one metre to

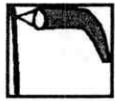
the left, similar instructions exist for right, forward and backward, 'on top' is when they are in position. 'Up, up' and away is used in emergencies only. There is a static line that touches deck first, otherwise, the winched person would get a good deal of volts through the body, because of static electricity between ship and helicopter. While the cameraman shoots film, we go for a 360 round the ship (nice footage for TV), and then back to the ship, where we winch him up again (we could have left him there for a few weeks, but didn't). Then back to the coast, in this fast and very stable machine. This doesn't take long at all.

North Sea Helicopters Flanders (NHV) was started in 1997 by Jef DeKinder and a few partners. The main goal is to put sea-pilots on their ships, even in rough weather when their pilot-boats weren't able to leave ports any more. NHV is a private company, but works mainly with ex-40th squadron helicopter pilots. In the meantime, the Belgian government contracted NHV to do the rough weather piloting-work for them. But also, 25 % of NHV's business is in the VIP- and business flights, even medical and transport of organs is done. For this reason, a new Eurocopter, an EC 120B Colibri, was purchased, and two existing Agusta A109's were integrated in NHV. The company has an Air Operator Certification, a license for Air Taxi, and a JAR Ops 3. Training is also possible, starting on a hired Robinson R22, then on Colibri. The Dauphin AS 365 N3 is an absolute marvel, and can winch pilots up and down their ships even during up to 12 Beaufort. It has a single pilot certification, but for sea-work, a minimum crew of one pilot and one HHO is necessary, and in rough weather a second pilot is taken along. This latest N3 version has a Safe Single Engine Capability, the helicopter can hover on ONE of its two engines! The Arriel 2C engines have 975 hp each. Something else is the four-axis automatic pilot. We knew about the system for roll-yaw-pitch, but for a helicopter, a collective autopilot could be useful as well! The Dauphin has it all. Just as the certified GPS- integrated navigation system that reduces pilot workload a lot. This is one of the reasons why the AS 365 has that single pilot certification. At NHV, the Dauphin is flown about 500 hours a year, which is translated in about 1000 winchings. In the future, NHV even thinks about buying a second one! We look out to it. More information can be found on www.nhv.be (and do check out the www.aeroscript.com as well.)

Many thanks to Jef De Kinder and Marc Simillion of Noordzee Helikopters Vlaanderen.

Nick Jonckheere

P.S.: My e-mail address is nick.jonckheere@kh.khbo.be and not khbobo..



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out

FAMOUS FIRSTS IN AVIATION **FIRST RIGID ZEPPELIN**

From The Marks Informer
Art Perry, Editor

Count Ferdinand von Zeppelin, a young cavalry officer with the Prussian Army, was sent to the U.S. in 1865 as an observer with the Union Army during the Civil War. While he was there, he saw the use of balloons to scan enemy positions and to direct cannon fire. He also made a number of tethered and free flights. His interest in lighter-than-air-craft led him to study motorized airships, but it took another thirty years of frustration before he was able to finance and build his first rigid metal framework dirigible.

When the first huge cigar-shaped airship was backed out of its floating hangar for its maiden flight on July 2, 1900, the 420 foot long interior housed sixteen cells containing 338,410 cubic feet of gas. Twin 16 hp gasoline engines drove four propellers through chain transmission. Small rudders provided directional guidance, and a 550 pound slight weight arrangement permitted fore and aft trim. There were many flights along the shores of lakes in Switzerland and Austria.

Because of improvements in power plants and overall design, Zeppelin was operating a five ship

airline in Germany within 10 years. Between 1910 and 1914 the line carried more than 35,000 passengers without a single fatality. When WW I broke out, the German Army commandeered his airships for military use. Night bombing raids over England associated the name Zeppelin with terror in the skies. But when British fighter planes were able to climb high enough, airships became obsolete as a military menace.

In the mid 1930's the rigid airship returned for commercial purposes. Transoceanic flights were a luxurious experience. The era of the majestic queens of the air came to an end on May 6, 1937 when the hydrogen-filled Hindenburg exploded in flames over the Lakehurst Naval Air Station in New Jersey after a successful ocean crossing.

UPCOMING EVENTS

Nov 11 Delaware RC Club Auction and Swap Shop, Newark, DE. Shue Middle School. 302-368-5171 (Dick Stewart).

For additional info, call
Milt Peacock (410) 833-3122



1997 DARWIN AWARD NOMINEE

JAPAN - Earlier this year, the dazed crew of a Japanese trawler were plucked out of the Sea of Japan clinging to the wreckage of their sunken ship. Their rescue, however, was followed by immediate imprisonment once authorities questioned the sailors on their ship's loss. They claimed that a cow, falling out of a clear blue sky, had struck the trawler amidships, shattering its hull and sinking the vessel within minutes. They remained in prison for several weeks, until the Russian Air Force reluctantly informed Japanese authorities that the crew of one of its cargo planes had apparently stolen a cow wandering at the edge of a Siberian airfield, forced the cow into the plane's hold and hastily taken off for home. Unprepared for live cargo, the Russian crew was ill-equipped to manage a now rampaging cow within its hold. To save the aircraft and themselves, they shoved the animal out of the cargo hold as they crossed the Sea of Japan at an altitude of 30,000 feet.



COMING EVENTS



Nov. 7 WAM Meeting. VFW Hall. 7:30 p.m.

Dec. 2 Xmas Banquet and Awards Night

Feb 10, WAM Flea Market.
2001

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



HERE'S BOB! (AND AGAIN!!)

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.



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

December 2, 2000
6:00 P.M.
VFW HALL
WESTMINSTER

Volume 16 Number 11

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

The end of the year approaches and I hope you can look back and recall many times during the year when you were enjoying this great hobby of ours. We have a great club and the facilities to enjoy our mutual interest.

We finally have the Baugher field in great shape and can now look forward to utilizing it to the fullest. We did a great job with membership retention and have one of the largest memberships in quite some time. That is a credit to all.

The Annual Banquet is upon us and I hope to see everyone there. It's a wonderful way to end the year.

In closing, Linda and I would like to wish you a very Happy Holidays and prosperous New Year.

John



ANOTHER GREAT YEAR

A few days after you receive this T/S we will have our annual dinner. I'm sure that those who attend will hear in some detail the highlights of WAM during the year 2000. We should all remember that many of those highlights occurred because of the work of our members – they didn't simply happen on their own.

So, we should all thank those who worked so hard for our club, whether that work meant serving as an officer, mowing the field, balancing WAM's budget, teaching new members to fly, cooking food at the Fun Flys, bringing a model to a meeting for others to see, and other tasks which someone had to do in order to make the club that it is. Without listing all the names of those who worked so hard (you know who you are and so do we), I would like to thank all of you on behalf of the membership. We certainly appreciate what you fellows have done.

I would also like to thank those of you who made my life as editor easier. Notes from the field activities, secretary's minutes of the meetings, Bill and Lou's great help in printing and mailing the T/S, and others who sent me material to print all helped to create the T/S. My thanks to all of you!

Eddie the Editor



MINUTES OF WAM MEETING NOVEMBER 7, 2000

From Pat Kowalski

The November meeting of WAM opened at 7:40 p.m., with secretary Pat Kowalski presiding, in the absence of the president and vice-president. There were 19 members present, and two guests, including Art Perry, former WAM member, and initiator of the T/S.

The minutes of the 10/03/00 meeting were approved as presented in the T/S.

Treasurer's Report: Bob Allen's report is available in the T/S.

AMA: Bill Hasert had nothing to report.

Field Committee: Dutch Briggs noted no problems with either field. Bob Allen will take down the canopy.

Membership: No report.

Carroll County: No report.

Newsletter: Ed Goldman will present nominees for next year's officers elsewhere in the T/S.

OLD BUSINESS

Sign up now for the December banquet: 12/02/2000 at the VFW. Cash bar 6:00 p.m. to 7:00 p.m., followed by dinner at 7:00 p.m. The food should be great--roast beef, stuffed chicken breast, mashed potatoes, and a veggie. Checks go to Bob Allen--\$18.00 for adults, and \$6.00 for children under 12. Questions? Answers? Comments? Call chairpersons Pat Kowalski (410-795-9122) or John Sterrett (410-775-2661).

NEW BUSINESS

Dinner Guests: Pat Kowalski will invite Mr. and Mrs. Alan Baugher to the banquet.

Nominations for 2001 officers: Bob Allen has assem-

bled a fine list of potential officers.

President: John Wunderlich and Jim Hodges
Vice-president: Lou Omanski and Ron Bowen
Treasurer: Bob Allen and Lloyd Briggs
Secretary: Jay Nardonne and John Schaffner
Member-at-large: John Sterrett and Dave Evans.

New Projects: Ray Miles returned with a magnificent ship model. A helicopter and a mystery plane were also on display.

Bill Hasert won the 50/50 (AGAIN).

The meeting adjourned at 8:30 p.m.

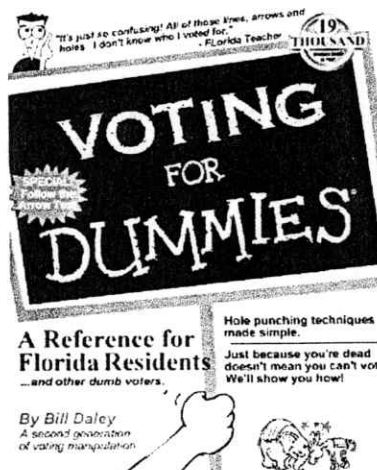


SPIEGEL FIELD IS CLOSED

ACCORDING TO OUR AGREEMENT WITH THE COUNTY, SPIEGEL FIELD MAY NOT BE USED FROM THANKSGIVING UNTIL JANUARY 1, 2001. **PLEASE DO NOT FLY AT SPIEGEL UNTIL JANUARY 1, 2001.**

REMEMBER, WE FLY AT SPIEGEL UNDER COUNTY REGULATIONS AND WE WANT NO ONE VIOLATING OUR AGREEMENT.

THANKS FOR YOUR COOPERATION. HOPEFULLY, WE'LL HAVE A WARM JANUARY AND WE CAN FLY THERE IN A FEW WEEKS.

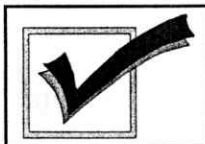


AND THE NOMINEES ARE....

We all know by now that our Annual Holiday Dinner and Election of Officers Banquet will be held on December 2 at 6:00 p.m. at the VFW Hall. So that you can prepare yourself for the election, the nominees for WAM's officers for the year 2001 are printed below. In light of the presidential election, which may or not have been decided by December 2, I urge you to carefully examine the sample ballot and the following rules.

There is to be NO stuffing of the ballot box, NO voting for two candidates even though you claim you couldn't understand how to vote for your choice, NO claiming that you didn't get a ballot, NO claiming that you were denied the right to vote (you do have to be in attendance as WAM does not have absentee ballots), NO recounts (the ballots are counted by hand, and a recount would mean that we would have to steal a voting machine), NO bribes are to be paid by any candidate in order to coerce a member of WAM to vote for the other candidate (but you can promise to pay the member up to \$ 10.00 in the parking lot after the voting has been completed), AND NO suits may be filed after the election no matter how many lawyers a losing candidate can afford to pay.

Failure to obey these voting regulations will be met with a harsh and appropriate penalty. This penalty will be that you always have to take off and land WITH the wind, keep your plane between you and the sun as much as possible, and land with your eyes closed every other time. In addition, your fuel tank must have a capacity of 2 ounces or less, and your receiver batteries must be dangerously low (unable to pass a pre-flight check). So, fellow WAM members, bring your wits with you, remember the Golden Rule, and elect those people who you think will make the very best officers for our club.



SAMPLE BALLOT

PRESIDENT

JOHN WUNDERLICH

JIM HODGES

VICE-PRESIDENT

LOU OMANSKY

RON BOWEN

SECRETARY

JAY NARDONE

JOHN SCHAFFNER

TREASURER

BOB ALLEN

LLOYD BRIGGS

MEMBER-AT-LARGE

JOHN STERRETT

DAVID EVANS

VOTING INSTRUCTIONS

WAM wants to be absolutely certain that each and every member is aware of our voting rules, and has sufficient time to prepare themselves. Please read the following voting instructions prior to the actual election. (You may also cut out this article and bring it with you to the election). In order for your vote to count, you must take the letters in your candidate's name, scramble them, and make ten words out of those letters, and one word has to be in a foreign language and rhyme with "airplane." You then have to take the letters in the name of the candidate you are NOT voting for, and make fifteen words out of them, and then put those words in a complete sentence which is grammatically correct. When you have done that, punch either one or two holes next to (or near) your candidate's name. The folks who count the votes will then decide if the words you have made from your candidate's names are proper, and that the sentence you formed with the words made from the person you did not want to vote for is grammatically correct. Once that is done, the vote counter will decide for you which candidate you meant to vote for by deciding which hole you meant to punch. So, take your time and be very careful. No one wants your vote not to count.

DO YOU HAVE HELPFUL HINTS?

I'm sure many of our members have their own little hints and tricks they have learned during the course of building their R/C airplanes. If you're one of them, why not let me know about it and I'll be glad to publish it for the benefit of everyone. We'll all be able to learn things from each other.

This little item has been running in the T/S for many months. At the last meeting, Milt Peacock reiterated this same thought – that we all have our little “tricks” and good ideas about model construction, clever ways to do things, etc. I still feel that many members could help each other out if they would share some of this information. John Schaffner sent me the article below, so maybe we can follow in his footsteps and have some additional contributions to the T/S.



HELPFUL HINT FROM JOHN SCHAFFNER

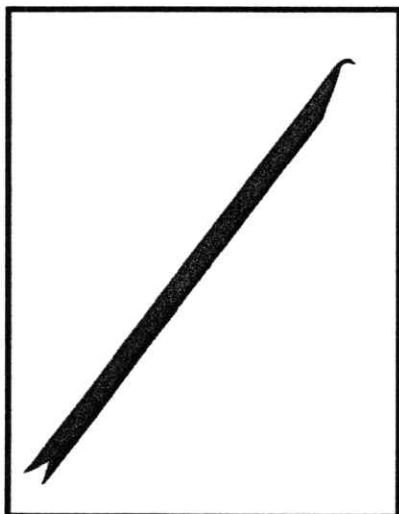
E-mailed to Eddie the Editor

Ed,
Here it is good buddy, a tool made from a worn out/broken hack saw blade. I used my Dremel tool with a cut-off wheel to grind the shape for making hinge slots. The length is optional. I like it long for a good grip and a long one is hard to lose on the bench. No charge.

Best, John

Thanks John. I appreciate the contribution to the T/S.

Ed



HAPPY BIRTHDAY!!

DECEMBER

Dan Fowler
Bill Linkow
John Sterrett

Chris Hodges
Lou Omansky
Bill Woolston



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.



NOBLE JOHN S. DOES A GOOD DEED

John Schaffner commented that he was contacted by a 3rd party who asked him if he would help an elderly man rebuild a Great Planes J-3 Cub. The man is in a wheelchair and has several ailments, including diabetes. So good fellow that John is, he now visits the elderly gentleman three times a week to rebuild the J-3.

This is certainly a nice story and we give both John and the wheelchair-bound man credit. Perhaps we'll all be in the elderly man's situation one day and will be hoping that someone as nice as John will come our way with a helping hand.

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

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



FOR SALE !



NEW Kadet Mark II

Excellent Trainer. Already built. Install an engine & radio and GO FLY !! Included are an engine mount, fuel tank & lines. All push rods, servo mounts, wheels [3], and cowl. But I suggest not using the cowl to keep the engine easily accessible. Rubber bands used to hold the wing in place. \$175.00

I will install your engine / radio and test fly the airplane for \$50.00. Or I will obtain and install an engine for you.

OS .40 LA [natural] = \$ 60.00

OS .40 LA [blue] = \$ 70.00

OS .46 LA [blue] = \$ 80.00

Radio:

Airtronics – VG 400 4 channel [4 servos]
\$ 185.00

Futaba – Skysport 4 channel [4 servos]
\$ 150.00

Misc. items – [prop / spinner / connectors] approximately \$10.00. [Shipping & tax about \$20.00]

Call Milt Peacock @ (410) 833-3122
or E-mail at: milt-p@erols.com

NEW E-MAIL ADDRESS

Jay Nardone's E-mail address is:
jnardone@toad.net
Please make a note of it!



CHANNEL 28 MAY BE A PROBLEM

At the last meeting, it was mentioned by more than one member that they had had problems when using Channel 28 at Baugher Field. Definite interference occurred on more than one occasion, possible from the barn beyond the left end of the field.

If you are using Channel 28, you may want to redo your transmitter and receiver to avoid a possible loss of your plane. We believe that this interference is not coming from any members who live in the area and who might be operating a transmitter using Channel 28 at their home.

Forewarned is forearmed!!

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
George, Brian	rcrotorhead@aol.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jnardone@toad.net
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.khbo.be.be

WAM'S HOMEPAGE

[HTTP://WWW.WAM.CRBALT.COM/](http://www.wam.crbalt.com/)

DO GO LOOK!

I've said it before and I'll say it again. Anyone who has Internet access should go to the Harford County's R/C site. The address is
harfordvista.com/rcnews.asp

Achille Silvestri is visiting every R/C club in the area and writing a wonderful article, complete with excellent photos, about his visit. He recently went to RCMB's combination Flea Market (in the morning) and Fun Fly (in the afternoon). You owe it to yourself to visit the site and read for yourself. It's worth it.

In addition, Achille has a list of all the R/C events in the area. Tune in and enjoy!

EXCUSES!

*By: Wayne Wilcox
From Lee's R/C Web Site*

I was cleaning out some of my AppleWorks files when I came across this one. My wife worked for an insurance agent and found it in one their trade magazines, so I typed it up and they hung it on the wall in a frame. Hope tickles your funny bone like it did mine. The following quotes are taken from the Toronto News back in July 19--and are actual statements found on insurance forms where drivers attempted to summarize the details of an accident in the fewest words possible. These instances of faulty writing serve to confirm that even incompetent writing is highly entertaining

1. Coming home I drove into the wrong house and collided with a tree I don't have.
2. The other car collided with mine with out giving warning of it's intentions.
3. I thought my window was down but I found it was up when I put my hand through it.
4. I collided with a stationary truck coming the other way.
5. A truck backed through my windshield into my wife's face.
6. A pedestrian hit me and went under my car.
7. The guy was all over the road. I had to swerve a number of times before I hit him.
8. I pulled away from the side of the road, glanced at my mother-in-law , and headed over the embankment.
9. In my attempt to kill a fly, I drove into a telephone pole.
10. I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprang up, obscuring my vision and I did not see the other car.
11. I had been driving for 40 years when I fell asleep at the wheel and had an accident.
12. As I approached the intersection, a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.
13. To avoid hitting the bumper of the car in front, I struck the pedestrian.
14. My car was legally parked as it backed into the other vehicle.
15. An invisible car came out of nowhere, struck my car and vanished.
16. I told the police that I was not injured, but on removing my hat, I found that I had a fractured skull.
17. I was sure the old fellow would never make it to the other side of the road when I struck him.
18. The pedestrian had no idea which direction to run, so I ran over him.
19. I saw a slow moving, sad faced old gentleman as he bounced off the hood of my car.
20. The direct cause of the accident was a little guy in a small car with a big mouth.
21. I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.
22. The telephone pole was approaching, I was attempting to swerve out of its way, when it struck my front end.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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:	Bill Hasert
Longest Sustained Rubber Powered Flight	Lou Omansky
Most butterfly wing flaps on a flier's hat	Lloyd Briggs
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett
Person Who Used the Most Instructors to Learn How to Fly	Lou Omansky
Person Who Took the Longest Time to Solo	Lou Omansky
<u>**New Record Category</u>	

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

Drazen's Law of Restitution: The time it takes to rectify a situation is inversely proportional to the time it took to do the damage. **Example:** It takes longer to glue a vase together than to break one;

Stockmayer's Theorem: If it looks easy, it's tough. If it looks tough, it's damn well impossible.



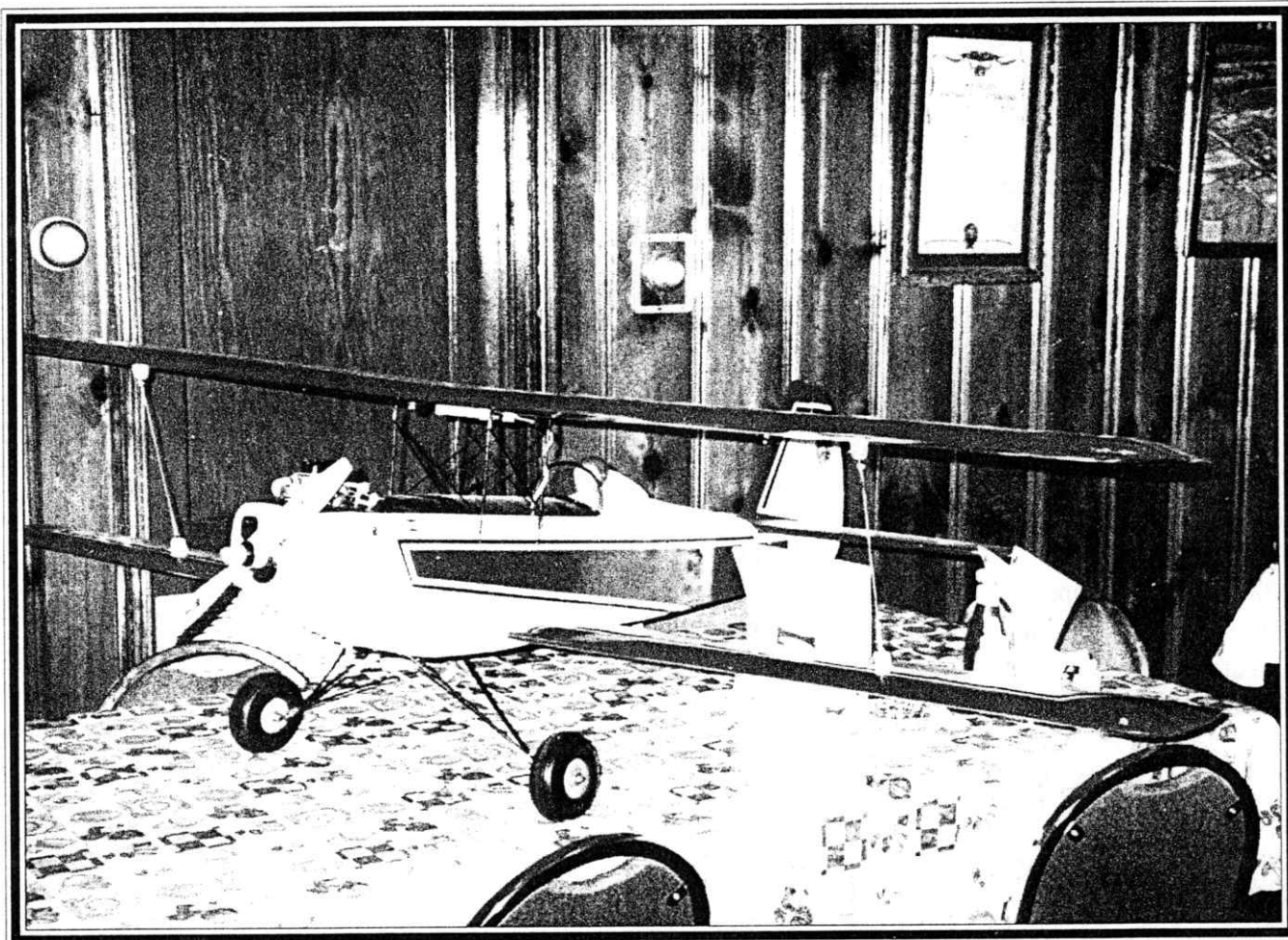
NEW PROJECTS AT THE LAST MEETING

There were three very different models at WAM's last meeting. Bob Allen, as usual, had another new helicopter. (I think that Bob brings a new one to every other meeting and will remain our treasurer for a long time to come no matter what he has to do to stay in office). He says it has two names, either "Mellow Yellow" or the "Greenie Wienie." This is a high-tech project with digital servos and lots of other fancy stuff. We're looking forward to seeing this one doing its thing soon.

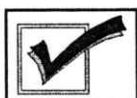
John Whitfield brought a beautiful biplane which he bought from someone who got it from someone else. It's covered with a Solartex type material and painted in beige, red, and black and looks great. John has an Enya 120 engine installed and says it flies great. Interestingly, though, is that neither John nor anyone else knows what the model is. So John calls it the "Thing-A-Ma-Jig" and lets it go at that.

The 3rd model on display wasn't an airplane. It was a scale model ship built by Ray Miles. Ray has been creating magnificent models of ships for several years now, some of which are on display at a middle school in Eldersburg near McDonald's. The model is of the Maryland "Dove," a working ship out of St. Mary's City, Md. It is scratch built from plans obtained from MIT. Ray spent about 1,000 hours building this model, and his is the only model of this boat. I have seen other model ships Ray has built and they are truly something to behold.

For those new members who do not know Ray Miles, he was one of the very earliest members of WAM, and is the man most responsible for our club having the Spiegel Field. Ray worked tirelessly for 19 years trying to get the county to give us a place to fly, and it was finally accomplished. Thanks, Ray, for coming to the meeting and bringing your good ship "Dove."



This is John Whitfield's "mystery plane," which he brought to the last meeting. No one knows anything about this model. If you recognize it, please let John know so he will be able to address it by its proper name. Thanks!



RADIO FREQUENCY LIST

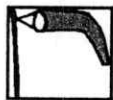
Lou Omansky is compiling a list of everyone's radio frequencies so that a club list can be publicized. It will be helpful to anyone who is buying a new radio and wants to avoid buying one with a frequency already very popular among our members.

Please call or send Lou your frequency numbers to help his effort. You can call him at (410)-653-0586, or send it to him at:
327 Willow Oak Circle
Baltimore, MD 21208

Lou says "Thanks" in advance.

*WHEN ONCE YOU HAVE
TASTED FLIGHT YOU
WILL ALWAYS WALK THE
EARTH WITH YOUR EYES
TURNED SKYWARD;
FOR THERE YOU HAVE BEEN
AND
THERE YOU WILL FOREVER BE*

LEONARDO DA VINCI



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



LINING UP TO LAND

*From the AMA Newsletter
April, 1999*

I first heard about this trick at a fly-in in Lakeland, Florida. There are two runways there with a crossing angle of about 30 degrees. Upon landing, I found myself splitting the difference and landing at the intersection. This was no major problem since the entire field was very smooth. However, I was irritated with myself.

While talking to other members in the pits, one local flier described his method of lining up on a strange runway. Simply align your shoulders parallel with the runway. Then line up the plane on final approach over and in line with your shoulder. This will bring you right down the runway.

I tried it and it works. Since you cannot turn your head a full 90 degrees, the plane will be on a final approach somewhat out in front of you and in line with the runway.

PLEASE REMEMBER
SPIEGEL FIELD IS CLOSED
UNTIL JANUARY 1, 2001
BE PATIENT AND HOPE
FOR A WARM JANUARY



SHOCK-MOUNTING SCREWS

*AMA Newsletter
September, 1999*

Engine cowlings are often a problem. The plastic cowlings that are supplied with most kits are made from thin material that is prone to cracking due to the severe vibrations that come from a high speed, single-cylinder glow engine. Fiberglassing the inside of these cowlings makes them more durable but not perfect.

Traditionally, cowlings are mounted by gluing small wooden blocks to the firewall, then small wood screws are run through holes in the cowl and into the wood blocks. This rigid mounting means that all those engine vibrations get transferred directly to the plastic. Vibration either causes the mounting screws to come loose, or causes stress cracks in the cowl around the screw holes, or both.

You can fix this problem by shock-mounting the cowl. Drill a hole into the mounting blocks just large enough to shove a scrap piece of fuel tubing into it. Leave about 1/32" of the tubing protruding above the top of the hole to come in contact with the inside of the cowl. Small wood screws can be used to fasten the cowl. Not only does the fuel tubing help to isolate the cowl from vibrations, but it will also keep the screws from vibrating loose.



HINGE INSTALLATION

*From the AMA Newsletter
September, 1999*

If you use one piece hinges, here is a tip that will keep you out of trouble. Draw a thin black line across the middle of the hinge. Cut slots in the wing and install the hinge just up to the marked line. When you press the aileron or elevator onto these hinges, you will be able to tell if the hinge is being pushed into the control surface. If you can't keep the hinge from being pushed into the wing, stick a pin through the middle of the hinge. This will prevent the hinge from moving but not weaken the hinge at all.



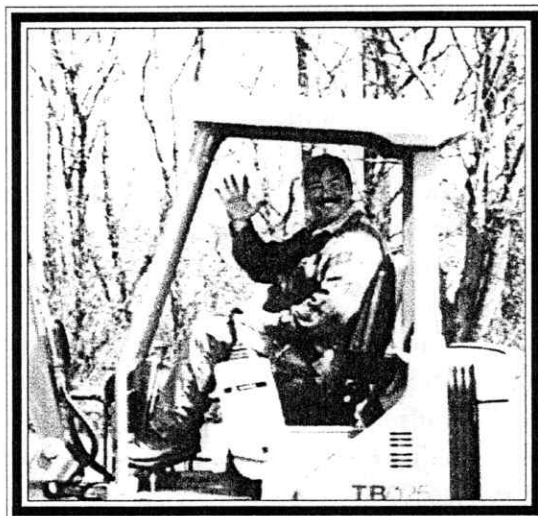
COMING EVENTS



Dec. 2 Xmas Banquet and Awards Night

Feb 10, WAM Flea Market.
2001

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



HERE'S BOB! (AND AGAIN!!)

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

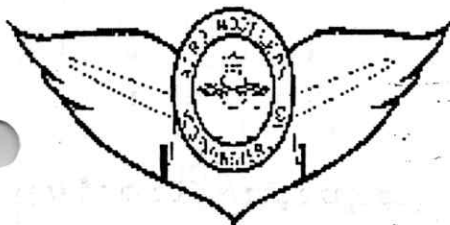
Newsletter of the
Westminster Aero Modelers
c/o Ed Goldman, Editor
16 Kalten Road
Westminster, MD. 21158



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.



THE TALESPINNER

Westminister 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>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>			

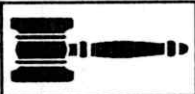
16 Kalten Road, Westminister, Md. 21158

**NEXT
MEETING**
January 2, 2001
7:30 P.M.
VFW HALL
WESTMINSTER

Volume 16 Number 12

AMA Chartered Club # 336

Formed 1953



PILOT TO CO-PILOTS

Fellow Modelers,

Once again the annual WAM banquet was a great affair thanks to the efforts of Pat Kowalski and John Sterrett. Everyone seemed to have a good time and the food was delicious. It's winter and time for building new planes but please remember that our Flea Market will be held in February. We need all the help we can get from our members to make it a success. This is the only fund raiser we have scheduled so far for 2001. Please volunteer to help!

We achieved the highest membership level last year that we have had for many years. This is a tribute to all our members. You have made everyone feel welcome and excited about our hobby.

As I mentioned at the banquet, we have no major field projects to concern us this year so it is time for all of us to get out and enjoy our wonderful hobby.

I thank all of you for your support and look forward to working with you in the months ahead.

I hope everyone had a safe and happy holidays.

See you at the January meeting,
John

HAPPY

NEW

YEAR!



MINUTES OF WAM MEETING **DECEMBER 2, 2000**

From Eddie the Editor

Our annual Holiday Dinner and Election of Officers was held at the VFW. As usual, the food and friendship were both of the first order. President John was all set to reminisce about the "highlights" of the past year, but had just moved and left the "highlights" in a packing box somewhere. He did point out, though, that WAM has two of the best flying fields in the state, thanks to the very hard and time consuming work of several members. Wendell Richards and Bob Allen received special recognition for their efforts. Our hats are off to them.

New members Dave Evans, Bob Donahue, and Bill McKenzie attended their 1st Holiday dinner with the club and we were glad they were present.

President John mentioned that he had visited the Spider Web and had them set up the WAM logo so that anyone can go there and purchase a T-shirt or other article of clothing and have the logo embroidered on it for a nominal charge. The folks there are nice and the prices reasonable.

As mentioned in a previous newsletter, John Wunderlich won "*Deadstick's*" Most Valuable Member Award for his superb job as President during the past year. We all are grateful for John's guidance.

Your faithful editor was also recognized for producing *The Talespinner*. I thank those who so honored me and appreciate the help of the many others who contributed in various ways, especially Lou Omansky, Bill Woolston, Milt Peacock, John Sterrett, John Schaffner, Dale Johnston, and several others. Thanks to all of you!

After dinner, Bob Allen handed out the door prizes which were purchased with the 50/50 money collected at the meetings. All the winners were appreciative of their neat packages containing modeling goodies. I believe that Bill McKenzie won the first prize of the night.

AND THEN CAME THE MOMENT OF TRUTH – WHEN THE KAMIKAZE AWARD

FOR THE YEAR 2000 WAS ANNOUNCED. THE TENSION WAS HIGH AS THOSE WHO HAD CRASHED IN A PARTICULARLY GRUESOME AND/OR SPECTACULAR WAY WAITED TO SEE IF THE AWARD WAS THEIRS. SEVERAL ATTENDEES WERE OF MIXED EMOTION AND WORE GRINS OR GRIMACES ON THEIR FACES. THE FAMOUS KAMIKAZE AWARD HAS BEEN GIVEN AT EACH HOLIDAY DINNER FOR THE PAST 21 YEARS, AND THE LIST OF PREVIOUS WINNERS INCLUDES MANY WELL-KNOWN WAM MEMBERS, BOTH PAST AND PRESENT. THE AWARD ITSELF, A BEAUTIFUL RENDITION OF AN AIRPLANE CRASHED NOSE FIRST INTO THE GROUND AND CRUMBLLED IN THE PROCESS IS A WORK OF ART. THE WINNER KEEPS IT FOR A YEAR, AND THEN IT IS AWARDED TO THE GREATEST CRASHER OF THE NEXT YEAR. WHO WON? KEEP READING!!



SPIEGEL FIELD WILL BE **OPEN ON JANUARY 1, 2001**

ACCORDING TO OUR AGREEMENT WITH THE COUNTY, SPIEGEL FIELD MAY NOT BE USED FROM THANKSGIVING UNTIL JANUARY 1, 2001. **PLEASE DO NOT FLY AT SPIEGEL UNTIL JANUARY 1, 2001.**

REMEMBER, WE FLY AT SPIEGEL UNDER COUNTY REGULATIONS AND WE WANT NO ONE VIOLATING OUR AGREEMENT.

THANKS FOR YOUR COOPERATION. HOPEFULLY, WE'LL HAVE A WARM JANUARY AND WE CAN FLY THERE IN A FEW WEEKS.

HELPFUL HINT

To clean baked on oil on engine parts, boil the stripped parts in a pan of water with a handful of clothes washing powder. It does a great job, but smells horrible.

AMA Newsletter, February, 1999



**AND THE WINNER OF
THE KAMIKAZE
AWARD FOR 2000 IS:**

HELICOPTER PILOT TOM HIER

Tom won this award fair and square. He out-crashed all other club members and proved that you don't have to have one spectacular crash, you can have several. According to fellow helicopter pilot Bob Allen, Tom did just that. Tom is allowed to keep his well-earned trophy in his home for all to see. Congratulations!!



**AND THE RUNNER-UP IS:
RON BOWEN**

Ron came in second this year (nice try, Ron) for his crash into rebar at Baugher's Field. Heading for the vegetable patch, Ron was able to avoid the vegetables which would have cushioned the blow and managed to hit one of the few pieces of metal around. Were it not for Tom, Ron would have walked away with the Kamikaze Award.



**FROM THE OFFICE OF THE
TREASURER
Bulletin: Dues are due!**

As of January 1st, dues 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 = <u>\$85.00</u>
Junior Members=	\$25.00
Honorary Members=	\$00.00

Here is a brief run down 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.

You can send your checks, made out to "Westminster Aero Modelers" to:

Robert Allen Jr.
249 Stacy Lee Drive
Westminster, Md. 21158

Or see me at the January meeting. If you have any questions you can call me at: 410-876-3580

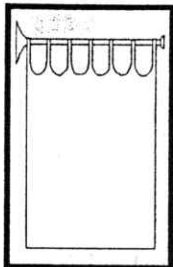
One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

AMA Dues are also due: Remember you can't legally fly without out paying them. You are NOT covered by insurance and neither are we as a club. You can pay your AMA dues online now. I did and it only took about 1 minute and they E-mail you a confirmation.

[http://www.ama-dist-8.org/
Membership/index.html](http://www.ama-dist-8.org/Membership/index.html)

Thank you in advance

Bob Allen, Treasurer



AND HERE IT IS, FOLKS

THE INFAMOUS KAMIKAZE AWARD LIST

By popular demand, and for the first time, all WAM members can now know the names of ALL Kamikaze Award winners. (Thanks to Bob Allen for supplying the list). The winners include many of WAM's more active members, and some have won the trophy more than once. This list is one of dubious honor, but certainly shows that we can keep our sense of humor despite some tragic outcomes.

Year	The Recipient
1984	Don Nelson
1985	Milt Peacock
1986	Ed Popp
1987	Milt Peacock
1988	Ed Goldman
1989	Milt Peacock
1990	Ed Goldman
1991	Dave Kenny
1992	Dave Kenny
1993	Mickey Yachera
1994	Ed Popp
1995	Ed Popp
1996	Wendell Richards
1997	Wendell Richards
1998	Lloyd Briggs
1999	John Schaffner Terry Reeves
2000	Robert Allen
2001	Thomas Hier

Mid-Air with
John's plane and Ed
Goldman's plane

Note: The dates indicate the year that the award winner possessed the trophy. The damage was actually done the year before.



HAPPY BIRTHDAY!!

JANUARY

Bob Donohue

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."



Wendell Richards and Bob Allen With Their Well-Deserved Plaques For Their Outstanding

SALE**FOR SALE !****SALE****NEW Kadet Mark II**

Excellent Trainer. Already built. Install an engine & radio and GO FLY !! Included are an engine mount, fuel tank & lines. All push rods, servo mounts, wheels [3], and cowl. But I suggest not using the cowl to keep the engine easily accessible. Rubber bands used to hold the wing in place. \$175.00

I will install your engine / radio and test fly the airplane for \$50.00. Or I will obtain and install an engine for you.

OS .40 LA [natural] = \$ 60.00

OS .40 LA [blue] = \$ 70.00

OS .46 LA [blue] = \$ 80.00

Radio:

Airtronics - VG 400 4 channel [4 servos] \$ 185.00

Futaba - Skysport 4 channel [4 servos] \$ 150.00

Misc. items - [prop / spinner / connectors] approximately \$10.00. [Shipping & tax about \$20.00]

Call Milt Peacock @ (410) 833-3122
or E-mail at: milt-p@erols.com

Great planes 60 size extra 300
New In Box \$100.00

Out of production Pilot

120 4H semi scale decathlon
New In Box

75.5" span, 915 square inch wing, 8.75 to 9.375
lbs. For 120 four stroke engine
All parts bagged.

Windshield has a crack top corner.
\$100.00

Contact Bud Faulkner at: 410-775-2502

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
George, Brian	rcrotorhead@aol.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Khazanskiy, Dmitriy	rcheli15@aol.com
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jnardone@toad.net
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.khbo.be.be

WAM'S HOMEPAGE

[HTTP://WWW.WAM.CRBALT.COM/](http://www.wam.crbalt.com/)

DO GO LOOK!

I've said it before and I'll say it again. Anyone who has Internet access should go to the Harford County's R/C site. The address is
harfordvista.com/rcnews.asp

Achille Silvestri is visiting every R/C club in the area and writing a wonderful article, complete with excellent photos, about his visit. He recently went to RCMB's combination Flea Market (in the morning) and Fun Fly (in the afternoon). You owe it to yourself to visit the site and read for yourself. It's worth it.

In addition, Achille has a list of all the R/C events in the area. Tune in and enjoy!

YOUR NEW OFFICERS

2001



PRESIDENT
VICE-PRESIDENT
TREASURER
SECRETARY
MEMBER AT LARGE

John Wunderlich
Lou Omansky
Bob Allen
Jay Nardone
John Sterrett

WAM congratulates our new officers. Our club is in good hands for the coming year and we look forward to even bigger and better things. Please thank these fine folks who will be devoting much of their time for your benefit, and reach out to help them when they ask for it.



CURRENT WAM RECORDS

During the year 2000 flying season, any of these records may be broken. I wouldn't be happy to be the one to set a new record, but if you do or come close to breaking one, please let me know. After all, what are records for if not to be broken.

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:	Bill Hasert
Longest Sustained Rubber Powered Flight	Lou Omansky
Most butterfly wing flaps on a flier's hat	Lloyd Briggs
Shortest Flight With Perfect Landing	Pat Kowalski and John Sterrett
Person Who Used the Most Instructors to Learn How to Fly	Lou Omansky
Person Who Took the Longest Time to Solo	Lou Omansky
Person Who Has Been A Member the Longest Without A Solo Certificate**	John Wunderlich

**New Record Category

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

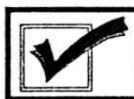
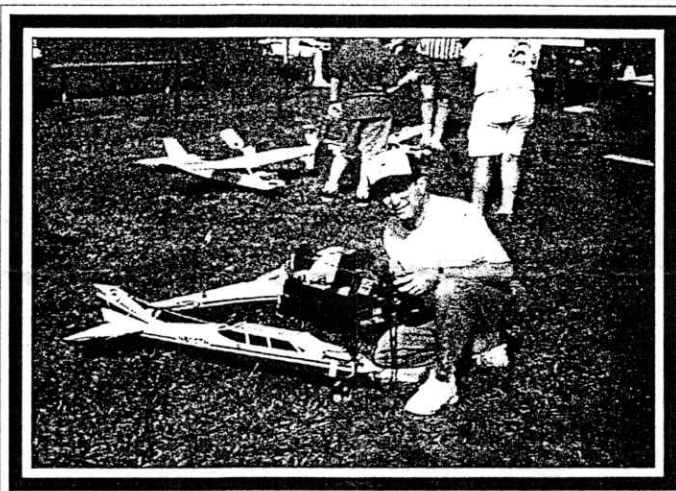
**If all the world is a stage,
where is the audience sitting?**

NEW RECORD CATEGORY

We do have some members who think quite a bit about the foibles of other members. Of course, this is all in jest, so we have to take our lumps when we deserve them. (See list of record holders to the left).

At the Holiday Dinner, someone (I honestly don't know who) mentioned that our president, John Wunderlich, has been a member for quite some time **AND HAS NEVER SOLOED**. So, we now have a new record category and a holder of that record.

THE RECORD FOR BEING A MEMBER THE LONGEST WITHOUT EARNING A SOLO CERTIFICATE GOES TO JOHN WUNDERLICH



HOLE MARKER

*From the AMA Newsletter
June, 1999*

A few years ago, while attempting to mark center holes for drilling wing mounting bolts, I made a discovery. If you have to drill a recessed hole and line it up with a hole that is over 3/4 inches deep, you have to reach about 1 1/2 inches to mark the spot. If the hole you are marking through is only 3/16 inch in diameter, how do you mark it accurately?

An awl will work to make the dot, but it's better if you can cover the entire hole. So what I did was pull the felt center out of a black marker, put it into a piece of brass tubing, and now I had a 6 inch long, 1/8 inch diameter marker. It worked perfectly.

WHO SAID THAT?

*From the newsletter of
The Scale Flyers of Minnesota*

"A superior pilot is one who stays out of trouble by using superior judgement to avoid situations that might require the use of his superior skills." Major Karl von Strasser.

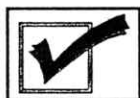
"Anything the Air Ministry wants can be done. Whether the aircraft can fly afterwards is another question." Willy Messerschmidt.

"A monument to drag." Jeff Micko speaking of the landing configuration of a Corsair.

"We wouldn't do it again for a million dollars." Lowell Smith as he climbed from the open cockpit of his Douglas World Cruiser after completing the first around-the-world flight.

"Give us Spitfires." Adolph Gallund, Luftwaffe General of Fighters, when asked by Herman Goering what he needed to win the Battle of Britain.

"Looping looks very nice, but has little value in combat. The purpose is to astound the layman and is used mostly over the home town or before spectators." Manfred von Richthofen.



RADIO FREQUENCY LIST

Lou Omansky is compiling a list of everyone's radio frequencies so that a club list can be publicized. It will be helpful to anyone who is buying a new radio and wants to avoid buying one with a frequency already very popular among our members.

Please call or send Lou your frequency numbers to help his effort. You can call him at (410)-653-0586, or send it to him at:

327 Willow Oak Circle
Baltimore, MD 21208

Lou says "Thanks" in advance.

"MATURE"

Anonymous Contributor

Today at the drugstore, the clerk was a gent. From my purchase this chap took off ten percent. I asked for the cause of a lesser amount; and he answered, "Because of the Seniors Discount."

I went to McDonald's for a burger and fries; and there, once again, got quite a surprise. The clerk poured some coffee which he handed to me.

He said, "For you, Seniors, the coffee is free."

Understand---I'm not old---I'm merely mature; But some things are changing, temporarily, I'm sure. The newspaper print gets smaller each day, And people speak softer---can't hear what they say.

My teeth are my own (I have the receipt.), and my glasses identify people I meet. Oh, I've slowed down a bit... not a lot, I am sure. You see, I'm not old... I'm only mature.

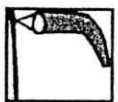
The gold in my hair has been bleached by the sun. You should see all the damage that chlorine has done. Washing my hair has turned it all white, But don't call it gray... saying "blond" is just right.

My car is all paid for... not a nickel is owed. Yet a kid yells, "Old duffer... get off of the road!" My car has no scratches... not even a dent. Still I get all that guff from a punk who's "Hell bent."

My friends all get older... much faster than me. They seem much more wrinkled, from what I can see. I've got "character lines," not wrinkles... for sure, But don't call me old... just call me mature.

The steps in the houses they're building today Are so high that they take... your breath all away; And the streets are much steeper than ten years ago. That should explain why my walking is slow.

But I'm keeping up on what's hip and what's new, And I think I can still dance a mean boogaloo. I'm still in the running... in this I'm secure, I'm not really old... I'm only mature



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
Dan Fowler	410-848-6898
Frank Guiffre	410-876-1304
Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-0296

Note: Dan Fowler and Terry Reeves are new instructors this year. Anyone needing instruction now has plenty of qualified instructors to help them out



KAMIKAZE AWARD RUNNER-UP **RON BOWEN ON A HAPPIER DAY**

(There is no rebar at Spiegel Field
And Ron is Just Cruising Along)

2001 CALENDAR OF EVENTS

Provided by Milt Peacock

- Jan. 1** Happy New Year
- Feb. 10** Flea Market at Westminter. VFW.
Hosted by WAM. Contact Wendell Richards @ 410-374-4970 [evenings] for more info.
- Feb. 23-24-25 WRAM Show** – White Plains NY
[www.wram.com] **Seats may be reserved ONLY when PAID for. Show tickets MUST be paid (\$ 9.00) for and received by trip chairman by Feb. 2, 2001. Send your check payable to RCMB to:
George Beck
306 Seminole Avenue
Baltimore, Md. 21228
(410-788-2707 between 4 and 9 pm)
- March 10** Flea Market – Lebanon, PA Call 717-960-8170 for more info.
- March 24-25** Hobby Show – Phila, PA
- April 6-7-8** Toledo Hobby Show – Ohio
- May 8** RCMB Builders Contest @club meeting
- June 1-2-3** Mason Dixon Aerobatic Challenge
@ SWAP Field. Contact Andy Kane CD [akane92802@aol.com]
- June 7-8-9-10 IMAA Rally of Giants** = Wyoming
www.rallyofthegiants2001.com <
Nolan Bartz – CD [batrz@vcn.com]
- July 6-7-8** STARS Rally – Olean NY
- Aug. 24-25-26** Bealton IMAA – VA. Contact
Andy Kane CD [akane92802@aol.com]
- Nov. 22** Turkey Day [real ones]
- Dec. 25** = Merry Xmas

Additions and/or corrections, contact Milt Peacock @ 410-833-31221 or at: milt-p@erols.com

Thanks, Milt, for supplying this information,

Ed

THERE ARE TWO THINGS TO AIM AT IN LIFE: FIRST, TO GET WHAT YOU WANT; AND AFTER THAT TO ENJOY IT. ONLY THE WISEST OF PEOPLE ACHIEVE THE SECOND.

Logan Pearsall Smith



COMING EVENTS



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

Feb 10, WAM Flea Market.
2001

See Page 9 For A More Complete List of Upcoming Events.

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



**HERE'S BOB ENJOYING
THE HOLIDAY DINNER**

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.

21030-1013

