



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President John Wunderlich 410 526-5548 **Treasurer** Jay Nardone 410 751-5050
Vice President Lou Omansky 410 653-0586 **Secretary** John Schaffner 410 584-2754
Member At Large John Sterret 410 775-0296

VOLUNTEERS

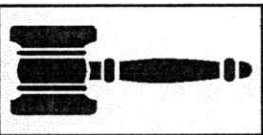
Membership Bob Allen 410 876-3580 **AMA Liaison** Bill Hasert 410 833-7271
Field Marshall Lloyd Briggs 410 833-7450 **Property** Wendell Richards 410 374-4970
Editor Jim & Chris Hodges 410 875-2669
1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

February 5, 2002
7:30 P.M.
VFW HALL
WESTMINSTER
NO REGULAR
MEETING IN
DEC.

Volume 18 Number 1

AMA Chartered Club # 336



PILOT TO CO-PILOTS

Fellow modelers,

Hope this mild weather continues so we can all get to the field and blow the dust off our planes. We should take advantage of this calm before the storm.

Don't forget, February has two important dates. The Chili Fly at Spiegel Field on February 3rd and our Flea market on February 9. It's not too late to volunteer your assistance at the flea market. Just call Ed Bradley and sign up.

Bored from watching too much TV? Come to our next meeting and enjoy the camaraderie of our fellow members. Hope to see you there, and while you are at it, bring your new project to show us.

Wishing you clear skies and gentle winds.

John



The flea market put on by WAM will be at the VFW hall in Westminster of February 9, 2002. The market will be open from 9 AM to 1 PM.

Please offer your assistance to help, this needs to be a group effort to make it work successfully. Volunteers are needed to help set up the tables Friday night February 8th. Help is also needed to sell tickets at the door as well as food and drinks during the flea market.

To volunteer to help or if you have any questions contact:

Ed Bradley - 410 635-6436

CHILLI- FLY

February 3rd at 12:00 Noon
at Spiegel Field
Bring your plane and your appetite.



MINUTES OF THE WAM MEETING

January 8, 2002
From: John Schaffner

Minutes of WAM Meeting January 8, 2002 1.

The January meeting of WAM, opened at 7:35 PM with President John Wunderlich absent. V.P. Lou Omansky presided. Present were 17 members and one guest, Augie Gray, and Honorary Member Milt Peacock.

A reading of the minutes from the November Talespinner were approved as they appeared in The Talespinner. There were no minutes of the December meeting.

Treasurer Jay Nardone reported on the financial status of the club. His report was accepted by the members. We are still in the black but not by much.

AMA Rep. Bill Hasert reported no current business with AMA. WAM is up-to-date

International Correspondent, John Schaffner, reported on a recent phone call received from our Belgian member, Nick Jonckheere. Nick sends his best wishes for a happy new year and happy landings to WAM.

Field Marshall, Lloyd Briggs reported no activity at either field lately. We are just waiting for some decent weather.

Jay Nardone reported that he is getting inquiries through the WAM website. We will have to wait to see if we attract new members from this exposure.

Wendell Richards reported that all club property is accounted for and that there was no contact from C. Co. No news is good news.

Jim Hodges is always looking for stuff for The Talespinner. Jim has been working with Jay Nardone to issue The Talespinner via the net and our Web page. This could realize some savings in postage in the future.

Next event on the calendar is the WAM Flea Market being organized by Ed Bradley. The date is February 9, 2002, 9AM - 12 PM. Make an effort to be there. At present this is the club's sole fund raiser.

There will be a "Chili-Fly" at Spiegel Field on Sunday February 3 at or about noon, rain or shine.

The club voted in the Honorary Members for 2002 as follows: Mr. & Mrs. Alan Baugher, Chuck Foreman, Milt Peacock, Ray Miles, and Nick Jonckheere our European representative.

New Member, Doug LaChance, from Ontario, Canada, was voted in unanimously. Welcome Doug, we hope that you will be able to participate with us often.

WAM voted for a \$100 donation to the Westminster VFW in recognition of their support to the club.

Milt Peacock spoke about the upcoming WRAM Show. The date is Feb 23, 2002. The cost for the bus ride, including ticket to the show is \$35. Call Milt for details if you are interested. Must know by February 1, 2002. Lebanon Flea Market is March 9, 2002 Cost \$6.

No new projects were on display.

50/50 was drawn for Robert Johns. He was not present so WAM made money on this one!

Meeting adjourned 9:00 PM.

CONTENTS

Aviation History -----	Page 3
Calendar of Events-----	Page 5
E-mail Addresses -----	Page 3
Event Schedule-----	Page 4
Instructors -----	Page 4
Minutes of the Meeting -----	Page 2
New Members-----	Page 3
Open Letter -----	Page 7
Presidents Message -----	Page 1
Sales-----	Page 5

NEW MEMBERS

Doug LaChance
Caledonia, Ontario CA
dlastchance@webtv.net

Be sure to welcome new
members when you see them!



AVIATION HISTORY DECEMBER



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

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@yahoo.com
Bowen, Ron	ronrose-b @juno.com
Bradley, Ed	encb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Goldman, Ed	emg1@adelphia.net
Faulkner, Bud	bfaulkner@cescomputers.net
George, Brian	krashkit@aol.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlh@cct.infi.net
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John**	johnwund43@aol.com
Yachera, Mickey	michaely@ccpl.carr.lib.md.us

Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

**ANYONE WHO WOULD LIKE THEIR E-MAIL
ADDRESS PLACED HERE LET ONE OF US
KNOW**

WAM'S HOME PAGE

www.flywam.org

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157



WAM'S EVENT SCHEDULE

Feb. 3 (Sunday)- **Chili-Fly**
12:00 PM at Spiegel

Feb. 5 (Tuesday)- **Meeting**
7:30PM at VFW Hall
Westminster

Feb. 9 (Saturday) **Flea Market**
9:00 AM - 12:00 PM
VFW Hall Westminister

Plan to attend.

ANIVERSERIES

15 Years
10 Years
5 Years

Ed Goldman
Michael Yachera
Bill Woosten

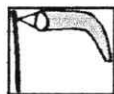
FIRST PILOTS LICENSE

The first Pilots license ever issued in the U.S. by the CAA. was issued to Wm. P. MacCracken on April 8, 1927. The general conference of the FAI, at its meeting on May 8, 1952, decided unanimously to award diplomas to those who, while not qualifying for one of the medals of the FAI have nevertheless, during the previous years, served the cause of aviation in general, and in private and sporting aviation in particular. The diploma was named after Paul Tissandier, FAI secretary general from 1919-1945. MacCracken was awarded the Paul Tissandier Diploma in 1964.

Submitted by John Schaffner

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact John Wunderlich. He needs to know the date that you soloed. If you do not remember when that was a good estimate is acceptable.



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

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and
bookmark it!

Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to Chris's E-mail address:

spaceexplorer3000@yahoo.com

THANK YOU!

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events - Jan. 5, 2002

Milt Peacock If you wish a 2002 calendar tell me. ~
milt-p@erols.com 410-833-3122

Feb. 9 = Westminster, MD = Flea market - @ Westminster VFW hall.

Tables \$10.00 Open - 9 AM - 1 PM

Ed Bradley = 410-635-6436 e-mail eneb3@bellatlantic.net

Feb. 22-24 = White Plains NY - WRAM Show [trade show]

> www.wram.org <

NOTE: RCMB is running a bus trip. Details =

Chm = George Beck 410-788-2707 / 306 Seminole Ave Balto 21228

\$35.00 payable to R/C M/B [includes bus & show ticket]

Check MUST be received by Feb. 1, 2002 Seat NOT res'd until PAID

Bus leaves Annonium Park & Ride 6 AM sharp

2nd pick up = P&R @ Mountain Rd. & I-95 [Hanford Co.]

March 9 = Lebanon PA = Flea market @ Fair Grounds = 9AM - 3 PM

Les @ 717-960-8170 Admission \$6.00 [under 12 - free]

5 foot table = \$10.00 / Wall table = \$14.00

Pre order table - table rent + \$6.00 per person to = SASE to

CPAA, 25 Cobblestone Dr., Carlisle, PA 17013

April 4-5-6 = Toledo OH = Weak Signals R/C 48th R/C Expo "TOLEDO"

www.toledoshow.com

Seagate Center, 401 Jefferson Ave., Toledo, OH

9AM ~ 5 PM Auction Sat. 7:30 PM

April 6 = Hamburg, PA = Swap Meet - Tri-County Wingsnappers [Hamburg Club]

@ Pine St., Hamburg PA. ~ Walt Gladney - 610-683-6128

Tables \$10 / SASE % David Renninger / 1413 N. 14th St. Reading, PA 19604

Admission = \$5 [Food & breakfast available]

May 14 = Baltimore = RCMB 6th Annual Building Contest @ Loch Raven Academy 7:30 PM

Jim Parks e-mail = james.parks@bdk.com / H=410-357-0136

Additions and/or corrections - Milt Peacock 410-833-3122

2313 Da Lib Rd. - Finksburg, MD 21048-2510 milt-p@erols.com

NOTE: I know there are more events than this in the works. Please let me know ASAP so everyone can know about it and do not pick a conflicting date. Lets spread the happy word.

Additions and/or corrections - Milt Peacock 410-833-31221

milt-p@erols.com

SALE

FOR SALE

SALE

Mr. Mulligan

1/4 scale = \$450

Scale color [White] and markings

Fiberglass cowl, wheel pants & 5 servos

Proctor "Eindecker"

1/4 scale = \$650

Completely detailed including the cockpit.

All servos installed / ready for your Eng. & Radio

Dale Johnston ~ 410-848-5279

SALE

MORE FOR SALE

SALE

OLD TIMER: "Scientific Mercury" 72" w/s

No engine or radio. Otherwise complete. \$125.00

(will met U 1/2 way or 50 miles, etc.)]

Fuel Pump ~ "Thunder Tiger" # 658 [12 V] NEW = \$18.00

Fold-up picnic table = 34" x 27" in carrying case [like new]

Cost New = \$80. Your cost = \$40.00

Clamp on fender mirrors needed if you pull a trailer.

VG condition - \$10.00

Milt Peacock - 410-833-3122

SALE

FOR SALE

SALE

Great Planes Extra 300S 60 size NIB \$100.00

Great Planes 40-61 size Piper Cub NIB \$75.00

Contact Bud Faulkner

e-mail bfaulkner@cescomputers.net or

SALE

FOR SALE

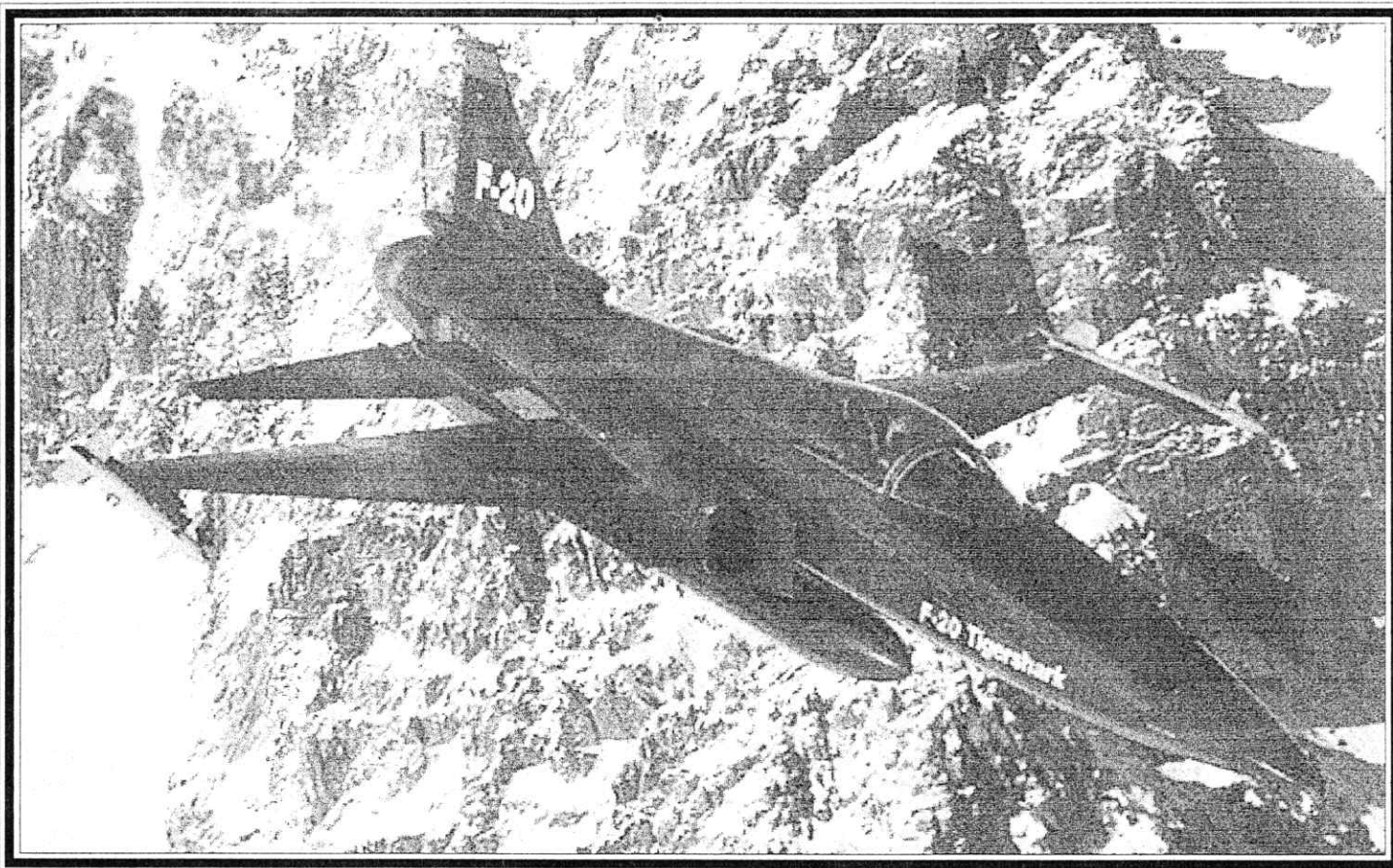
SALE

For Sale = ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



NORTHROP F-20 TIGERSHARK

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

The Northrop F-20 Tigershark was an experimental airplane put in service in August, 1982, and withdrawn from service in November, 1986. A short active-duty time. Given the commercial and operational success of the first-generation F-5 Freedom Fighter and second-generation F-5E Tiger II multi-role tactical fighters, it was hardly surprising that Northrop should consider a third-generation airplane using modern powerplant technology to achieve a major improvement in performance without detriment to the excellent handling characteristics that had been among the best features of the Freedom Fighter and Tiger II. Those two fighters had modest supersonic performance, and Northrop now felt that genuine Mach 2 performance was required in a world market that wanted the performance of the latest U.S. Air Force fighters. The F404 turbofan engine was designated for the Tigershark. This was the same engine slated for the F/A-18 Hornet, and offered a 60% improvement in thrust for only a 17% increase in empty weight, and would allow a single engine configuration compared to the Freedom Fighter and Tiger II's dual engine design. Modifications in design caused the nose to be slightly more rounded and flattened on the undersurface (like a shark and hence the name). This and other changes in accommodate the single, more powerful engine did improve high angle of attack performance and maintained truly superb handling abilities.

Other improvements involved the cockpit design, avionics, radar systems, etc. Flight trials revealed superb handling and agility as well as a phenomenal rate of climb. In addition, the Tigershark displayed a 97% mission reliability rate. Virtually every pilot who flew the Tigershark commented most favorably on the handling and cockpit layout.

Despite the greatness of this airplane, it died a quick death because a production order was needed, and Taiwan's bid was turned down because of Chinese political pressure, other production orders were too small to warrant the start of production, and the U.S. ordered none. This was the death knell for the Tigershark. The airplane was cancelled in November, 1986 for lack of enough production orders.

The following is from John Schaffner relating a conversation he had with Nick Jonckheere our member in Europe.



News From Belgium: I had a phone call today (1 January 2002) from our friend in Belgium, Nick Jonckheere. Nick wishes all of us, including WAM members, a Great New Year. We talked for quite some time about things happening with him and events here in the U.S.A.

He is currently employed in England with the aerospace company "Bae" but his contract as an engineering intern will be finished in March 2002.

During his off time Nick has been visiting some of the many museums in England devoted to the history of aviation. He tells me that he has added about 6,000 miles on his Volvo just between his place in Manchester and the various museum sites. We have seen several of the same ones including Hendon, near London, and Duxford, near Cambridge, and Headcorn, in Kent. Nick also recommends another at Cotswold. So any of you traveling to the "Mother Country" may want to keep these places in mind.

Nick also has not given up on R/C airplanes as he has a couple of "works in progress." We will have a report on them as they become airworthy.

We signed off with an invitation for Nick to make another trip to the U.S. but he says that the coming year will not be a good time as he will be trying to get established in the working world. So, for the time being he will be our "Foreign Correspondent."

Thought for the day: If a pig loses its voice, is it disgruntled?



HAPPY BIRTHDAY!!

FEBRUARY

Ron Bowen

Ten Tips for Covering:

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

P.S. Cover concave surfaces, like wing filets, with a separate strip of material first. Have your covering design firmly in mind before starting.

Take your time and enjoy yourself!

From: Skylarks Skywriting

Jim Taylor, Editor
2223 N. Kennicott Dr.
Arlington Heights, IL 60004

COMING EVENTS

- Feb. 3 CHILI-FLY 12 Noon @ Spiegel
- Feb. 5 Business Meeting 7:30 PM
VFW Hall Westminster, MD
- Feb. 9 WAM Flea Market VFW Hall
9 AM to 12 PM

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

THE TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157



CHILLI-FLY

FEB. 3rd @ Spiegel



Feb. 9th VFW Hall

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. ----



TO:

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

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Vice President Lou Omansky 410 655-0586
Member At Large John Sterrett 410 775-2661

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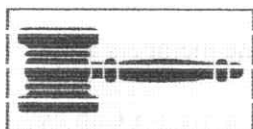
NEXT MEETING

March 12, 2002
 7:30 P.M.

VEW HALL
 WESTMINSTER

Volume 18 Number 2

AMA Chartered Club # 336



PILOT TO CO-PILOTS

Fellow modelers,

Can you believe this weather! Here I am stuck in Chicago every time we have a warm up. Oh well I hope many of you are getting an opportunity to fly your planes.

From all appearances we had a very successful Flea Market. Special thanks to Ed Bradley and all his helpers. Hopefully we can build on this and make it even more successful next year.

We continue to have prospective members show up at our meetings. Make it a point to say hello and introduce yourself to our guests. We need new members.

See you at the next meeting.

Wishing you clear skies and gentle winds.

John



Here is recap of the 2002 WAM Flea Market. We had a good weather for our 13th annual flea market. All thirty tables and some stage space were sold. There were over 150 visitors. Sales were reported very good by many vendors.

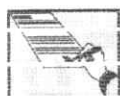
Carroll County Times sent two reporters who interview vendors and members. They also took some pictures of the event.

We would like to thank Hobby Town of Frederick, Tower Hobbies, and Hunt Valley Hobby Shop for their donations for our raffle. The raffle was won by Henry Damask of Eldersburg.

I feel that this flea market was very successful, and I would like to thank all of the people that helped make this event happen.

Ed Bradley

Once again I need to extend my thanks to the WAM for extending to me another year's Honorary Membership. Even though there are many in the club that do not know me, it means very much to me that I am remembered. I know I do not attend many of the meetings, but I do keep in contact with several of those I was close to. Thanks for keeping the CCMA in good repair. I look forward in receiving each issue of the T/S. It keeps me well informed of the Clubs "pulse".
 Thanks again,
 Ray Miles



MINUTES OF THE WAM MEETING

January 8, 2002

From: John Schaffner

Minutes of WAM Meeting February 5, 2002 I.

1. The February meeting of WAM, opened at 7:35 PM with President John Wunderlich on the gavel. V.P. Lou Omansky was absent. Present were 21 members and three guests, Bill Peregoy, Mark Eastman, and Bart Schmidt. Honorary Member Milt Peacock was also in attendance.
2. A reading of the minutes from the January Talespinner were approved as they appeared in The Talespinner.
3. Treasurer Jay Nardone reported on the financial status of the club. His report was accepted by the members.
4. Correspondence from several sources was read. John Schaffner reported on news from Long Island, N.Y. on the death of USAAF & Korea fighter ace Col. Francis Gabreski. Dale Johnston reported on the situation with AMA and their involvement in aiding a club in District II to retain use of a (public) field that they had occupied for more than 30 years. Bill Hasert reported on the business with AMA concerning the current membership roster, an upcoming event at Hanover, Va., and the Flea Market at Lebanon, Pa. on March 9, admission \$6. Bill also had a letter from the Carroll Co. Dept. of Citizens Services inviting participation in the production of a radio and/or a TV show promoting the WAM club. More elsewhere in this issue of The Talespinner on these subjects.
5. Field Marshall, Lloyd Briggs reported the field at Spiegle in good shape. Word on Raughter Field was that someone had been running an ATV on the field but no great damage apparent. We are just waiting for some decent weather.
6. President John W. proposed the change to the by-laws discussed last month to delete the provision for admitting new members at 1/2 the annual rate. The vote was unanimous in favor of the change as it had not produced the incentive hoped for.
7. Wendell Richards reported that all club property is accounted for and that there was no contact from C. Co. No news is good news.
8. Jim Hodges is always is looking for stuff for The Talespinner. Jim has been working with Jay Nardone

to issue The Talespinner via e mail. This could realize some savings in postage in the future. If you can receive The Talespinner "on line" let Jim know.

9. The Annual Chili-Fly went off as scheduled with good attendance. Even some flying (but not much) took place. There was not enough chili left for the cat to lick the pot.

10. The WAM Flea Market scheduled for this coming Saturday, Feb. 9 was discussed. By the time you read this it is too late.

11. Bill Hasert reported on the AMA's appeal to cooperate with "park-flyers" to appraise everyone concerned about the proximity of respective flying sites so that radio interference will not become a problem.

12. Pres. John W. displayed the Solo Certificates to be awarded as soon as signatures can be obtained.

13. Jay Nardone made the offer from the Mid. Helicopter Assn. To buy fuel for members at a reduced rate. 12&1/2% @ \$48/4 gal. and 30% @ \$56/4gal. Ask Jay if you are interested.

14. Jay reviewed the budget for the members and it was approved unanimously.

15. New projects on display were a Sig J-3 Cub by John Schaffner, a park-flyer by John Sterrett, and an indoor/outdoor electric (1 oz.) brought in by guest, Bart Schmidt.

The 50/50 was won by Ed Goldman who graciously donated the winnings to the club. Thanks Ed.

Meeting adjourned 9:00 PM.

Wear your name badge. The new members won't know you.

CONTENTS

Aviation History	Page 3
Calendar of Events	Page 5
E-mail Addresses	Page 3
Event Schedule	Page 4
Instructors	Page 4
Minutes of the Meeting	Page 2
New Members	Page 3
Open Letter	Page 7
President's Message	Page 1
Sales	Page 5

NEW MEMBERS

**NO NEW MEMBERS
FROM LAST MONTH**

Be sure to welcome new
members when you see them!

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@yahoo.com
Bowen, Ron	ronrose-h@juno.com
Bradley, Ed	ench3@bellatlantic.net
Dorl, John	jdorl@aol.com
Goldman, Ed	emg1@adelphia.net
Faulkner, Rud	hfaulkner@cescomputers.net
George, Brian	krashkit@aol.com
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlh@cet.infi.net
Doug Lachance	dlachance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt.p@erols.com
Schaffner, John	jschaffn@bopl.com
Schaffner, Paul	paul.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

**ANYONE WHO WOULD LIKE THEIR E-MAIL
ADDRESS PLACED HERE LET ONE OF US
KNOW**

WAM'S HOME PAGE

www.flvwam.org

AVIATION HISTORY

MARCH

01/ 1949	Boeing B-50 completes 1st around-the-world non-stop flight.
01/ 1969	First trial flight of the Concorde.
08/ 1910	Madame de Larouche becomes first certified woman pilot.
15/ 1972	NASA announces the Shuttle program.
20/ 1922	Navy's 1st aircraft carrier, USS Langley, is commissioned.
30/ 1961	X-15 reaches altitude of 169,000 feet.
March-Apr. '64	Mrs. Jerri Mock becomes the 1st woman to fly solo around the world (Cessna 180)



MARCH

Jay Nardone	Anton Enrique
Michael Yachera	Lloyd Briggs

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157



WAM'S EVENT SCHEDULE

Mar. 12 (Tuesday)- Meeting
7:30PM at
VFW Hall Westminster

More dates as soon as they
are determined

Plan to attend.

ANAVERSERIES

8 Years
6 Years

Hoyt Bishop
Tom Appier

Sending a picture of our newest member (from
Canada) Doug Lachance's Beech with twin quadra's.
This is the same plane used on Nick Zirolli's web site.

Thanks. Bud Faulkner



SOLO CERTIFICATES

Anyone who has soloed and has not received a
certificate should contact John Wunderlich. He needs
to know the date that you soloed. If you do not re-
member when that was a good estimate is acceptable.



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
Terry Reeve	410-751-3714
Wendell Richards	410-574-4970
John Sterrett	410-775-2661

AVIATION TIRDIRTS

FIRST AIRCRAFT CARRIER

Did you know that the 1st American aircraft carrier was
the USS Jupiter, an ex-collier (coal ship) of 11,050 tons, which
was converted to feature a stern to stern flight deck of 534 feet in
1920. The name was later changed to the USS Langley.

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and
bookmark it!

Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to
Chris's E-mail address:
spaceexplorer3000@yahoo.com

THANK YOU!

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events

Milt Peacock - If you wish a 2002 calendar - tell me ~
milt-p@erols.com ~ ~ ~ 410-833-3122

March 9 = Lebanon PA = Flea market @ Fair Grounds = 9AM - 3 PM

Les @ 717-960-8170 Admission \$6.00 [under 12 - free]

5 foot table = \$10.00 / Wall table = \$14.00

Pre order table - table rent + \$6.00 per person to = SASE to

CPAA, 25 Cobblestone Dr., Carlisle, PA 17013

April 4-5-6 - Toledo OH - Weak Signals R/C 48th R/C Expo "TOLEDO"

www.toledoshow.com

Seagate Center, 401 Jefferson Ave., Toledo, OH

9AM - 5 PM Auction Sat. 7:30 PM

April 6 = Hamburg, PA = Swap Meet - Tri-County Wingsnappers [Hamburg Club]

@ Pine St. Hamburg PA ~ Walt Gladney - 610-683-6128

Tables \$10 / SASE % David Renninger / 1413 N. 14th St. Reading, PA 19604

Admission = \$5 [Food & breakfast available]

May 14 = Baltimore = RCMB 6th Annual Building Contest @ Loch Raven Academy 7:30 PM

Jim Parks e-mail = james.parks@bdk.com /

Home Phone = 410-357-0136

NOTE: I know there are more events than this in the works. Please let me know ASAP so everyone can know about it and do not pick a conflicting date. Lets spread the happy word.

Additions and/or corrections -

Milt Peacock 410-833-3122

2313 Da Lib Rd. - Finksburg, MD 21048-2510

milt p@erols.com



FOR SALE



Mr. Mulligan

1/4 scale - \$450

Scale color [White] and markings

Fiberglass cowl, wheel pants & 3 servos

Trojan "Eindeckel"

1/4 scale - \$650

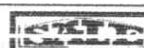
Completely detailed including the cockpit.

All servos installed / ready for your Eng. & Radio

Date Johnston - 410-848-5272



MORE FOR SALE



OLD TIMER: "Scientific Mercury" 72" w/s
No engine or radio. Otherwise complete. \$125.00
(will met U 1/2 way or 50 miles, etc.)

Fuel Pump ~ "Thunder Tiger" # 658 [12 V] NEW
- \$18.00

Fold-up picnic table = 34" x 27" in carrying case
[like new]

Cost New = \$80. Your cost = \$40.00

Clamp on fender mirrors needed if you pull a trailer.

VG condition - \$10.00

Milt Peacock - 410-833-3122



FOR SALE



Great Planes Extra 300S 60 size NIB \$100.00

Great Planes 40-61 size Piper Cub NIB
\$75.00

Contact Bud Faulkner

e-mail hfaulkner@cescomputers.net or



FOR SALE



For Sale = ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6600

JENNY BE GOOD

From
H.I.I.I.
Fly 2



The Aircraft Treasures of Silver
by Walter J. Boyne on "How To
Jenny."

Reprinted from *The Monster Mash*.

January, 1966

Contributed by Milt Peacock

1. Inspection: It is best not to inspect this ship. If you do you will never get into it.

2. Climbing into the cockpit: Do not attempt to enter the cockpit in the usual way. If you put your weight on the lower wing panel, it will fall off, and besides, your foot will go through the wing, probably breaking your leg. The best way to enter the cockpit is to climb over the tail surfaces and crawl up the turtle deck. Be sure to brush the gopher and squirrel nests out of the cockpit. Take care not to cut your hands on the remnants of the windshield.

3. Instruments: After having carefully lowered your self into the cockpit and groped in vain for the safety belt, take a good look at the instruments, both of them. The one on the right is a tachometer. It doesn't work. The other one is an altimeter, and it functioned perfectly until 1918 when the hands came off. Look at them now for when the engine starts you won't be able to see them because of vibration.

4. Starting the motor: The switch is on the right. It doesn't work because it is not connected. However, it gives a sense of confidence to your mechanic who is pulling the prop through if he can hear the switch click when you say, "Switch Off." If for some reason the motor doesn't start, don't get out to pick up the cut and bleeding mechanic.

5. Warming up: Don't warm up the engine. It will only run a few minutes anyway, and the longer it runs on the ground the less flying time you have. After the throttle is opened, do not expose any portion of your body outside the cockpit. It is no fun

having your face slapped by a flying rocker arm, or being peppered with small bits of piston rings, valves, etc. that are continually coming out of the exhaust stacks.

6. The takeoff: The takeoff is in direct defiance of all the laws of nature. If you have a passenger, don't try it.

7. The flight: After you have dodged trees, windmills, and chimneys until you are over the lake, you will note a large hole in the left side of the fuselage. This hole is to allow the stick to be moved far enough to make a left turn. Don't try one to the right.

8. The landing: The landing is made in accordance with the laws of gravity. If the landing gear doesn't collapse on the first bounce, don't worry, it will on the second. After you have extricated yourself from the wreckage and helped the spectators put out the fire, light a cigarette, and with a nonchalant shrug walk disdainfully away.

Now I understand better why these guys never read any of the instructions before flying the old birds. The instructions alone would cost you ten years of your life.

ENGINE IDLE

A good reliable idle is a great confidence builder. Most motors will idle reliably if the plug is good, the fuel is fresh, and the mixture is lean enough. If the mixture is too lean, the engine will idle well, but when you give it throttle, it will run dry, cough, and die. If it is too rich, the engine can continue to idle for quite a long period, but fuel gradually accumulates in the case and when you give the motor throttle, the liquid splashes up into the cylinder and drowns the plug. The way to go about adjusting the idle mixture is to pinch off the fuel line and see how the engine acts when the fuel is shut off. If, after stopping the fuel flow, the motor runs more than 10 to 12 seconds, the mixture is too rich. If it shuts off in less than 4 or 5 seconds, your mixture is too lean. This check should be made after the engine has been idling for 15 - 20 seconds so the crankcase accumulation can stabilize. Once you have an adjustment that seems to work, it's best not to fool with it.

Now for things that can foul up the detail. (1) A plug that has become oxidized or (2) fuel that doesn't have enough nitro. Assuming that you have a good plug, the fuel is fresh and contains the right amount of nitro, and your engine does not idle properly, the thing to look for are air leaks. Air leaks could come from the rear cover being loose, a leaky gasket, a worn main bearing, a worn piston, leaks around the carburetor, or leaks around the high speed needle thread. These will all contribute to an unstable idle.

Tightening the rear cover or replacing the gasket will usually take care of that kind of problem. A bit of fuel tubing between the high speed needle and seat can stop an air leak around the needle valve. If you have a worn piston skirt or main bearing, there is nothing but a major engine repair that will do much good.

If your engine seems to idle satisfactorily with the glow heater on, but slows and dies when the glow plug heater is off, try a hotter (or new) plug. If that fails, try changing fuel. An inverted motor is always more difficult to get to idle reliably than an upright one. Avoid inverted installations whenever possible.

Don't be a person who thinks that 0 RPM is the proper idle speed, but grumbles when he hits the throttle for a go-around and nothing happens. Not one in a hundred models can't be landed with a 3,000 RPM idle speed. Most properly adjusted motors are better than 99% reliable at this RPM.

Cont. pg. 7

Cont from pg 6

As the motor wears and you start to get more leakage, the first symptoms to appear are idle problems when the engine is hot. That is, your motor will seem to idle quite nicely when you first start it up and taxi it around on the ground. But when you take it up and run it around hard for awhile and get it good and hot, then pull it back for an idle, the oil that seals around the piston skirt and the bearing is too thin and doesn't hold compression like when it was cooler. The result is that the engine quits. Sometimes it's pretty hard to convince a person whose motor has run like gangbusters that it quits at idle time because it has seen too much flying time.

Now for the opposite situation. A brand new motor will seldom idle reliably until it has run enough to free up. A motor that is nice and free can misfire a time or two and still carry on, whereas a tight motor will stop if it misfires just once.

Getting a nicely working linear carburetor with no lean or rich spots is pretty much a matter of luck. This is because of the wide variations of fuel used, prop size and type, the way various manufacturing tolerances may accumulate, and the small amount of fuel flow. Also, as a motor settles in, its demands may change. A carburetor that works beautifully on one motor doesn't always work well on another, even of the same make and model.

Contributed by Darwin Evelsizer

(1995)

The following is from John Schaffner relating a conversation he had with Nick Jonckheere our member in Europe.



Hi John and Lil,

Got out of the office and found an internet connected computer to send you this email. This week it has been announced that the RJX customers cancelled their orders, so the project is now to a full stop. There were two prototypes flying and one production plane was 99% finished. The RJ's that are under construction will be finished in a few months and then most of the civil activity will be ceased here at Woodford. Still there is a bit of military activity.

Nimrods are being refurbished here, but not all RI employees will be able to go there, so redundancies are unavoidable... Fortunately, I was not on the RJX anymore, I'm working on the Metflight now.

This is the 146 prototype that is being refurbished as an Atmospheric Research Aircraft. It is more a restoration, but the work is very interesting for me. I have printed the WAM newsletters from the website, and even noticed two > letters from a Belgian correspondent... I hope you are doing fine, how is the weather there. For me, the UK days are becoming shorter, I finish on the 1st of March. Am looking for a decent job now, am applying in the UK and Belgium (even applied with Jaguar's!).

With my very best regards, Nick

IN MEMORY OF

Lt. Col. Francis S. "Gabby" Gabreski

Scored 26 kills with 56th Fighter Group in WWII, POW

Downed 6.5 MiGs over Korea.
CO of 4th FIW and 51st FIW

Gabby died January 31, 2002 at age 83. I suppose you can say that Gabby was one of the last of the best of the fighter pilots as I remember them. These guys had an airplane equipped with guns, the incentive to go out and look for the enemy, and dispose of him. Of course they had been trained, they were brave, cool, had good eyesight, and were extremely lucky. Even with all of the preceding requirements, one had to be lucky.

We are talking about Col. (Ret.)

Francis S. Gabreski in particular.

This fighter pilot flew the P-47

Republic Thunderbolt, better

known as the "Jug." There were only two other fighter pilots in the USAAF who had more victories. There was Major Richard I. Bong, who was in the Pacific Theater and scored 40, and there was Major

Thomas D. McGuire, also in the Pacific, who had 38. Bong died shortly

after the war in an accident with an F-80 that he was testing. McGuire stalled his

P-38 at low altitude while in combat with a Jap Zero and fell into the sea. Next in

line was Gabreski, with 26 victories in Europe and then 6 & 1/2 more while flying

F-86 Sabers in Korea. Gabreski was already in the Army Air Corps and stationed

at Schofield Barracks when the attack on Pearl Harbor took place. He managed to

get in the air in a F-35 with a few other pilots, but by then the Japs were long

gone. His next assignment was in England flying Spitfires with the (Polish)

Squadron 315 in the RAF flying the Spitfire IX. Gabby could speak

Polish from his family background and the purpose of this transfer was to learn

air battle tactics from this unit. This arrangement worked out fine. After several

months with the Polish unit, Gabreski was transferred into the newly formed

USAAF 56th Fighter Group, which was equipped with the P-47B. During 15

months with 61st Fighter Squadron, Gabreski flew six different P-47s, each one

an improvement over the last. The final one was a D-25 model with the bubble

canopy. Gabby's last flight in WWII was when he bottomed out of a straining run

on a German airfield the very day before he was to be rotated home. His propeller

hit the ground and he was forced to crash land the P-47 in a field dead ahead. The

airplane belted in but held together and he survived without injury. After a few

days of being a prisoner of war he was finally captured by the Germans and spent the

remainder of the war in a German prison camp. Between the end of WW II and the

"police action" in Korea Gabby was assigned to the flight test division at Wright

Field along with several other top names of the WWII. There were Don Gentile,

Johnny Godfrey, Bob Hoover, and Chuck Yeager, to name a few. In May 1946

he left the Army Air Force to try civilian life but re-joined in April 1947 when he

was offered a regular commission. His first duty was that of commander of the

55th Fighter Squadron which was flying P-51 Mustangs. In 1947 he left for a

degree at Columbia University graduating in 1949. He was next assigned to com-

mand his old fighter group, the 56th at Selfridge Field and promoted to Colonel.

Here they were flying F-80s and T-33s. In 1950 the unit transitioned to the new

F-86 and it was not long before they were sent to Korea to the 51st Fighter Wing.

It was in this conflict that Gabby was able to score another 6 & 1/2 while flying

the F-86 Saber. Although not taken verbatim, credit for the above is given to the

book, "GABBY, A Fighter Pilot's Life" as told to Carl Molesworth, a Shiffer

Military History Book. This book is great reading!

Contributed by Milt Peacock and John Schaffner

COMING EVENTS

March 12 Business Meeting - 7:30 PM
VFW Hall Westminster

Fun Flies and other events to be
posted when dates are set

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

**Next Meeting is March
12th**

The 2nd Tuesday instead of the 1st

**DUES
FOR 2002
ARE DUE**

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:



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

VISITORS ARE WELCOME !!!



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President John Wunderlich 410 526-5548 **Treasurer** Jay Nardone 410 751-5050
Vice President Lou Omansky 410 653-0586 **Secretary** John Schaffner 410 584-2754
Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Bob Allen 410 876-3580 **AMA Liaison** Bill Hasert 410 833-7271
Field Marshall Lloyd Briggs 410 833-7450 **Property** Wendell Richards 410 374-4970
Editor Jim & Chris Hodges 410 875-2669
1605 Valley Dr. Westminster, MD 21157

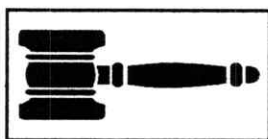
NEXT MEETING

April 2, 2002
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 18 Number 3

AMA Chartered Club # 336



PILOT TO CO-PILOTS

Fellow modelers,

Spring is here and the warm dry weather is gone. Hopefully good weather is not far away and we can get out to the fields.

I was not at the last meeting so I would like to take this opportunity to welcome our two newest members, Gordon Belgin and Mark Eastman.

I hope everyone who doesn't have a prior commitment attend the work day, Saturday April 6. There will be a cook-out after the work is complete.

Bring some ideas and have some dates in mind for the Fun-flys this year. We will try to set a schedule at the next meeting.

See you at the next meeting.

Wishing you clear skies and gentle winds.

John



Dale Johnston's Nieuport 17, his latest project. Dale brought his creation to the March meeting. A beautifully detailed model as always from Dale.

WAM Member Gains Notoriety As Ship Modeler



Longtime member of WAM, Raymond K. Miles, Jr., was featured in The Sun newspaper, edition of March 12, 2002, with an extensive article concerning his skills as a model ship builder. Ray has been a member of WAM since 1972 and building model airplanes since childhood.

For many years Ray headed WAM's educational program. This was a team of WAM members that toured the Carroll Country Elementary Schools delivering a program to the students. The program was centered on the history of aviation around the world from the mythology of the Greeks, to the early

continued on page 3



MINUTES OF THE WAM MEETING

January 8, 2002

From: John Schaffner

Minutes of WAM Meeting March 12, 2002

1. The March meeting of WAM, opened at 7:35 PM with President John Wunderlich absent. On the gavel was V.P. Lou Omansky. Present were 22 members including guests Bill Perego, Steve Spiekel, and Mark Eastman. Honorary Member Ray Miles was also in attendance.
2. A reading of the minutes from the January Talespinner were approved as they appeared in The Talespinner.
3. Treasurer Jay Nardone reported on the financial status of the club. His report was accepted by the members.
4. Correspondence from AMA was reported by Bill Hasert. Bill provided the secretary with the Certificates of Insurance covering the club's activities at all flying sites and our meeting place, and also the Chartered Club Certificate dated March 31, 2002..
5. Field Marshall, Lloyd Briggs reported the fields at Spiegle and Baugher's in good shape. The lane to Spiegle needs maintenance.
6. Two new members were voted on and accepted unanimously. They were Gordon Beglin and Mark Eastman. Congratulations guys!! We hope that you enjoy your association with WAM.
7. Ed Bradley reported on the recent Flea Market held at the Westminster VFW. The venture was a great success and the members gave Ed a noisy hand of thanks. Good going Ed!!! As a spin-off, Jay Nardone distributed 12 packets of information about WAM and fielded several phone calls.
8. Jim Hodges is always is looking for stuff for The Talespinner. Jim has been working with Jay Nardone to issue The Talespinner via the website < www.flywam.org > If you can receive The Talespinner "on-line" let Jim know and we will remove you from the regular mailing list. You will need a late version of Adobe Acrobat to download the Talespinner.
9. The decision was made to hold a work party to upgrade both fields on April 6. Volunteers will be needed at 8 -9 AM at Baugher Field where the work will begin. When finished there the party will move to Speigle Field to take care of the tasks needed there. 10. We were entertained with discussions about the recent shows at WRAM and the Lebanon Flea Market by Bill Hasert and Lloyd Briggs who attended them. Also Dale Johnston distributed a stack of very nice photos that he made at the USN Air Museum at Pensacola, Florida. Tom Hiers talked about the recent visit made to the Md. State Police Heliport at Strawberry Point (Martin State Airport.) His group was given the "red-

carpet" treatment.

11. New projects on display were a giant scale Nieuport 17 by Dale Johnston, and a beautiful aircraft it is. Mark Eastman brought a rubber powered Piper to show off that he and his son fly. That brought back pleasant memories.
12. The 50/50 was won by Paul Schaffner who graciously donated the winnings to the club by not being present. WAM thanks you Paul.

Meeting adjourned 9:00 PM.

Wear your name badge.

The new members won't know you.

JUST FOR THE AIRPLANE NUTS IN THE CROWD:

As you may already know, Great Britain has some of the world's most "well done" museums. One that I have visited, and consider to be outstanding, is The American Air Museum in Britain. This place is located on the airfield at Duxford which is near Cambridge and was a major operational base for the USAAC during WW II. The museum is a part of a much larger museum complex at this location that was established and is maintained by The Imperial War Museum. I realize that not everyone is going to be able to pack their bags and fly off to England, so I am passing the URL for the website on to you. This can be the next best thing until you see it for yourself. It is < www.iwm.org.uk > This website includes all of the individual museums under the Imperial War Museum administration. Just get in there and browse around to absorb what ever you can find time for. The American Air Museum is only one of them. It is dedicated to the more than 30,000 young AMERICANS who lost their lives flying in the European/African Theater of Operations during WW II. Think about that for a while.....

John Schaffner

CONTENTS

Aviation History -----	Page 3
Calendar of Events-----	Page 5
E-mail Addresses -----	Page 3
Event Schedule-----	Page 4
Instructors -----	Page 4
Minutes of the Meeting -----	Page 2
New Members-----	Page 3
Presidents Message -----	Page 1
Sales-----	Page 5

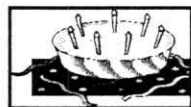
NEW MEMBERS

Gordon Beglin
Mark Eastman

Be sure to welcome new
members when you see them!

AVIATION HISTORY APRIL

- 3 1933 1st flight over Mt. Everest - 29,028 feet
- 6 1924 US Army sponsors first "mass" flight around the world using single engine biplanes on floats.
- 9 1959 NASA announces first seven astronauts for Mercury program.
- 12 1981 Space shuttle "Columbia" lifts off.
- 13 1928 First East-to West flight over North Atlantic by Koehl and von Huenefeld (Germans).
- 15 1952 First flight of Boeing YB-52 bomber prototype.
- 16 1867 Wilbur Wright born.
- 18 1942 Jimmy Doolittle leads 16 B-25's on raid over Tokyo.
- 25 1948 First turbojet to exceed Mach 1 (XP-86).
- 28 1927 First test flight of the "Spirit of St. Louis."



HAPPY BIRTHDAY!!

APRIL

Robert Johns Milt Peacock
Terry Reeves

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@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	enb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Goldman, Ed	emg1@adelphia.net
Faulkner, Bud	bfaulkner@cescomputers.net
George, Brian	krashkit@aol.com
Hamblin, Joe	joe.hamblin@tivolli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlh@cct.infi.net
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

**ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE
LET ONE OF US KNOW**

WAM'S HOME PAGE

www.flywam.org

experimenters, to modern day jets and NASA's space program. The lecture was backed up with a showing of models representing notable aircraft, and the people involved, with their historical significance. A radio-controlled model was used to demonstrate the theory of flight and if the weather was good enough the students were taken outside to witness the R/C model in flight.

In more recent years Ray has turned his attention to building models of ships and boats relative to the history of Maryland and the Chesapeake Bay. His models are of museum quality and involve many hours of research and subsequent building time. They are as authentic as one can make them. Most of his current collection has been on display in the Eldersburg Middle School on Oklahoma Road in Eldersburg. The centerpiece of Ray's work is a model of the "Dove." This model drew the attention of the St. Mary's City Museum in Southern Maryland. The museum is located near the very spot that the Dove first landed upon making a crossing of the Atlantic from England in 1633. The Dove accompanied another ship, the Ark. The Ark was about three times larger than the Dove, and held Maryland's first settlers, about 140 people. The curators of the museum have asked Ray for the loan of his model of the Dove for display at St. Mary's and he has agreed. It will be on display there where it will be near its full size counterpart, a replica of the original Dove that sails the Chesapeake on special historical occasions.

St. Mary's City is a place of much historical significance in Maryland and a ride there can be very rewarding. Take the kids for a history lesson and visit Ray's Dove model while you are there. Nearby is Point Lookout, a place where thousands of Confederate prisoners of war were held during America's Civil War.

John Schaffner

Anyone wishing to send material for the newsletter by regular mail the address is as follows:
J. Hodges
1605 Valley Dr.
Westminster, MD 21157



WAM'S EVENT SCHEDULE

April 2nd (Tuesday)- Meeting
7:30PM at
VFW Hall Westminster

April 6th, Saturday Work Day
Meet at Baughers Field
Meet between 8:00 AM and 9:00
(Rain Day April 13)

Plan to attend.

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact John Wunderlich. He needs to know the date that you soloed. If you do not remember when that was a good estimate is acceptable.



FLIGHT INSTRUCTION

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Lloyd "Dutch" Briggs	410- 833-7450
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Paul Schaffner	410-429-1911
Terry Reeves	410-751-3714
Wendell Richards	410-374-4970
John Sterrett	410-775-2661

ANNAVERSERIES

3 years	George Davis	Bud Faulkner
10 years	Wendell Richards	
13 years	John Schaffner	Paul Schaffner

WAM'S WEB SITE ADDRESS
www.flywam.org

Please visit the site and
bookmark it!

Take a look!!

ATTENTION

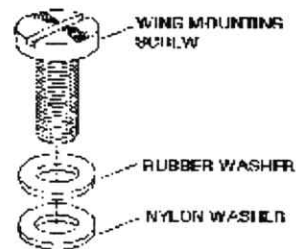
When E-mailing us anything for the newsletter please send it to
Chris's E-mail address:
spaceexplorer3000@yahoo.com

THANK YOU!

Feel Your Work

by Alan Muetzenberg

I don't like to use any kind of tool to tighten the wing-mounting screws on my airplanes because it is difficult to know how tight they are without the possibility of crushing the mounting plates, so I use a nylon washer and a rubber washer, then simply tighten them with my thumb and forefinger. This way, I can feel how tight they are getting without going too far and the rubber washer acts like a clutch or lock washer and cannot work loose. These washers can be purchased at any hardware store. The attached picture speaks for itself.



from *The High Flier*
North Dallas RC Club
William Machen, editor
Plano TX

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events

Milt Peacock – If you wish a 2002 calendar – tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

April 4-5-6 = Toledo OH = Weak Signals R/C 48th R/C Expo "TOLEDO"
www.toledoshow.com

Seagate Center, 401 Jefferson Ave., Toledo, OH
9AM ~ 5 PM Auction Sat. 7:30 PM

April 6 = Hamburg, PA = Swap Meet – Tri-County Wingsnappers [Hamburg Club]

@ Pine St., Hamburg PA. ~ Walt Gladney – 610-683-6128

Tables \$10 / SASE % David Renninger / 1413 N. 14th St. Reading, PA 19604

Admission = \$5 [Food & breakfast available]

April 20 = Scotland PA = Flea Market 9AM - 3 PM- Chambersburg Modelairs Club

[About 25 mi. N of Hagerstown M off I-81] Admission \$4.00

80 – 6ft. Tables = \$10 [wall table \$12] incls. Admission

Pat Frederick – 717-597-2200 patandsue@aol.net

www.http://users.planetcable.net/tal/fleamarket.htm

May 3-5 = Lum's Pond, DE = Tony Wilford & Tony Malchione Memorial Fly In

Richard Stewart 302-368-2911

May 4 = Frederick, MD = Flea market - 301-371-5922

May 11 = PGRC Flying Site ~ IMAA Giant Scale Fly-In / full scale fly by / RC demos. /

Model Raffle / paved runway. \$10.00 landing fee.

http://www.aero-sports.com/pgrc = Charlie Gettier 410-974-4785

May 14 = Baltimore = RCMB 6th Annual Building Contest @ Loch Raven Academy 7:30 PM

Jim Parks e-mail = james.parks@bdk.com /

H o m e P h o n e = 4 1 0 - 3 5 7 - 0 1 3 6

May 31 & June 1 = Balto, MD = "TOC of MD" – SWAP Club ~ Art Vail ~ art-vail@erols.com

June 1 = Havre de grace MD = MAOA Skyfest [Open House] @ Swan Harbor ~ Jim Snyder ~ 410-256-3299

June 13 – 16 = Muncie IN = IMAA Rally of the Giants @ AMA Flying Site

Jim Mahoney, 1610 Reynolds Rd., Lot #110, Lakeland, FL 33801

[863] 510-0712 ~ e-mail > Jim-Lu@junio.com < [also see AMA Webb site]

June 15-16 = Lenhartsville PA = Tri-County Wingsnappers [The Hamburg Club]

23rd Annual AMA-IMAA Fly In. [Sunday any size a/c] Jerry Smith 610-377-4941

Walter Gladney 610-683-6128 Dave Renninger = dave@early.com

July 11-14 = Lum's Pond, DE = Warbirds Over Delaware = Richard Stewart 302-368-2911

July 13-14 = Olean NY = STARS Rally @ Olean Municipal Airport [mostly big models]

Milt P. – 410-833-3122

Aug. 31 & Sept. 1 = Harrisburg PA = IMAA Capitol City Classic @ H.A.F.S. Club Field

Gerald M. Keller, 601 N. Railroad St., Palmayra, PA 17078 [717] 838-1631

e-mail > spadventure@msn.com <

Sept 14 = Havre de Grace, MD = MAOA Giant Scale fly-In @ Swan Harbor ~ Steve Snyder ~ 410-638-2895

> Snyder@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA Annual Fly In @ Batavia Field

Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410] 477-1448

Additions and/or corrections – Milt Peacock 410-833-3122

2313 Da Lib Rd. – Finksburg, MD 21048-2510 milt-p@erols.com

NOTE: I know there are more events than this in the works. Please let me know ASAP so everyone can know about it and do not pick a conflicting date. Lets spread the happy word.

Additions and/or corrections –

Milt Peacock 410-833-3122

2313 Da Lib Rd. – Finksburg, MD 21048-2510

milt-p@erols.com



FOR SALE



Mr. Mulligan

1/4 scale = \$450

Scale color [White] and markings

Fiberglass cowl, wheel pants & 5 servos

Proctor "Eindecker"

1/4 scale = \$650

Completely detailed including the cockpit.

All servos installed / ready for your Eng. & Radio

Dale Johnston ~ 410-848-5279



MORE FOR SALE



OLD TIMER: "Scientific Mercury" 72" w/s

No engine or radio. Otherwise complete. \$125.00

(will met U 1/2 way or 50 miles, etc.)

Fuel Pump ~ "Thunder Tiger" # 658 [12 V] NEW = \$18.00

Fold-up picnic table = 34" x 27" in carrying case [like new]

Cost New = \$80. Your cost = \$40.00

Clamp on fender mirrors needed if you pull a trailer.

VG condition - \$10.00

Milt Peacock – 410-833-3122



FOR SALE



'Lanier' Giant "Stinger" ~RTF ~ w/

21st Century film & paint. Color Silver & [Never flown] Covered wine.

Engine = 'Zenoah G-62 [new] NO radio

\$700.00

'ACE' "Big Bingo" ~ Covered w/ 21st Century film. Red & Yellow

Engine = 'Quadra' 35 cc upgraded to 40 cc. [no radio]

A great flyer, makes a poor flier look good.

\$600.00

Hoyt Bishop—410-840-9589 [Westminster]



FOR SALE



For Sale = ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

Carl R. Wheeley, publisher of Model Aviation 1975-1990, died on March 15, 2002. He was 72.

A resident of Lusby MD, Carl was instrumental in starting *Model Aviation* in its current form, following the bankruptcy of *American Aircraft Modeler (AAM)*. Previously, *Model Aviation* had been a section within the AAM publication.

Launching a color, monthly magazine proved to be an enormous undertaking, but under Carl's leadership the fledgling publication built a stable of quality writers and found advertisers willing to invest in AMA's largest and most significant publishing effort up until that time.

from AMA Newsletter February 2002

How to Reduce RC Engine Noise

by Ron Scott

Here are some things I've learned over the years that may help you reduce noise levels.

Use a good muffler system. The original muffler should provide a good level of sound dampening - if the baffles haven't been removed. There are several after market mufflers available in various model magazines.

Add a rubber exhaust deflector. This can reduce noise from 1 - 3 dB in certain cases. It also extends the exhaust gas residue out a few inches from the airplane.

Use a larger prop. Increasing the prop diameter by 1/2 inch to one inch can have a 2 - 5 dB reduction in noise. Basically this slows down the engine rpm.

[Tech. Ed. note: Important! If you have a damaged prop, it should be used for paint stirring. Only if there are very minor dings or surface flaws on a prop should the following suggestion be done. Clean and smooth, do not remove material.]

Clean and smooth prop. Clean edges will cut the air smoothly with less noise, whereas cuts and dings on the edges can cause friction and drag in the airstream—thus causing noise. I use 150 grit sandpaper for the rough areas, then 400 grit for finishing work. When you consider that a 10 inch prop at 10,000 rpm is traveling at 297 mph the aerodynamic profile of the prop makes a difference. A cut in the outer edge can cause a hissing sound and add to the engine noise.

Lower the Fuel's nitro level. For every 5% increase in nitro, expect a 1 dB increase in noise level. Reducing the nitro in the fuel from 15% to 5% can reduce the noise by 2 dB.

Keep the airframe tight. Often times, noises develop in the fuselage and/or wing areas due to mechanical resonances due to engine vibrations. This is often caused by loose hardware, wing braces, etc. Make sure all hardware is secure and tight (no loose wing ribs, etc.). Soft engine mounts can reduce or eliminate these noises by de-coupling the engine from the fire wall. This essentially lowers the resonant frequency and partially damps the high frequency vibration.

De-tune (richen) the engine's fuel mixture to reduce rpm. This obviously reduces power but the engine is quieter.

Go from a two-stroke engine to a four-stroke engine. The four-stroke engines are usually quieter. The added benefits are worth the additional money. A four-stroke engine is quieter, more fuel efficient, more reliable, and idles more smoothly. It also leaves a lot less oil residue all over the airplane.

from *Update*
Santa Barbara Radio Control Modelers
Peter Nickel, editor
Santa Barbara CA

From AMA Newsletter February 2002

Lt. Cdr. Edward 'Butch' O'Hare

First U.S. Navy Ace, Medal of

Honor Recipient

Wildcat Fighter Pilot, Savior of *USS Lexington*, First Hellcat Night-Fighter

Edward H. O'Hare was born on March 13, 1914 in St. Louis, the son of "E.J." O'Hare, a wealthy businessman and attorney. His parents sent him to Western Military Academy (WMA) at age 13, where he pursued an interest in marksmanship, becoming president of the rifle club. In 1932, he graduated from WMA, and in 1933 went on to the US Naval Academy. Many of his classmates from both schools died in WWII.

Upon his graduation from Annapolis he received choice duty on the *USS New Mexico* (BB-40). While he was interested in aviation, all new officers had to spend two years in surface ships, before specializing in aviation or submarines. Thus in 1939 he started flight training at Naval Air Station (NAS) Pensacola, learning the basics on N3N-1 and Stearman NS-1 biplane trainers.

In November, his father was gunned down by Al Capone's gunmen, most likely because he had given the government information useful in its prosecution of Capone. The gangland-style murder made big headlines,

and the newspapers printed numerous speculations on the circumstances of the murder. Many of these were less than flattering and implied that E.J. was involved with the mob. (Ewing & Lundstrom's excellent biography, *Fateful Rendezvous: The Life of Butch O'Hare*, covers these events in great detail.) Returning to Pensacola after the funeral, young O'Hare moved up to flying more advanced biplanes like the Vought O3U, the Corsair SU, and the Vought SBU-1 scout bomber (top speed 205 mph). In early 1940, he completed the required flying in patrol planes and advanced land planes.



Pre-War Carrier Flying

When he finished his naval aviation training in May, he was assigned to VF-3, the *USS Saratoga's* Fighting Squadron. The CO was Warren Harvey; the great John "Jimmy" Thach was XO at this time, later succeeding Harvey as CO. VF-3 was flying the Grumman F3F-1 biplane and the newer Brewster F2A-1. In July, 1940, Ed O'Hare made his first carrier landing, "just about the most exciting thing a pilot can do in peacetime." Jimmy Thach used to knock the new pilots down a notch by outflying them. He would let a rookie gain an altitude advantage, and then, while reading a newspaper or eating an apple, he would out-manuever him and get on his tail. But when he tried this on O'Hare, he couldn't gain an advantage. Duly impressed with O'Hare's impressive flying abilities, Thach closely mentored the promising young pilot.

I

Continued on page

O'Hare from pg. 6

In early 1941, VF-3 transferred to *Enterprise*, while *Saratoga* underwent a major refit at Bremerton. While the 'Big E' was at San Diego, Warner Brothers filmed the early Technicolor movie *Dive Bomber* on it, featuring Errol Flynn, Ralph Bellamy, and Fred MacMurray. (Click to buy it from Reel.com)

July was an important time for Ed O'Hare. He met his future wife, Rita (proposing to her the first time he met her) and also made his first flight in a Wildcat. He and Rita married six weeks later, and for a honeymoon, they sailed to Hawaii in separate ships, Butch on *Enterprise* and Rita in a passenger liner.

Saving the *Lexington*

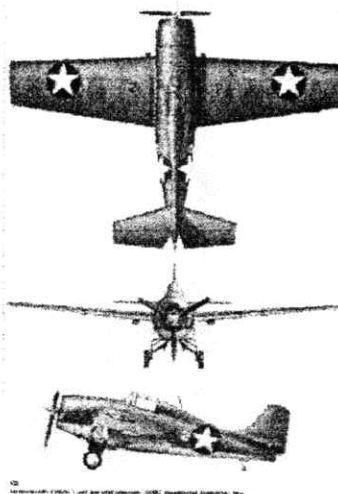
On February 20, 1942, Butch O'Hare demonstrated in real life, and when it counted most, the fighting skills he had mastered. The carrier *Lexington* had been assigned the dangerous task of penetrating enemy-held waters north of New Ireland. From there her planes were to make a strike at Japanese shipping in the harbor at Rabaul.

Unfortunately, while still 400 miles from Rabaul, the *Lexington* was discovered by a giant four-engine Kawanishi flying boat.

Lieutenant Commander John Thach, skipper of the *Lexington's* Wildcat fighters, shot down the Japanese "Snooper," but not before it had radioed the carrier's position.

That afternoon Commander Thach led six Wildcats into the air to intercept nine twin-engine enemy bombers. In a determined attack each of the Wildcats destroyed a bomber and damaged two more. The ship's anti-aircraft guns finished off the rest. In the meantime, nine more Japanese bombers were reported on the way. Six Wildcats, one of them piloted by Butch O'Hare, roared off the *Lexington's* deck to stop them. O'Hare and his wingman spotted the V formation of bombers first and dove to try to head them off. The other F4F pilots were too far away to reach most of the enemy planes before they released their bombs. As if this weren't bad enough, O'Hare's wingman discovered his guns were jammed. He was forced to turn away. Butch O'Hare stood alone between the *Lexington* and the bombers. O'Hare didn't hesitate. Full throttle, he roared into the enemy formation. While tracers from the concentrated fire of the nine bombers streaked around him, he took careful aim at the starboard engine of the last plane in the V and squeezed his trigger. Slugs from the Wildcats six .50-caliber guns ripped into the Japanese bomber's wing and the engine literally jumped out of its mountings. The bomber spun crazily toward the sea as O'Hare's guns tore up another enemy plane. Then he ducked to the other side of the formation and smashed the port engine of the last Japanese plane there.

One by one he attacked the oncoming bombers until five had been downed. Commander Thach later reported that at one point he saw three of the bombers falling in flames at the same time. By now Thach and the other pilots had joined the fight. This was lucky because O'Hare was out of ammunition. The Wildcats took care of several more bombers and *Lexington* managed to evade the few bombs that were released. It was an amazing example of daring and shooting skill. Afterward Thach figured out that Butch O'Hare had used only sixty rounds of ammunition for each plane he destroyed. He had probably saved his ship. He was promoted to Lieutenant Commander and awarded the highest decoration of his country, the Congressional Medal of Honor.



With his Medal of Honor presentation, bond tours, and other commitments, Butch was out of combat from early 1942 until late 1943. On October 10, 1943, he flew with VF-6 in the air strikes against Wake Island. On this mission Alex Vraciu, the future ace, was Butch's section leader. Both O'Hare and Vraciu scored that day.

Night Fighting

In November, 1943, the Americans landed in the Gilberts (Tarawa and Makin), and the carriers were covering the landings. Equipped with the new F6F Hellcats, the US fighter pilots owned the skies, and could protect the Navy's warships from Japanese aircraft. From their bases in the Marianas, the Japanese quickly developed tactics to send torpedo-armed Bettys on night missions against the US carriers. In late November they launched these low-altitude strikes almost nightly, in a deadly attempt to get at *Enterprise* and other American ships.

Ed O'Hare, now *Enterprise* Commander - Air Group (CAG), was deeply involved in developing ad hoc counter-tactics, the first carrier-based night fighter operations of the US Navy. As the primitive radars were very bulky, they were carried on the *Enterprise*, on the fairly large

TBF Avengers, but not on the smaller and faster Hellcats. The plan required the ship's Fighter Director Officer (FDO) to spot the incoming Bettys at a distance and send the Avengers and Hellcats toward them. The radar-equipped Avengers would then lead the Hellcats into position behind the incoming Bettys, close enough for the Hellcat pilots to spot visually the Bettys blue exhaust flames. Finally, the Hellcats would close in and shoot down the torpedo-carrying bombers. All the planes on both sides would be flying at low level. The plan was experimental, complicated, risky, and necessary - if the Bettys were to be thwarted.

The night of November 27, 1943 was the first combat test of the plan, following an earlier mission that hadn't contacted the Japs. The 'Black Panthers', as the night fighters were dubbed, included two sections of three planes. Both included two Hellcats and one Avenger. Butch led his section from his F6F, Warren Skon flew on his wing; Lt. Cdr. Phillips piloted the TBF with radarman Hazen Rand and gunner Alvin Kernan crewing the plane. (Alvin Kernan's memoirs of his experiences as an enlisted man on US Navy carrier during WWII, *Crossing the Line: A Bluejacket's World War II Odyssey*, describe this night in detail, from the perspective of the man who fired the Avenger's gun seconds before Butch disappeared. (The book also happens to be the best-written narrative of WWII naval aviation that I've read in a long time. I recommend it highly. But it's now out-of-print.)

The night's events were complicated and confusing: the Hellcats had trouble finding the Avenger, the FDO had difficulty putting any of them on the targets, and it was all new to everyone. Phillips, in his lightly armed Avenger, found some of the attacking Japanese bombers and surprisingly, shot two of them down. Following that brief action, in the dark, with nothing to be seen but the flaming gasoline from the downed Bettys burning on the water (for over an hour?), the O'Hare and Skon got into position behind the Avenger. About that time, the Avenger identified a Betty behind the Hellcats. Kernan fired at it. Moments later, O'Hare failed to respond to the radio; he had gone down.

What happened? There are three possible explanations:

- 1) Friendly fire, i.e. Kernan mistakenly shot O'Hare down.
- 2) The Japanese bomber shot O'Hare down, in a quick, lucky burst that killed Butch instantly without heavily damaging the Hellcat.
- 3) When Kernan opened up, O'Hare took evasive action, the Hellcat's wingtip touched a wave and dipped into the ocean. There is no definitive answer. In his recent, thoroughly-researched biography of O'Hare, the respected author John Lundstrom inclines toward the second explanation (Butch was shot down by the Betty), but concludes that O'Hare died in a "freak occurrence in a dangerous and complicated operation."

For their roles in protecting the carrier and in carrying out the Navy's first combat night-fighting mission, Phillips, Rand, and Kernan were awarded Navy Crosses. (Cynics ever since have concluded that the Navy, having to choose between courts-martial or medals for the Avenger crew, opted for the latter, not wanting to admit that its biggest hero had been brought down by friendly fire)

From www.aeopiois.com

COMING EVENTS

- April 2** Business Meeting - 7:30 PM
VFW Hall Westminster
- April 6** Work day—Baughers field
Meet between 8:00 & 9:00 AM
- Fun Flys and other events to be
posted when dates are set

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

Ed Bradley Sr.

This is a chance to honor one of our members every month. Ed and his family have gone above and beyond on more than one occasion to help the club. Ed was responsible for the most successful WAM flea market to date. We all applaud the efforts the Bradley's contribute to the club, especially Ed Sr.

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:



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

VISITORS ARE WELCOME !!!



WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President John Wunderlich 410 526-5548 Treasurer Jay Nardone 410 751-5050
Vice President Lou Omansky 410 653-0586 Secretary John Schaffner 410 584-2754
Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Bob Allen 410 876-3580 AMA Liaison Bill Hasert 410 833-7271
Field Marshall Lloyd Briggs 410 833-7450 Property Wendell Richards 410 374-4970
Editor Jim & Chris Hodges 410 875-2669
1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

May 7, 2002
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 18 Number 4

AMA Chartered Club # 336



PILOT TO CO-PILOTS

Fellow modelers,

To those members who were not at the last meeting on April 2nd and as a reminder to those who were, I will be moving to the Chicago area for business. I have postponed this move before but this time the choice is not mine. The actual move may be as far away as six months but the time I will be able to give to the club will be minimal in the upcoming weeks.

I know in my absence that the officers of the club will keep the ball rolling. Lou Omansky, as the current VP will assume the duties of President.

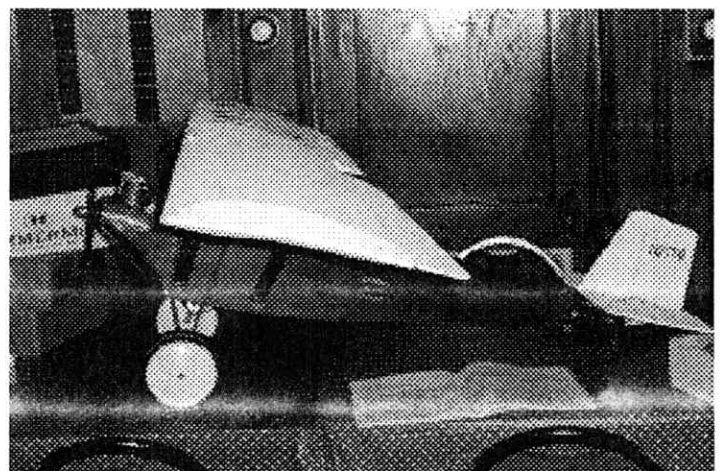
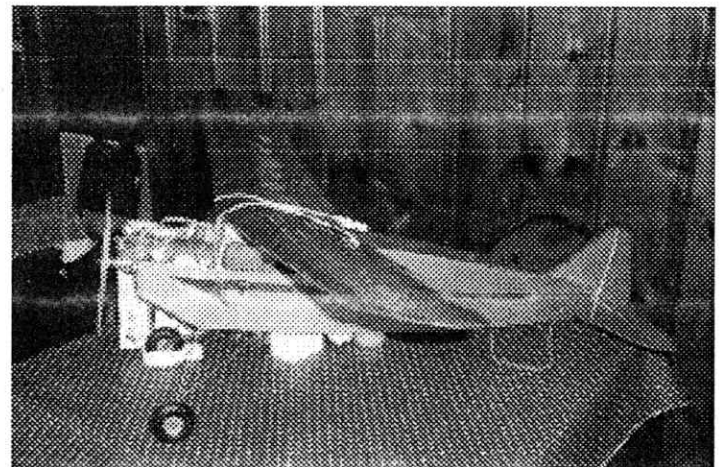
As I said in the meeting, I will miss the club very much and I doubt that I will be able to find a club in the Chicago area that will have the quality of members and the comradery that WAM does.

I will keep you posted in the future as to my status.

I also am looking forward to any time that I will be able to spend at the field or meetings

Wishing you clear skies and gentle winds.

John



Above: John Schaffner's Berkley Musketeer RC conversion from original free-flight plans.

Below: Dale Johnston's scratch built Pietenpol Sky Scout.

See page 7



MINUTES OF THE WAM MEETING

April 2, 2002

From: John Schaffner

1. The April meeting of WAM, opened at 7:35 PM with President John Wunderlich
2. V.P. Lou Omansky was absent. Present were 21 members including guest, Randy Arbaugh.
3. President John W. made the announcement that in the near future he would be moving to Chicago, much to the regret of the members. It is a business obligation and cannot be ignored. We will miss John very much.
4. A reading of the minutes from the March Talespinner was approved as they appeared in The Talespinner.
5. Treasurer Jay Nardone reported on the financial status of the club. His report was accepted by the members.
6. Correspondence from AMA was reported by Bill Hasert. Bill spoke about AMA's requirement that all clubs must submit a copy of their by-laws for approval. No problem for this club.
7. Field Marshall, Lloyd Briggs reported the fields at Spiegle and Baugher's are "lovely."
8. Jay Nardone reported that the current membership is 43 and that he had sent out 12 packets of material on the club to answer requests..
9. Wendell Richards reported no word from Carroll Co. and that all club property was still taking up space.
10. Jim Hodges is always is looking for stuff for The Talespinner. Jim had a slight problem with getting last month's Talespinner on the website. Problem solved.
11. The decision was made to hold a work party to upgrade both fields on April 6. Volunteers will be needed at 8 -9 AM at Baugher Field where the work will begin. When finished there the party will move to Speigle Field to take care of the tasks needed there. By the time you read this it will all be over.
12. The schedule was established for mowing Baugher Field on Thursdays. The teams are: Bill Hasert and John Sterrett, Jay Nardone and Anton Enrique, Wendell Richards, Jim Hodges and Dave Evans, with Joe Shaum as alternate.
13. The schedule of events for the summer was established for the 2nd Sundays. The spot-a-pot will be ordered for Baugher Field for the June - October period.
14. New projects on display were a giant scale Pietyenpol by Dale Johnston, another beauty. And, an old timer, Berkely Musketeer, originally free-flight type, converted to R/C by John Schaffner.
15. Milt Peacock spoke about a new gadget called "Equalizer" that will synchronize multiple servos

ganged for a single function. Interesting.

16. Lloyd Briggs cautioned everyone to perform a thorough inspection on their aircraft prior to flying the first time this season. "Things" happen over the winter, nuts, bolts, all that stuff.
17. The 50/50 was won by Dale Johnston. Good thing that horse shoe is not in your plane Dale!
18. Meeting adjourned 9:20 PM.

Wear your name badge.

The new members won't know you.

Frequency Information (Added 03/29/02) *

Last October, at the suggestion of the Radio Control Manufacturers Association (RCMA), the AMA Frequency Committee conducted five days of extensive testing at the Muncie IN site. The purpose of this testing was to determine minimum site separation distance requirements when using current radio control equipment. These tests indicated that sites using the same frequencies may operate as close together as two miles, providing the equipment used meets the "guidelines" as established by AMA and published in the *Membership Manual*.

Action is being considered to modify item #5 -Radio Control, in the AMA Safety Code, effective January 1, 2003, to reflect the results of the testing. However, it must be understood that this action is fully contingent upon the members of RCMA being able to provide information to the users of their equipment relative to which receivers meet the guideline requirements.

The proposed change is designed to produce minimal impact on clubs and AMA Headquarters. It should be understood that this action would involve a very small percentage of flying site operations, notably those which operate under three mile separation from other sites.

Substantially, there would be little change from the current Safety Code item, other than allowing operation at two miles using "guideline" equipment without having to arrange for frequency allotment plans or interference testing.

More detailed information will be available soon.

—AMA Frequency Committee

From the AMA National Newsletter web site

CONTENTS

Aviation History	Page 3
Calendar of Events	Page 5
E-mail Addresses	Page 3
Event Schedule	Page 4
Instructors	Page 4
Minutes of the Meeting	Page 2
New Members	Page 3
Presidents Message	Page 1
Sales	Page 5

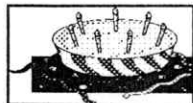
NEW MEMBERS

NO NEW MEMBERS
THIS PAST MONTH

Be sure to welcome new
members when you see them!

AVIATION HISTORY MAY

- 4 1927 First balloon flight over 40,000 feet.
- 5 1961 Alan Shepard and "Freedom 7" complete the first American sub-orbital flight.
- 14 1908 Charles W. Furnas becomes the first airplane passenger while flying with Wilbur Wright.
- 15 1918 Wright.
- 18 1953 First regular air-mail service started. Jacqueline Cochran becomes the first woman to break the sound barrier.
- 20 1927 Charles Lindbergh departs New York on his non-stop solo flight across the Atlantic. He lands in Paris 33 hours, 39 minutes later.
- 23 1848 Otto Lillienthal, first man to fly a glider and pioneer aviator, was born in Germany.
- 23 1906 Wright brothers receive patent on the airplane.
- 24 1962 Scott Carpenter becomes the second American to orbit the earth.
- 25 1927 Jimmy Doolittle flies the first successful outside loop.
- 27 1931 Auguste Piccard becomes first person to reach the stratosphere (51,777 ft.).
- 30 1966 "Surveyor" makes first soft lunar landing.



MAY

Frank Giuffre

Bob Jesienschky

Kirk Lindsay

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@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	enb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Goldman, Ed	emg1@adelphia.net
Faulkner, Bud	bfaulkner@cescomputers.net
George, Brian	krashkit@aol.com
Hamblin, Joe	joe.hamblin@tivolli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlh@cct.infi.net
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE
LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org

About Crosswind Landings

by Gary Chudzinski

Over the past year, I've heard a number of comments regarding taking off and landing in crosswinds. Many of these pilots ground themselves if the wind is blowing across the runway. This is unfortunate because this difficulty can be overcome with understanding and practice of crosswind operation.

The first ingredient for successful operations is adequate rudder. Your rudder can't be too large, but it can be too small. Usually kits have an adequate amount, but you should be looking at 40-50% of the total vertical flying surface for excellent response. This should handle crosswinds in the 12-15 mph range. The other, and most important element, is pilot input. In full-scale flight, pilots are taught three distinctive techniques; crab, cross-controls, and a combination of both. These techniques apply to models as well.

continued on pg. 6

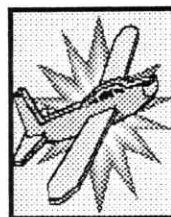
Anyone wishing to send material for the newsletter by regular mail the address is as follows:
J. Hodges
1605 Valley Dr.
Westminster, MD 21157

ANAVERSERIES

1 year **Bob Jeniesky**
 Andrew Cleveland

4 years **Tom Hier**

WAM'S EVENT SCHEDULE



May 7th - Meeting 7:30PM at VFW Hall
 Westminster
 May 11th - Instructor's Day 12 noon @ Baugher's
 Field
 June 4th - Meeting 7:30PM at VFW Hall
 Westminster
 June 9th - Big Bird Day 12 noon @ Baugher's Field

July 2nd - Meeting 7:30PM at VFW Hall
 Westminster
 July 14th - Family Picnic 12 noon @ Baugher's
 Field
 August 6th - Meeting 7:30PM at VFW Hall
 Westminster
 August 11th - Fun Fly 12 noon @ Spiegel Field

September 3rd - Meeting 7:30PM at VFW Hall
 Westminster
 September 8th - Fun Fly 12 noon @ Baugher's
 Field
 October 1st - Meeting 7:30PM at VFW Hall
 Westminster
 October 13th - Fun Fly 12 noon @ Spiegel Field

November 5th - Meeting 7:30PM at VFW Hall
 Westminster

Plan to attend.



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
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Giuffre	410 876-1304
Bob Jenness	410 374-9628

GRASS CUTTING

At the April meeting a list of volunteers for cutting grass was made. If you were one of these volunteers please pay attention to the web site for the schedule. The schedule will be posted in the Talespinner when it is available. Even if you did not volunteer and you are available and would like to help out feel free to show up, any assistance is always welcome.

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact John Wunderlich. He needs to know the date that you soloed. If you do not remember when that was a good estimate is acceptable.

WAM'S WEB SITE ADDRESS

www.flywam.org
 Please visit the site and bookmark it!
 Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail address: spaceexplorer3000@yahoo.com

Cycle, Check, Cycle and Check Again!

The flying season is rapidly approaching. Now's the time to check that old ship over and get your batteries ready for the new season. If you have a cycler and the batteries have been lying around, then by all means cycle them a couple of times to get them up to full capacity and give you an idea of how well they've weathered the winter. If they don't measure up, try recycling. If they still don't measure up then dump them and get a new pack. If you don't own a cycler, consider purchasing one. The hundred bucks or so can easily pay for itself with one airplane save.

Give the plane a good check before you bring it out also. Look at the control surfaces, hinges, clevises and push rods. Check the engine mount to make sure it's secure. Repair any tears or cracks in the covering. Replace anything that doesn't look quite right. If you lose a plane because of a lousy 50 cent clevis that fails, you're gonna kick yourself where the sun don't shine. If you bring out a new plane for that first flight, remember to double check all the control surfaces and don't forget to balance it! Those first few flights can be very stressful so if you're not all too comfortable, ask someone to stand with you or to take it up for the first flight to trim it out and see how it's going to handle. Better to be safe than sorry!

from Antenna, Mike Mayer, Editor
 155-04 99 Street, Howard Beach, NY 11414

from AMA National Newsletter April 1997

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events

Milt Peacock – If you wish a 2002 calendar – tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

May 3-5 = Lum's Pond, DE = Tony Wilford & Tony Malchione Memorial Fly In

Richard Stewart 302-368-2911

May 4 = Frederick, MD = Flea market - 301-371-5922

May 11 = PGRC Flying Site ~ IMAA Giant Scale Fly-In / full scale fly by / RC demos. /

Model Raffle / paved runway. \$10.00 landing fee.

http://www.aero-sports.com/pgrc = Charlie Gettier 410-974-4785

May 14 = Baltimore = RCMB 6th Annual Building Contest @ Loch Raven Academy 7:30 PM

Jim Parks e-mail = james.parks@bdk.com /

H o m e P h o n e = 4 1 0 - 3 5 7 - 0 1 3 6

May 31 & June 1 = Balto, MD = "TOC of MD" – SWAP Club ~ Art Vail ~ artvail@erols.com

June 1 = Havre de grace MD = MAOA Skyfest [Open House] @ Swan Harbor ~

Jim Snyder ~ 410-256-3299

June 13 – 16 = Muncie IN = IMAA Rally of the Giants @ AMA Flying Site

Jim Mahoney, 1610 Reynolds Rd., Lot #110, Lakeland, FL 33801

[863] 510-0712 ~ e-mail > Jim-Lu@juno.com < [also see AMA Webb site]

June 15-16 = Lenhartsville PA = Tri-County Wingsnappers [The Hamburg Club]

23rd Annual AMA-IMAA Fly In. [Sunday any size a/c] Jerry Smith 610-377-4941

Walter Gladney 610-683-6128 Dave Renninger = dave@early.com

July 11-14 = Lum's Pond, DE = Warbirds Over Delaware = Richard Stewart 302-368-2911

July 13-14 = Olean NY = STARS Rally @ Olean Municipal Airport [mostly big models]

Milt P. – 410-833-3122

Aug. 31 & Sept. 1 = Harrisburg PA = IMAA Capitol City Classic @ H.A. F.S. Club Field

Gerald M. Keller, 601 N. Railroad St., Palmyra, PA 17078 [717] 838-1631

e-mail > spadventure@msn.com <

Sept 14 = Havre de Grace, MD = MAOA Giant Scale fly-In @ Swan Harbor ~ Steve Snyder ~ 410-638-2895

> Ssnyder@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA Annual Fly In @ Batavia Field

Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410] 477-1448

Additions and/or corrections – Milt Peacock 410-833-3122

2313 Da Lib Rd. – Finksburg, MD 21048-2510 milt-p@erols.com

NOTE: I know there are more events than this in the works. Please let me know ASAP so everyone can know about it and do not pick a conflicting date. Lets spread the happy word.

Additions and/or corrections –

Milt Peacock 410-833-3122

2313 Da Lib Rd.–Finksburg, MD 21048-2510

milt-p@erols.com



FOR SALE



Mr. Mulligan

1/4 scale = \$450

Scale color [White] and markings

Fiberglass cowl, wheel pants & 5 servos

Proctor "Eindecker"

1/4 scale = \$650

Completely detailed including the cockpit.

All servos installed / ready for your Eng. & Radio

Dale Johnston ~ 410-848-5279



MORE FOR SALE



OLD TIMER: "Scientific Mercury" 72" w/s

No engine or radio. Otherwise complete. \$125.00

(will met U 1/2 way or 50 miles, etc.)]

Fuel Pump ~ "Thunder Tiger" # 658 [12 V] NEW = \$18.00

Fold-up picnic table = 34" x 27" in carrying case [like new]

Cost New = \$80. Your cost = \$40.00

Clamp on fender mirrors needed if you pull a trailer.

VG condition - \$10.00

Milt Peacock – 410-833-3122



FOR SALE



'Lanier' Giant "Stinger" ~RTF ~ w/

21st Century film & paint. Color Silver & [Never flown] Covered wine.

Engine = 'Zenoah G-62 [new] NO radio

\$700.00

'ACE' "Big Bingo" ~ Covered w/ 21st Century film. Red & Yellow

Engine = 'Quadra' 35 cc upgraded to 40 cc. [no radio]

A great flyer, makes a poor flier look good.

\$600.00

Hoyt Bishop—410-840-9589 [Westminster]



FOR SALE



For Sale = ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



Foreign Correspondent Update

John Shaffner informed the membership at the April meeting that there was no correspondence from Nick Jonckheere. Nick is still unemployed and is touring Europe looking for a job.

I know we all wish Nick good luck in finding a job.

Cont. from pg. 3

CRAB: This is the most simple to perform. You turn the aircraft into the wind to maintain a straight line track coincident to the runway centerline. This is accomplished immediately after rollout approach on final for landing. This track is maintained with small corrections until landing. At touchdown, rudder is used to straighten the ground path and (most important) aileron is applied as if to bank into the wind and held until rollout is complete.

CROSS CONTROL: This is definitely more difficult, but more professional and personally rewarding. After rolling out on final approach, apply and hold aileron into the crosswind with sufficient opposite rudder to maintain aircraft heading aligned with the runway heading. Standing on the ground, not in the cockpit, makes estimating the amount of control more difficult. So, start out with 1/8 to 1/4 application of each stick (again, aileron into the crosswind, rudder opposite, and you are cross-controlling). Apply enough aileron to maintain track to the runway and continue to hold it, gradually increasing the amount if necessary, until landing is complete. As with crabbing, rudder control is used for steering after all wheels have touched down. For touchdown in a crosswind, do not flare as much. Fly the model onto the ground while retarding the throttle. Remember, do not stop flying the aircraft until it comes to a complete stop.

COMBINATION: Uses both techniques with less amounts of each.

There are two more areas of crosswind operations that I would like to comment on. These are taxiing and takeoff. In many ways, the same considerations are given for wind direction and velocity.

TAXIING: Those of you who have flown full-scale, light aircraft are instructed to know the direction and intensity of the winds before taxiing. This not only confirms the runway in use, but provides you with information for safe ground taxi. Control input while taxiing in a light aircraft is extremely important for control, and in extreme cases of wind, keeping the wheels on the ground. The same considerations apply to our models, especially the light, high-wing types. The whole idea is to apply control input to keep all wheels planted firmly on the ground. For example, if you are taxiing into the wind with a tail dragger, apply aft stick to keep positive pressure on the tailwheel. The reverse applies to a tricycle gear. In a tailwind, use forward stick, for the conventional and aft stick for trike. For crosswinds, apply aileron into the wind. From an aerodynamic standpoint, you are shaping the control surfaces to give you a lift advantage, however slight it may be.

TAKEOFF: Like it or not, cross-controlling is the only way to make a safe, straight, good-looking takeoff. You have done it many times but may not have thought of it in those terms. A good technique is to taxi to (using the techniques above) and lineup on the runway centerline. Before increasing the throttle, think about using the ailerons to keep the wings level and the rudder to track straight through the takeoff. Initially, apply about one-half aileron stick into the crosswind. As you increase throttle, the aircraft picks up speed which means the controls are generating more and more lift. With the increase in lift, less and less aileron is needed. Meanwhile, continue to track straight with rudder. As the aircraft cleanly breaks ground, keep the wings level, and use enough elevator for a consistent rate a climb. Slowly take out all rudder and continue your flight.

Congratulations, you looked great!

Although somewhat confusing and thought provoking at first, talk yourself through these techniques, then give it a fair chance with practice. Remember, the two most important maneuvers of flight are takeoff and landing. Good luck!

submitted via e-mail from Ed Jacobs EJacobs160@aol.com

submitted via e-mail
from Ed Jacobs

Copied from AMA National Newsletter April 1999

To ARF or Not to ARF?

by Rick Foch

The popularity of hand-built, high quality, Almost-Ready-to-Fly Radio Control (RC) aircraft showed a marked increase around 1983 with the introduction of the EZ series by Pilot of Japan.

Those of you who were flying RC before 1983 may recall how different the hobby was when you had to build it yourself. First of all, there were a lot fewer guys flying (RC) models. Also, there weren't so many modelers with the superb flying skills we see today because modelers spent more time building. We didn't have today's marvelous radio systems and engines either.

Throughout the 1980s and 1990s, I became concerned about the future of our hobby due to the impact of ARFs. I have always built my own models from kits or from plans, and to me it seemed that the hobby of RC model airplanes was both building and flying.

We now have ever-increasing numbers of RC fliers who build very little. The magnitude of the reduction of builders can be easily gauged by comparing old RC magazines with current issues.

In the 1960s and 1970s there were usually four to six construction articles per month. Today there's usually only one construction article per month.

Should we be concerned? Well, after really giving this ARF business some serious thought and putting things in the proper perspective, I realized that ARFs have not at all hurt the hobby—they've just changed it!

RC modeling is becoming more a sports or social activity and less the tinkerer/inventor's pastime it used to be.

How many golfers make their own clubs? How many hunters make their own rifles? How many private pilots make their own airplanes? The answer to each of these questions is some, but only a small percentage.

Today there are more items competing for our time and we're becoming a country where time is getting harder for many to find than money. Consequently, the ARF market is there to respond to our changes in lifestyle.

Do I think we should be worried about our hobby future? Yes, but not due to ARFs. We really need to interest more people, especially younger ones.

This has been a concern of the AMA since the 1960s and still is one. ARFs actually help spark interest since they provide much quicker satisfaction and allow newcomers to find out if they're interested before investing too much precious time.

I've heard many longtime modelers complain that "no one builds anymore," or "there aren't anymore good new designs," and on and on. I've said those things, too. Well, magazines are going to follow the market and advertise what sells, so I don't think the number of new designs published per month will increase.

But, there are thousands of already published plans and hundreds of kits that are available! There will never be enough time to build them all.

The really wonderful part of our hobby is that if you aren't interested in building, you can enjoy flying ARFs. If you like to build, you can build from kits or plans. If you want to, you can even learn to design your own models. And the best part is that there are no real barriers, only those we make for ourselves.

Just about anyone who wants to learn to build, can. And it's okay for builders to assemble ARFs, too. My experience is that assembling most ARFs takes more effort than most builders realize, since setting up an airplane's systems is often more challenging than building the structure.

I probably will never assemble many ARFs, because I like to build as much as I like to fly. But, for those who aren't interested in building or for initial training, ARFs are a superb way to enjoy RC.

I don't feel that modelers who build their own airplanes should think they're superior to those who assemble ARFs. I also don't think that anyone flying an ARF should feel inferior either. Both groups of modelers are just enjoying different aspects of our great hobby. The main point is to have a good time and enjoy the almost infinite possibilities.

Finally, one thing that I strongly recommend, regardless if you buy a kit or an ARF, is to check it out carefully. There are large variations in prices and product quality, so nothing beats personally inspecting it at your local hobby shop.

from *Range Check*
Charles County Radio Control Club
Brandywine MD
via E-mail

From AMA National Newsletter May 2001

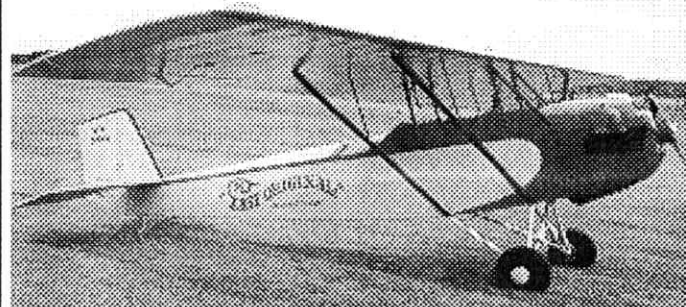
Pietenpol Air Camper, Sky Scout, and Bernard Pietenpol Airplane History Page - PIETENPOL FAMILY SITE

A quote from Bernard H. Pietenpol - Cherry Grove, Minnesota "PIETENPOL AIR CAMPER . . . The Original Model A Powered Light Plane - Designed to get the best possible performance from Model A motor, to be easy to fly, and to get the most flying hours for the money invested"

The Pietenpol Air Camper continues to be a successful design for the same reasons homebuilders were so fascinated by the design 67 years ago. It still has graceful styling, predictable flying qualities, and easy construction.

"Bernard Pietenpol never lost sight of the cost of flying and showed his true genius in keeping it down - within reach of the common man" The ACE To The Air Camper (Brief History)

In 1928, Mr. Pietenpol built and flew an airplane of his own design. The airplane was a single place open cockpit monoplane made from wood obtained at the local lumberyard, fittings fabricated from a blacksmith shop, and a covering of bed sheet material painted with clear varnish. The landing gear was constructed of gas pipe and motorcycle wheels. The prop was hand-carved from black walnut and powered by an Ace four cylinder water cooled engine. The airplane



flew very well accumulating over fifty hours in the first two months. Several design modifications followed during the next five years; however, the basic design remained unchanged. During the process of modifications, the airplane became a two place with space for a passenger. The split axle landing gear with air wheels improved take-off and landing characteristics. The Ford A engine became the standard power plant turning a 78" x 42" propeller. The final design and drawings for the Air Camper were completed in 1934. No further changes have been made to the original drawings.

In 1933, a small factory was set up in Cherry Grove, Minnesota to make the metal parts and convert the Ford A engines. Milling and wood work was done in Wycoff, Minnesota. Airplane kits and aircraft materials were shipped from both locations. Completed airplanes were flown from a small grass strip located west of Cherry Grove. Throughout the years various engines were used: Ford A, Ford T, Ford V8, Velie, Kinner, Lycoming, Franklin, and Continental, all with good results. Airplane kits as well as completed airplanes were manufactured until the onset of W.W. II in 1941.

When Chevrolet introduced the Corvair automobile in 1960, it was powered with a flat six cylinder air cooled engine. It seemed a good candidate for a low cost, reliable engine to replace the Ford A engine. Mr. Pietenpol built two more airplanes, one in 1960 and another in 1964, both powered with Corvair engines. The basic airplane design remained unchanged.

The fuselage was lengthened to compensate for the lighter engine, the pilot and passenger leg room increased, and brakes and a tail wheel were installed. An additional eight gallon fuel tank was installed in the nose. A radio, generator and battery were also incorporated into the design. The Corvair engine was lighter and more powerful than the Ford A. With the Corvair engine, the Air Camper performance improved, the ride was more quiet, smooth, and fuel efficient.

The Air Camper is a wood airplane made from spruce and plywood. It's intentionally designed to be simple to construct with minimum tools. All the fittings are fabricated from steel flat stock. The motor mount, landing gear and the wing struts require welding. Currently, I have plans available made from the original 1934 drawings. Also available are supplemental plans showing changes made to the original fuselage design and motor mounts for installation of either the Corvair or a Continental 65 engine.

Bernard H. Pietenpol 1901-1984

Born in Spring Valley (airfield in Cherry Grove), Minnesota, Mr. Pietenpol was considered Minnesota's premiere aircraft homebuilder. He learned to fly in the 1920's constructing his first homebuilt airplane in 1923 with a Ford Model T engine (Sky Scout). In April of 1929, he brought a Model A engined two-seat airplane (Air Camper) to Minneapolis, Minnesota to show the editor of Modern Mechanics magazine that an auto engined airplane could indeed fly. The plane's plans were published in the magazine and it became a favorite homebuilt airplane, which continues to this day. Mr. Pietenpol is considered the "Father Of Homebuilt Aircraft".

Bernard was a self-taught engineer, who designed his own airfoils and made his own stress analysis. He taught in the CPT before World War II. He returned to the aircraft business and continued building airplanes, selling plans, experimenting with Corvair powered flight, and helping other homebuilders with their projects. His original hanger and one of his last built planes is now on display on EAA grounds at Oshkosh, Wisconsin. His grandson Andrew Pietenpol fly's Mr. Pietenpol's last built Corvair powered plane, and continues building Air Campers and selling plans with Mr. Pietenpol's son Donald Pietenpol.

More Information from the Buckeye Pietenpol Association

Do you want to learn more? If you do, and want to visit a respectable site, please see the Buckeye Pietenpol Association Web site supported by Grant MacLaren. Grant has been doing a great job educating and informing Pietenpol builders through his Web Site. Thanks Grant!!! We Love your work!

Web Site Developed by:

Pietenpol B.H.P. And Son's Engineering Companies Incorporated**

** (Original aircraft company founded by Bernard H. Pietenpol in 1928 - now managed by his two sons, and grandsons).

W12351 848th Ave

River Falls, Wi. 54022

Email Address: Pietenpol_BHP_And_Sons_Aviation@Yahoo.com

Pietenpol_BHP_And_Sons_Aviation@Yahoo.com

Copied from the above web site

COMING EVENTS

- May 7** Business Meeting - 7:30 PM
VFW Hall Westminster
- May 3-5** Lum's Pond, DE
- May 4** Frederick, MD = Flea market
- May 11** Instructor's Day @ Baugher's Field
- May 14** RCMB 6th Annual Building Contest
- May 19** PGRC IMAA Giant Scale Fly-In
- June 9** Big Bird Day @ Baugher's Field

FOR DETAILS AND OTHER EVENTS SEE PAGES 4 & 5

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

MEMBER of the MONTH

Jim Hodges

Jim and his family have gone above and beyond on more than one occasion to help the club. Jim and his son have done a great job taking over the TAILSPINNER and we are thankful. We all applaud the efforts Jim contributes to the club.

This is a chance to honor one of our members every month. If you would like someone to be nominated for member of the month, please send me their name and some info to WAMWEBMASTER.

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157



TO:

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President John Wunderlich 410 526-5548 **Treasurer** Jay Nardone 410 751-5050
Vice President Lou Omansky 410 653-0586 **Secretary** John Schaffner 410 584-2754
Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Jay Nardone 410 751-5050 **AMA Liaison** Bill Hasert 410 833-7271
Field Marshall Lloyd Briggs 410 833-7450 **Property** Wendell Richards 410 374-4970
Editor Jim & Chris Hodges 410 875-2669
 1605 Valley Dr. Westminster, MD 21157

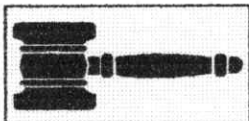
NEXT MEETING

JUNE 4, 2002
7:30 P.M.

VFW HALL
WESTMINSTER

Volume 18 Number 5

AMA Chartered Club # 336



PILOT TO CO-PILOTS

Fellow modelers,

I am sure that by now everyone knows that John Wunderlich has had to step down as President because of work obligations that require him to move to Chicago. As the Vice President this honor now passes to me and I ask everyone to be patient as I get my feet wet. As I recall the incentive for being elected VP was that "you don't have to do anything," so much for that theory.

I know that with the support of the members and the other officers, past and present the job will be an enjoyable Experience and I am looking forward to the remainder of the year.

Wishing you clear skies and gentle winds.

Lou

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 5
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 4
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Presidents Message.....	Page 1
Sales.....	Page 5

BIG BIRD FUN FLY

SUNDAY JUNE 9TH @ BAUGHERS

Bring your giant bird, bring your small bird, bring your whirly bird and bring your appetite to Baugher's Field Sunday June 9th at 12:00 noon for the club's first Fun-Fly of the season. If you know anyone that is interested in the hobby, bring them too.



Bob Allen offers training assistance to Chris Hodges on 5/11

GRASS CUTTING

John Sterrett will be calling those who volunteered to cut grass and will give you a schedule and your partner.

WAM CRAB FEAST

Ed Goldman is working on the details and when a place date has been established it will be posted. The general time that was discussed to hold it was in late July.

COMING EVENTS

My 31- June 1 "TOC of MD"

June 1 MAOA Skyfest [Open House] @ Swan Harbor

June 4 WAM Meeting 7:30 PM VFW Hall
Westminster, MD

June 9 Big Bird Day @ Baugher's Field

June 15-16 23rd Annual AMA~IMAA Fly In.

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WAM thanks Lou for his efforts!**

MEMBER of the MONTH **Wendell Richards**

This is a chance to honor one of our members every month. Wendell has gone above and beyond on more than one occasion to help the club. Wendell takes care of the tractors and helps the club with the fields and a lot of other important things, and we are thankful. We all applaud the efforts Wendell contributes to the club.

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VISITORS ARE WELCOME !!!

The Right CG by Ben Hitchcock

How do I know if my CG (center of gravity) is right? The placement of the CG of any model is critical to how the model will perform in the air. If the CG is too far back, then the model will be extremely responsive and difficult to fly smoothly. If the CG is too far forward, then the airplane will be sluggish, and it will be hard to perform aerobatics. It can also enter a state where the model starts porpoising, an action that is not desired.

Now, how do I find where the CG is? Set up your airplane as if you are about to fly, by putting in batteries and filling the gas tank halfway with gas. Place your index fingers underneath the wing of the model, with one on each side of the fuselage. Support the weight of the model. If it balances, then the CG is right where your fingers are. If it doesn't balance, move your fingers forward or backward until the airplane balances. It is usually a good idea to mark where the plans say the CG should be with a permanent pen on the fuselage. Then, you will know where it should be each time you take the model flying. If you are designing a new model, then a good starting point for the CG is about 25-35 percent of the wing's chord back from the leading edge. There are formulas for determining exactly where the CG should be, and there is also a graphical method. I'll go into these at the end of this article.

So, how do I know where to put the CG? The answer is simple. Fly the model. If the CG is where the plans say it should be, then the model will almost certainly fly. But, you will probably have to move the CG around to have it fly well. For a glider, take a few test glides first. Hand-launch it into the wind on a football field or suitable patch of ground, and trim it so that it will fly hands-off. Once you have done this, start flying. With the model trimmed so that it flies straight and level with no control inputs and plenty of altitude, start a dive at about 45 degrees, and release the controls. If the CG is perfect, the model will slowly pull out, and it will resume level flight. If it is too far forward, the model will immediately pull up, and it may stall when its airspeed runs out. This will lead to the model porpoising through the air. If the CG is too far back, the model will take a long time to pull out and may even tuck under. If this happens, pull up immediately. After a few sessions of diving, landing, and adjusting, the model will be a lot easier to fly. For a trainer, you will probably want to bring the CG a bit farther forward than if you want to do aerobatics.

Now, for some theory, we'll discuss the neutral point. The neutral point is the point where, if your CG is at it, the airplane will continue pointing where you left it. If you enter a dive and let go of the controls, the model will continue to dive at the same angle. Normally, the CG is a little forward of the neutral point. Why is that? We need to discuss physics. For a wing passing through air, we can think of the reaction as having two parts; the lift and a turning moment. There is drag as well, but it's not important here. Lift lifts the wing, and the turning moment tries to make the leading edge of the wing go down and the trailing edge go up. Using a bit of high school physics, we can resolve these two vectors into a force and a point at which the force acts. Finding the force is easy. It's just the lift. Finding the point at which the force acts is a little bit trickier. But, for any turning moment, $M = F \times S$, where M is the turning moment, F is the force, and S is the distance away from the axis. So, now $S = M / F$, or the distance is the moment divided by the lift. This point, S , is called the center of pressure for the wing. Think of it as the point that does the lifting for the airplane. If it just consisted of a wing, then the center of

pressure and the neutral point would be the same point. But, there's a tail-plane as well, and it serves as more than just something to hang your elevators from. It is usually angled a few degrees downward to the airflow, which makes for a bit of a negative lift. The faster you fly, the more the tail-plane pushes down on the back-end of the fuselage.

This makes the center of lift go forward. The center of lift is the vector sum of the force moments for the wing and tail-plane. The steeper you angle the tail-plane down, the farther forward the center of lift goes. In stable flight, the center of lift is exactly over the center of gravity. If you shift the center of gravity forward, the nose comes down, and the model flies faster until the center of lift comes forward to meet the center of gravity, and the CG is forward of the neutral point. If you pull up while your model is flying, the center of lift will go forward, so it will be forward of the CG. This will make the model pitch up until the airspeed decreases enough for the center of lift to move back to meet the CG. If the CG is at the neutral point, then, for the airplane to fly level, the tail-plane must be angled at zero degrees to the airflow, so the center of lift won't move around for different airspeed, and the model won't correct itself by pointing at the ground. For some aerobatics, this setup is normal. But, mostly we want the CG to be a little bit forward of the neutral point.

To determine the proper point for the CG, there are two methods. The graphical method is as follows: Draw a line from the leading edge of the wing at the root to the trailing edge of the wing at the tip. Now, take the distance from leading edge to trailing edge at the wingtip (the tip chord), and add it to the trailing edge at the root. Take the root chord distance, and add it to the tip. Connect the two points, and the new point at which the two lines meet is the MAC (Mean Aerodynamic Chord). The ASCII art demonstrates: <<...>> Where R is the root, T is the tip, the solid lines are the bounds of the wing, and the dotted lines are construction lines. The X is the NIAC. Now, draw a line vertically, forward and backward, from the X. Find the point, 25 percent of the distance from where this line hits the leading edge and where the line hits the trailing edge. Draw a horizontal line back to the root. This is the theoretical center of gravity. The algebraic method is just as simple. To find the MAC (the X as shown), draw a line from 25 percent of the way back of the leading edge from the root chord to a point 25 percent of the way back from the tip chord. Now use the formula: Distance of X from the root = Root Chord + (2 * Tip Chord) divided by 3 * (Root chord + Tip chord). Then, draw a horizontal line, back to the fuselage. This should give you a good starting point for the CG.

from The Flightline Tom Minger, editor 1715 Ponca Court Fremont CA 94539

taken from the AMA Newsletter web site

SPEIGLE GRASS CUTTING SCHEDULE

TEAM	May	June	July	Aug	Sept	Oct
Nardone / Evans	24	21	19	16	13	11
Hassert / Sterrett	31	28	26	23	20	18
Hodges / Shawm		7	5	2	27	25
TBD		14	12	9	6	4

We still need at least one more team. A couple of alternates to help would be nice also. The mowers are at Spiegel. Remember to bring gasoline and oil just in case.

Color

While we're in our building cycles, we are faced with the age-old question about "What color should our new creation be?"

If this is a scale representation of a full-scale airplane, then the color scheme is predetermined. If we are young and eagle-eyed, then the color is chosen more on the basis of aesthetics rather than visibility.

However, if our eyes aren't quite as good as they used to be, then the color needs to be such that we can see it better.

The following paragraphs are reprints from previous On The Flight Line presentations which deal with the best color and scheme for best visibility. If you can't see it, then you can't control it.

From the May 1996, issue comes the following chart which shows the visibility index for a variety of colors;

Luminous Orange	100 percent
White	90 percent
Light Yellow	80 percent
Light Orange	75 percent
Dark Yellow	70 percent
Light Grey	66 percent
Light Blue	60 percent
Light Red	58 percent
Light Brown	55 percent
Light Green	51 percent
Dark Grey	51 percent
Dark Red	50 percent
Dark Blue	50 percent
Dark Brown	50 percent
Black	50 percent

What does all this mean to modelers? It says that International (luminous) Orange is the most visible under most light conditions, and that most dark colors are only about half as visible as luminous orange.

This second article came from the September, 1996, issue (originally from the St. George, Utah club newsletter).

While contemplating what colors to put on that new model, consider the following:

- Avoid single-color aircraft, particularly solid silver or solid dark colors.
- Beginners are advised to color the bottoms of aircraft wings a dark color and the tops a light color.
- Orientation recognition can be enhanced by placing large dark circles under the wings and a starburst pattern of straight lines on the top.
- Any series of adjacent colors on your aircraft that is intended to facilitate orientation should be gray-scale opposites—not color opposites.
- Don't rely on intricate patterns; they tend to blend together to form an edgeless fuzz at approximately 100 feet away.
- A bright red or orange leading edge on your wing and horizontal will help you keep your wings level during landings.
- Color lines parallel to and above the fuselage horizontal thrustline provide a good angular reference on the glide path prior to the final turn.
- For better loops, make the wingtips and horizontal stabilizer red or orange, and the body background a very light color such as white or yellow. This helps you tell if the wings are flat.

from *On the Flightline*
Pikes Peak Radio Control Club
Bill Sanderman, Editor

taken from the May 2001 AMA Newsletter

MEMORIAL DAY TRIBUTE

The following was submitted to the Talespinner by John Schaffner:

Since the next Talespinner will be out sometime around Memorial Day perhaps this poem would be appropriate as a reminder to all as to what Memorial Day is all about. Although it appears to be written by an American, it was passed to me by a young man in The Netherlands. Those people of Europe that were once under the persecution of the Nazis know what freedom is all about, having had it taken away.

YOU DID NOT EVEN KNOW ME

IS THERE SOMETHING I CAN DO,
OR IS THERE SOMETHING I CAN SAY
TO THANK YOU FOR THIS WONDERFUL GIFT,
OF WHICH I CAN NEVER REPAY.

YOU GAVE EVERYTHING YOU HAD,
TO PROTECT EVERYTHING I HOLD DEAR.
YET, YOU ASKED FOR NOTHING IN RETURN
FOR YOUR PAIN, YOUR SACRIFICE AND YOUR TEARS.

I CANNOT COUNT THE MANY THINGS
THAT I AM GRATEFUL TO YOU FOR.
WITHOUT YOUR BRAVERY ALL MY FREEDOMS
COULD HAVE BEEN NO MORE.

THESE DAYS, LIFE IS SOMETHING
THAT PEOPLE TAKE FOR GRANTED.
HOW DARE WE TRAMPLE ON THE SEEDS
THAT YOU SO LOVINGLY PLANTED.

YOU FOUGHT AND DIED IN FOREIGN LANDS
TO PROTECT THE FREEDOM OF OUR HOME.
THE PRICE OF FREEDOM WAS NOT TOO HIGH
FOR YOU TO TAKE IT ON AS YOUR OWN.

FOR YOU, VETERANS, I AM TRULY THANKFUL
AND EVERY DAY I WILL LET IT SHOW,
BECAUSE YOU GAVE THE PRECIOUS GIFT OF FREEDOM
TO SOMEONE YOU DID NOT EVEN KNOW.

By Wiley Hendrix 10-25-98

Note: This poem was written December 25, 1998 by Wiley Hendrix, managing editor of the Branson Daily News. It was written as a tribute to all of the men and women who have served this great country.

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events

Milt Peacock – If you wish a 2002 calendar – tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

May 31 & June 1 = Balto, MD = "TOC of MD" – SWAP Club ~
Art Vail ~ artvail@erols.com

June 1 = Havre de grace MD = MAOA Skyfest [Open House] @
Swan Harbor ~

Jim Snyder ~ 410-256-3299

June 13 – 16 = Muncie IN = IMAA Rally of the Giants @ AMA
Flying Site

Jim Mahoney, 1610 Reynolds Rd., Lot #110, Lakeland, FL 33801
[863] 510-0712 ~ e-mail > Jim-Lu@juno.com < [also see AMA
Webb site]

June 15-16 = Lenhartsville PA = Tri-County Wingsnappers [The
Hamburg Club]

23rd Annual AMA~IMAA Fly In. [Sunday any size a/c] Jerry
Smith 610-377-4941

Walter Gladney 610-683-6128 Dave Renninger =
dave@early.com

July 11-14 = Lum's Pond, DE = Warbirds Over Delaware = Rich-
ard Stewart 302-368-2911

July 13-14 = Olean NY = STARS Rally @ Olean Municipal Air-
port [mostly big models]
Milt P. – 410-833-3122

Aug. 31 & Sept. 1 = Harrisburg PA = IMAA Capitol City Classic
@ H.A.F.S. Club Field

Gerald M. Keller, 601 N. Railroad St., Palmayra, PA 17078 [717]
838-1631

e-mail > spadventure@msn.com <

Sept 14 = Havre de Grace, MD = MAOA Giant Scale fly-In @
Swan Harbor ~ Steve Snyder ~ 410-638-2895

> Ssnider@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA Annual
Fly In @ Batavia Field

Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410]
477-1448

Additions and/or corrections – Milt Peacock 410-833-3122
2313 Da Lib Rd. – Finksburg, MD 21048-2510 milt-p@erols.com

NOTE: I know there are more events than this in the works.
Please let me know ASAP so everyone
can know about it and do not pick a conflicting date. Lets spread
the happy word.

Additions and/or corrections –
Milt Peacock 410-833-3122
2313 Da Lib Rd.–Finksburg, MD 21048-2510

milt-p@erols.com

Anyone that wishes to place an ad or if you have an ad and an
item has sold please let me know so I can keep things up to
date.

Thanks, Jim



FOR SALE



Mr. Mulligan

1/4 scale = \$450

Scale color [White] and markings

Fiberglass cowl, wheel pants & 5 servos

Proctor "Eindecker"

1/4 scale = \$650

Completely detailed including the cockpit.

All servos installed / ready for your Eng. & Radio

Dale Johnston ~ 410-848-5279



MORE FOR SALE



OLD TIMER: "Scientific Mercury" 72" w/s

No engine or radio. Otherwise complete. \$125.00

(will met U 1/2 way or 50 miles, etc.)]

Fuel Pump ~ "Thunder Tiger" # 658 [12 V] NEW = \$18.00

Fold-up picnic table = 34" x 27" in carrying case [like new]

Cost New = \$80. Your cost = \$40.00

Clamp on fender mirrors needed if you pull a trailer.

VG condition - \$10.00

Milt Peacock – 410-833-3122



FOR SALE



'Lanier' Giant "Stinger" ~ RTF ~ w/

21st Century film & paint. Color Silver & [Never flown] Covered wine.

Engine = 'Zenoah G-62 [new] NO radio

\$700.00

'ACE' "Big Bingo" ~ Covered w/ 21st Century film. Red & Yellow

Engine = 'Quadra' 35 cc upgraded to 40 cc. [no radio]

A great flyer, makes a poor flier look good.

\$600.00

Hoyt Bishop—410-840-9589 [Westminster]



FOR SALE



For Sale = ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

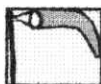


Foreign Correspondent Update

John Shaffner informed the membership at the
May meeting that he and some of his friends are
going to Europe to tour some of the battlefields
from WWII, some won't be for the first time.
John also hopes to meet with Nick our European
connection.

Anniversaries

No current member joined in the month of June



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
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Guiffre	410 876-1304
Bob Jenness	410 374-9628

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact an Officer. They need to know the date that you soloed. If you do not remember when that was a good estimate is acceptable.

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and bookmark it!
Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail address: spaceexplorer3000@yahoo.com

Wanted:

One Futaba Charger. If you have an extra one laying around, I can use it. Thanks John Schaffner,



WAM'S EVENT SCHEDULE

June 4th - Meeting 7:30PM at VFW Hall
Westminster
June 9th - Big Bird Day 12 noon @ Baugher's Field

July 2nd - Meeting 7:30PM at VFW Hall
Westminster

July 14th - Family Picnic 12 noon @ Baugher's
Field

August 6th - Meeting 7:30PM at VFW Hall
Westminster

August 11th - Fun Fly 12 noon @ Spiegel Field

September 3rd - Meeting 7:30PM at VFW Hall
Westminster

September 8th - Fun Fly 12 noon @ Baugher's
Field

October 1st - Meeting 7:30PM at VFW Hall
Westminster

October 13th - Fun Fly 12 noon @ Spiegel Field

November 5th - Meeting 7:30PM at VFW Hall
Westminster

Plan to attend.

Using CyA the Right Way

by Jerry Smith

You know, CyA (cyanoacrylate) is getting to be downright expensive, especially when you are building a big airplane. But, with a little management on your part, you can hold the usage to a minimum and get a 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 the cheaper white glue, or epoxy, to do the real holding. I have done this many times in the past with great results. When applying white glue, use it sparingly. Most modelers apply too much, adding unnecessary weight to the model. Here are a couple of helpful hints I ran across that will make things go easier when using CyA: 1. Once opened, always leave the cap off the bottle.

Why? The cap is not made of the special thermoplastic the tip is made from, and CyA will stick to it, gluing it in place. 2. When a blob of CyA 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 CyA 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 CyA bottle to open it or to remove a clog. This will introduce foreign material into the bottle 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. 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. Bad news! 4. Use accelerator sparingly and only when needed. Don't flood the joint with it. A light mist is all you need. Too much accelerator will 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 CyA more cost effective and agreeable with your modeling dollar.

from Air Scoop, Chuck Mills, editor via Flare-out, Jim Cook, editor
1075 Miller Street Shakopee, MN 55379

Taken from AMA Newsletter web site

NEW MEMBERS

Be sure to welcome new members when you see them!

AVIATION HISTORY JUNE

- 4 1783 First hot air balloon demonstration.
- 7 1936 Major Ira Eaker makes the first transcontinental "blind" flight from New York to Los Angeles.
- 12 1979 The "Gossamer Albatross," piloted by Bryan Allen, becomes the 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.
- 27 1923 Air to air refueling is demonstrated for the first time.
- 29 1916 The first airplane built by Boeing flies.



HAPPY BIRTHDAY!!

JUNE

Mark Eastman
Robert Johns

Richard Jakubs
George Orton

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@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	enchb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	(use Chris's e-mail listed above)
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmls@car.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium	nick.jonckheere@hotmail.com
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ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org

Joining Balsa Sheets

When joining balsa sheets together with Cyanoacrylate (CyA) glue, join the sheets along their sides, then wick the CyA into the joint. While wet, sand immediately. The sawdust from sanding will fill in any gaps in the joint.

When joining balsa sheets with white glue, sand the edges so the butt joint is nearly perfect. Then, dust the pieces off and lay them flat on a bench. Now, tape (masking tape works well) the two sides together and lift from the bench. Gently fold open and run a bead of your favorite glue in the joint.

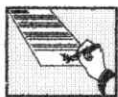
Now, lay the joined sheet back down on the bench with the taped side down and join with tape on the opposite side. Leave the sheets to dry, maybe slightly weighted. When dry, remove the tape and sand to a reasonable finish.

from John Nooyen

<http://www.powerup.com.au/~wbag>

Taken from AMA Newsletter June 1999

Anyone wishing to send material for the newsletter by regular mail the address is as follows:
J. Hodges
1605 Valley Dr.
Westminster, MD 21157



MINUTES OF THE WAM MEETING

May 7, 2002

From: John Schaffner

1. The May meeting of WAM, opened at 7:40 PM with President John Wunderlich absent. President John is making preparations for a move to the Chicago area relative to his job. John will be missed.
2. V.P. Lou Omansky presided at the meeting that included 15 members and prospective member Steve Spieker. We welcome Steve and his son, Greg.
3. A reading of the minutes from the April Talespinner was approved as they appeared in The Talespinner.
4. Treasurer Jay Nardone's report on the financial status of the club was read by Lou and Jay's report was accepted by the members.
5. Bill Hasert. Bill reported no new business from AMA. There was a short discussion about providing a copy of our bylaws to AMA.
6. Field Marshall, Lloyd Briggs was absent but there was some discussion about mowing the fields at Spiegle and Baugher's. A motion was made and passed to contract the mowing at Baugher's and for the club to take care of Spiegle and the area of Baugher's around the pond. No Spot-a-Pot will be placed at Spiegle but there will be one at Baugher's June - October
7. The report from Jay Nardone stated the membership is currently 42, about average.
8. Wendell Richards reported no word from Carroll Co. and that all club property was still taking up space. Wendell emphasized that the 95 decibel rule at Spiegle Field be strictly observed. The club is always in jeopardy from one neighbor in the area who would like nothing better than to see us removed from that site.
9. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing.
10. Be sure to read the Schedule of Events included in The Talespinner and make a special effort to participate.
11. The project to post a sign at Baugher Field on route 31 is in limbo since the contact with the company that manufactures the signs has been lost. More later on that.
12. No new projects were on display. Bring a plane to the meeting guys.
13. The Annual Crab Feast was discussed and Lou said that he will contact Ed Goldman to make plans.
14. Lloyd Briggs was absent but I will repeat his caution from last month. "Perform a thorough inspection on your aircraft prior to flying the first time this season because "Things" happen over the winter, nuts, bolts, rubber bands, all that stuff.
15. The 50/50 was not held since the treasurer was absent.
16. Meeting adjourned 9:10 PM.

Wear your name badge.

The new members won't know you.

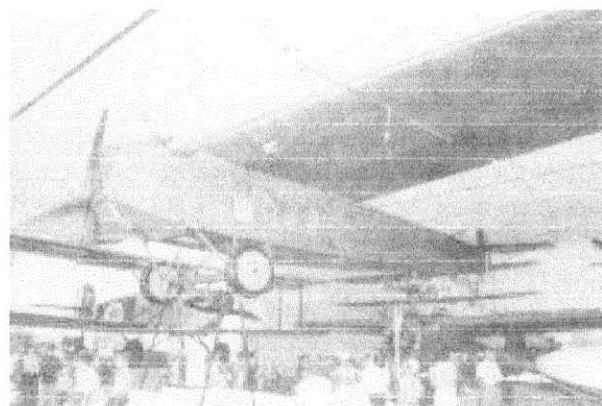
George Schollian—previous club member

WANTED

The picture below is of the Foker T-2, the first airplane to fly non-stop coast to coast in the US. Lts. John Macready and Oakley G. Kelly departed Mitchell Field, NY in the afternoon of May 2, 1923 and landed in San Diego, CA 26 hours and 50 minutes later. The US Army purchased two planes after WWI, outfitted one as a flying ambulance and the other for the cross country flight. They were large single engine planes with a 75 ft. wingspan.

I am presently searching for information on the real plane that the "Telemaster" was modeled from, and I am wondering since the T-2 has similar lines if it might have been the subject? If anyone has any information or insight it would be greatly appreciated. Contact me at:

Dale Johnston
Guadalupe Dr.
Westminster, MD 21157
410 848-5279
dalejohn@ccpl.carr.org



ANYONE INTERESTED?

Milt Peacock asked at the May meeting if anyone was interested in joining the International Miniature Aircraft Association (IMAA). This is the organization that promotes the larger models and is the organization that Baugher's Field was acquired in conjunction with. You do not have to fly the larger models to be a member.

Anyone that is interested should contact Milt or look in any model airplane magazine for membership information. There is also a quarterly publication that comes with the membership.

At the May meeting we had a guest and prospective member Steve Spieker. Steve expressed interest in joining under a family membership as he has a son, Greg, who is also interested. Steve and his family were at Baugher's Saturday May 11 under the tutelage of John Sterrett. If you see Steve and his family or any new, prospective member or guest remember to say Hi.



WESTMINSTER AERO MODELERS

THE TALESPIINNER

Westminster Aero Modelers

OFFICERS

President John Wunderlich 410 526-5548 **Treasurer** Jay Nardone 410 751-5050
Vice President Lou Omansky 410 653-0586 **Secretary** John Schaffner 410 584-2754
Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Jay Nardone 410 751-5050 **AMA Liaison** Bill Hasert 410 833-7271
Field Marshall Lloyd Briggs 410 833-7450 **Property** Wendell Richards 410 374-4970
Editor Jim & Chris Hodges 410 875-2669
 1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

July 2, 2002
7:00 P.M.

SPEIGLE FIELD

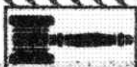
Volume 18 Number 6

AMA Chartered Club # 336

JULY MEETING WILL BE HELD AT SPEIGLE FIELD ON TUESDAY JULY 2ND

AT 7:00 PM

See map on page 5



PILOT TO CO-PILOT FELLOW FLYERS

I want to start my first Newsletter comments by thanking those who have helped out as I try to figure out what I need to do as President. First, thanks to Jim and Chris Hodges, who ghost wrote the first few Newsletter comments for me and for producing a really Great Newsletter every month - I know this takes a great deal of time. Next, John Wunderlich, who left us in such good shape, and Jay Nardone who "counts the beans" and makes certain a lot of administrivia is attended to.

We had a "work day" on Saturday June 22nd at Spiegel Field and a great big thanks to the "usual suspects" who showed up ready to work and put in a full day - no planes, no helis, no flying - just erecting a shed, mowing the grass, changing the tarp over the bleachers, etc. Lending a hand were Jim and Chris Hodges, Jay Nardone, Dave Evans, Wendell

cont. on page 7

BIG BIRD FUN FLY HELD SUNDAY JUNE 9TH @ BAUGHERS

The Big Bird Fun-Fly was a big success as always. Over two dozen members were there with their families and guests. The weather was perfect and many people showed up early to get in some extra flights. There was plenty of food and drinks and a good time was had by all.

More on page 6



THE BIGGEST OF THE BIG
Paul Schaffner's 1/3 scale Stearman rolls down the runway

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 4
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
President's Message.....	Page 1
Sales.....	Page 5
The Workbench.....	Page 7

WAM CRAB FEAST SATURDAY JULY 20TH @ 7:30 PM

WAM's annual crab feast will be held at Gary and Dell's Restaurant Saturday July 20th at 7:30 PM. Gary and Dell's is located on MD 97 north of Westminster before Silver Run.

Once again many thanks to Ed Goldman for taking the time and trouble in making the arrangements.

MINUTES OF THE WAM MEETING

June 4, 2002

From: John Schaffner



1. The June meeting of WAM, opened at 7:40 PM with President Lou Omansky holding the gavel. President Emeritus, John Wunderlich, was also present.
2. Lou formerly accepted the job with wishes that everyone give their support to the club. The meeting was attended by 19 members and one prospective member Rich Zaykoski. Rich will be joining with his two sons. Welcome guys, happy landings.
3. A reading of the minutes from the May Talespinner was approved as they appeared in The Talespinner.
4. Treasurer Jay Nardone's report on the financial status of the club was read and accepted by the members. Jay reported our current membership at 52.
5. Bill Hasert. Bill reported that our roster was being updated with AMA.
6. Correspondent John Schaffner reported on having a face to face meeting with our Friend, Nick Jonckheere, in Belgium. Nick reports that all is well with him and that he is looking forward to a new job with the aviation industry in the city of Antwerp. We will be hearing more from Nick.
7. Dale Johnston reported on having contacted the Smithsonian NASM via their website and how cooperative they were with providing him with information and material concerning his latest project, a replica of the Fokker A2.
8. Field Marshall, Lloyd Briggs, reported both fields are in good shape for flying and that a First Aid Kit and a Wind-sock are needed for Baughers Field. The mowing of both fields was discussed and, although being accomplished, 2 more volunteers are needed as well as 2 to be available as back-up when needed. A discussion about the condition of the approach roads revealed that maintenance was needed and would be looked into.
9. Ed Goldman volunteered to set up the Annual Crab Feast at Gary & Dell's for July 20 at 7:00 PM. Y'all come, it's a good time, the beer is cold and the crabs are hot.
10. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing. Send anything that YOU find interesting.
11. There's a Big Bird Fly-In on July 9th. Come out and join in the fun and Food.
12. New members Rich Zaykoski and his sons, Zak and Chris, are now voted in. Congrats guys, fun is the name of the game and we hope that you enjoy being with us.
13. A discussion about lobbying the county commissioners for public support for Speigle Field was held. Time will tell if this can happen. 13. The club voted to buy two new tarps for shelter at the fields and a storage shed for Speigle Field to keep the mowing equipment in.
14. Fair warning from Bill Hasert : If you use rubber bands for

wing attachment make sure that they are fresh and you have enough. A plane simply will not fly very well after the wing comes off in flight. Bonzai!!!

15. Dale Johnston displayed his very fine Telemaster (big one) that he has finished to represent the Fokker A2, an U.S. Army ambulance airplane of the 1920's. Another great building job by Dale.
16. The 50/50 was drawn for George Davis. Too bad George was not present. The Christmas present fund is getting bigger all the time.
17. Meeting adjourned 9:30 PM.

Wear your name badge. The new members want to know you.



Foreign Correspondent Update

John Shaffner informed the membership at the June meeting that he and some of his friends went to Europe and toured some of the battlefields from WWII, some were not for the first time.

John also meet with Nick, our European connection. Nick reports that all is well with him and that he is looking forward to a new job with the aviation industry in the city of Antwerp. We will be hearing more from Nick in the future.

ANYONE INTERESTED?

Milt Peacock asked at the May meeting if anyone was interested in joining the International Miniature Aircraft Association (IMAA). This is the organization that promotes the larger models and is the organization that Baughers Field was acquired in conjunction with. You do not have to fly the larger models to be a member.

Anyone that is interested should contact Milt or look in any model airplane magazine for membership information. There is also a quarterly publication that comes with the membership.

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

NEW MEMBERS

Steve Spieker & son Greg
Jay Zaykoski & sons
Zach & Chris
Be sure to welcome new
members when you see them!

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.



HAPPY BIRTHDAY!!

JULY

Ed Bradley

Dave Evans

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@yahoo.com
Bowen, Ron	ronrose-h@juno.com
Bradley, Ed	ench3@bellatlantic.net
Dorl, John	jdorl@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Faulkner, Bud	bfaulkner@ccscomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	(use Chris's e-mail listed above)
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

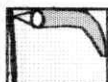
Foreign Correspondents

Nick Jonckheere/Belgium	nick.jonckheere@hotmail.com
-------------------------	-----------------------------

**ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE
LET ONE OF US KNOW**

WAM'S HOME PAGE

www.flywam.org



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
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Paul Schaffner	410 429-1911
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Giuffre	410 876-1304
Bob Jenness	410 374-9628

**2002 CALENDAR OF EVENTS COURTESY OF
MILT PEACOCK**

2002 Calendar of Events

Milt Peacock - If you wish a 2002 calendar - tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

* * * * *

July 11-14 = Lum's Pond, DE = Warbirds Over Delaware =
Richard Stewart 302-368-2911

July 13-14 = Olean NY = STARS Rally @ Olean Municipal
Airport [mostly big models]
Milt P. - 410-833-3122

Aug. 31 & Sept. 1 = Harrisburg PA = IMAA Capitol City
Classic @ H.A.F.S. Club Field
Gerald M. Keller, 601 N. Railroad St., Palmyra, PA 17078
[717] 838-1631

e-mail > spadvantage@msn.com <

Sept 14 = Havre de Grace, MD = MAOA Giant Scale fly-In @
Swan Harbor ~ Steve Snyder ~ 410-638-2895
> Ssnyder@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA An-
nual Fly In @ Batavia Field
Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410]
477-1448

Additions and/or corrections - Milt Peacock 410-833-3122
2313 Da Lib Rd. - Finksburg, MD 21048-2510 milt-
p@erols.com

NOTE: I know there are more events than this in the works.
Please let me know ASAP so everyone
can know about it and do not pick a conflicting date. Lets
spread the happy word.

Additions and/or corrections -
Milt Peacock 410-833-3122
2313 Da Lib Rd. - Finksburg, MD 21048-2510

milt-p@erols.com

WAM'S WEB SITE ADDRESS
www.flywam.org

Please visit the site and bookmark it!
Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail
address: spaceexplorer3000@yahoo.com

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact an
Officer They needs to know the date that you soloed. If you do not remember
when that was a good estimate is acceptable.

**WAM'S EVENT
SCHEDULE**



July 2nd -Meeting 7:00PM at Spiegle Field

July 14th - Family Picnic 12 noon @ Baugher's Field

August 6th -Meeting 7:30PM at VFW Hall

Westminster

August 11th -Fun Fly 12 noon @ Spiegel Field

September 3rd -Meeting 7:30PM at VFW Hall

Westminster

September 8th -Fun Fly 12 noon @ Baugher's
Field

October 1st -Meeting 7:30PM at VFW Hall

Westminster

October 13th -Fun Fly 12 noon @ Spiegel Field

November 5th -Meeting 7:30PM at VFW Hall

Westminster

Plan to attend.

Anniversaries

Members that joined in the month of July

3 years

Chris Hodges Jim Hodges
Robert Johns Jr. Robert Johns Sr.
Dale Johnston Steve Rothschild

1 year

Joseph Shaum

GRASS CUTTING

We still need at east 2 people to fill in the grass cutting
schedule for Spiegle as well as an alternate or two. The
more volunteers we have the easier it is on all. Do the math,
18 cuts by 3 teams or 18 cuts by 9 teams.



FOR SALE

Top Flite Stinson SR-9



White w/ green trim & gold pinstripe. Covered with Solartex [fabric] w/ rib
stitching. Doors open for access to interior. Full instrument panel. 100.5" w/s
~ 21# + your stuff

Set up for a Zenoah G-62 with soft mount [included] [a G-38 will also fit and
will also fly the model] Two piece wing [cosmetic] wing covers truts are incl.
Operational flaps. Install your engine & radio and go fly.

Will deliver 1/2 way or 75 miles, whichever is less. ~~Bargain at \$300.00~~
Milt Peacock - 410-833-3122 [9 AM to 9 PM] ~ Finksburg, MD.
I can email a picture if desired.

SPIEGLE GET A NEW STORAGE SHED

Saturday June 22nd lead by Bob Allen a work crew consisting of Jay Nardone, Wendell Richards, Lou Omansky, Dave Evans, Jim and Chris Hodges installed a new storage shed as well as doing other field maintenance jobs.

As voted on at the June 4th meeting the club purchased a lawn shed and material for the shed floor. The material was picked up Saturday morning and taken to the field for installation. Bob and Wendell began by establishing a level base while the others worked at other tasks on the field. Dave and Jay cut the grass while Jim edged. Lou and Chris began to take down the old canopy. After the grass was cut and the canopy was replaced the attention was placed on the shed as by this time the floor was complete and it was time to erect the walls.

Dave Evans volunteered the unforeseen task or replacing the drive belt on the John Deere as it shredded just as Jay was finishing the grass. After a couple trips for parts and tools the tractor was back to running as good as new.

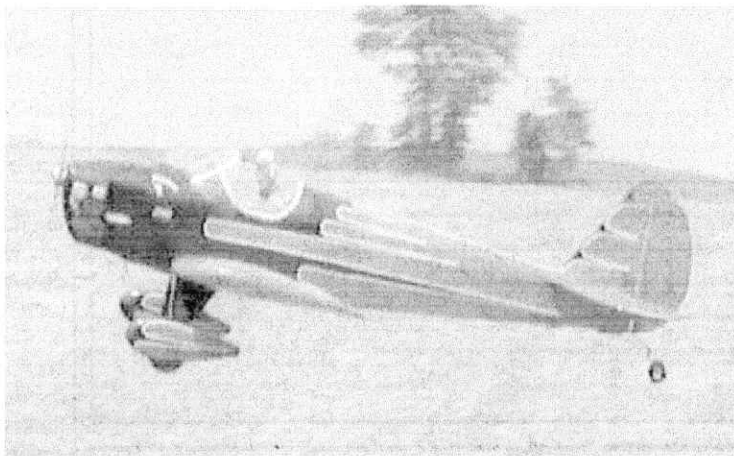
The shed was put together but not quite completed, it still needs shingles on one side of the roof and an entrance ramp, but with a little effort it will be complete and the tractors will have a roof over their head.

Thanks to all that helped. It was a long, hard, hot day and I'm sure everyone was tired and sore by the time they got home.



Chris puts shingles on the shed roof.

MORE FUN-FLY PICS



Bob's Spacewalker makes a low level pass



Milt's Stuka ready for a take-off



Some of the gang watching the events of the day

THE WORKBENCH

Flight Box Checklist

by Tim Lampe

With the advent of our training sessions on Thursday evenings, I've had the occasion to perform a bit of maintenance and setup of some of our new members' airplanes. In doing so, I've learned that most newcomers have yet to accumulate the correct tools to perform routine maintenance on their models. Therefore, I've taken an inventory of my own flight box and listed the most important items below. Of course, it can take a long time to accumulate all the tools you need, so don't feel as though you have to rush right out and buy everything today. Chances are somebody else will have what you need. But, in the mean time, it's a good idea to start accumulating your own tools so you can become self sufficient. Besides, sooner or later you'll be flying on your own! Here is what you should have in your flight box:

Engine starting equipment

- Fuel (5% to 15% nitromethane content – 5% is adequate)
- Fuel filling system such as an electric pump or hand-crank pump with required fuel can/filling fittings and fuel tubing (*I know it's a tongue twister, but that's the best description*)
- 1.5-volt glow plug igniter or 1.5-volt battery and glow plug clip

Optional: Electric starter and small 12-volt battery (this battery may also be used to operate a 12-volt fuel pump)

Tools

- Small crescent wrench or correct-size box wrench for the propeller nut (a 10mm wrench works for most .40-size engines) **and**
- 5/16-inch screwdriver type socket wrench for glow plugs **or**
- Hobby-type 4-way wrench (has sizes for glow plugs and propeller nuts)
- Small (#1) Phillips® screwdriver
- Pliers
- Medium (#2) Phillips® screwdriver
- Small (#4) regular/slotted screwdriver

- 1/16-inch is most common for set screws on wheel collars
- 2.5mm is most common for 3mm engine screws
- Hemostats (available at the hobby shop—you never know when you'll need them, but when you do ...)
- #1 Hobby knife with sharp #11 blade (keep tip covered in flight box!)
- 1/4-ounce or 1/2-ounce of thin or medium CA (for small field repairs)

Other

- If appropriate, spare #64 rubber bands for wing hold-down (always store rubber bands in a small container with talcum powder or kitty litter to absorb oil from previous flights).
- Spare, balanced propellers of suitable size (10 x 6 [10-inch diameter, 6-inch pitch] propellers are suitable for most .40-size trainers). Hint: Remove sharp edges from plastic propellers by lightly sanding with 320-grit sandpaper.

Spray cleaner and quality paper towels for cleaning the model at the field

the *CRCC Newsletter*
Champaign County RC Club

Champaign IL
Tim Lampe, editor

from AMA National Newsletter July 2001

Cont. From pg. 1 –President

Richards, and Bob Allen. Bob brought the tools, Jay took care of buying and getting the shed up to the field and everyone else pitched in. The instruction book for the shed was long and complicated and there is rumor that Bob and Wendell actually looked at it, once. Chris may have even gotten a picture of this. We will be arranging tours of the shed shortly. Every one of us needs to constantly thank these people for pitching in and not flying on what looked like a great flying day.

Thank-you to all the members who have assured me the club and our events are "self-running" so I will not have to do too much. I sense this is not true, but sounds good.

Finally, thanks to members who have given me suggestions and help as I try to get myself oriented as President. Keep the suggestions coming. See you flying at the fields.

Lou

COMING EVENTS

- JULY 2** **WAM Meeting 7:00 PM**
Spiegle Field Westminster, MD
- July 11-14** Lum's Pond, DE = War birds Over Delaware
 = Richard Stewart 302-368-2911
- July 13-14** Olean NY = STARS Rally @ Olean Municipal Airport [mostly big models]
 Milt P. - 410-833-312
- July 14** Family Picnic & Fun-fly 12 noon
 @ Baugher's Field

FOR DETAILS AND OTHER EVENTS SEE PAGES 4

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

MEMBER of the MONTH

John Sterrett

This is a chance to honor one of our members every month. John has gone above and beyond on more than one occasion to help the club. John is one of our best instructors and always is willing to help the new students. John helps with the fields and a lot of other important things, and we are thankful. We all applaud the efforts John contributes to the club.

This is a chance to honor one of our members every month. If you would like someone to be nominated for member of the month, please send me their name and some info to WAMWEBMASTER.

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
 c/o Jim Hodges
 1605 Valley Dr.
 Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President Lou Omansky 410 653-0586

Treasurer Jay Nardone 410 751-5050

Vice President

Secretary John Schaffner 410 584-2754

Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Jay Nardone 410 751-5050

AMA Liaison Bill Hasert 410 833-7271

Field Marshall Lloyd Briggs 410 833-7450

Property Wendell Richards 410 374-4970

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

August 6, 2002

7:30 P.M.

VFW Hall

Westminster, MD

Volume 18 Number 7

AMA Chartered Club # 336



PILOT TO CO-PILOT FELLOW FLYERS

FELLOW FLIERS

You can eat ice cream after you drink beer, but you should not drink beer after you eat ice cream. I learned this important information at the crab feast from our panel of experts. More about that later. We had a great time at Gary & Dell's, good food, good company, and the staff kept the crabs and food coming faster than we could eat it.

I'm sorry the Fun Fly was rained out, and for those people who called me on Sunday morning to find out if it was going to rain at Baugher's in the afternoon, I appreciate your confidence in my ability to forecast the future. We will try again with the Fun Fly in August.

cont. On pg. 2

CONTENTS

Aviation History	Page 3
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President's Message	Page 1
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JULY 14th FUN-FLY POSTPONED

2 FUN FLYS TO BE HELD IN AUGUST

The July Fun-fly that was scheduled for July 14th at Baughers Field was postponed because of rain and poor field conditions.

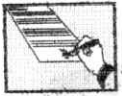
The event will be rescheduled sometime in the month of August. The date will be set at the August 6th meeting that will be held at the VFW Hall at 7:30 PM.

Remember :

AUGUST FUN-FLY

SPIEGLE FIELD

SUNDAY AUGUST 11 @ 12 NOON



MINUTES OF THE WAM MEETING

July 3, 2002

From: John Schaffner

1. The July meeting of WAM opened at 7:10 PM at the Carroll County Aerodrome by President Lou Omansky. The meeting was attended by 21 members including Honorary Member, Milt Peacock. President Emeritus, John Wunderlich, was also present.
2. President Lou reported that he would be forwarding a copy of the club's by-laws to AMA as requested.
3. A reading of the minutes from the June Talespinner was waived and approved as they appeared with the exception of a correction to the date of the Big Bird Fly-in. Change July 9 to July 14.
4. Treasurer Jay Nardone's report on the financial status of the club was read and accepted by the members. No new members were inducted into the club this month. Current count is 53.
5. Bill Hasert, AMA Rep was not present. Milt reported that Bill was in the hospital for a check-up.
6. No new correspondence.
7. Field Marshal, Lloyd Briggs, reported both fields (and roads) in good shape. The grass is dry, be careful if you smoke.
8. Wendell Richards reported all club property is "status quo."
9. Ed Goldman has set up the Crab Feast at Gary & Dell's for July 20 at 7:00 PM. Y'all come, it's a good time, the beer is cold and the crabs are hot.
10. The next WAM Flea Market is scheduled for February 8, 2003. Ed Bradley needs your help to make this a success. Volunteer a few hours on this date.
11. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing. Send anything that YOU find interesting to Jim.
12. The two new tarps for shelter at the fields and a storage shed for Speigle Field have been installed.
13. Dale Johnston made the motion that a sign be posted at both fields on a work day to inform the

members about what is happening and where.
Motion passed.

14. There was a discussion about utilizing the latest design for "Safety Benches" as illustrated in the August, 2002 issue of AMA's Model Aviation magazine. Check it out. No more grass stained knees or tired backs. This looks like a job for Bob Allen, Super Builder.
15. Next meeting will be August 6 back at the usual time and place, Westminster VFW.
16. The 50/50 was drawn for George Orton. Too bad George was not present. The Christmas Present Fund is getting bigger all the time.
17. Meeting adjourned 7:45 PM.

Wear your name badge. The new members want to know you.

Pres. Cont from pg. 1

I flew a few times this month at Speigel, with help, of course. A nice quiet place with just a few people, I am surprised more people don't go there. I hope someone will quietly volunteer and finish the roof, ramp, and painting the shed at Speigel. If not, we will need another workday in September to get things finished.

See you flying at the fields.

Lou

ANYONE INTERESTED?

Milt Peacock asked at the May meeting if anyone was interested in joining the International Miniature Aircraft Association (IMAA). This is the organization that promotes the larger models and is the organization that Baugher's Field was acquired in conjunction with. You do not have to fly the larger models to be a member.

Anyone that is interested should contact Milt or look in any model airplane magazine for membership information. There is also a quarterly publication that comes with the membership.

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NEW MEMBERS

Johnathan Morey

Be sure to welcome new members when you see them!

AVIATION HISTORY AUGUST

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



HAPPY BIRTHDAY!!

AUGUST

John Schaffner

Bob Allen

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@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	ench3@bellatlantic.net
Dorl, John	jdorl@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Faulkner, Bud	bfaulkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivol.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	(use Chris's e-mail listed above)
Doug Lachance	dlachance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	milt-p@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	johnwund43@aol.com
Yachera, Mickey	myachera@md.prestige.net (*)

(*) new address

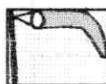
Foreign Correspondents

Nick Jonckheere/Belgium	nick.jonckheere@hotmail.com
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Gerald M. Keller, 601 N. Railroad St., Palmyra, PA 17078
[717] 838-1631

e-mail > spadvantage@msn.com <

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> Ssnnyder@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA Annual Fly In @ Batavia Field

Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410] 477-1448

Additions and/or corrections - Milt Peacock 410-833-3122

2313 Da Lib Rd. - Finksburg, MD 21048-2510 milt-p@erols.com

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Additions and/or corrections -
Milt Peacock 410-833-3122
2313 Da Lib Rd. - Finksburg, MD 21048-2510

milt-p@erols.com

GRASS CUTTING

We still need at east 2 people to fill in the grass cutting schedule for Spiegle as well as an alternate or two. The more volunteers we have the easier it is on all. Do the math, 18 cuts by 3 teams or 18 cuts by 9 teams.

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and bookmark it!

Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail address: spaceexplorer3000@yahoo.com

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact an Officer They needs to know the date that you soloed. If you do not remember when that was a good estimate is acceptable.

**WAM'S EVENT
SCHEDULE**



**August 6th -Meeting 7:30PM at VFW Hall
Westminster**

August 11th -Fun Fly 12 noon @ Spiegel Field

**September 3rd -Meeting 7:30PM at VFW Hall
Westminster**

**September 8th -Fun Fly 12 noon @ Baugher's
Field**

**October 1st -Meeting 7:30PM at VFW Hall
Westminster**

October 13th -Fun Fly 12 noon @ Spiegel Field

**November 5th -Meeting 7:30PM at VFW Hall
Westminster**

Plan to attend.

Anniversaries

Members that joined in the month of August

Enrique Anton	1 year
Steve Linfield	3 years
Pat Kowalski	6 years
Terry Reeves	8 years
John Sterrett	9 years
Bob Allen	14 years
Milt Peacock	20 years

WAM'S 2003 FLEA MARKET

is tentatively scheduled for February 8, 2003 at the VFW Hall. Ed Bradley is going to chair the committee once again this coming year. Ed did a fantastic job last year giving WAM one of it's best flee markets ever. Make a note that even though we hold it in February the time to start working is close at hand. If you can help please contact Ed.

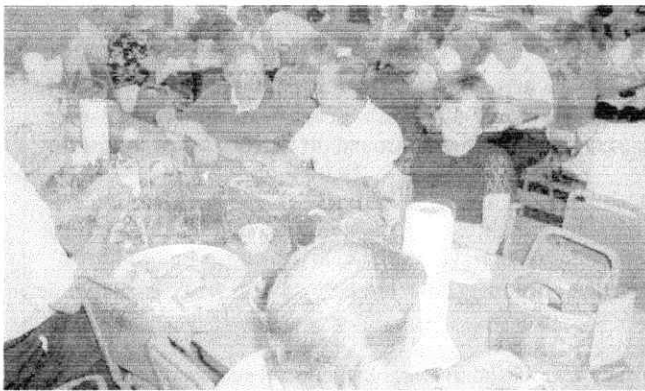
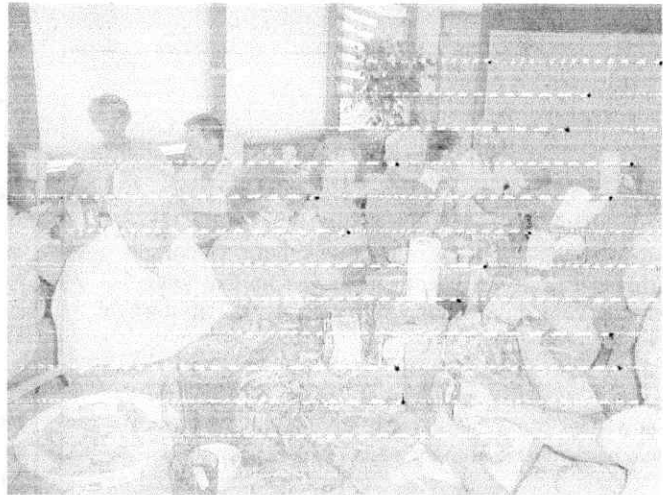
WAM'S ANNUAL CRABFEAST

On July 20th WAM held it's annual crab feast at Gary and Dell's Restaurant on Rt. 97 just north of Westminster. Attendance was a little less this year than in the past but the crabs were very good, as well as the other offerings, and the beer was cold.

Everyone had an enjoyable time and if anyone left hungry it was their own fault.

The picture are courtesy of Bud Faulkner.

Right : Dutch, Phyllis, Pat, John , Janice and Bob with a little bit of Ed and Lou



Ed, Lou and Tanna. Ed and Lou are discussing the proper order of consumption for beer and ice cream.



Your's truly and Chris with our Canadian Member, Doug LaChance.

SALE

FOR SALE

SALE

ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

Anyone that wishes to place an ad or if you have an ad and an item has sold please let me know so I can keep things up to date.

Thanks, Jim

SALE

FOR SALE

SALE

MR. MULLIGAN

1/4 SCALE = \$45

SCALE COLOR [WHITE] AND MARKINGS
FIBERGLASS COWL, WHEEL PANTS & 5 SERVOS

Proctor "Eindecke"

1/4 scale = \$650

Completely detailed including the cockpit.
All servos installed / ready for your Eng. & Radio

Dale Johnston ~ 410-848-5279

How Tools Are Really Used

by J. D. Woods

Sure, we all use tools in pursuit of our hobby and we know how to use them ... don't we? My friend, Larry Dickinson, experimental aircraft builder and engineer for that "other" automotive company, sent the following along. Puts a whole new light on the subject.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

Electric Hand Drill: Normally used for spinning pop rivets in their holes until you die of old age. Also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

Pliers: Used to round off bolt heads.

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-grips: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Drill Press: A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted part you were drying.

Wire Wheel: Cleans rust off old bolts and then throws the bolts somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say "ouch."

Hydraulic Floor Jack: Used for lowering a vehicle to the ground after you have installed your new front disc brake setup, trapping the jack handle firmly under the front fender.

8-foot Long Douglas Fir 2 x 4: Used for levering a vehicle upward off a hydraulic jack.

Tweezers: A tool for removing wood splinters.

Telephone: Tool for calling your friend to see if he has another hydraulic floor jack.

Snap-on Gasket Scraper: Theoretically useful as a sandwich tool for spreading mayonnaise. Used mainly for getting dog poo off your boot.

Mechanic's Knife: Used to open and slice through the contents of cardboard cartons delivered to your front door. Works particularly well on boxes containing seats and other soft parts. Also, will slice hands and fingers quickly.

Timing Light: A stroboscopic instrument for illuminating grease build-up.

2-ton Hydraulic Engine Hoist: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

Aviation Metal Snips: See hacksaw.

Phillips Screwdriver: Normally used to stab the lids of old-style paper and tin oil cans and splash oil onto your shirt. Can also be used, as the name implies, to round off Phillips screw heads.

Air Compressor: A machine that takes energy produced in a coal burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 50 years ago and rounds them off.

Pry Bar: A tool used to crumple the metal surrounding that clip or bracket you needed in order to replace a 50-cent part.

Hose Cutter: A tool use to cut hoses 1/2 inch too short.

from *Milan Flyers Gazette*
Milan RC Flyers
David Gell, editor
Ann Arbor MI

SPEIGLE GRASS CUTTING SCHEDULE

TEAM	May	June	July	Aug	Sept	Oct
Nardone / Evans	24	21	19	16	13	11
Hassert / Sterrett	31	28	26	23	20	18
Hodges / Shawm		7	5	2	27	25
TBD		14	12	9	6	4

We still need at least one more team. A couple of alternates to help would be nice also. The mowers are at Spiegel. Remember to bring gasoline and oil just in case.

Landing Errors

by Ed Moorman

1. Landing every time. Don't tell yourself to touch down every time you make a landing approach. Force yourself to go around if the approach isn't a good one. A bad approach results in a bad landing 99% of the time. You should actually be practicing approaches, not landings. When you make a bad approach, go around, set up, and try it again. When you make a really good approach, then throttle back all the way to idle and land. Unless you are an expert, the approach determines the landing. When you have a good approach the landing will just about do itself.

2. Touching down before you pass in front of yourself. Have you ever done this? You become nervous to land because of wind or maybe it's just not one of your "good" days. To hopefully make the landing easier, you make a big pattern, dragging it out. You end up touching down way before you get back in front of yourself. Is this how the landing went? BAM, the main gear spreads out. BAM, the nose gear bends. BAM, the prop breaks.

Sound familiar? It's a very common landing error. Let's analyze the touch down location. There are three places you can touch down, before yourself, right in front and past yourself. Right out in front is best. You have the best view of fuselage angle and the descent rate. Past yourself is okay until you get way past. The airplane is directional—right is right and left is left. The further away you get, the harder it is to tell the descent rate, but you can still set the airplane up slightly nose high and let it touch.

Now, let's look at landing before you get to yourself. The airplane is coming toward you so steering is reversed. Being tense makes this worse. From a nose-on position, it's hard to tell the fuselage angle and the descent rate. This is the worst case for making a good landing. Even experts can't consistently make good landings far away from a nose-on position. When you are having a bad day, give yourself an even chance. You should be turning early, not late. Land a little past yourself. You can see everything better and judge the touchdown better.

3. Seeing the bottom of the airplane. If you can see the bottom of the airplane during a landing approach, the nose is too high. If you are set up on a final approach, the nose of the airplane should be down in a glide position. When you can see the bottom of the airplane, you are approaching a stall. You need to either add power and go around or use the elevator stick to lower the nose. Stand with a couple of good fliers and watch the airplane on landing. You won't see the bottom of the airplane.

4. Undershooting the runway. When you make a landing approach, you normally set up parallel to the runway on a downwind leg, throttle back, and turn to final approach. You can either make one big, sweeping base-to-final turn or you can square the pattern off with a base leg, then turn to final. Most beginners set up wide like they are going to make a square off pattern, then turn too tightly and angle in to the runway.

There are three ways to line up for final approach. One, the right one, is exactly in line with the runway. The other is to overshoot a little past the runway and angle back. The third is to undershoot and angle toward the runway. The last one is the most common and the worst. When you undershoot, the airplane ends up aimed right at you. Nose on is the worst position for control. It is hard to see small movements and to get the correct attitude for landing. Nose on is also the least safe direction. You are aimed at yourself and must make a turn or go around. Next, undershooting can put you high on final. Normally this wouldn't be too bad since most beginners land short, but it can put you in a position where you have to make a turn to keep from going over your head. This is a bad position for turning. You are low to the ground and staring at the nose of the airplane. All of these make undershooting the runway the worst position to land. Overshooting, while not perfect, is not that bad. If you overshoot, you will be angling across the runway away from yourself—a safe direction to be going. You can usually see the side of the airplane so making a turn isn't that hard.

The solution, if you like to make one sweeping turn, is to set up closer to the runway and vary your bank to roll out in line with the runway. Or, you can make a definite base leg and not turn until you are in line with runway.

5. Bouncing and porpoising. If a bounce isn't caused by a very hard landing where the springiness of the gear flings you back up into the air, it is caused by touching down on the nose gear first. Nose gear first landings guarantee a bounce or a series of bounces called "porpoising" for the sea mammal who seems to continuously leap up into the air and splash back down. Lack of concentration and inattention can cause you to let the nose gear touch first. When you get to a couple of feet from the runway, you should concentrate on getting the nose slightly high. If the nose wheel is higher than the main wheels, you can freeze on the controls and just let the airplane land itself. From a couple of feet altitude, you can't hurt it.

6. The "Slow Curve Error." I coined the name "Slow Curve Error" in a book I wrote on Radio Control back in 1980. You see this error all the time and normally don't recognize it. The airplane makes a slow, shallow curve away from the pilot usually ending up on the far side of the runway, maybe in the grass. Here's what causes it. Lack of experience and natural tenseness as you get low and close to the runway cause the pilot to make very small errors. You make a steering correction, but it is in the wrong direction. You can already land so the correction is small and you immediately notice the airplane is turning the wrong way so you level the wings. Now you make the steering correction again, and again it is in the wrong direction. This continues and the airplane nibbles away at a slow, curving path away from the pilot.

Watch for this and you'll see it at every field. To cure the Slow Curve Error, you need to practice some low approaches, flying the airplane low and slow past yourself while trying to keep it in the center of the runway.

from *Flightline*
Casper Airmodelers
Craig Bastian, editor
Evansville WY

From AMA National Newsletter June 2002

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

- August 6th -Meeting 7:30PM at VFW Hall
Westminster
- August 11th -Fun Fly 12 noon @ Spiegel Field
- Aug. 31 & Sept. 1 Harrisburg PA = IMAA Capitol City Classic
@ H.A.F.S. Club Field
Gerald M. Keller, 601 N. Railroad St.,
Palmayra, PA 17078 [717] 838-1631

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

MEMBER of the MONTH

Dave Evans

He regularly shows up regularly at
Speigel Field and cuts the grass as well as
taking care of other maintenance needs.

This is a chance to honor one of our members every month. If you would
like someone to be nominated for member of the month, please send me
their name and some info to WAMWEBMASTER.

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President Lou Omansky 410 653-0586

Vice President

Member At Large John Sterrett 410 775-2661

Treasurer Jay Nardone 410 751-5050

Secretary John Schaffner 410 584-2754

VOLUNTEERS

Membership Jay Nardone 410 751-5050

Field Marshall Lloyd Briggs 410 833-7450

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminster, MD 21157

AMA Liaison Bill Hasert 410 833-7271

Property Wendell Richards 410 374-4970

NEXT MEETING

Sept. 3, 2002

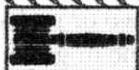
7:30 P.M.

VFW Hall

Westminster, MD

Volume 18 Number 8

AMA Chartered Club # 336



PILOT TO CO-PILOT FELLOW FLYERS

FELLOW FLIERS

I had a great time at the Fun Fly the other day and there was a good turn out and great day to fly. While standing under the canopy, with our resident gallery of experts, watching others demonstrate their flying skills, the gallery witness two interesting events.

One pilot was clearly flying too low and too close to the trees. This continued for several circuits. A bit later, another pilot was making his final turn too early putting his landing approach

continued on pg. 2

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 4
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Presidents Message.....	Page 1
Sales.....	Page 5

AUGUST FUN-FLY A GREAT TIME WAS HAD BYALL

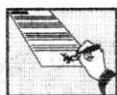
The August 11th Fun-fly held a Spigle Field was another success. All who attended enjoyed the good flying weather, although it was a bit warm, and the food. Members with family and friends came to over two dozen people attending.

Many thanks to Mark Eastman for bring the food, Jay Nardone for supplying the drinks and to Dale Johnston for being the chef. Dale showed his ingenuity when we realized there were no cooking utensils. A couple of paper plates work great as a Spatula, but you have to be quick.

John Wunderlich was able to attend the earlier part of the day but had to leave for a prior appointment. It is always good to see John and hopefully he will find ways in the future to be able to stop by.

The flying was enjoyed by the spectators and there were no major mishaps. Young Ed Bradley did have his plane go down in the corn field about as far away as one can with out being in the woods, however, after the search party returned in was reveled to everyone surprise that there was no damage and flew again.

**REMEMBER THE NEXT FUN-FLY IS
SUNDAY SEPTEMBER 8 TH AT BAUGHER'S**



MINUTES OF THE WAM MEETING

August 6, 2002

From: John Schaffner

1. The August meeting of WAM opened at 7:35 PM at the Westminster VFW by our treasurer Jay Nardone. The president, Lou Omansky was absent. The meeting was attended by 15 regular members and Honorary Members, Milt Peacock and Ray Miles and prospective member, Augie Gray.
2. A reading of the minutes from the July Talespinner was waived and approved as they appeared.
3. Treasurer Jay Nardone's report on the financial status of the club was read and accepted by the members. New member, Augie Gray, was inducted into the club. Current count is 52. Big welcome to Augie.
4. Bill Hasert announced several upcoming fly-in events to be held in the reachable area, including the big Air Show at Frederick on the weekend of August 17 - 18.
5. E-mail correspondence from Belgium revealed that our friend, Nick Jonckheere, has landed a job in the aerospace industry where he should fit in very nicely. Nice going Nick, we wish you the best.
6. Field Marshal, Lloyd Briggs, reported both fields as dry as Rice Krispies. Use them guys, there's plenty of air available both places. The grass is dry, be careful if you smoke.
7. Wendell Richards was absent as he was on the mower, working for the club.
8. The Crab Feast at Gary & Dell's was successful. A good time was had by all those who attended.
9. The next WAM Flea Market is scheduled for February 8, 2003. Ed Bradley needs your help to make this a success. Volunteer a few hours on this date. Just a reminder.
10. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing. Send anything that YOU find interesting to Jim.
11. No action has been taken on the signs to be posted at both fields on a work day to inform the members about what is happening and where. No

action has been taken on the sign to be installed along Rt. 31 at Baugher's Field.

12. There was a discussion about utilizing the latest design for "Safety Benches" as illustrated in the August, 2002 issue of AMA's Model Aviation magazine. No decisions were made about what will be done concerning up-grading the assembly tables now in use.
13. Next meeting will be 7:30 September 3, 2002, usual time and place, Westminster VFW.
14. The 50/50 was drawn for Wendell Richards. Too bad Wendell was not present. The Christmas Present Fund is getting bigger all the time.
15. Meeting adjourned 9:00 PM.

Wear your name badge. The new members want to know you.

Pres. Cont from pg. 1

off the edge of the runway. He did this two or perhaps three times, aborting the landing each time to go around again. In both cases the gallery picked up on what was happening, they don't miss anything, and quickly concluded both planes were in danger.

Both times one of our wonderful instructors walked over and quietly stood behind the pilots. With some whispered words of encouragement and perhaps some suggestions, a plane gained altitude and the second turned a bit later to make a very nice landing.

After both planes landed safely, there was applause from the gallery. The instructor walked away and went back to what ever he was doing.

Sometimes we all need help. That's one of the reasons you are a member of our club.

Two saves -- nice day.

See you flying at the fields.

Lou

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

NEW MEMBER

Augie Gray

Be sure to welcome new members when you see them!

AVIATION HISTORY AUGUST

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



HAPPY BIRTHDAY!!

SEPTEMBER

Tom Appler

Hoyt Bishop

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@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	enrb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Faulkner, Bud	bfalkner@cescomputers.net
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	(use Chris's e-mail listed above)
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com(*)
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaf@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	jwunderlich43@aol.com(*)
Yachera, Mickey	myachera@md.prestige.net

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium	nick.jonckheere@hotmail.com
-------------------------	-----------------------------

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org

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
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Guiffre	410 876-1304
Bob Jenness	410 374-9628

2002 CALENDAR OF EVENTS
COURTESY OF
MILT PEACOCK

2002 Calendar of Events

Milt Peacock – If you wish a 2002 calendar – tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

* * * * *

Aug. 31 & Sept. 1 = Harrisburg PA = IMAA Capitol City Classic @ H.A.F.S. Club Field
Gerald M. Keller, 601 N. Railroad St., Palmyra, PA 17078
[717] 838-1631

e-mail > spadvantage@msn.com <

Sept 14 = Havre de Grace, MD = MAOA Giant Scale fly-In @
Swan Harbor ~ Steve Snyder ~ 410-638-2895

> Ssnider@ups.com <

Sept. 15 = Balto. = Monster Modelers of MD ~ 6th IMAA Annual Fly In @ Batavia Field

Ernest Hancock, 3105 Greenhill Rd., Balto. MD 21219 ~ [410] 477-1448

Additions and/or corrections – Milt Peacock 410-833-3122

2313 Da Lib Rd. – Finksburg, MD 21048-2510 milt-p@erols.com

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Members that joined in the month of September

Bill Mackinzie 2 years

Frank Giuffre 12 years

Bill Hasert 22 years

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is tentatively scheduled for February 8, 2003 at the VFW Hall. Ed Bradley is going to chair the committee once again this coming year. Ed did a fantastic job last year giving WAM one of it's best flee markets ever. Make a note that even though we hold it in February the time to start working is close at hand. If you can help please contact Ed.

SPEIGLE GRASS CUTTING SCHEDULE

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TBD		14	12	9	6	4

We still need at least one more team. A couple of alternates to help would be nice also. *The mowers are at Spiegel. Remember to bring gasoline and oil just in case.*

ANYONE INTERESTED?

Milt Peacock asked at the May meeting if anyone was interested in joining the International Miniature Aircraft Association (IMAA). This is the organization that promotes the larger models and is the organization that Baugher's Field was acquired in conjunction with. You do not have to fly the larger models to be a member.

Anyone that is interested should contact Milt or look in any model airplane magazine for membership information. There is also a quarterly publication that comes with the membership.



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

Anyone that wishes to place an ad or if you have an ad and an item has sold please let me know so I can keep things up to date.

Thanks, Jim

WAM 5 YEARS AGO

DO YOU REMEMBER?



AUGUST FUN FLY

by John Sterrett

A good time was had be all at the August 10 Fun Fly. Seven WAM pilots competed, but unfortunately, two were unable to finish due to a bad crash and a gusty cross wind. Mickey Yachera, his daughter Kristin, and Wendell Richards (who brought a delicious beef barbeque) handled the refreshments. (Editor's Note: Kristin obviously did the most to insure that our members were well fed and liquified).

There were four events and bonus points were given for hitting the spot in each event. The two minute timed event was won by Mickey Yachera flying his Citabria. Mickey must have a built-in time clock - he was only a few seconds off the two minute guesstimate. The fastest time for the loop, roll, and loop event was Paul Schaffner, flying his famous throaty TR-260. The pilot with the largest time difference in the fast/slow event was yours truly, John Sterrett, flying his faded but still bright Fun One. And Paul Schaffner won the touch and go contest by a slim margin over Bob Allen and Wendell Richards. The fastest time recorded from one end of the field to the other was done by Wendell flying his Dragon Lady. His time was only 3.5 seconds. That's fast!!

The big winner was Paul Schaffner with 235 total points out of a possible 400. Second place went to Mickey Yachera (Way toGo, Mickey!), and third place to me, ButterSmooth John Sterrett.

Thanks should be given to John Schaffner, Bill Hasert, and Terry Reeves for their help in officiating the event.

FROM THE AUGUST 1997 ISSUE OF THE TALESPINNER

Try This Out—IRON-ON BALSA

by Joe Podraza

If you're a scratch-builder and have never tried to iron on balsa, you should.

I don't remember the article, or in what magazine it was in, but I did try it out on a small model with tight curves in the fuselage and it worked well. No clamps or pins or holding the balsa down while the glue dries.

I now use it to plank the leading and trailing edges of my foam wings as well as the cap strips. So far, I haven't had any of the planking let go.

Using contact cement is okay, but once the planking is set in place, there is no moving it. With this method, you can take your time to line it up and hold it down while you iron it on.

I remember the article said it was an old-time cabinetmaker's way of laminating the top ply on. All that's needed is Elmer's glue or any glue that says it's aliphatic resin, a way to squeegee it on really thin on both sides that are to be joined, and an old iron that you can pick up at any thrift store. Allow time for the glue to dry, then line up the planking and iron away. On the really sharp bends, I wet the outside of the balsa and the steam lets it bend without cracking.

If you don't believe the holding bond, just iron on a sheet of 1/16-inch balsa onto a piece of foam and try to rip it off. When it comes off, the foam will come with it. Once it's on, more heat will not loosen it. Just remember to put the glue on really thin. I use a rubber squeegee, and be sure to let it dry before you iron it on.

from *Flypaper*

Lake County Illinois Radio Control Club
Joe Podraza, Editor

From AMA National Newsletter October 2000

TRACK YOUR WHEELS

By : Dale Johnston

One of the primary concerns on Take-off is to keep the model tracking straight down the runway. Due to the engine torque, P-factor, wind, etc. the airplane doesn't want to track straight all by itself and we make the necessary corrections mostly with our rudder control. This can be tricky enough sometimes without any other contributing factors like if your wheels are trying to pull it one way or the other due to mis-alignment. Flying off grass can make it hard to tell if your wheels are causing the problem but it's easy enough to test them on a paved surface. I use my garage floor. First get all the wheels lined up straight as you can by eye. Whether you have them toed in, toed out, or just straight, make sure they are all parallel and the Mains are exactly side by side. Then make sure the tail or nose wheel is straight with the rudder. The wheels should have very little side play, only enough to spin freely. Set the model down and gently push it forward, you don't need to put the wings on (unless the wings are attached to the wings). If the model follows straight across the floor you are done, if not, bend, straighten or do what ever is necessary to make the model track straight. Doing so will help you keep from tracking off the runway or give your fellow pilots a thrill by veering towards the pits.

Thanks to Dale for his contribution of this article. Dale is one of the clubs premier scale modelers.

Transatlantic Flight Attempt

The history of transatlantic aviation could see a new milestone this week as an ambitious group of model-airplane makers launches an 11-pound (4.9-kilogram) ultra-light craft on a journey from Newfoundland to Ireland.

Progress is being tracked by Maynard Hill's own Web page, <http://tam.plannet21.com/> as well as National-Geographic.com.

From the AMA web page 8/24/02

Being Involved and Being Committed

A club is a group of members, all with a common interest. In our case, the River City R/C Club members are all interested in flying and building radio-controlled model airplanes. We meet at least once a month and try to get everyone involved. If you are a member, you should be involved in the club. It is hard to get everyone involved when only a third to half of the members attend. To be a really successful club, everyone should be a committed team member.

A team is a group of people working together for a common purpose. Our purpose is to provide a means of sharing our interest of model aviation with each other and with the community. The club also provides us a means to financially support a flying field and to maintain it with our time and money.

Do you know the difference between being involved and being committed? Think about your breakfast meal of bacon and eggs. There are two team members, the chicken and the pig. The chicken is considered involved on this breakfast team because it supplies the egg. The pig is considered committed because it supplied the bacon. The pig had more at stake.

Where do you fit? Are you committed or are you only involved? Are you even involved? For a team to be successful, all members must be involved, and hopefully working toward being committed. When some of the members don't do their part, they become weak links in this chain. Other members have to do more to prevent the team from failing.

We need our members to become part of the team. My wish is that all members will become a team member of the club. Everyone has something to contribute. I ask you to do your part.

from RC News
Dave Balek, Editor
PO Box 296
Mason City, IA 50402-0296

From the AMA National Newsletter April, 1997

Maintenance Replies

Ed. note: Although I've seen these reprinted in dozens of newsletters, and I don't know from where they originated, but they are worth reading again and again!

Here are some actual complaints submitted by US Air Force pilots and the replies from maintenance crews.

Problem: "Left inside main tire almost needs replacement."

Signed off: "Almost replaced left inside main tire."

Problem: "Test flight OK, except autoland very rough."

Signed off: "Autoland not installed on this aircraft."

Problem: "The autopilot doesn't."

Signed off: "It does now."

Problem: "Something loose in cockpit."

Signed off: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."

Signed off: "Evidence removed."

Problem: "DME volume unbelievably loud."

Signed off: "Volume set to more believable level."

Problem: "Dead bugs on windshield."

Signed off: "Live bugs on order."

Problem: "Autopilot in altitude hold mode produces a 200 fpm descent."

Signed off: "Cannot reproduce problem on ground."

Problem: "IFF inoperative."

Signed off: "IFF inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Signed off: "That's what they're there for."

Problem: "Number three engine missing."

Signed off: "Engine found on right wing after brief search."

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

Aug. 31 & Harrisburg PA = IMAA Capitol City Classic
Sept. 1 @ H.A.F.S. Club Field

Sept. 3rd Meeting 7:30PM at VFW Hall
Westminster

Sept. 8th Fun Fly 12 noon @ Baugher's Field

Sept. 14 Havre de Grace, MD = MAOA Giant Scale
fly-In @ Swan Harbor

Sept. 15 Balto. = Monster Modelers of MD ~ 6th
IMAA Annual Fly In @ Batavia Field

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

KEEP THOSE CARDS AND LETTERS COMING

By the first of September I will have started my new position at work and will be traveling most days during the week. I will not be able to attend meetings every month, however, Chris will be attending the meetings that he can. I will still be able to do the Talespinner, so keep those cards and letters and e-mails coming.

Your editor, Jim

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminister Aero Modelers

OFFICERS

President Lou Omansky 410 653-0586

Treasurer Jay Nardone 410 751-5050

Vice President

Secretary John Schaffner 410 584-2754

Member At Large John Sterrett 410 775-2661

VOLUNTEERS

Membership Jay Nardone 410 751-5050

AMA Liaison Bill Hasert 410 833-7271

Field Marshall Lloyd Briggs 410 833-7450

Property Wendell Richards 410 374-4970

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminister, MD 21157

NEXT MEETING

Sept. 30, 2002

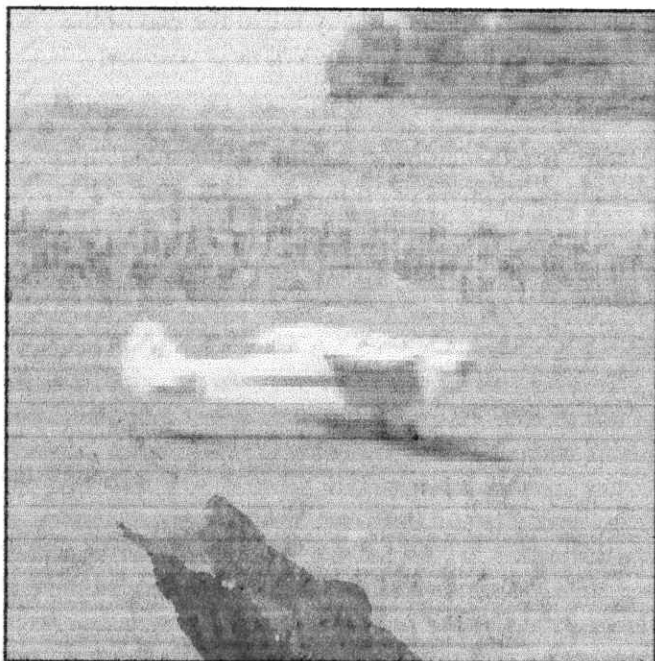
7:30 P.M.

VFW Hall

Westminister, MD

Volume 18 Number 9

AMA Chartered Club # 336



Paul Schaffner's Cub lifts off for another crowd pleasing flight

SEPTEMBER FUN-FLY

GREAT TURN-OUT, GREAT WEATHER, GREAT FOOD

The September 8th Fun-fly held at Baughers Field was another successful event. It was good to see the participation and enthusiasm from the members in attendance. It's always good to see the families come out to these events. With their support the hobby is that much more enjoyable. This was one of the best turn-outs I can remember in the last couple years. There were thirty members plus all the family and friends that came.

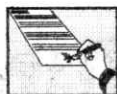
The weather could not have been any better if we had ordered it. There was not a cloud in the sky and the breeze was light and favorable.

The food was good as always thanks to the Bradley's and the drinks were cold thanks to the Nardone's. We also want to thank those who bring the delicious deserts, there always a treat.

**REMEMBER THE NEXT FUN-FLY IS
NOON, SUNDAY OCTOBER 13TH AT
SPIEGLE FIELD**

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 4
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Presidents Message.....	Page 2
Sales.....	Page 5



MINUTES OF THE WAM MEETING

September 3, 2002

From: John Schaffner

Meeting opened 19:35

13 members were present and no guests

Membership approved the minutes of the Aug meeting in the as published in the TS

WAM presented John Wunderlich with a plaque to thank him for his service to the club as past president.

Treasurers report was read and accepted by club membership.

Communications: NTR

Field Marshall: Fields are in good shape, tractor at Baughers is broken again.

Membership: Jay reported that we have 52 active members

Carroll County: NTR

Newsletter: NTR

Christmas Dinner: The dinner is scheduled for 7 Dec 2002 at the VFW more details to come.

OLD BUSINESS

Shed still needs to be painted. Maybe we can do it at the fall work day to take down the canopies.

NEW BUSINESS

A discussion was raised about replacing the tarp at Baughers with a permanent cover made out of pressure treated wood with a real roof. Maybe a 12 x 24 foot structure with gravel underneath. Terry is looking into pricing. Maybe we could get a small donation from each member to help with the cost. Jay offered to donate some of the wood.

Meeting was adjourned at 20:40

Wear your name badge. The new members want to know you.



PILOT TO CO-PILOT



FELLOW FLIERS

I know this year's flying is winding down and shorter days and colder weather will be setting in. A lot of people will be moving to the work shop for next years projects and thinking about next year's flying. When you are thinking about next years flying also think about what you would like to see the club accomplish and how you may contribute.

Keeping this in mind remembering the nominations for 2003 will be held at the November meeting and elections will be held at the Christmas dinner. Please try to attend these functions even though they fall at the end of the year they are the beginnings of next year and will set the tone for next year.

Don't forget Octobers meeting will be held on Monday, September 30th.

Hope to see everyone,
Lou

NOTE:

NEXT MEETING IS **SEPTEMBER 30TH**

Because of a conflict with the hall at the VFW the meeting was rescheduled for Monday night Sept 30th at 7:30 PM.

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

2002 CALENDAR OF EVENTS
COURTESY OF
MILT PEACOCK

2002 Calendar of Events

Milt Peacock – If you wish a 2002 calendar – tell me. ~
milt-p@erols.com ~ ~ ~ 410-833-3122

* * * * *

Additions and/or corrections – Milt Peacock 410-833-3122
2313 Da Lib Rd. – Finksburg, MD 21048-2510 milt-
p@erols.com

NOTE: I know there are more events than this in the works.
Please let me know ASAP so everyone
can know about it and do not pick a conflicting date. Lets
spread the happy word.

Additions and/or corrections –
Milt Peacock 410-833-3122
2313 Da Lib Rd.–Finksburg, MD 21048-2510

milt-p@erols.com



WAM'S EVENT
SCHEDULE

October 1st -Meeting 7:30PM at VFW Hall
Westminster

October 13th –Fun Fly 12 noon @ Spiegel Field

November 5th -Meeting 7:30PM at VFW Hall
Westminster

December 7th - Christmas Dinner and Elections
6:00 PM at VFW Hall , Westminster

Plan to attend.

SPEIGLE GRASS CUTTING SCHEDULE

<u>TEAM</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug</u>	<u>Sept</u>	<u>Oct</u>
Nardone / Evans	24	21	19	16	13	11
Hassert / Sterrett	31	28	26	23	20	18
Hodges / Shawm		7	5	2	27	25
TBD		14	12	9	6	4

We still need at least one more team. A couple of alternates to
help would be nice also. *The mowers are at Spiegel. Remember to*
being gasoline and oil just in case.

WAM'S WEB SITE ADDRESS

www.flywam.org
Please visit the site and bookmark it!
Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail
address: spaceexplorer3000@yahoo.com

SOLO CERTIFICATES

Anyone who has soloed and has not received a certificate should contact an
Officer They needs to know the date that you soloed. If you do not remember
when that was a good estimate is acceptable.

Anniversaries

Members that joined in the month of October

Jay Sivigny	2 years
Richard Jakubs	11 years
Ron Bowen	14 years
Lloyd Briggs	21 years

WAM'S 2003 FLEA MARKET

is tentatively scheduled for February 8, 2003
at the VFW Hall. Ed Bradley is going to
chair the
committee once again this coming year. Ed
did a fantastic job last year giving WAM one
of it's best flea markets ever. Make a note
that even though we hold it in February the
time to start working is close at hand. If you
can help please contact Ed.

NEW MEMBER

Be sure to welcome new members when you see them!

AVIATION HISTORY SEPTEMBER

- 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



HAPPY BIRTHDAY!!

OCTOBER

Bob Jenness

Pat Kowalski

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@yahoo.com
Bowen, Ron
ronrose-b@juno.com
Bradley, Ed
enrb3@bellatlantic.net
Dorl, John
jdorl@aol.com
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
emgl@adelphia.net
Augie Gray
ASGJRG@MSN.COM (*)
Faulkner, Bud
budndee@cescomputers.net (*)
Hamblin, Joe
joe.hamblin@tivoli.com
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net (*)
Doug Lachance
dlstchance@webtv.net
Miles, Ray
rkmiles@carr.org
Nardone, Jay
jaynardone@adelphia.net
Peacock, Milt
mpeacock@erols.com
Schaffner, John
jschaffn@bcpl.com
Schaffner, Paul
paca.schaff@verizon.net
Takatsch, Al
al_taka@yahoo.com
Wunderlich, John
jwunderlich43@aol.com (*)
Yachera, Mickey
myachera@md.prestige.net
Richard Zaykoski
zaykoski@carr.org (*)

(*) new address

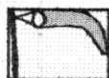
Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org



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
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Guiffre	410 876-1304
Bob Jenness	410 374-9628



Bob Allen was apparently confused when he heard there was going to be a BIG BIRD FLY at Baughers Field last month.

SALE

FOR SALE

SALE

GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATERRY, ETC.
\$275.00

717 642-5687

SALE

FOR SALE

SALE

ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

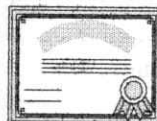
Dave Mitchell ~ 410-668-6690

Anyone that wishes to place an ad or if you have an ad and an item has sold please let me know so I can keep things up to date.

Thanks, Jim

REMEMBER WHEN

The following is an excerpt from the June 1996
Talespinner written by Milt Peacock



MARYLAND MODELER OF THE YEAR 1996

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

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

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

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

WILLIAM J. HASERT

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

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

CONGRATULATIONS BILL

Milt P.

How Fast Does It Fly?

One of the first questions asked of us by non-modelers! And one for which we seldom have any accurate answer, unless we have access to a friendly cop with a radar gun. Actually, a lot of us, perhaps secretly, would like to know (just for grins) how fast our planes DO fly. Aside from that radar gun, there are ways to find out; the most obvious is to set up a timed run over a known distance. But that's a lot of trouble.

Without too much trouble, though, we can get a pretty good estimate by knowing our engine rpm and the pitch of our prop. Naturally we can tach the rpm on the deck—but knowing how much extra rpm we pick up in the air is part of the estimating process. It will all depend on your engine, the prop, and how slick your airplane is. If you assume you'll gain 1000 rpm, 2000 if your plane is pretty fast, that will put you in the ballpark.

Let's take an example: a relatively medium-drag airplane, powered by a .40 which tachs a 10 x 6 prop at 13000 rpm on the ground, and we'll assume 14000 at speed. The 6" pitch means that at best (a perfect prop!) The plane will go 6" for every revolution—that's half a foot. 14000 rpm is $[14000/60 =]$ 233 RPS (revs per second)—multiply that by .5 feet per rev, and we get 116 feet per second. Converting to miles per hour ($60 \text{ mph} = 88 \text{ fps}$), we have $116 \times 60/88 = 79 \text{ mph}$.

A similar, but slicker plane turns a 9 x 7 at 13500 rpm—assuming 2000 rpm pick up at high speed, we get: $15500/60 = 258 \text{ rps}$, $\times 7/12 \text{ ft/rev} = 150 \text{ ft/sec}$. Converting to mph, $150 \times 60/88 = 102 \text{ mph}$.

In the past, we would have taken off about 10% for prop slippage at this point—after all, no prop can be perfect. But use of inflight data systems has shown that top speeds are closer to the calculated figures than initially thought. This is because most props, using cambered airfoils, still have a positive angle of attack, and thus develop thrust, at their nominal pitch speed. Thus, a 7" pitch prop may have to go up to a 7-1/2 or 8 inches per rev before thrust falls to zero.

Note that the internal timing of most sport engines is such that they don't produce much usable power above 16-17 thousand rpm.

So, beware of claims of well over 100 mph with a non-racing plane, unpiped sport engine, and a sport prop! Perhaps possible—but highly unlikely!

Clay Ramskill

from AMA Newsletter 4/99

Engine Idle Adjustment

*by Raymond Westland,
Magnum Engine Service Center Technician*

How often have we tinkered over an engine hoping to get it so that it would barely "tick over" in a nice, low RPM? Hey, that may be music to your ears but your engine doesn't like it.

To begin with, maybe you weren't aware of it, but your air-cooled engine only receives about 40% of its cooling by air flow around the outside of the engine. The remaining 60% of the cooling is due to the heat energy absorbed by the fuel as it vaporizes from the liquid to the gaseous state and mixes with air to form a combustible mixture. This is the internal cooling of the engine. What's this got to do with idle setting? Well, stay with us . . .

When the engine is running at its operational speed, the heat produced by the engine aids in the vaporization of the fuel. Conversely, at idle, the heat generated by the engine is low and vaporization may suffer to the point of engine stoppage. To add insult to injury, the lower air velocity through the carburetor, at low idle, does not atomize the fuel sufficiently and the fuel may exit the carburetor spray bar in the form of large droplets which, to be vaporized, requires more heat than the engine is producing . . . Flame out!

Why are we so hung up on low idle? Why not keep the idle as high as possible to improve performance? Ergo, set the idle RPM as high as possible (to keep the heat up) without the airplane moving forward. Our fine carburetors do a fine job if given a chance, but it's up to us to adjust for the best engine function, not what is pleasurable to our ears!

from Flight Lines, Jerry Gill, Editor
Casa de Aero R/C Club

3, 2, 1, IGNITION AND LIFT OFF

The following is an invitation from one of our new members, Augie Gray to attend a rocket launch day. I know some of our members have been interested in rockets and for those that have not will be an interesting change of pace.

I have been involved for a number of years in high power rocketry and thought some of our members might be interested in attending an organized launch the weekend of October 19 on Maryland's Eastern shore approximately a half hour from the Rt 50/301 split just past Kent Narrows. The function is free, conducted in a safe manner and caters to adults as well as kids. Rockets range from small Estes rockets to 20 foot+ high, 12 inch diameter monsters weighing over 100 pounds. Any WAM members who want to attend, can call me for directions at 410-239-0186 or email me at ASGJRG@MSN.COM.

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

Sept. 30 Meeting 7:30PM at VFW
Hall Westminster

October Fun Fly 12 noon @ Spiegel Field
13th

November Meeting 7:30PM at VFW Hall
5th Westminster

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

MEMBER OF THE MONTH

Jay Nardone

This is a chance to honor one of our members every month. Jay has gone above and beyond on more than one occasion to help the club. He helps the club with the fields as well as other important things. Along with his duties as Treasurer. We appreciate Jay's efforts.

This is a chance to honor one of our members every month. If you would like someone to be nominated for member of the month, please send me their name and some info to WAMWEBMASTER.

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THE TALESPINNER

Newsletter of the
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TO:

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VISITORS ARE WELCOME !!!



This photo has been making the rounds and is evidently real (not a digital make-over) taken off the coast of Africa during British Navy operations there.



A WORD FROM DEADSTICK: WAM'S FINEST

The end of the year 2002 is upon us, so it's time again for Deadstick to propose a candidate for WAM'S Most Valuable Member Award (WMVM). As usual, it was a tough decision, with so many helpful members involved in the Club. Sometimes members who are among our most important contributors are not obvious because they prefer to remain quietly in the background. This year's WMVM is one such person.

He has been a club member for over 13 years, and has never turned down an opportunity to help. He is busy at Fun Flies, helpful at work sessions, Cheerfully willing to serve repeatedly

as a Club officer, and just generally ready to promote the Club whenever and wherever possible. His E-mail correspondence has made Club known to many prospective members—even to other modelers in distant countries!

He skillfully builds and flies Old-timer R/Cs—probably because he is an "Old-timer" himself! In his spare time he also writes interesting articles for the Talespinner. If you haven't already guessed he is our one and only John Schaffner. John, the Club thanks you for your continued dependable and active participation in the Club for so many years.

Deadstick



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President Lou Omansky 410 653-0586

Vice President

Member At Large John Sterrett 410 775-2661

Treasurer Jay Nardone 410 751-5050

Secretary John Schaffner 410 584-2754

VOLUNTEERS

Membership Jay Nardone 410 751-5050

Field Marshall Lloyd Briggs 410 833-7450

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminster, MD 21157

AMA Liaison Bill Hasert 410 833-7271

Property Wendell Richards 410 374-4970

NEXT MEETING

Nov. 5, 2002

7:30 P.M.

VFW Hall

Westminster, MD

Volume 18 Number 10

AMA Chartered Club # 336



PILOT TO CO-PILOT

FELLOW FLIERS

I am sure you all know that we will make officer nominations next meeting. It sounds like next year could be an exciting year so please plan to attend and voice your wishes. The elections will be at the Christmas dinner so please try to attend this also. Besides, the dinner is always a good time.

In the same vane, we need a head count ASAP for all who are planning to attend the dinner. I think the dinner will be \$21 a person.

**Please have them either email
jaynardone@adelphia.net
or call (410)751-5050
to reserve spaces.**

Hope to see everyone,
Lou

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 4
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Presidents Message.....	Page 1
Sales.....	Page 5

ARE WE GOING TO HAVE A MALL SHOW?

The AMA established the National Mall Show program in 1983 to promote the appreciation of model aircraft. Having a Mall Show provides education for the public about our club and is a way of obtaining new members. The AMA has provided us with guidance and colorful brochures to facilitate a successful show. The Town Mall of Westminster has agreed to furnish the space for our show along with the necessary tables, rope stands, utilities etc. at no cost to the club, and will provide the press release to advertise it. They have a uniformed security force on duty 24 hours a day so we can leave our stuff safely overnight.

The rest is up to us.

The only thing they ask is to provide some type of involvement for the children. This we can do by setting up computer simulators for them to operate, under supervision of course. It will require about 6 members to be there continuously Friday, Saturday, and Sunday afternoon to man the simulators, answer questions, hand out brochures, and membership

cont. pr 2



WESTMINSTER AERO MODELERS

THE TALESPIINNER

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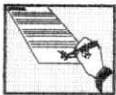
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MINUTES OF THE WAM MEETING

September 30, 2002

From: John Schaffner

1. The October meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Lou Omansky. The meeting was attended by 17 regular members and Honorary Member, Milt Peacock and prospective member, Kevin Brown.
2. A reading of the minutes from the September Talespinner was waived and approved as they appeared. The membership count is 52.
3. Treasurer Jay Nardone's report on the financial status of the club was read and accepted by the members.
4. Bill Hasert announced that the WAM Bylaws had been forwarded to AMA as they had requested.
5. There was no late news from our Belgian correspondent, Nick Jonckheere. Nick seems to be comfortable with his new job with a small Belgian airline.
6. Field Marshal, Lloyd Briggs, reported drives to both fields are getting a bit rough but still passable.
7. Both of the club's mowers are currently on the fritz. Hopefully one of our knucklebusters will be able to get them working again.
8. Carroll Co. Liaison, Wendell Richards, reported all quiet on the front.
9. The next WAM Flea Market is scheduled for February 8, 2003. Ed Bradley needs your help to make this a success. Volunteer a few hours on this date. Just a reminder.
10. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing. Send anything that YOU find interesting to Jim.
11. The Kamikaze Award will be presented at the December meeting to a likely candidate by the current holder, Tom Hiers. Should be a tough choice. That meeting is SATURDAY, December 7 (Pearl Harbor Day) at 6PM social hour, and dinner at 7PM.
12. The sign project is still in limbo.
13. By the time you read this there will have been a work day at Speigle to paint the shack and take down the shelter tarp.
14. Member Augie Gray showed his half-scale Harpoon missile and spoke at length about the Rocket Show & Shoot to be held Oct 19-20 across the bay in the flat lands. They fire big stuff, should be exciting.
15. Dale Johnston spoke about a proposed Mall Show at Town Mall (ex-Cranberry Mall) in Westminster where the club would be able to show off it's planes and get a lot of publicity. Dale will research the details and report.
16. Milt Peacock announced that the RCMB club has installed a hard surface runway at their field in Parkton. You are invited to come and try to land on it.
17. The 50/50 was drawn for Lloyd Briggs. First hit in 21 years, maybe your luck has changed for the better, Dutch.
18. Meeting adjourned 9:00 PM.

Wear your name badge. The new members want to know you. See you November 5 at the VFWS

WAM'S 2003 FLEA MARKET

Scheduled for February 8, 2003 at the VFW Hall. Ed Bradley is chairing the committee once again this coming year. Ed did a fantastic job last year giving WAM one of it's best flee markets ever.

Please plan to offer assistance either setting-up Friday night February 7th or helping out Saturday during the Flea Market by working the door, selling food or any other tasks that need to be done.

Remember this is currently our main fund raising event for the year. The success of this event will effect what we can do next year towards field improvements and events.

Mall show from pg 1

applications. This can be broken up into shifts so no one has to be there all the time. We will be canvassing the membership between now and the November meeting to see if we have enough volunteers to do the job.

The Mall needs to know by then whether we are going to do it. Tentative dates for the show are Feb. 22, 23, and 24.

If you can provide a computer simulator, TV and VCR to show videos and/or work at the show and of course, bring aircraft, contact Lou Omansky (410 653-0586), or Dale Johnston (410 848-5279).

It's all up to you.

Dale Johnston



NOTE: NEXT MEETING IS NOVEMBER 5th

This is the meeting that we nominate officers for next year, 2003. Please make an effort to attend to voice your opinions.

Also remember the voting is at the Christmas Dinner and Awards meeting December 7 th.

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

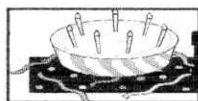
NEW MEMBER

Kevin Brown

Be sure to welcome new members when you see them!

AVIATION HISTORY NOVEMBER

- 1 1870 National Weather Service founded.
- 2 1947 The first and only flight of "The Spruce Goose," Howard Hugh's wooden aircraft.
- 3 1915 First launch from a ship designed as an aircraft carrier.
- 12 1912 First catapult-launch of an aircraft.
- 20 1980 MacCreaddy Solar Challenger makes the first test flight powered only by solar power.
- 21 1783 First human free flight in a balloon.
- 21 1935 First commercial crossing of the Pacific Ocean by an airplane, the China Clipper.
- 22 1977 First flight of the Concorde - London to New York.
- 28 1929 First flight over the South Pole.



HAPPY BIRTHDAY!!

NOVEMBER

Andy Cleveland

Wendell Richards

Ed Goldman

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@yahoo.com
Bowen, Ron
ronrose-b@juno.com
Bradley, Ed
ench3@bellatlantic.net
Dori, John
jdori@aol.com
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
cmgl@adelphia.net
Augie Gray
ASGJRG@MSN.COM (*)
Faulkner, Bud
budndee@cescomputers.net (*)
Hamblin, Joe
joe.hamblin@tivoli.com
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net (*)
Doug Lachance
dlachance@webtv.net
Miles, Ray
rkmiles@carr.org
Nardone, Jay
jaynardone@adelphia.net
Peacock, Milt
mpeacock@erols.com
Schaffner, John
jschaffn@bcpl.com
Schaffner, Paul
paca.schaff@verizon.net
Takatsch, Al
al_taka@yahoo.com
Wunderlich, John
jwunderlich43@aol.com (*)
Yachera, Mickey
myachera@md.prestige.net
Richard Zaykoski
zaykoski@carr.org (*)

(*) new address

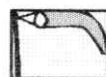
Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED
HERE LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org



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
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Guiffre	410 876-1304
Bob Jenness	410 374-9628

AVATION TRIVIA

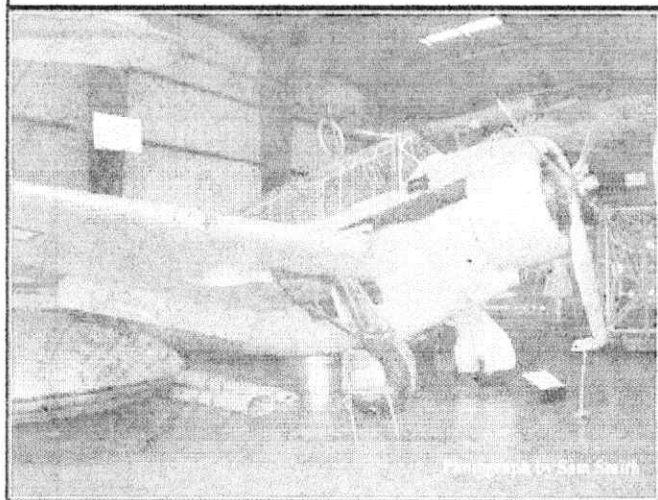
Submitted by John Schaffner

I'm sure you all have seen the movie, "Flight of the Phoenix" where the C-119 crashes in the Dessert. The crew tears the plane apart and makes a new single-engine plane out of the remains and Jimmy Stewart flies out to safety ???

The plane shown at the end, to fly out was actually a North American O-47 A. Paul Mantz, was killed when flying a specially-built airplane that was the focus of the film. To shoot the last scenes and complete the movie, the O-47 was made to appear like the destroyed airplane.

That very plane was at Freeman Field, Seymour, Indiana, March 17, 1943.

Interesting, huh ?



"Twenty years from now you will be more

"Twenty years from now you will be more dissappointed by the things that you didn't do than by the ones that you did do. So throw off the bow lines. Sail away the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover. " -- Mark Twain --

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and bookmark it!
Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail address: spaceexplorer3000@yahoo.com



WAM'S EVENT SCHEDULE

November 5th -Meeting 7:30PM at VFW Hall
Westminster

December 7th - Christmas Dinner and Elections
6:00 PM at VFW Hall , Westminster

January 7th — Meeting 7:30PM at VFW Hall Westminster

February 8 th—Flea Market 8:00 AM -VFW Hall Westminster

Plan to attend.

Anniversaries

Members that joined in the month of November

Ken Hands

28 Years

RECHARGEABLES HIT STRIDE

With the growing number of digital electronic devices and high drain products on the market, more consumers are turning to rechargeable batteries as an option to the disposable cells that have dominated the market for years.

"As portable electronic devices require more power, consumers are demanding longer device run time and faster charge time," notes Richard Latoerre, national sales manager of Sony Electronics' U.S. Energy Group. "Rechargeable batteries offer a significant advantage in performance, convenience and cost." Although the rechargeables have been around for some time, it's only in the past year that sales of these products have taken off.

According to Information Resources Inc., overall mass market dollar sales of nickel metal hydride [NiMH] batteries [the main type of rechargeable cells] hit \$13.1 million

cont. on pg. 5

for the past 12 months. Ending July 14, a 45.6% increase over the preceding year. Volume for the period increased by 69.8% to just over 1 million units.

Buoyed by that performance, suppliers are revealing more rechargeable products.

Later this month [Sept. '02] Panasonic Battery Group will begin shipping the markets first 1,950 milliamper (mAh) AA NiMH rechargeable battery. The product, which can be recharged nearly 1,000 times, is said to be the industry's longest lasting rechargeable battery and is being sold in two-packs and four-packs as well as a two-pack with a charger.

Similarly, Sony has introduced a line of high energy NiMH AA and AAA batteries and a charger that can recharge up to four batteries in an hour.

Retailers are taking notice of rechargeable batteries' selling power, with many drug chains offering more customers more options. Rechargeable batteries, they say, appeal to cost-conscious shoppers who realize the initial outlay for more expensive rechargeable cells will pay off for them in the long run by eliminating the need to buy dozens of disposable batteries over the course of a year.

Typically a fully charged rechargeable battery can last twice as long as an ordinary alkaline battery, and many rechargeable cells can be charged as many as 1,000 times, meaning that a single set of rechargeable batteries can replace about 2,000 ordinary alkaline batteries.

For its part, Energizer this summer has introduced what was at the time was the highest capacity AA NiMH cell in the domestic retail market - a 1,850 mAh cell. A spokeswoman noted that in digital cameras the batteries held their charges 2.5 times as long as the alkaline batteries. company spokeswoman says Energizer is also about to introduce a quick charger that charges four AA or AAA batteries in an hour.

At Rayovac Corp., which offers high mAh cells and a one hour charger, executives say rechargeable batteries have helped the company achieve strong sales growth in chain drug stores where, because of the trade class' strong position in photography, retailers are well positioned to take advantage of the growing demand for batteries to power digital cameras.

Submitted by Milt Peacock



FOR SALE



GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATERRY, ETC.

\$275.00

717 642-5687

REMEMBER WHEN

Letter from then 3rd graders in 1996 in reference to the school program.

WHAT THE KIDS SAID

(As written by the 3rd Graders).

Dear Aeromodelers,

Thank you for letting the whole third grade come in and see your model airplanes. I liked the airplane that you used the remotecontrol on that you didn't fly. (The one on the post). I liked the remotecontrol plane because it was a big plane and you showed how the elevators went up and down. I liked your bird you flew because it came back at one of the men, also it was very colorful and it made a neat sound when you flew it. My favorite one was what Leonodo Divici planned. It was a weird style. Thanks for coming to our school.

Sincerely,
XXXXX

Dear Westminster Aero Modelers,

I really enjoyed you coming. One thing I really liked was the remote controlled air plane because it went upside down. Also I liked the air balloon because he blew in it and it went up a pole. One other thing that I liked was the bird air plane because it hit the wall. Also I liked the stringed air plane. The last thing I liked was the rubber band air plane because it could fly. Thanks for coming.

Sincerely,
XXXXX

Dear Westminster Aero Modelers,

Thank you for coming in. I liked your show a lot. The thing I liked best was Amelia Earhart's plane. I hope one day someone will find her plane. I learned a lot from your show. It was funny when the plane crashed into the wall. When you showed how the engine and the wind going over and under the wing worked. I am sorry you couldn't fly the plane outside. I liked the show better than any other.

Sincerely,
XXXXX

Dear Aero Modelers,

I really enjoyed the program you came for. I have a small gas powered plane me and my dad might fly it this summer. We have to get more parts for it tho. Thank you for coming to our school.

Sincerely,
XXXX



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

Anyone that wishes to place an ad or if you have an ad and an item has sold please let me know so I can keep things up to date.

Thanks, Jim

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

NOV 5th Meeting 7:30PM at VFW
 Hall Westminster

Dec. 7th Christmas Dinner and Club
 Elections 6:00 PM Social Hr.
 Dinner served @ 7:00 PM

Jan. 7th Meeting 7:30PM at VFW
 Hall Westminster

Feb. 8th Flea Market 8:00AM to close

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

NOVEMBER 5th
Election day

Please get out and vote!

**Leave the house a couple minutes early and
vote on the way to the meeting.**
2003 Officer nominations at this meeting

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:



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

VISITORS ARE WELCOME !!!



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Property Wendell Richards 410 374-4970

NEXT MEETING

Jan. 7, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 18 Number 11

AMA Chartered Club # 336

Christmas Dinner, Awards and Election Banquet

Saturday December 7, 2002
6:00PM VFW Hall Westminster

If you have not contacted Jay and you plan to attend, please do so.

jaynardone@adelphia.net
or call (410)751-5050
to reserve spaces.

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PILOT TO CO-PILOT



FELLOW FLIERS

We are coming to the end of another year, and I hope it was good for all. As I come to the end of my short term as president of the club I am delighted to see that for the first time I can remember we have people who really want to be club officers. There was not much in the way of begging for people to run for office. We should all be delighted. Those running for office will do a great job, and they have to the time to devote to the club.

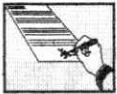
I should not have to urge everyone to come to the Christmas Dinner to cast your vote. The dinner is a fine affair every year. The ladies from the VFW put out a great spread, we conduct some necessary business --**VOTING FOR OFFICERS**-- and we give that most important of club awards -- The Kamikaze Award.

If you have not done so already, call Jay, to let him know you are coming on December 7th, and send him a check.

Coming up in February is our first attempt, at least in several years, to do a mall show. Dale is putting a lot of time and effort into the show. The purpose of the show is to increase membership, raise the visibility of our hobby, our club, and get some additional members. We run the club on a shoestring budget and a few new members will allow us to do a little more to make our fields better places to fly.

To make this show a success Dale is going to need a lot of help. Over the course of the three days we will be at the mall we will need about 40% of the club members to give at least a few hours. So please help us out and give your club a few hours to make this show a success.

Thanks for everything -- See you at the Fields
Lou



MINUTES OF THE WAM MEETING

September 30, 2002

From: John Schaffner

1. The November meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Lou Omansky. The meeting was attended by 10 regular members and Honorary Member, Milt Peacock and former member and editor of The Talespinner, Art Perry, visiting from Ocean Pines. Also prospective member, Pat Cullison and his young son, Graham.
2. A reading of the minutes from the October Talespinner was waived and approved as they appeared. The membership count is currently 52.
3. Treasurer Jay Nardone's report on the financial status of the club was read and accepted by the members.
4. Bill Hasert had no current news from AMA.
5. John Schaffner read the latest news from our Belgian correspondent, Nick Jonckheere. Nick has acquired a new toy, a 1913 "British Premier" 500cc model motorbike with 3 speeds. Good luck with it, Nick, and be sure to wear your hard hat and elbow pads.
6. Field Marshal, Lloyd Briggs, reported both fields OK for action. Just don't go to Speigle during the hunting season.
7. Both of the club's mowers are still on the fritz. Hopefully they will be working again by the time they are needed.
8. Carroll Co. Liaison, Wendell Richards, not present.
9. Pat Cullison was voted in as a new member of WAM. Happy to have you Pat. We hope that you will enjoy your membership.
10. The next WAM Flea Market is scheduled for February 8, 2003. Ed Bradley needs your help to make this a success. Volunteer a few hours on this date. Just a reminder.
11. Jim Hodges is always looking for stuff for The Talespinner. It is YOUR newsletter so contribute to it. We all want to know what you are doing. Send anything that YOU find interesting to Chris.
12. A work party was scheduled for Saturday at both fields to take care of the remaining details.
13. The sign project is still in limbo.
14. The December Dinner meeting for December 7, 2002 was discussed and a list of attendees was started around. Please call Jay if you intend to be there.
15. Dale Johnston spoke about the upcoming Mall Show at Town Mall (ex-Cranberry Mall) in Westminster where the club would be able to show off its planes and get a lot of publicity. We will need volunteers to mind the display

on February 21, 22, and 23. This can do a lot for the club, so show your support for Dale. 16. Nominations for the officer positions for year 2003 are as follows: President: Jay Nardone and Jim Hodges Vice Pres.: Lou Omansky and John Sterrett Treasurer: Bob Allen and Ron Bowen Secretary: John Schaffner and Dale Johnston Come and vote for your favorites on December 7

17. The 50/50 was drawn for Kevin Brown. Kevin chose to return the pot to the treasurer. Thanks Kevin, may you win a door prize.

18. Meeting adjourned 9:00 PM.

Wear your name badge. The new members want to know you.

See you December 7 at the Dinner Meeting, 6 PM.

WAM'S 2003 FLEA MARKET

Scheduled for February 8, 2003 at the VFW Hall. Ed Bradley is chairing the committee once again this coming year. Ed did a fantastic job last year giving WAM one of its best flea markets ever.

Please plan to offer assistance either setting-up Friday night February 7th or helping out Saturday during the Flea Market by working the door, selling food or any other tasks that need to be done.

Remember this is currently our main fund raising event for the year. The success of this event will effect what we can do next year towards field improvements and events.

WAM'S 2003 MALL SHOW

February 21st, 22nd, & 23rd we will be having a Mall Show. Please set aside some time to help run the show, a few hours by each person will make everything run smoothly. Being over a three day period it is going to require a lot of man hours to make it work. Also we will need aircraft and other related articles for the static demonstration.

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

NEW MEMBER

Pat Cullision

Be sure to welcome new members when you see them!

AVIATION HISTORY

DECEMBER

- 1 1921 First helium-filled balloon flight.
- 4 1965 First rendezvous in space: Gemini 6 and Gemini 7.
- 7 1941 Attack of Pearl Harbor.
- 8 1941 United States enters World War II.
- 10 1911 Calbraith Rogers completed the first U.S. air crossing in 84 days.
- 11 1972 Last time humans set foot on the moon (Apollo 17).
- 14-23 1986 Dick Rutan, Jeana Yeager and the "Voyager." First non-stop, non-refueled flight around the world.
- 17 1903 First powered flight in heavier than air vehicle. Orville and Wilbur Wright, Kitty Hawk, North Carolina.
- 19 1928 Harold Pitcairn flies the first American autogyro.
- 24 1968 Apollo 8 becomes the first manned vehicle to orbit the moon.
- 28 1913 First time an airplane reached an altitude of 20,000 feet.



HAPPY BIRTHDAY!!

DECEMBER

John Sterrett
Jim Hodges

Chris Hodges
Bill Woolston

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@yahoo.com
Bowen, Ron
ronrose-b@juno.com
Bradley, Ed
eneb3@bellatlantic.net
Dori, John
jdori@aol.com
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
emg1@adelphia.net
Augie Gray
ASGJRG@MSN.COM (*)
Faulkner, Bud
budndee@cescomputers.net (*)
Hamblin, Joe
joe.hamblin@tivoli.com
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net (*)
Doug Lachance
dlachance@webtv.net
Miles, Ray
rkmiles@carr.org
Nardone, Jay
jaynardone@adelphia.net
Peacock, Milt
mpeacock@erols.com
Schaffner, John
jschaffn@bcpl.com
Schaffner, Paul
paca.schaff@verizon.net
Takatsch, Al
al_taka@yahoo.com
Wunderlich, John
jwunderlich43@aol.com (*)
Yachera, Mickey
myachera@md.prestige.net
Richard Zaykoski
zaykoski@carr.org (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE LET ONE OF US KNOW

WAM'S HOME PAGE

www.flywam.org



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.

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2003 Calendar of Events

Anyone who has an event or events they would like others to know about please send me a notice with the event, date, and a contact. I will be more than glad to publish your events. (Other clubs that would like me to incorporate your schedules please feel free to send it to me at the e-mail or address listed on page 2 and 3.)

BALLOT for 2003 OFFICERS

President - Jay Nordone,
Jim Hodges

Vice President - John Sterrett,
Lou Omansky

Treasurer - Bob Allen,
Ron Bowen

Secretary - John Schaffner,
Dale Johnston

Member at Large - John Sterrett,
Lou Omansky

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and bookmark it!
Take a look!!

ATTENTION

When E-mailing us anything for the newsletter please send it to E-mail address: spaceexplorer3000@yahoo.com



WAM'S EVENT SCHEDULE

December 7th - Christmas Dinner and Elections
6:00 PM at VFW Hall, Westminster

January 7th — Meeting 7:30PM at VFW Hall Westminster

February 8th—Flea Market 8:00 AM -VFW Hall Westminster

February 21 -23 Mall Show @ Town Mall of Westminster

Plan to attend.

Anniversaries

Members that joined in the month of November

Kirk Lindsey

2 years

THANK YOU!

Dale Johnston wishes to thank all those who helped him retrieve his Mr. Mulligan from the tree that ran out onto the runway and grabbed it.

Dale sent me a letter listing the names of his helpers but I have to apologize, I can't find the letter. So to those who helped, you know who you are,

THANKS

Remember to renew your
AMA membership for 2003

HINTS AND TIPS

Building Tip

by Ray Orr

If you have a wing or tail surface that has overlapping sheets which form the trailing edge, put a strip of 1/64-inch ply between the sheeting to provide a harder edge for sanding or finishing.

from Radio Flyer
Pikes Peak Radio Control Club
Bill Sanderman, editor
Colorado Springs CO

Cutting Heat Shrink Covering

When cutting heat shrink covering, try using glass for a surface to cut on. It doesn't appear to dull the knife or drag the blade back while cutting. If the backing of the cover is removed first (not the trim tape as this can reduce the adhesion of the tape), the covering material will cling to the glass, making for easier cutting. You can also use low heat to make it stick even better for critical cutting. You can use solvent to put together large panels of covering without it sticking to the work surface.

From AMA National Newsletter Feb. 2002

AMA Featured On Early Episode of "Inside R/C TV"

November 13, 2002 - Muncie, Indiana

The AMA is pleased to announce that the International Aeromodeling Center, the National Model Aviation Museum, and the Administration Headquarters building, will be featured on an upcoming episode of "Inside R/C TV". "Inside R/C" is the latest TV series to feature the excitement and fun of the R/C sport. This cable/satellite production will air on the Dish network (Ch 153), and Direct TV (Ch 606) on the Outdoor Channel. Check with your local cable provider for the Outdoor Channel location. There will be 26 episodes starting December 30, 2002. Each episode will air 3 times during the week. To view a schedule please go to www.insiderc.com

Tom Schwyn
Marketing/PR

From AMA web site

Request from your editor:

Because of my new work schedule time at home is limited. Please, if you have anything for the Talespinner send it to me so I have it by 10 days from the meeting date of that month. Anything received after this time will have to go in the next issue.

Thanks, Jim

SPIEGLE FIELD CLOSED UNTIL JANUARY 1, 2003

Remember the field is closed for hunting season from thanksgiving through the end of the year.

SALE

FOR SALE

SALE

GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATTERY, ETC.
\$275.00

717 642-5687

SALE

FOR SALE

SALE

ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

Anyone that wishes to place an ad or if you have an ad and an item has sold please let me know so I can keep things up to date.

Thanks, Jim

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

Dec. 7th Christmas Dinner and Club
Elections 6:00 PM Social Hr.
Dinner served @ 7:00 PM

Jan. 7th Meeting 7:30PM at VFW
Hall Westminster

Feb. 8th Flea Market 8:00AM to close

Feb. 21-23 MALL SHOW

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

MEMBER of the MONTH

LOU OMANSKY

We thank Lou for taking the reins after John had to resign and for his leadership in the last months. Lou has also continued his help in printing and mailing the Talespinner.

This is a chance to honor one of our members every month. If you would like someone to be nominated for member of the month, please send me their name and some info to WAMWEBMASTER.

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 TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!





WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President Lou Omansky 410 653-0586

Vice President

Member At Large John Sterrett 410 775-2661

Treasurer Jay Nardone 410 751-5050

Secretary John Schaffner 410 584-2754

VOLUNTEERS

Membership Jay Nardone 410 751-5050

Field Marshall Lloyd Briggs 410 833-7450

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminster, MD 21157

AMA Liaison Bill Hasert 410 833-7271

Property Wendell Richards 410 374-4970

NEXT MEETING

Jan. 7, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 18 Number 12

AMA Chartered Club # 336

Formed 1953

2003 OFFICERS

President - Jay Nardone

Vice President - Lou Omansky

Treasurer - Bob Allen

Secretary - John Schaffner

Member at Large - John Sterrett

Congratulations to all

CONTENTS

Aviation History.....	Page 3
Calendar of Events.....	Page 4
E-mail Addresses.....	Page 3
Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Sales.....	Page 5

WAM'S 2003 FLEA MARKET

We are looking for volunteers to help set up tables for the flea market on Friday, February 7, 2003 at 7:00 at the VFW and we will need several people to help with ticket sales the day of the Flea Market, February 8, 2003.

Ed Bradley will have a sign up sheet at our January 7, 2003 monthly meeting. If you are unable to attend the meeting and want to help out your club please call Ed Bradley at

410-635-6436

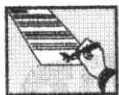
or e-mail him at

encl3@bellatlantic.net.

Remember this is your club come out and support it.

Linda Bradley will be handling the food at the flea market. We would like the members wives to make baked goods to sell. If you are interested in providing a baked good please let Linda or Ed know by January 21, 2003 (**410-635-6436** or **encl3@bellatlantic.net**)

Due to health department regulations we must know who will be providing these baked good prior to the day of the event.



MINUTES OF THE WAM MEETING

December 7, 2002

From: John Schaffner

The December meeting of WAM was our annual Dinner Meeting at the Westminster VFW.

The tables were set and the hour 6PM – 7PM was designated as "Social Hour." Promptly at 7PM dinner was served by the staff of the VFW Post.

After the dinner, our president, Lou Omansky made a few welcoming remarks and opened the process for the election of officers for the coming year. Those selected by ballot for the officer positions for year 2003 are as follows:

President: Jay Nardone
Vice Pres.: Lou Omansky
Treasurer: Bob Allen
Secretary: John Schaffner
Member at Large: John Sterrett

Most Valuable Member: Ed Bradley III

Kamikaze award: Jay Nardone (to everyone's surprise)

The next item on the agenda was the distribution of door prizes. A big hand is deserved by Amy Nardone, who purchased and gift wrapped a load of items given out. Jay should teach her how to fly his helicopter.

It was a great party and shame on those who did not attend. You missed a good time.

See you all in January.

Come to the meeting on January 7, 2003

HAPPY NEW YEAR !!! JRS

WAM'S 2003 MALL SHOW

Y'all Come!

It'll be a blast! 3 days of showing off our models and swapping lies with fellow modelers and the public.

- Where: Town Mall of Westminster
- When: February 21, 22, 23
- Why: To Promote model aviation, educate the public, and obtain new club members

We will be set up at the north end of the Mall in the open area between the food court and the beauty parlor, where the Christmas display was. Then unlock the doors at 6:30, which will give working people a chance to drop off their stuff on their way to work on Friday. There will be volunteers on hand to set it up and watch it for you if you cannot stay. Saturday will be a big day and we will need everyone who can make it to be there, Sunday will be a short day, the Mall opens at noon and closes at 5 PM, so all of our stuff will have to be out of there by five.

We need all types of models. Some types are in short supply in our club, like electrics, gliders, and tuned pipes. We are hoping the guys that do have these will bring them out also, but bring anything and everything you have. Dust off those beauties that have been setting there all winter and bring them out, it will be a chance to get them ready for spring flying. Be sure and de-fuel, we don't want them dripping in the Mall, empty the tanks and then run the engines dry to be sure.

See you there!

Anyone wishing to send material for the newsletter by regular mail the address is as follows:

J. Hodges
1605 Valley Dr.
Westminster, MD 21157

2003 DUES NOW DUE!!

Please be sure to pay club dues by March 2003. There will be a \$10 late charge beyond then.

AVIATION HISTORY **JANUARY**

- 1 1914 Beginning of commercial aviation. Tony Jannus started the first regularly scheduled air carrier service from St. Petersburg to Tampa, Fl.
- 7 1745 Pioneer balloonist Jacques Montgolfier was born.
- 7 1785 First balloon flight across the English Channel.
- 10 1910 First aviation meet in U. S., held in Los Angeles, Ca.
- 12 1970 First 747 flight across the Atlantic.
- 18 1911 Eugene Ely lands a Curtiss Pusher on the cruiser "Pennsylvania" for the first "carrier" landing.
- 19 1937 Howard Hughes sets transcontinental flight record of 7 hours, 28 minutes.
- 21 1976 First supersonic airliner service available on the "Concorde."
- 26 1911 First takeoff and landing of an aircraft in the U. S. on water.
- 31 1958 The "Explorer" becomes the first satellite to orbit Earth.

E-MAIL ADDRESSES FOR YOU

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WAM Members

Allen, Bob	aceallen55@yahoo.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	enrb3@bellatlantic.net
Dorl, John	jdorl@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Augie Gray	ASGJRG@MSN.COM (*)
Faulkner, Bud	budndee@cescomputers.net (*)
Hamblin, Joe	joe.hamblin@tivoli.com
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net (*)
Doug Lachance	dlastchance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com
Schaffner, John	jschaffn@bcpl.com
Schaffner, Paul	paca.schaff@verizon.net
Takatsch, Al	al_taka@yahoo.com
Wunderlich, John	jwunderlich43@aol.com (*)
Yachera, Mickey	myachera@md.prestige.net
Richard Zaykoski	zaykoski@carr.org (*)

(*) new address

Foreign Correspondents

Nick Jonckheere/Belgium nick.jonckheere@hotmail.com

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED HERE LET ONE OF US KNOW

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www.flywam.org

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.

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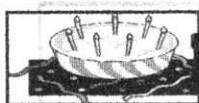
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SPIEGLE FIELD CLOSED UNTIL JANUARY 1, 2003

Remember the field is closed for hunting season from thanksgiving through the end of the year.

REMEMBER :

The Chili Fly is held early in February and with the Flea Market and the Mall show we can probably figure on it being the first Sunday or Feb 2, 2003. Plans will be made at the January meeting.



HAPPY BIRTHDAY!!

JANUARY

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Please visit the site and bookmark it!
Take a look!!

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Plan to attend.

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Members that joined in the month of January

Ray Miles	31 years
Lou Omansky	5 years
Dave Evans	3 years

Request from your editor:

Because of my new work schedule time at home is limited. Please, if you have anything for the Talespinner send it to me so I have it by 10 days after the meeting date of that month. Anything received after this time will have to go in the next issue.

Thanks, Jim

Remember to renew your AMA membership for 2003

Servo Setup

by Joe Jackson
The Fly Paper, James Perrine, Editor
AMA Newsletter, September, 1999

Servo mounting should be done with rough treatment and vibration in mind. If you have some leeway with servo location, we suggest you do a preliminary balance check and locate the servos fore or aft accordingly. No need to load the airplane with more balance weight than necessary. We favor maple or other hardwood beams installed across the radio compartment. We also have used plywood plates with servo holes cut into them. Be sure the plywood is thick enough to cover the screw threads. If not, glue on another layer of wood. With either of these arrangements do not rely on butt glue joints. Add pieces of sheet wood above, below, in front of and behind the plywood edges where they butt against the compartment sides.

We have experienced failures with plastic servo trays sometimes included in radio sets. A plastic tray carrying the weight of four servos but mounted in the aircraft with only six screws near the edge of the tray will break at the edge holes during a rough landing. This type of failure is particularly deceptive as the controls may appear to be normal on the ground.

Servos come with rubber grommets which fit into the mounting lugs to provide vibration isolation. To function properly, brass ferrules are inserted into the grommets. The ferrule controls the amount of compression applied to the grommet by the mounting screw. When the screw is tightened until it contacts the ferrule, the correct compression is attained. **The ferrule must be inserted from the bottom so that its flange contacts the mounting surface. If inserted in the other direction the flange will be under the screw head (not needed) and the sharp end of the ferrule may cut into the mounting plate causing excess grommet compression. Position the servo so that it contacts the airplane only through the rubber grommet.**

In general it is better to position the servo with its long axis fore and aft. If mounted across the airplane, pushrod pressure will cause rocking. This consideration is less important for throttle servos.

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 cowling 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 cowling 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 cowling from vibrations, but it will also keep the screws from vibrating loose.

SALE

FOR SALE

SALE

GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECEIVER, BATTERY, ETC.

\$275.00

717 642-5687

SALE

FOR SALE

SALE

ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

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Thanks, Jim

PRESIDENT'S MESSAGE

PILOT TO CO-PILOT



FELLOW FLIERS

Well here is another exciting year for the WAM club. I think we all owe Lou a big round of applause for stepping in and taking over as president. Great job Lou! I want to also take a minute and thank everyone who attended nominations and the Christmas party to vote for new officers. I am quite honored to hold the position of President and promise I will make the club proud. I have always been very active in the R/C hobby and hope that no one takes my enthusiasm and excitement personally. With the help of the other board members we have quite a few new ideas for this upcoming year and hope we get everyone's support to better our club and hobby. With Bob Allen's return as Treasurer and Membership there are two heli guys on the board, is that scary or what? Lou was gracious enough to be Vice President and John Schaffner is Secretary for a second term. John Sterrett was elected as the Member at Large once again. We will have to nominate field marshals and a county rep at the Jan. meeting per the bylaws.

There are two ways our club will continue to grow and remain strong. These are dues and club participation. The dues are the easy part because we all pay them equally. Club participation is the area that can really ruin a club. We all know the ten percent rule and I can't say I have ever been in a club that didn't follow that rule. One of my goals is to change the level of participation in our club. There are many members who have, and continue to go above and beyond. I would like to see more of us contribute so those select few can also enjoy the fun we have. We have a quite busy year already being planned with the flea market and mall show in February. We stand a great chance to increase our membership via the mall show and should make every effort to assure we show up in force.

More members equal more funding and more hands to help the club. This is a good thing all the way around. I have already started to receive some suggestions for this year from the members. These include a more permanent pavilion for Baughers, road improvements for Baughers and Spiegel, grass cutting teams vise paid cutting, more fun fly's with some fun competitions and possibly a booth at the 4-H show. All of these will be addressed at the meetings so please attend and voice your opinions and lend a helping hand. Thanks....Jay

A LETTER FROM NICK

(European Correspondent)

Hi,

Time for an update!

I am still working at VLM Airlines and it is going well. I am working on delay reports and technical documentation, but the major task is to write a course book on Human Factors for VLM employees. Rather interesting, since I get to learn about the causes of all the major accidents in aviation, there is a lot still to be learned.

Went to a Human Factors course in Delft, Holland last week. Nice place, have you been there?

I am still commuting between Oostende and Antwerp for the moment, I'll be searching for a place to live in the coming few months.

The cold weather has recently arrived, they are even forecasting frost for next week.

In the spare time: rather busy with old motorbikes: I'm co-organizing a meeting and run for pre 1921 motorbikes in August next year. Lot of things to be done, so good to give that an early start.

VLM has just announced that they are going to fly on Milan, which means I have a good destination for my next city trip. Did London and Manchester already with VLM. Check out www.vlm-airlines.com.

So how are you guys doing over there? I expect winter is arriving as well. Any snow yet?

Looking forward to your news.

Nick, the Belgian

A letter to John Schaffner from Nick Jonckheere.



CURRENT WAM RECORDS

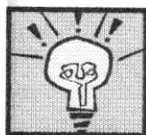
These items have not been included in the Talespinner for the last year. As far as I know these were the last published records. If anyone knows of any changes please let

me know.

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



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.



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.

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FOR DETAILS AND OTHER EVENTS SEE PAGE 4

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WAM thanks Lou for his efforts!



HERE'S BOB! (AGAIN!!)

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THE TALESPINNER

Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!

