



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President Jay Nardone 410 751-5050

Treasurer Bob Allen 410 876-3580

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

Feb. 4, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 1

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

This month finds our calendar filling fast, but busy is good for our club. Our chili fly is 2 Feb at Spiegel field. We have the flea market on 8 February and this year should be as good as last, if not better. The Bradley's have been instrumental again as they have been since they joined the club. Please volunteer for a position to help the club have another successful flea market.

The mall show is at the end of the month and due to security concerns with a multi day event, the board has decided to make the show Saturday 22 Feb, vise three days. The mall can not guaranty the safety and protection of our models and I don't think any of want to chance our work. We have also been approached by the local AM radio

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WANT'S 2003 FLEA MARKET

SATURDAY FEBRUARY 8, 2003

Flea Market up date:

We need to have **volunteers** to sell tickets at the door for the flea market. Here we are a club of over 50 members asking for help with our only fund raiser of the year. To date we have TWO members (both club officers) sign up to sell tickets. We need two members per hour for a total of 10 members. We need your help! Your club needs your help! Please call Ed Bradley to volunteer

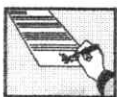
410-635-6436

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)**



MINUTES OF THE WAM MEETING

January 7, 2003
From: John Schaffner

1. The January meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 18 regular members.
2. V.P. Lou Omansky expressed his thanks to all of the members who assisted him during his term as the club president.
3. A reading of the minutes from the December Talespinner was waived and approved as they appeared.
4. Treasurer Bob Allen's report on the financial status of the club was read and accepted by the members.
5. AMA news: Bill Hasert turned over his responsibility as the club's AMA rep to member Dale Johnston. Bill announced the Annual WRAM Show bus trip. Details are elsewhere in the Talespinner. A flyer was received from the local TV channel concerning featuring the club for an airing in the future. It will be looked into.
6. John Schaffner passed on Best Wishes for the New Year from our Belgian friend and correspondent, Nick Jonckheere, and also showed the (just received) photo from Nick of his newly acquired 1913 Premier motorcycle. Read the latest news from our Belgian correspondent, Nick, in the December Talespinner.
7. The club voted to present the Westminster VFW with a donation of \$100 in appreciation for their generous hospitality.
8. Field Marshal, Lloyd Briggs, reported both fields OK for action and suggested that a second Field Marshall be appointed to oversee the Baugher Field. No action was taken at this meeting.
9. Property manager, Wendell Richards reported all items accounted for. Both of the club's mowers are still on the fritz needing battery attention. The club voted to purchase "solar powered" battery chargers to help maintain the mowers.
10. Carroll Co. Liaison, Wendell Richards, reported no word from C.Co. Wendell has accepted the position of Chile Provider for the next "CHILLY FLY" to be February 2 at Spiegle Field (Noon.)
11. 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. Ed reported that 18 tables have been sold (so far.) Give Ed a call at 410-635-6436 if you are able to help out in any way.
12. 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 and Chris within 10 days after any meeting.

13. The sign project is promised for the near future.
14. 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 it's 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.
15. The club voted to install the following "Honorary Members" for the year 2003: C. Milton Peacock, Raymond K. Miles, Nick Jonckheere, Mr. & Mrs. Alan Baugher, Bliss Teague (AMA VP)
16. Projects brought to the meeting for display were a set of quarter-scale floats for a J-3 by Bud Faulkner (superb detailing as we can expect from Bud) and an R/C sailboat (America Cup Class) by John Sterrett. (This one will never fly!)
17. The 50/50 was drawn for Wendell Richards. Wendell chose to return the pot to the treasurer. Thanks Wendell, may you win a door prize.
18. Meeting adjourned 9:15 PM.

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

CHILI FLY

FEBRUARY 2nd

@

SPIEGLE FIELD

12 NOON

Food and drinks will be served and weather permitting there will be some flying.

Weather permitting or not the Bull is sure to fly.

So plan to attend and kick off the new season.

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

Be sure to welcome new members when you see them!

AVIATION HISTORY FEBRUARY

- 4 1902 Charles Lindbergh born in Detroit.
- 6 1971 First time a golf ball is hit on the moon.
- 20 1962 America's first manned orbital flight takes place with John Glenn in the Friendship 7.
- 22 1921 Transcontinental airmail service begins.
- 23 1909 First sustained Canadian flight by the "Silver Dart."

MORE AVIATION TRIVIA

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

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

The only thing worse than a captain who never flew as a co-pilot is a co-pilot who once was a captain.

Any attempt to stretch your fuel supply is guaranteed to increase the headwind.

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@junio.com
Bradley, Ed
encb3@bellatlantic.net
Dorl, John
jdorl@aol.com
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
cmg1@adelphia.net
Augie Gray
ASGJRG@MSN.COM (*)
Faulkner, Bud
budndee@ccscomputers.net (*)
Hamblin, Joe
joe.hamblin@tivoli.com
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vihcountry@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.schaf@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

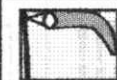
Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

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

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.)

WRAM Show Bus trip -

Organized by = "Radio Control Modelers of Baltimore"

Saturday = February 22, 2003

Bus leaves Timonium Park & Ride at 6:00 AM SHARP

Fee : \$40.00 [includes a ticket to show]

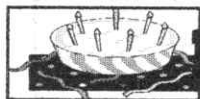
Make check payable to "R.C.M.B."

Send to : George Beck ~ 306 Seminole

Ave. ~ Baltimore MD 21228

410-788-2707

Your reservation **MUST** be received by January 31, 2003



HAPPY BIRTHDAY!!

FEBRUARY

Ron Bowen

Dennie Huber

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



February 2 nd— Chili Fly @ Spiegle Field !@ noon

February 4 th— WAM Meeting @ VFW Hall 7:30 PM

February 8 th— Flea Market 8:00 AM -VFW Hall Westminster

February 22 nd— Mall Show @ Town Mall of Westminster

March 4 th— WAM Meeting @ VFW Hall 7:30 PM

Plan to attend.

Anniversaries

Members that joined in the month of February

Bill Woolston

5 years

Michael Yachera

11 Years

Ed Goldman

15 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

WAM'S 2003 MALL SHOW

It'll be a blast showing off our models and swapping lies with fellow modelers and the public.

- Where: Town Mall of Westminster
- When: February 22 ONLY
(NOTE CHANGE)
- Why: To Promote model aviation, educate the public, and obtain new club members

After serious discussion with the Mall we found that it was not possible to sustain more than a one-day show, Saturday February 22nd. This is not a serious set-back because Saturday will be the busiest day anyway.

We will be set up at the north end of the Mall in the open area between the food court and the beauty parlor. They unlock the doors at 6:30, drop off your stuff before 9:00 AM. There will be volunteers on hand to set it up and watch it for you if you cannot stay. All displays must be picked up by 10:00 PM. Saturday will be a big day and we will need everyone who can make it to be there.

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.

In lieu of a 3 day show let's make it a
HUGE ONE-DAY SHOW

See you there!

Presidents message, from pg. 1

station for an interview for their talk show on local community groups. We voted at the meeting to proceed with the interview and get the word out on our club. Mark Eastman was nice enough to help me with contacting them.

I have noticed that the meetings are average for turnouts. Remember this is your chance to voice your opinions on what is discussed and decided for the club. We have a few projects we would like to complete this year and the meeting is where we will discuss them.

I want to welcome back Wendell as our County Liaison and Dutch as our Spiegel field marshal. We discussed having two field marshal's, one for Baughers and one for Spiegel. The club voted and accepted this idea. My reasoning is that the field marshal's are responsible for all field concerns, including grass cutting teams, tractor maintenance and issues with the field in general. There is enough activity at both fields that this should make the job easier for everyone. The position at Baughers is still open. Please feel free to volunteer and help the club maintain our great flying fields.

See you in the pits..... Jay Nardone

SALE

FOR SALE

SALE

ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690

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

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



FROM THE OFFICE OF THE TREASURER

Bulletin: Dues are due for 2003!

As of January 1st, dues need to be paid in order to fly at any of our prestigious facilities.

If dues are not received prior to March 1st, you will be automatically dropped from the roster.

The dues structure is as follows:

Open members = **\$70.00**

Family Member= **\$70.00 + \$15.00 = \$85.00**

Junior Members= **\$25.00**

Honorary Members= **\$00.00**

Here is a brief run down of membership classifications.

A. Open member – 18 Years an older as of January 1st of the current year.

B. Family Member – Open member and Immediate family.

C. Junior Member – Up to and including 17 Years of age as of January 1st of the current year.

D. Honorary Member – Is voted upon yearly, and carries no flying privileges.

You can send your checks, made out to the Westminster Aero Modelers, to:

Robert Allen Jr.

249 Stacy Lee Drive

Westminster, Md. 21158

Or see me at the January meeting.

If you have any questions you can call me at:

410-876-3580

One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

AMA Dues are also due: Remember you can't legally fly without out it, your not covered and either are we as a club.

You can pay your AMA dues online now. I did and it only took about 1 minute and they E-mail you a confirmation.

<http://www.ama-dist-8.org/>

[Membership/index.html](http://www.ama-dist-8.org/Membership/index.html)

Thank you in advance, Bob Allen



PERSONAL WINDSOCK

*From HCRC Flier
Peter Ciosek, Editor*

One of the things we all learn about flying is that we always take off and land into the wind. Even if there is only a light breeze, it is important to have it working for you, increasing your air speed and decreasing your ground speed. Occasionally, of course, you might have to land downwind if the plane is "dead-stick" or there is some other problem. But why would a pilot attempt a downwind takeoff? I have seen this several times recently at our field, once with the predictable stall and crash. There are at least two possible explanations for this.

1. The pilot is so comfortable with a left hand landing pattern that he really doesn't want to take off of land from the right, regardless of the wind.

2. The pilot is unaware that the wind has changed, especially on days with light and variable winds.

Number one can be cured by practice on a right hand pattern, and there is an easy cure for number two. Tape a short section of old cassette tape to the end of your antenna. A 12" length is about right. This light, thin plastic will respond to the slightest change in wind direction and serve as your personal windsock. You don't have to turn around to see the club's windsock or take your eyes off your plane. Incidentally, if you don't have a blank or damaged tape to use, you can use flagging ribbon such as is used to flag trees. (The last suggestion is Eddie the Editor's).

As a glider guider, I try to be sensitive to the wind as one clue to finding thermals, so I am naturally surprised when I see a flyer attempting a downwind takeoff. Ground speed means nothing without air speed. You really can't fool Mother Nature.

ELECTRIC STARTER SAFETY

*Vapor Trails
AMA Newsletter*

I have seen people starting engines by turning on their electric starter and jamming it against the spinner or prop hub. This is both unnecessary and dangerous. The starter could slip and break props or needle valves or your hand could go into the prop.

Please, if you use an electric starter, place the starter firmly on the engine and then turn it on. This will save a lot of broken equipment and will create enough torque to turn your engine over effectively.



COLD WEATHER FLYING

From Lee's Home Page
gslink.com

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

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

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

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

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

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

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

Engines that did not run well in warm weather may not run at all when cold. Check head, back plate screws, etc. and maybe try a new glo plug. The carb may need both high and low end adjustment.

Be cautious when running the engine with the antenna down. Wet ground, snow, pulse glo drivers, etc. can cause radio glitches during winter operations.

WAM'S YEAR 2003 HONORARY MEMBERS

Each year WAM votes in several members in honor of their past efforts to our club, kindly deeds for our benefit, or other reasons. At the last meeting we voted the following people to be WAM's honorary members for the year 2003:

Mr. & Mrs. Alan Baugher

Nick Jonckheere

Bliss Teague

Ray Miles

Milt Peacock

We thank these fine fellows for their contributions to all of us.



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!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

Feb. 2nd Chili Fly @ Speigle Field 12 Noon

Feb. 4th Meeting 7:30PM at VFW
Hall Westminster

Feb. 8th Flea Market 8:00AM to close

Feb. 22nd MALL SHOW @ Town Mall

**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

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





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Property Wendell Richards 410 374-4970

Spigle Field

Field Marshall Baugher's Field

Editor Jim & Chris Hodges 410 875-2669

1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

March 4, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 2

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Whew what a month! As I write this I have not received the final details but the flea market was great success maybe even more-so than last year! Please take some time to thank Ed Bradley Sr., Linda and Ed Jr. as well. They continue to go above and beyond for the club. Also I want to personally thank all that helped to setup and work the flea market. It is great to see the support for and from the club. I hope to see other members at the mall show to lend a hand and help our club.

I want to thank Wendell for volunteering for the Baughers Field Marshall position, we are in good hands with Dutch and Wendell at the helm. The March meeting proves to be

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WAS'S 2003 FLEA MARKET

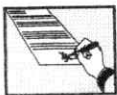
Saturday February 8th. Westminster Aero Molders had it's 14th annual Flea Market at the VFW Hall in Westminster. Although it was quite cold outside the sales and deals were hot inside. We had 33 tables of vendors 3 more than last year and we probably could have sold several more. This years event was attended by approximately 150 people, about the same as last year. It seemed like most of the people were there at the same time and the hall was crowded. In speaking to several of the vendors they seemed happy with their sales.

I would like to thank the following members for helping to set up the tables and chairs on Friday evening. Milt Peacock, Jay Nardone, Bob Allen, Lloyd Briggs, Joe Shaum and Wendell Richards even though he showed up a little late.

The following members helped to make this years Flea Market a success helping with ticket sales at the door and checking in the vendors. Terry Reeves, Richard Jacobs, Lou Omansky, Dale Johnston, Jay Nardone, John Sterrett, Augie Gray and his family, Bud Faulkner.

We also want to thank Mrs. Donohue and Linda Bradley for their very good baked good contributions to our event. And finally big thanks for the food sales and coffee making to Vicki Hodges and Linda Bradley. Also to Jim Hodges and Ed Bradley IV who both helped in the food area. (I am not sure if Ed was the food tester)

Again thanks to all of the vendors, members and helpers!



MINUTES OF THE WAM MEETING

February 4, 2003
From: John Schaffner

1. The February meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 19 regular members.
2. V.P. Lou Omansky was absent tonight.
3. A reading of the minutes from the December Talespinner was waived and approved as they appeared.
4. Treasurer Bob Allen was absent tonight.
5. AMA rep Dale Johnston had announcements of shows & markets coming up including the annual WRAM Show bus trip. Details are elsewhere in the Talespinner.
6. John Schaffner read the latest letter from our Belgian correspondent, Nick Jonckheere. Nick expressed his appreciation at being an Honorary Member of WAM and wished everyone "Happy Landings."
7. Chit chat was had about the latest Chili (Chilly) Fly. Apparently a good time and cold feet was had by all. There was even some flying accomplished by a few brave souls. Wendell has saved the left over Chili for the next affair.
8. Field Marshal, Lloyd Briggs, was absent. A second Field Marshall, Wendell Richards, was appointed to oversee the Baugher Field.
9. Property manager, Wendell Richards reported all items accounted for.
10. Carroll Co. Liaison, Wendell Richards, reported no word from C.Co. We expect to have a quiet spell now that the main complainer has "gone west."
11. The next WAM Flea Market is now history. Ed Bradley reported that all 30 tables were sold.
12. 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 within 10 days after any meeting.
13. 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 it's planes and get a lot of publicity. We will need volunteers to bring their planes and to supervise the display on February 22, one day only. This can do a lot for the club, so show your support for Dale. Come early and stay late. Come in the North side (off Rt. 27.)
14. The club received an invitation to participate in a (local) radio program, maybe in March 2003. More details to follow.
15. Milt Peacock brought his Ziroli plans built SNJ-5 (AT-6) to the meeting for display. Another beautiful building job by Milt. It will most likely fly as good as it looks. Nice, Milt.

16. The club voted in a new member tonight, Robert Danmyer. Nice to have you on board, Bob. Happy landings!,
17. No 50/50 tonight since we had no treasurer.
18. Meeting adjourned 8:40 PM.

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

CHILI FLY

February 2nd we held our annual Chilly fly. This year it was at Spiegle Field. Almost two dozen members attended to enjoy the weather, the flying and especially the food. Once again Wendell served an excellent chilly dish.

Although the weather was warm, 40 degrees is warm by this winter's standards, it was a bit on the windt side. Those that braved the wind were Dale, Tom, Dutch, and Wendell.

As usual a good time was had by all.

MALL SHOW

The Mall Show we put on Saturday February 22nd was very successful. We displayed a variety of models from a small electric park flier to giant scale, unfinished skeletons to professional detailing, trainer to expert acrobatic. The computer simulators were a big hit with everyone from the youngest to the oldest.

We should all give Dale Johnston a pat on the back for organizing and executing such a successful event. WAM was introduced to many who were interested in model airplanes but were unaware of WAM or the AMA and we may be able to increase our membership over the coming year.

Again, many thanks to all that participated and especially to DALE.

HELP!

Joe Golliday of the TOWN MALL OF WESTMINSTER has an old flying model that was his grandfather's and it is in need of restoration. Having seen us at the Mall Show he was inquiring to see if anyone might be interested in doing the restoration.

If you are interested, please contact Joe at the Mall on 410 857-0300, 410 876-8870, fax 410 857-4043 or GollidayD@Shopmv.com

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

Be sure to welcome new members when you see them!

AVIATION HISTORY MARCH

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

Presidents message, from pg. 1

a busy night. I have asked the treasurer to prepare our FY03 budget and we will review and vote on it at the March meeting. Also we will need to discuss our goals for the year to include grass cutting, work days, fun fly's and more. Please come on out and make your opinions known.

Hard to believe that flying is just around the corner with the weather we have been having. I am looking forward to a fun and exciting year with our club. Get your gear ready and lets have a great year at the fields.

See you in the pits..... Jay Nardone

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
accallen55@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
Gray, Augie
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 (*)
Lachance, Doug
dlastchance@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.schaf@verizon.net
Takatsch, Al
al_taka@yahoo.com
Wunderlich, John
jwunderlich43@aol.com (*)
Yachera, Mickey
myachera@md.prestige.net
Zaykoski, Richard
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 Giuffre	410 876-1304
Bob Jenness	410 374-9628

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.)

CENTRAL PENN AEROMODLERS ASSOC.

23rd Annual RC Flea Market

Saturday March 8, 2003

9:00 AM to 3:00 PM

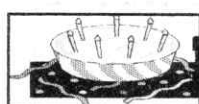
Lebanon Fairgrounds

(Cornwall Rd. and Rocherty Rd.)

PA 72 5.3 miles north of PA Turnpike exit 20 turn right on Rocherty

Admission \$6.00

Info— 717 960-8170



HAPPY BIRTHDAY!!

MARCH

Lloyd Briggs

Jay Nardone

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



March 4 th— WAM Meeting @ VFW Hall 7:30 PM

April 1st— WAM Meeting @ VFW Hall 7:30 PM

May 6th— WAM Meeting @ VFW Hall 7:30 PM

June 3rd— WAM Meeting @ VFW Hall 7:30 PM

Plan to attend.

Anniversaries

Members that joined in the month of February

Ed Bradley IV	2 years
Tom Appler	7 years
Hoyt Bishop	9 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



FROM THE OFFICE OF THE TREASURER

Bulletin: Dues are due for 2003!

As of January 1st, dues need to be paid in order to fly at any of our prestigious facilities.

If dues are not received prior to March 1st, you will be automatically dropped from the roster.

The dues structure is as follows:

Open members = **\$70.00**

Family Member= **\$70.00 + \$15.00 = \$85.00**

Junior Members= **\$25.00**

Honorary Members= **\$00.00**

Here is a brief run down of membership classifications.

A. Open member – 18 Years or older as of January 1st of the current year.

B. Family Member – Open member and Immediate family.

C. Junior Member – Up to and including 17 Years of age as of January 1st of the current year.

D. Honorary Member – Is voted upon yearly, and carries no flying privileges.

You can send your checks, made out to the Westminster Aero Modelers, to:

Robert Allen Jr.

249 Stacy Lee Drive

Westminster, Md. 21158

Or see me at the January meeting.

If you have any questions you can call me at:

410-876-3580

One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

AMA Dues are also due: Remember you can't legally fly without out it, your not covered and either are we as a club.

You can pay your AMA dues online now. I did and it only took about 1 minute and they E-mail you a confirmation.

<http://www.ama-dist-8.org/>

[Membership/index.html](http://www.ama-dist-8.org/Membership/index.html)

Thank you in advance, Bob Allen



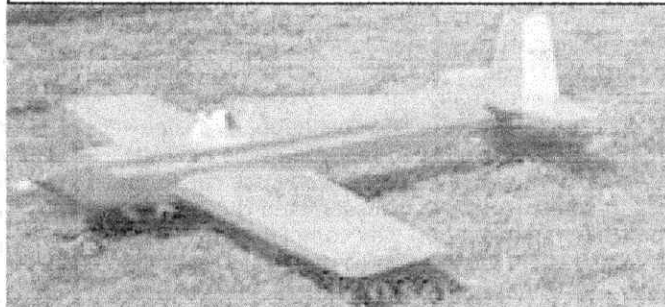
FOR SALE



'Southern Eagle'

It is a new plane and a excellent Flyer.
Wing span 62 in.
Powered by a new O.S. 61 two stroke engine.

\$225 John Kirk 410 825 8138



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



FOR SALE



GREAT PLANES 40 EXTRA 300

**W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATTERY, ETC.**

\$275.00

717 642-5687

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

Tech Talk

by Jim Maroldo

Over the years we've seen many different ways to install radio gear in our models, some clean, some not so. One of the most often neglected areas, however, is the wire dressing within the model itself.

Most of us know that the receiver antenna should be routed as far away as possible from any power leads to avoid any stray pickup of interference (you do know that, right?). A corollary to that is that all leads should be fastened somehow to the framework of the model. This is often not a problem with the smaller planes as things are often pretty cramped anyway, but in the larger stuff, we find lots of open space within the cabin area. If leads are left to fly around loose, they will eventually fail due to metal fatigue. One of our club's members had this happen to a power switch once which resulted in the loss of his aircraft! The post-mortem didn't reveal any obvious cause for the loss of control until we disassembled the RX switch. While the insulation was completely intact, one of the wires inside was broken at the strain relief just as neatly as if it had been done with a knife!

The moral of this story is simple: a tie-wrap or two, placed at strategic locations along the servo and power leads will go a long way toward a long life for that new plane!

from *By-Lines & Fly-Lines*,
Thom Lamborn, Editor
PO Box 1232, Lakehurst, NJ 08733-0732

Tips and Techniques

The Model Doctor Fiberglass Hint

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

From AMA News/Sept. 1997

Failsafe: Fact and Fiction

by Tony Holden

How many of us who own a Pulse Code Modification (PCM) computer radio can honestly say that we have thoroughly read and understood the manual that comes with it? If it was anything like the manual that came with my Futaba 8UAPS it was about as an inviting read as the Greek classics in Latin, and made as about as much sense. I have been told that the JR manual is written better, but in either case help is at hand.

Harry Higley publishes an excellent book covering the basic set up for both the Futaba 8UA and the JR XP8103 for airplanes. Unfortunately, the book makes little mention of failsafe, and in fact leaves you with the impression that if you do not program this menu then there are no parameters set in this function or that this function is even activated. WRONG!

A large number of PCM radio owners are under the same impression. After a recent fatal accident in the United Kingdom a survey of the clubs PCM users showed that 80% did not know that they had active failsafe and/or what those parameters were. If you operate in PCM mode you have active failsafe, period!

If you have not gone in to the program menu and entered your own parameters then your model will default to the factory settings if the signal is lost. Do you know what these are? If you don't you could be in for a nasty surprise if you ever suffer interference.

First, understand that failsafe is not going to stop your model from crashing if the signal loss is long enough. What it will do is allow you to program parameters in to the menu that will help keep damage to the rest of the equipment to a minimum, and, from a safety standpoint, stop your model from coming out of the sky at full bore pointing at who knows what.

Let's start at the beginning of the menu. I have both the JR347 and Futaba 8UAPS and the menus are set up the same way, just the button(s) you push to

Cont. on pg. 7

enter the information are different.

First choice is the amount of time delay from the loss of signal to entering the failsafe mode. The choices are in fractions of a second, and I don't really think it makes a big difference which one you use. I personally use the longest one.

Next is the choice of the position of the servos should the model go into failsafe. The factory setting is normally "hold last known position," not good if you happened to be in the middle of a snap roll at the time! In the case of Futaba the throttle will go to 50%, still a hard way to hit the ground! To enter your own settings in most cases just hold the control surface where you want it to go and press the data enter button(s). To check the function and to see if the inputs you programmed are correct just turn on the transmitter and receiver, wait one minute, turn the transmitter off and see what happens.

Why wait one minute? The transmitter sends the failsafe information you programmed to the receiver automatically once every minute, try this before then and you get the factory setting.

One of the last functions that falls under this section is battery failsafe. There is nothing to program here, just be aware of it and how it operates. When the airborne battery (in the case of Futaba) drops below a preset voltage the failsafe function moves the throttle to a predetermined position or to the position you programmed in the failsafe menu. In the case of Futaba you may temporarily reset the function by moving the throttle stick back to idle which will give you about 30 seconds of control before the battery function reactivates.

It is as simple as that, so are most of the other functions once you have been through the menus a few times. Play with your setup at home on the bench. If you really mess things up there is always the Data Reset function, which will put everything back to the original factory settings. Try to learn as much as you can about your own radio. I am always happy to give advice or lend a helping hand to programming the Futaba 8UA, but don't just hand the radio to someone and expect them to program the whole thing for you. You may not have to build or cover your own models in this hobby anymore, but knowing how to set up your computer radio properly can make all the difference in the world as to how your aircraft will fly and handle in the air.

from *The Slow Roll*
Sun Valley Flyers
Bob Purdy, editor
Phoenix AZ



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 Woolston	B i l l
Tree Landing with Engine Running Richards	Wendell
Most Mid-Air Collisions (2): Reeves	Terry
Most Mid-Air Collisions with Someone Else's Airplane (1)	Terry Reeves
Most proficient helicopter pilot:	Bob Allen
Most Helicopters flown into the ground	Tom Hier
Most money spent on helicopters:	Jay Nardone
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 (Still in Progress)	Bill Hassert

**New Record Category

Please report all future records in any category you can think of to Jim or Chris. They'll be published!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

March 4th Meeting 7:30 PM @ the VFW Hall
Westminster, MD

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

WENDELL RICHARDS

Wendell has always been active in all aspects of the club and goes the extra mile when needed. Along with the other duties he is currently performing, such as being the County Liaison, he has now volunteered to be the Field Marshall for Baugher's Field

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

Westminister Aero Modelers

OFFICERS

President: Jay Nardone 410 751-5050
Vice President: Lou Omansky 410 653-0586
Member At Large: John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580
Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580
Field Marshall: Lloyd Briggs 410 833-7450
Spigle Field
Editors: Jim & Chris Hodges 410 875-2669

AMA Liaison: Dale Johnston 410 848-5279
Property &: Wendell Richards 410 374-4970
Field Marshall Baugher's Field
 1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

April 1, 2003
 7:30 P.M.
 VFW Hall
 Westminster, MD

Volume 19 Number 3

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

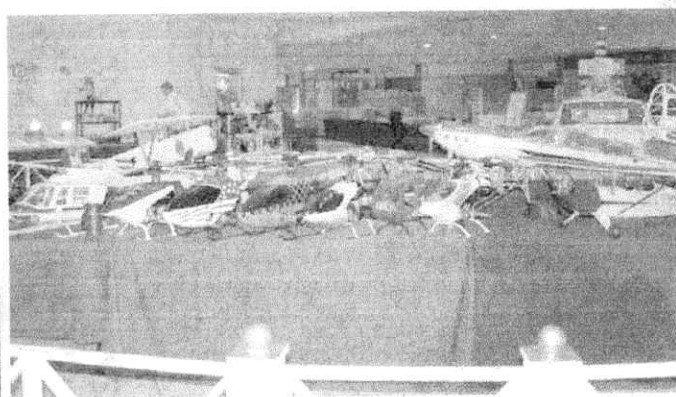
As I write this column I'm not sure if I will be able to make the April meeting or not. Most likely I will be deployed, doing my part in the gulf war again. Rest assured you will be in good hands with the WAM board. We will be setting the work days and fun fly dates as well as other important business. So come on out and show your support for the club.

The work days are going to very important this year because there are some items that must be accomplished for us all to have fun this year. We had a great turnout for the flea market and mall show and I would love to see some faces at the work days that we don't normally see. Please help the members that always seem to be there for the club.

The membership voted at the March meeting to

Cont. pg. 3

WAM EVENTS OF 2003



Top: Flea Market at the VFW Hall Feb. 8th

Bottom: Mall Show Feb. 22nd

Photo from Jay Nardone

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Event Schedule.....	Page 4
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WESTMINSTER AERO MODELERS

THE TALESPINNER

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1605 Valley Dr. Westminister, MD 21157

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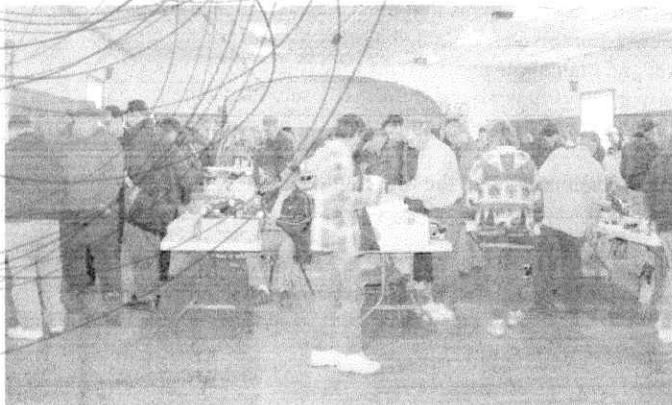
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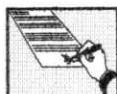
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WAM EVENTS OF 2003



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MINUTES OF THE WAM MEETING

March 6, 2003
From: Jim Hodges
(to the best of my recollection)

1. The March meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 14 regular members.
2. V.P. Lou Omansky was absent tonight.
3. Secretary John Schaffner was absent tonight.
4. A reading of the minutes from the February Talespinner was waived and approved as they appeared in the Talespinner.
5. Treasurer Bob Allen presented the financial report and the proposed budget for 2003
6. AMA rep Dale Johnston was not present but Bill Hassert stated he had some correspondence from AMA that he would pass on to Dale.
7. Field Marshals Lloyd Briggs and Wendell Richards reported that both fields were snow covered and inaccessible at this time.
8. Property manager, Wendell Richards reported all items accounted for.
9. Carroll Co. Liaison, Wendell Richards, reported no word from C.Co.
10. The 2003 WAM Flea Market is now history. Ed Bradley reported that we missed last years gross take by only a few dollars.
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 within 10 days after any meeting.
12. It was discussed, moved, seconded and pass to modify the By-laws with regards to the membership fees. More to follow.
13. Work day were discussed but any action was postponed until the weather changes and we know we will be able to get onto the fields.
14. Fun-flys were mentioned but it was decided to wait until the April meeting.
16. The winner of the 50/50 was not present.
17. Meeting adjourned 8:55 PM.

Wear your name badge. The new members want to

E-MAIL ADDRESSES

Please check your e-mail address that is posted on page 3 of this news letter and verify that the address is up to date and accurate. If it is not please notify me by e-mail at spaceexplorer3000@yahoo.com or phone at 410 875-2669.

If you have an e-mail address that is not listed and you would like to have it listed so other members may be able to contact you, please send me you address to the same as above.

Having e-mails is also convenient to pass emergency or urgent messages to the membership. This was just needed when we had to reschedule the meeting on a days notice.

If you have e-mail but do not want it published perhaps you could give it to one of the officers so they can contact with you if it would be necessary. It much easier for some one to have the address in their contact list and make a bulk e-mailer than it is to try to call everyone on the list.

Thanks, Jim

HELP!

Joe Golliday of the TOWN MALL OF WESTMINSTER has an old flying model that was his grandfather's and it is in need of restoration. Having seen us at the Mall Show he was inquiring to see if anyone might be interested in doing the restoration.

He brought the model to the last meeting. It is a CL balsa and tissue SE-5A that probably had a .15 size engine and the wing span is about 30". It was built from a kit and 99% of the plane is still there.

If you are interested, please contact Joe at the Mall on 410 857-0300,

410 876-8870, fax 410 857-4043 or GollidayD@Shopmv.com

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

Robert Danmyer

(From the February meeting)

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."

President's Message from page 1

amend the by-laws with a few minor changes to protect the club's interests. I have posted the updated by-laws on the web page and will make sure copies are available at the April meeting. Procedure says that we must post the changes for a two month period and vote again to accept the final version.

I can't say thank you enough to all who continue to give to the club. We will all be flying and having fun at the fields.

See you in the pits..... Jay Nardone

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
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjr@msm.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@home.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Lachance, Doug	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
Wunderlich, John	jwunderlich43@aol.com
Yachera, Mickey	myachera@md.prestige.net
Zaykoski, Richard	zaykoski@carr.org

(*) new address

Foreign Correspondents

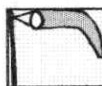
Nick Jonckheere/Belgium nick.jonckheere@hotmail.com

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

WAM'S HOME PAGE

www.flywam.org

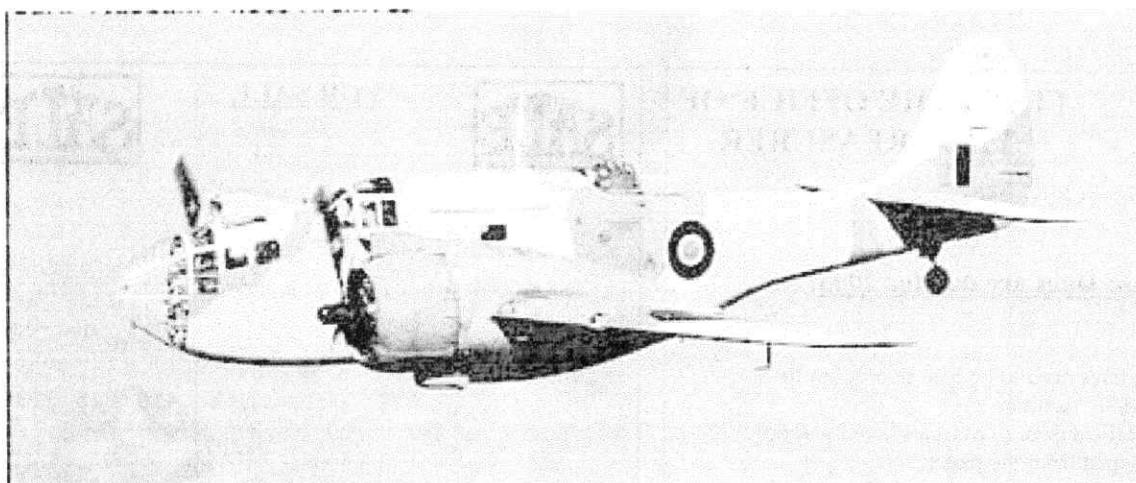
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Paul Schaffner	410 429-1911
Terry Reeves	410 751-3714
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Frank Giuffre	410 876-1304
Bob Jenness	410 374-9628



CAN YOU IDENTIFY THIS AIRCRAFT?

Answer found on page 6

Hint: Primary service with the RAF in the Mediterranean Theater during WWII. One of many aircraft produced in Maryland.



WAM'S EVENT SCHEDULE

April 1st— WAM Meeting @ VFW Hall 7:30 PM

May 6th— WAM Meeting @ VFW Hall 7:30 PM

June 3rd— WAM Meeting @ VFW Hall 7:30 PM

Plan to attend.

Anniversaries

Members that joined in the month of March

Ed Bradley IV	2 years
Tom Appler	7 years
Hoyt Bishop	9 years



APRIL

Pat Cullison
Tom Hier

Kevin Brown
Robert Johns

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.

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Robert Allen Jr.

249 Stacy Lee Drive

Westminster, Md. 21158

Or see me at the January meeting.

If you have any questions you can call me at:

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One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

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You can pay your AMA dues online now. I did and it only took about 1 minute and they E-mail you a confirmation.

<http://www.ama-dist-8.org/>

[Membership/index.html](http://www.ama-dist-8.org/Membership/index.html)

Thank you in advance, Bob Allen



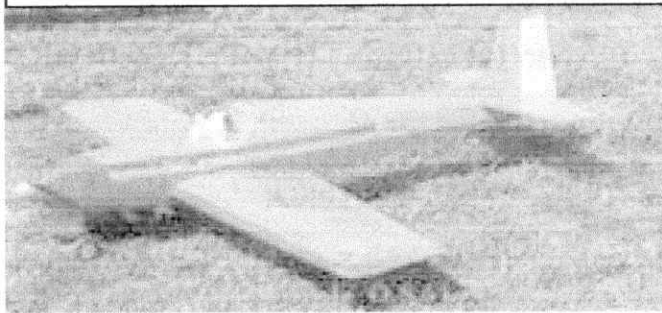
FOR SALE



'Southern Eagle'

It is a new plane and a excellent Flyer.
Wing span 62 in.
Powered by a new O.S. 61 two stroke engine.

\$225 John Kirk 410 825 8138



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



FOR SALE



GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATERRY, ETC.

\$275.00

717 642-5687

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

Answer to picture on page 4.

HOME GROWN!

Martin A-30 Baltimore

Manufactured by the Glen L. Martin Co. Middle River, MD (now the Martin State Airport)

The Martin A-30 Baltimore was initially designed as an improved and larger version of the Martin A-22 Maryland. This new design was given the designation A-23, but the Army Air Corps wasn't interested in the aircraft and it never went past the design phase.

Great Britain was interested in the design and ordered 400 aircraft as Martin Baltimore Mk. I, II & III.

Early in World War II, before the US entered the war, the United States signed Lend-Lease agreements with Great Britain for export of the Martin Baltimore and used the A-30 designation strictly for contractual purposes. The aircraft was never intended to enter service with the Air Corps. The initial contract was for 281 Baltimore Mk. IIIA's. Additional Lend-Lease agreements for improved Baltimore Mk. IV and Mk. V aircraft using the A-30A designation were also signed.

The Army Air Corps received a few A-30's under reverse Lend-Lease agreements for second line missions like staff transport, trainer, liaison and patrol.

TYPE

A-30

Number Built/Converted

281

Remarks

Lend-Lease to RAF

Notes:

- Serial numbers: 41-27682 to 41-27962
- RAF serial numbers: FA 100 to FA 380
- A-30 designation used for contract purposes only
- Martin Model 187

SPECIFICATIONS (typical of Baltimore Mk. III & IIIA)

Span: 61 ft. 4 in.

Length: 48 ft. 6 in.

Height: 16 ft. 3 in.

Weight: 23,000 lbs. loaded

Armament: Four .30-cal. forward firing machine guns in the wings, provisions for four aft-firing .30-cal. machine guns in wing trailing edge (not installed usually), two .30-cal. machine guns in a dorsal turret, two .30-cal. machine guns in a ventral "tunnel" plus 2,000 lbs. of bombs

Engines: Two Wright GR-2600-19 "Cyclone" geared radial engines of 1,610 hp. each.

Crew: 4 - Pilot, bombardier/navigator, radio operator, gunner

PERFORMANCE (typical of Baltimore Mk. III & IIIA)

Max. speed: 300 mph

Range: 950 statute miles

Service ceiling: 24,000 ft.

WORD GETS AROUND! This is an e-mail I received from a Club Newsletter editor in Tampa Bay, FL

(This is a excellent web site, check it out)

Dear Jim and Chris,

I read your club newsletter, Talespinner, and enjoy it very much. I also write a newsletter, one for the main club, power, and one for the glider and electric fellows. If you are interested, they both can be seen at www.wpmppa.org

For the power version click on newsletters. For the glider and electric, click on gliders and you can find it there.

My question is where are you finding the articles for the aviation history article

Would you mind if I used your information and gave credit to you and your newsletter?

Thank you very much.

Frank Strommer

Vapor Tales

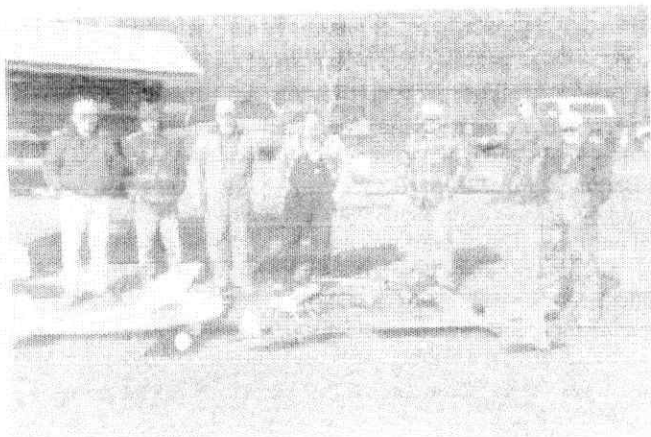
Editor Pelican Droppings

Hints and Tips

Wax Paper

A wad of crumpled wax paper comes in handy when covering your model. When your iron starts to get sticky from the glue, or the colors start to transfer, clean the iron with the wax paper and then wipe the excess wax off with a clean rag. The slick surface will make the job a lot easier.

From AMA National Newsletter June 2002



Pictures from the Chilly Fly Feb 1st at Speigle Field
Photos from Dale Johnston

Hints and Tips

Colored Canopies

Rit Cloth Dye, available in most supermarkets, fabric stores, or drug stores, will tint the clear plastic quite well. Mix up the dye in luke warm water in a container large enough to immerse the entire canopy. Dip the canopy for a period of one minute or so, until you get the feel of how fast the dye is "taking." Rinse in cool water and dry off. If it is not dark enough, dip it again. You can even be tricky about the tint by making a fixture to hold only a certain part of the canopy in the dye. The effects you get are only limited by your imagination.

From AMA National Newsletter June 2002



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
Woolston

B i l l

Tree Landing with Engine Running
Richards

Wendell

Most Mid-Air Collisions (2):
Reeves

T e r r y

Most Mid-Air Collisions with Someone Else's
Airplane (1)

Terry Reeves

Most proficient helicopter pilot:

Bob Allen

Most Helicopters flown into the ground

Tom Hier

Most money spent on helicopters:

Jay Nardone

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 (Still in Progress)

Bill Hassert

**New Record Category

Please report all future records in any category you can think of to Jim or Chris. They'll be published!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

March 4th Meeting 7:30 PM @ the VFW Hall
Westminster, MD

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

WENDELL RICHARDS

Wendell has always been active in all aspects of the club and goes the extra mile when needed. Along with the other duties he is currently performing, such as being the County Liaison, he has now volunteered to be the Field Marshall for Baugher's Field

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 !!!

Instructions of the Meeting	Page 2
New Members	Page 3
Sales	Page 5

Top: Flea Market at the VFW Hall Feb. 8th
Bottom: Mall Show Feb. 22nd
Photo from Jay Nardone



WESTMINSTER AERO MODELERS

THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large: John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall: Lloyd Briggs 410 833-7450

Spiegle Field

Editors: Jim & Chris Hodges 410 875-2669 1605 Valley Dr. Westminster, MD 21157

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

NEXT MEETING

May 6, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 4

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Is the weather ever going to change? Man I am so ready to fly! I want to thank all of our members who have been so giving to the club over these last few months. I want to thank Jim and Chris Hodges again for a fine TAILSPINNER every month. Please if you have not had a chance to help out at the flea market or the mall show, now is your chance. We need a person to lead the WAM summer get together. We entertained the idea at the last meeting about having it at the VFW so we can cook out and have crabs for those who still want them. I really would like someone to step forward to take the planning on and make sure we have the event set.

Get your batteries charged and safety check your airframes and gear. We are going to have tons of fun this year. Check the events area on the web page or the TAILSPINNER for event dates. The fun fly's are scheduled and we are ready to go.

Cont. pg. 3

MAY BUSY MONTH FOR WAM

The month of May has lots to do for all the members of WAM. May 3rd is a work day at Spiegle Field. We plan to paint the shed and do general repairs to get the field in top shape.

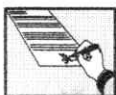
The monthly meeting is on the 6th at the usual time and place. If you wait to read the minutes in the Talespinner to see what is happening your missing out on a chance to have your voice heard.

We will be having an Instructor Day on May 10th. If you are learning to fly this is a excellent time to gain experience as the instructors will be dedicating the day to only teaching. If you feel you may need a refresher course this is also a prime opportunity. Even if you don't need any help come out and give encouragement to those that are just learning as well as enjoying the social aspects of the event.

Last but not least the first Fun-Fly will be held at Spiegle Field on May 18th at 12 noon. Food and drink will be available as always. Fun-Flys are good times and the more people the merrier, so bring the family and any friends you have that may have an interest in model aviation and we'll all have a great time.

CONTENTS

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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



MINUTES OF THE WAM MEETING

April 1, 2003
From: Jim Hodges

1. The March meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 12 regular members.
1. V.P. Lou Omansky was absent tonight.
2. Secretary John Schaffner was absent tonight.
3. A reading of the minutes from the March Talespinner was approved as they appeared in the Talespinner.
4. Treasurer Bob Allen presented the financial report.
5. AMA rep Dale Johnston stated that we would be renewing our AMA Charter and AMA needs an updated roster. AMA is also selling "T" shirts if anyone is interested..
6. Dale also announced that we received a thank you from the Town Mall of Westminster for putting on a great display.
7. Dale opened a discussion about running a raffle in the future and that to do so we would need Non-Profit status with the IRS. After the discussion a motion was made and seconded to apply.
8. Field Marshal Lloyd Briggs stated that Spiegle Field was currently in good shape but the road is a little rough.
9. Field Marshall Wendell Richards was not present.
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 Chris within 10 days after any meeting.
11. Two new members were voted in:
12. The vote on the By-Law changes will be held at the May 6, 2003 meeting.
13. The banner for Baugher's Field has been ordered.
14. The Crab Feast will be discussed at the May meeting.
15. Work days were set for both fields. Baughers will be Saturday April 20th and Spiegle will be Saturday May 3rd. Both days will start at 9:00 AM.

16. The banner for Baugher's Field has been ordered.
17. The Crab Feast will be discussed at the May meeting.
18. The event schedule was established. The Fun-Flys will be: May 10th (Instructors Day) @ Baughers, May 18th @ Spiegle, June 8th (Float-Fly) @ the Pond, June 22nd @ Baughers, July 20th @ Baughers, August 24th @ Baughers, September 21st (Big Bird Day) @ Baughers, October 19th @ Spiegle. The weather dates will be the following weekend.
19. Milt Peacock brought his latest model, a Long-EZ kit.
20. The winner of the 50/50, George Oertly, was not present.
21. Meeting adjourned 9:07 PM.

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

E-MAIL ADDRESSES

Please check your e-mail address that is posted on page 3 of this news letter and verify that the address is up to date and accurate. If it is not please notify me by e-mail at spaceexplorer3000@yahoo.com or phone at 410 875-2669.

If you have an e-mail address that is not listed and you would like to have it listed so other members may be able to contact you, please send me you address to the same as above.

Having e-mails is also convenient to pass emergency or urgent messages to the membership. This was just needed when we had to reschedule the meeting on a days notice.

If you have e-mail but do not want it published perhaps you could give it to one of the officers so they can contact with you if it would be necessary. It much easier for some one to have the address in their contact list and make a bulk e-mailer than it is to try to call everyone on the list.

Thanks, Jim

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

Bill Cox & son Tim

Bill Rennick

Be sure to welcome new members when you see them!

AVIATION HISTORY APRIL

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

President's messageFrom pg. 1

I only wish I will be here for our first fun fly instead of playing in the desert but the time has finally come for me to do my part. I will be thinking about the club and the flying and will count the days until I return home in the end of May

Come on out and enjoy what the club has to offer!

See you in the pits..... Jay Nardone

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
 Bowen, Ron
 Bradley, Ed
 Eastman, Mark
 Goldman, Ed
 Gray, Augie
 Faulkner, Bud
 Hier, Tom
 Hodges, Chris
 Hodges, Jim
 Lachance, Doug
 Miles, Ray
 Nardone, Jay
 Peacock, Milt
 Schaffner, John
 Schaffner, Paul
 Wunderlich, John
 Yachera, Mickey
 Zaykoski, Richard

accallen55@yahoo.com
 ronrose-b@juno.com
 eneb3@bellatlantic.net
 mark.eastman2@verizon.net
 emg1@adelphia.net
 asgjr@msm.com
 budndee@csccomputers.net
 thier@home.com
 spaceexplorer3000@yahoo.com
 vlhcountry@adelphia.net
 dlastchance@webtv.net
 rkmls@carr.org
 jaynardone@adelphia.net
 mpeacock@erols.com
 jschaffn@bcpl.com
 paca.schaff@verizon.net
 jwunderlich43@aol.com
 myachera@md.prestige.net
 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

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May 3rd—Work day @ Speigle 9:00 AM

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May 18th—Fun-Fly @Speigle 12: 00 noon ✓

June 3rd— WAM Meeting @ VFW Hall 7:30 PM

June 8th— Float Fly @ the pond 12:00 noon

June 22nd—Fun-Fly @ Baughers 12:00 noon

July 1st— WAM Meeting @ VFW Hall 7:30 PM

July 20th—Fun-Fly @ Baughers 12:00 noon

Crab Feast—To Be Determined

August 5th— WAM Meeting @ VFW Hall 7:30 PM

August 24th—Fun-Fly @ Baughers 12:00 noon

September 2nd— WAM Meeting @ VFW Hall 7:30 PM

September 21st—Fun-Fly (Big Bird) @ Baughers 12:00 noon

October 7th—WAM Meeting @ VFW Hall 7:30 PM

October 19th—Fun-Fly @ Speigle 12:00 noon

November 4th—WAM Meeting @ VFW Hall 7:30 PM

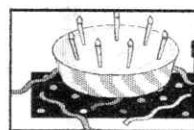
December 6th—Award Dinner @ VFW Hall 6:00 PM

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.

ATTENTION

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HAPPY BIRTHDAY!!

APRIL

Kevin Brown
Pat Cullison

Milt Peacock
Terry Reeves

Anniversaries

Members that joined in the month of April

George Davis	4 years
Bud Faulkner	4 years
John Schaffner	14 years
Paul Schaffner	14 years

Baughers Field Work Day

As of the printing of this issue we had our work day at Baughers Field. Those in attendance were Jay Nardone, Wendell Richards, Bob Allen Dale Johnston, Pat Cullison and Jim Hodges.

Wendell graded the road from the bee hive to the bottom of the hill and we received three loads of stone that Wendell worked in. The road is in great shape now.

We also built two new tables and put up the canopy.

Once the grass is cut the field will be in excellent shape.

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

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Take a look!!



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Westminster, Md. 21158

Or see me at the January meeting.

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You can pay your AMA dues online now. I did and it only took about 1 minute and they E-mail you a confirmation.

<http://www.ama-dist-8.org/>

[Membership/index.html](http://www.ama-dist-8.org/Membership/index.html)

Thank you in advance, Bob Allen



FOR SALE

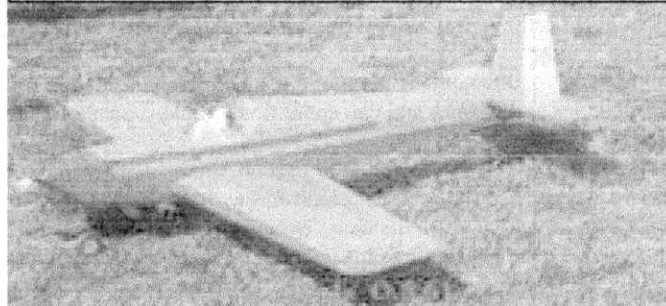


'Southern Eagle'

It is a new plane and a excellent Flyer.
Wing span 62 in.

Powered by a new O.S. 61 two stroke engine.

\$225 John Kirk 410 825 8138



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



FOR SALE



GREAT PLANES 40 EXTRA 300

**W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATERRY, ETC.**

\$275.00

717 642-5687

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

Submitted by John Schaffner

The Average Military Man (Woman)

The average age of the military man is 19 years. He is a short haired, tight-muscled kid who, under normal circumstances is considered by society as half man, half boy. Not yet dry behind the ears, not old enough to buy a beer, but old enough to die for his country.

He never really cared much for work and he would rather wax his own car than wash his father's; but he has never collected unemployment either.

He's a recent High School graduate; he was probably an average student, pursued some form of sport activities, drives a ten year old jalopy, and has a steady girlfriend that either broke up with him when he left, or swears to be waiting when he returns from half a world away.

He listens to rock and roll or hip-hop or rap or jazz or swing and 155mm Howitzers.

He is 10 or 15 pounds lighter now than when he was at home because he is working or fighting from before dawn to well after dusk. He has trouble spelling, thus letter writing is a pain for him, but he can field strip a rifle in 30 seconds and reassemble it in less time in the dark.

He can recite to you the nomenclature of a machine gun or grenade launcher and use either one effectively if he must.

He digs foxholes and latrines and can apply first aid like a professional. He can march until he is told to stop or stop until he is told to march.

He obeys orders instantly and without hesitation, but he is not without spirit or individual dignity. He is self-sufficient.

He has two sets of fatigues: he washes one and wears the other. He keeps his canteens full and his feet dry.

He sometimes forgets to brush his teeth, but never to clean his rifle.

He can cook his own meals, mend his own clothes, and fix his own hurts. If you're thirsty, he'll share his water with you; if you are hungry, his food. He'll even split his ammunition with you in the midst of battle when you run low.

He has learned to use his hands like weapons and weapons like they were his hands. He can save your life - or take it, because that is his job.

He will often do twice the work of a civilian, draw half the pay and still find ironic humor in it all. He has seen more suffering and death than he should have in his short lifetime.

He has stood atop mountains of dead bodies, and helped to create them. He has wept in public and in private, for friends who have fallen in combat and is unashamed.

He feels every note of the National Anthem vibrate through his body while at rigid attention, while tempering the burning desire to 'square-away' those around him who haven't bothered to stand, remove their hat, or even stop talking. In an odd twist, day in and day out, far from home, he defends their right to be disrespectful.

Just as did his Father, Grandfather, and Great-grandfather, he is paying the price for our freedom.

Beardless or not, he is not a boy.

He is the American Fighting Man that has kept this country free for over 200 years.

He has asked nothing in return, except our friendship and understanding.

Remember him always, for he has earned our respect and admiration with his blood.

"Lord, hold our troops your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need. Amen."

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis']

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$1200. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 / e-mail >mpeacock@erols.com <

HELP!

Joe Golliday of the TOWN MALL OF WESTMINSTER has an old flying model that was his grandfather's and it is in need of restoration. Having seen us at the Mall Show he was inquiring to see if anyone might be interested in doing the restoration.

He brought the model to the last meeting. It is a CL balsa and tissue SE-5A that probably had a .15 size engine and the wing span is about 30". It was built from a kit and 99% of the plane is still there.

If you are interested, please contact Joe at the Mall on 410 857-0300,

410 876-8870, fax 410 857-4043 or GollidayD@Shopmv.com

Submitted by Bill Wooston

One Marine ~

A large group of Iraqi soldiers are moving down a road when they hear a voice call from behind a sand dune. One United States Marine is better than ten Iraqi!"

The Iraqi commander quickly sends 10 of his best soldiers over the dune, whereupon a gun battle breaks

and continues for a few minutes, then silence.

The voice then calls out "One United States Marine is better than one hundred Iraqi!"

Furious, the Iraqi commander sends his next best 100 troops over the dune and instantly a huge fire fight commences. After 10 minutes of battle, again silence.

The American voice calls out again "One United States Marine is better than one thousand Iraqi!"

The enraged Iraqi Commander musters one thousand fighters and sends them across the dune. Cannons, rockets and machine guns ring out as a huge battle is fought.

Then silence.

Eventually one wounded Iraqi fighter crawls back over the dune and with his dying words tells his commander, "Don't send any more men, it's a trap. There's two of them!"

Welding aluminum with a propane torch

It is possible to weld aluminum with a propane torch. No expensive mig or tig welder is required. The finished joints look like they have been soldered rather than welded, but it is strong and worth consideration. Some practice is necessary to get the hang of it because aluminum does not get red like other materials when it is welded; it simply melts away without warning. You need to heat the aluminum and remove the flame, then touch the rod to the aluminum. (Do not melt the rod in the flame of the torch. This creates a meltdown that will ruin the project.) Some possible uses are repairing landing gear, making or repairing mufflers, wing struts, or any other small aluminum part.

from the newsletter of the
Pekin R/C Club
Jim Shupe, editor
Bloomington IL

Good gluing

A good glue joint is no accident, but it is not hard to achieve either. Materials must be clean and dry, and the pieces should make a good fit; most glues are not fillers. When gluing wood, your best choice is often to use white or yellow glue. Be sure to use a waterproof version if the materials will be exposed to moisture or humidity. Pressure should be applied until the glue sets. For most modeling applications, this can be accomplished with clamps, rubber bands, or T-pins. A good glue joint is usually stronger than the material being glued.

Steaming dents

No matter how hard you try to protect a model airplane, there always seems to be some hangar rash before you are finished. Here is a fix for a mild dent. Get out the iron, set it to steam, cover the dent with a damp rag, and get to work. The steam will cause the wood to expand, in effect, swelling the dent out. If the wood fiber has been crushed, put the iron away and get out the wood filler or be prepared to cut away the damaged part and replace it.

from *MACA News*
Miniature Aircraft Combat Association
Bill Maywald, editor
Corona CA

from AMA National Newsletter March 2003



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 Helicopters flown into the ground	Tom Hier
Most money spent on helicopters:	Jay Nardone
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 Hassert
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 (Still in Progress)	Bill Hassert

**New Record Category

Please report all future records in any category you can think of to Jim or Chris. They'll be published!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

April 20th Work day @ Baughers 9:00 AM
 May 3 rd Work day @ Speigle 9:00 AM
 May 6th WAM Meeting @ VFW Hall 7:30 PM
 May 10th Instructor day @ Baughers
 May 18th Fun-Fly @Speigle 12: 00 noon
 June 3rd WAM Meeting @ VFW Hall 7:30 PM

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

Dale Johnston

Dale was instrumental in setting up and running and making a great success of the Mall Show in February. Dale also volunteered to take over as the AMA Liaison position

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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large: John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall: Lloyd Briggs 410 833-7450

Spigle Field

Editors: Jim & Chris Hodges 410 875-2669 1605 Valley Dr. Westminster, MD 21157

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

NEXT MEETING

June 3, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 4

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

No message from Jay this month as he is still in Iraq

JUNE EVENTS

June 8th—Pond Fly @ Baughers Pond

June 22nd—Fun-Fly @ Baughers Field

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Event Schedule.....	Page 4
Instructors.....	Page 3
Minutes of the Meeting.....	Page 2
New Members.....	Page 3
Sales.....	Page 5

WAM in MAY

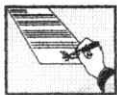
CAN YOU SAY RAIN?

To say May was a washout would not be an exaggeration. After the work day at Spigle Field the first weekend of the month we have not had a weekend without rain.

We did manage to get Spigle ready for the year. The canopy was erected and most of the shed received a coat of paint. Thanks to those who showed; Dale Johnston, Mark Eastman (apologies to Mark for leaving his name off last months Baugher's list) Jim Hodges, and Bob Donahue.

The other events, Instructors Day and the Fun-fly, were rained out. I was hoping Memorial Day weekend would turn out to be a dry weekend but no such luck.

June has got to be a better month weather wise. Remember, June 8th is the Pond Fly and June 22nd is a Fun-Fly at Baughers Field.



MINUTES OF THE WAM MEETING

May 6, 2003
John Schaffner

1. The May meeting of WAM opened at 7:35 PM at the Westminster VFW by our vice president, Lou Omansky. The meeting was attended by 13 regular members and Honorary Member, Milt Peacock.
2. President Jay Nardone was absent tonight.
3. A reading of the minutes from the April Talespinner was waived and approved as they appeared.
4. Lou passed on a request from the VFW manager for us to please leave the dining room as we found it. No peanut shells on the floor, please.
5. Treasurer Bob Allen was absent tonight.
6. AMA rep Dale Johnston had announcements of shows & markets coming up. Details are elsewhere in the Talespinner.
7. Field Marshall (Spigle), Lloyd Briggs announced that the canopy at Spigle Field has been erected and the shed has been painted. Also, that the chain across the rail needs some adjusting to accommodate the wide vehicle that uses the road. Field Marshall (Baughner's), Wendell Richards, announced that field in great shape also. The road in is now much better.
8. John Schaffner read the latest letter from our Belgian correspondent, Nick Jonckheere. Nick has been running around Europe and England on his ancient motorcycle.
9. Property Manager Wendell Richards, reported all items accounted for.
10. Carroll Co. Liaison, Wendell Richards, reported no word from C.Co.
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 within 10 days after any meeting.
12. The vote on the by-laws change has been post-phoned until the June meeting.
13. Tax Exempt status for the club was discussed in connection with holding a raffle.
14. Bill Hasert spoke about a Free-Flight Fun Fly that he had attended over on the Eastern Shore. Brought back exciting memories for us old(er) guys.
15. Chris Hodges brought in his new AFR Cessna Skylane to the meeting for display. Thanks Chris, we will be waiting to see it fly.
16. No 50/50 tonight since we had no treasurer.
17. Meeting adjourned 8:40 PM.

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

Here is the latest from our Belgian friend Nick

23 April 2003
Hi John,

I realize that it has been AGES (well, months) that we have not emailed. Myself, I have now about 3 lives... Since the beginning of this year I have this wonderful girlfriend Patricia (Pat) and she is (guess) the daughter of a modeler... I know the family since I started flying models in 1989... She loves traveling and England as much as I do, but we plan a trip to Sweden this summer (with my Volvo of course).

At work, very busy, I gave two days of lectures in Human Factors. Wrote the book, and now have to train all the people of our Technical Department. About 30 that is, in groups of 4-6. Had a really good group these two days.

Also, I'm still very much into the old bikes. We're going to a meeting in Holland this weekend and to another one in England in June. This with the Premier (you have a picture), but I am at the moment working on the carburetor, which gave me a bit of trouble during the Pioneer Run from Epsom to Brighton in March.

That new Rutan-thing (ed: SpaceShipOne) is absolutely amazing... That air show (ed: Reading 6,7,8 June) looks very very promising... A bit like Duxford? Bring over my very best regards to your family and the WAM members.

All the best,
Nick JRS

Note: Check out <http://www.scaled.com> for the SpaceShipOne. Far out!

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

NO NEW MEMBERS

Be sure to welcome new
members when you see them!

AVIATION HISTORY

APRIL

- 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!!

MAY

Kirk Lindsey

Steve Linfield

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
cnch3@bellatlantic.net
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
emgl@adelphia.net
Gray, Augie
asgjrg@msm.com
Faulkner, Bud
budndee@ccscomputers.net
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net
Lachance, Doug
dlastchance@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.schaf@verizon.net
Wunderlich, John
jwunderlich43@aol.com
Yachera, Mickey
myachera@md.prestige.net
Zaykoski, Richard
zaykoski@carr.org

(*) new address

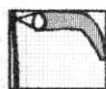
Foreign Correspondents

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
Bob Jenness	410 374-9628



WAM'S EVENT SCHEDULE

June 3rd— WAM Meeting @ VFW Hall 7:30 PM

June 8th— Float Fly @ the pond 12:00 noon

June 22nd—Fun-Fly @ Baughers 12:00 noon

July 1st— WAM Meeting @ VFW Hall 7:30 PM

July 20th—Fun-Fly @ Baughers 12:00 noon

Crab Feast—To Be Determined

August 5th— WAM Meeting @ VFW Hall 7:30 PM

August 24th—Fun-Fly @ Baughers 12:00 noon

September 2nd— WAM Meeting @ VFW Hall 7:30 PM

September 21st—Fun-Fly (Big Bird) @ Baughers 12:00 noon

October 7th—WAM Meeting @ VFW Hall 7:30 PM

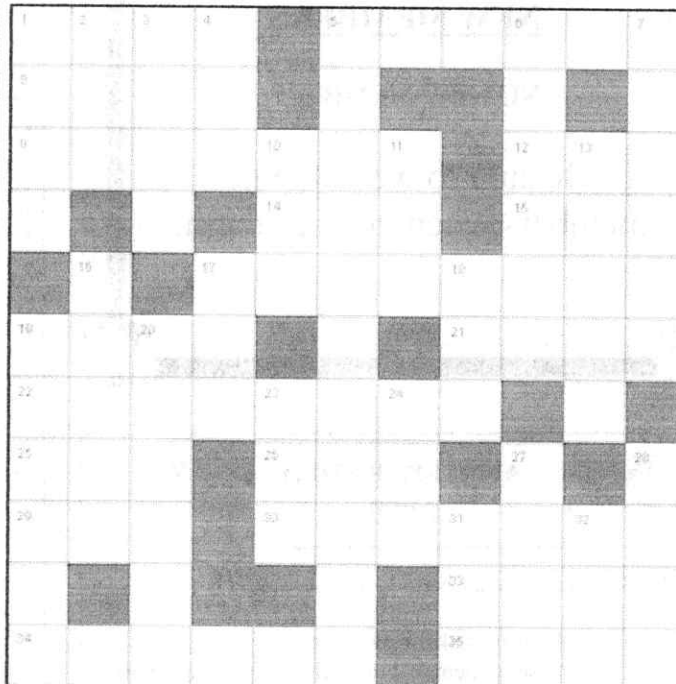
October 19th—Fun-Fly @ Speigle 12:00 noon

November 4th—WAM Meeting @ VFW Hall 7:30 PM

December 6th—Award Dinner @ VFW Hall 6:00 PM

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.



Crossword puzzle

By ANGELA LOBRETO

Across:

1. Circuit breaker
5. Muffles
8. Tiny land mass
9. Common to planes, fish, and some car fenders (2 words)
12. Pigeon word
14. Expert combat pilot
15. Wedding phrase (2 words)
17. Floral landing on Superior (2 words)
19. Bull encounter of the worst kind
21. Not his
22. One NiCd (2 words)
25. "Greatest possible" (abbrev.)
26. Mouth
29. Procure
30. Stable little RC planes (brand)
33. Sunburn soother
34. Allergy symptom
35. Twist

Down:

1. Is the right size and shape
2. North American country (abbrev.)
3. Cut a thin line in
4. Sea snake
5. Noontime heat or RC meet
6. Enthuse
7. Gets the story first (colloq.)
10. Flight regulators (abbrev.)
11. Born
13. Aromas
16. Knight
17. Allow
18. Bashful
19. Dials and indicators
20. Sound of loose parts
23. Wheel angle
24. Scrap of cloth
27. Omit
28. Pre-owned
31. Where to jump-start Frankenstein
32. Two thousand pounds

Answers on page 5
From AMA National Newsletter March 2003

Anniversaries

Members that joined in the month of May

Tom Heir 5 years

ATTENTION

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

WAM'S WEB SITE ADDRESS

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



FOR SALE



"ERCOUPE" - 1/4 scale 90"

w/s [not Zirol's]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

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Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$1200. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd.

Finksburg, MD 21048

Milt Peacock - 410-833-3122 / e-mail >mpeacock@erols.com <



FOR SALE



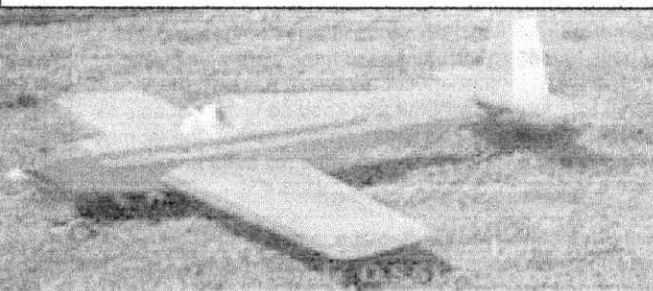
'Southern Eagle'

It is a new plane and a excellent Flyer.

Wing span 62 in.

Powered by a new O.S. 61 two stroke engine.

\$225 John Kirk 410 825 8138



FOR SALE



GREAT PLANES 40 EXTRA 300

W / THUNDER TIGER PRO 46 MOTOR
5 SERVOS, RECIEVER, BATERRY, ETC.

\$275.00

717 642-5687



FOR SALE



ENGINES

ASP 108 w/ O.S. 7D Carb

Super Tiger .45 [both like new]

Dave Mitchell ~ 410-668-6690



FOR SALE



Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown, never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00



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

You can fly right side up, now try inverted flight

By JOSE VAZQUEZ

You have mastered flying right side up, or so you think. Your next challenge is to fly upside down. While not required for all, knowing how to fly inverted could save your airplane.

I remember the first time I flew an airplane with flaps. After a brief takeoff with full flaps, my model started to loop and was on its way back to the ground. Since the flaps were new to me, I didn't realize what kind of effect they would have on the aircraft. I was even less familiar with the flap knob so I was not able to make a correction using it. My solution was to stop the loop by flying the airplane inverted while I cleared my mind and readjusted the flaps.

Flying inverted can save your airplane in many other instances, such as when your model drops from a hover or when you are not able to complete that low pass loop.

So how do you do it?

It's easy. When inverted, two of your controls—the elevator and the rudder—will feel like they are reversed. The ailerons will feel this and turn the airplane in the same direction as if it were flying right side up.

The easiest way to learn to fly inverted is by starting a loop (make sure you are at least 200 feet up for safety). When you reach the top of the loop, try to keep flying while inverted, like an immelman without the roll. This will require you to apply down elevator (stick away from you) and steer/maintain level flight with your ailerons. Note that you will apply down elevator to raise the airplane's nose and up elevator to bring the nose down (opposite of what you've already learned). If you feel uncomfortable, just pull on your elevator and complete the loop.

Once you can hold the airplane steady for a while, use your ailerons to fly it like you would during regular flight. Fly a pattern around and do some figure eights. When you feel comfortable with this, you can start to use the rudder to make your coordinated turns, but remember that now the rudder acts opposite what it does when you're flying right side up. From there, it is up to you to see how many maneuvers you can accomplish while inverted—loops, snaps, spins, etc.

You can also perform a half roll to get your airplane inverted, but I do not recommend that when you are starting out since there is a greater loss of altitude involved if you make a mistake.

from the newsletter of the
Low Country R/C Fliers Club
Jose Vazquez, editor
Charleston SC

From AMA National Newsletter March 2003

FOR LAUGHS: Basic Radio Control definitions

Angle of attack: Direction from which you are hit after setting up a nice mid-air with your clubmate's new airplane.

Autorotation: What your car does on icy roads.

Balsa: What dreams were made of.

Bernouillism: Name of an antique sect regularly discussing religious problems (the weight of air, the speed of air, the 'mystic' reconnection of air). Also—auto generates flames.

Blind nut: Judge at a pattern contest.

Carpet fiber: When others are bragging about their high-tech composite airplanes, and you have only the Gentle Lady you built on the floor of your two-room apartment, you mutter quickly, under your breath, "Yep, this baby's reinforced with carpet fiber!"

Circle tow: How to point someone in the direction of the scoring tent when you have both hands holding your airplane together until the quick epoxy sets.

Crash: Quick method of removing the radio and engine from one model to fit them in your new model.

Center of gravity: Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

Computer: Device that enables you to make mistakes at the speed of light.

Cyanoacrylate: Special glue, designed to instantly glue fingers to balsa structures. Also—special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned. Also—substance used to make eyes water profusely at critical points in construction.

Dead stick: Two of these can be found on your transmitter after failing to properly charge your batteries. Also—how the yucca your aunt gave you to clear the air in your shop looks after three months lack of water.

Downwind turn: Sensitive item that, when posted in rec.models.rc.air, will generate more than 100 entries.

Engine: Device designed to make noise. It will suddenly stop making this noise when beyond glide-in distance.

Epoxy: The stuff that has replaced the balsa after the flying season.

Failsafe: Option on PCM radios that allows a pilot to choose whether to crash nearby or far away.

Firewall: Removable part of fuselage that comes off on landing.

Flare: What someone has when they're good enough to show off. Also—beginner's luck.

Flying wing: To be seen after too tight a loop.

Fuel tank: Plastic bottle, designed to leak when placed in totally inaccessible locations.

Cont. on pg. 7

Fuselage: Optional interconnecting structure between wings and engine. Also: Receptacle into which the radio control (RC) pilot stuffs money in the hope his airplane will fly better.

Glitch: What you holler when you pull up elevator while flying inverted at a 10-foot altitude.

Gravity: Force of nature designed to reduce aircraft to their component parts.

Landing gear: Structure to separate fuselage from runway after landing.

Mean air chord: That nasty minor eighth note caused when your wings snap on launch and whack together.

Mixture screw: Device to meter too little fuel to the engine at critical moments.

Nosewheel: Implement used to remove firewall.

Propeller: Rotating knife that cuts holes in the air, which the aircraft falls into, thus propelling the aircraft. Also—handy tool to cut away excess skin on knuckles.

Prop nut: What Glider pilots call Power pilots.

Radio: Expensive electronic device to randomly alleviate overcharged batteries.

Radio glitch: Documented electronic occurrence, causing immediate and irreparable loss of control. Also—the source of any crash when there is a possibility of someone else's radio in close proximity to the airplane.

Sink: Non-mythical meteorological event stimulated by RC soaring contests.

Snap roll: After a nice hard G roll, something snaps (usually the wing). Aerodynamic ability will slightly diminish.

Stall: Score: Gravity - 1, Mr. Bernoulli - 0.

Swept area: The only part of your apartment not covered in balsa dust.

Tail-dragger: RC pilot who has spent an hour looking for his airplane in a forest.

Thermal: Mythical occurrence of rising air usually where one's sailplane is not.

Tip stall: Offering several minutes worth of unrequested advice to a nearby pilot instead of taking your turn to launch off the winch; used when sink is in the air and contest points are at stake.

Trainer cord: Handy device for electronically instilling false confidence in rookie pilots.

Tree: Implement used to separate wings from fuselage.

Upwind turn: Same as downwind turn ... No, it isn't! Yes, it is! No, it isn't! Yes, it is! and so on.

Wing: Device that, due to its airfoil, allows air to flow faster over the top, thereby giving you the opportunity to pour excess funding into the resulting low-pressure area.

from *The Knight Flyer*
Northern Knights Model Airplane Club
Ron Swindle, editor
Kansas City MO

From AMA National news letter March 2003



CURRENT WAM RECORDS

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Person most deserving of being teased at CCMA :	Ron Bowen
Person taking the longest time to complete a model:	Bill Hassert
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Most butterfly wing flaps on a flier's hat	Lloyd Briggs
Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett
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Person Who Took the Longest Time to Solo (Still in Progress)	Bill Hassert

**New Record Category

Please report all future records in any category you can think of to Jim or Chris. They'll be published!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

- June 3rd WAM Meeting @ VFW Hall 7:30 PM
- June 8th Float Fly @ the pond 12:00 noon
- June 22nd Fun-Fly @ Baughers 12:00 noon
- July 1st WAM Meeting @ VFW Hall 7:30 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

MEMBER of the MONTH

Ed Bradley

Thanks to Ed for his hard work in making the Flea Market such a success again this past February

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. ---

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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall : Lloyd Briggs 410 833-7450

Spigle Field

Editors : Jim & Chris Hodges 410 875-2669 1605 Valley Dr. Westminster, MD 21157

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

NEXT MEETING

July 1, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 4

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Is the weather ever going to change? Man I am so ready to fly! I want to thank each and every one of you who welcomed me home with the kind words. All of our veterans know the sacrifices of war and there is no where like the U.S.A!

There is a lot of things going on in the club and I am so proud of our members that continue to help out. I try to continue to be positive and try to encourage our members in any way I can. I do get discouraged though when I see the same folks over and over again doing what needs to be done. I know the ten percent rule is alive and well in every club but it is not fair and I would like to ensure we all have a great time.

At the June meeting I told the members since we did not have a volunteer or committee for the summer crab/barbeque event we will just drop it.

A suggestion was made that maybe we should have it during the July fun fly. I think this is a great idea. At the Float fly this past weekend Linda Bradley volunteered to help organize the crab feast for

continued on page 4

JUNE 8th FLOAT FLY

Sunday June 8th we held a Float Fly at Baughers' pond behind the orchard off Rt. 140. Although only a few hand float planes many members attended to cheer on those that did. Also John Sterrett brought his RC sail boat to complement his plane.

The weather was not the best but considering the weather we have been having this year you could almost call it a perfect day. It did not rain.

For those that did not fly the Bradleys made sure no one went away hungry. The food and socializing as usual was very enjoyable.

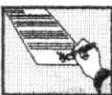
Thanks also thanks to young ed Bradley and Chris Hodges for their services in retrieving the planes and boat when required.



Bob Donahue's Telemaster waiting it's turn

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MINUTES OF THE WAM MEETING

June 3, 2003
John Schaffner

1. The June meeting of WAM opened at 7:35 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 17 regular members, one guest, Eric Belt, and Honorary Member, Milt Peacock.
 2. A reading of the minutes from the May Talespinner was waived and approved as they appeared.
 3. V.P. Lou is studying the IRS manuals preparing to apply for tax-exempt status so the club can legally hold raffle activities. More later on this subject.
 4. Treasurer Bob Allen reported on all of the spending that he has been doing on behalf of the club. Bob also reported that 42 members of 49 have paid their dues.
 5. AMA rep Dale Johnston had announcements of shows & markets coming up. Details are elsewhere in the Talespinner.
 6. Field Marshall (Spiegle), Lloyd Briggs announced that the road to Spiegle Field is passable in spite of all the rain we have had.
 7. Field Marshall (Baughers), Wendell Richards, was absent tonight.
 8. Announcement was made for the Water Fun Fly at Baughers Pond on 8 June.
 9. Announcement was made that the Fun Fly on 20 July at Baughers would include crabs. Cost to be split by the eaters.
 10. Bylaws changes previously discussed and publicized were voted on and passed unanimously.
 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 within 10 days after any meeting.
 12. The clubs mowers are continuing to experience major problems. Discussion was had on buying a decent one brand new. A motion was made to establish a "Mower Fund" to receive contributions. Donors can send a check directly to Treasurer Bob Allen.
 13. The vinyl sign to be placed at Baughers Field was shown to the members. It is a beauty and should attract the attention of anyone driving by on Rt. 31.
 14. John Sterrett demonstrated his new super lightweight DH Tiger Moth. The airplane is from Horizon and tips the scales at 8 ounces (soaking wet.) John says that it is a great flyer and able to withstand a serious crash without serious damage.
 15. 50/50 tonight was drawn for Tom Hiers who was not present. Money in the kitty for Christmas.
 16. Meeting adjourned 9:15 PM.
- Wear your name badge. The new members want to know you.



Above: Bob Allen Completes a successful flight.
Below: Linda Bradley prepares the chow.



TRACTOR FUND

A fund is being established to purchase a tractor for the club. It is an excellent means of raising money and providing a valuable service to the club. The fund is open to all members and non-members alike. Any amount, no matter how small, will be appreciated. The fund is being established to purchase a tractor for the club. It is an excellent means of raising money and providing a valuable service to the club. The fund is open to all members and non-members alike. Any amount, no matter how small, will be appreciated.

Frequency Chart

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

NO NEW MEMBERS

Be sure to welcome new members when you see them!

AVIATION HISTORY APRIL

- 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.

*To everyone,
I'm sad to have to report that our friend and fellow modeler, Alvin Jenkins, passed away last night [May 29/30] due to a heart attack. Al was a member of RCMB since 1995 and also a member of UAA Chapter, Banghams Big Boys for several years.*

Milt Peacock

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
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
emg1@adelphia.net
Gray, Augie
asgjrg@msm.com
Faulkner, Bud
budndee@cescomputers.net
Hier, Tom
thier@home.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net
Lachance, Doug
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
John Sterrett
jsterr5@aol.com *
Wunderlich, John
jwunderlich43@aol.com
Yachera, Mickey
myachera@md.prestige.net
Zaykoski, Richard
zaykoski@carr.org

(*) new address

Foreign Correspondents

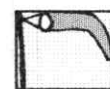
Nick Jonckheere/Belgium
nick.jonckheere@hotmail.com

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
Bob Jenness	410 374-9628

Pilot to Copilot from page 1

September if the club would like. This is your second chance to try again. Please offer your help to Linda if you want to have this event. I think this would be a better time for us to have the event.

Another item I want to mention is the tractor fund. We decided at the June meeting that we need to take care of our tractor situation once and for all. Bob Allen and I spent all day Sunday and 4 hours on Monday night fixing the John Deere and the Ford at Spiegel. The John Deere will require maintenance again soon and we can not afford to continue the \$200 - \$300 bills these repairs require. So.... Our plan is to ask for your generosity to help the club. If each member can contribute something, \$10,\$20, up to \$50 this will help greatly. We are looking at an industrial grade mower that will hold up over time and to cut Baughers with it. This will allow the club to retain the \$1600 - \$1700 yearly we spend on cutting and pay the tractor off in roughly two years. The board will be presenting the final decision on the tractor at the July meeting and we will purchase it shortly after.

Get your batteries charged and safety check your airframes and gear. We are going to have tons of fun this year. Check the events area on the web page or the TAILSPINNER for event dates. The fun fly's are scheduled and we are ready to go.

Come on out and enjoy what the club has to offer!

See you in the pits..... Jay Nardone

Anniversaries

Members that joined in the month of June

Johnathan Morley	1 year
Gerrit Spieker	1 year
Rich Zaykoski	1 year

ATTENTION

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



WAM'S EVENT SCHEDULE

July 1st— WAM Meeting @ VFW Hall 7:30 PM

July 20th—Fun-Fly @ Baughers 12:00 noon

Crab Feast—To Be Determined

August 5th— WAM Meeting @ VFW Hall 7:30 PM

August 24th—Fun-Fly @ Baughers 12:00 noon

September 2nd— WAM Meeting @ VFW Hall 7:30 PM

September 21st—Fun-Fly (Big Bird) @ Baughers 12:00 noon

October 7th—WAM Meeting @ VFW Hall 7:30 PM

October 19th—Fun-Fly @ Speigle 12:00 noon

November 4th—WAM Meeting @ VFW Hall 7:30 PM

December 6th—Award Dinner @ VFW Hall 6:00 PM

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.



HAPPY BIRTHDAY!!

JUNE

Mark Eastman
Robert Johns Sr.

Richard Jakubs
Johnathan Morley

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

WAM'S WEB SITE ADDRESS

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



A NOTE FROM THE PRESIDENT.....

Fellow Members,

I wanted to take a minute to explain what has been happening and will happen with our tractor / field issues. I understand that some of you can not attend the monthly meetings so I wanted you to know what was happening. Over the last two months a few of us have invested close to 40 hours working the tractors at both fields multiple times. A fair estimate is that these repairs has cost the club roughly \$400 - \$500.

We decided at the June meeting to have an Executive Board meeting to discuss options to rectify this on-going problem. What the board identified was two things, one is that the tractors WAM possesses are not adequate to handle the task of our routine field maintenance. Secondly although members intentions are good and helpful, members are not trained properly on operation and maintenance of the equipment. This has directly resulted in the demise of all three pieces of lawn gear.

Our solutions are the following:

1. Purchase a new tractor that is adequate to handle the task of cutting Baughers field weekly. Bob Allen and I investigated options and decided that the John Deere GX100 would be the best choice for the funding we wish to spend.
2. WAM officers will change the shed combinations to better control access to the maintenance equipment. This equipment will be limited to grass cutting crews and WAM officers only. There will be no other reason for members to access the maintenance equipment.
3. Form grass teams for both fields. This is the field Marshall's responsibility to organize.

At the June meeting I asked for a vote to start a voluntary Tractor fund. Many members including myself have been generous and contributed. We asked that if each member could donate roughly \$40 - \$50 this would help offset the cost of the new tractor greatly. The remaining balance will be financed over the next two years. We will cancel the cutting service and apply that cost savings to the new tractor. At this point the Executive board agreed that a mandatory assessment be voted upon. This would assure that the club has funding to back our needs and plans. Once the tractor is paid in full the club can focus attention on our other items on our wish list.

We realize some members will disagree with the cancellation of the lawn service, but the bottom line is that it costs the club a great amount of money each year and we have no control over the quality. This has been a bad year for weather but I have been less than happy with the results of the lawn service. I would hope that we are all not that lazy that we don't want to protect and care for our investments in the club and our fields.

Thank You, Jay Nardone

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 /

e-mail >mpeacock@erols.com <



FOR SALE



Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

**Sig "Something Extra" Kit 40 to 50 engine
All Lazer cut 51.5 span 614 sq. in. area \$60.00**

**Hot Line "Mini Comanche" RTF (has been flown, never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00**

**Ken Hands
410 795-2060**

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

Radio Control equipment check list

List courtesy of Chuck Baker and Doug Gifford

AIRFRAME

- Check wing for warps and use a heat gun to correct if necessary
- Check wing attachment mechanism (dowels or bolt on)
- Check for loose covering and seal down and remove wrinkles if needed
- Check physical attachment of fin and stabilizer
- Verify that name, address, and AMA number are in or on aircraft and are legible

CONTROL SURFACES

- Check linkage for flexing/bowing—should be able to move servo with control surface (Note that some servos do not like to be reverse-driven, so be gentle)
- Check control horns and clevises for tightness/wear/keepers and replace if necessary
- Check thread-on metal clevises and tighten jam nuts and check keepers
- Check brass threaded couplers—use only on throttle (use stainless on control surfaces)
- Check for broken or worn hinges and replace if necessary

RADIO INSTALLATION

- Check servos, servo tray, and servo rails for secure mounting
- Check servo output arm screws and linkage attachments (clevis, EZ connector, Z-bend)
- Check receiver on/off switch for proper actuation and mounting
- Check all servo connections to extensions and the receiver itself
- Check receiver and battery foam padding—replace if worn or fuel soaked
- Check antenna integrity and routing
- Check battery capacity with cycler or ESV—replace if less than 80% of rated capacity

LANDING GEAR

- Check landing gear for bends and replace as necessary
- Check that landing gear mounting screws are tight
- Check nose gear/tail wheel linkages—verify travel and no binding
- Check that wheels spin freely and tighten wheel collars if necessary (use fuel tubing outside of collars)

ENGINE/PROPELLER

- Check engine mounting—engine to mount, mount to firewall, firewall to airframe
- Check engine cylinder head bolts and muffler attachment
- Check valve clearances on four-cycle engines
- Inspect propeller for nicks/cracks
- Check needle friction for both high-speed and low-speed needles (if applicable)

FUEL SYSTEM

- Remove fuel tank and check for debris and/or leaks (vacuum test)
- Replace fuel tubing between fuel tank and engine if it looks worn/old
- Use filter between muffler and fuel tank to eliminate debris
- Hold airframe nose up and shake to verify that fuel tank clunk is free

SUPPORT EQUIPMENT

- Empty out your flight box and clean it
- Review tools carried and remove any you don't use
- Stock up on glow plugs and props that you will need
- Charge/check 12-volt starter battery
- Charge/cycle glow plug battery and replace if necessary
- Test electric fuel pump/lines/filter to verify everything works properly

from AMA National Newsletter May 2003

Sheeting a compound curve fuselage

By AVEY SHAW

Sheeting a compound curved fuselage is difficult no matter what method is used, but I have come to the conclusion the best method is as follows. Select a firm but flexible balsa. If using 1/8-inch sheeting, be aware that in areas that have considerable contours you shouldn't try to use more than 11/4-inch in width.

Soak the balsa in hot water until it is flexible. Some people prefer ammonia. Dry the back side with your heat gun, and glue it to your frame work. That's your first piece.

So far it has been easy. If your second strip will contour to the shape of the first without much fight, you can continue gluing it into position. At this point, a considerable bow or bend will have developed, and a third strip, cut with parallel sides, won't work out.

Cut from stiff paper or cardboard a strip two inches wide and butt the edge of the cardboard to your mounted strip. Note the gap. Do not force the cardboard to close the gap. Measure the gap's widest opening and cut a scrap of balsa larger than that and about 1/2-inch long. Drill or punch a hole for a pen halfway, 1/4-inch from each end. Now let the pen protrude through, leaving enough material so it's larger than the gap. You can bank off the glued strip and run a line on the cardboard (see diagram). Cut along that line and match it to the curve on the strip. Adjust if necessary.

Spray 3M Super 77 adhesive on the back of the cardboard. Set it on the balsa you are going to use for your next strip. Run your X-acto knife along the edge of the cardboard, transferring the shape to the balsa. It is a good idea to flip over the cardboard and repeat that curve on the topside of the same strip you apply. Wet the strip down, and you're in business. Keep in mind to work opposite sides to keep the fuselage straight.

from *The Altitude*
Long Island Radio Control Society
Lionel Berstein, editor
Bohemia NY

from AMA National Newsletter May 2003



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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

TAXI FOR TAKE-OFF AT THE POND FLY JUNE 8th

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VISITORS ARE WELCOME !!!





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THE TALESPINNER

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AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

August 5, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 7

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Fellow pilots, what a great season we are now having. I am sure glad that the weather is starting to give us a break and we can enjoy flying! The fields are busy and the turn out has been a good sight to see. Please think safety when flying. I like that phrase, "Safety is no accident." I've witnessed a few times this year members flying over the pits, not intentionally but it is still an unsafe practice. Please try to stay out over the fields.

I want to thank again all of our members who have contributed to the tractor fund. I also want to encourage those who have not. There is no deadline on the fund and every little bit helps. I want to thank all of the members who have gone above and beyond to help us board members and field marshals to get the tractors and fields in tip top shape. If you haven't been out to the fields yet, you should notice the difference right away. WAM is now in control of cutting the grass and

cont. pg. 2

JUNE 22nd & JULY 20th FUN FLY

We have two very successful Fun Flies since the last issue of the Talespinner.

The June Fun Fly had a good turn out even though the weather was questionable in the morning and was not ideal in the afternoon at least it was dry. As usual the food was good thanks this time to John Sterrett and Pat Kowalski. Several new members were there with their families as well which is good to see.

The July Fun Fly turned out to be one of the best attended in several years. The weather was near perfect in sky, wind and temperature. The eats this time were supplied by Bob Allen and expertly prepared by Bob Jenness. Anyone that went away hungry has no one to blame but themselves.

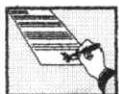
If your not coming out to these events your missing out on a lot of fun. Next time be sure to be there.



Dutch sets up at the June Fun Fly

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MINUTES OF THE WAM MEETING

July 1, 2003

John Schaffner

1. The June meeting of WAM opened at 7:30 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 24 regular members, and Honorary Member, Milt Peacock.
2. A reading of the minutes from the June Talespinner was waived and approved as they appeared.
3. Jay announced that the club's sign has been installed at Baugher's Field and is visible from Route 31.
4. V.P. Lou Omanski is proceeding with the IRS, processing the application for tax-exempt status so the club can legally hold raffle activities.
5. Treasurer Bob Allen reported on the research prior to the purchase of a new John Deere riding mower. The mower will be bought this week and installed at Baugher Field along with the older John Deere currently in use. Future use of the mowers will be restricted to those members deemed qualified. This is being done to reduce the cost of maintenance.
6. Report on the Pond Fly was that a good time was had by all. Even the plane that was dunked dried out to fly again.
7. There were no communications this month, domestic or overseas.
8. AMA rep Dale Johnston was absent but Bill Hasert announced that the Carroll County Public Library Directory of Organizations has been updated for the WAM Club.
9. Field Marshall (Spiegle), Lloyd Briggs announced that the road to Spiegle Field is rough at the top. It needs work and the overgrowth on the lane needs attention. A work day is scheduled for July 26 at 9:30/10:00. Volunteers are needed. Remember that Spiegle Field is closed on Thursdays and Fridays per a long-standing agreement with Carroll County.
10. Field Marshall (Baugher's), Wendell Richards, reported this field was wet but drying. Should be beautiful with a passable amount of sun and mowing.
11. Announcement was made that the Fun Fly on 20 July will be at Baugher's. Starts at Noon.
12. If you wish to be on an e-mail list to receive club news and announcements contact Mark Eastman with your address.
13. 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 within 10 days after any meeting.

14. The "Mower Fund" is now open to receive contributions. We expect to receive an average of \$50 per member. Donors can send a check directly to Treasurer Bob Allen. This is less than a dollar a day to be able to enjoy our flying. Let's all come through. It is a one-time thing.
15. 50/50 tonight was drawn for John Oertly, who was not present. Money in the kitty for Christmas.
16. Meeting adjourned 8:50 PM.

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

President's message from page 1

maintaining our fields and it shows. I am proud to say that our plans are working quite nicely.

We have many events planned for the summer and lots of fun ahead. Please come out and enjoy your club and the fellowship for our membership. Check the Tailspinner and web page for updates on fun fly's and the crab feast for the latest information.

Come on out and enjoy what the club has to offer!

See you in the pits..... Jay Nardone

TRACTOR FUND

A fund is being established to purchase a tractor to cut grass as the current equipment is in an age that more time is being spent repairing them than the time it takes to cut the grass.

Any member wishing to make a voluntary contribution should send it to the Treasurer, Bob Allen.

Please make note that the money is for the tractor fund.

Frequency Chart

Angie Gray has volunteered to update the list of frequencies that the club flies on. If you would, please take the time to contact Angie and give him the channels that your radios are using.

This will be a tool the members, especially the newer members, can use when purchasing a new radio.

Contact Angie: phone 410 259-0516
e-mail asg@jimhamm.com

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

NO NEW MEMBERS

Be sure to welcome new members when you see them!

AVIATION HISTORY

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

Wing servo mounting

One way to mount a servo on a foam wing is to mount flush. This is especially advantageous for racing airplanes or gliders, where drag reduction is important. Make a hole in the wing (hot cut, razor, or router), line with a 3/32-inch balsa on the sides, and put in plywood corner pieces to accept the screws for the cover.

The cover is made of 1/16-inch ply, to fit flush with 1/16-inch wing skin. Mount the servo onto pine or plywood blocks, glued to the cover (or use servo mounting tape). Cut a slot for the servo arm, and you're set. This type of mounting is strong, light, and allows for easy access to the servo.

from AMA National Newsletter July 2003

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
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asg1rg@msm.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Lachance, Doug	dlstchance@webtv.net
Miles, Ray	rkmls@car.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com
Schaffner, John	jschaffn@verizon.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Wunderlich, John	jwunderlich43@aol.com
Zaykoski, Richard	zaykoski@car.org

(*) new address

Bold : verified address

Foreign Correspondent

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
Bob Jenness	410 374-9628

SPIEGLE FIELD NEWS

On Saturday July 26 we had a work day at Spiegle Field. We added two new tables, finished the painting of the shed and did some more grounds keeping. John Sterrett brought his brush hog and reclaimed some of the perimeter that we had lost to encroachment. The trees and brush was trimmed back away from the road. Thanks to all that came up and lent a hand.

Now that we have the new tractor at Baughers the red tractor has been moved to Spiegle and the Deere was moved back to Baughers.

For those who have not come out or are not aware, Wednesday evenings at Spiegle have been great fun. The winds are mild and the sun is to your back and the heat of the day is gone. There have been as many as a dozen or so people show up and on a couple occasions someone has brought drinks and food to cook on the grill.

So if you can, plan to come out on Wednesdays. The fun starts between 5:00 PM and 5:30 PM and runs until dusk. Remember the days are getting shorter but there is still a couple months of good evening flying left.

See you there!



WAM'S EVENT SCHEDULE

August 5th— WAM Meeting @ VFW Hall 7:30 PM

August 24th—Fun-Fly @ Baughers 12:00 noon

September 2nd— WAM Meeting @ VFW Hall 7:30 PM

September 21st—Fun-Fly (Big Bird) @ Baughers 12:00 noon

September 27th—Crab Feast @ VFW Pavilion 2:00 PM

October 7th—WAM Meeting @ VFW Hall 7:30 PM

October 19th—Fun-Fly @ Spiegle 12:00 noon

November 4th—WAM Meeting @ VFW Hall 7:30 PM

December 6th—Award Dinner @ VFW Hall 6:00 PM

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.

Anniversaries

Members that joined in the month of June

George Orton 2 years

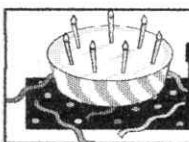
Chris Hodges 4 years

Jim Hodges 4 years

Robert Johns Jr. 4 years

Robert Johns Sr. 4 years

Dale Johnston 4 years



HAPPY BIRTHDAY!!

July

Gordon Belgin Ed Bradley IV

Dave Evans Paul Schaffner

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

ATTENTION

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

WAM'S WEB SITE ADDRESS

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

Eliminating bounce in your landings

In order for a taildragger not to tip over on its nose, its wheels must be ahead of the center of gravity (CG). As it is further forward, it can tolerate rougher ground and the tail wheel can get a better grip on the ground, but the tendency to bounce is worse. But when a taildragger lands, the impact of the main wheels tends to push the nose up, increasing the angle of attack, lowering the tail, and increasing lift—and the airplane is flying again. Eventually, air speed is reduced, and it falls to the ground again, maybe harder. The nose is rotated, and the airplane becomes airborne once again. This process will continue until all flyable air speed is exhausted. The aircraft may continue bouncing due to a phenomenon known as "loping."

Loping occurs in a taildragger when the bounce of the main wheels causes the tail wheel to slam into the ground while the main wheels are still in the air. Then, the tail wheel bounces, slamming the main wheels onto the ground. This argument between the front and rear continues until momentum is lost. But the severity of the loping can increase in the interim.

Loping can occur in trike-gear aircraft as well. If the nose wheel strikes the ground before the main wheels do, the nose is pushed up severely, slamming the main wheels onto the runway. Being behind the CG, the rebound of the main wheels rotates the airplane forward so the nose wheel slams down again, maybe harder than the first time. The process repeats.

Loping in a trike airplane can start with taxiing. If the main wheels hit a bump, weight is shifted forward onto the nose gear. It rebounds, returning weight backward. This pingponging can grow, especially if the airplane is accelerating. The only way to stop it is to stop the airplane. The longer the distance between the main wheels and the nose wheel, the greater the tendency to lope. Loping also increases if the main wheels are too far aft of the CG. Stiff struts and bouncy wheels aggravate matters.

Trike gear has less potential for bounce because the main wheels can be placed closer to the CG. When the main wheels touch down, the impact lowers the nose and the angle of attack, reducing lift. Some trike-gear designs actually have negative angles of attack when sitting on all wheels. This holds the airplane on the runway. Trikes have more positive ground steering because the nose wheel makes firmer contact with the runway than a tail wheel, especially at higher speeds.

Another little-known cause of bounce is main wheels that are too far apart. This may be shocking because this practice is generally considered good for ground handling. It usually is because it improves directional stability when rolling along the ground. What happens when the airplane lands and one wheel hits the ground before the other? A lateral form of bounce occurs from one wing to the other.

One might think that soft tires and springy struts would increase bounce. Not so. More often, bounce is aggravated by the landing gear that is too stiff. Rigidity does not absorb energy; it reflects it. The hardness of the runway contributes to bounce for the same reason. Some early racing airplanes, such as the Howard Ike, had landing gear so rigid they could not land on concrete runways because of the uncontrollable bouncing that occurred.

Cont. on pg. 6

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Which-ever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 /

e-mail >mpeacock@erols.com <



FOR SALE



Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown, never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00

Ken Hands
410 795-2060

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 Crab Feast

Where: Westminster VFW Pavilion

When: Saturday, September 27, 2003

2:00 PM

Cost: \$25.00 Per Person

Crabs, corn on the cob, salads, beer, soda and baked goods

Tickets must be purchased by September 13, 2003

Eliminating bounce from pg. 5

Moving the main gear close to the CG reduces bounce and improves tracking. The Spitfire, for example, is quite bounce resistant, but it tips over easily on rough ground.

Moving nose and main gears closer together reduces bounce and loping, but it degrades tracking and increases the tendency to tip over on rough ground and in crosswinds.

Oleo struts help absorb impacts, but the spring tension must be just right—stiff enough to keep from bottoming out, soft enough to absorb shock. The same may be said of tires.

If your airplane rebounds into the air after a severe impact, head off further bounce by inching up the throttle slightly. Apply down elevator if necessary to level the nose. This increases air speed, prevents a stall, and lowers the rate of descent.

from *Flare-Out*
Twin City Radio Controllers, Inc.
Jim Cook, editor
Minneapolis MN

from AMA National Newsletter July 2003



Bob Jenness cooks and John Sterrett readies his piggy back @ the July FF



TIP TIME: What do you need in your flight box?

What do you consider necessary for your flight box? Usually, the most important are the items needed to keep you flying while at the field. Obviously, you can't carry everything. I tried that once. I custom built my own flight box. When finished, it more or less resembled a steamer truck, and I still didn't have what I needed at times!

When you are beginning, all you can do is make your best guess at what you will need at the field. Better yet, go ask some of the veteran members what they keep in their flight boxes. Some items can be substituted for others. For instance, if you don't use a starter, a leather glove, or a chicken stick to start your model, you'll have plenty of room for band-aids, which you'll surely need eventually!

A small roll of clear packing tape can patch up those cornfield MonoKote dings and allow you to keep flying. Of course, spare glow plugs and props are always high on the list. The nice thing about all this is that among the members who are usually at the field, someone will always have what you're looking for. Don't be afraid to ask for something if you need it.

from *Flying Times*
Valley RC Flying Club
Randy Ryman, editor
Harrisburg VA

from AMA National Newsletter July 2003



Another beautiful plane by Paul

One of Jay's Helies



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 Helicopters flown into the ground	Tom Hier
Most money spent on helicopters:	Jay Nardone
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 (Still in Progress)	Bill Hassert

Casper J. Behr Jr.

Received a note from Ken Hands that one of WAM's founding members, Casper Behr died on July 9, 2003. Ken say Casper started modeling in the 1920's until he had to give it up in the mid 80's fbecause of health reasons. He was a member of the "Junior Birdmen of America", a youth oriented national organization and a predessor of the AMA.

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

August 5th WAM Meeting @ VFW Hall 7:30 PM

August 24th Fun-Fly @ Baughers 12:00 noon

September 2nd WAM Meeting @ VFW Hall 7:30 PM



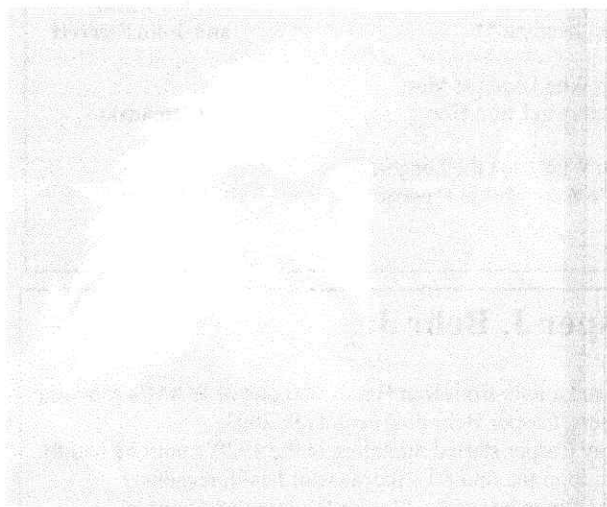
Time to take the long walk

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

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

THE 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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall : Lloyd Briggs 410 833-7450

Spigle Field

Editors : Jim & Chris Hodges 410 875-2669

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

September 2, 2003

7:30 P.M.

VFW Hall

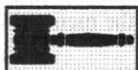
Westminster, MD

Volume 19 Number 8

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Fellow pilots, hope this finds you all well. I hope that everyone is getting in some quality flying at the fields. I am quite pleased at the turn-outs we have been getting at the Wednesday night and weekend get-togethers. The fields are looking great and the tractors are running well. Bob and I just returned from a great vacation at the International Radio Control Helicopter Associations 10th annual jamboree. Wow what a time! Pictures are in the photo area.

I am pleased that we continue to gain new members. These new members are the future of our club and I would ask that everyone please contribute to these new members needs as you can. I also would ask those instructors that don't routinely teach new students, please step up and help. Some of our more frequent instructors are starting to get overwhelmed and it is not fair that they never get a chance to fly their own models.

cont. on pg. 2

RECENT AND UP-COMING EVENTS

In August we had a Funfly at Baugher's Field on the 24th that was again well attended. The weather could not have been any better, it was like a fall day. Bob Allen supplied the chow and Linda Bradley was the chef and as usual all was tasty.

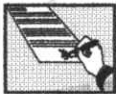
In September we will have our last Funfly at Baugher's Field for this year and this one is the Big Bird Funfly, so bring you largest plane no matter how small. The date for this event is September 21st.

The 27th of September we will be having the Crab Feast at the VFW pavilion. Be sure to check the notice on page 5. If you plan to attend and are going to make the September meeting on the 2nd please bring the money for your tickets. The sooner we get a good head count the easier the final menu planning will be.

Attendance has been excellent all events. Let's make this another success by having a large crowd and a fantastic time.

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MINUTES OF THE WAM MEETING

August 5, 2003

John Schaffner

1. The August meeting of WAM opened at 7:30 PM at the Westminster VFW by our president, Jay Nardone. The meeting was attended by 16 regular members, 7 guests and Honorary Member, Milt Peacock. Guests present were Mike and Nick Krionderis, Chris Allport, Hans Baum, and Anita and Kyle Pearce.
2. A reading of the minutes from the July Talespinner was made by Secretary John Schaffner. Minutes were approved as read.
3. Jay expressed thanks to all those volunteers who showed up at Spiegle Field for the general cleanup. Jay also announced that the tickets are available for the Crab Feast to be held at the VFW on September 27 at 2 PM in the pavilion. Tickets must be purchased by September 13.
4. V.P. Lou Omanski is proceeding with the IRS, processing the application for tax-exempt status so the club can legally hold raffle activities.
5. Treasurer Bob Allen reported that contributions to the Mower Fund have been coming in. Bob gave his usual Treasurer's Report which was approved by those present.
6. AMA rep Dale Johnston announced the upcoming events which included the J-3 Model Fly-in at Lock Haven, Pa. Member Paul Schaffner will be there with his 1/3 Scale J-3 to represent the club.
7. Field Marshall (Spiegle), Lloyd Briggs announced that the road to Spiegle Field is still rough at the top. It needs attention.
8. Field Marshall (Baughers), Wendell Richards, reported Baughers Field in great shape. All we need is good weather to fly. (Ain't it ever going to stop raining?)
9. Bob Allen has passed the job of Membership Chairman over to Augie Gray. Augie has revised and published a new roster that includes every member's radio channels. One should consult this list prior to purchasing a radio to avoid acquiring a crowded channel.
10. There was much talk about having Carroll County relax the restrictions on Spiegle Field. It was decided that we should not kick the sleeping dog at this time.
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 within 10 days after any meeting.
12. Next Fun-Fly is scheduled for Baughers Field on August 24 at Noon. C'mon out and enjoy the day.
13. Milt Peacock opened a discussion on malicious e-mail. Be careful about opening attachments from any sender that you have a doubt about.
14. Four new members were

received into the club tonight: Nick Krionderis, Chris Allport, Hans Baum, and Kyle Pearce. Welcome fellows, we hope that you enjoy flying with us. Feel free to look for help from anyone, just ask.

15. Milt Peacock announced that RCMB's Flea Market will be at the Parkton American Legion on September 21. Get there early.
16. 50/50 tonight was drawn for Bill Hasert. Bill graciously contributed his winnings to the kitty for Christmas door prizes.
17. The Hodges boys brought their beautiful Air Master biplane in for review. It is a great looking plane, powered by an OS .61FS.
17. Meeting adjourned 9:10 PM.

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

Wisdom: If you lend someone \$20 and never see that person again, it was probably worth it.

Presidents message from page 1

I would like to discuss further with the membership a pilot training program where we possibly could assign an instructor to the student vise the student just showing up and hoping an instructor is present. We can discuss this issue more at the meeting.

I hope to see all of you at the upcoming Crab feast and fun fly in September. These are great events to get out and meet the members, have some good food and just have fun.

Thanks again to all who continue to contribute to the club and I hope to see you in the pits...

Jay Nardone

TRACTOR FUND

A fund is being established to purchase a tractor to cut grass at the entrance to the club. The equipment is at an age that more time is being spent repairing them to cut grass than the time it takes to cut the grass!

Any member wishing to make a voluntary contribution should send it to the Treasurer, Bob Allen.

Please make note that the money is for the tractor fund.

Frequency Chart

Augie Gray has volunteered to update the list of frequencies that the club flies on. If you would, please take the time to contact Augie and give him the channels that your radios are using.

This will be a tool the members, especially the newer members, can use when purchasing a new radio.

Contact Augie: phone 410 239-0516

e-mail: asg@graym.com

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

Nick Krionderis, Chris Allport,
Hans Baum, and Kyle Pearce

Be sure to welcome new
members when you see them!

AVIATION HISTORY SEPTEMBER

- 2 1910 Blanche Scott becomes the first American woman to fly solo.
- 5 1922 Jimmy Doolittle becomes the first person to cross the United States in less than 24 hours (21 hours, 19 minutes).
- 7 1927 Cessna Aircraft Company incorporated.
- 15 - 18, 1984 First solo crossing of the Atlantic Ocean in a hot air balloon.
- 20 1898 First controlled, sustained flight ever!! Santos-Dumont # 1.
- 24 1852 Henri Giffard amkes the first powered flight in a dirigible (Paris).
- 25 19xx Wrong Way Corrigan Day
- 28 1924 First around the world flight completed by the U.S. Army.
- 30 1906 First International balloon race.
- 30 1976 Don Taylor completed the first around the world flight in a home-built aircraft. (Thorp T-18)

Anniversaries

Members that joined in the month of August

Augie Gray	1 year
Steve Linfield	4 years
Pat Kowalski	7 years
Terry Reeves	9 years
John Sterrett	10 years
Bob Allen	15 years
Milt Peacock	21 years

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
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Gray, Augie	asgjrj@msm.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Lachance, Doug	dlastchance@webtv.net
Miles, Ray	rkmls@car.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com
Schaffner, John	jschaffn@verizon.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Wunderlich, John	jwunderlich43@aol.com
Zaykoski, Richard	zaykoski@car.org

(*) new address

Bold : verified address

Foreign Correspondent

Nick Jonckheere/Belgium

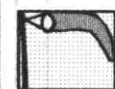
nick.jonckheere@hotmail.com

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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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
Bob Jenness	410 374-9628



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.

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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 Helicopters flown into the ground	Tom Hier
Most money spent on helicopters:	Jay Nardone
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 (Still in Progress)	Bill Hassert

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

ATTENTION

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



WAM'S EVENT SCHEDULE

September 2nd—WAM Meeting @ VFW Hall 7:30 PM
September 21st—Fun-Fly (Big Bird) @ Baughers 12:00 noon
September 27th—Crab Feast @ VFW Pavilion 2:00 PM
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December 6th—Award Dinner @ VFW Hall 6:00 PM

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.



HAPPY BIRTHDAY!!

AUGUST

Bob Allen

Bill Hassert

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

WAM'S WEB SITE ADDRESS

www.flywam.org

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

WAM Crab Feast

Where: Westminster VFW Pavilion

When: Saturday, September 27, 2003

2:00 PM

Cost: \$25.00 Per Person

Crabs, corn on the cob, salads, beer, soda and baked goods

Tickets must be purchased by September 13, 2003

Contact Linda or Ed Bradley at 410-635-6436

SALE

FOR SALE

SALE

"ERCOUPE" – ¼ scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.
All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship – will meet you ½ way or 100 Miles. Which-
ever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg,
MD 21048

Milt Peacock – 410-833-3122 /

e-mail >mpeacock@erols.com <

SALE

FOR SALE

SALE

Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts
are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine
All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown,
never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00

Ken Hands
410 795-2060

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

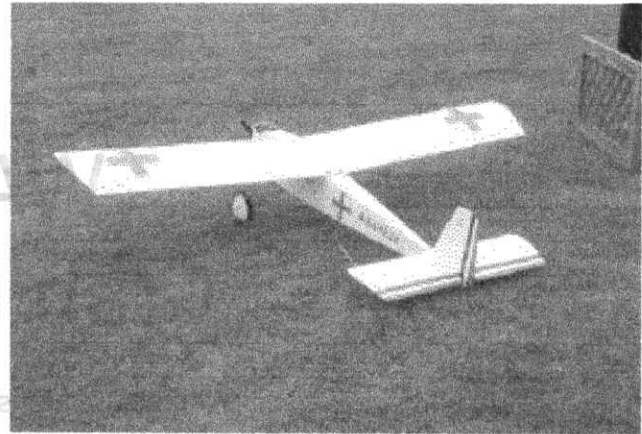
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This issue of The Talespinner
was printed, folded, stapled, and mailed
courtesy of Lou Omansky.
WAM thanks Lou for his efforts!



WHO YOU GONA CALL?

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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall : Lloyd Briggs 410 833-7450

Spiegle Field

Editors : Jim & Chris Hodges 410 875-2669

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

1605 Valley Dr. Westminster, MD 21157

NEXT MEETING

November 4, 2003

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 10

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Fellow pilots, hope this finds you all well. Where did this year go? Wow November already. I want to take a minute and thank all of you for your votes and your help with the club this year. I hope everyone is as proud of the club as I am. We really accomplished almost all of our goals this year and still managed to have a ton of fun! If I am fortunate to remain on the board next year I look forward to another challenging and exciting year. Thank you again for all of the hard work.

We had a great last fun fly at Spiegel field on 19 October. The turn out was good but a bit lighter than usual. It was a great day weather wise, a bit windy in the morning but good practice on the sticks for us all. We had a few visitors from the Fredrick club and welcomed them with open arms. We were really glad to see them and hope they return.

cont. pg 2

OCTOBER FUN-FLY AT SPIEGLE FIELD

This years last Fun-fly was held at Spiegle Field on October 19th. Thanks to all that attended and traversed the road up to the field. The turn out was respectable (17) although there were not as many people there as we have had in past Fun-flies this year. The windy weather probably was the major reason. Some braved the sky to find getting up was not too bad but once the plane was up it had to land and that was the tricky part.

As usual the food was good thanks to the chef, Dale Johnston.

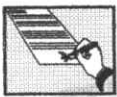
There were some perspective members along with two visitors from the Frederick club.

OFFICERS FOR 2004

Be sure to attend the November meeting on the 4th because nominations for next years officers will be made. Also please try to attend the Awards Dinner that will be held at the VFW on December 6th when the vote will be taken. This is always an excellent time. If you plan to attend please contact Jay Nardone

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MINUTES OF THE WAM MEETING

September 2, 2003

John Schaffner

1. The October meeting of WAM opened at 7:45 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 16 regular members, and Honorary Members, Milt Peacock and Ray Miles.
2. The president had no particular news or business for the agenda except to urge every club member to consider attending the next two meetings and participate in the nomination and election of officers for the club. Without your interest there would be no club. Jay gave praise and thanks to the Bradley family for their many contributions to the benefit of the club. We owe them for the success of the club activities.
3. Treasurer Bob Allen reported on the status of the club's financial situation. Bob's report was accepted by those present.
4. V.P. Lou Omanski reminded everyone that the AMA dues must be paid for you to maintain your privilege to fly. Just do it.
5. AMA rep Dale Johnston spoke of several fly-ins in the area including the Blue & Gray Club of Gettysburg to be held this coming weekend, October 12.
6. Field Marshall (Spiegle), Lloyd Briggs announced that the road to Spiegle Field is still rough at the top, but the field is in great shape. Come out on Wednesdays for great flying.
7. Field Marshall (Baughers), Wendell Richards, not present tonight but we know that field is in good shape.
8. 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 within 10 days after any meeting. This has been another recording!
9. Dale Johnston volunteered to contact the mall to arrange for another showing in the spring, probably March, 2004.
10. Funfly at Spiegle's on October 19 at noon. Y'all come and enjoy a nice time.
11. The date for the next club flea market is set for Feb. 7, 2004.

Contact Ed Bradley if you would like to set up a table. 12. President, Jay, reminds everyone about the next meeting for November 11 we will be accepting nominations for officers. Come out and help. The club needs you. Don't expect the same people do it all the time.

13. December 6 is set for our Annual Christmas Dinner meeting and election of officers. Come and enjoy some social time with us and (maybe) take home a door prize.

14. 50/50 tonight was drawn for Jay Nardone. Jay contributed the enormous winnings to the kitty for the door prizes.

15. Meeting adjourned 8:20 PM, shortest meeting on record.

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

President's message continued from page 1

I have been watching what is unfolding around us with the neighbor clubs losing their fields. This is something most of us have been through in the past and it is not fun for anyone to go through. We are very fortunate to have the facilities we have and not have any problems with them. Well for the most part now, right?

I just want to remind everyone that the November meeting is nomination night for the 2004 officers. Please, if you want to be counted and cast your nomination do so. Even if you are nominating yourself for a position. If you can not make the meeting but want to nominate someone, let one of us board members know. Also the voting will be at the holiday party at the VFW on 6 December. Please come out and have a great time with us and cast your vote for the 2004 board. If you never have been to the dinner it is a night of great food, good company and some laughs. We would love to see you. Please RSVP to Jay Nardone with count and \$22 per person NLT 1 December.

Thanks again to all who continue to contribute to the club and I hope to see you in the pits...

Jay Nardone

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

NO NEW MEMBERS

Be sure to welcome new members when you see them!

AVIATION HISTORY

- 1 1870 National Weather Service founded.
- 2 1947 The first and only flight of "The Spruce Goose," Howard Hughes'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 MacCready 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.

TRACTOR FUND

A fund is being established to purchase a tractor to cut grass as the current equipment is at an age that more time is being spent repairing them to cut grass than the time it takes to cut the grass.

Any member wishing to make a voluntary contribution should send it to the Treasurer, Bob Allen.

Please make note that the money is for the tractor fund.

Frequency Chart

Augie Gray has volunteered to update the list of frequencies that the club flies on. If you would, please take the time to contact Augie and give him the channels that your radios are using.

This will be a tool the members, especially the newer members, can use when purchasing a new radio.

Contact Augie: phone 410 239-0816

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
Eastman, Mark
mark.eastman2@verizon.net
Goldman, Ed
cmgl@adelphia.net
Gray, Augie
asgjrg@msm.com
Faulkner, Bud
budndee@cescomputers.net
Hier, Tom
thier@comcast.com
Hodges, Chris
spaceexplorer3000@yahoo.com
Hodges, Jim
vlhcountry@adelphia.net
Lachance, Doug
dlstchance@webtv.net
Miles, Ray
rkmls@carr.org
Nardone, Jay
jaynardone@adelphia.net
Peacock, Milt
mpeacock@erols.com
Schaffner, John
jschaffn@bcpl.net
Schaffner, Paul
paca.schaf@verizon.net
John Sterrett
jsterr5@aol.com
Wunderlich, John
jwunderlich43@aol.com
Zaykoski, Richard
zaykoski@carr.org

(*) new address

Bold : verified address

Foreign Correspondent

Nick Jonckheere/Belgium

nick.jonckheere@hotmail.com

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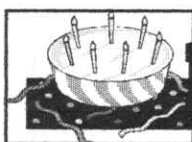
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Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.



HAPPY BIRTHDAY!!

NOVEMBER

Ed Goldman

Wendell Richards

Anniversaries

Members that joined in the month of November

Pat Cullison	1 year
Kenneth Hands	29 years

ATTENTION

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



DEADSTICK REBUTTED

The following is an answer from John Sterrett to the five year old article from Deadstick that was republished last month.

LETTER TO THE EDITORS

Editors Jim and Chris saw fit to repeat the Deadstick article from five years earlier about John (Frugal) Sterrett in the September 2003 issue of the Talespinner. Because of this I think it is necessary to clear up several excusable inaccuracies about my approach to the hobby, especially for the benefit of the future members of WAM. However, several spouses of the big spenders did find the original article usefully informative. Most of the inaccuracies by Deadstick were no doubt obtained from Eddie the Editor Goldman and other big spenders like Bob Allen and Bill Hassert.

My truck was not ten years old, it was only nine years old in 1998. The web belts used to hold the wings in the truck cost 25 cents—not 50 cents. The overflow bottle in my field box which I gratuitously loan to other flyers has supplied me with all the fuel I need—not part of the fuel I use. Unlike those member who hog the skies for long periods of time I only fly for a few minutes at a time. My winter hats are not cheap but they are colorful—bright orange and red. Several has cost well over two dollars!

I hope these comments will clear up some of Deadstick's misconceptions about my spending habits and will help bring in new members who are concerned that the R/C hobby may be too expensive.

John Sterret

WAM'S WEB SITE ADDRESS

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

NO THROTTLE? NO WAY!

by Dale Johnston

Whenever people get talking about WWI airplanes someone is bound to declare that they did not throttles in them, that the only way they controlled the speed was to turn the ignition off and on! This is miss-leading at best and in most cases absolutely untrue. The aircraft that had in-line engines (that were usually liquid cooled) all had throttles just like internal combustion engines today and functioned exactly the same. The popular miss-conception is applied to rotary engines whose throttles were not nearly as responsive. Full throttle on these engines was about 1200 rpm, and the engine was started with the throttle set for about 1/2 that. A fine speed adjustment for the lower rpm was obtained by turning the ignition off momentarily with what was known as the "Blip" Switch". The blip switch was mostly used for landing and taxing, instructions for operating the engine clearly state that it was not to be used at higher rpm. The French LeRhône engines, used in the Nieuport 11 and 17 had brass slide carburetors with throttles, however some of the rotaries like the early Gnomses did not have carburetors as such but all had levers for control of fuel and air to the engine in the cockpit that were operated by the pilot, what else would you call this but a throttle? I have excerpts from factory drawings of the installations in the British FE 8 with 100 HP Gnome and the Sopwith Snipe with the Bentley BR2, the Fokker D VIII with Oberusel, and the Moraine Saulnier with 80 HP LeRhône all have the cockpit controls plainly marked "throttle".

People have been lead to believe rotary engines had no throttles because if often says so in magazine articles and even on TV programs. It is anyone's guess how the myth got started but it is perpetuated by writers and commentators who expound hearsay without checking the authenticity of it.

A message from former pres John Wunderlich

I have just switched my email address from jwunderlich43@aol.com to johnwund43@sbcglobal.net. Please use this new address for all future emails and instant messages.

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.
All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 /

e-mail >mpeacock@erols.com <

SALE

FOR SALE

SALE

Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine
All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown, never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00

Ken Hands
410 795-2060

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Thanks, Jim

A touching story by a school trip chaperone and his encounter with
James
Bradley

IWO JIMA

Each year I am hired to go to Washington, DC, with the eighth grade class from Clinton, WI, where I grew up, to videotape their trip. I greatly enjoy visiting our nation's capitol, and each year I take some special memories back with me. This fall's trip was especially memorable. On the last night of our trip we stopped at the Iwo Jima Memorial. This memorial is the largest bronze statue in the world and depicts one of the most famous photographs in history--that of the six brave soldiers raising the American

Flag at the top of a rocky hill on the island of Iwo Jima, Japan, during WWII. Over one hundred students and chaperones piled off the buses and headed towards the memorial.

I noticed a solitary figure at the base of the statue, and as I got closer he asked, "Where are you guys from?" I told him that we were from Wisconsin.

"Hey, I'm a cheesehead, too! Come gather around cheeseheads, and I will tell you a story."

James Bradley just happened to be in Washington, DC, to speak at the memorial the following day. He was there that night to say good night to his dad, who has since passed away. He was just about to leave when he saw the buses pull up. I videotaped him as he spoke to us, and received his permission to share what he said from my videotape. It is one thing to tour the incredible monuments filled with history in Washington, D.C., but it is quite another to get the kind of insight we received that night. When all

had gathered around he reverently began to speak. Here are his words that night.

"My name is James Bradley and I'm from Antigo, Wisconsin. My dad is on that statue, and I just wrote a book called "Flags of Our Fathers" which is #5 on the New York Times Best Seller list right now. It is the story of the six boys you see behind me. Six boys raised the flag. The first guy putting the pole in the ground is Harlon Block. Harlon was an all-state football player. He enlisted in the Marine Corps with all the senior members of his football team. They were off to play another type of game. A game called "War."

But it didn't turn out to be a game. Harlon, at the age of 21, died with his intestines in his hands. I don't say that to gross you out, I

say that because there are generals who stand in front of this statue and talk about the glory of war. You guys need to know that most of the boys in Iwo Jima were 17, 18 and 19 years old.

(He pointed to the statue) You see this next guy? That's Rene Gagnon from New Hampshire. If you took Rene's helmet off at the moment this photo was taken, and looked in the webbing of that helmet, you would find a photograph--a photograph of his girl friend, Rene put that in there for

protection, because he was scared. He was 18 years old. Boys won the battle of Iwo Jima. Boys. Not old men.

The next guy here, the third guy in this tableau, was Sergeant Mike Strank. Mike is my hero. He was the hero of all these guys. They called him the "old man" because he was so old. He was already 24. When Mike

would motivate his boys in training camp, he didn't say, "Let's go kill some Japanese" or "Let's die for our country." He knew he was talking to little boys. Instead he would say, "You do what I say, and I'll get you home to your mothers."

The last guy on this side of the statue is Ira Hayes, a Pima Indian from Arizona. Ira Hayes walked off Iwo Jima. He went into the White House with my dad. President Truman told him, "You're a hero." He told reporters, "How can I feel like a hero when 250 of my buddies hit the island with me and only 27 of us walked off alive?" So you take your class at school. 250 of you spending a year together having fun, doing everything together. Then all 250 of you hit the beach, but only 27 of your classmates walk off alive.

That was Ira Hayes. He had images of horror in his mind. Ira Hayes died dead drunk, face down at the age of 32...ten years after this picture was taken.

The next guy, going around the statue, is Franklin Sousley from Hilltop, Kentucky. A fun-lovin' hillbilly boy. His best friend, who is now 70, told me, "Yeah, you know, we took two cows up on the porch of the Hilltop General Store. Then we strung wire across the stairs so the cows couldn't get down. Then we fed them Ep-som salts. Those cows crapped all night." Yes, he was a fun-lovin' hillbilly boy. Franklin died on Iwo Jima at the age of 19. When the telegram came to tell his mother that he was dead, it went to the Hilltop General Store. A barefoot boy ran that telegram up to his mother's farm. The neighbors could hear her scream all night and into the morning. The neighbors lived a quarter of a mile away.

The next guy, as we continue to go around the

cont. on pg. 7

statue is my dad, John Bradley from Antigo, Wisconsin, where I was raised. My dad lived until 1994, but he would never give interviews. When Walter Cronkite's producers, or the New York Times would call, we were trained as little kids to say, "No, I'm sorry sir, my dad's not here. He is in Canada fishing. No, there is no phone there, sir. No, we don't know when he is coming back." My dad never fished or even went to Canada. Usually, he was sitting there right at the table eating his Cambell's soup. But we had to tell the press that he was out fishing. He didn't want to talk to the press. You see, my dad didn't see himself as a hero. Everyone thinks these guys are heroes, 'cause they are in a photo and a monument. My dad knew better. He was a medic. John Bradley from Wisconsin was a caregiver. In Iwo Jima he probably held over 200 boys as they died. And when boys died in Iwo Jima, they writhed and screamed in pain.

When I was a little boy, my third grade teacher told me that my dad was a hero. When I went home and told my dad that, he looked at me and said, "I want you always to remember that the heroes of Iwo Jima are the guys who did not come back. Did NOT come back."

So that's the story about six nice young boys. Three died on Iwo Jima, and three came back as national heroes. Overall 7000 boys died on Iwo Jima in the worst battle in the history of the Marine Corps. My voice is giving out, so I will end here. Thank you for your time."

Suddenly, the monument wasn't just a big old piece of metal with a flag sticking out of the top. It came to life before our eyes with the heartfelt words of a son who did indeed have a father who was a hero. Maybe not a hero for the reasons most people would believe, but a hero nonetheless.

We need to remember that God created this vast and glorious world for us to live in, freely, but also at great sacrifice. Let us never forget from the Revolutionary War to the Gulf War and all the wars in-between that sacrifice was made for our freedom. Remember to pray praises for this great country of ours and also pray for those still in murderous unrest around the world.

STOP, and thank God for being alive at someone else's sacrifice.
God Bless!

Submitted by John Schaffner



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let me know.

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Person most deserving of being teased at CCMA :	Ron Bowen
Person taking the longest time to complete a model:	Bill Hassert
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 (Still in Progress)	Bill Hassert

FOR SALE

Zenoah - G-38 - excellent condition. \$275.00

Orig. cost. Engine == 299.95

Radial mt. = 22.95

Spring starter = 42.95

Throttle kit = 7.95

TOTAL = \$374.80

Includes custom muffler - free

Milt Peacock - 4140-833-3122

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

November WAM Meeting @ VFW Hall 7:30
4th PM

December Award Dinner @ VFW Hall 6:00 PM
6th

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

AWARDS DINNER 12/6/03

**IF YOU PLAN TO ATTEND PLEASE
CONTACT JAY NARDONE AND
LET HIM KNOW HOW MANY OF
YOU WILL BE ATTENDING.**

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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall : Lloyd Briggs 410 833-7450

Spigle Field

Editors : Jim & Chris Hodges 410 875-2669 1605 Valley Dr. Westminster, MD 21157

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

NEXT MEETING

January 6, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 19 Number 11

AMA Chartered Club # 336

Formed 1953

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

FELLOW FLIERS

Another successful year is just about over and I am looking forward to next year being even better. I would like to thank all the officers, opointies, and members that offered their time and assistance in making this past year the success that it was.

We have several events that will be coming up sooner than one might think so we will need to hit the ground running. First of which is the Awards Dinner and the elections of officers for 2004. If you have not decided if you are going to attend or not there is still time. Let me know by Dec. 1st. February 7th is the Flea-Market and we are planning to do the Mall Show again early in March.

Thanks again to all who continue to contribute to the club.

See you in the pits...

Jay Nardone

OFFICER NOMINATIONS FOR 2004

President: Jay Nardone - Ron Bowen

VP: Lou Omansky - Bud Faulkner

Secretary: John Schaffner - Mark Eastman

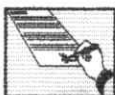
Treasurer: Bob Allen - Lloyd Briggs

Member at Large: John Sterrett - Bill Hassert

Voting will be at the Awards Dinner December 6th at the VFW Hall. Please plan to attend and vote.

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MINUTES OF THE WAM MEETING

November 4, 2003

John Schaffner

1. The November meeting of WAM opened at 7:30 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 21 regular members, and Honorary Member, Milt Peacock. We also had three prospective members on hand, Donald and Vivian Borton, and Doug Phebus. Reading of the minutes was waived.
2. President Jay had some distressing news about an event that took place at a model helicopter fly-in on the Eastern Shore. A flyer was struck by his own aircraft and suffered a fatal injury. Be careful out there guys and gals.
3. Treasurer Bob Allen reported on the status of the club's financial situation. Bob's report was accepted by those present.
4. V.P. Lou Omanski stated in a low voice that the IRS papers would be in order soon.
5. AMA rep Dale Johnston spoke of a solicitation for money from an (unnamed) State facility in the neighborhood.
6. Field Marshall (Spiegle), Lloyd Briggs announced that flying at Spiegle will be suspended from Thanksgiving until after January 1, 2004. It's hunting season and gas models are fair game.
7. Field Marshall (Baugher's), Wendell Richards, not present tonight but we know that field is in good shape. No words from Carroll County Government.
8. 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 within 10 days after any meeting. This has been another recording!
9. Dale Johnston spoke about the pending events, The Chile Fly at Spiegle on 1 Feb 2004, The WAM Flea Market on 7 Feb, 2004, and the Mall Show (date pending 6 March 2004.)
10. Our three prospective members named above were duly voted in as regular members. Congratulations to Donald, Vivian, and Doug. We hope that you enjoy being one of us!

11. President, Jay, called for nominations from the floor to fill the official positions for year 2004. The nominees are: For President – Jay Nardone & Ron Bowen For Vice-President – Lou Omanski & Bud Faulkner For Treasurer – Bob Allen & Lloyd Briggs For Secretary – John Schaffner & Mark Eastman For Member at Large – John Sterrett & Bill Hasert Voting will take place at the December Dinner Meeting on December 6, 2003. Come out and have a good time. It's a nice meal and you could go home with an expensive door prize! Don't pass it up.
12. 50/50 tonight was drawn BY and FOR Ron Bowen. Ron was a good guy and contributed the enormous winnings to the kitty for the Tractor Fund.
13. Meeting adjourned 8:45 PM.

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

A man will pay \$2 for a \$1 item he wants. A woman will pay \$1 for a \$2 item she doesn't want..

WAM'S 2004 FLEA MARKET February 7, 2004

contact Ed Bradley
410-635-6436
or e-mail him at
encb3@bellatlantic.net.

CHILI-FLY SPIEGLE FIELD FEBRUARY 1st 12 noon

MALL SHOW

WAM is planning another Mall Show for March 2004. There has not been a firm date set, we will keep you posted. Dale Johnston is making the arrangements

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

**Donald and Vivian Borton, and
Doug Phebus.**

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 Gatty 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.

Frequency Chart

Augie Gray has volunteered to update the list of frequencies that the club flies on. If you would, please take the time to contact Augie and give him the channels that your radios are using.

This will be a tool the members, especially the newer members, can use when purchasing a new radio.

Contact Augie: phone 410 239-0816

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
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Gray, Augie	asgjrg@msm.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Lachance, Doug	dlastchance@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com
Schaffner, John	jschaffn@bcpl.net
Schaffner, Paul	paca.schal@verizon.net
John Sterrett	jssterr5@aol.com
Wunderlich, John	jwunderlich43@aol.com
Zaykoski, Richard	zaykoski@carr.org

(*) new address

Bold : verified address

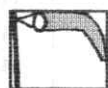
Foreign Correspondent

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
Bob Jenness	410 374-9628



WAM'S EVENT SCHEDULE

December 6th—Award Dinner @ VFW Hall 6:00 PM

January 6th - Regular meeting @ VFW Hall 7:30 PM

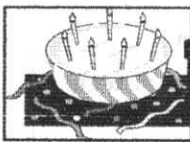
February 1st - Chili Fly @ Spigle Field 12 noon

February 7th - Flea Market @ VFW Hall 8:00 AM

March (TBA) - Mall Show

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.



HAPPY BIRTHDAY!!

DECEMBER

Lou Omanski
Chris Hodges

Jim Hodges
Bill Woolston

Anniversaries

Members that joined in the month of November

Kirk Lindsay **3 years**

ATTENTION

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



DEADSTICK WRITES

Kamikaze Award

Over the years it seems that the Kamikaze Award has always gone to the flyer who has the most spectacular crashes -- to wild flyers like Tom Hier, Dutch Briggs, Jay Nardone, Ron Bowen, Wendell Richards, and Bob Allen who fly engine driven aircraft. Why not consider those spectacular crashes that start at high altitudes by members who fly sailplanes? I'm thinking of in particular of one member who has managed to crash the same glider (his Clipped wing Butterflop) at least four times over the past couple of years -- John (Frugal) Sterrett. He has had help from tow plane specialist Bob Allen who insists that he has never been responsible for any of the crashes even when Bob's Spacewalker ripped the wings off the Butterflop. There are many witnesses to these mishaps since most of them occurred in front of large audiences at the Fun-flys. In addition John crashed his Sprit 100 sailplane recently after a piggy-back carry on his Telcmaster piloted by Bob Jenness. John says the wind caused it!

Based on John's crash performance it seems only right that he should be considered for the infamous Kamikaze Award! I understand that he repairs his own sailplanes which could also lead to additional crashes. I hope that the WAM Kamikaze committee will seriously consider this recommendation.

DEADSTICK

TRACTOR FUND

A fund is being established to purchase a tractor to cut grass as the current equipment is at an age that more time is being spent repairing them to cut grass than the time it takes to cut the grass

Any member wishing to make a voluntary contribution should send it to the Treasurer, Bob Allen.

Please make note that the money is for the tractor fund.

WAM'S WEB SITE ADDRESS

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

LETTER FROM A WEST VIRGINIA FARM KID, NOW AT PARIS ISLAND MARINE CORPS RECRUIT DEPOT

Dear Ma and Pa:

I am well. Hope you are. Tell Brother Walt and Brother Elmer the Marine Corps beats working for old man Minch by a mile. Tell them to join up quick before maybe all of the places are filled. I was restless at first because you got to stay in bed till nearly 6 a.m., but am getting so I like to sleep late.

Tell Walt and Elmer all you do before breakfast is smooth your cot and shine some things. No hogs to slop, feed to pitch, mash to mix, wood to split, fire to lay. Practically nothing. Men got to shave but it is not so bad, there's warm water.

Breakfast is strong on trimmings like fruit juice, cereal, eggs, bacon, etc. but kind of weak on chops, potatoes, ham, steak, fried eggplant, pie and other regular food. But tell Walt and Elmer you can always sit between two city boys that live on coffee. Their food plus yours holds you till noon, when you get fed again. It's no wonder these city boys can't walk much.

We go on "route" marches, which the Platoon Sergeant says are long walks to harden us. If he thinks so, it is not my place to tell him different. A "route march" is about as far as to our mailbox at home. Then the city guys get sore feet and we all ride back in trucks. The country is nice, but awful flat. The Sergeant is like a schoolteacher. He nags some. The Capt. is like the school board. Majors and Colonels just ride around and frown. They don't bother you none.

This next will kill Walt and Elmer with laughing. I keep getting medals for shooting. I don't know why. The bulls-eye is near as big as a chipmunk head

and don't move. And it ain't shooting at you, like the Higgett boys at home. All you got to do is lie there all comfortable and hit it. You don't even

load your own cartridges. They come in boxes. Then we have what they call hand-to-hand combat training. You get to wrestle with them city boys. I have

to be real careful though, they break real easy. It ain't like fighting with that ole bull at home. I'm about the best they got in this except for that Tug Jordan from over in Silver Lake. He joined up the same time as me. But I'm only 5'6" and 130 pounds and he's 6'8" and weighs near 300 pounds dry.

Be sure to tell Walt and Elmer to hurry and join before other fellers get onto this setup and come stampeding in.

Your loving daughter,

Betty

submitted by Ray Miles

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 /

e-mail >mpeacock@erols.com <



FOR SALE



Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown, never crashed) Good Looking—Red & Yellow 50" span 450 sq. in area 25-30 size engine \$50.00

Ken Hands
410 795-2060

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

THE WRIGHT BROTHERS

Wright, name of two American brothers who worked closely together in the early development of aeronautics. The Wrights invented and flew the first practical airplane.

Wilbur Wright (1867-1912)

Wilbur Wright was born in Millville, Indiana, on April 16, 1867. As boys, he and his younger brother Orville made simple mechanical toys, and in 1888 they built a large printing press. The following year they began to publish the Dayton, Ohio, West Side News, edited by Wilbur. Already successful printers, the brothers opened a bicycle repair shop and showroom in 1892, and three years later they began assembling bicycles with tools of their own invention.

The Wrights were admirers of the writings and feats of the German engineer Otto Lilienthal, the American engineer Octave Chanute (1832-1910), and other glider experimenters. In September 1900 at Kill Devil Hills, near Kitty Hawk, North Carolina, they tested their own glider. Carefully recording their findings, they concluded that the previously accepted aeronautical data on which they had relied were erroneous. In 1901 the brothers tested the effects of air pressure on more than 200 wing surfaces and in 1902, executing almost 1000 glides in a new glider, they confirmed their Kitty Hawk data. At Kitty Hawk the Wrights also proved to their satisfaction that planes could be balanced best by pilots, rather than by built-in engineering devices; this was the major idea covered by the first Wright patent.

In 1903 the brothers constructed their first propeller, from original calculations; it was about 35 percent more effective than other propellers then available. They next built a 337-kg (750-lb) machine with a 12-hp motor in which, on December 17, 1903, at Kitty Hawk, first Orville and then Wilbur made the first powered airplane flights in history. Despite public indifference they dedicated themselves to the development of better engines

and planes. The site of the first flight, now the Wright Brothers National Memorial, is administered by the National Park Service.

In 1908 Wilbur Wright set distance and altitude records in France. That same year the Wrights fulfilled a contract with the U.S. Army Signal Corps to produce a plane that could fly for 10 min at a speed of 64 km/hr (40 mph). They then toured Europe, where they were highly honored. Upon their return to the U.S. in 1909 they received further

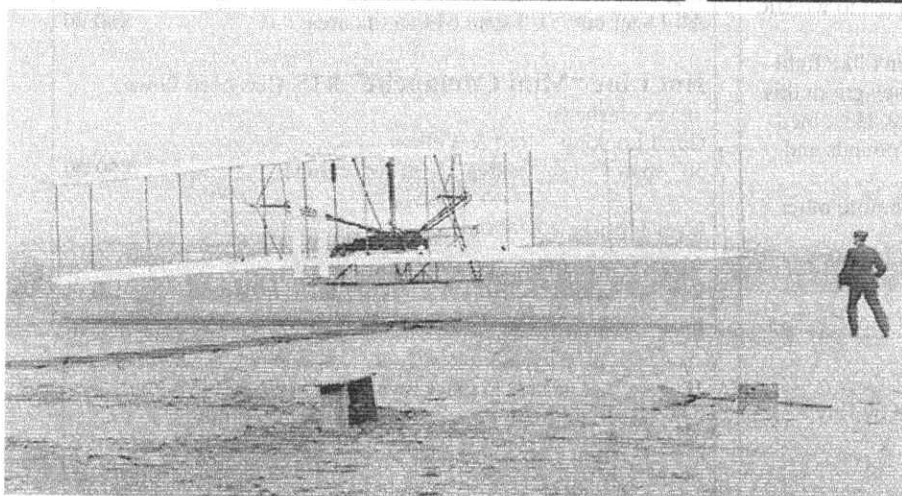
honors. Wilbur became president of the newly incorporated American Wright Company. He died in Dayton three years later, on May 30, 1912, of typhoid fever.

Orville Wright (1871-1948)

Orville Wright was born in Dayton on August 19, 1871. His individual contributions to the improvement of aircraft include the development of the first wind tunnel in 1901 and the discovery, in 1902, that tailspins could be eliminated by substituting a movable vertical tail for the stationary one then in use.

In 1903, at Kitty Hawk, Orville Wright made the first successful flight, which lasted 12 sec, in a self-powered craft. On September 9, 1908, at Fort Meyer, Virginia, he simultaneously established several records when he flew the first Wright plane made under government contract for 62 min, completing 57 circles at an altitude of 36.6 m (120 ft); he became an immediate international celebrity. In 1910 Orville Wright formed the first Wright Exhibition Team, in which pilots trained by him performed in Wright planes. He also personally tested each new piece of equipment used on Wright planes and superintended production at the Wright plants. After the death of Wilbur in 1912, Orville Wright became president of the American Wright Company. Three years later he sold his stock in the company for over \$500,000. He subsequently worked as an engineering consultant. He died in Dayton on January 30, 1948.

"Wright," Microsoft (R) Encarta. Copyright (c) 1993



Wingspan: 12.3 m (40 ft 4 in)

Length: 6.4 m (21 ft)

Height: 2.8 m (9 ft 3 in)

Weight, empty: 274 kg (605 lb)

Engine: Gasoline, 12 hp

Manufacturer: Wilbur and Orville Wright, Dayton, Ohio, 1903

Although the control system worked well and the structural design of the craft was sound, the lift of the gliders was substantially less than the Wrights' earlier calculations had predicted. They began to question seriously the aerodynamic data that they had used. Now at a critical juncture, Wilbur and Orville decided to conduct an extensive series of tests of wing shapes. They built a small wind tunnel in the fall of 1901 to gather a body of accurate aerodynamic data with which to design their next glider. The heart of the Wright wind tunnel was the ingeniously designed pair of test instruments that were mounted inside. These measured coefficients of lift and drag on small model wing shapes, the terms in the equations for calculating lift and drag about which the brothers were in doubt.

The Wrights' third glider, built in 1902 based on the wind tunnel experiments, was a dramatic success. The lift problems were solved, and with a few refinements to the control system (the key one being a movable vertical tail), they were able to make numerous extended controlled glides. They made between seven hundred and one thousand flights in 1902. The single best one was 622½ feet in twenty-six seconds. The brothers were now convinced that they stood at the threshold of realizing mechanical flight.

During the spring and summer of 1903 they built their first powered airplane. Essentially a larger and sturdier version of the 1902 glider, the only fundamentally new component of the 1903 aircraft was the propulsion system. With the assistance of their bicycle shop mechanic, Charles Taylor, the Wrights built a small, twelve-horsepower gasoline engine. While the engine was a significant enough achievement, the genuinely innovative feature of the propulsion system was the propellers. The brothers conceived the propellers as rotary wings, producing a horizontal thrust force aerodynamically. By turning an airfoil section on its side and spinning it to create an air flow over the surface, the Wrights reasoned that a horizontal "lift" force would be generated that would propel the airplane forward. The concept was one of the most original and creative aspects of the Wrights' aeronautical work. The 1903 airplane was fitted with two propellers mounted behind the wings and connected to the engine, centrally located on the bottom wing, via a chain-and-sprocket transmission system.

By the fall of 1903, the powered airplane was ready for trial. A number of problems with the engine transmission system delayed the first flight attempt until mid-December. After winning the toss of a coin to determine which brother would make the first try, Wilbur took the pilot's position and made an unsuccessful attempt on December 14th, damaging the Flyer slightly. Repairs were completed for a second attempt on December 17. It was now Orville's turn. At 10:35 a.m. the Flyer lifted off the beach at Kitty Hawk for a twelve-second flight, traveling 120 feet. Three more flights were made that morning, the brothers alternating as pilot. The second and third were in the range of two hundred feet. With Wilbur at the controls, the fourth and last flight covered 852 feet in 59 seconds. With this final long, sustained effort, there was no question the Wrights had flown.

As the brothers and the others present discussed the long flight, a gust of wind overturned the Wright Flyer and sent it tumbling across the sand. The aircraft was severely damaged and never flown again. But the Wrights had achieved what they had set out to do. They had successfully demonstrated their design for a heavier-than-air flying machine. They built refined versions of the Flyer in 1904 and 1905, bringing the design to practicality. On October 5, 1905, with the brothers' third powered airplane, Wilbur made a spectacular thirty-nine-minute flight that covered 24½ miles over a closed course.

After the first powered Flyer of 1903 took its destructive tumble at Kitty Hawk, the Wrights crated it and shipped it back to Dayton where it remained in storage in a shed behind their bicycle shop, untouched for more than a decade. In March 1913, Dayton was hit by a serious flood, during which the boxes containing the Flyer were submerged in water and mud for eleven days. The airplane was uncrated, for the first time since Kitty Hawk, in the summer of 1916, when Orville repaired and reassembled the airplane for brief exhibition at

WRIGHT 1903 FLYER

from the Smithsonian National Air and Space Museum

On December 17, 1903, the Wright brothers inaugurated the aerial age with their successful first flights of a heavier-than-air flying machine at Kitty Hawk, North Carolina. This airplane, known as the Wright Flyer, sometimes referred to as the Kitty Hawk Flyer, was the product of a sophisticated four-year program of research and development conducted by Wilbur and Orville Wright beginning in 1899. During the Wrights' design and construction of their experimental aircraft they also pioneered many of the basic tenets and techniques of modern aeronautical engineering, such as the use of a wind tunnel and flight testing as design tools. Their seminal accomplishment encompassed not only the breakthrough first flight of an airplane, but also the equally important achievement of establishing the foundation of aeronautical engineering.

The Wright brothers had a passing interest in flight as youngsters. In 1878 their father gave them a toy flying helicopter model powered by strands of twisted rubber. They played and experimented with it extensively and even built several larger copies of the device. They also had some experience with kites. But not until 1896, prompted by the widely publicized fatal crash of famed glider pioneer Otto Lilienthal, did the Wrights begin serious study of flight. After absorbing what materials related to the subject the brothers had available locally, Wilbur wrote to the Smithsonian Institution on May 30, 1899, requesting any publications on aeronautics that it could offer.

Shortly after their receipt of the Smithsonian materials, the Wrights built their first aeronautical craft, a five-foot-wingspan biplane kite, in the summer of 1899. The Wrights chose to follow Lilienthal's lead of using gliders as a stepping stone towards a practical powered airplane. The 1899 kite was built as a preliminary test device to establish the viability of the control system that they planned to use in their first full-size glider. This means of control would be a central feature of the later successful powered airplane.

Rather than controlling the craft by altering the center of gravity by shifting the pilot's body weight as Lilienthal had done, the Wrights intended to balance their glider aerodynamically. They reasoned that if a wing generates lift when presented to an oncoming flow of air, producing differing amounts of lift on either end of the wing would cause one side to rise more than the other, which in turn would bank the entire aircraft. A mechanical means of inducing this differential lift would provide the pilot with effective lateral control of the airplane. The Wrights accomplished this by twisting, or warping, the tips of the wings in opposite directions via a series of lines attached to the outer edges of the wings that were manipulated by the pilot. The idea advanced aeronautical experimentation significantly because it provided an effective method of controlling an airplane in three-dimensional space and, because it was aerodynamically based, it did not limit the size of the aircraft as shifting body weight obviously did. The satisfactory performance of the 1899 kite demonstrated the practicality of the wing warping control system.

Encouraged by the success of their small wing warping kite, the brothers built and flew two full-size piloted gliders in 1900 and 1901. Beyond the issue of control, the Wrights had to grapple with developing an efficient airfoil shape and solving fundamental problems of structural design. Like the kite, these gliders were biplanes. For control of climb and descent, the gliders had forward-mounted horizontal stabilizers. Neither craft had a tail. The Wrights' home of Dayton, Ohio, did not offer suitable conditions for flying the gliders. An inquiry with the U.S. Weather Bureau identified Kitty Hawk, North Carolina, with its sandy, wide-open spaces and strong, steady winds as an optimal test site. In September 1900, the Wrights made their first trip to the little fishing hamlet that they would make world famous.

the Massachusetts Institute of Technology. Several other brief displays followed. It was exhibited at the New York Aero Show in 1917, at a Society of Automotive Engineers meeting in Dayton in 1918, at the New York Aero Show in 1919, and at the National Air Races in Dayton in 1924. On each of these occasions the Wright Flyer was prepared and assembled for exhibition by a Wright Company mechanic named Jim Jacobs, working under the supervision of Orville.

In 1928 the airplane was placed on loan to the Science Museum in London. Before shipping it to Europe, Orville and Jim Jacobs refurbished the Flyer extensively. The fabric covering was replaced completely with new material, although it was of the same type as the original "Pride of the West" muslin. The remaining 1903 fabric that was on the airplane when it flew was saved and portions of it still exist in various places. During World War II, the airplane was kept in an underground storage facility near the village of Corsham, approximately 100 miles from London, where various British national treasures were secured. The Flyer was not stored in the London subway as has been often asserted. The airplane was returned to the United States in 1948 and formally donated to the Smithsonian Institution in an elaborate ceremony on December 17, the forty-fifth anniversary of the flights, and it has been on public display there ever since.

The Flyer received some minor repairs and cleaning in 1976 just before being moved into the Smithsonian's then new National Air and Space Museum building. In 1985, the airplane was given its first major treatment since preparing it for loan to the Science Museum in late 1926 and early 1927. It was completely disassembled, the parts thoroughly cleaned and preserved, and all new fabric covering applied. A careful search was made to locate new fabric that matched the original as closely as possible. When the fabric was replaced in 1927, it was sewn on in a slightly different way than originally done by the brothers in 1903. When stitching the new fabric in 1985, a large section of original flown 1903 wing covering was available and used as a pattern, ensuring the accuracy of the 1985 restoration.



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 Helicopters flown into the ground	Tom Hier
Most money spent on helicopters:	Jay Nardone
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 (Still in Progress)	Bill Hassert

FOR SALE

Zenoah - G-38 - excellent condition. \$275.00

Orig. cost. Engine == 299.95

Radial mt. = 22.95

Spring starter = 42.95

Throttle kit = 7.95

TOTAL = \$374.80

Includes custom muffler - free

Milt Peacock - 4140-833-3122

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

December Award Dinner @ VFW Hall 6:00 PM
6th

January 6th Regular Meeting @ VFW Hall
7:30 PM

February Chilli Fly @ Spiegle Field 12 noon
1st

February Flea Market @ VFW Hall 8:00 AM
7th

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

AWARDS DINNER 12/6/03

**IF YOU PLAN TO ATTEND PLEASE
CONTACT JAY NARDONE AND
LET HIM KNOW HOW MANY OF
YOU WILL BE ATTENDING.**

SPIEGLE FIELD

Remember that Spiegle Field is closed to flying from November 28, 2003 (Thanksgiving) to January 1, 2004

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:

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: Jay Nardone 410 751-5050

Vice President: Lou Omansky 410 653-0586

Member At Large John Sterrett 410 775-2661

Treasurer: Bob Allen 410 876-3580

Secretary: John Schaffner 410 584-2754

VOLUNTEERS

Membership: Bob Allen 410 876-3580

Field Marshall : Lloyd Briggs 410 833-7450

Spiegle Field

Editors : Jim & Chris Hodges 410 875-2669 1605 Valley Dr. Westminister, MD 21157

AMA Liaison: Dale Johnston 410 848-5279

Property &: Wendell Richards 410 374-4970

Field Marshall Baugher's Field

NEXT MEETING

January 6, 2004

7:30 P.M.

VFW Hall

Westminister, MD

Volume 19 Number 12

AMA Chartered Club # 336

Formed 1953

WAM'S 2004 FLEA MARKET February 7, 2004

contact Ed Bradley

410-635-6436

or e-mail him at

encb3@bellatlantic.net.

Set-up will be Friday night Feb. 3rd (about 7:00 PM)

Open to vendor set-up Saturday at 7:00 AM

Please come and help one or both days.

OFFICERS FOR 2004

President: Jay Nardone

VP: Lou Omanski

Secretary: John Schaffner

Treasurer: Bob Allen

Member at Large: John Sterrett

MALL SHOW

WAM is planning another Mall Show on March,6 2004. It will be held again at The Town Mall in Westminister.

Dale Johnston is making the arrangements once again. He will be contacting people to bring displays and to set up the work schedule.

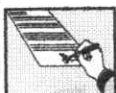
2003 KAMAKAZE AWARD

Jim Hodges

CHILL-FLY

SPIEGLE FIELD FEBRUARY 1st

12 noon



MINUTES OF THE WAM MEETING

December 6, 2003
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." Prior to the serving of the dinner our incumbent President, Jay Nardone, made a few remarks complimenting the members for a successful year and thanking all for the cooperation that he received necessary to the operation of the club.

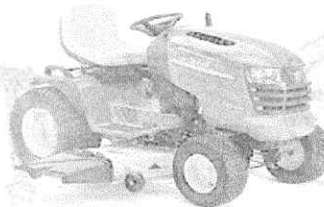
Secretary John Schaffner then spoke briefly. (His remarks are included at the end of these minutes.) Dinner was then served by the staff of the VFW Post. After the dinner, our president, Jay, assisted by Bob Allen, conducted the election of officers for the year 2004. Those selected by ballot for the officer positions for year 2004 are as follows: President: Jay Nardone Vice Pres.: Lou Omanski Treasurer: Bob Allen Secretary: John Schaffner 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. Thanks Amy, this is no small thing and we all appreciate you.

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 6, 2004.

HAPPY NEW YEAR !!!

JRS John's remarks: Tomorrow is Pearl Harbor Day. Last year this anniversary was hardly mentioned in the media and I suppose that it will be the same this year. Several thousand of our military citizens died on that day. They were in a position ready to protect this country of ours and gave their lives by being there. Today we have other thousands of our Soldier Citizens at arms all over this world protecting the freedoms that we have been given from birth. There is always talk about why our country is at war. The question is, "Why can't it be done some other way?" Well, no, it seems that it can't be. The USA would soon be in ruins if those who would destroy us were given the opportunity to do it. September 11, 2001 was our Pearl Harbor Day. It must be our wake up call to arms, else the USA will be no more. So, let us offer a toast to all those wearing the uniform of the United States of America who are performing their duties where ever they are, to preserve our freedoms for us all. May God Bless and keep them safe. Bon appetit (Note: This year the media did cover the event with several news items that I read.)



NEW TRACTOR FUND

No.	Member's Name	Date donated	Amount Donated
1.	Bill Hasert	6/2/03	\$56.00
2.	August Gray	6/2/03	\$10.00
3.	Bob Allen	6/7/03	\$80.00
4.	Ed Bradley	6/12/03	\$50.00
5.	Jim Hodges	6/17/03	\$50.00
6.	Pat Cullison	6/17/03	\$50.00
7.	Wendell Richards	6/14/03	\$65.81
8.	Jay Nardone	6/26/03	\$114.00
9.	Lou Omanski		
Donated the filing fee for tax exempt status			\$150.00

10.	Lloyd Briggs	7/1/03	\$50.00
11.	Ron Bowen	7/1/03	\$117.00
12.	Richard Zakowski	7/1/03	\$75.00
13.	John Schaffner	7/8/03	\$69.00
15.	John Sterrett	7/16/03	\$50.00
16.	Bill Renick	7/13/03	\$50.00
17.	Mark Eastman	7/6/03	\$50.00
18.	Bob Jenness	8/5/03	\$19.56
19.	Richard Jacobs	8/5/03	\$50.00
20.	Pat Kowalski	8/24/03	\$50.00
21.	George Orton	8/31/03	\$20.00
22.	Lou Omanski	8/5/03	\$20.00
23.	Terry Reeves	9/2/03	\$50.00
24.	Hans Baum	11/4/03	\$25.00
25.			

\$1321.37

Tractor fund was established at the June Meeting by:
Bill Hassert

Send donations to the Club Treasurer:

Make Checks Payable to WAM

Robert Allen Jr.
249 Stacy Lee Drive
Westminster, Md. 21158

Fund Information was last up dated on: 11/27/2003

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

FROM THE OFFICE OF THE TREASURER

Bulletin: Dues are due for 2004!

As of January 1st, dues need to be paid in order to fly at any of our prestigious facilities.

If dues are not received prior to March 1st, you will be automatically dropped from the roster. There will be a

\$5.00 Penalty for dues received after the deadline.

The dues structure is as follows:

Open members = \$70.00
 Family Member = \$70.00 + \$15.00 = **\$85.00**
 Junior Members = \$25.00
 Honorary Members = \$00.00

Here is a brief run down of membership classifications.

- A. Open member** – 18 Years an older as of January 1st of the current year.
- B. Family Member** – Open member and Immediate family.
- C. Junior Member** – Up to and including 17 Years of age as of January 1st of the current year.
- D. Honorary Member** – Is voted upon yearly, and carries no flying privileges.

You can send your checks, made out to the Westminster Aero Modelers, to:

Robert Allen Jr.
249 Stacy Lee Drive
Westminster, Md. 21158

Or see me at the January meeting.

If you have any questions you can call me at:
410-876-3580

One final note: Please make an effort to pay your dues early, so I can get the budget put together, and get the roster updated.

AMA Dues are also due: Remember you can't legally fly without out it, your not covered and either are we as a club.

You can pay your AMA dues online now. I did, and it only took about 1 minute and they E-mail you a confirmation.
<http://www.ama-dist-8.org/Membership/index.html>

Thank you in advance, 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	encl3@bellatlantic.net
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msm.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlbcountry@adelphia.net
Lachance, Doug	dlastchance@webtv.net
Miles, Ray	rkmls@car.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	mpeacock@erols.com
Schaffner, John	jschaffn@bcpl.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Wunderlich, John	jwunderlich43@aol.com
Zaykoski, Richard	zaykoski@car.org

(*) new address

Bold : verified address

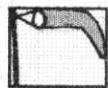
Foreign Correspondent

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
Bob Jenness	410 374-9628



WAM'S EVENT SCHEDULE

January 6th - Regular meeting @ VFW Hall 7:30 PM
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 February 7th - Flea Market @ VFW Hall 8:00 AM
 March 2nd - Regular meeting @ VFW Hall 7:30 PM
 March 6th- Mall Show

Plan to attend.

Weather Dates for the Fun-Flys will be the following weekend.

TRACTOR FUND

A fund is being established to purchase a tractor to cut grass as the current equipment is at an age that more time is being spent repairing them to cut grass than the time it takes to cut the grass

Any member wishing to make a voluntary contribution should sent it to the Treasurer, Bob Allen .

Please make note that the money is for the tractor fund.

Miniature aircraft X-Cell 60

FOR SALE

Futaba FP-T7UHF radio with 5 servo's, Futaba FP-G154 gyro. O.S. 61 rear exhaust with tuned pipe. Elevator push pull system, delta hinge, custom servo tray, torque tube tail rotor drive, new tail boom extension (not yet installed), machined mail gear (not yet installed), high speed 16 tooth pinion gear (not yet installed), carbon fiber tail rotor blades (not yet installed), anti rotation setup, glass blades (never flown) stock wood blades, miniature aircraft tool kit with ball link pliers pitch gauge and head locking device, spare stock canopy NIB, pure tech designs carrying case, (a \$100.00 value) fiberglass arrow shaft training gear, starter with extension, hovered only a couple of times. Over \$2000.00 invested. \$1100.00 email for pictures...budndee@cescomputers.net
Bud Faulkner

ATTENTION

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

What the Japanese used to attack Pearl Harbor

Many people, especially those of us not old enough to remember WWII, associate the Japanese air attack on Pearl Harbor with one airplane – the infamous “Zero”. In fact, the Japanese Naval Air Force had three different aircraft performing three distinct functions and each of them was more technically advanced than anything the allies had at the time. In addition, the Japanese technical experts had developed a torpedo that worked in the shallow water of the American harbor – normal torpedoes would have stuck in the seabed – and a bomb to pierce the battleship’s armored decks, made by adding fins to an artillery shell.

The main dive-bomber of the Imperial Japanese Navy at the time of Pearl Harbor was the Aichi D3A. 126 “Vals” (as they were nicknamed by the Allies) took part in the attack. Aichi D3As sank more Allied naval ships than any other type of enemy aircraft during the war.

Engine: 1,080hp Mitsubishi Kinsei 44 air-cooled 14 cylinder radial

Wingspan: 47ft 1in **Length:** 33ft 5in

Top Speed: 272mph **Crew:** 2

Armament: 2x 7.7-mm machine guns, 1x 7.7-mm machine gun; 1x 551-lb bomb, 2x 66-lb bombs under wings

The most famous of all Japanese combat aircraft was the Mitsubishi A6M5 Reisen or “Zero”. When the Zero first appeared in 1940, it outclassed every Allied fighter in the Pacific. This lightly built aircraft displayed outstanding maneuverability and had unparalleled range for the time.

Engine: 1,300hp Nakajima NK1C 21 14 cylinder radial

Wingspan: 36ft 1in **Length:** 29ft 11in

Top Speed: 346mph **Crew:** 1

Armament: 2x 20-mm cannon in wings, 2x 7.7-mm machine guns in fuselage; wings racks carry 2x 132-lb bombs

Whereas the British Navy’s torpedo-bomber in 1940 was the antiquated Swordfish biplane, the Japanese had developed the sleek Nakajima B5N2 (“Kate”), an all metal monoplane design bristling with modern features. After playing a major role at Pearl Harbor, it went on to help in the sinking of the aircraft carriers *Yorktown*, *Lexington*, and *Hornet*.

Engine: 1,115hp Nakajima Sakae 21 air-cooled 14 cylinder radial

Wingspan: 50ft 11in **Length:** 33ft 9in

Top Speed: 235mph **Crew:** 3

Armament: 2x 7.7-mm guns, 1x 7.7-mm gun in rear cockpit; 1x 1,764-lb torpedo under centerline

Submitted by Mark Eastman

WAM'S WEB SITE ADDRESS

www.flywam.org

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



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Radial mt. = 22.95

Spring starter = 42.95

Throttle kit = 7.95

TOTAL = \$374.80

Includes custom muffler - free

Milt Peacock - 4140-833-3122

SALE

FOR SALE

SALE

"ERCOUPE" - 1/4 scale 90" w/s [not Zirolis]

Engine ~ 'Zenoah' G-38

Covered with Solartex & painted White / Purple trim.

All servos installed w/ Airtronics connectors.

NO receiver or battery.

One piece wing & removable tail feathers

Cannot ship - will meet you 1/2 way or 100 Miles. Whichever shortest.

\$800. Good solid airplane.

SASE will get you a photo. ~ 2313 Da Lib Rd. Finksburg, MD 21048

Milt Peacock - 410-833-3122 /

e-mail >mpeacock@erols.com <



FOR SALE



Hobbico Digital Volt Meter (new in box) \$20.00

Craft Air "Step Two" 2 Channel Glider Kit Most parts are pre-cut. 77" two piece wing, 616 sq. in. area. \$25.00

Sig "Something Extra" Kit 40 to 50 engine All Lazer cut 51.5 span 614 sq. in. area \$60.00

Hot Line "Mini Comanche" RTF (has been flown, never crashed)
Good Looking—Red & Yellow
50" span 450 sq. in area 25-30 size engine \$50.00

Ken Hands
410 795-2060

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

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March 6th MALL Show

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courtesy of Lou Omansky.
WAM thanks Lou for his efforts!

HAPPY NEW YEAR

LOOKING FORWARD TO SEEING
EVERYONE IN THE UP COMING YEAR

WISH FOR GOOD WEATHER AND A
LONG SAFE FLYING SEASON

SPIEGLE FIELD

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THE TALESPINNER

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