



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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

February 3, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 1

AMA Chartered Club # 336

Formed 1953

WAM'2004 FLEA MARKET February 7, 2004

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

Remember to come out and help set up the tables Friday evening about 7:00 PM. Also we need volunteers to help with the table and ticket sales the day of the Flea Market. The Flea Market opens to the public at 9:00 AM so try to show up between 7:30 and 8:00 AM Saturday to help the vendors and watch the doors.

This year we are going to try a Club Table at the Flea Market. It will be made up from items donated by members and the proceeds will go to the club treasury. What ever you donate make sure there is some value, we are not looking help clean out junk from every ones workshop.

We are also going to sell drinks and hot dogs as we did last year.

Location: Westminster VFW Hall Poole Rd.

CHILI-PEY SPEIGLE FIELD FEBRUARY 1st

12 noon

Bring your aircraft and equipment to Spiegle Field for the year's first get together. If the weather permits and you can get up the road on the hill all are welcome to wave the demons and fly. However, if the road is too bad, we will meet at the bottom of the hill.

MALL SHOW

WAM is planning another Mall Show for Saturday March 6, 2004. Dale Johnston has made the arrangements with The Town Mall of Westminster and as last year it will be set up by the Food Court. If you have a model you wish to display please bring it to the Mall starting at 7:00 AM on the 6th. As last year also some members will bring their computers so we can demonstrate simulators. We will also be showing the trainer plane and radio equipment that we will be selling raffle tickets for. Thanks to Doug Phebus for donating the plane and radio. If you bring a display, please pick it up at 8:00 PM.



MINUTES OF THE WAM MEETING

January 6, 2004
John Schaffner

1. The January 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, Honorary Member, Milt Peacock, and prospective member, Kevin Jones. President Jay wished everyone a Happy New Year and a safe one.
2. Due to the fact that The Talespinner was not mailed in time for everyone to receive it the minutes of December meeting were read and two changes noted.
3. President Jay announced that the revised by-laws would be posted on the WAM website and made available on paper to anyone without a PC.
4. Jay displayed a revised version of the WAM logo that could replace, or be used in addition to, the old design. The new design incorporates more coloring and the Maryland State Flag which makes it very attractive. It can be made available for hats, tee shirts, stationary, or where ever the original one has been used. (I like it.)
5. Treasurer Bob Allen reported on the status of the club's financial situation and urged everyone to submit their dues for year 2004 so that he can establish the budget for the coming year. Anyone delinquent after the March meeting will be dropped from the roster. Bob's report was accepted by those present.
6. Secretary John Schaffner spoke of his recent phone conversation with our Belgian friend, Nick Jonckheere, and passed around a photo of Nick and his lady friend, Patricia, perched on one of Nick's antique motorcycles.
7. AMA rep Dale Johnston announced that all is in order with our parent organization, AMA, concerning the necessary insurance coverage.
8. The schedule of events was discussed to include the Chile (Chilly) Fly on February 1, 2004, at Speigle Field at noon, the Annual Flea Market on February 7, 2004 at the VFW Post, and the Mall Show on March 6, 2004. Mark your calendars.
9. Work days to tidy up the fields to be announced at the next meeting.

10. Dale spoke at length about the Mall Show concerning the attraction of the simulators (3 are lined up to be there) and the variety of aircraft displayed. While we may not be attracting members at a great rate, we are creating a positive awareness with the public about who we are.

11. Field Marshall (Spiegle), Lloyd Briggs announced that Spiegle Field is now active again and that he had retrieved the remains of a plane (with an O.S.46 motor) whose ownership is unknown at this time. Apparently the farmer found it when working his field.

12. Field Marshall (Baugher's), Wendell Richards, reported no contact from Carroll County Government.

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. This has been another recording!

14. Ed Bradley reported that 12 tables have been sold so far for the Flea Market, about even from last year. Ed needs volunteers to help. Pitch in guys. A raffle will be set up with an Alpha Trainer, as the prize. About a \$400 value. This generous prize was donated to the club by member Doug Phebus. Many thanks are in order.

15. Prospective member Kevin Jones was duly voted in as a regular member. Congratulations to Kevin. We hope that you enjoy being one of us!

16. President Jay announced his appointments for the coming year as follows: AMA Rep: Dale Johnston Talespinner editor & Publisher: Jim Hodges Field Marshall Baugher's: Wendell Richards Field Marshall Spiegle: Bob Allen Carroll County Rep: Mark Eastman

17. Dale Johnston brought two airplanes in for display, a 1911 Cessna and a Sig ARF Rascal. Both reflect Dale's building skills. Thanks Dale, nice. 18. 50/50 tonight was drawn for Robert Johns. Robert not present so proceeds go into the kitty.

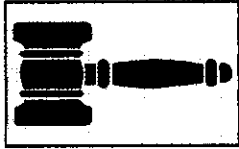
19. Meeting adjourned 8:50 PM.

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

Wisdom: Always keep your word soft and sweet, just in case you have to eat them.

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

PRESIDENT'S MESSAGE **PILOT TO CO-PILOT**



FELLOW FLIERS

I want to thank everyone once again for an outstanding 2003 and applaud all of the work the club accomplished. I want to also take a minute and thank everyone who attended nominations and the Christmas party to vote for new officers. I am quite honored to once again hold the position of President and promise I will make every effort to do my best. Please if you have any comments, suggestions or ideas pass them by any board member, we are here to listen.

Rich Zaykoski graciously volunteered to take the Membership Director effort from Bob Allen. Thanks so much Rich! Below is the line-up of volunteer positions:

Field Marshall Baughers :	Wendell Richards
Field Marshall Spiegle:	Bob Allen
County Representative:	Mark Eastman
AMA Liaison:	Dale Johnston
Property:	Dropped by decision

We have a busy year already being planned with the flea market in February and mall show in March. We stand a great chance to increase our membership via the mall show and should make every effort to assure we show up in force. Please, lets give all the support to Ed Bradley for the flea market and to Dale for the mall show we can muster. One of my goals for this year is to make our club more known to the county and it's residents. By this goal hopefully we can increase our membership numbers.

This year fun is top priority. The only major work on our list, is to complete the road improvements at Spiegle field and possibly one more load of stone for Baughers. Bob Allen will present the proposed budget for this year at the February meeting. I hope everyone will come out fly, socialize and enjoy the fun fly's. Please don't forget the tractor fund. Those members who have already contributed to the fund we thank you. Every little bit helps so please help the club as you can.

I want to recognize some of our new members for showing their support for the club from the start. First member I would like to recognize is Doug "Elvis" Phebus. Doug just joined last fall and already volunteered to be an instructor, donated the raffle plane and has offered his trucks for our road improvements. Kevin Jones who is Alan Baugher's son in-law just joined January 2004 and has already offered his services and equipment to help with our road improvements. Please welcome them when you see them, we are very lucky to have the caliber members we have.

Thank you again for your vote of confidence and let's have fun and be safe!



WAM'S EVENT SCHEDULE

February 1st - Chili Fly @ Spiegle Field 12 noon

February 3rd - Meeting 7:30 PM VFW Hall

February 7th - Flea Market @ VFW Hall 9:00 AM

March 2nd - Meeting 7:30 PM VFW Hall

March 6th - Mall Show - Town Center Mall
Westminster 7:00 AM to 8:00 PM

Plan to attend.

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



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
Jay Nardone (Heli's)	410 751-5050
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

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
emgl1@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
rkmiles@carr.org
Nardone, Jay
jaynardone@adelphia.net
Peacock, Milt
xavier826@erols.com (*)
Bill Renick
billylee@qis.net (*)
Schaffner, John
schaffn@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

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

WAM'S HOME PAGE

www.flywam.org

TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at Baugher's.

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.

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!!



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

**New Record Category

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

NEW MEMBERS

Kevin Jones

Be sure to welcome new members when you see them!



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

HOW-TO:

Soldering pushrods, mechanical connections

The following information originally appeared as a Tower Hobbies technical tip.

Silver solder is recommended for soldering pushrods and other mechanical connections where strength is required. Hobby-grade silver solder is available at most hardware stores or hobby shops.

Use denatured alcohol to thoroughly clean the pushrod. Use sandpaper to roughen the end to be soldered. Apply a few drops of the soldering flux that comes with the silver solder to the end of the pushrod.

Then use a soldering iron or torch to heat the pushrod. "Tin" the heated area with silver solder by touching the solder to it. The heat of the pushrod—not the flame of the torch or soldering iron—should melt the solder, allowing the solder to flow.

Lightly coat the end of the wire with solder. Place the clevis, threaded coupler, etc., on the end of the pushrod. Add another drop of flux, then heat, and add solder. As before, the heat of the parts being soldered should melt the solder, allowing flow. Let the joint cool slowly without disturbing it. Avoid excess blobs but make certain the joint is thoroughly soldered. The solder should be shiny, not rough. If necessary, reheat and allow it to cool. When cool, wipe off excess flux.

from *West Jersey Wind*
West Jersey Radio Control Club
Tom Voorhis, editor
Haddonfield NJ

from the January 2004 AMA National Newsletter

TECHNOLOGY:

Helpful hints for two-stroke glow engines

Today's two-stroke glow engines are technological marvels; they're powerful, lightweight, easy to use, and with proper use and care, will last for many years.

Next to the radio system, the engine is one of the most expensive investments we make in Radio Control (RC) aircraft. Over the years, we've learned a lot about the care and feeding of engines, and we know there aren't any secrets to operating a model airplane engine correctly. From adjusting the fuel mixture and choosing the best glow plug to proper maintenance and using common sense to improve reliability, this article is full of helpful hints and information so you can have a happy relationship with your two-stroke glow engine.

Easy starting

Nothing is more frustrating than owning an engine that is difficult to start. Our frustration often leads to a flight that ends with a dead-stick landing or a crash. When you start any engine, there are three things to remember. For combustion to occur, your engine needs air, fuel, and fire (heat). If your engine won't start, check the carburetor to make sure that air and fuel are available and check your glow plug to ensure that it provides enough heat to ignite the air/fuel mixture.

Remove the glow plug and attach the glow driver; its element should glow brightly. If it doesn't, replace it; if it does, reinstall it. Close the needle valve

cont. pg.7

and then open it three full turns. Place your thumb over the carburetor, and flip the propeller several times until fuel is drawn through the fuel line and into the carburetor. If you remove any one of these three elements from the equation, your engine will not start.

Two-stroke engine operation

The operation of a two-stroke engine is relatively simple. The crankshaft makes one complete revolution for every power cycle. During the piston's upstroke, the fuel/air mixture above the piston is compressed for combustion. At the same time, a fresh mixture is drawn into the crankcase below the piston. After combustion, the piston is forced downward, and the spent fuel charge is expelled through the exhaust port. Simultaneously, a fresh fuel/air mixture is drawn through the carburetor and into the crankcase. The intake valve is sealed, and the mixture is forced through the transfer ports and into the cylinder above the piston to start a new power cycle.

Secure fuel lines

Proper fuel line installation is very important. If your fuel line is too big, it may leak air or even slip off in flight. Fuel lines come in several sizes, so use the size that best fits the carburetor's fuel fittings. Air bubbles in the fuel line may cause the engine to run lean, and if the line slips off, the engine will die. Be sure there is adequate slack in the line and secure it to the fuel fitting with a wire clip or a small length of fuel line slipped over the end of the main line.

Tight seals

If your engine begins to run erratically, and the mixture leans out even after you've adjusted the needle valve, you may have an air leak in the carburetor. Make sure the carburetor is firmly and properly attached to the crankcase. If the intake is sealed with

an O-ring, check it for cracks or breaks and make sure that it's seated properly, lies flat, and isn't distorted when the carburetor-attachment screw is tightened. Make sure that all the adjustment screws and the needle-valve assembly are properly sealed and work correctly.

Check that the fuel-intake fitting is tightly screwed into place and that it isn't damaged or cracked. The fuel tank and fuel lines must be properly and securely installed. If you have previously nosed the model over or made a hard landing, the fuel pick-up clunk may have shifted forward in the tank; this can pinch off the fuel supply. The clunk and pick-up line should move freely, and you should be able to hear the clunk rattle in the tank.

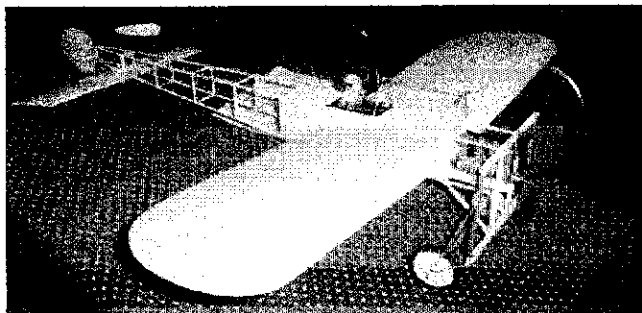
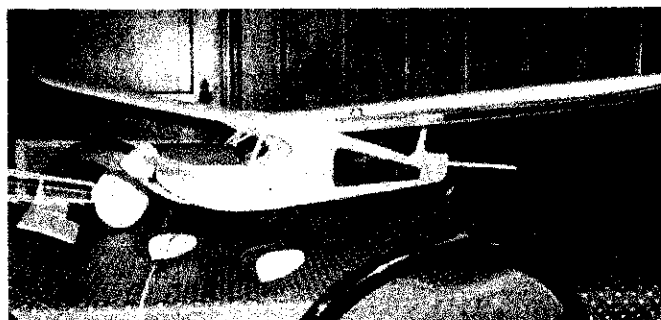
Fuel flow

If your engine always runs rich or floods easily, check the position of the fuel tank. The tank should be installed in the fuselage so its centerline is at or slightly below the carburetor's spray bar. Use scraps of foam to position it securely so it can't move around in the tank compartment. If the tank is too high in the fuselage, fuel will tend to be siphoned out and run freely into the carburetor.

If the tank is too low or too far away from the carburetor, the engine may have difficulty drawing fuel into the carburetor, and it will run lean. To improve fuel draw, attach a line from the pressure fitting on your muffler to the tank's vent line. If you use a third filler line with your tank, close it off to allow the muffler pressure to enhance fuel draw.

from *RC Prop Wash*
Ocala Flying Model Club
Dick Smith, editor
Ocala FL

From the January 2004 AMA National Newsletter



Dale Johnston brought two of his creations to the last meeting, an electric Rascal and a 1911 Cessna

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

February 1st Chili Fly @ Spiegle Field 12 noon

February 3rd Meeting 7:30 PM VFW Hall

February 7th Flea Market @ VFW Hall 9:00 AM

March 2nd Meeting 7:30 PM VFW Hall

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

MEMBER ACKNOWLEDGEMENT

Doug Phebus

*Thanks to Doug for his contribution of the
plane, engine, and radio the club is going to
raffle off this year.*

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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March 2, 2004

7:30 P.M.

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Volume 20 Number 2

AMA Chartered Club # 336

Formed 1955

WAM'2004

FLEA MARKET

February 7, 2004

From Ed Bradley

Our annual Flea market was held Saturday February 7, 2004 at the VFW on Poole Road. It was still cold and the roads were icy when we opened up the doors for the vendors around 7:30. The set up went very smoothly. The doors were opened to the public just before 9. We had sold 26 tables and our club used one for the trainer display that we are raffling off and one table as WAM's donation table. No members contributed any items, but we would like to thank Great Planes and Tower Hobbies for their generous donations. These donations raised more then \$125.00 for our club. We had about 125 paid admissions. Most people that I spoke with were satisfied with their sales and purchases. The Carroll Times also showed up and had a front page article and picture on Sunday's paper. I would like to thank the following people for their help in setting up the tables Friday night, helping with the ticket sales at the door and raffle table. Jay Nardone, Bob Allen, Milt Peacock(especially for

locating the additional tables), Jim Hodges, Chris Hodges, Terry Reeves, Bill Woolston, Lloyd Briggs, John Sterrett, Bud Faulkner, Dale Johnston. Ed Bradley IV. And of course our food vendors Vicki Hodges and Linda Bradley for their outstanding hot dogs!!!

I would like to make a comment about the members supporting our event and club. It was somewhat disappointing to see about only 15 or 20 of our members at this year's event. It would have been nice to see ALL of our members supporting our efforts. Again thanks to all that helped and will do it again next year.





MINUTES OF THE WAM MEETING

January 6, 2004
John Schaffner

1. The January meeting of WAM opened at 7:30 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 11 regular members, Honorary Member, Milt Peacock. Vice President Lou Omanski and Secretary John Schaffner were not present.
2. The January Minutes from The Talespinner were approved.
3. President Jay announced that the revised by-laws would be posted on the WAM website and made available on paper to anyone without a PC.
4. Treasurer Bob Allen reported on the status of the club's financial situation and urged everyone to submit their dues for year 2004 so that he can establish the budget for the coming year. Anyone delinquent after the March meeting will be dropped from the roster. Bob's report was accepted by those present.
5. AMA rep Dale Johnston announced that all is in order with our parent organization, AMA, concerning the necessary insurance coverage.
6. The schedule of events was discussed to include the Annual Flea Market on February 7, 2004 at the VFW Post, and the Mall Show on March 6, 2004. Mark your calendars.
7. Work days to tidy up the fields to be announced at the next meeting.
10. Dale spoke about the Mall Show concerning the attraction of the simulators and the variety of aircraft displayed. While we may not be attracting members at a great rate, we are creating a positive awareness with the public about who we are. The Mall will be open at 7:00 Am for members to bring in their aircraft and anything else that needs to be set-up.
11. Jay reported for Mark Eastman that the County will not be able to help this year and infact when the Club was given the use of Spiegle Field the was a clause put in the agreement that we would not ask for assistance. We will see if that may be change in the future.

12. Ed Bradley reported that all was ready for the Flea Market February 7th but at this time there were only 17 tables paid for. All are welcome to help set up Friday night and help will be needed for Saturday also.

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. This has been another recording!

14. There were no Field Marshall reports.

15. Jim Hodges brought his new Sig Mid Star 40

16. Meeting adjourned 8:15 PM.

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

CHILL-FLY SPIEGLE FIELD FEBRUARY 1st

Once again we held our annual Chill Fly the first Sunday in February and more than not the weather, or as in this years case, the preceding days weather did not allow access to the field. This, however, does not mean the was not flying. Thanks to Bob Juiness, who brought his new electric lucky and helicopter, he, Jay, And Bob Allen were able to get into the air.

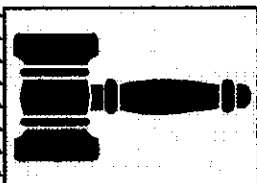
The remainder of the group had to be satisfied with the culinary treats provided. As always the chill made by Wendell was more than enough reason to attend.

After a couple of hours of good food and conversation we call it a day with all hoping the Grounding was wrong and that the weather would warm up and the snow would melt so we could return to flying.

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



PRESIDENT'S MESSAGE **PILOT TO CO-PILOT**



FELLOW FLIERS

Fellow members, is anyone else as anxious to get out and fly as I am? Spent a lot of "quality" time building in the basement this winter and now I am itching to go. Guess it won't be long now before we are ready to start burning fuel. We only have few things ahead of us work wise this spring and I think we will be able to tackle them fairly easily.

I want to thank the Bradley's once again for another great and successful flea market. Even though this year was lower in revenue than the last two years, it was not for the lack of trying on the Bradley's part or those folks who helped the club. Great job to all that helped you should be proud!

I am hoping that those of you who were not present to help will make yourselves available to help the club with the mall show and the upcoming work days.

My goal is and always has been fun for all and in having that, the club's success and well being is a major concern. With the Frederick club loosing their field again, this is a reminder how fluid this hobby really is. We are very fortunate to have two of the best fields in the state and the best members to go along with them. I would love to strengthen our numbers to help assure that we are always able to enjoy our hobby with no interruptions. Maintaining two fields and all of the club affairs takes a lot of work and as many hands as possible. Please help out where and when you can.

The mall show is only weeks away now on 6 March. We are hoping that this year will bring some new members to the club as well as a successful raffle of the trainer setup. The March meeting will cover the budget for the year as well as scheduling of the fun fly's and work days. If you can not attend, watch the TAILSPINNER or web page for event details.

See you in the pits, let's have fun and be safe!

Jay



WAM'S EVENT SCHEDULE

March 2nd - Meeting 7:30 PM VFW Hall

March 6th - Mall Show - Town Center Mall
Westminster 7:00 AM to 8:00 PM

March 13, 2004 23rd Lebanon R/C Flea Market
cpaa

April 6th- Meeting 7:30 PM VFW Hall

April 2-4, 2004 50th Toledo R/C Expo www.
toledoshow.com

April 27-May 2, 2004 Top Gun 2004, Lakeland FL
franktiano.com

Plan to attend.

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



FLIGHT INSTRUCTION

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

ATTENTION

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

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	emg1@adelphia.net
Gray, Augie	asgjr@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	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net (*)
Schaffner, John	schaffn@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

ANYONE WHO WOULD LIKE THEIR E-MAIL ADDRESS PLACED
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TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at Baugher's.

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

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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 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!!

NEW MEMBERS

**No New Members
in February**

**Be sure to welcome new
members when you see them!**

Don't forget to sell and buy your
raffle tickets for the Hanger 9

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

MALL SHOW

The WAM super spectacular 2nd annual Mall Show will be held Saturday, March 6th at the Town Mall of Westminster, featuring flight simulators, videos, and model aircraft of all types. This is YOUR SHOW, every club member is urged to come and bring their planes and yes, even helicopters. All types are needed: trainers, sport, scale, pattern, gas and electric, etc.

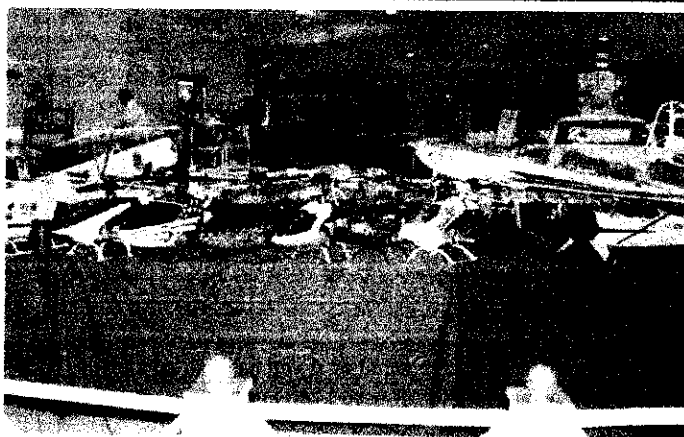
Dale Johnston has made the arrangements with The Town Mall of Westminster and as last year it will be set up by the Food Court.

If you have a model you wish to display please bring it to the Mall starting at 7:00 AM on the 6th so we can be set up by 8:00 AM when the Mall opens. Can't stay all day? No problem, others will be there to watch your things for you. Can't come early? See if a friend could drop your stuff off.

We will also be showing the trainer plane and radio equipment that we will be selling raffle tickets for. Thanks to Doug Phebus for donating the plane and radio.

If you bring a display, please pick it up about 8:00 PM but everything must be cleared out before the Mall locks the doors at 10:00 PM

Dale



WAM's 2003 MALL SHOW

HOW-TO:

Soldering pushrods, mechanical connections

The following information originally appeared as a Tower Hobbies technical tip.

Silver solder is recommended for soldering pushrods and other mechanical connections where strength is required. Hobby-grade silver solder is available at most hardware stores or hobby shops.

Use denatured alcohol to thoroughly clean the pushrod. Use sandpaper to roughen the end to be soldered. Apply a few drops of the soldering flux that comes with the silver solder to the end of the pushrod.

Then use a soldering iron or torch to heat the pushrod. "Tin" the heated area with silver solder by touching the solder to it. The heat of the pushrod—not the flame of the torch or soldering iron—should melt the solder, allowing the solder to flow.

Lightly coat the end of the wire with solder. Place the clevis, threaded coupler, etc., on the end of the pushrod. Add another drop of flux, then heat, and add solder. As before, the heat of the parts being soldered should melt the solder, allowing flow. Let the joint cool slowly without disturbing it. Avoid excess blobs but make certain the joint is thoroughly soldered. The solder should be shiny, not rough. If necessary, reheat and allow it to cool. When cool, wipe off excess flux.

from *West Jersey Wind*
West Jersey Radio Control Club
Tom Voorhis, editor
Haddonfield NJ

MAINTENANCE:

Notes about engine bearings

By JIM MCNERNEY

Make sure the fuel you use has sufficient lubricant. Regardless of the fuel used, it's a good idea to insert after-run oil when you are finished flying for the day. Some fuels, particularly those with high castor oil content, will cause a varnish to build up inside the engine over a period of time. If you remove the glow plug and rear plate and immerse the entire engine in denatured alcohol overnight, then remove the varnish with a stiff brush, the engine will be ready for an application of oil. Make sure it gets on the bearings and coats the piston and sleeve. On four-stroke engines, lubricate the cam gear, tappets, push rods, and valve lifters.

Replacing engine bearings is not difficult, but if you are not used to disassembling an engine, don't try to replace the bearings yourself. Send the engine in for an overhaul.

The following is gleaned from many sources, including experience, reading, and recommendations from bearing suppliers.

New bearings are provided with shields on both sides. The rear shield must be removed on the front bearing, and both shields should be removed on the rear bearing. This is best done by making a small hole in the shield and carefully removing them with a small, sharp pointed instrument, such as an awl.

To remove old bearings, disassemble the engine down to the crankcase with a crankshaft. Place the crankcase in the oven and heat to 350°. Don't use a torch as the case can become distorted (or worse, melted).

Place the new bearings in a plastic bag in the refrigerator. The difference in the coefficients of expansion and contraction will cause the crankcase to expand to its maximum size and the new bearings to shrink.

After you have heated the crankcase, remove it from the oven (remember, it's hot). Gently tap the case on a wooden board until the old bearings fall out. Now, install the new bearings. Remember, the shield is forward on the front bearing, and the rear bearing has no shield. This ensures adequate flow of lubrication. All you have to do now is find the rest of the pieces and lubricate and reassemble the engine. No additional break-in should be required.

Note: Smaller, lower priced engines are frequently equipped with sleeve bearings rather than ball bearings. Do not attempt to replace sleeve bearings.

from *The Beacon*

via *Propwash*

Heart of Texas Miniature Aircraft Club, Inc.

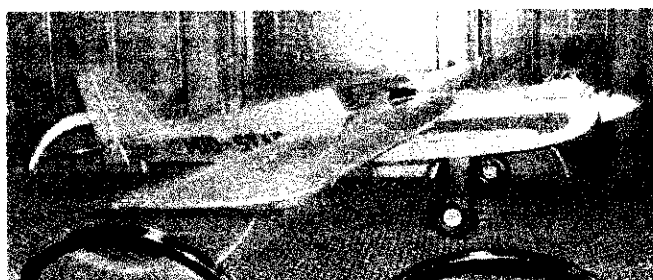
John Hill, editor

Chilton TX

from AMA National Newsletter Jan. 2004



Thirty-five seconds ago, I valued your advice.



Jim Hodges' new Sig Mid Star 40 w/ OS LA40 & Futaba radio

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

- March 2nd Meeting 7:30 PM VFW Hall
- March 6th Mall Show -
Town Center Mall Westminster
7:00 AM to 8:00 PM
- March 13 23rd Lebanon R/C Flea Market
cpaa

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



The plane WAM is Raffling
Hanger 9 Alpha RTF Trainer w/ JR radio installed

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THE TALESPINNER

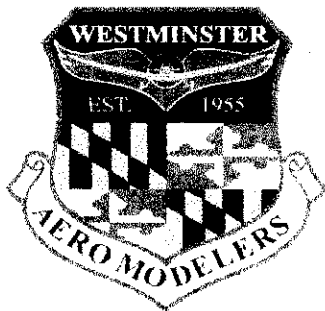
Newsletter of the
Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr.
Westminster, MD 21157

TO:

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

VISITORS ARE WELCOME !!!





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: Rich Zaykowski 410 993-2022 AMA Liaison: Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - Wendell Richards 410 374-4970

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

NEXT MEETING

April 6, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 3

AMA Chartered Club # 336

Formed 1955

MALL SHOW HELD SATURDAY MARCH 6TH

The 2nd Annual Mall Show was held Saturday March 6th from 8:00 AM to 8:00 PM at Town Centre Mall Westminster.

As last year it was a successful event and gave the club positive exposure to the community. The planes and helicopters that were on display, the videos that were playing on the projection screen from Sears, and the three flight simulators all attracted interest. The plane combo was also an interest grabber and generated a good number of raffle ticket sales. Several applications were handed out and time will tell on those.

Thanks to all who brought aircraft to display and to Jay Nardone, Bob Allen and Mark Eastman who brought the flight simulators. Thanks also to the Mall and its staff. A special thanks to Dale Johnston who made all the arrangements and coordinated with the Mall.

WAM'S 2004 EVENT SCHEDULE

WORK DAYS

April 10th at Spiegle Field 9:00 AM

April 24th at Baughers Field 9:00 AM

MAY 2ND INSTRUCTION DAY
at Baughers Field 12 noon

Fun-Flys

May 23rd Spiegle Field (all times 12 noon)

June 20th Baughers Field

July 18th Spiegle Field

August 22nd Baughers Field

September 12th Baughers Pond Float Fly

September 26th Baughers Big Bird Fly

October 17th Spiegles Field



MINUTES OF THE WAM MEETING

February 3, 2004
John Schaffner

1. The March meeting of WAM opened at 7:30 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 25 regular members, Honorary Member, Milt Peacock, and prospective member, Jim Kronquist.

President Jay opened the meeting with remarks of thanks to Ed Bradley and his volunteers for operating another successful Flea Market.

2. V.P Lou Omanski stated that the paper work toward a tax-exempt status is just about completed.

3. There were no special communications to report tonight.

4. Treasurer Bob Allen reported on the status of the club's financial situation and distributed printed copies of the tentative budget for year 2004. Discussion Followed about the budgeted amounts allocated to improve the access roads to both fields and how some costs may be shaved. All agreed that the budget is realistic and will be workable.

5. Workdays were scheduled for field maintenance. Baugher's on April 10 at 9:00 AM and Spiegle on 24 April at 9:00 AM. Come and pitch in.

6. Carroll County Liaison Mark Eastman reported that we can expect no help with the access roads from Carroll County. Also, Mark reminded all that next year will be the 50th anniversary of the club and we should consider some special event, (perhaps coordinated with another Westminster celebration.)

7. AMA rep Dale Johnston not present but word has it that all is in order with the Mall Show to be March 6.

8. Ed Bradley reported on the Flea Market that 26 tables were sold and the event drew a good crowd. The money earned was only slightly less than that of last year. Many thanks to Ed and his crew of volunteers.

9. The schedule of events was entered in the calendar. Fly dates are:

Instructor's Day - May 2, 2004 at Baugher's Field

Fun Fly May 23, 2004 at Spiegle Field

Fun Fly June 20, 2004 at Baugher's Field

Fun Fly July 18, 2004 at Spiegle Field

Fun Fly August 22, 2004 at Baugher's Field

Pond Fly September 12, 2004 at Baugher's Pond

Fun Fly September 26 at Baugher's Field

Fun Fly October 17, 2004 at Spiegle Field

10. Three new members were voted in tonight. They were Jim Kronquist, Tim Bowen, and Zack Bowen. Congratulations guys. Welcome to the club.

11. 50/50 was drawn for Kirk Lindsay who was not present. In the kitty it goes!

Meeting adjourned 9:10 PM

Humor: I never drink water because of the disgusting things that fish do in it.

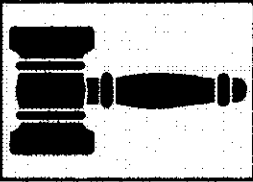
(W. C. Fields)

Thought for the day: Any married man should forget his mistakes. There is no use in two people remembering the same thing.

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



PRESIDENT'S MESSAGE **PILOT TO CO-PILOT**



FELLOW FLIERS

I don't have much this month for my column. I just want to say thank you to everyone who helped with the mall show again this year. We had our most successful yet and we might even gain a few new members from it. For those of you who have not helped yet this year, there is still time with the work days approaching in April. Watch the TAILSPINNER and the web page for dates.

I just wanted to take a minute and discuss something that is very important to all of us individually and as a club. That is safety. The helicopter incident in Houston last year was tragic and in my opinion unnecessary. At the Air Force academy we were taught that there are no accidents, only mistakes. I have lived my life under this belief right or wrong. How many of you have attended national events and witnessed unsafe conditions because someone tried to save their aircraft and endangered the other pilots and spectators? I am not trivializing what happened last year but had those folks decided sooner to abandon the aircraft and run for safety the outcome might have been different.

What I am getting at is a few things. Please take the time before we start flying for this year to

check your batteries, control surfaces and all other functional areas of your aircraft. When at the field please double check frequency pins, and your aircraft.

We don't have a safety officer and I have mixed feelings about this. I don't think we need a safety patrolman at the fields, but I do think we all need to police what is happening at our fields. If you see something unsafe don't be embarrassed to call it out immediately. I know one of the things I will be watching for us "rotor heads" is how close we stand to our helicopters while flying. There is no need to be as close as we have in the past and it is just unsafe.

It will only take one mistake, incident, accident what ever you want to call it and we could loose our fields and club for good. So.... Not preaching just thought I would mention it to get everyone thinking of safe flying.

See you in the pits, let's have fun and be safe!

Jay



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 12 Noon
 September 26 Big Bird Fun-Fly Baughers 12 Noon
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 Plan to attend.

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



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
Jay Nardone (Helicopters)	410-751-5050

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Goldman, Ed	emg1@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	kldoug@webtv.net (*)
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Peacock, Milt	xavier826@erols.com
Bill Renick	billylee@qis.net
Schaffner, John	schaffn@bcpl.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	Jubillie@hotmail.com (*)
Zaykoski, Richard	zaykoski@carr.org

(*) new address

Foreign Correspondent

Nick Jonckheere/Belgium nick.jonckheere@hotmail.com

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410 795-2060

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Thanks, Jim

THINKS and TIPS

Read the TIPS column? Subscribe for 2012 for \$4.95

Before applying the finish

I have been using polyurethane paint on my sport and stunt models for a number of years. It gives a fuelproof finish at least as good as most dope finishes and looks acceptable in two coats. It does have a few problems. One is that it dries slowly in cool weather. Another is that it is far more sensitive to things like a very small amount of castor oil or even some hand lotions. At times it will just not completely dry because of the oils on the wood or on the first coat of paint.

Your hands secrete natural oils that can mark unfinished wood. To protect your work, rub sawdust between your hands before handling your work. The sawdust will draw out and absorb the excess oil. Also, prior to finishing a work piece, remove pencil marks, dirt smudges, grease and oil spots, and wood dust. Wipe your work with denatured alcohol. Alcohol is an effective cleanser and will not raise the grain. Because alcohol can be absorbed through your skin, wear rubber gloves.

Clamping Curved or irregular pieces

At times I have had oddly shaped objects to glue together. The worst may have been a set of pre-molded wheel pants. They didn't have a flat surface anywhere so I couldn't attach clamps. As I looked around the house, my dog tried to get my attention with one of those foam balls that you get for less than a dollar in pet stores. It isn't easy to hold curved or irregular pieces tightly in a clamp.

An ordinary soft rubber ball can provide a good way around this problem. Cut off a piece of the ball to create a flat area and glue a film canister cap to the opposite side. Place the cut side of the ball against the work piece and the clamp head in the film cap. Clamp the ball and work piece in place. The ball conforms to fit any shape and won't scratch the work.

Memory loss

Two Radio Control hobbyists were talking after dinner one night. One of them remarked to the other that with oncoming age comes short-term memory loss. To help alleviate this condition, he had taken memory classes where he learned to remember things by word association.

Then, he told his friend about a new hobby shop he had visited the day before. The hobby shop had high-class merchandise with unusually low prices.

The other man got excited and asked for the name of the hobby shop.

The first man couldn't remember, so he said, "Let's test what I learned in memory class. What do you call the pretty flower that comes in many colors and has thorns?"

"A rose," the second man answered.

"That's it!" The first man turned to his wife.

"Rose, what was the name of that local hobby shop we visited yesterday?"

from *Servo Chatter*

Anoka County Radio Control Club, Inc.

Stan Zdon, editor

Coon Rapids MN

REMINDER

Dues were due by the month of March. If you have not renewed your dues please do so to keep from being taken off the roster.

Club Tee Shirts for Sale

Tee shirts with the club logo and if you want, your name are being purchased (\$11 w/o name, \$15 w/ name)

Contact Jay Nardone



Fairchild Aircraft Corp. Hagerstown, MD Primary Trainer PT-19

The PT-19 was developed as a company-funded effort to satisfy a military requirement for a rugged, monoplane trainer. Massive orders in 1941 led to the doubling of Fairchild's production facilities, but the demand exceeded capacity at Hagerstown, Md., and additional sources were provided by Aeronca and St. Louis Aircraft Corp. All three companies built the PT-19 version. The PT-19B had a hood that fit over the cockpit for blind-flying instrument instruction. The PT-19 and PT-23 were the same airplane except the PT-23 had a radial engine. The PT-26 had a canopy, a new engine, and other slight differences and was used by the Canadian government for the Commonwealth Air Training Plan. Cornells were also flown by the Norwegian forces in exile, Brazil, Ecuador, and Chile. Some PT-19s were in Air Force use as late as 1948.

Contractors: Fairchild Engine & Airplane Corp.
Aeronca Aircraft Corp.
St. Louis Aircraft Corp.
Howard Aircraft Corp.

Locations Built: Hagerstown, Md.
Middletown, Ohio.
St. Louis, Mo.
St. Charles, Ill.

Number Built (USAF) 6,016 of both models (5,942 of both models).

First Flight: 1939.
First Flight Model: Company Model 62.
First Flight Location: Unconfirmed but most likely Hagerstown, Md.
First Flight Pilot: Unconfirmed.
Models/Variants: PT-19, PT-19A, B, PT-23, PT-23A.
Powerplant: One Ranger L-440-1 six-cylinder in-line of 175 hp.
Wingspan: 36 ft 0 in.
Length: 27 ft 11 in.
Height: 10 ft 6 in.
Weight: 2,450 lb gross.
Armament: None.
Accommodation: Crew of two (student and pilot in separate tandem cockpits).
Cost: \$9,896.
Max. Speed: 132 mph.
Range: 400 mi.
Ceiling: 15,300 ft.

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

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Newsletter of the
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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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

May 4, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 3

AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT



FELLOW FLIERS

Fellow members the good weather is finally here! Hurray I can't wait to get out. We have had a few good weekends and had great turnouts for flying. Fun is what we are about and we want to see everyone out with us!

I want to thank Bob Allen for taking the helm while I and Lou were away for the April meeting. He did a great job as usual thanks again Bob. I also wanted to thank everyone that showed for the Spiegel workday. Everyone says it was a big success. By the time you read this the Baughers work day will be completed as well. That should be about all the work we have staring us in the face this year so lets have some fun.

cont. pg. 3

Spiegel Funletter

by Chris Allport



Welcome to the first (and possibly only) edition of the **Spiegel Funletter**.

I will attempt to capture the happenings of the past weekend at Spiegel to all club members to share. Saturday was a gorgeous day. Perfect for flying. The morning started off very calm, winds built throughout the day. I was the lone fool at the field for most of Saturday. After warming up with a flight on the Extra Easy 40, I switched over to the Sukhoi 31. I am still cutting my teeth on this model, but the comfort level is rising.

As I was getting ready to depart the field, new member Alan Hicks called up and asked if I would be at the field for a while. Alan showed up with his Nex-Star ready for some more training. After an initial check-flight, Alan was at the helm with a buddy-tethered radio. His flying skills are getting better each day. Taking full advantage of the wind, Alan got a good lesson in Airspeed vs. Groundspeed, nearly hovering the NexStar.

The young man that lives down the hill brought his Firebird XL up to share with us. After a quick safety

cont. pg. 3



MINUTES OF THE WAM MEETING

April 6, 2004
From John Schaffner

1. The April meeting of WAM opened at 7:30 PM at the Westminster VFW by our Treasurer, Bob Allen. The meeting was attended by 23 regular members, Honorary Member, Milt Peacock, and prospective members, Dale Cochran and Alan Hicks. Bob opened the meeting with remarks of thanks to Jay and Lou for putting him in charge tonight. Jay is in Hawaii and thinking about us. Right. Bob displayed the Club Logo Tee-shirts and distributed those that had been ordered. If you would like one they are \$11 without name or \$15 with name. Jay will take your order when he returns. Bob has undelivered badges for the members that he will stash in the impound box at Baugher's Field. Pick yours up on your next visit to Baugher's Field.
2. V.P Lou Omanski also AWOL tonight.
3. Reading of the Minutes of the last meeting was waived and approved as they appeared in The Talespinner.
4. Dale Johnston gave a positive review of the Mall Show and thanked all who participated. Dale also had many notices about upcoming events to interest R/C modelers. There were no special communications to report from our Belgian Correspondent.
5. Bob expressed thanks to Kevin Jones for the help that he has been with getting the fields and access roads in shape for the coming season. We all owe Kevin a big "Thank You!" Another big "Thank You!" to every one else who is working on the fields. Bob also emphasized the need for ALL of us at the fields to practice safe operating habits and keep an eye out for the other guy when we are flying.
6. Bob put on the Treasurer's hat and reported on the status of the club's financial situation. The report was approved by those present.
7. Membership currently stands at 38 open, 7 Family, 2 Junior (plus 3 new tonight)
8. Carroll County Liaison Mark Eastman reported no words from the local government.

9. Jim Hodges says, "Send me stuff for the newsletter."

10. Three new members were voted in tonight. They were Mike Zeiler, Dale Cochran, and Alan Hicks. Congratulations guys. Welcome to the club.

11. Alan Hicks volunteered to provide directional signs for newcomers to reach the flying sites. Thanks Alan, this has been a need.

12. Instructors Day has been set up for May 2. Come out and learn or just get "refreshed" by our experts.

13. A discussion was held on "Combat Flying" by several brave members who are now in the process of "getting ready" to shoot each other down. It looks like we will be witnessing this exciting side of R/C very soon at the field. Come do it or just watch. Check the website, "badtothebone.org"

14. A discussion was held concerning sharing the club's fields with members of the Frederick Club. This club has lost it's flying sites. Invitations will be extended on an individual basis.

15. A drawing was held for the award of the raffle prize of the trainer airplane. The name drawn was Mike Montemaramo of Silver Spring, Md.

16. Three projects were on display tonight; a partly built Kadet 40 by Tim Cox, an electric powered Japanese Zero by Bill Renick, and a (badtothebone) Kramer Kombat Spad by Bob Allen.

17. 50/50 was drawn for Mark Eastman who contributed the loot to the Tractor Fund. In the kitty it goes! Meeting adjourned 9:03 PM

Humor:

I never hated a man enough to give his diamonds back. (Zsa Zsa Gabor)

If you want to make God laugh, tell Him your future plans. (Woody Allen)

Club Tee Shirts for Sale

Tee shirts with the club logo and if you want, your name are being purchased (\$11 w/o name, \$15 w/ name)

Contact 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

Spiegle from page 1

brief, he joined us for a couple of flights. At first, it seemed that his plane only liked flying into the ground. (If we could crash our models that much and still fly, it would be great!)

After a few attempts a little help, he managed to get the lift adjusted, and was off. Unfortunately, he got caught in a stiff tail wind and managed a tree landing (about 12 feet high) on the far left of the field. Damage was minimal.

Sunday came with fresh opportunities. Spiegelers for the day were Dave Evans, Dutch Briggs, Lou Omansky, Alan Hicks and yours truly.

Dutch put up his biplane for some great flying. Everything seemed to be going great for him until he got caught in a tailwind. His engine did not power up fast enough, and he had one of the most graceful tree landings (about 20 feet up) in RC Flying history. The top wing disengaged and floated safely to the ground. Jon Hicks (Alan's son) helped with the retrieval. The only apparent damage was the lost of a strut skirt, and this likely happened as the plane fell from the tree. After a quick recovery from the close call with the Biplane, Dutch put his other plane in the sky. He unloaded with an impressive array of acrobatics and took great advantage of the head wind. He performed a perfect vertical landing with one minor exception -- he was not yet over the field. The plane was retrieved with no damage.

Lou and Dutch took up Lou's new Sig Rascal, for a great show. (I missed the maiden flight just minutes before arriving.) The wind proved to be a challenge for this new bird, but she flew beautifully and was brought back for a textbook landing. Lou reported that the plane didn't even need ailerons, it turned just fine with rudder.

Dave Evans fired up his LT40 and dazzled us by floating up the field and wringing some great performance out of that airframe. He reminisced about the good old days with his 1.20 biplane, longing to put her back in the air, but settling with the LT40 for the day.

Alan was ready to get flying (still tethered). True to form, Alan was showing steady signs of improvement, completely unaware of what his day held in store. Again taking advantage of the wonderful head wind, Alan floated

the NexStar up the airstrip thoroughly exercising his thumbs. With the wind, the NexStar was landed like a

Harrier, floating vertically down to the ground. Up again, he powered up but I quickly told him to back off and just ease the plane down. After only about 10 flights, Alan managed his first landing. Fueled by success (and Nitro), Alan was back in the sky to perform another landing (this time with a little more ground speed). His was getting pretty fired up and decided to try a take off. And take off he did. The winds cooperated for a textbook take-off. Unfortunately, this landing was not as smooth, and he bent his landing gear. A quick bend back, and he was ready again. The wind started getting shifty, and Alan's clan showed up to watch. Well, the Eizon factor was in full force. (Eizon, the number of eyes-on the subject.) Unfortunately, on takeoff, the wind shifted, and flopped the NexStar over on its tail. It cracked the H-Stab, and the bird was retired for the day.

Somewhere, I managed a flight or two on the Sukhoi.

Until next week...or the next time I get to report...

Happy Flying!

Presidents Message from page 1

For the new folks remember the Instructor day is in May and we want to see you at that event for help with whatever you need. Also I am working with the Frederick club to get the formal instruction going for the summer.

I want to remind everyone again about safety.

There should not be any spinning propellers behind the pilots stations. Please taxi to the stations and stop your engines and push or pull your aircraft to the pits. There was an incident that could have been much worse had there been people sitting there near a vehicle. Even though an honest accident we have to be aware of safety.

Ok well that's it lets have some fun and burn some fuel!

See you in the pits,
Jay

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
Cox, Bill	pseagle@mindspring.com (*)
Cox, Tim	infinitysq@mindspring.com (*)
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	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org (*)
Lachance, Doug	klfdoug@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com (*)
Peacock, Milt	mpeacock@erols.com
Bill Renick	billylee@qis.net
Schaffner, John	schaffn@bcpl.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillie@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

REMINDER

Dues were due by the month of March. If you have not renewed your dues please do so to keep from being taken off the rolls.

ATTENTION

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



WAM'S EVENT SCHEDULE

May 2	Instruction day Baughers 12 Noon
May 4	Meeting VFW 7:30 PM
May 23	Fun-Fly at Spiegle 12 Noon
June 1	Meeting VFW 7:30 PM
June 20	Fun-Fly at Baughers 12 Noon
July 6	Meeting VFW 7:30 PM
July 18	Fun-Fly at Spiegle 12 Noon
August 3	Meeting VFW 7:30 PM
August 22	Fun-Fly at Baughers 12 Noon
September 7	Meeting VFW 7:30 PM
September 12	Pond Fun-Fly Baughers Pond 12 Noon
September 26	Big Bird Fun-Fly Baughers 12 Noon
October 5	Meeting VFW 7:30 PM
October 17	Fun-Fly Spiegle 12 Noon
November 2	Meeting VFW 7:30 PM
Plan to attend.	

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

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.

Jay Nardone	410 751-51118
Bob Allen	410 876-3580
Chris Allport	410 374-5131
Lloyd "Dutch" Briggs	410 833-7450
Frank Guiffre	410 876-130
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

TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at Baugher's.

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.

WAM'S WEB SITE ADDRESS

www.flywam.org

Please visit the site and bookmark it!

Take a look!!



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

****New Record Category**

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

NEW MEMBERS

New Members

in April

Dale Cochrane Alan Hicks

Michael Zeiler

Be sure to welcome new
members when you see them!



FOR SALE



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

Wing Mfg. Focke-Wolfe 190 Short kit (55" wing)
New in Box \$35.00

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

Building the ultimate machine

Looking back on a great day of Combat, I thought I would share my set-up secrets to try to talk more people into coming out to join us.

Combat set-up centers entirely on aircraft agility. The more agile and quick your airplane is, the more chances you'll have at your opponent's streamer. It's all about turning performance. I did several things to improve this. Since we are all flying the same engine/airplane combo, several small things add up to sizeable advantage. Here's what I did:

- 1) Make the airplane as light as possible. This means use the smallest servos to do the job along with a tiny receiver and a small capacity battery pack. Ounces count here! I also cut the lightening holes bigger than marked.
- 2) To further lighten the wing loading, I added approximately seven inches to the span with balsa wing tips. This adds wing area at a minimal weight penalty, lowering the wing loading. This has a dramatic effect on turning performance.
- 3) When you glue in the tail boom, pull it out as far as possible to retain a good joint. Also, move the stabilizer about one inch further back than the stock location. This will make the airplane fly smoother at the more rearward center of gravity (CG) position discussed in Tip #4. I added a small dorsal fin to the rudder to add directional stability. The stock bats I've seen fly need more fin area. When I build another one, I will cut a new one out with considerably more area. The extra area helps when turning hard on the edge of a stall.
- 4) The stock CG is a safe bet for a stable airplane, but we want a carving machine! You can move it back at least 3/8 inches if you are careful. It is very important if you move the CG aft to reduce elevator travel. The airplane will not be any more sensitive if this is done properly; it will just loop tighter. Once you have the CG set, increase travel slowly until it snaps out of a full throttle loop. Add about 30% expo to soften the center up and you're set.

5) The iron-on hinge is heavy! I used the covering material to make my hinges. This does two things: It lightens the aircraft, and it seals the gaps, making the controls much more effective.

6) I mounted the motor as far back as it would go in the mount and cut the rest off. Two more gains here. It's lighter again, and by moving the motor closer to the CG, you are reducing inertial movement making for a quicker turning airplane.

7) Make sure your vent line in the tank is as close to the top as possible. You want to get every last drop of fuel in the tank. You have to make it through the entire round to score all possible points and you can't do that if your motor runs out of fuel. In addition, with some of the power plant models discussed later, you will use more fuel. As that pretty much wraps up the airframe portion, let's take a look at the business end. In Combat, speed is life! Speed will get you to the target quicker and get you out of harms way in a flash. First, the little Magnum .15 is a hot engine when treated right. The most dramatic thing you can do is take the muffler apart and drill out as much of the exhaust baffle as possible. Use a lot of Loctite when reassembling. The baffle is there to keep the noise level reasonable, but the motor is so quiet anyway, the increase in noise is not out of line at all. This is good for at least 1,000-2,000 rpm increase.

Next, balance your propeller. These engines will turn over 17,000 and unload more in the air. An unbalanced propeller will rob rpm and make the airplane vibrate excessively. This could lead to premature breakage of the muffler bolts (more on this later). This alone is worth a few hundred rpm.

The weak link is the muffler, or more specifically the muffler bolts. Do not use the gasket provided. This allows a small amount of play between the engine and muffler, and I feel this causes the bolts to break. Replace the bolts with Du-Bro ones as they are socket head and of a higher tensile strength. Use lots of Loctite for reassembly.

Don't be tempted to run higher nitro. It won't help since the engine is timed conservatively.

Also, don't lean for peak rpm. The airplane will lean out due to the hard Gs it's pulling and from getting hotter from flying at a slower airspeed with full power due to all the maneuvering you'll be doing. Set it slightly fatter than you normally would and it will be fine.

I don't think anyone who saw my airplane fly in its last Combat competition would argue the fact that I had a considerable edge on the rest of the field. I could pick my targets at will and run away from the heat at anytime. There is nothing magic about my airplane; I just put a little extra thought and effort into the setup. When we all start with the same stuff, you have to work hard to find an edge. I will gladly help anyone who would like to get the most from their set-up. I don't expect to have an edge next time. C'mon, let's fight!

from *Wine Country Flier*
P

Wine Country Flyers
hil Leech and Steve Smith, editors
Santa Rosa CA

from AMA National Newsletter March

BAUGHER FIELD UP DATE

by your editor

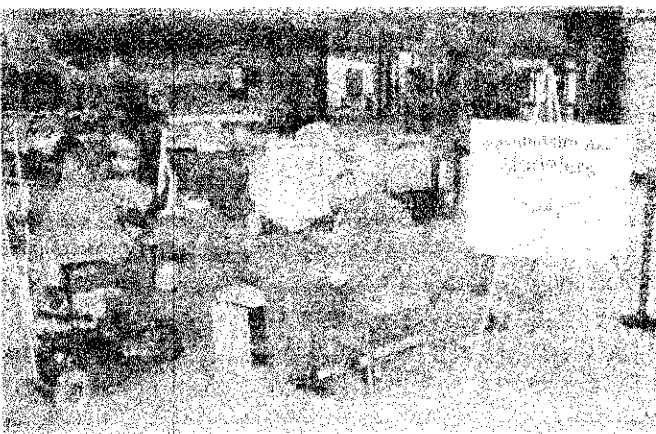
The work day on April 24th will already have happened by the time you are reading this. If all went well the road into the field will have been graded, the canopy will have been put back up, the southeast corner of the runway reclaimed and seeded along as well as other minor maintenance.

Although I am writing this before the work day and I do not know who will be there I want to extend thanks to those who showed up.

Sunday April was a beautiful day and over a dozen members (new and old) and several spectators came out to enjoy the flying and socializing. Although the vast majority of the action was uneventful we had our share of excitement.

We had one crash, one fly away (found on the west side of Rt. 31 by Medford Rd.), one finger in a prop, one run away in the pits that would have gone in the stream if not for the truck that saved it, and one in the trees, and one very entertaining take-off that almost combined all of the above.

Remember the Instructors Day will be May 2nd. Those just learning or those that wish to add to their skills be sure to attend. Everyone else please come out to fly and offer assistance and encouragement.



Our second annual Mali Show. Several applications were handed out and we have already had two new members join. We displayed more than 50 aircraft as well as the computer simulators, as shown above, were a big hit as always.

pic by Dale Johnston

HINT AND TIPS

Masking painted areas

Ever had paint run under masking tape, giving your model a jagged edge? Me too. Then, I discovered a method of masking off those lines. First, use good quality masking tape. Go to the paint department of a home improvement store and look for high grade painters masking tape. This is a plastic backed tape with excellent edges that produce a very sharp color demarcation line.

Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana pudding, etc., that may be stuck on your model. Mask off the area to be painted. Make sure the edges of the tape are stuck firmly.

Then, spray the area with the same color you have hidden with the masking tape. The paint seals the edges to prevent paint from creeping under them. In the unlikely event that paint does seep under the edge, it will be the same color as the masked area and virtually invisible.

When that has dried, continue painting with the desired color of the stripe or panel you have chosen. When dry, remove the tape by pulling it back against itself to lessen the chance of damaging the finish. Clean any tape residue off with alcohol and you're finished.

from the Whitehaven Radio Control Club
via *WIRCS Touch & Go*
Whidbey Island Radio Control Society
Mike Mosbrooker, editor
Oak Harbor WA
from AMA National Newsletter March 2004

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

May 2 Instruction day Baughers 12 Noon
May 4 Meeting VFW 7:30 PM
May 23 Fun-Fly at Spiegle 12 Noon

Combat this summer for those who
are interested - Stay tuned

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

MEMBER ACKNOWLEDGEMENT

***TO ALL THOSE THAT
HAVE HELPED WITH THE
FLEA MARKET, MALL
SHOW, RAFFLE
AND THE WORK DAYS***

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 !!!





THE TALESPINNER

Westminster Aero Modelers

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Treasurer: Bob Allen 410 876-3580

Vice President: Lou Omansky 410 653-0586

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NEXT MEETING

June 1 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 5

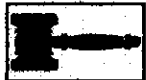
AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT



FELLOW FLIERS

I want to thank everyone who attended and helped with the first WAM 2004 fun fly. We had an excellent turnout and an absolutely great day of flying! Hope everyone else felt the same way. Check the Talespinner or the web page for future dates of up coming events.

I just want to remind everyone of safety and all of our roles to insure that safe flying practices are followed at the fields.

See you in the pits.....

Jay

NOTE: SEE THE ASSESMENT NOTICE ON PAGE 3

Spiegel Funletter

by Chris Allport



This past week brought slightly more flying activity than the last. A mild Wednesday evening inspired a touch of spring fever resulting in a grand total of four Wammers showing up at Spiegel.

Bill Renick was first up with his rescued trainer. Hurricane Isabel forcible commissioned this plane to be a remote control boat. Unfortunately, the plane failed to float and only sustained moderate water damage. Trouble with the electric starter caused Bill to resort to a high-tech chicken stick for starting his motor. Once warmed up, the plane was ready to fly. Bill handled her like a champ for a total of two flights. This was his first trip out since last fall, and his skills did not seem the least bit rusty.

Next up was my Phoenix Sukhoi-31. Unfortunately, it took a good bit of effort to get it off the ground. The grass had really grown since Sunday, and would not let the plane build speed. Eventually, a light headwind developed which helped me take-off. Landings were quite smooth, I only failed to taxi to the flight line in 1 of 3 flights.

Bob Jenness showed up with one of his helicopters. Showing significant progress from last year, he hovered, flew some figure 8's around the field, and

cont. pg. 3



MINUTES OF THE WAM MEETING

May 4, 2004
From John Schaffner

1. The meeting of WAM opened at 7:35 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 22 regular members, Honorary Member, Milt Peacock, and guests Rich and Wesley Davis and Mary Lynn. Jay opened the meeting with the introduction of our guests
2. Minutes of last month were approved, with the correction of the "badtothebones" website spelling
3. Short discussion on the situation of Frederick Club members using our field facilities. There has been no word from them as of this time.
4. V.P Lou Omanski passed around compliments and thanks to all those who showed up at the fields for the "Work Day." The road to Spiegle field is now improved. Lou asks for anyone operating the mowers to make a thorough inspection before starting the engine.
5. Bob Allen's Treasurer's report was accepted as presented.
6. No report from AMA as Rep. Dale Johnston was not present.
7. Membership Chairman not present tonight.
8. Carroll County Liaison, Mark Eastman, reported no words from the local government. Mark will try to beg road surfacing material from CaCo if and when available.
9. Jim Hodges says, "Send me stuff for the newsletter."
10. Fun Fly announced for May 23rd at Spiegle Field. Get there early for a hot-dog.
11. Wednesday evenings at Spiegle Field is a great time to fly. Let's make use of the field.
12. Instructors Day has been rescheduled for May 16 at Baugher's Field. Come out and learn, or just get "refreshed" by our experts.
13. Chris Allport brought up the subject of competition events at the Fun Flys and will look into what the club can stage for everyone's entertainment.
14. The club will hold a Crab Feast this summer. Time and place to be announced.

15. Two new members were voted in tonight. They were Bill duPont and Frank Zeiler. Congratulations guys. Welcome to the club.

16. Alan Hicks has provided directional signs for newcomers to reach the flying sites. Thanks again Alan, this has been a need.

17. The club is still talking about "Combat Flying" but there have been no shoot downs as of this time.

18. A discussion was held concerning the radio channels in use by the club. Reminder that #20 & #28 are not to be used, as there appears to be outside interference on both.

19. Chris Allport brought in his scratch built "Dominator." It is unusual as it is built from a corrugated material. It ain't pretty but it will hold up in a real hard landing for sure.

20. Some chat was had about the new Udvar-Hazy Museum (Smithsonian) at Dulles. Some of our guys have visited and found it "more or less incomplete" but not hard to get to and worth the trip.

21. 50/50 was drawn for Doug Phebus who was not present. In the kitty it goes!

Meeting adjourned 9:08 PM

Humor: Marriage – A woman marries a man expecting he will change, but he doesn't. A man marries a woman expecting that she won't change, and she does. Question: If you are going to make a parachute jump, at least how high should you be.

Answer: Three days of steady drinking should do it. (Charlie Weaver)

Club Tee Shirts for Sale

Tee shirts with the club logo and if you want, your name are being purchased (\$11 w/o name, \$15 w/ name)

Contact 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

Spiegle from page

ended with some forward and reverse flight. After a couple of successful touchdowns, Bob shutdown the helicopter and took his first breath in over five minutes. With one flight under his belt, Bob retired for the day.

Fueled by his successful warm-up flights, Bill broke out his electric Zero park flyer. After three unsuccessful hand-launch attempts, Bill decided to take the plane home for some tuning, tweaking, and minor repair.

Present with no plane was Dave Evans. He said he just stopped on his way home from work, but I think he just didn't want to make the rest of us look bad. The weather Saturday was enough to keep me away from the field, but Dave said that he did manage to squeeze one flight in. He reported that the flight was uneventful and a great time, but the unsteady winds convinced him that one was enough and he wanted to keep the plane in one piece to fly another day.

Sunday's instructor day was a bust. Mother Nature was blowing down on Baughers field with a vengeance. As I arrived, everyone was leaving. Alan Hick's and Dave Evans turned around just to see what trouble we might be able to get into. Alan, always ready to fly, quickly prepped his plane for flight. As soon as the wind calmed, the NexStar started rolling down the strip. SIX FEET later, it was airborne. The first fifteen or twenty feet of altitude weren't too bad -- after that, the wind smacked that plane around so bad, it looked like an albatross on a pogo stick flying around up there. A couple of passes later, the plane safely found the ground and training day was officially over.

May your aircrafts always return home in one piece.

Chris Allport Interactive Innovations Technologies
<http://www.iitvr.com>

Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegle field. A week or so ago the Huskee tractor used to cut Spiegle field once again became nonfunctional. Hence, leaving Spiegle field grass teams without a means to cut the field for flying.

A brief bit of history. Last year around this time, the Huskee tractor was used at Baughers field for grass cutting operations. At that time the tractor became nonfunctional and WAM spent well over \$500 to have the engine repaired. Members also gave many hours of their own time to remove the tractor and engine for maintenance. The repair lasted less than two weeks and the tractor became useless again. At that time it was decided by a membership vote that WAM needed to purchase a new tractor and replace the failing Huskee with something we can use reliably and that would complete the tasks routinely. We purchased the John Deere and moved the Huskee to Spiegle field. In a two week period a few members spent over 80 hours of our own time trying to repair the Huskee and ford tractors for spiegle field. The Huskee was repaired and seemed to be operational at Spiegle field. We were all in agreement at that time that the club was on borrowed time with that tractor and the repair would not last.

Last week during the instructors day an impromptu meeting was held at the field of all board members that were present. We did have a quorum as the bylaws specify. We made an emergency decision to purchase a new tractor for Spiegle field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote. This notice serves as that notice and we will need to vote on the assessment. The tractor was purchased once again on my credit card and the treasury currently has one thousand dollars allotted to the tractor purchase. The remainder of the balance, \$1222.80, a \$25 per member assessment will need to be applied to the purchase ASAP to pay for the tractor purchase. If the assessment is not accepted the balance of the WAM 2004 budget will be depleted and no WAM events for 2004 will be able to be accomplished.

We will need to discuss this further at the June meeting.

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
Cox, Bill	pseagle@mindspring.com (*)
Cox, Tim	infinitysq@mindspring.com (*)
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emgl@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org (*)
Lachance, Doug	klfdoug@webtv.net
Miles, Ray	rkmls@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com (*)
Peacock, Milt	mpeacock@erols.com
Bill Renick	billylee@qis.net
Schaffner, John	schaffn@bcpl.net
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillie@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

REMINDER

Dues were due by the month of March. If you have not renewed your dues please do so to keep from being taken off the rolls.

ATTENTION

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



WAM'S EVENT SCHEDULE

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

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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

****New Record Category**

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

NEW MEMBERS

**New Members
In May**

Bill duPont Frank Zeiler

Be sure to welcome new members when you see them!

FOR SALE



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

Wing Mfg. Focke-Wolfe 190 Short kit (55" wing)
New in Box \$35.00

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

RECEIVERS:

Powering RC radios on the bench

By PETER CARR

The following article is about building a power supply to see at what reduced voltage your receivers stop working.

Modern servos lose power on lower voltage but still operate. Receivers are not that way and will stop abruptly at about four volts. I wanted to get an idea of the lower operating limit of this equipment but needed a voltage supply.

There are basically two types of power supplies. One uses a transistor as a variable resistor to set the voltage. The discarded voltage is turned into heat so the transistor is usually mounted on the outside of the chassis with a heat sink attached.

These are called "linear" power supplies. Since they waste voltage as heat, they are not very efficient and have been replaced by "switching" regulated power supplies. These newer versions have a transistor that is turned on and off by a control oscillator. The length of time the transistor conducts sets the output voltage. Since the transistor is a switch, it doesn't produce much heat and is very efficient. The downside is that the switching frequency can appear at the output and interfere with the radio it powers.

I decided to build a linear power supply from a diagram in a back issue of Nuts and Bolts Magazine. It had eight parts and took about an hour to wire up. The meter is a 0-10 volt scale from an old project. The on/off switch and voltage adjustment variable resistor are a volume control from an old radio to prevent stray noise and signals. The coax is terminated in a Deans 3-pin connector as well as a Futaba connector for the two types of rigs I used.

Maximum voltage from the supply is about 7.5 volts, which is more than any Radio Control rig will need. It is adjustable down to zero and is smooth and linear. The result is a supply that allows me to repair or tune radios without worrying about draining the Ni-Cd pack.

I tested several receivers by turning down the voltage to see where they quit working. The Hitec units stop at just over 4 volts while the new Berg radio with DSP will go down to about 3.4 volts.

I also have an FMA receiver and it quits at 4.4 volts. This is a concern so I may have a problem with that one. Some receivers stop without any

servo jitter so I assume that the front end local oscillator just stops working at a low voltage. Others jitter madly so it may be the FM discriminator going unstable.

(Technical Editor's note: It is probably the decoder clocking and resetting that causes the stoppage.)

All my AM modulated rigs jitter and seem to give fair warning of a low battery.

I mentioned the power supply to my son and discussed the results. At the end, he inquired, since I was trying for the 8-hour League of Silent Flight task, had I found a really light extension cord so I could power the Sailplane with the power supply? Now there's an idea!

from Clarence Silent Flyair

Clarence Sailplane Society

Martin Timm, editor

Glenwood NY

(from AMA May 2004 Newsletter)

BALANCING:

Tips for balancing a new airplane

Here's a neat idea for balancing your new airplane in "all directions at once."

A model airplane has one point of balance where the wing's center of gravity (CG) and the fuselage centerline intersect. That's where the secret lies, and here is how you can use that point to get a perfect balance for your new airplane.

When you build the wing, install a light plywood block at this intersection (your plans will show the recommended CG). For a high-wing model, the block should be installed on the top of the wing. On a low-wing model, the block should be installed on the bottom of the wing. Mark the center of the CG on the block and leave the wing uncovered so any unnecessary weight can be added for lateral balance.

When you are ready to balance, install a small screw eye into the block and hang the assembled airplane from the eye bolt. Fasten sufficient (use as little as possible) weight to the main spar of the wing to achieve lateral balance. Now, move the battery, receiver, or weight as required to attain proper balance, from front to back. This simple system will result in an accurately balanced model.

from The Cam Journal

Central Arizona Modelers Inc.

Marvin Hinton, editor

Sedona AZ

(from AMA May 2004 Newsletter)

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

June 1 Meeting VFW 7:30 PM

June 20 Fun-Fly at Baughers

Combat this summer for those who
are interested - Stay tuned

**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 !!!



EMERGENCY SAFETY ALERT

Lithium Battery Fires

Lithium batteries are becoming very popular for powering the control and power systems in our models. This is true because of their very high energy density (amp-hrs/wt. ratio) compared to NiCads or other batteries. With high energy comes increased risk in their use. The, principal, risk is FIRE which can result from improper charging, crash damage, or shorting the batteries. All vendors of these batteries warn their customers of this danger and recommend extreme caution in their use. In spite of this **many** fires have occurred as a result of the use of Lithium Polymer batteries, resulting in loss of models, automobiles, and other property. Homes and garages and workshops have also burned. A lithium battery fire is **very hot** (several thousand degrees) and is an excellent initiator for ancillary (resulting) fires. Fire occurs due to contact between Lithium and oxygen in the air. **It does not need any other source of ignition, or fuel to start**, and burns almost explosively. These batteries must be used in a manner that precludes ancillary fire. The following is recommended:

Store, and charge, in a fireproof container; never in your model.

Charge in a protected area devoid of combustibles. Always stand watch over the charging process. **Never leave the charging process unattended.**

In the event of damage from crashes, etc, carefully remove to a safe place for at least a half hour to observe. Physically damaged cells could erupt into flame, and, after sufficient time to ensure safety, should be discarded in accordance with the instructions which came with the batteries. **Never attempt to charge a cell with physical damage, regardless of how slight.**

Always use chargers designed for the **specific** purpose, preferably having a fixed setting for your particular pack. Many fires occur in using selectable/adjustable chargers improperly set. Never attempt to charge Lithium cells with a charger which is not, specifically, designed for charging Lithium cells.

Never use chargers designed for Nickel Cadmium batteries.

Use charging systems that monitor and control the charge state of each cell in the pack. Unbalanced cells can lead to disaster if it permits overcharge of a single cell in the pack. If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames.

Most important: **NEVER PLUG IN A BATTERY AND LEAVE IT TO CHARGE UNATTENDED OVERNIGHT.** Serious fires have resulted from this practice.

Do not attempt to make your own battery packs from individual cells.

These batteries CANNOT be handled and charged casually such as has been the practice for years with other types of batteries. The consequence of this practice can be very serious resulting in major property damage and/ or personal harm

Safety Committee
Academy of Model Aeronautics
5161 E Memorial Drive
Muncie, IN 47302



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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

July 6, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 6

AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE PILOT TO CO-PILOT



FELLOW FLIERS

I want to thank everyone who attended and helped with the June 20th fun fly at Baugher Field. We had an excellent turnout and an absolutely great day of flying! Hope everyone else felt the same way. Check the Talespinner or the web page for future dates of up coming events.

I just want to remind everyone of safety and all of our roles to insure that safe flying practices are followed at the fields.

See you in the pits.....

Jay

JUNE (FATHER'S DAY) FUN-FLY

Sunday June 20th at Baugher Field was an excellent day to have a Fun-fly. The weather could not have been better, clear skies, moderate temperatures and a good stiff breeze. As usual the conversation, food and of course the flying was well above par. The turnout was so good that there was only room for a couple more cars to park. The flying day only had a couple hitches as one deadstick landing was about 30 feet high. John Sterrett once again tried to launch his glider using a tow rope behind his Telemaster with similar results as last year. Although this year there was not any breakage the landing was somewhat wet.

Thanks to Bob Allen for supplying the food and drinks and to Linda Bradley for doing the honors as chef and the usual excellent job.

If you are not coming out to these events you are missing out on a good time. Bring the whole family.

THE NEXT FUN-FLY IS AT SPIEGLE ON
SUNDAY JULY 18th AT NOON
PLAN TO COME



MINUTES OF THE WAM MEETING

June 1, 2004

From

1. The meeting of WAM opened at 7:35 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 22 regular members, Honorary Member, Milt Peacock. Jay opened the meeting with the introduction of our guests
2. Minutes of last month were approved.
3. Discussion on the situation of Frederick Club members using our field facilities. The decision to inform the President of the Frederick Club that if their members were going to continue to use our facilities those members would have to join WAM
4. Bob Allen's Treasurer's report was accepted as presented.
5. No report from AMA as Rep. Dale Johnston was not present.
6. Membership Chairman not present tonight.
7. Carroll County Liaison, Mark Eastman, reported no words from the local government.
8. Jim Hodges says, "Send me stuff for the newsletter."
9. The assesment of \$25.00 per member for the payment of the new tractor for Spiegle Field was passed with payment A.S.A.P.
10. Fun Fly announced for June 20th at Spiegle Field. Get there early for a hot-dog.
11. Wednesday evenings at Spiegle Field is a great time to fly. Let's make use of the field.
12. The club will hold a Crab Feast this summer. Time and place to be announced.

Meeting adjourned at 8:50 PM

Club Tee Shirts for Sale

Tee shirts with the club logo and if you want, your name are being purchased (\$11 w/o name, \$15 w/ name)

Contact 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

Wings of Williamsport

cordially invites your club and you to the 2nd annual WINGS OVER PIPER rc event to be held the 6/7/8 of August. This event takes place at the historic William T. Piper memorial airport, Lock Haven Pa.

Last year's event was a huge success (even with the bad weather) with over 1500 attending and this year even promises to be much better. Balsa USA is now the primary sponsor for this event and has advertised it in the June issue of R.C. Modeler.

There are very few large rc events within reach of the modelers on the East coast and with your club's help Wings over Piper will be the one to attend!

There is plenty of camping room on site as well as hotels / motels to accommodate overnigheters for this event.

Wings of Williamsport, the hosting club, would appreciate if you could pass this information along to your club. Attached is a flyer with some general information about the event. We would appreciate it if you could make copies to distribute or if you have a web-site, post a link to our site at wingsoverpiper.com This year there is a registration available via the web-site and giveaways for those who register early! There will be plenty of activities and giveaways all weekend long so make plans now to attend the second annual WINGS OVER PIPER event!

Be sure to visit our website at www.wingsoverpiper.com for more information and accommodations!

Thanks for your help and hope to see you there! Hal Lusk

Sage safety sayings about propellers

By VIC BUNZE

Propellers! Those cute things spinning on the front of the airplane. They put food processors to shame. Those whirling beauties can do a number on you, and if you are alone at the time, there is a danger of passing out or worse.

Here are some tips. An entire class of accidents can be avoided by properly restraining your airplane. It's best to have someone hold the airplane. Short of that, get a restraining gizmo from your local hobby shop.

Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegle field.

We made an emergency decision to purchase a new tractor for Spiegle field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote and was posted in last month in Talespinner.

The tractor was purchased once again on my credit card and the treasury currently has one thousand dollars allotted to the tractor purchase. The remainder of the balance, \$1222.80 will need to be applied to the purchase ASAP to pay for the tractor purchase.

The assessment was accepted by the membership at the June meeting and the amount set at \$25.00 per member payable as soon as possible.

Thank you... Jay Nardone, President WAM

WEDNESDAY NIGHTS @ SPIEGLE

Remember to come up to Spiegle Field on Wednesday nights. The turnouts have been very good but there is still room for more. Usually the wind is low and the sun is to the rear. Don't wait too long because the days have started getting shorter but there is still two months off good evening flying.

SALE

10" MINI WOOD LATHE

A RELIANT 10" self contained Mini Lathe-1/2 H.P., 110 V., square steel tubular construction. Includes 4 wood chisels, backplate, wrench.

Excellent condition. \$115.00

Ray Miles Jr. e-mail, rkmiles@carr.org

Phone- 410 795-2447

Cont. from pg.2

Why? One way an accident can occur is because the transmitter is sitting on the ground. You are cranking away to start the engine and the throttle is set on low, as it should be. The engine starts and Murphy strikes! The transmitter falls over and the throttle goes to "full on." The airplane lunges forward and gets you. It happens.

Another variation is the airplane is new and the throttle is reversed. You think it's on low but it's wide open. When the engine is cowed, you cannot see inside.

When the airplane is restrained by the elevator, it is possible that the thrust is so great that the tails pulls loose and the rest of the airplane comes at you. That's why I prefer to have someone hold onto the aircraft, with fingers wrapped around the leading edge of the wing. This is a must when working with large gas engines with enough power to pull stumps out of the ground. Don't count on the tail to hold that airplane in place when it's being pulled by an eight horsepower engine swinging a 26-inch propeller. Use a helper.

What else? Propellers come loose and fly into space. Backfiring four-stroke engines are known for throwing propellers, especially when too lean. Don't throttle up until the area in front of the propeller is clear. Keep people from standing in line with the propeller arc. When you throttle up, you need to be behind the airplane and others should be behind you.

APC propellers are a wonder of efficiency. They really cut through the air and perform. They are also very nasty if you get in the way. They have sharp edges and are stiff and strong. They won't break away like a wooden propeller.

Sometimes you just put your hand into the propeller. How? You could be fiddling with a needle valve or something and you touch a hot muffler. Bingo! You jerk your hand back and your fingers hit the propeller.

Be safe and fly like you mean it—often and with proper care, abandon, and élan.

from *Flight Lines*

The Spirits of St. Louis R/C Flying Club, Inc.

Walt Wilson, editor from AMA National Newsletter 5/04

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Bradley, Ed	encb3@bellatlantic.net
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rk miles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillic@hotmai.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

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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
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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!!

NEW MEMBERS

New Members In June

We did have new members but I did not get the names. I will post them in the next issue.

Be sure to welcome new members when you see them!



FOR SALE



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

Wing Mfg. Focke-Wolfe 190 Short kit (55" wing)
New in Box \$35.00

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

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

July 6

Meeting VFW 7:30 PM

July 18

Fun-Fly at Spiegle 12 Noon

**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



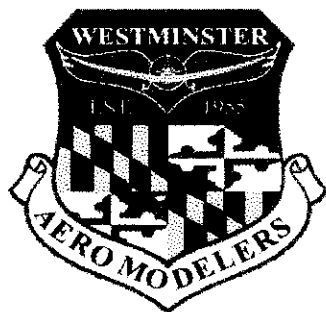
Materials and opinions published in The Talespinner are those of the author and do not necessarily reflect those of the Westminster Aero Modelers or the Editor. Every attempt is made to assure that the information contained herein is accurate, but the Westminster Aero Modelers and the Editor are not 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 !!!





THE TALESPIINNER

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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

August 3, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 7

AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE PILOT TO CO-PILOT



FELLOW FLIERS

I hope everyone is having a great flying season. I know the weather although cooler than normal for us has not been the best on Sunday's. I am hoping things improve for us so we can all get some great flying in on the weekends.

I don't have much this month. Just want to thank all of the grass crews for the fine job everyone has been doing with our fields. Remember the rain date for fun fly's is the following weekend.

Also please keep in mind our safety rules and procedures.

See you in the pits.....
Jay

FUN-FLYS

As we come to the end of July and about the half way point of this years flying season we have had three Fun-Flys. The first at Spiegel, the second at Baugher's and the most recent at Spiegel.

The July 18th event was washed and blown out but was held the week after as planed on the 25th. The weather still did not fully cooperate on the 25th as it was cool and overcast following a drizzly morning. The wind however was from the east a directly down the runway. Fourteen members and guest attended enjoying the flying and the food and beverages.

Thanks to the Bradley's for bringing and preparing the food and to John Starrett for supplying the beverages. As always an excellent job!

Remember the next Fun-Fly will be at Baugher's Field on August 22nd, the Pond Fly off Rt. 140 on September 12th, the Big Bird Fly at Baugher's on September 26th, and the last Fun-Fly of the year at Spiegel on October 17th.

Mark your calendar and come on out.

MINUTES OF THE JULY MEETING

1. The meeting of WAM opened at 7:30 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 18 regular members, Honorary Member, Milt Peacock, and 2 prospective members; Danny Leibensperger and Douglas Klunk.
2. Jay opened the meeting with the introduction of our guests
3. Minutes of last month were approved as published.
4. Short discussion on the situation of Frederick Club members using our field facilities. Situation has resolved itself as the Frederick club has once again acquired their own flying sites.
5. V.P Lou Omanski stated that the IRS applications for tax exemption have been successfully submitted and we now only await the final approval paperwork.
6. Bob Allen's Treasurer's report was accepted as presented.
7. No report from AMA as Rep. Dale Johnston was not present.
8. Bob Allen stated that the membership figure now hangs around 55.
9. Carroll County Liaison Mark Eastman reported no words from the local government
10. Jim Hodges says, "Send me stuff for the newsletter."
11. Fun Fly announced for July 18th at Spiegel Field. Get there early for a hot-dog.
12. Wednesday evenings at Spiegel Field is a great time to fly. Let's make use of the field.
13. New members Danny Leibensperger and Doug Klunk were formally accepted into the club.

Club Tee Shirts for Sale

Tee shirts with the club logo and if you want, your name are being purchased (\$11 w/o name, \$15 w/ name)
Contact 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

move to keep the fields in good shape.

16. Next club meeting is scheduled for August 3, 2004. Attend the meetings if you want to participate in the affairs of your club.

17. The 50/50 was drawn for Tim Cox, who was not present. In the kitty it goes!
Meeting adjourned 8:45 PM

Q. True or False? A pea can last as long as 5,000 years. A. George Gobel: It sure seems that way sometimes.

Success: A successful man is one who makes more money than his wife can spend. A successful woman is one who can find such a man. Money can't buy you happiness, but it does bring you a more pleasant form of misery. (Spike Milligan)

I am opposed to millionaires, but it would be dangerous to offer me the position. (Mark Twain)

It only takes one drink to get me drunk. The trouble is I can't remember if it's the thirteenth or fourteenth. (George Burns)

Wings of Williamsport

cordially invites your club and you to the 2nd annual WINGS OVER PIPER rc event to be held the 6/7/8 of August. This event takes place at the historic William T. Piper memorial airport, Lock Haven Pa.

Last year's event was a huge success (even with the bad weather) with over 1500 attending and this year even promises to be much better. Balsa USA is now the primary sponsor for this event and has advertised it in the June issue of R.C. Modeler.

There are very few large rc events within reach of the modelers on the East coast and with your club's help Wings over Piper will be the one to attend! There is plenty of camping room on site as well as hotels / motels to accommodate overnights for this event.

Wings of Williamsport, the hosting club, would appreciate if you could pass this information along to your club. Attached is a flyer with some general information about the event. We would appreciate it if you could make copies to distribute or if you have a website, post a link to our site at wingsoverpiper.com

This year there is a registration available via the website and giveaways for those who register early! There will be plenty of activities and giveaways all weekend long so make plans now to attend the second annual WINGS OVER PIPER event!

Be sure to visit our website at www.wingsoverpiper.com for more information and accommodations!

Thanks for your help and hope to see you there! Hal Lusk

The first part of the paper discusses the importance of the study of the history of the United States. It is argued that the study of the history of the United States is essential for a full understanding of the country and its people. The second part of the paper discusses the importance of the study of the history of the world. It is argued that the study of the history of the world is essential for a full understanding of the world and its people. The third part of the paper discusses the importance of the study of the history of the United States and the world. It is argued that the study of the history of the United States and the world is essential for a full understanding of the United States and the world.

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Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegel field.

We made an emergency decision to purchase a new tractor for Spiegel field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote and was posted in last month in Talespinner.

The tractor was purchased once again on my credit card and the treasury currently has one thousand dollars allotted to the tractor purchase. The remainder of the balance, \$1222.80 will need to be applied to the purchase ASAP to pay for the tractor purchase.

The assessment was accepted by the membership at the June meeting and the amount set at \$25.00 per member payable as soon as possible.

Thank you... Jay Nardone, President WAM

WEDNESDAY NIGHTS @ SPIEGLE

Remember to come up to Spiegel Field on Wednesday nights. The turnouts have been very good but there is still room for more. Usually the wind is low and the sun is to the rear. Don't wait too long because the days have started getting shorter but there is still two months off good evening flying.

SALE

10" MINI WOOD LATHE

A RELIANT 10" self contained Mini Lathe-1/2 H.P., 110 V., square steel tubular construction. Includes 4 wood chisels, backplate, wrench.

Excellent condition. \$115.00

Ray Miles Jr. e-mail, rkmiles@carr.org

Phone- 410 795-2447

All I need to know to fly an airplane and other lessons in life

Compiled by LARRY BROMAN

Keep the aeroplane in such an attitude that the air pressure is directly in the pilot's face.

— Horatio C. Barber, 1916

When a flight is proceeding incredibly well, something was forgotten.

— Robert Livingston, *Flying the Aeronca*

The only time an aircraft has too much fuel on board is when it's on fire.

— Sir Charles Kingford Smith, *some time before his death in the 1920s*

If you can't afford to do something right, then be dam sure you can afford to do it wrong.

— Charlie Nelson

Never fly the "A" model of anything.

— Ed Thompson

Never fly anything that doesn't have the paint worn off the rudder pedals.

— Harry Bill

Keep thy airspeed up, lest the earth come from below and smite thee.

— William Kershner

Advice given to RAF pilots during WWII: When a prang seems inevitable, endeavor to strike the softest, cheapest object in the vicinity, as slowly and gently as possible.

Instrument flying is when your mind gets a grip on the fact that there is vision beyond sight.

— US Navy Approach magazine, circa WWII

The Cub is the safest airplane in the world; it can just barely kill you.

— Attributed to Max Stanley, Northrop test pilot

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.

— Jon McBride, astronaut

If you're faced with a forced landing, fly the thing as far into the crash as possible.

— Bob Hoover

from *Flightline*

Bay Area RC Fliers

Don Bunyard, editor

from the AMA National Newsletter May 2004

Coos Bay OR

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
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillie@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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



WAM'S EVENT SCHEDULE

August 3	Meeting VFW 7:30 PM
August 22	Fun-Fly at Baughers
September 7	Meeting VFW 7:30 PM
September 12	Pond Fun-Fly Baughers Pond 12 Noon
September 26	Big Bird Fun-Fly Baughers 12 Noon
October 5	Meeting VFW 7:30 PM
October 17	Fun-Fly Spiegel 12 Noon
November 2	Meeting VFW 7:30 PM
Plan to attend.	

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

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
Chris Allport	410 374-5131
Lloyd "Dutch" Briggs	410 833-7450
Frank Guiffre	410 876-130
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

TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at Baughers.
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!!

ATTENTION

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





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 Jim Hodges
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
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Person Who Used the Most Instructors to Learn How to Fly	Lou Omansky
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Danny Leibensperger
Doug Klunk

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members when you see them!



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are pre-cut. 77" two piece wing, 616 sq. in.
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Wing Mfg. Focke-Wolfe 190 Short kit (55" wing)
New in Box \$35.00

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

1. The first part of the document is a list of names and addresses of the members of the committee.

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15. The fifteenth part of the document is a list of names and addresses of the members of the committee.

16. The sixteenth part of the document is a list of names and addresses of the members of the committee.

17. The seventeenth part of the document is a list of names and addresses of the members of the committee.

18. The eighteenth part of the document is a list of names and addresses of the members of the committee.

RUDDER CONTROL:

What to do with your left hand while you're flying

By BOB KARASCIEWICZ

Students typically do little with their left hands while learning to fly. Most of the throttle control is of the on/off type—on for takeoff and flying and off for landing. I'd like to tell you why you should use both controls on the stick.

Let's start with a fun maneuver that uses both rudder and throttle. I call it the "tail wag." Start with a nice, high and straight line (as all maneuvers are started) parallel to the runway. Have the throttle set to about half. As you go past yourself (the center), smoothly raise the throttle to full and let the airplane gain speed until it gets to full speed. Now it's past you and going fast. Pull up to vertical and go straight up.

As soon as your airplane is going straight up, start moving the rudder stick side to side. Take roughly a second to do this; don't stop until the airplane slows down and almost stops. At this point, push down elevator and resume level flight. Don't forget to lower the throttle to approximately half and make your turn back. Did you see the tail wag? Wasn't that cool?

Do it again. Each pass do the same thing and have fun. Now you are making the airplane do what you want! You're using the rudder and it's a ball. Let's try something a little more complicated. If you practice these things, using the rudder will be just like using the ailerons. You'll be doing it automatically.

The flat turn

Flat turn? How does an airplane turn flat? Everyone knows an airplane has to bank to turn. My instructor told me that when I was just starting out! Relax and everything will be all right. Since you are using the rudder, you can do more things with that beautiful trainer. Let's try one.

First establish a nice high and straight line parallel to the runway. As I said before, most maneuvers start that way. Have the throttle set to approximately half again. Just before the airplane gets to the center (right in front of you), raise the throttle to full. The airplane will gain speed. As the airplane gets to the center and is going fast, slowly go to roughly half rudder (this stick movement should take about a full second). Use the rudder to turn the airplane away from the runway. If you're going from left to right, give left rudder. If it's going from right to left, give right rudder.

As you input the rudder, the airplane will start to do two things: roll and yaw (turn). At this point you will give opposite aileron to prevent the bank (roll). If you gave right rudder, give left aileron. If you gave left rudder, give right aileron. Move the aileron stick enough to keep the wings level. Depending on the wind, you will adjust the roll correction by adding or removing aileron input.

Students do little with their left hands
while learning to fly. I'd like to tell you
why you should use both controls on the stick.

To reiterate: If you're going left to right at full throttle, give approximately half left rudder, and as the airplane starts to bank, use right aileron to keep the wings level. The airplane will be turning but not banking. You will only see the yaw. On aerobatic airplanes, when you give rudder, the airplane will do little or no banking.

This rolling as you give rudder is called roll coupling, and it has a lot to do with the amount of dihedral in the wing. This is not an aerodynamics column so I will not go into why. Hey, my airplane is turning without banking and I don't know what to do next? Sorry, student!

Cont. on pg. 7



Let's get you out of the flat turn. When you have turned enough, just let the sticks (meaning both the rudder and aileron) go back to neutral. Please don't just let go of the sticks. That "boing" drives me crazy, not to mention it will quickly wear out your transmitter as it will reduce the accuracy of your stick input.

Practice this stuff and while you are practicing using the rudder don't forget to have fun. There is one danger you may run into while doing flat turns. After doing a 90° flat turn, you will no doubt want to do more. That is, you'll want to complete a flat circle. They are really great and very impressive. Do them, but beware. The flat turn is a high drag maneuver. After all, you are forcing the airplane to go sort of sidewise. This causes more drag and speed goes down, causing less lift. Also, there is even less lift because of the sidewise airflow over the wing. Less lift means you could run out of lift. Running out of lift means a stall. Now don't start worrying. You are nice and high, remember. If you do stall, release the rudder and aileron and return them to neutral, maintain full throttle and point the nose down a bit. As you gain speed, give a little up elevator and you will have full control as before.

In all, it's no big deal. Stalling is part of flying. Actually, there is no need to even go that far. With today's trainers you could do full rudder flat turns and multiple circles before you'd ever get into trouble. Okay, now let's get to the really interesting stuff. We're going to combine all you have just learned and do an amazing maneuver that you've seen and admired ever since you started coming to the field.

The stall turn

You know what to do. That's right, high, straight, half throttle and parallel to the runway. As you pass the center of the field, you will go to full throttle and maintain heading at a high rate of speed. When you come to the place where you would normally turn around you will instead give full up. Go up straight, vertically, and at full throttle. After you have gone a few airplane lengths and your airplane has slowed down, lower the throttle to roughly one-third (keep it well above idle). As your airplane slows, give full rudder and after about a second, enough opposite aileron to keep the aircraft from rolling.

If you catch it just right, your airplane will turn flat within its own wingspan. Now you will be heading straight down. Release the rudder and aileron, raise the throttle to about half, and when you have gained some speed, return to level flight by giving up elevator.

One of the things that can go wrong is the aircraft flops over on its back or front. Recovery is the same. Most likely you were going too slow before giving the rudder. Input the rudder control sooner or don't throttle down as much. If you still can't catch this maneuver, you may want to talk to your instructor about increasing the throw of the rudder. Many trainers have very little rudder throw.

You may not catch the stall turn with a first try. Try it again! Don't be afraid to go back to one of your instructors and ask for help. This can be a little tricky. You will be able to do this within a couple of tries.

If you are using a second airplane for this maneuver, you will probably have less roll coupling with the use of the rudder so be moderate with the use of the aileron corrections. At my club, we invite all soloed pilots to keep coming on training nights. There is plenty to learn after you solo. After all, we (as do most clubs) only require the most rudimentary maneuvers and takeoff and landing to solo. Most of your learning will take place after you solo.

from *Ramblings*
Roxbury Area Model Airplane Club
Michael Ramsey, editor
Flanders NJ
From the AMA National Newsletter July 2004



Tips and Techniques

Fiberglass Application Made Easier

When applying fiberglass reinforcing to the center of your wing, try this trick to keep the fiberglass smooth. First spray the area around the center of the wing joiners (top and bottom) with 3M #77 Spray Adhesive. Now you can position and press down the fiberglass taking time to get all of the wrinkles out. The spray adhesive holds it in place until the final gluing, preventing buckling and fraying.

from *Plane Talk*

Troy Smith, editor

Three Rivers MI

Nail File Supreme

I went with my wife a few weeks ago to a beauty supply shop that sells to beauty shops and cosmetologists, but will also sell to the general public. While I was there I saw some fingernail file boards. Now we all use these, generally getting them at the discount store, and they are made of hard paper with grit on both sides. They have two characteristics: 1) they are handy as the dickens and 2) they only last a few minutes and the grit is gone. Well the one I bought for 49 cents was for professionals, a lot bigger and on a resilient foam base with that nice gray grit that lasts so long. The thing is marvelous! Get a few and make the manufacturer wonder why so many people in Peoria have started to file their nails!

from the Summit Valley R/C Flyer's Newsletter

Tomy Meisel, editor

Peoria IL

Epoxy

Did you ever have your six-minute epoxy start setting up on you after one or two minutes? Epoxy manufacturers suggest that you mix your epoxy on a flat, wide open surface as opposed to a deep container. It seems that mixing epoxy in a deep container speeds up its chemical reaction time. If you still want to use a deep container, add a little alcohol (don't exceed 50%) to the epoxy to slow down setting time.

from Valley City R/C Club Newsletter

Carl Koehn, editor

Parma Heights OH

Take that Scratch Out!

The following question was posed on rec.models.rc.air: "Hello Everyone, does anyone know how to take the scratches out of a butyrate canopy? I was thinking there might be some kind of wax that would work. Any Ideas?"

The answer: Check marine/boating supply stores for "Aurora" plastic windshield cleaner/protector (two bottles). #1 is a polishing compound and #2 appears to be a silicone based wax/polish. Works well except on deep scratches, works wonders on old clouded canopies. . .

Let me know if you try this!

from *Transmitter*

John Clark, editor

San Marcos CA



SO YOU WANT TO UPGRADE YOUR HOBBY?

BY CHIEF BLACK CLOUD

Having been in this hobby since escapements were the latest thing and going through the learning curve by having the "experts" fly your new joy first only to bring it home in pieces before getting your chance to fly and giving up the planes and switching to boats only to be chased off all the available ponds in your area and then switching to sailplanes (what the heck am I going to do with all this boat stuff?)

I finally began to enjoy this hobby. Then after many fun years it was on to bigger and better things (so I thought) helicopters! Now don't misunderstand....I was never good at it but spent 25 years researching, reading and building what is now considered antique and no longer usable including my brand new single stick RS radio that never got used before the new frequency changes due to job and family coming first...but it was fun! Then it happened....Idealized the radios had gone computerized, the planes were ready to fly out of the box, What have I been missing? My interest increased until I found myself back with fixed wing. I'm not one to show up often at the field as I'd almost rather build than fly and the thought of one of those whirling things in front of my latest pride and joy pulling it along kind of brought back memories of the "experts". Now I always said I'd never buy an ARF but I gave in and bought one to get back in the air quicker while I build my masterpiece. I did manage to finally find a club that accepted me for who I am and not for how good I am with the sticks and no "experts" just a bunch of good guy's who enjoy a day at the field and each others company. That said I decided after checking my hobby money I wanted to go gas and larger and scale. (Hobby money? Haaaaaa.) Now my flying buddy said "that's o.k. if you want to go there but get used to what you've got before going there" I'm thinking hmmm....I can buy now before the prices go up and have it for when I'm more confident, besides, I love new toys! (What am I going to do with all this boat stuff) so I decided to order a Dave Patrick super cub and ordered one online in December and I'm still waiting, oh well, I'll order a new receiver and heavier servos and batteries in the meantime. Now I was a happy camper.

All I need now is the cub....but wait, I need a gasser! So I ordered a new G26. now all I need is a cub. Then after realizing my new 2200 and 3000 series packs needed a charger that would handle the larger mash's I had to order one. Now being the electronic whiz that I am I decided on the MRC super brain 969, great charger and I like it but! I found out it's a fast charger and I would really like a slow charger to cycle since I've been using an accu-cycle for my 600 series packs. I ordered the ace ddvc and it was broken when I opened the box. I shipped it off to ace using the address on the warranty sheet...now the fun begins, after tracking my package it stated they were out of business and they found an address in Anaheim, Ca. So they shipped it there. Then they said not at that address, out of business and sent a postcard to ace to see if they wanted to pick it up. I wonder what address they sent the postcard too? I called ups and gave them the correct address in Irvine, Ca. so they forwarded it and its only taken 16 days. Turns out the warranty sheet was an old one. So in the meantime I decided to check my old packs on my new 969. several read 0 so I pushed charge and got an error indicating I had a bad pack according to the instructions for the charger so I tossed those packs. Later I decided to check one of my new 1000 series packs after slow charging on my accu-cycle and it read 0? I jiggled the black banana plug and it read voltage so I jiggled it again and it read 0....loose connection! And I had already dumped several probably good packs. Maybe I should take up golf.

Nah! I've got a super cub coming....I think.

Submitted by Bud Faulkner

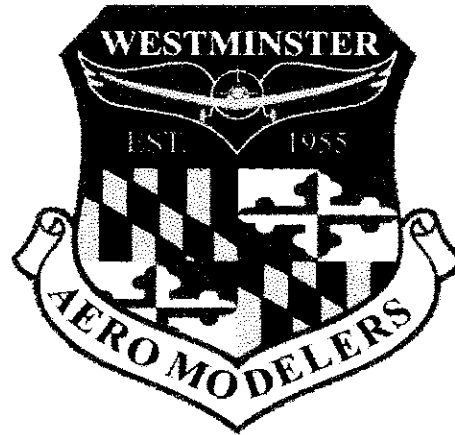
COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

August 3 Meeting VFW 7:30 PM

August 22 Fun-Fly at Baughers

**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
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1605 Valley Dr.
Westminster, MD 21157

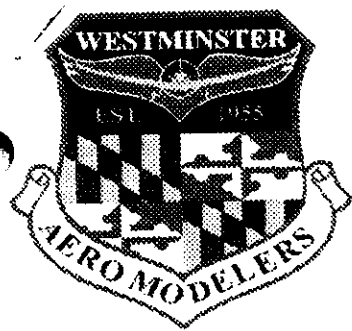


TO:

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 !!!





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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - Wendell Richards 410 374-4970

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

NEXT MEETING

October 5, 2004

7:30 P.M.

VFW Hall
Westminster, MD

Volume 20 Number 9

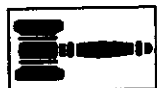
AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE



PILOT TO CO-PILOT



FELLOW FLIERS

I don't have much to report from the President's desk. I hope all of you are having a great flying season so far.

One thing I did want to mention that is rapidly approaching is nominations and elections. The nominations are held in October and November and are usually conducted at the meetings. I want to extend this process to those of you that don't or can not attend the meetings. Please if you would like to nominate someone email one of the board members or get word to us and we will make sure that they are added to the list.

It looks like there are going to be many positions open this next season and it is very important to assure these positions get filled for the club's sake.

See you in the pits.....

Jay

FUN-FLYS

Sunday September 12 the Pond - fly at the pond on Baughers property off Rt. 140. The spectators outnumbered the flyers as usual with about a dozen total members showing up.

There were some unexpected spectators when the hay ride from Baughers produce farm rode by at the right times. The two times they came by they got to see John Sterrett and Bob Donohue fly and in John's case a high speed landing with a bonus crash into the pond bank. Fortunately the damage was only minor.

John Sterrett also had his sail boat that several of us took turns at the helm. When the batteries were just about done and it was brought to shore I was in the effort of recovery when my foot slipped on the bank and my right foot got a bath. I had the feeling Bob Allen thought this was very humorous until later when he was recovering Bob Donohue's plane and I realized that he felt the need to test the water himself with both legs up to mid thigh.

Sunday September 26th was the Big Bird day at Baughers Field. Some of the large birds that showed up were Paul Shaffner's Stearman, Milt's Stuka, Terry's Giant Aeromaster, and Elvis' Sukois.

Cont. pg. 2



MINUTES OF THE WAM MEETING

September 7, 2004
From Jim Hodges

1. The meeting of WAM opened at 7:35 PM at the Westminster VFW by our President, Jay Nardone. The meeting was attended by 22 regular members and Honorary Member, Milt Peacock.
2. Minutes of last month were approved as published in The Talespinner.
3. President Jay reported on the recent Fun Fly. It was well attended and there was no undo excitement on (or off) the field.
4. V.P Lou Omanski stated that we are now officially tax exempt.
5. Bob Allen's Treasurer's report was presented
6. AMA Rep. Dale Johnston had no AMA news. Hartford Co. RC has an open house 9/12/04, 9:30—3:00 at their field.
7. Membership Chairman Rich not present tonight.
8. Carroll County Liaison Mark Eastman reported no words from the local government.
9. Talespinner producers Jim & Chris Hodges not present but you know he always says, "Send me stuff for the newsletter." Do it.
10. Fun Flys announced for September 12 at Baugher's Pond and September 26 at Baugher's Field. Get there early for a hot-dog. John Sterrett will bring the drinks.
11. Discussion was had about establishing a "Calling Tree" to inform members of last minute changes in scheduling or other emergencies. A preliminary tree was submitted by Don and Vivian.
12. Anyone that has not paid the \$25.00 assessment for the Speigle tractor fund is now past due.
13. We need a volunteer to take over the Flea Market, time has run out. Magazine adds need to be place next month or we can forget a Fles Market next year.
14. Awards Dinner will be December 4th at 6:00 PM at the VFW Hall. Make plans to come. A head count will be taken at the meeting or contact Jay.

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

J. Hodges 1605 Valley Dr. Westminster, MD 21157

15. No old business.

16. No new business

17. 50/50 was won by George Davis who was not in attendance.

18. Meeting adjourned 8:30 PM

Fun-fly cont. from pg. 1

Some other events were provided by Doug Klunk And Bob Allen. Doug, who soloed a short while back and has been flying very well felt it was time to practice some high altitude landings. Doug found a nice soft tree at the south east end of the runway about 30 feet up. After some quick engineering with canopy poles the rescue team had the plane down with only a few scratches. Bob was giving his employer's plane a maiden flight with everything going very well, including inverted of course, Bob made an announcement that there was no response to the radio. Apparently the plane felt it had learned enough and took over for itself. The final result was a water landing. Don't let anyone tell you water is soft. After a lengthy fishing expedition all was recovered but the battery.

Thanks to Don and Vivian for the food and the cooking and to John Sterrett for the drinks. All was very good as usual.

Remember the next and last Fun-fly will be a Speigle Field on October 17th. The flying can't start until noon but come up a little early any way to chat and eat because by then the days will be a lot shorter.

See you at the fields.

Get some superior pilot skills

By GARY THOMPSON

Superior Pilot: Def. "A pilot who uses superior judgment to keep his butt out of situations that might cause him to have to use his superior flying skills."

GET SOME SKILLS

It just doesn't happen without some effort. Many new pilots are happy to be able to fly a trainer after they solo, but after spending some effort to learn to fly by yourself, you should continue to develop the additional skills needed to become a superior pilot. These skills are not simply acquired. It takes a plan to continue mastering the fine points of Radio Control (RC) flying. Acquiring the judgment to know your own limits is not easy. Here are some tools:

1) Read. Spend time with the RC information available in magazines, books, on the Internet, etc. Look for common sense approaches to construction, safety, and flying tips.

2) Participate. Attend RC activities where there are experienced fliers. Get involved as an observer, judge, recorder, or official. You'll be surprised at what you learn. As you acquire skills, increase your participation.

3) Practice. As you learn new skills, do more than just file them away. Practice them. This is the key to extending your RC abilities. Don't just continue to do the same thing every time you fly. To acquire a new skill, you must try it.

4) Ask for help. This an overlooked way to acquire skill. Identify someone with the skill

and ask for help. Even in competitive events, almost all RC fliers are willing to share their experience. You can save yourself many mistakes by learning about the mistakes of others.

5) Master new skills. Learn at your own pace. Don't overextend your ability. Give yourself plenty of margin for error and gain absolute confidence through practice. Each person has different talents, so things that are easy for others may not be easy for you and vice versa. By practicing, you can avoid making major mistakes (and the coincident expense and embarrassment). Continued practice brings confidence and mastery. Have you tried anything new lately? Now go fly right!

from *Transmitter*
Palomar RC Flyer
San Marcos CA

from AMA National newsletter

Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegel field.

We made an emergency decision to purchase a new tractor for Spiegel field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote and was posted in last month in Talespinner.

The tractor was purchased once again on my credit card and the treasury currently has one thousand dollars allotted to the tractor purchase. The remainder of the balance, \$1222.80 will need to be applied to the purchase ASAP to pay for the tractor purchase.

The assessment was accepted by the membership at the June meeting and the amount set at \$25.00 per member payable as soon as possible.

Thank you... Jay Nardone, President WAM

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
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillic@hotmai.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

ATTENTION

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



WAM'S EVENT SCHEDULE

October 5	Meeting VFW 7:30 PM
October 17	Fun-Fly Spiegel 12 Noon
November 2	Meeting VFW 7:30 PM
Plan to attend.	

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

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
Chris Allport	410 374-5131
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

TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at Baugher's.

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!!



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 Jim Hodges
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!!

NEW MEMBERS

New Member

No new members this month

Be sure to welcome new members when you see them!

FOR SALE



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

Wing Mfg. Focke-Wolfe 190 Short kit (55" wing) New in Box \$35.00

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.

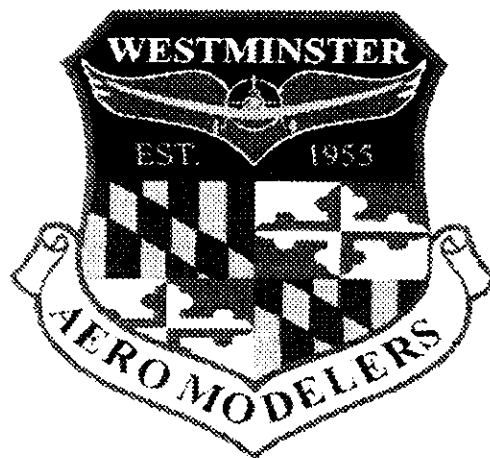
Thanks, Jim

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

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November 2 Meeting VFW 7:30 PM
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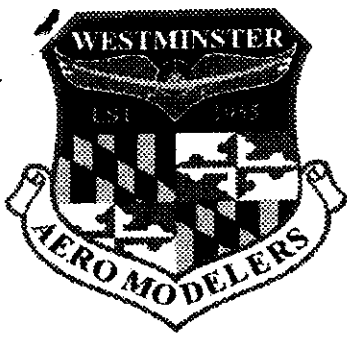


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Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

November 2, 2004

7:30 P.M.

VFW Hall

Westminster, MD

Volume 20 Number 10

AMA Chartered Club # 336

Formed 1955

OFFICER NOMINATIONS FOR 2005

President: Jay Nardone
Jim Hodges
Doug "Elvis" Phebus

Vice President: Dale Johnston
John Sterrett
Mark Eastman

Treasurer: Bob Allen
Lou Omanski

Secretary: Doug Klunk
Rich Zaykoski

Member at Large: Ed Bradley
Bob Donohue

Elections will be held December 4, 2004 at the dinner being held at Frisco's Pub. To vote you must be at the dinner.

AWARDS DINNER and ELECTIONS

**DECEMBER 4, 2004 @ 6:00 PM
FRISCO'S FAMILY PUB**

Frisco's is located in the Carroll Plaza shopping center at the southwest corner of 140 and Engler Rd. (The same side of Engler as Arch Murray's Western Parts store.) We will be in the meeting room.

They serve everything from sandwiches and pizza to full dinners. Food and drink will be on separate checks.

Remember that the election for next years Officers takes place at this time and only members at the dinner vote. No absentee ballots.

Please make plans to attend. Come as you are, bring the family and enjoy our end of the year social event.

THIS ISSUE IS BEING MAILED TO ALL MEMBERS.

We have some electronic problems, however, these will be temporary. If you cannot get the newsletter on a computer and are not, but need to be on the mailing list, please let me know. We are still trying to trim the size of the mailing list.

Thanks, Jim



MINUTES OF THE WAM MEETING

Minutes of WAM Meeting Nov. 2, 2004

By John Schaffner

1. The meeting of WAM opened at 7:35 PM at the Westminster VFW by our Treasurer, Bob Allen.

President, Jay Nardone, and V.P., Lou Omanski were absent

Twenty one (21) members were present and two guests, Steve Browne and Jeff Smith, both prospective members.

2. Minutes of last month, published in The Talespinner, were read by the Secretary and accepted as read.

3 Bob Allen, Treasurer, read his report, indicating the club is on solid financial ground.

4. Discussion was held on the current status of the club's website. Those of us who are using it are learning. It is looking up.

5. Bob reported that the fields are now "winterized." Baugher Field is always open, but don't forget that Spiegel Field is closed from Thanksgiving through New Year's Day.

6. AMA Rep, Dale Johnston reported all is well with the club and AMA.

7. Mark Eastman spoke of contact with the Carroll Co. Rep concerning next year and a 50th Anniversary event for the club. Keep your fingers crossed.

8. Jim Hodges always says, "Send me stuff for the newsletter." Do it guys. It isn't easy to put this thing out. We need your input.

9. Chris Allport announced that the December 4 meeting will be held at the "Frisco Family Pub" in Westminster at 6PM. Order from the menu and separate checks will be provided. We have room for our group. Let's have a good turn out for a nice affair. Our new slate of officers will be voted in at that time.

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

J. Hodges 1605 Valley Dr. Westminster, MD 21157

10. Ed Bradley announced that the annual Flea Market will be on Feb 5, 2005. Fliers and applications for tables are prepared and an ad sent to AMA for publication. Ed will need the usual volunteer help in doing this. Pitch in guys. We will have a table just for the club. Dust off something for the sale and donate it to the club for this table. Proceeds will benefit WAM.

11. Bob asked for nominations from the floor for the various club positions to be voted on at the December meeting.

The nominations are as follows:

For President: Jim Hodges, Jay Nardone, Doug "Elvis" Phebus

For Vice-President: Dale Johnston, John Sterrett, Mark Eastman

For Treasurer: Lou Omanski, Bob Allen

For Secretary: Doug Klunk, Rich Zaykoski

For Member at Large: Ed Bradley, Bob Donohue

12. If you would prefer to have your monthly copy of the Talespinner mailed instead of accessing it on the website, notify Jim Hodges.

13. Three birds were present for display tonight. Mark Eastman brought his very nice *FOUR-STAR 60*, powered by a shining new Saito FS. Ron Bowen was there with a *SUPER BOX FLY -10* Neat Ron, does it turn both directions? And, Chris brought in a small electric powered helicopter. Looks like it will be fun to fly. Thanks guys.

14. Two new members were voted into the club tonight; Steve Browne and Jeff Smith. Welcome guys, we are pleased to have you and hope that you enjoy being one (two) of us.

50/50 was drawn tonight for Hoyt Bishop. No Hoyt, so into the fund it goes.

Meeting adjourned 9:00 PM

Humor: I was married by a judge. I should have asked for a jury. (Groucho Marx)

Don't go around saying the world owes you a living. The world owes you nothing. It was here first. (Mark Twain)

Fellow WAM Members:

Our annual Flea Market will be held February 5, 2005 at the VFW hall.

Since this is our only fund raiser we are looking for suggestions or ideas to make it more profitable for our club. The club's flea market income is generated by table sales, paid admissions, and food sales.

Would the club be interested in having a table where each member would donate items to be sold. These items would have to sellable items not a chance to clean out junk items.

If any members have a relationship with hobby stores maybe you could ask for their support in the form of a donation for the sale table. Let me know so we do not ask for donations more than once.

Table rentals will be \$12.00 each with one free admission included. Admission to the flea market will be \$3.00 each. Table reservation forms are available for this years event.

Please contact Ed Bradley (410) 635-6436, or encb3@bellatlantic.net with any questions or comments

Special thanks to Ed Bradley for taking the Flea Market again— next year someone else

Speigle and Baugher Fields

Both fields are currently in good condition. For the most part they are ready for winter. The canopies are down at both fields. The grass may need to be cut one or two more times depending on the weather and how long the members continue to fly.

One thing to remember is that Speigle Field is closed from Thanksgiving to January 1. If you have the need to fly between those dates be sure to go to Baugher Field.

Thanks, the management

FINAL NOTICE

Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegel field.

We made an emergency decision to purchase a new tractor for Spiegel field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote and was posted in last month in Talespinner.

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Thank you... Jay Nardone, President WAM

Please, if you have not made this payment do so before the dues for next year are due.

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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
Chris Allport	chris.allpotr@gmail.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	encb3@bellatlantic.net
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillie@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

ATTENTION

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address: spaceexplorer3000@yahoo.com



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Frisco's Family Pub

January 4 Meeting 7:30 PM
VFW Hall Westminster, MD

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

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

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Shortest Flight With Perfect Landing **	Pat Kowalski and John Sterrett
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Please report all future records in any category you can think of to Jim or Chris. They'll be published!!

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Jeff Smith

Be sure to welcome new members when you see them!



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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

How to adjust a two-needle carburetor

By PAUL GEDERS

Typically, carburetors come from the factory close to being pre-set. If you have torn down your carburetor for a thorough cleaning and examination or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needle until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off against the stop screw. This is so we can shut the engine off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 easy steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about $\frac{1}{4}$ to $\frac{1}{2}$ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out $\frac{1}{2}$ to $\frac{3}{4}$ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.

9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.

10. If it hesitates or sags a little, it is still too lean. Back out just $\frac{1}{4}$ turn. Repeat step 9.

When you are finished, at about $\frac{1}{2}$ trim setting, you should be getting a good fast idle at high throttle trim. You should be able to shut the engine off at full low idle trim. That's all there is to it!

from *Flight Lines* Spirits of St. Louis R/C Flying Club
Walt Wilson, editor
St. Charles MO

AMA National Newsletter Nov 2003

Proper method to exit receiver antennas

Never exit the receiver antenna wire to the exterior of the fuselage by running it via the wing saddle, or anywhere near the wing-fuselage joint. The vibration and relative movement between the two during flight will eventually sever the antenna wire.

The proper method is to punch an exit hole in the fuselage, near the receiver location and away from exhaust residue. Obtain heavy sleeving material (the size that will allow the antenna to slide through) from any electronic store. CyA a 3-inch piece of this sleeving in the antenna hole so a half inch or so is inside the fuselage. Pass the antenna wire through the sleeving and attach to the rear of the fuselage. Before you pass the wire through the fuselage, put a strain relief on the wire inside the fuselage to prevent it from being pulled out of the receiver.

The best and cheapest strain reliefs are either a button or a broken off portion of a servo output arm. Simply weave the wire through the holes in the button or servo arm about three times and it's finished. Make sure you position the strain relief on the antenna wire such that there is some slack antenna inside the fuselage when you are finished.

from *The Fly Paper*
South Bend Radio Control Club
Jack Allinger, editor
South Bend IN

AMA National Newsletter Nov 2003



General Curtis E. LeMay Biography.

Curtis Emerson LeMay was born at Columbus, Ohio, on Nov. 15, 1906. He attended Columbus public schools and Ohio State University, graduating with a Bachelor of Civil Engineering degree. In 1928 he entered the Armed Services as a flying cadet. He completed pilot training at Kelly Field, Tex., and was commissioned a second lieutenant in the Air Corps Reserve in October 1929. He received a regular commission on Feb. 1, 1930.

The general's first tour of duty was with the 27th Pursuit Squadron at Selfridge Field, Mich. He served in various assignments in fighter operations before transferring to bomber aircraft in 1937. General LeMay participated in the first mass flight of B-17 Flying Fortresses to South America in 1938. This won for the 2nd Bomb Group the Mackay Trophy for outstanding aerial achievement. Prior to our entry into World War II, he pioneered air routes over the South Atlantic to Africa and over the North Atlantic to England. General LeMay organized and trained the 305th Bombardment Group in 1942 and led that organization to combat in the European theater. He devel-

oped formation procedures and bombing techniques that were used by B-17 bomber units throughout the European Theater of Operations. These fundamental procedures and techniques were later adapted to the B-29 Super Fortresses which fought the war to its conclusion in the Pacific.

As commanding general of the 3rd Bombardment Division (England), he led the famed Regensburg raid, a B-17 shuttle mission that originated in England, struck deep in Germany, and terminated in Africa. In July 1944 he was transferred to the Pacific to direct the B-29 heavy bombardment activities of the 20th Bomber Command in the China-India-Burma theater. He later commanded the 21st Bomber Command with headquarters on Guam, and still later became chief of staff of the Strategic Air Forces in the Pacific. At the conclusion of World War II, he returned to the United States piloting a Super Fortress (B-29), on a nonstop, record flight from Hokkaido Island, Japan, to Chicago, Ill. He was then transferred to the Pentagon at Washington, D.C., to be the first Deputy Chief of Air Staff for Research and Development.

In October 1947 General LeMay was selected to command the U.S. Air Forces in Europe with headquarters at Wiesbaden, Germany. He organized air operations for the Berlin Airlift. A year later he returned to the United States, assumed command of the newly formed Strategic Air Command, and established its headquarters at Offutt Air Force Base, Nebr. This central location was to become the nerve center of a worldwide bomber-missile force.

Commanding SAC for nearly nine years, he built, from the remnants of World War II, an all-jet bomber force, manned and supported by professional airmen dedicated to the preservation of peace. Under his leadership and supervision, plans were laid for the development and integration of an intercontinental ballistic missile (ICBM) capability.

In July 1957 the general was appointed Vice Chief of Staff of the United States Air Force and served in that capacity until July 1961, at which time he was appointed Chief of Staff.

General LeMay holds Honorary Doctor of Laws degree from John Carroll University, Kenyon College, the University of Southern California, Creighton University, and the University of Akron; Honorary Doctor of Science degrees from Tufts University, Ohio State University, and the University of Virginia; and an Honorary Doctor of Engineering degree from Case Institute of Technology. His fraternal organizations include Sigma Tau, Tau Beta Pi and Theta Tau.

General LeMay's distinguished service has won him many awards and decorations from his government, as well as from foreign governments.

General LeMay is rated a command pilot and is qualified to fly jet aircraft. During his career he held aircraft observer, combat observer and technical observer aeronautical ratings which were later relaced by the current navigator or aircraft observer rating.

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

December 4 Awards Dinner & Elections @ 6:00 PM
Frisco's Family Pub
Carroll Plaza
Engler Rd. & 140

January 4 Meeting 7:30 PM
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!



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THE TALESPINNER

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



TO:

John Schaffner
1811 Miller Rd.
Cockeysville, MD 21030

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

VISITORS ARE WELCOME !!!





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: Rich Zaykowski 410 993-2022 **AMA Liaison:** Dale Johnston 410 848-5279

Field Marshalls : Spiegle Field - Bob Allen 410 876-3580

Baughers Field - : Wendell Richards 410 374-4970

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

NEXT MEETING

November 2, 2004
7:30 P.M.
VFW Hall
Westminster, MD

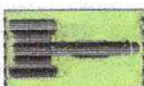
Volume 20 Number 10

AMA Chartered Club # 336

Formed 1955



PRESIDENT'S MESSAGE



PILOT TO CO-PILOT

OFFICER NOMINATIONS

FELLOW FLIERS

The November Meeting will be November 2nd at 7:30 PM in the VFW Hall as usual. The elections will not effect the meeting. The main focus of this meeting will be to nominate Officers for the year 2005. If you read the minutes from the October meeting you will find the enthusiasm was some what lacking. In order for the club to function properly it needs the participation of its members. If everyone can do a little then a few do not have to do a lot and everything works more efficiently. Please make an extra effort to make the next meeting.

See you in the pits.....Jay

AWARDS DINNER DECEMBER 4, 2004 @ 6:00 PM FRISCO'S FAMILY PUB

Thanks go out to Chris Allport for his effort in finding a new place to hold the Awards Dinner since the VFW has closed it's kitchen. Frisco's is located in the shopping center at the southwest corner of 140 and Engler Rd. (The same side of Engler as Arch Murray's Western Parts store.)

They serve everything from sandwichs and pizza to full dinners. Look for more details in next months issue or on the web site.

October 17th Fun-fly @ Spiegle Field

The last Fun-fly was held Sunday the 17th with 12 members and two guests. The wind was blowing about 20 mph from the west but three people braved the wind, however, the results were not very successful. John Sterret lost his electric sailplane on landing in a gust, Hans made a tree landing over the hill with his Sky Scooter, and one guest, his name is Steve (I can't remember his last name), was shot down in a gust on a low altitude turn.

Comt. on pg. 3



MINUTES OF THE WAM MEETING

Minutes of WAM Meeting Oct 5, 2004

By John Schaffner

1. The meeting of WAM opened at 7:35 PM at the Westminster VFW by our V.P., Lou Omanski. President, Jay Nardone, was absent

Seventeen members were present and one guest, Steve Doms, who is interested in getting into the R/C hobby.

Lou passed the word that former member & club president, John Wunderlich is back in town. We all hope to see him re-join with us.

2. Minutes of last month, published in The Talespinner, were distributed tonight as the Sept issue was late.

3. V.P Lou Omanski announced that the club's tax exempt status is now firm. Also Lou urged everyone to take care of their AMA membership renewal.

4. Bob Allen, Treasurer was absent.

5. AMA Rep, Dale Johnston reported all is well with the club and AMA.

Discussion was held on the subject of having a Safety Officer for each of the fields.

6. Carroll County Liaison Mark Eastman discussed contacting the county government about special recognition next year for the 50th Anniversary of the club.

7. Jim Hodges says, "Send me stuff for the newsletter."

8. Lou asked for nominations from the floor for the various club positions to be voted on at the December meeting.

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

Lou said that he would run for Treasurer and we had two nominees for Secretary; Jim Hodges and Doug Klunk.

Nominations are a "MUST" for the November meeting.

9. The question of the December meeting was opened. Since the VFW is no longer hosting, it was suggested that the Baugher Restaurant be approached to see if they would be interested. Chris Allport volunteered to make the inquiry.

10. It was announced that Spiegle Field would be closed from Thanksgiving through New Years day, as usual. The mower at Spiegle Field will be secured in the shed and the canopy will be dismantled and stored for the winter.

11. Mark Eastman has volunteered to set up the Flea Market for next February.

12. The final Fun Fly for the year is scheduled for October 17 at Spiegle Field. Vivian Borton brought in the left over condiments from the last Fun Fly. Doug (Elvis) Phebus volunteered to coordinate the activities.

13. Dale Johnston brought in his hybrid, kit bashed, Telemaster, Fokker A-2, What-sit, to display. It looks great Dale and should fly beautifully, provided the wing stays on. It is powered with a new 4-stroke and has great big wheels to accommodate the high grass. Nice job Dale.

14. No 50/50 tonight.

Meeting adjourned 9:08 PM

Humor: Dressing up - A woman will dress up to go shopping, water the plants, empty the garbage, answer the phone, read a book, and get the mail.

A man will dress up for weddings and funerals.

Question: You've been having trouble going to sleep. Are you probably a man or woman?

Answer: Don Knotts: That's what's been keeping me awake!

Fellow WAM Members:

Our annual Flea Market will be held February 5, 2005 at the VFW hall.

Since this is our only fund raiser we are looking for suggestions or ideas to make it more profitable for our club. The club's flea market income is generated by table sales, paid admissions, and food sales.

Would the club be interested in having a table where each member would donate items to be sold. These items would have to sellable items not a chance to clean out junk items.

If any members have a relationship with hobby stores maybe you could ask for their support in the form of a donation for the sale table. Let me know so we do not ask for donations more than once.

Table rentals will be \$12.00 each with one free admission included. Admission to the flea market will be \$3.00 each. Table reservation forms are available for this years event.

Please contact Ed Bradley (410) 635-6436, or encb3@bellatlantic.net with any questions or comments

Special thanks to Ed Bradley for taking the Flea Market again— next year someone else

Fun-fly from pg. 1

Even though the wind prevented most from flying Paul Schafner ran his new Christmas present, a gas powered buggy. Paul got a few runs until he rolled it and broke the front end.

As with all Fun-flies the food was good and the conversation plentiful. Thanks to John Sterret for the drinks Jim Hodges for the food and to Linda Bradley for being the chef. A special thanks to Dale Johnston's wife for the desert.

We also took advantage of the wind grounding the planes to use the opportunity to take down the canopy.

The field is still in excellent shape. Remember the field is closed from Thanksgiving to December 31st.

Assessment of WAM membership

Dear Members:

Events have dictated that the WAM board decide a course of action for the grass cutting of Spiegel field.

We made an emergency decision to purchase a new tractor for Spiegel field and levy an assessment from the WAM membership to pay for this tractor. As the bylaws specify, a notice of assessment must be completed in writing 30 days prior to the membership vote and was posted in last month in Talespinner.

The tractor was purchased once again on my credit card and the treasury currently has one thousand dollars allotted to the tractor purchase. The remainder of the balance, \$1222.80 will need to be applied to the purchase ASAP to pay for the tractor purchase.

The assessment was accepted by the membership at the June meeting and the amount set at \$25.00 per member payable as soon as possible.

Thank you... Jay Nardone, President WAM

Please, if you have not made this payment do so before the dues for next year are due.

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
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vihcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillie@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new address

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Frisco's Family Pub
Engler Rd. & 140

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THE TALESPINNER

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



TO:



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

VISITORS ARE WELCOME !!!



THE TALESPINNER

Westminster Aero Modelers

OFFICERS

President: Jay Nardone 410 751-5050

Treasurer: Bob Allen 410 876-3580

Vice President: Mark Eastman 410 549-3972

Secretary: Doug Klunk 717 637-8722

Member At Large: Ed Bradley III 410 635-6436

VOLUNTEERS

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Field Marshalls: Spiegle Field - Bob Allen 410 876-3580

Baughers Field - Wendell Richards 410 374-4970

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

NEXT MEETING

January 4, 2005
7:30 P.M.
VFW Hall
Westminster, MD

Volume 20 Number 12

AMA Chartered Club # 336

Formed 1955

PRESIDENT'S MESSAGE PILOT TO CO-PILOT



Fellow Fliers,

The 2004 flying year is now over and we are looking forward to the 2005-flying year. This is WAM's 50th anniversary and something we should be proud of! I want to take a minute and say thank you to everyone that helped, contributed and flew with us in 2004. I want to personally thank everyone who once again put his or her trust in me as your president and the other new board members. I will once again do my best to assure we have the best and most fun possible in the upcoming year.

I would like to make a few small changes this year that I feel will help the club and the activities we hold. I will need to discuss these items with our new board members before we go any further but these are some of the ideas I was thinking about:

1. Club Safety officer...
 2. Incorporation (was already voted upon in 2004, we need to finish this task)
- Committee for fun flies, crab feast and holiday party

I look forward to seeing all of you at the January meeting. I will dismiss the volunteer positions and select replacements for the 2005 season. Please think about volunteering for one of these positions the help is needed and the club depends on these positions being filled.

See you in the pits.....

Jay Nardone, President WAM

OFFICER FOR 2005

President: Jay Nardone

Vice President: Mark Eastman

Treasurer: Bob Allen

Secretary: Doug Klunk

Member at Large: Ed Bradley



MINUTES OF THE WAM MEETING

Minutes of WAM Meeting Dec 4, 2004

By John Schaffner

The December meeting of WAM was our annual Dinner Meeting. It was held this year at the Frisco's Family Pub in Westminster. The tables were set up in a reserved room 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 offered the customary blessing. Dinner was then served by the restaurant staff.

After the dinner, our president, Jay, assisted by Bob Allen, conducted the election of officers for the year 2005. Those selected by ballot for the officer positions for year 2005 are as follows:

President: Jay Nardone

Vice Pres.: Mark Eastman

Treasurer: Bob Allen

Secretary: Doug Klunk

Member at Large: Ed Bradley

The next item on the agenda was the distribution of door prizes. A very nice assortment was drawn by lottery tickets for those present. Thanks to who went to the trouble to purchase and gift wrap the prizes. This is no small thing and we all appreciate you. Certificates of Appreciation were awarded by President Jay Nardone to those members who served the club

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

J. Hodges 1605 Valley Dr. Westminster, MD 21157

during 2004.

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 4, 2005.

HAPPY NEW YEAR and HAPPY LANDINGS !!! JRS

Fellow WAM Members:

Our annual Flea Market will be held February 5, 2005 at the VFW hall.

Since this is our only fund raiser we are looking for suggestions or ideas to make it more profitable for our club. The club's flea market income is generated by table sales, paid admissions, and food sales.

Would the club be interested in having a table where each member would donate items to be sold. These items would have to sellable items not a chance to clean out junk items.

If any members have a relationship with hobby stores maybe you could ask for their support in the form of a donation for the sale table. Let me know so we do not ask for donations more than once.

Table rentals will be \$12.00 each with one free admission included. Admission to the flea market will be \$3.00 each. Table reservation forms are available for this years event.

Please contact Ed Bradley (410) 635-6436, or encb3@bellatlantic.net with any questions or comments

JUST A FEW POINTS:

- ▶ Congratulations to next years Officers
- ▶ Volunteer— if everyone does a little than no one has to do a lot. Think about what you can do next year; cut grass, help with fun flies, AMA Liaison, Field Marshall, Saftey Officer.
- ▶ Dues are due in January, those not in by March will be dropped from the roster. If the tractor assesment has not been paid add it to your dues payment.
- ▶ Speigle Field— Closed until January 2nd
- ▶ Have a Happy and Safe New Year.

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
Chris Allport	chris.allpotr@gmail.com
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	encb3@bellatlantic.net
Cox, Bill	pseagle@mindspring.com
Cox, Tim	infinitysq@mindspring.com
Eastman, Mark	mark.eastman2@verizon.net
Goldman, Ed	emg1@adelphia.net
Gray, Augie	asgjr@msn.com
Faulkner, Bud	budndee@cescomputers.net
Hier, Tom	thier@comcast.com
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Bill Renick	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
John Sterrett	jsterr5@aol.com
Bill Woosten	jubillic@hotmail.com
Zaykoski, Richard	zaykoski@carr.org

(*) new 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

WRAM Show Feb. 26th If you are interested
RCMB is running a bus from Timonium, MD. Leave at 6 AM
return 6 PM Cost \$40.00 for the bus and show ticket.
For more info contact:
Jerry McCullum 410 654-1385

ATTENTION

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



WAM'S EVENT SCHEDULE

January 4	Meeting 7:30 PM VFW Hall Westminster, MD
February 1	Meeting 7:30 PM VFW Hall Westminster, MD
February 5	Flea Market 8:00 AM - 2:00 PM VFW Hall Westminster, MD
February 6	Chilli Fly (tentative)
February 26	WRAM Show White Plains, NY

Plan to attend.

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

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
Chris Allport	410 374-5131
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

TRACTOR FUND

A fund is established to pay off the tractor purchase to cut the field at
Baugher's.
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!!

COMING EVENTS

FOR DETAILS AND OTHER EVENTS SEE PAGE 4

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|------------|---|
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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!**



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THE TALESPINNER

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



TO:



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

VISITORS ARE WELCOME !!!