



The TaleSpinner

50th Anniversary

Westminster Area Modelers

Volume 22 Issue 1

January 2006

Next Meeting

February 7, 2006

7:30 PM at the

VFW Hall

Westminster, MD

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WAM Flea Market

FEBRUARY 11, 2006

at the VFW Hall

Westminster, MD

WAM's annual flea market will be held again this year at the VFW Hall in Westminster. This years event is being run by John Wunderlich. As of John's last report the table sales have been slow but as in years past everyone seem to sign up at the last minute.

Your assisyance is needed to help set up Friday night, February 10th and to assist in the show on Saturday. John has requested volunteers come Fiday by 7:30 PM and Saturday morning by 7:30 Am. Doors will open to vendors at 8:00 AM and to the public at 9:00 AM

Looking forward to another good event!

CHILI-FLY SUNDAY

FEBRUARY 5th AT

SPIEGEL FIELD

This years Chili-Fly will be at Spiegel Field on the 5th of February and it will start at 12 Noon.

Hopefully the weather will hold out and we will be able to get some flying in. Even if the field is in accessable we will congregate at the bottom of the road just off Rienhardt Rd.

Mark Eastman is supplying the Chili this year and John Sterrett has volunteered to bring the drinks. If anyone else wishes to bring snacks, dessert, or any thing you might think of please feel free to do so.

Hope to see everyone threr.

OFFICERS

President: Mark Eastman 410 549-3972

Treasurer: Bob Allen 410 876-3580

Vice President: Jim Hodges 410 875-2669

Secretary: Doug Klunk 717 637-8722

Member At Large Ed Bradley III 410 635-6436

VOLUNTEERS

Membership: Rich Zaykowski 410 993-2022

AMA Liaison: Open

Field Marshalls : Spiegle Field - Mark Eastman 410 549-3972

Baughers Field - : John Sterrett 410 775-2661

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



MINUTES OF W A M

By Doug Klunk
Secretary

January 2006 Meeting

1. The meeting was called to order by President Mark Eastman @ 7:35 pm. 18 members and 2 guests (Michael Day & Jack Gorski) were present.
2. Mark Eastman opened with a welcome back to all members. He read a letter of thanks from Ray Miles for the opportunity he had to give the talk at the Awards Diner on the history of the club.
3. Jim Hodges no VP report.
4. Bob Allen gave the closing Treasurers report for 2005. He also gave the estimated membership as of the first of the year: 44 open memberships, 5 family memberships, and 2 junior memberships. A motion was made and second to accept the Treasurers report.
5. Mark Eastman reminded that we still needed an AMA Liason and asked the membership to consider volunteering. Mark is going to try to contact Jay as he was the last liason and he need to remove himself from AMA's list..
6. John Sterrett gave the Field Marshall report for Baugher Feld. The canopy is down and Paul Schaffner has winterized the tractor. Flyins has been good, weather permitting.
7. Mark Eastman gave the Field Marshall report for Spiegel Field. As of Jan. 2 The field is reopened for 2006.
8. Carroll County Coordinator - Mark Eastman volunteered to continue.
9. Upcoming events:

- a. Flea Market - Saturday February 11 at the VFW. John Wunderlich reported tables are going slow. John will need help setting up Friday night @ 7 pm.
- b. Chili Fly - Sunday February 5 at Spiegle Field. Coe out and prove the groundhog wrong.
- c. Will set up monthly Fun Fly's at the February meeting

9. Break for 15 minutes.

10. Old Business: None

11. New Business: No new business

12. 1. 50/50 Drawing was Alan Hicks.

13. Milt Peacock announced tickets for the RCMB bus trip to the WRAM Show on Feb 24, 25, & 26, for details contact Milt.

15. Guests Michael Day and Jack Gorski along with Dave Hostetler who sent his application in. were voted in as members.

16. Meeting adjourned @ 8.30pm

Bulk Fuel Buy

Doug Klunk is investigating the possibility of being able to make a bulk fuel purchase through The Moose Caboose, a hobby shop on Liberty Rd. by South Carroll High. Although this is a train house they are able to buy through Horizon Hobbies.

The details will be presented as soon as they are known. We don't know minimum quantities or price, but, the offering of choices are between Wildcat, Morgan, and Powermaster and 10% to 30%.

Be thinking if you would be interested in buying case lots or perhaps splitting a case with someone. More at the February Meeting.

FROM THE OFFICE OF THE TREASURY BULLETIN: DUES ARE DUE FOR 2006

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

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

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Open members = **\$70.00**

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Junior Members = **\$25.00**

Honorary Members = **\$00.00**

Here is a brief run down of membership classifications.

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

B. Family Member – Open member and Immediate family.

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

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

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

Robert Allen Jr.

249 Stacy Lee Drive

Westminster, Md. 21158

Or see me at the meetings.

If you have any questions you can call me at:

410-848-4871

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

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

AMA Dues are also due: Remember you can't legally

From the Knox County Radio Control club, Knoxville TN

The Three Deadly Sins of RC Flying

by Jeff Procise

In the three years that I've belonged to the Knox County Radio Control club, Knoxville, Tennessee, I've witnessed my share of crashes and even thrilled my buddies with a few of my own. One thing that amazes me about this hobby is how often we crash. On any given weekend, one or two members will probably lose a airplane. What's even more amazing is that the vast majority of these crashes are entirely preventable.

Most crashes are caused by simple errors that we make before the airplane leaves the ground. Eliminate these errors and you'll have a far better chance of bringing the model home in one piece. Here are the three most common mistakes that lead to crashes and simple steps for avoiding them.

Wrong Model Number

Programmable radios make the sport more fun and arguably safer, too. One of the primary benefits of a programmable radio is that it can store settings for several models. With the click of a button, you can call up the settings for your favorite model, complete with trim settings, end-point adjustments, servo directions, dual rates, exponentials, and more.

But programmable radios have a dark side. If you fail to select the right model number before takeoff, you may find yourself flying with reversed ailerons, a reversed elevator, improper trims or throws, or other ailments. Rare is the airplane that lands safely when the radio is set to the wrong model number.

The solution is twofold. One, remember to check the model number the moment you switch on your transmitter and make sure it matches the airplane you're about to fly. Two, always check the movement of the control surfaces before flying. Even if you forget to check the model number, you'll almost always catch the error if you check the control surfaces before every flight.

Having a radio set to the wrong model number is the most common cause of reversed servos, but it's not the only cause. Occasionally we simply forget to program in the servo directions before flying a new airplane. Again—make it a habit to check the control surfaces before every flight and you'll head disasters off before they happen. Before flying a new airplane for the first time, get a second pair of eyes to go over it with you. If the ailerons are reversed and you overlooked it once, you'll probably miss it again.

Improperly Located Center of Gravity

There's an old saying in this hobby that says "A nose-heavy airplane flies poorly; a tail-heavy airplane flies once." Most beginners fail to appreciate how big a role balance plays in the performance of an airplane. Balance is important in full-scale airplanes, but it's even more important in RC aircraft, where an inch or so can make the difference between a model that flies well and one that's unmanageable in the air.

Most construction manuals specify where the model's center of gravity (CG) should be located, and a model shouldn't be considered complete until you've ensured that the CG is at or near the recommended location. If necessary, you can add a few ounces of lead to the nose or tail to achieve the recommended CG. Often adding lead isn't necessary; you can achieve the desired CG by moving the receiver battery backward or forward.

Be certain to check the airplane's CG before flying it for the first time. I usually mark the location of the manufacturer's recommended CG with short pieces of trim tape. That way I can check the CG even if I don't remember

Cont. from pg.4

precisely where it's supposed to be. Assuming your aircraft's fuel tank is on or in front of the CG, be sure to check the CG with the tank empty. Finally, if your airplane has retractors that fold backward (like the F4U Corsair) check the CG with the wheels up.

Deploying the gear prior to landing will move the CG forward, but it's better to be nose-heavy during landing than tail-heavy during flight.

Inadequately Charged Batteries

If you crave excitement, try flying your favorite airplane without charging the receiver battery. To double the fun, don't charge the transmitter, either. Then you can take bets on which will fail first. Joking aside, charge those batteries before flying, and check them at the field if you're not sure whether they're charged.

Most transmitters have built-in voltage meters; I don't fly if the voltage is less than 10 volts—just to be safe. You can check receiver batteries with an inexpensive voltmeter (which should be part of every flight box), or you can install an onboard voltage indicator like the Hobbico VoltWatch. Remember—low batteries lead to dead airplanes. This is one case where an ounce of prevention is worth a pound of cure.

From AMA Insider Jan 06

FOR SALE

**Giant Aeromaster.....set up for G62. No radio.
\$350.00**

Great Planes Pitts with a Moki engine for \$350.00

a 90 size Funtana with an OS 120 but no radio for \$550.00

Selling for Elvis (Doug Phebus)

Bud Falkner 410 775-2502

budindee@cescomputers.net

FOR SALE

For Sale: 1/5 scale Nieuport 11 w/5 servos, Saito 80 4 stroke, dummy engine and scale cockpit, fully rigged. A little weathered but still flies great! \$350.00

YS 140 FS engine, used, runs good, \$350.00

Dale Johnston 410 848 5279,

Great Planes "Lancair" - 80" w/s ~/- Fiberglass Fuse.

All push rods installed, includes fuel tank, & engine mt.

Set up for OS 61, incl. 2 servos installed for flaps ~\$100

Plans = 1/4 scale Ercoupe 90" w/s. = \$25.00

Plans, **new** = AT-6 / SNJ, 101" w/s by Zirola [rolled] = \$40 pp.

Plans, **new** = Wedell Wms. Gilmore Red Lion 84" w/s by Hostetler [rolled] = \$40. pp

Plans, **new** = Prince Kheldar [camera plane] 65" w/s = \$5.00 + postage

Radio ~ New in box, never opened = JR-XP6102 ~ 6 channel #45 ~ 10 model memory ~ air/heli ~ RX=R700 ~ Four- #537 servos ~ 1100 mAh battery ~ TX- PCM/FM ~ + all other goodies normally included w/new set. ~ 3 yr. warranty

List \$349.99 = yours for \$200 + shipping [if any]

B&D 1/4" drill press = \$30.00 There were Bill Haserts [who passed away]

Both are excellent condition.

Dremel belt/disc sander # 1731 [Tower \$111.00] = \$50.00 [like new]

Milt Peacock - 410-833-3122

E mail = rcpilot2505@adelphia.net

MEMBER

Information

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
Allport, Chris	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	omanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Renick, Bill	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
Sterrett, John	jsterr5@aol.com
Woosten, Bill	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**

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
Jim Hodges	410 875-2669

NEW MEMBERS

Michael Day Jack Gorski

Dave Hostettler

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

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.



The Monday after Christmas a few of us were flying at Baugher' Field when Steve Hare decided it was really a good day for a pond fly with his 40 size Elplorer.

After executing a very good deadstick landing Steve had a little too much speed and with the hard ground he rolled over the pond embankment and did a triple sowcow on the ice. It was retrieved without too much trouble by throwing a empty fuel jug tied on the end of a rope and by throwing the jug over the plane the tail was snagged and pulled to shore.

February 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Chili Fly	6	7 Meeting	8	9	10	11 Flea Market
12	13	14	15	16	17	18
19	20	21	22	23	24	25 WRAM Show
26	27	28				

Schedule of Events

WAM Events

- ♦ **02/7/05** – Monthly Meeting at VFW Hall Westminster, MD 7:30PM
- ♦ **02/11/05** – Flea Market at VFW Hall
- ♦ **02/5/05** – Chili Fly at Spiegel
- ♦ **March TBD** –

Non WAM Events

- ♦ **02/24, 25, 26/05** – WRAM Show White Plains, NY
- ♦

THE TALESPINNER

Newsletter of the

Westminster Aero Modelers
c/o Jim Hodges
1605 Valley Dr. N. #112
Westminster, MD 21157

Anyone Wishing To Submit
Material For The TaleSpinner
Should Use Regular Mail To The
Address Above Or Via Email To:

spaceexplorer3000@yahoo.com

We're on the
web at:

www.flywam.org

This issue of
The Talespinner

was printed, folded, stapled,
and mailed courtesy of
Lou Omansky.

WAM thanks Lou for his
efforts!



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 !!!

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.

— Editor

To:





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FEBRUARY EVENTS



CHILI FLY 2/5

The Chili Fly this year was well attended even with cool temps and gusty winds.

As always the chili cooked by Wendell was excellent and plentiful. Drinks were brought by John Sterrett and sweets by Dale Johnston and Mark Eastman.

Cont. pg. 4

2006 WAM FLEA MARKET

This years Flea Market run by John Wuderlich was another success despite the scar tactics of the weather forecasters. I believe that only one vendor did not show and close to seventy shoppers.

Cont. on pr. 4



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Treasurer: Bob Allen 410 876-3580

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M I N U T E S O F W A M

By Doug Klunk Secretary

February 2006 Meeting

1. The meeting was called to order by President Mark Eastman @ 7:35 pm. 21 members along with Honorary Member Milt Peacock were present.

2. The Secretary's report was read as posted in the Talespinner. Augie Grey moved to accept as read, Motion Carried.

3. Presidents Report - Ray Miles called to say thanks for the opportunity to present the history of the club at our December meeting. He also gave Mark Bill Hassert's personal photo album from his years in the club. We need someone to step up as AMA Liason. Must live in Westminster, or have Westminster address.

4. Secretaries Report - No Report!

5. VP Jim Hodges had no report.

6. Bob Allen presented the Treasurers report which was approved. Bob will be changing banks in order to save on some banking fees.

7. Field Marshalls report

a. Spiegle Field - Great shape! Road is very good... Use the Field! Need to change signage regarding Thursday and Friday Flying.

Baughers Field - John Sterret reported all is well with the field, with the exception of the road in and out. Gravel is desperately needed.

8. Membership- New list due from Rich in March.

9. Newsletter - All submissions welcome! Anyone interested in learning how to put out a monthly newsletter, see Jim.

Events:

a. Flea Market - John reported tables going well. Set up 7pm Friday evening. Help needed starting 7:30 Saturday Morning.

b. Mall Show - March 25, 2006 Cranberry Mall Plan to be there.

11. Workdays -

a. Spiegle - Saturday April 22.

b. Baughers - Saturday April 8.

Old Business - None

New Business - Bob Allen \$100 donation to VFW, Passed.

Projects - John Sterrett - Twin Star, 1st ARF Attempt, impressive

a. Buck White - Hangar 9 Cessna 150

Doug Phebus - GP Pitts for sale \$300 includes 210 moki.

50/50 Drawing - Michael Day missed out, back in the kitty.

Bulk Fuel Buy

Doug Klunk is investigating the possibility of being able to make a bulk fuel purchase through The Moose Caboose, a hobby shop on Liberty Rd. by South Carroll High. Although this is a train house they are able to buy through Horizon Hobbies.

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

AMA Dues are also due: Remember you can't legally

fly without out it, your not covered and either are we as a club.

You can pay your AMA dues online now. I did, and it only

took about 1 minute and they E-mail you a confirmation

I will be giving out this year's membership cards at the February and March meetings. Please make an effort to attend and get yours.

Thank you in advance, Bob Allen

P I L O T T O C O - P I L O T

A Message From The President

Fellow Flyers,

As I write this it is finally starting to feel like winter. The chili fly was a grand success although only Wendell and Bob were willing to brave the gusts and the cold to fly their Gremlins. (Sorry John, 20 feet and a broken wing does not constitute a flight!)

The chili was delicious – thanks Wendell! And the desserts were plentiful. Of course everyone got to finish their day by warming up at home, or maybe at a Super Bowl party, and watching a game that wasn't a blowout.

The Flea Market is Feb. 11. By the time this goes to press it will be over so I hope you all came out and found some bargains or maybe a winter building project.

I have scheduled March 25th for the mall show at the Towne Mall of Westminster. I have a few ideas that may make it more interesting. Please mark that date in your calendars! I'll get the details to everyone by the March meeting. Last year was disappointing. If we don't have a better show this year they will probably not want us back.

That's all for now. Let's pray for a short winter so we can all get back to the pits.

Wishing you graceful winds and safe flights,

–Mark

Chili Fly cont from pg. 1

Fliers to brave the winds were few, however, John Sterrett, Wendell Richards, and Bob Allen put planes into the air. Wendell and Bob flew their Gremlins and John Sterrett launched his modified Goldberg Electra. Noticed I did not say that John flew his plane but launched it. John's flight (?) consisted of 10 feet out, 15 feet up and 32 ft/second squared. The damage was minor and as all of you that know John it will fly again. Also We did not here John comment about any points.

Flea Market from pg. 1

The big interest this year was the planes and not so much the accessories as usual. The planes were flying out the door. (pun intended) As in years past the hours were 9 am to 1 PM but by noon everything was pretty much packed up and gone.

Thanks to all that helped set up on Friday and to those that worked on Saturday with special thanks to John for running this years event and to the Bradley family for running the concessions.

Looking forward to a great market next year.

2006 Mall Show At The Towne Mall In Westminster March 25th

WAM is holding it's 3rd annual Mall Show again this year the end of March. Mark has made the arrangements to have the same set up as in the past. He is also looking into getting some Delta Darts for the beginners to try their hands at building. Flying will have to be else where because of the obvious dangers of trying to fly in the Mall.

Please make a note on your calendar and if you can't stay please bring a plane or two for the static displays. Last year the displays were half of what we had the first year. The more planes the more impressive the show

At the March meeting we will be setting the dates for this years Fun-Flys that will start in May. Bring your calendars so we can set the best dates.

This years Fun-Fly coordinator is Steve Browne

FOR SALE

**Giant Aeromaster.....set up for G62. No radio.
\$350.00**

Great Planes Pitts with a Moki engine for \$350.00

a 90 size Funtana with an OS 120 but no radio for \$550.00

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Bud Falkner 410 775-2502

budndee@cescomputers.net

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YS 140 FS engine, used, runs good, \$350.00

Dale Johnston 410 848 5279.

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All push rods installed, includes fuel tank, & engine mt.

Set up for OS 61, incl. 2 servos installed for flaps ~\$100

Plans = 1/4 scale Ercoupe 90" w/s. = \$25.00

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Plans, **new** = Wedell Wms. Gilmore Red Lion 84" w/s by Hostetler [rolled] = \$40. pp

Plans, **new** = Prince Kheldar [camera plane] 65" w/s = \$5.00 + postage

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List \$349.99 = **yours for \$200** + shipping [if any]

B&D 1/4" drill press = \$30.00 There were Bill Haserts [who passed away]

Both are excellent condition.

Dremel belt/disc sander # 1731 [Tower \$111.00] = \$50.00 [like new]

Milt Peacock - 410-833-3122

E mail = rcpilot2505@adelphia.net

MEMBER

Information

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
Allport, Chris	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
Omanski, Louis	omanski@ringlerassociates.com
Peacock, Milt	xavier826@erols.com (*)
Renick, Bill	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net (*)
Schaffner, Paul	paca.schaf@verizon.net
Sterrett, John	jsterr5@aol.com
Woosten, Bill	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**

FLIGHT INSTRUCTION

With several new members in WAM who may need some help learning to fly, I will continue to provide this list of instructors. The following instructors are available for "flight training" for WAM members. You may call them to arrange a convenient time.

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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
Jim Hodges	410 875-2669

NEW MEMBERS

No New Members

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

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.



John Sterrett's Twin Star with .2 .20 engines. Not Flown

WORK DAYS

Baugher Field

April 8th

Spiegel Field

April 22nd

March 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
		Meeting				
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Schedule of Events

WAM Events

- ♦ March 7 Meeting
7:30 @ VFW Hall
- ♦ April 8th Baugher
Field Work Day
- ♦ April 22nd Spiegel
Field Work Day —

Non WAM Events

♦

THE TALESPINNER

Newsletter of the

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

Anyone Wishing To Submit
Material For The TaleSpinner
Should Use Regular Mail To The
Address Above Or Via Email To:

spaceexplorer3000@yahoo.com

We're on the
web at:

www.flywam.org

March 7 Meeting
7:30 @ VFW Hall
April 8th Banquet
Field Work Day
April 22nd Spring
Legals

This issue of

The Talespinner

was printed, folded, stapled,
and mailed courtesy of

Lou Omansky.

WAM thanks Lou for his
efforts!



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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— Editor



To:





The TaleSpinner

50th Anniversary

Westminster Aero Modelers

Volume 22 Issue 3

March 2006

Next Meeting

April 4, 2006

7:30 PM at the

VFW Hall

Westminster, MD

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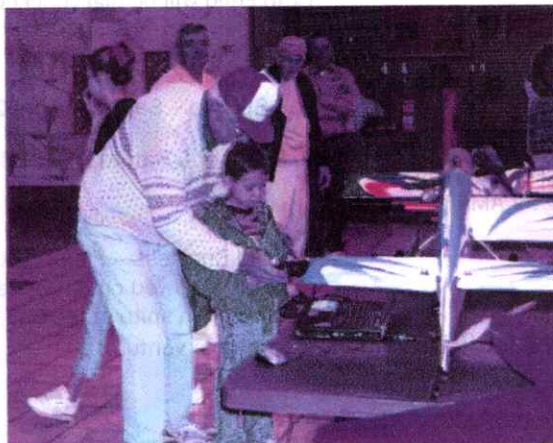
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MARCH EVENT



Dutch helps one of the younger visitors on the Real Flight simulator. As usual the simulator attracted a great deal of attention.

To Mark and Doug for bringing their laptops for video and the flight simulator.

If you did not get a chance to stop by you missed several new projects. Try to make next years show.

Saturday March 25th WAM held it's third annual Mall Show at the Towne Center Mall in Westminster. This year had many visitors and there seemed to be more interest in club information than in the past two years.

Thanks to all who brought aircraft and worked the display and answered the many questions from the public. Also Thanks to Mark for setting up the show and



Some of the planes and choppers on display at the mall

OFFICERS

President: Mark Eastman 410 549-3972

Treasurer: Bob Allen 410 876-3580

Vice President: Jim Hodges 410 875-2669

Secretary: Doug Klunk 717 637-8722

Member At Large Ed Bradley III 410 635-6436

VOLUNTEERS

Membership: Rich Zaykowski 410 993-2022

AMA Liaison: Open

Field Marshalls : Spiegle Field - Mark Eastman 410 549-3972

Baughers Field - : John Sterrett 410 775-2661

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



MINUTES OF WAM

By Doug Klunk

Secretary

March 2006 Meeting

1. The meeting was called to order by President Mark Eastman @ 7:31 pm. 19 members along with Honorary Member Milt Peacock and two guests(Tom Russell, Dennis Zumont) were present.

2. The Secretary's report was read as posted in the Tailspinner. Ed Bradley moved to accept as read, Motion Carried.

3. Presidents Report - AMA 2006 packet completed and ready for submission. Still looking for AMA Liaison. Please step up.

4. Secretaries Report - No Report!

5. VP Jim Hodges was away and had no report.

6. Augie Grey sat in for Bob Allen and presented the Treasurers report which was approved. Bob will be changing banks in order to save on some banking fees. Flea Market proceeds along with influx of Dues has boosted treasury. Current membership count @ 36.

7. Field Marshalls report -

a. Spiegle Field - Great shape!

b. Baugher Field - Be careful not to fall in the rut on the way down to the field.

8. Membership- New list due from Rich in April. Rich brought in membership application that was mailed in.

9. Newsletter - All submissions welcome! Anyone interested in learning how to put out a monthly newsletter, see Jim.

10. Events:

a. Mall Show - March 25, 2006 Cranberry Mall Plan to be there!

b. May 21 - Spiegle Fun Fly

c. June 11 - Anniversary Fun Fly @ Baugher Field

d. July 16 - Fun Fly @ Spiegle Field

e. August 13 - Baugher Fun Fly

f. September 10 - Pond Fly @ Baugher Pond

g. September 17 - Spiegle Fun Fly

h. October 7th or 8th - Big Bird Fly In

Crab Feed will be piggybacked on VFW feed. Date TBD

11. Workdays -

a. Spiegle - Saturday April 22.

b. Baugher - Saturday April 8.

12. Old Business - Flea Market - John reported all but 1 vendor showed on day of sale, and 65 people paid admission in spite of the bad weather reports. All in all a profitable venture!

13. New Business - Proposed budget will be posted on members only section of website for the required 30 days notice. Will be voted on @ next months meeting.

14. Discussion - Bill Autry discussed his involvement in the AMA Intro Pilot Program. Bill is certified in the program and is interested in continuing with our club sponsoring.

15. Projects -

a. Milt Peacock - L-19 BirdDog scratch built from plans.

b. Rich Craumer - Great Planes Foamy FW190 with Brushless Setup

16. New Members -

a. Bernie Vanmeter - Approved

b. Tom Russell - Approved

Meeting adjourned @ 9:05. Next meeting 4/4/06 at VFW Hall

P I L O T T O C O - P I L O T

A Message From The President

Fellow Flyers,

Thanks to everyone who came out to the Mall show at the Towne Mall of Westminster. We are redeemed! Last years turnout was a disaster but this year we had 16 planes and 2 heli's on display. Lot's of literature was passed out and everyone was helpful in answering questions from the public. Way to go! As usual the simulator was a hit - even on a laptop! Thanks Doug!

As we look to spring and better weather, please don't forget our scheduled work days, and if possible, step to volunteer for lawn mowing and general upkeep of the fields.

See you in the pits!

-Mark



Another photo from the March Mall Show

Bud Faulkner's Super Cub

From the Prop Masters RC Aero Club, Downers Grove IL as published in the AMA Insider

Preflight Inspection

by Ivan Cankov

Preflight training teaches the student how to inspect and prepare his model for flight. Like full-scale airplanes, a model airplane flight does not start with takeoff and end with landing. It starts with preflight inspection and ends with inspecting the airplane for any damage because of hard landings or suspicious behavior during flight. As are full-scale airplanes, our model airplanes are complex machines. To ensure a successful flight we must make sure that all components are in proper working order.

We are in this hobby mainly for the fun, but we all crash—we just don't know when. Even trainer models flown with an instructor using a buddy box will crash. The causes can be component failure or pilot error; yes, instructors err too.

To keep it fun we have to follow safety rules—both general safety rules as well as specific rules that apply to our model aircraft field. Students must learn to follow these rules to ensure that all pilots and spectators are safe and property damage, if any, is limited to our model airplanes only. Safety is of concern to everybody—all pilots at the field whether club members or not, flying or not, spectators, and people just passing by. All model-aircraft pilots should enforce the rules and make bystanders aware of potential hazard areas around the field.

Inspection of a new airplane starts with checking the integrity of the main glue joints and all screws. A student's model comes to the field already assembled so it's not possible to thoroughly check whether it is perfectly put together—whether it's scratch-built, built from a kit, ARF, or RTF. Despite this, an instructor is able to check the components that are likely to fail under stress during flight. These likely failures are the wing joint, tail feathers, control surfaces, landing gear, engine mount, and firewall.

Models are not considered airworthy if there are any problems found. Remember, you're a winner when you get your airplane(s) home in one piece even if you haven't flown them. Any problem(s) found need to be fixed and another inspection performed. Some of the problems can be fixed right at the field. Others require more time and the convenience of a workshop.

Test the wings by placing the center flat on your chest and pulling the wingtips with a reasonable force. Performed the test in both directions—top and bottom of the wing. The joint should not crack. Some ARF and RTF manuals state to use tape or small plastic straps and screws to hold the wing halves together. My advice is to glue the wing halves together using 30-minute epoxy unless the wing is specifically designed to use a different method, such as the NexSTAR wing.

Pulling the tail feathers up, down, and sideways should not move them. Again some ARFs and RTFs use studs glued in the fin and nuts (with plastic inserts to prevent them from unscrewing) to bolt the tail feathers to the fuselage. It's somewhat handy for transportation and storage but they are also more likely to fail, so my advice here is to glue them in place while still using the nuts.

Pulling the control surfaces—ailerons, elevator, and rudder (and flaps on some airplanes)—is the easiest way to check them. They should stay in place. Inspect the hinge gap: is it too big? If so, seal it. The easiest method I've found is to use regular Scotch tape. I always carry a roll in my flight box for repairs at the field (including repairing holes in the covering caused by landing in the weeds).

Check all linkages: there should be no play or slop. Play or slop in the linkages as well as big hinge gaps can cause flutter that can in turn destroy the wing, stabilizer, or fin to which it is attached. Although trainers have smaller control surfaces, moderate speeds of operation, and are not very prone to flutter, it can still happen—usually after the beginner pilot has soloed and starts performing aerobatic maneuvers with the trainer model at higher speeds. It happened to me: I lost my trainer due to aileron flutter.

Check all screws. I put Loctite on all metal-to-metal screws—from landing gear to fuselage. Don't tighten any engine screws if you are not familiar with the particular engine and its carburetor. Some of these should not be tight at all while others are torque-and-sequence sensitive.

All wood screws should be tight, too. Use thin cyanoacrylate glue to harden the holes. First, run the screw in the hole so it taps it, then remove the screw and put a drop of thin cyanoacrylate glue in the hole. Wait for the cyanoacrylate glue to fully cure and reassemble the part. These include, but are not limited to, servo screws—the ones that hold the servos to the servo tray—hatches, tail landing gear (most high-wing trainers are not tail-draggers but use tricycle landing gear and don't have a tail wheel), main landing gear, etc.

Most RTFs come with already assembled engines and landing gear. Usually they are not properly tightened and sometimes they become unscrewed and fall in the box. The result is a model that arrives at the field with screws missing or not tightened. Beginners are not knowledgeable enough to notice or even know how many screws should be used, and are misled by the Ready-To-Fly advertisement of the product they just acquired.

Check the propeller. Is it the proper size for that particular airplane/engine combo? Is it suitable for training? Small diameter high-pitch propellers provide a lot of speed that is not needed for a trainer model. A typical propeller for a .40-.46 size engine on a trainer plane is 11 x 5.

Next check to see if the propeller is properly attached to the engine crankshaft. The propeller nut should be tight—very tight. The modern engines have hardened crankshafts and use hardened propeller nuts, so don't be afraid to tighten it. With an electric starter, from a safety and ease point of view, a spinner or spinner nut should be used. It should be tight, too. If the screws holding the spinner cone to the back plate are not tight, the cone will start to vibrate when applying the electric starter and shatter if it is a plastic one.

Check the center of gravity (CG) of the airplane with an empty tank. An improperly balanced airplane is hard to impossible to control. If done at the field and it's windy, try to find a place where the wind will not affect the airplane's attitude. Using your fingers is not the most precise method but it works. For most trainers the CG is located at the main spar. Check the CG with the fuel tank empty. When it's full, the CG is slightly forward. It's easier to fly a slightly nose-heavy airplane than a tail-heavy one. Most of the fuel is gone by the end of the flight, so the CG goes back to where it was set up with an empty tank.

Check the direction and the amount of control surface deflection. Do not exceed the manufacturer recommended values—they make the model more sensitive to the controls. That, combined with the inherent tendency of beginners to over control the airplane, will lead to aggravation from the student. He or she will be constantly fighting the airplane.

Do a thorough range check with the transmitter antenna fully collapsed and the engine running at idle, half, and full throttle. You can do it while breaking the engine in (if the engine is new). The servos should not twitch when you walk up to 30 paces (60 feet) away from the airplane. Twitching servos might be caused by low battery voltage for the receiver and/or transmitter pack. (Were they charged overnight?)

Break in the engine. ABC/ABN engines normally take one to two tanks before they can run reliably. Ringed engines take longer. Run the engines on the rich side of the needle valve, especially ringed engines. The airplane is ready to fly when the engine can idle and transition reliably.

Some engines (Evolution) are advertised as factory broken in. My advice is to take the time to run at least one tank of fuel through it. After that, if its performance satisfies an experienced pilot, the engine can take an airplane in the air. Keep in mind that the engine will continue to break in until it burns a gallon or two of fuel. How much depends on engine design. During that period, the engine will require some readjustment of its needles.

Leave the maiden flight to an experienced pilot. He will fly the airplane and trim it out. He will also readjust the linkages if necessary when the airplane is back on the ground so the trims can be recentered (if the transmitter is not a computer one).

One other consideration that is a must to check—BATTERIES.

As was realized too late we had a instance last year where a new radio was put into use after the batteries in both the plane and the transmitter were fast charged but the packs were never charged overnight on the wall charger. We did not ask the owner and he did not no any better. After about a three minute flight; you know the answer. Your editor.

FOR SALE

For Sale: 1/5 scale Nieuport 11 w/5 servos, Saito 80 4 stroke, dummy engine and scale cockpit, fully rigged. A little weathered but still flies great! \$350.00 YS 140 FS engine, used, runs good, \$350.00 Dale Johnston
410 848 5279, dalejohn@carr.org

Great Planes "Lancair" - 80" w/s ~/- Fiberglass Fuse.

All push rods installed, includes fuel tank, & engine mt.

Set up for OS 61, incl. 2 servos installed for flaps ~\$100

Plans = 1/4 scale Ercoupe 90" w/s. = \$25.00

Plans, new = AT-6 / SNJ, 101" w/s by Ziroli [rolled] = \$40 pp.

Plans, new = Wedell Wms. Gilmore Red Lion 84" w/s by Hostetler [rolled] = \$40, pp

Plans, new = Prince Kheldar [camera plane] 65" w/s = \$5.00 + postage

Radio - New in box, never opened = JR-XP6102 - 6 channel #45 - 10 model memory - air/heli - RX=R700 - Four- #537 servos - 1100 mAh battery - TX- PCM/FM - + all other goodies normally included w/new set. - 3 yr. warranty

List \$349.99 = yours for \$200 + shipping [if any]

B&D 1/4" drill press = \$30.00 There were Bill Haserts [who passed away]

Both are excellent condition.

Dremel belt/disc sander # 1731 [Tower \$111.00] = \$50.00 [like new]

Milt Peacock - 410-833-3122
E mail = rcpilot2505@adelphia.net

Great Planes Pitts with a Moki engine for \$350.00

a 90 size Funtana with an OS 120 but no radio for \$550.00

Selling for Elvis (Doug Phebus)

Bud Falkner 410 775-2502

budindee@cescomputers.net

MEMBER

Information

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@netscape.com
Allport, Chris	chris.allpotr@gmail.com.
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	encb3@bellatlantic.net
Cox, Bill	pseagle@earthlink.net
Cox, Tim	infinitysq@earthlink.net
Eastman, Mark	mark.eastman2@verizon.net
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	deenbud@adelphia.net
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
Johnston, Dale	dalejohn@ccpl.carr.org
Klunk, Doug	dougrus@suscom.net
Lachance, Doug	kfdoug@webtv.net
Miles, Ray	rkmiles@carr.org
Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	omanski@ringlerassociates.com
Peacock, Milt	rcpilot2505@adelphia.net (*)
Phebus, Doug (Elvis)	bigelvisflyer@yahoo.com
Renick, Bill	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net
Schaffner, Paul	j3cubman@bcpl.net
Jeff Smith	jeffran@comcast.net
Sterrett, John	jsterr5@aol.com
Zaykoski, Richard	zaykoski@carr.org

Foreign Correspondent

Nick Jonckheere/Belgium nick_jonckheere@hotmail.com

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(*) NEW ADDRESS

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Tom Russel

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August 13 - Baugher Fun Fly

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Pond**

September 17 - Spiegle Fun Fly

October 7th or 8th - Big Bird Fly In

APRIL 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8 WorkDay 9 AM Baughers Field
		Meeting				
9	10	11	12	13	14	15
16	17	18	19	20	21	22 Work- Day 9 AM Spiegel Field
23	24	25	26	27	28	29
30						

Schedule of Events

WAM Events

- ♦ April 4th Meeting
7:30 @ VFW Hall
- ♦ April 8th Baugher
Field Work Day
- ♦ April 22nd Spiegel
Field Work Day—

Non WAM Events

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7:30 P.M. @ VFW Hall

April 8th Banquet
First Work Day

April 22nd Spring
Picnic

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— Editor



To:





The TaleSpinner

50th Anniversary

Westminster Aero Modelers

Volume 22 Issue 4

April 2006

Next Meeting

May 2, 2006

7:30 PM at the

VFW Hall

Westminster, MD

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APRIL



Great planes

U-Can-Do 46

OS 46FX engine

11-6 prop

Futaba 6 Channel Radio with 6 servos

Tower Hobbies
Fun 51

OS LA 40 engine

With 10-6 prop

Futaba 4 channel
radio with 5
servos



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President: Mark Eastman 410 549-3972

Treasurer: Bob Allen 410 876-3580

Vice President: Jim Hodges 410 875-2669

Secretary: Doug Klunk 717 637-8722

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Field Marshalls: Spiegle Field - Mark Eastman 410 549-3972

Baughers Field - : John Sterrett 410 775-2661

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

AMA Chartered Club # 336

Formed 1955



M I N U T E S O F W A M

By Doug Klunk

Secretary

April 2006 Meeting

1. Meeting called to order at 7:30 PM. 20 members and two guests.
2. Minutes of the March meeting were read by Mark Eastman. A motion was made and seconded to accept as read. Motion passed.
3. a. President's report; Mark stated that the Mall Show was very successful. There were enough aircraft and members to make a good presentation. Several applications were taken, time will tell if we get any new members. Thanks to all that brought exhibits and worked.
b. Mark also reported that he and Bill Autry made a presentation to BSA Troop 393 of Westminster.
4. VP Report No report
5. Treasurers Report Bob Allen not present
6. Field Marshall Report

a. Spiegel Field Field—Mark Eastman: The field looks to be in good condition. Mark needs some help to put the blades on the tractor. If any one has some time, please give Mark a call. The work day is scheduled for Saturday April 22nd.

b. Baugher Field—John Sterrett: Work day scheduled for Saturday April 8th. Plan is to put up the canopy, do some minor work to the road, and roll the field.

7. AMA Communications Mark announced that the address has been changed from Jay's to Jim Hodges. Ed Bradley has volunteered to take the responsibility of the AMA liaison.

8. OLD BUSINESS Discussed fund raising by having a donation jar or charging for food at the Fun -flys. Discussion ended and tabled to a future date.

9. New Business Discussed the 2006 budget submitted by Bob Allen. A motion was made and seconded to accept the budget as presented. A vote was called and the motion passed. Voted in two new members; Tony Olivis and Dan Fowler

10. Bill Autry gave a presentation on the Ar-esti Aerobatic Figures. He gave each person present a handout with the symbols for the maneuvers and a brief description.

11. Two projects, a Tower Hobbies Fun 51 and a Great Planes U-Can-Do 46, were brought by Jim Hodges.

12. No 50-50

13. Meeting adjourned at 9:00 PM

John Sterrett wishes to thank those who helped Sunday April 9th with the Baugher work day that was rained out on the 8th. Those in attendance were Dale and Kirk Lindsey, Steve Brown, Jim Hodges, John Sterrett, and Steve Hare.

A special thanks to Steve Hare for getting a roller from where he works work and rolling the field 3 times.

Baughner Field Mowing Schedule 2006
Field Marshall John Sterrett
(410 775 2661)

Mowing Leaders

April 7 Jim Hodges (410-549-3972)

14 Ed Bradley (410-635-6436)

21 Jeff Smith (410-526-9069)

28 Paul Schaffner (410-429-1911)

August 4 Ed Bradley

11 Jeff Smith

18 Paul Schaffner

25 Jim Hodges

May 5 Jim Hodges

12 Ed Bradley

19 Jeff Smith

26 Paul Schaffner

September 1 Ed Bradley

8 Jeff Smith

15 Paul Schaffner

22 Jim Hodges

29 Ed Bradley

June 2 Jim Hodges

9 Ed Bradley

16 Jeff Smith

23 Paul Schaffner

30 Jim Hodges

October 6 Jeff Smith

13 Paul Schaffner

20 Jim Hodges

July 7 Ed Bradley

14 Jeff Smith

21 Paul Schaffner

28 Jim Hodges

Feel free to trade mowing dates.

Assistants and or backups for the above weekly mowing leaders are Steve Hare, Doug Klunk, Hans Baum, Dale and Kirk Lindsay, and John Sterrett.

Before mowing check mower for mice nests and oil level. Gasoline and oil will be stored in the shed and replaced as needed.

Call Paul Schaffner for repair and maintenance assistance.

Don't mow wet grass ! Clear mower deck of clippings after each mowing

From the Middle Point RC Flyers, Murfreesboro TN & The AMA Insider March 2006

Windy Weather Flying

by Clay Ramskill

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with aileron while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

MEMBER

Information

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@netscape.com
Allport, Chris	chris.allpotr@gmail.com.
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	encb3@bellatlantic.net
Cox, Bill	pseagle@earthlink.net
Cox, Tim	infinitysq@earthlink.net
Bob Donohue	ultimateflyer@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Gray, Augie	asgjr@msn.com
Faulkner, Bud	deenbud@adelphia.net
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	vlhcountry@adelphia.net
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Lachance, Doug	kfdoug@webtv.net
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Nardone, Jay	jaynardone@adelphia.net
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	rcpilot2505@adelphia.net (*)
Phebus, Doug (Elvis)	bigelvisflyer@yahoo.com
Renick, Bill	billylee@qis.net
Schaffner, John	pumexim2@bcpl.net
Schaffner, Paul	j3cubman@bcpl.net
Jeff Smith	iefran@comcast.net
Sterrett, John	johnsterret24@yahoo.com
Zaykoski, Richard	zaykoski@carr.org

Foreign Correspondent

Nick Jonckheere/Belgium nick_jonckheere@hotmail.com

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

(*) NEW ADDRESS

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
Jim Hodges	410 875-2669

NEW MEMBERS

Tony Olvis

Dan Fowler

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

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.

John

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing. Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60 size) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!"

FOR SALE

For Sale: 1/5 scale Nieuport 11 w/5 servos, Saito 80 4 stroke, dummy engine and scale cockpit, fully rigged. A little weathered but still flies great! \$350.00 YS 140 FS engine, used, runs good, \$350.00 Dale Johnston
410 848 5279, dalejohn@carr.org

Great Planes "Lancair" - 80" w/s ~/- Fiberglass Fuse.

All push rods installed, includes fuel tank, & engine mt.

Set up for OS 61, incl. 2 servos installed for flaps ~\$100

Plans = 1/4 scale Ercoupe 90" w/s. = \$25.00

Plans, new = AT-6 / SNJ, 101" w/s by Ziroli [rolled] = \$40 pp.

Plans, new = Wedell Wms. Gilmore Red Lion 84" w/s by Hostetler [rolled] = \$40. pp

Plans, new = Prince Kheldar [camera plane] 65" w/s = \$5.00 + postage

Radio - New in box, never opened = JR-XP6102 ~ 6 channel #45 ~ 10 model memory ~ air/heli ~ RX=R700 ~ Four- #537 servos ~ 1100 mAh battery ~ TX- PCM/FM ~ + all other goodies normally included w/new set. ~ 3 yr. warranty

List \$349.99 = yours for \$200 + shipping [if any]

B&D 1/4" drill press = \$30.00 There were Bill Haserts [who passed away]

Both are excellent condition.

Dremel belt/disc sander # 1731 [Tower \$111.00] = \$50.00 [like new]

Milt Peacock - 410-833-3122

E mail = rcpilot2505@adelphia.net

Great Planes Pitts with a Moki engine for \$350.00

a 90 size Funtana with an OS 120 but no radio for \$550.00

Selling for Elvis (Doug Phebus)

Bud Falkner 410 775-2502

budindee@cescomputers.net

2006 FUN-FLY DATES

May 21 – Spiegle Fun Fly

**June 11 – Anniversary Fun Fly @
Baughers Field**

July 16 – Fun Fly @ Spiegle Field

August 13 – Baughers Fun Fly

**September 10 – Pond Fly @ Baughers
Pond**

September 17 – Spiegle Fun Fly

October 7th or 8th – Big Bird Fly In

MAY 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
	Meeting					
7	8	9	10	11	12	13
14	5	16	17	18	19	20
Mothers Day						
21	22	23	24	25	26	27
Fun-Fly @ Spiegel Field						
28	29	30	31			
Memorial Day						

Schedule of Events

WAM Events

- ♦ **May 2nd Meeting**
7:30 @ VFW Hall
- ♦ **May 21st Fun-Fly**
@ Spiegel Field
12:00 noon

Non WAM Events

♦

THE TALESPINNER

Newsletter of the

Westminster Aero Modelers
c/o Jim Hodges
1805 Valley Dr.
Westminster, MD 21157

Anyone Wishing To Submit
Material For The TaleSpinner
Should Use Regular Mail To The
Address Above Or Via Email To:

spaceexplorer3000@yahoo.com

**We're on the
web at:**

www.flywam.org

May 2nd Meeting
1:30 @ VFW Hall
May 2nd Party
@ Spigot Field
12:00 noon

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



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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— Editor



To: