



THE TALESPINNER

Westminster Aero Modelers



OFFICERS

President — Andy Myers (410-320-4058; macminiguy@gmail.com) Treasurer — Paul Schaffner (410-429-1911)
V. President — Carl Waglie (443-547-2138) Secretary — Allen Ness (443-340-8854)

VOLUNTEERS

Newsletter — Andy Myers AMA Liaison — Jim Hodges
Membership Chairman — Dave Sherwin (410-259-5540) Field Marshall — Charles Revei

Next Meeting:

March 1, 2022

7:30 PM @ the VFW

Website — www.Flywam.org

www.facebook.com/groups/westminsteraeromodelers/

Volume 38 Number 2

AMA Chartered Club # 336

Established in 1955

Prez Sez — Andy Myers

Well Spring is right around the corner. I hope you all are ready to get back out and flying. The world seems to be on the verge of the next World War, with Russia attacking Ukraine in a display of naked aggression not seen in the last 60 years. We are reminded that the world is not safe and there will always be those who mean to take rather than give. We need to have the strength to stand up and do what is hard. I'm one who can't look away, and I have too much respect for my Grandparent's generation, and those who fought so hard to make the world a peaceful place for their children. Russia and particularly Vladimir Putin need to be set on their ass and given a rude awakening. Sanctions don't go far enough and our President is weak. However, what makes America great is that we are ruled by a piece of paper and not a dictator like Putin, elections in America have meaning and we can vote these morons out of our government. It's going to be up to my generation to pick up the mantle and again show the world that America is the "Shining City on the Hill" It will be a long hard road to go, but I have faith that we can do it. I have faith in the promise of America.

Nuf Said— Andy



Andy M's Top Flight Giant Scale Corsair is having decals for "Skyboss" applied following being glassed and painted. The cowl was purchased from Fiberglass Specialties. The tail feathers were covered using Solartex. This plane was acquired from Bob Allen who is credited with most of the building. I just took it the rest of the way. Hopefully I did Bob proud.

WAM Flea Market 2022 — Andy Myers

WAM conducted a successful Flea Market on February 12, 2022 at the Westminster VFW. Turn-out was well over 100 people and our coffers are a little better off as a result. New and old faces showed up and folks came from as far away as Delaware. I noticed quite a few planes being purchased and finding their way into the hands of happy customers. I personally purchased a 1/4 Scale Sig RC-48 J-3 Cub with an OS 1.08 Two-Stroke engine. That particular plane was owned by a longtime member of DCRC and is in great shape. Look to see more of this plane in the N/L this year as I fly her. I'm getting graphics from Callie Graphics to emulate the historic WAM Yellow 1/4 Scale Club Trainer. Others members from DCRC, Pegasus RC, and Harford Clubs were in attendance— AM



cartoonist Bill Watterson

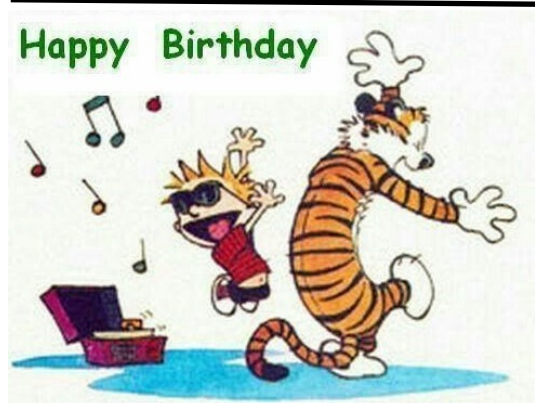


February, 2022

Page 1

Important Announcements

- Tuesday, March 1st — Next Business Meeting at 7:30pm at VFW
- Pay your annual dues—\$80 for Adult members



Happy Birthday to the following W.A.M. Members in January 2022:

Ron Bowen: 2/20

Keith Retzler: 2/8



Dave Sherwin, Jim Hodges, and Bill West (farthest to closest) collect money at the door and ensure vendors find their tables



The Sig 1/4-scale J-3 Cub I purchased.

2022 Westminster Flea Market



Our VP — Carl Waglie mans the Club Table for sales of club member items.



Steve Hare and Buck White have a conversation about what might sell



Charles Revei stands in front of the crowd as the busy market rages in the background!



Tom Carroll hands out concessions—thank you, Tom



Product Spotlight - Andy Myers

Balsa USA — 1/3 Scale Sopwith Pup



The BUSA 1/3 Scale Sopwith Pup is huge. These pictures to the left are of an example of the type created by WAM member Dick Ash. This plane has a wingspan of 9 feet is 6.5 feet long and is powered by a DLE 55RA engine.

Dick has chosen to paint this beauty blue and cream. This plane has been re-engineered by BUSA recently to make construction easier including laser-cut parts, pre-bent wire cabanes, and functional scale landing gear.



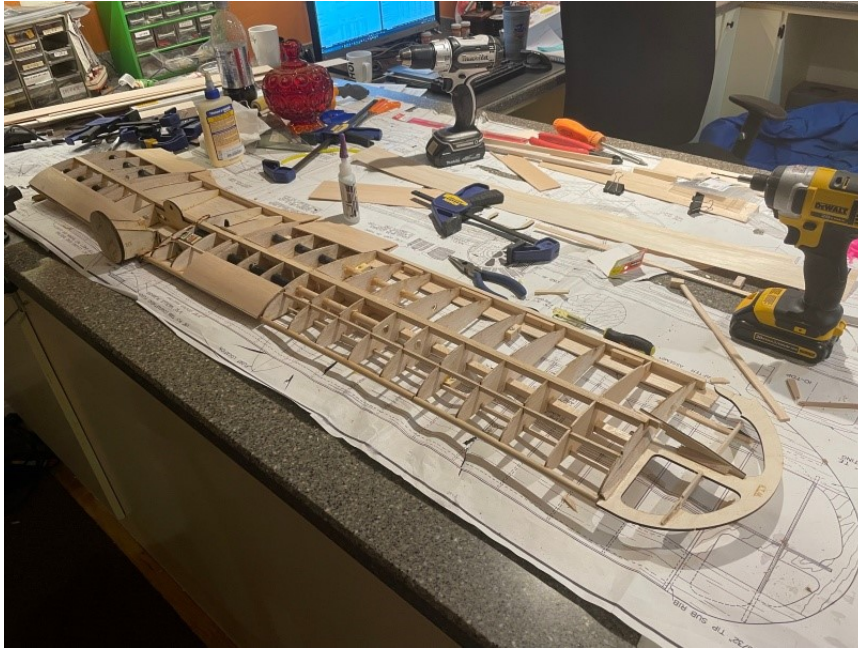
The Sopwith Pup was one of the first planes to be launched from an aircraft carrier in WWI and quickly became one of the most successful combat planes for the Allies in 1916. The docile flight characteristics made it ideal for carrier landings and tests.

Dick has done it again and made one heck of an airplane.

Now who is going to help me go over to Dick's house to pickup this plane and take him and the plane to the flying field?



Sikorsky S-39 Construction Continued - Andy Myers



Work over the winter continues on the 1/8th Scale Sikorsky S-39. Many have asked how I have time to complete these planes. I work on them a little bit each day!

Pictured to the left, the wing is under construction. The designer of this stand off scale model, Bob Rich chose to use a 1/5th scale Carl Goldberg J-3 Cub Wing to make construction simpler. The Goldberg wing construction is fairly straight forward and built up entirely. Leading edge uses a 5/32-inch dowel rod.

I added two (2) 1/2-inch carbon tubes inserted in the mid-section of the wing on each side, to use as sleeves for two (2) 7/16-

inch dowel rods built into the outer wing sections to make this model a 3-piece-wing. The dowels slide perfectly into the carbon sleeves. The Nacelle, firewall, and leading edge for the engine is mounted into the center of the wing and will incorporate a 6-oz Fuel Tank.

Another photo of the other side of the wing under construction along with the tail and boom and horizontal stab. This is showing that the wing is sheeted and I plan to glass the entire wing.

The LE and TE of the wing are sheeted with 3/32 inch balsa and the top sheeting is 1/32nd inch. Spars are 3/8" sq sticks and 1/4 x 1/2 sticks.

I constructed the booms from 1/8"x 1" aircraft plywood. I sandwiched two strips with a 3/32" balsa strip to form the booms. I then created the horizontal stab which was built up. The elevator was built right on the plans using 1/2 x 1/4 inch sticks. The horizontal stab was sheeted using 1/32" balsa and the tips were created from 1 x 1/2 inch balsa blocks. The elevator was then covered using Solartex. I epoxied the stab to the booms. I then mounted the boom to the wing using 2-56 x 1 inch screws and epoxied. I then glassed the booms and horizontal stab.



Sikorsky S-39 Construction Continued - continued from page 4



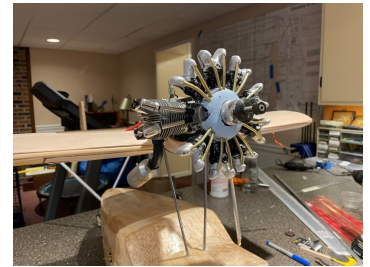
Following the installation of the boom, I created the rudder from 3/8" x 1/2" ply pieces (9) which were laser cut. I built the vertical stab and sheeted with 1/32 sheet, then glassed the stab.

Next I attached the wing mid-section to the hull and began the tedious process of building the struts from scratch. I added a Dave Brown FS-60 glass engine mount for the Saito 91 and test fit the unit on the mount attaching the 5/32 music wires to the nacelle using heavy duty copper terminal lugs.

Looking at my clearance for my 14x6 MA prop. I have more than 1 inch of clearance to the hull.



I made the struts from 3/8" Streamline Aluminum tubing with 1/4 brass inserts. The brass inserts are cut, shaped and drilled using a 5/32 bit for the 2-56 screws used to attach. The brass inserts are glued on both sides with balsa strip 1/32 and then shaped to fit the 3/8 aluminum tubing, then inserted and glued with CA. Finally the end of the tubing is crimped tight. I had to measure prior to cutting the tubing to ensure I had the right length from the wing to the hull.



There are many struts on this plane that attached the wing and wing floats to the plane. These are structural and functional which when I add them the strength of the plane is greatly increased. Mr. Sikorsky sure did understand this and used primitive mathematical calculations in 1929 to create this. The entire plane is finally coming together as a whole for the first time.

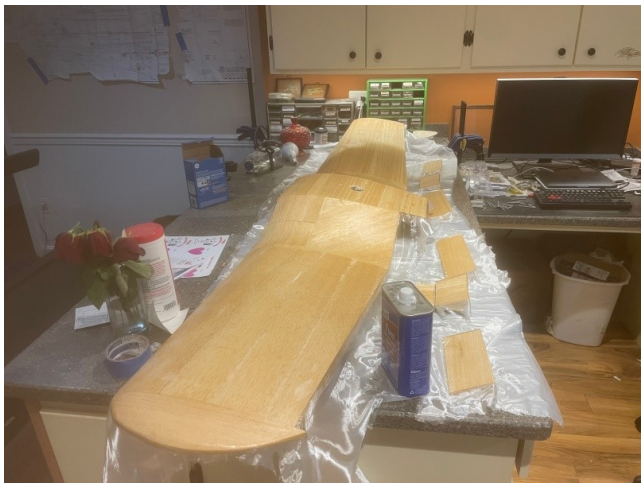
Satisfying is all I can say. More to come next time— AM



What Else Is On The Workbench - Andy Myers



While waiting on parts for the S-39, I took advantage of warm weather to continue progress on the Top Flite Giant Scale F4U Corsair. Here is a picture of fiberglassing the fuselage, vertical and horizontal stabs. The glass is 0.75 oz and is applied dry, smoothing out wrinkles and creases, then I apply Z-Poxy Finishing Resin and Hardener mixed 1:1, cutting the mixture 50% using denatured alcohol. Three coats of the mix are applied. First coat is to soak and adhere the fiberglass, second is to seal the glass, third is a finish coat to get that glass smooth surface.



Wing and flaps are glassed. This process took days to do because you must let them dry between coats and cut off excess then sand any imperfections before applying the next coat.



After the application the excess glass is cut off using a razor blade. The finished result is shown above. This is three coats of resin/hardener applied over the glass.



The result on the wing. That's a big wing (86 inches) I have to credit Bob Allen with the construction of the wing. The glass really brings out the detail work.

You can see the result of the painting and decal application of the fuselage of this plane on the front page. I decided on the real life example of "Skyboss" as I thought it would be easily seen in the sky with the checkered pattern on the rudder and cowl. The paint is Velspar semi-gloss Navy from Lowes with a top coat of Minwax Semi-gloss Clear Urethane. I applied two coats of paint and one coat of clear.



Who's Who - Andy Myers

Chili Fly 2022— February 13, 2022 @ Spiegel Field



Dick Ash prepares his famous Chili for the WAM members. Dick has done this the past few years and we are very grateful.



Jim Hodges enjoys some chili with other WAM members in the background digging into the food.



Here I am posing with my new Focke Wulf FW-190 1.5m All I got done was some taxi tests but she will be a beauty in the air

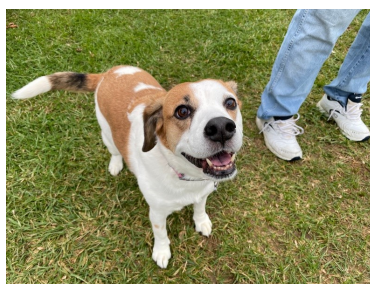


Carl Waglie can always be counted on to fly a plane when at the field. He decided on Old Faithful — His Turbo Timber X.



New WAM member Mark Hertz prepares his T-28 for flight. Mark joins us from The Flying Fools from Hanover, PA. Mark and other members from the Fools have decided to join our club since losing their field last year. Please make Mark feel welcome next time you see him.

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Lizzie says 'get out and fly something' !!!



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There will be Pizza!

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Volume 37 Number 5

AMA Chartered Club # 336

Established in 1955

Prez Sez — Andy Myers

Winter time is here and I'm sure everyone is at least thinking about next year's flying season. Some of you may be building your next plane, while others may be buying your next plane. In any case, we all have planes on the brain. I'm in the midst of building, sanding, sanding, sanding, and more building. I pulled out my 1/8th Scale Sikorsky S-39 scratch build project, and I'm at the deep end up to my neck. I think that sanding a plane is a lot like having children. You forget how hard it is after a while and the next time you tell yourself it will get easier, but it never does. Building a model plane definitely provides a feeling of satisfaction that takes the hobby to another level, for those who venture. I'm often building out of necessity, as what I'm building typically I can't buy. I've had a sweet spot for the Sikorsky planes of the 1920's and early 30's, the S-38, S-39, S-40, and S-43 amphibians. Howard Hughes, who I'm fascinated by, personally owned both the S-38 and S-43 mentioned above. All of these planes are on my bucket list and I'm actually determined to see them realized. So, I've started with the S-39. If you are buying a new plane, I'm in your camp as well. I recently purchased an Eflite FW-190 1.5m from HH. I know many of us don't have the time or space to build and are very satisfied with the current offerings from Gator RC, HH, Flex Innovations, Motion RC, and others. There is nothing wrong with that *Continued on Page 2.*



Carl Waglie prepares to fly his Eflite Viper 70 mm EDF Jet at Baughers Field on December 24th, 2021. Carl has progressed greatly over the past year in his flying skills and flies many different types of planes. Carl managed to brave the cold weather in Dec and completed his requirement for AMA to be considered an All Weather Flyer.

Unfortunately, shortly after this photo was taken, Carl crashed this plane and recorded a total loss, or as Carl puts it "turned the plane into popcorn".

Forums — Andy Myers

How many of you are using internet forums? We've come a long way in the hobby in this respect. With sites such as RC Groups, Scale Builder, RC Universe, and Flying Giants, I can find very good and factual information on just about any RC plane topic. These forums pull from user experience, for the past 20+ years in most cases, and have replaced traditional sources of information such as magazines and books. The forums are also a great source for used or unique parts if you find yourself in need. In the rapid discontinuation of models, some parts can be hard to find and this outlet is a convenient one. I've had nothing but good experiences and have found great deals along the way. If anyone tells you that the hobby is dead, all you need to do is look at these forums to understand how alive it really is.

- Andy



cartoonist Bill Watterson



January, 2022

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Prez Sez - Andy Myers continued from Page 1

and I highly encourage you to continue to buy and enjoy what HH and others have to offer, to scratch your itch. You're continued contribution is what is keeping the hobby alive and well, and that's a good thing. That being said, remember that the Westminster Flea Market for RC planes and parts is coming up on Feb 12th.

Nuf said.

Andy



Important Announcements

- **Tuesday, Feb 2nd — Next Business Meeting at 7:30pm at VFW**
- **Sunday, Feb 6th — Chili Fly from 9am-12pm @ Spiegel Field, bring a plane to fly.**
- **Saturday, Feb 12 — Flea Market at the VFW from 9am-12noon. \$5 at the door.**
- **Pay your annual dues—\$80 for Adult members**



Happy Birthday

Happy Birthday to the following W.A.M. Members in January 2022:

Steve Rothschild: 1/11

Dick Ash: 1/1

Bill Renick: 1/26

First Crash of the Season — Andy Myers



Carl Waglie with his Eflite Viper Jet 70mm crashed at Baugher Field on December 24, 2021. Here marks the first crash of the 2022 Flying Season.

Losing any plane can be heart breaking especially if you have invested much time and money. During a highspeed pass coming from left to right, beyond the field shed and road, Carl's plane just barely clipped a series of trees as he zoomed past the road. The tree limb struck the starboard wing and his Viper quickly spiraled into the ground. Carl took this loss in stride and laughed it off. He immediately called the mess "popcorn" and gathered the bits and pieces. To make matters worse Carl's Spektrum Smart 4000 mah Battery was also damaged in the crash, it was ejected approximately 10 feet in front of the crash location. Carl is now in the running for the Kamikaze Award.



Product Spotlight - Andy Myers

DRACO 2.0m Smart BNF Basic with AS3X and SAFE Select



One of the craziest real planes to ever be constructed, Mike Petey's Draco is a marvel in design and function. Mike took a Polish design Wilga 2000 STOL Plane and replaced the 260 Hp Lycoming O-540 with a Pratt & Whitney PT6A-28 producing 680 Hp. Obviously he made other modifications including extending the wing length and chord, building a fuel tank in the landing gear, adding large shocks, and landing lights from a 737 airliner. The result was an outstanding STOL design, even adding a reversing gear to go backwards into the hanger.

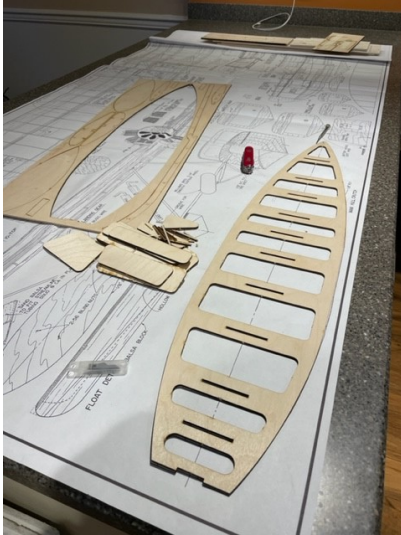
HH and Eflite have done their best to capture the scale, detail and spirit of Mike's design with his direct input in every aspect of the model Draco. This plane uses a 5000 mah 6S Pack and incorporates 17 LED lights, goes in reverse, four-blade prop, and lives up to the STOL capabilities. The cost is a whopping \$630 + tax.

Many don't understand or like STOL flying and so when they get their Draco, and it doesn't do 3D acrobatics right out of the box, they get bored and give up the plane. There are used examples that can be had for cheap right now. If you like to go low and slow, right side up, and takeoff in 3 feet, then this is the plane for you. It's definitely on my bucket list.

Andy



What's on the workbench - Andy Myers

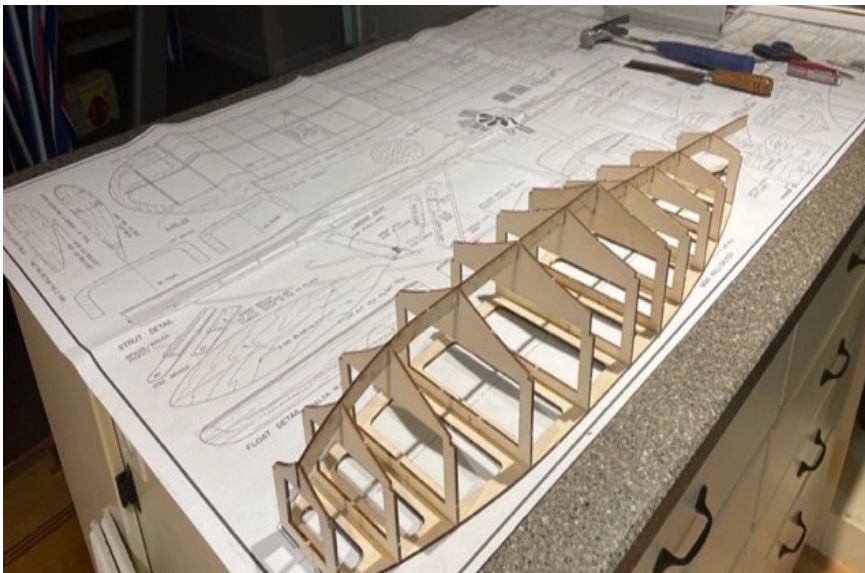


I've had a special place in my heart for the early Sikorsky plane designs, mainly the "Flying Boats". My fascination came from spending hours at the Wright Patterson AFB Museum where you can see SC Johnson's S-38 (of SC Johnson Wax Fame). A replica of that plane was produced by the grandson of SC Johnson and flown at Oshkosh during EAA Airventure.

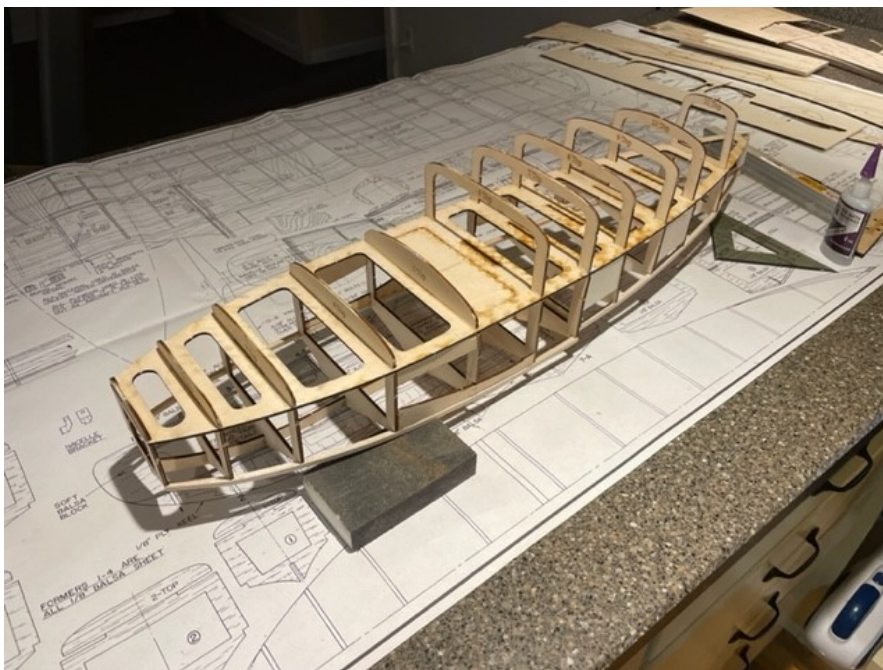
The design is simple. You start with a boat, add landing gear, add a parasol wing and engine(s), and complete it with aluminum N struts, twin booms and a big rudder. The evolution of this design was founded in the Curtis NC-4 Flying Boat (look it up) from 1919. Glen Curtis was so cool and took aviation to the next level.

Igor Sikorsky expanded on this design in 1924 and invented the Sikorsky S-34 and S-36 flying boats, both of which did not do well. Sikorsky's first commercial success was in 1928 with the S-38 (first of his planes that Howard Hughes owned), he finally got it right with over 101 being built for a whopping \$50,000 each in 1928 (equivalent to \$815,000 today). The S-38 was a 8-10 passenger flying Yacht with lavash interior wood, a refriger-

ator, couch, and twin 450 Hp Pratt and Whitney R-1340 Wasp 9 cylinder radial engines (brand new design for the time). Sikorsky's factory was on the East end of NYC along the East River. Following the success of the S-38, Sikorsky felt there was a market for a smaller version of the S-38, and so he invented the S-39, which served the same customer (wealthy businessmen or airlines). The S-39 was about 30% smaller than the S-38 and incorporated only one 300 Hp Pratt and Whitney R-985 Wasp Jr Engine.



The model plane in the pictures to the left are of the Sikorsky S-39. I purchased a short kit off ebay, which included only laser cut plywood formers and a hull crutch which is show in the top left and middle left photos. The wing formers were also laser cut and included. Of course one 8x4' set of plans was included as well.



The hull goes together much like a boat. You have a keel and crutch and formers.

The picture to the left is where the top deck and cabin are installed. I also installed hard points using 1/8-inch aircraft ply for all attachment points for struts and landing gear. I also added a floor for the steering servo (not pictured). I used a combination of medium CA and Titebond II Aliphatic glue to construct.



What's on the workbench - continued from page 4



The next step was planking 1/8 inch balsa on the hull, top deck, and cabin. The stern is built up and shaped from a 1-inch sq block of balsa. At this point I also made the rear tailwheel gear from 1/8-inch music wire, copper wire, silver solder, and one (1) 1 7/8" Williams Bros wheel . I used a Hitec 425 servo for the tailwheel steering and installed two Sullivan Gold-n-rods to control the tail wheel as a pull-pull setup using a brass tiller. Since this is a float plane, the tailwheel also acts like a rudder in the water.



The next step included building a hatch in the top deck to access the hull and tailwheel servo.

I then laminated six (6) 1-inch balsa blocks together and glued and hand shaped the bow (nose) of the plane and sanded to shape with the hull. I then added the cabin windshield frame. Also installed blind nuts behind all the attachment points prior to hiding with balsa. Lots of sanding and shaping.



The next step included installing the engine nacelle support wires. Both wires are 5/32 music wire, cut to length and the ends are bent 90-degrees and mounted into a plywood support on the top deck. Then they are j-bolted to the support. I then completed the balsa planking, including on the hatch. I used balsa filler to smooth all joints. I also added the landing gear hardpoints which are made from 4-40 j-bolts. All other hardpoints will use 2-56 screws and blind nuts. You can also see in this photo I've purchased a Saito FA-91 for power for this plane.



What's on the bench - continued from page 5



While waiting on things to dry, I built a dummy Pratt & Whitney R-985 Jr. Wasp Engine from a mold provided by Brodak. The mold comes in styrene halves that you have to cut out. Then you glue the halves together and paint. I then added my own engine rods made from 1/8 inch brass tubing. It took me about 10 hours to make.



I then proceeded to fiberglass then entire hull and cabin. I used 0.75 oz cloth and Z-Poxy ZAP Finishing Resin System using 3 coats of the resin.



The result of the fiberglass application was a nice, provides a shiny look and solid structure.



The next step included bending and soldering the landing gear, made from 1/8" and 5/32" music wire, bent to shape. I cut the appropriate brass tubing and inserted in the j-bolts prior to mounting to the frame. I then epoxied the j-bolts/brass inserts to the hull and fitted the landing gear. Then added the Williams Bros 3 and 1/4 inch wheels. That's it for now. Until next time.

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Volume 38 Number 3 (Part 1)

AMA Chartered Club # 336

Established in 1955

Prez Sez — Andy Myers

I know it has been a while since my last N/L and I apologize for the wait. So much has happened in the last 5 months that I need to break down this edition into three parts.

We've had an awesome flying season thus far including 3 fun-fly's, a bunch of new members, and lots of new and exciting RC airplanes. We've also experienced the keen sting of losing two Honorary Members who have passed away. Time is precious and limited. Time is the one thing we can't buy or get back. Make the most of your time.

Field Cleanup Days were a success at both the Spiegel and Baugher Fields. Thank you to all who came out to help. A new windsock was installed at Spiegel, and we also acquired a new lawn mower (in June) as the old one finally died. A new canopy was also installed. Baugher field got the royal treatment of hedge clearing, painting of the top rail at the end of the runway, removal of trees around the sign, and road work as needed. Again, thanks to all those who helped.

We are now in the middle of summer and this is the perfect time to come out if you haven't, and join us for some fun in the sun. I look forward to seeing you all soon. Nuf Said— Andy



Mike Hornbaker and Collin Clohan present their matching 3DHS/ Extreme Flight Demonstrator 106" Edge 540's at the May Fun-Fly Event at Baugher Field on May 22, 2022. Pegasus RC Club from Hagerstown, MD joined W.A.M for a Joint-Fun Fly for the first time in years. More than 25 participants were in attendance making this event the largest W.A.M. event of 2022.

May Fun-Fly — Andy Myers

W.A.M. conducted the May Fun-Fly on May 22, 2022. Members from Pegasus RC from Hagerstown, MD joined our club and brought with them one heck of a traveling entertainment show. The event included contests to complete spot landings, an air-show including a 3D flying routine (performed by Mike and Collin above), and wonderful food and fellowship. Over 50 people were either participants or attendants during the event. We couldn't fit anymore cars along the flight line. For a show finale Mike and Collin hovered and dipped the tails of their 106" Edges **into the pond** at the edge of the field near Rt 31—craziness! A special thanks to **Dick Ash** who cooked and provided food for all the people, **you are a special kind a wonderful!** — AM



cartoonist Bill Watterson



March thru May, 2022

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May 2022 Fun Fly — W.A.M. and Pegasus Joint Event



Members of W.A.M. and Pegasus Flying Clubs at the Joint Fun-Fly Event on May 22, 2022 at Baugher Field



Ed with Pegasus RC providing instructions on the "Spot Landing event".
W.A.M. Treasurer, Paul Schaffner in the background won 3rd place.



W.A.M. VP, Carl Waglie jogging by his canopy and fleet of aircraft during the event. Carl demonstrated his many acrobatic planes.



Dick Ash who provided and cooked the food for the event.



Lots of spectators too— the show must go on!



Builder's Spotlight - Andy Myers

Jim Hodge's Scratch Build Antoinette VII



W.A.M. Member Jim Hodges has finally done it. He has completed his childhood dream of building an RC Antoinette Airplane. Jim scratch built this beauty using AMA plans that he enlarged. The wingspan is over 100 inches and it's powered by a Saito 62 using a 6oz fuel tank. Note the 3 dummy engines cylinders carved out of wood to look like the Saito out front. He even carved the pilot out of foam and painted it. What a masterful job indeed.

The Antoinette VII is one of 9 models the Antoinette company built between 1908 through 1911. The Antoinette Company was known for building racing boat engines (V8's) at the time. They got into aircraft design as part of the race to build an airplane that could fly across the English Channel and win the Daily Mail Prize of \$1,000 British Pounds. Their design ultimately failed and the prize was won by Louis Bleriot using his now famous Bleriot XI.

Interesting Fact— Louis Bleriot was the Vice President of the Antoinette Company prior to

starting his own company and building his own airplane design in 1909.

Can't wait to see this fly Jim!



Sikorsky S-39 Construction Continued - Andy Myers



Construction of the S-39 continued into the spring (March – April). Here I've fiberglassed and painted the hull. Following painting I added a coat of clear polyurethane to seal and protect the paint. It also served to make the color brighter. The windshield and windows are painted a satin black and the hull is painted a Royal blue with a metallic silver trim.



I also painted the pontoons to match the hull and reattached the struts. The pontoons are water tight and are functional on the plane.

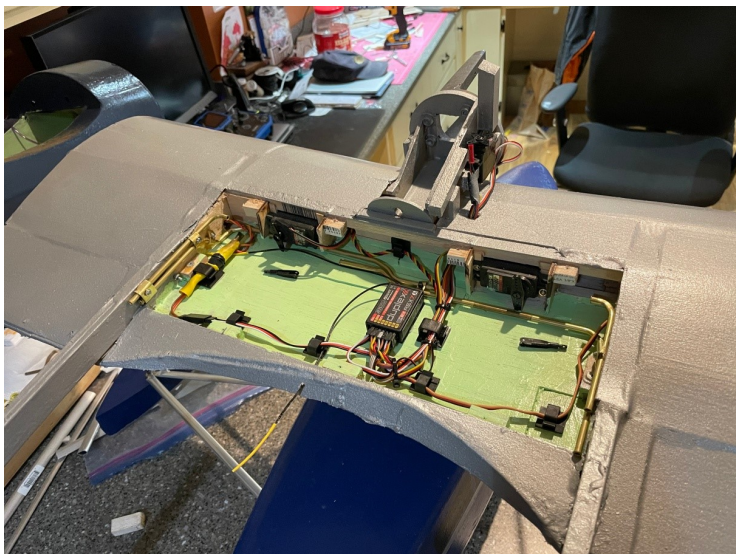


Next, I glassed and painted the wing, tail booms, rudder and elevator— all metallic silver. Nice to see the large pieces all coming together.

Sikorsky kept the basic design of the S-39 the same as the larger S-38 reducing the engine to a single R-985 WASP and the rudder to a single large rudder instead of two. Built in 1929, this plane was marketed to executives, or rich playboys with money to burn. The cost of the S-39 was \$25,000 in 1929, equivalent to \$825,000 today.



Sikorsky S-39 Construction Continued - continued from page 4



Following the painting of all main structures. I re-attached the wing, pontoons, and hull to the aluminum struts.

I painted inside of the electronics hatch on top of the wing to provide contrast. I installed the elevator and rudder servos inside the sheer webs of the wing within the spar. I inserted stainless braided wire inside brass tubing, which I used as guides for the servo wires attached to the rudder and elevator controls. Then bent the brass tubing around the outside of the bay to exit along the booms on each side (two per servo). The rudder and elevator both use a pull-pull setup. I installed the receiver and all servo wires connections hidden in this bay, along with the single 4.8v battery as well. Note the empty nacelle— a 6oz tank fits inside there.



The finished plane completely assembled and ready to fly. I had Callie Graphics make W.A.M logo on the wing and a "Spirt of Amos" decal for the nose. Amos Unger was my great grandfather and would have been alive when this plane was flying in its heyday in 1929.



The engine will be exposed on the outside of the nacelle along with the throttle servo. The engine is a Saito FA-91 nitro power. It uses a Glo-Pro Auto Glo Driver and I had a Tru-Turn Spinner made for the plane.



This image to the left shows the detail of the control wires and struts for the elevator and rudder. Everything was hand made using brass strip and servo eyelets for guides along the booms. Now all there is left to do is maiden this beautiful plane — AM



Friends we lost - Andy Myers

Charles Milton Peacock "Milt"

Milt was born on April 28, 1924 making him 98 years old when he passed. He was in the US NAVY and logged 500 hours on 62 combat missions as an ordnance specialist aboard a navy bomber during WWII. He flew anti-submarine patrol in North Africa and later England including during D-Day.

Prior to WWII he worked for the Glenn L. Martin Aircraft Co. in Baltimore, MD. Even before the war Milt was an enthusiast of full-scale airplanes, control line and RC. His AMA number was 2505. To give you some perspective my AMA number is 1,208,951. Milt was a founding member of the Maryland Modelers Association (Now defunct) which was chartered as AMA Chartered Club #4. Milt had many other passions, and its hard to believe he had time but he loved sailing on the Chesapeake bay and taught navigation for over 40+ years to the Power Squadron.

He joined the Westminster Aero Modelers in August of 1982— approximately 40 years ago.



Milt and his wife were the creators of the W.A.M. Talespinner Newsletter in 1987. Milt told me that his wife, Joyce was the one who came up with the name. She also came up with the format for the header which I still use today. Milt was the W.A.M. President from 1989 to 1991. I've gained so much inspiration from Milt over my short time here in this club. He gave perspective along with Paul Schaffner on who we were, and what's changed over the years. I have all of the Talespinner from 1987 to now and can tell you that Milt was very involved in shaping and improving the club during the 1980's and 90's. He and W.A.M. member Ray Miles (his good friend) were big on educating the youth by making presentations and demonstrations of flying at the local elementary schools in Carroll County. Which they did for a number of years. I've found newspaper articles from the mid-90's covering their story. Milt and Ray also created many of our traditions and awards, including the Kamikaze prize, and founded and maintained our relationship with the Westminster VFW, which we still use today. They were both also instrumental in working with the county to acquire Spiegel Field. This was crucial in the early to mid-90's when we lost Nelson Field and needed a place to fly.

Milt was a big part of our story and he will be sorely missed.

Nuf Said - Andy



Friends we lost - *Andy Myers*

Ronald "Ron" Oktavec

Ron became a member of the W.A.M. Club in March 2011. He quickly gained a following as fierce friend to many who knew him. He had a love of RC planes and engines. His engine collection was one that most of us could only dream of. He had just about every type you could hope for and they were all in immaculate shape. Ron was a service technician with Verizon for 34 years before retiring almost 19 years ago. He was an avid hobbyist and outdoorsman. His favorite pastimes were collecting American Flyer trains, flying remote-controlled planes, hunting, fishing, gardening and skiing. He was also a member of the Baltimore Area American Flyer train club, Thurmont Conservation and Sportsman's club and Cowboy Single Action Shooting Society.

Unfortunately in recent years Ron suffered from a terrible condition that debilitated his health and moved away to NC to be closer to his family.

We will all miss Ron and wish his family the best during this trying time.

Nuf Said - Andy



Who's Who in March, April and May - Andy Myers



John Cunningham prepares to fly his Timber X. John has improved his flying skills tremendously this spring.



Carl Waglie and I attended the Pegasus Fun-Fly Event in May and had a blast. Here Carl is preparing to fly his Aeroworks Yak 54 which sports a Saito 125 GK engine.



Charles Revei is out helping clean up Spiegel Field on the Cleanup Day. Here he is pulling a wagon full of tools. Thank You, Charles!

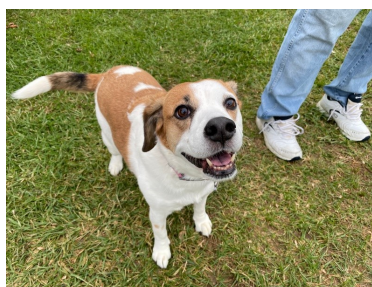


Jon Kelly is training on his Apprentice with Carl Waglie. Jon has been steadily progressing and often seen during the week at Spiegel Field practicing.



Steve Hare and Buck White prepare to fly Buck's Aero-Star 60 trainer. Buck hadn't flown in 6 years, so Steve got him back up. Within minutes Buck was flying like a seasoned pro. It's like riding a bike, you never really forget.

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Lizzie says 'get out and fly something' !!!