



# The TaleSpinner

Westminster Aero Modelers



January 2009

Volume 25

Issue 1

## Next Meeting

Tuesday  
Jan 6, 2009  
7:00 PM  
at the VFW

## EDITOR'S NOTE



### Editors message

You may have noticed that this issue is the first of 2009 and NOT the last of 2008.

It has always driven me crazy that we were "in arrears" with our newsletter.

In any case, going forward you will receive the January issue in January and so on. If this causes you great heartburn let me know but I doubt I'll change it for you.

Election results are posted inside.

Remember that your officers are volunteers. Their job is not to do every job in the club, but to facilitate others to get the work done. We exist on a shoe-string budget and depend on our members to maintain the fields and do much of the other work that keeps the club alive.

Don't be shy to volunteer for a job. I guarantee it won't kill you or take up too much of your time. Every little bit helps. The officers can't do everything alone!

Looking forward to another great year of flying and fellowship!

Best regards,

Mark Eastman  
Editor and club secretary.

### OFFICERS

*President:* Jim Hodges 410 875-2669

*Treasurer:* Bob Allen 410 848-4871

*Vice President:* Dale Johnston 410-848-5279

*Secretary:* Mark Eastman 410-549-3972

*Member At Large* Bill Autry 301-668-7269

### VOLUNTEERS

*Membership:* TBD *AMA Liaison:* TBD

*Field Marshalls :* Spiegle Field - Tom Russell 410-236-6081 weedamen@hotmail.com  
Baughers Field - : TBD

*Editor :* Mark Eastman 410-549-3972 rcflyer620@gmail.com

AMA Chartered Club # 336

Formed 1955

Incorporated 2007

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## Meeting Minutes 12-6-2008

Our regular meeting was an abbreviated version at the holiday dinner.

The election of officers was held and the results are as follows:

President:	Jim Hodges
Vice President:	Dale Johnston
Secretary:	Mark Eastman
Treasurer:	Bob Allen
Member at large:	Bill Autry

Volunteer positions will be determined at the first annual meeting in January.

**Club memberships expire on December 31, 2008**

**Please make an effort to get your dues paid quickly so we can update the membership rolls and prepare a 2009 budget.**

**Dues remain the same for 2009.**

**Thanks!**

## **FUN FLY DATES**

The Fun Fly dates have been set as follows. As always things are subject to change due to weather etc.

**TBD This will be decided at the first meeting in January**



## **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.

Bill Autry	301-668-7269
Jim Hodges	410-875-2669
Bob Allen	410 848-4871
Paul Schaffner	410 429-1911
Wendell Richards	410 374-4970

## **New Roster**

The latest roster is posted on the web page in the members only area.

## Some Rambling Thoughts Regarding Our Model Engines

Just hearing a well tuned gas or glow motor in the sky is one of R/Cs greatest pleasures for me. I have loved model engines from the very start when my Dad bought our first engine, a Fox 29, around 1956 or so. I was 10 years old.

Over the course of more than 50 years of running a great many model engines, I find a few basic “truths” perhaps worth remembering. So here goes, divided between glow and gas type engines.

### Glow or “Nitro” engines:

1. Many of the large glow motors, say 90 and above do not need much nitro content. In fact, anything over 10% is a waste.

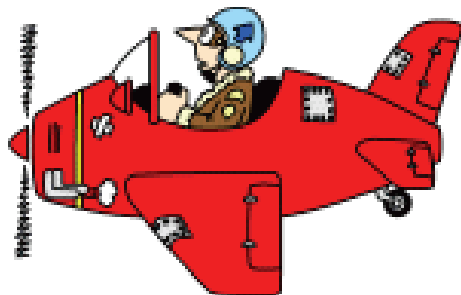
2. For Sunday Flying, squeezing that last possible RPM out of an engine is reducing the life of the motor, especially if it “sags” in vertical or upward maneuvers. Heat buildup is rapid. Backing off the needle valve a bit is the key to getting longer life from your motor. For 2-cycle engines, I always like to tune them to where they just break into full song while breaking into a throaty so called “4-cycle” sound. This is especially critical for lapped engines. In order to get compression, the piston/cylinder fit must be within 1 ten thousandth of an inch. Or put another way, one tenth the width of a human hair. Piston ringed engines are more tolerant and less prone to seizing up but the basic rules of operation are the same as for lapped motors.

3. Nitro engines are very prone to rust. Why? The reason is that nitromethane attracts water. An engine can get significantly rusted in only one or two seasons if residue fuel remains in the engine. Motors having ball bearings are especially prone to rusting. One defense is when you get ready to retire your model for the season, be sure to let the motor run out its fuel by pulling off the fuel line while running or simply letting it run out the tank. Then put several drops of 3 in One or my favorite, Marvel Mystery Oil in to the carb and exhaust. Rotate the motor many times to get the oil circulated. Put a LOT in the carb to ensure there is oil presence in the case. Hang the model pointing downward to ensure the bearings stay soaked in residual oil.

4. Once an engine is adjusted, leave the setting alone assuming fuel, plug, and prop remains constant.

5. 2-cycle engines rely on crank case vacuum to operate. It is the upward movement of the piston that creates a negative pressure in the case. This pressure is what draws the fuel to the carb. Sometimes, even with muffler pressure loss of case integrity can cause a motor to not run or to run ragged, usually acting lean.

6. I have never had any problems with muffler pressure “contaminating” the fuel the engine is gulping down! I ran a Webra 60 for over 10 years and never had the slightest problem. I feel clean fuel is the key along with proper storage practices.



## Some Rambling Thoughts Regarding Our Model Engines (cont'd)

### Gas Engines:

1. Gas engines are happiest when running closer to a lean setting than a rich carb needle adjustment or oil to gas mix. This is because excessively rich settings lead to a substantial amount of carbon buildup on the piston crown and in the piston ring groove (s). Too much oil in the mix can cause piston rings to be frozen in their grooves via carbon buildup. The result of this can be loss of compression due to the rings not expanding against the cylinder wall. A ringed motor should have some amount of "drag" felt while slowly turning the prop shaft rather than the silky smooth feel of a lapped engine. Last, excessive oil in the mix will rapidly foul the spark plug.
2. Using a 6v battery really does not give much of a hotter spark compared to the standard 4.8volts called for in most ignition modules. The higher the RPM, the more voltage required. However, a fully charged 4.8v system should be ample for most applications where RPM is under 8,000.
3. RF interference can be present, especially from the stranded covering of the spark plug lead. If ANY of the strands are frayed or open, RFI can be present. One way to reduce or eliminate this is to wrap the entire lead in tin foil.
4. Continuity of the spark lead can be ascertained simply by taking one lead of the volt ohm-meter ( set to Ohms) and placing it on the metal spark plug cap and the other on the metal of the ignition module body. The meter should peg. If not, there may be a continuity problem, possibly being the cause of a motor not running or running badly.
5. Walbro carbs have a tiny crap trap which should be inspected yearly or less depending on how much you fly. If clogged, even partially, the engine may run, but idle and transition is what is usually affected the most.
6. Storage for gas engines is far less of an issue than with glow motors. The reason is that gasoline is a natural lubricant plus, the mix oil is present. I have pulled my DA-50s apart after over 200 flights or 30 hours operation, and they are pristine inside! Absolutely perfect. Put in clean fuel and you will have a clean motor. Simple as that. No need for exotic rituals for storage. Just run them out of fuel and they are good to go if stored in a dry place. I have opened up countless antique spark ignition (gasoline) motors folks send me to restore that run perfectly with nothing other can gassing them up. I have had the most trouble restoring GLO engines because they have so much rust damage from the nitro drawing water (read RUST) into the engine.
7. Last, gas engines usually have a high and low needle. Just be aware that one can affect the other. So, when adjusting first the high end, be sure to check the low end setting and vice versa.
8. Gas engines do not need any careful, exotic break in procedures. In fact, I just put them in a plane and go for it. Yes, I use a 40 or 50 to one ratio with a slightly rich needle setting for the first several gallons, but that is it. Think about it; these engines are essentially chain saw or weed whacker engines. You just crank those and get to work full bore and they last forever. You cannot kill them. When did you last see a truly worn out gas engine in an airplane?
9. Last, gas engines are powerful. My little Zenoah 26cc motor turns an 18 x 6 prop at over 7,000 RPM. Really screams. Do not be afraid of putting lots of prop on these engines (of course follow mfg recommendations). Remember, gasoline, under compression, develops the same amount of power/force as dynamite. This is what makes such a small motor as a 26cc so powerful as compared to a nitro motor of similar displacement.

I hope the above is of some worth to the membership. Nothing earth shaking and probably nothing you did not already know. If my remarks cause some discussion, all the better!

**Submitted by Walt Craig - WAM member and RC engine enthusiast.**

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	aceallen1955@yahoo.com
Allport, Chris	chris.allport@gmail.com
Autry, Bill	Bill_Autry2004@yahoo.com
Bradley, Ed	encb3@bellatlantic.net
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Schaffner, Paul	tripacer@bcpl.net (*)
Smith, Smith	<a href="mailto:jefran@comcast.net">jefran@comcast.net</a>
Sterrett, John	jsterret24@yahoo.com

**Foreign Correspondent**

Nick Jonckheere/Belgium  
nickjonckheere@hotmail.com

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

**(\*) NEW ADDRESS**

**FOR SALE****For Sale by Walt Craig**

717-229-2840 or makenewagain@yahoo.com

**Extra 300S w/ Super Tigre 90.** Teal w/ trim. Low time motor, master builder. Airtronics radio. Same transmitter for both planes. \$250.00 for everything..

**Webra 50 NIB \$75.00**

**Super Tigre S3000 (1.8 ci) NIB Broken in. \$100.00**

**New Sullivan extra hi-torque starter.** Never used. \$50. cost over \$90.

**Super Tiger 90 parts engine only \$20.**

**Giant Ultra Stick** in red ultracoat with Webra 1.20 glo with pitts muffler, Futaba radio. Ready to go and fly. Only \$340 complete. The kit alone is over \$350.

All offers considered.

**SR Eindeccker** with G26, pull pull system, aces of iron pilot, Solartex covering, 4 S3001 Futaba servo's, SR2200mah pack, RCAT electronic kill switch and Du Bro gas filler valve. All new never flown. Over \$1100.00 invested sell for \$900.00 e mail for photo's.

**N.I.B. Proctor Jenny.** Lots of documentation, construction tips from a well known Jenny modeler, photo pack, Proctor wire wheels, (cost over \$100.00) Actual Jenny manual of rigging and another manual of Jenny construction. E mail for additional information. \$550.00 plus shipping if necessary.

Bud Faulkner—deenbud@comcast.net

**New Members**

***Please say Hi! To all our new members  
when you see them at the field.***

# January 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 New Years Day	2	3
4	5	6 WAM Regular meeting at VFW	7	8	9	10
11	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

Jan. 6, 2009 Regular WAM mtg. 7:00pm VFW

Annual Flea Market Feb 7, 2009 @ VFW

### Non WAM Events

## THE TALESPINNER

Newsletter of the

Westminster Aero Modelers  
c/o Mark Eastman  
1622 Heather Hts.  
Eldersburg, MD 21784

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

rcflyer620@gmail.com

We're on the  
web at:

[www.flywam.org](http://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 !!!**

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— Editor

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**To:**

