



The TaleSpinner

Westminster Aero Modelers



Next Meeting

Tuesday
May 6, 2008
7:30 PM
at the VFW

April 2008

Volume 24

Issue 4

PILOT TO CO-PILOT

A Message From The President



President's Message

Now that April is all but gone and May is fast approaching we have had work days at both fields and are just about ready for the primary flying season. Both fields need a couple final touches and Spiegel Field needs to be rolled. The rolling of Spiegel has been postponed because of equipment conflicts beyond our control. The rolling will take place before the first Fun-fly.

The work day at Spiegel went very well and we accomplished a great deal. The new canopy was put up, the spectator fence was replaced, flight stations and tables were prepared for painting, and the road was graded and widened.

Baugher Field was rolled, a new canopy and fence was put up, and two tables and flight stations were moved to facilitate grass cutting, and all the junk (old tractor, reel mower, and destroyed canopy frame) was hauled to the dump.

Thanks to all that came out to help. We had 11 people show up for both days, some of the best participation in the last several years. I would like to give a special thanks to Bob Allen for all the supplies, Wendell Richards for working the road at Spiegel to a super hi-way, and to Steve Hare for arranging the heavy equipment needed to do the job. Again, thanks to all that came out to help, your participation is greatly appreciated by all.

See you at the fields,

Jim

OFFICERS

President: Jim Hodges 410 875-2669

Treasurer: Bob Allen 410 848-4871

Vice President: Ed Bradley III 410 635-6436

Secretary: Doug Klunk 717 637-8722

Member At Large Bill Autry 301-668-7269

VOLUNTEERS

Membership: John Sterrett **AMA Liaison:** Ed Bradley 410 875-6436

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

Baughers Field - : Paul Schaffner 410-429-1911 tripacer@bcpl.net

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

AMA Chartered Club # 336

Formed 1955

Incorporated 2007

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Minutes of the WAM Meeting April 1, 2008

By Doug Klunk Secretary

The meeting was called to order by President Jim Hodges @ 7:37 pm. 18 members, and Honorary Member Milt Peacock were present.

The Minutes of the March, 2008 Meeting were and accepted as posted in the TailSpinner.

Presidents Report – President Jim reported the 2008 AMA Charter has gone thru and we are official..

Treasurers report – Bob Allen presented the statement. The club is in excellent shape. We have 42 current Members.

Vice President Ed Bradley had no report.

Field Reports –

Spiegle – Work Day scheduled for 4/12. Roadwork and misc projects, fence and post replacements, painting, canopy.

Baughers – Move Tables away from fence, relocate flight stations north, away from road. Rolling both fields.

Instructions – no report.

Old Business – none.

New Business –

Bob Duerer requested the club invest in embroidered hats w/ club logo.

Bob Allen request table until inventory from prev attempts exhausted. Will report on next \meeting.

Bob Allen made motion to waive the membership dues for Steve Hare and Buck White for the year due to their generous donations to the club by securing equipment for the road and field work. these two gentlemen save us hundreds of dollars each year. Multiple 2nds Passed unani-mously.

Projects –

Keith - Home made Hangar for airplane storage, shrink wrap and solder in one step!

President Jim - Showing his Balsa USA Folker D VIII. 1/4 scale, g26 power, fuse covered in fabric, linen and dope, solartex on rest. Come out and see this remarkable plane take its maiden flight in April!

50/50 drawing – Marty Weintraub missed out on \$\$

Meeting adjourned @ 8:48. Next meeting is set for 5/06/08 at the VFW. See you there!

FUN FLY DATES

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

May 18	2PM	Speigle
June 8	9AM	53rd Anniversary @ Baughers
June 28–29	All day	Baughers camp out
July 12	2 PM	Speigle
August 10	9AM	Baughers
September 14	Noon	Pond fly
September 27	8 AM	Big Bird @ Baughers
October 12	Noon	Speigle
December 6	6PM	Holiday dinner and elections

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
Bob Allen	410 848-4871
Chris Allport	410 374-5131
Paul Schaffner	410 429-1911
Wendell Richards	410 374-4970
John Sterrett	410 775-2661
Jim Hodges	410 875-2669

New Roster

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

From the Hi-Sky R/C Flyer, Midland, Texas

Has This Ever Happened to You?

by Bob Kugler

You're flying your favorite airplane. You're doing the maneuvers that you've done a hundred times before. The weather is perfect. The wind is steady, light, and blowing in your favorite direction. You are having a great time. You couldn't feel more comfortable.

Then, without warning, your old friend develops a mind of its own. While doing a simple, straight, and level flyby, your airplane throttles up. It rolls over and spins into the ground. Something has gone seriously wrong. Your first thought is, "I've been shot down!" This may or may not be true. After you have had time to regroup and analyze the situation, you may be able to determine the actual cause of the crash. A postmortem is always worth doing so you can prevent the problem from recurring.

What are the possibilities?

Someone turned on a transmitter on your frequency.

Outside radio interference.

Receiver battery failure.

Transmitter battery failure.

Radio failure.

Receiver switch failure.

Mechanical failure.

Pilot error.

My limited experience has shown that most airplanes are lost as a result of mechanical or electrical failure (items 3, 4, 5, 6, and 7). Next comes pilot error. This includes letting the airplane get too far away, losing it in the sun, getting confused while inverted, stalling the airplane too far away, throwing the wrong switch on your transmitter, or simply trying one too many turns while dead stick.

The least frequently seen cause of RC airplane crashes is radio interference (items 1 and 2). Yet this is the one we think of first. This is probably because it is one of the few causes that we can blame on someone or something else.

Here are some things you can do that may prevent these problems:

When installing the switch harness in your model, you may want to locate it inside the airplane. Cut a piece of thin music wire so, when bent to shape, it will extend from the switch to the outside of the airplane. This will help the switch stay clean and oil free.

When installing the radio in your airplane, shield the receiver and battery from vibration by wrapping them in closed-cell, high-density foam. In time, vibration will loosen the internal electronics of an unprotected radio. Prolonged vibration can also cause a short in an onboard battery. While you're at it, make sure your servos are shock mounted by using the little rubber grommets and sleeves that come with the radio.

Before you assemble your airplane, make sure the servos, battery, and receiver are secure. Ensure all radio connectors are in place. Check the control surfaces for excessive play, cracks, or binding.

The connection between the antenna of your transmitter and the transmitting module in your transmitter must be solid, so check to see that the link is proper.

Walk the flightline and pits. Check to see who is sharing your frequency. Let them know you are there and ask them if anyone else is using the channel. Don't assume that everyone uses the board when flying. You may run into a new person who is not familiar with our system, or you may find someone whose tag fell off the board.

Use the frequency control board.

Always do a preflight inspection of your airplane.

If you use an ESV to check your receiver packs remember to leave the ESV connected for at least 30 seconds to get an accurate reading. I have tried this and have seen the needle drop. If the battery is weak, it will show up here.

Check to see that all controls are working and in the right direction. When I first started, I could not remember which way the ailerons were supposed to work until I started using a catch phrase. When I test my aileron, I push the stick to the right and watch the right aileron. I say "right up" to myself. If the right aileron moves up, it's working correctly.

Has This Ever Happened to You? (cont'd)

Check the meter on your transmitter. These batteries are reliable, but they do sometimes fail. People who faithfully check their receiver batteries sometimes forget to glance at the transmitter meter. Range check your radio system. This is rarely done, but it can uncover an otherwise undetected problem. It should be done with the engine running so, if any of the radio components are loose, the vibration may cause it to act up. Test to see if another transmitter is turned on. This can be done by turning on your transmitter and receiver. Move the sticks to the corners, much like you would when performing a snap roll. While holding the sticks in that position, turn off your receiver switch. Next, turn off your transmitter. This will leave the ailerons, rudder, elevator, and throttle off center. Turn on the receiver switch. If the control surfaces should center themselves or begin to twitch, your receiver is getting hit by another radio or some sort of outside interference. Do not fly!

If you are already flying and your airplane starts going crazy, hold your transmitter as high as possible. Notify everyone on the flightline that you are going on the field. Run toward your airplane. If you can get your transmitter closer to the receiver in your model, it may provide a strong enough signal to override any interference. I have seen this technique used several times by our chief instructor, Joe Felonk. It works. →

Original source unavailable

Strokes: What to Look For

Although unable to find and credit the original source, the following knowledge of first aid is always helpful. The simple steps outlined might save a life or lessen later complications. None of us is getting any younger. Spread this around as you see fit.

Stroke Identification:

A neurologist says that if he can get to a stroke victim within three hours he can totally reverse the effects of a stroke. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within three hours, which is tough.

Recognizing a Stroke:

Remember the “three” steps, S.T.R. Read and learn!

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now, doctors say a bystander can recognize a stroke by asking three simple questions:

S: Ask the individual to smile.

T: Ask the person to talk and speak a simple sentence coherently. (i.e. It is sunny out today.)

R: Ask him or her to raise both arms.

If he or she has trouble with any one of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke

Another sign of a stroke is this: Ask the person to stick out his tongue. If the tongue is crooked—goes to one side or the other—that is also an indication of a stroke. →

—A special thanks to David Mills of the Thermal Thumbers of Metro Atlanta for providing this information.

There is a link on the web site to our friends at the M.A.R.K.S. club down in Salisbury. Many of you will remember Art Perry. He was the original editor of the Talespinner. He asks that we keep in touch by mailing him a copy of our newsletter each month (done!) He also has a friend with some really good deals on some planes and accessories.

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
Bowen, Ron	ronrose-b@juno.com
Bradley, Ed	encb3@bellatlantic.net
Davis, George	gldbad2@verizon.net
Deurer, Bob	bobdeurer@aol.com
Donohue, Bob	ultimateflyer@aol.com
Eastman, Mark	rcflyer620@gmail.com
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	deenbud@comcast.net
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	rcjim@comcast.net
Johnston, Dale	dalejohn@ccpl.carr.org
Klunk, Doug	dougrus@comcast.net
Miles, Ray	rkmiles@carr.org
Omanski, Louis	lomansky@ringlerassociates.com
Peacock, Milt	rcpilot2505@comcast.net
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Russel, Tom	weedamen@hotmail.com
Schaffner, John	pumexim2@bcpl.net
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Smith, Smith	jefran@comcast.net
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

Sportsman 60 w/ low time K&B 61. Low wing, blue, beautiful trim, built by a real master.

Extra 300S w/ Super Tigre 90. Teal w/ trim. Low time motor, master builder. Airtronics radio. Same transmitter for both planes. \$400.00 for everything..

Webra 50 NIB \$50.00

Webra 1.20 r/c with Pitts muffler Low time . Runs great. Easy starting. Super Power. \$100.00

Super Tigre S3000 (1.8 ci) NIB Broken in. \$125.00

All offers considered.

For sale by Milt Peacock

rcpilot2505@comcast.net

So much to list you need to visit the web site or contact Milt directly!

NEW MEMBERS

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

May 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6 WAM Mtg. VFW-7:30	7	8	9	10
11	12	13	14	15	16	17
18 Fun Fly— Speigle 2PM	19	20	21	22	23	24
25	26 Memorial Day	27	28	29	30	31



Schedule of Events

WAM Events

May 6, 2008 Meeting 7:30 @ VFW

Fun Fly May 18—2PM @ Speigle

Non WAM Events

None

THE TALESPINNER

Newsletter of the

Westminster Aero Modelers
c/o Mark Eastman
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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

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:

