



# The TaleSpinner

Westminster Aero Modelers



## Next Meeting

Tuesday  
May 5, 2009  
7:30 PM  
at the VFW

May 2009

Volume 25

Issue 5

## President's Message May 2009

Since my last message we had the April work day at both fields. There was not a lot of work to do, mostly sticker bush and limb control. Both fields are in good condition, although Baugher's field is not in top shape because someone thought it would be fun to do figure-8s up and down the runway. Thanks to all that came to help and special thanks to Steve Hare for getting the roller gratis "again" and to Wendell Richards for the chili / hotdog lunch he supplied. After we finished work we were able to get a couple hours of flying in at Spiegel Field where we worked in the afternoon.

## Inside this Issue:

Minutes	2
Fun Fly Dates	3
Instructor List	3
Tips	4-5
For Sale & Member Information	6
Schedule of Events	7

Mark Eastman has contacted Carroll County in reference to building a shelter in place of the canopy and it appears that if we submit an acceptable plan it can be possible. More information at the meeting.

The month of May will have the meeting at the VFW on the 5th and our first Fun-fly of the year Sunday May 17th at Spiegel Field. Flying will start at noon, food to follow. Hope to see a lot of members attend.

See you at the fields,

Jim

### 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:* Bryan Newman

*AMA Liaison:* Mark Eastman

*Field Marshalls :* Spiegle Field - Tom Russell Baughers Field - : Steve Hare

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

## Minutes from April 7, 2009

1. Call to order 7:45 PM
2. 15 members present.
3. Minutes accepted as corrected.
4. **President's Report:** The AMA packet has been submitted.  
Please plan to attend the April 18 work day at both fields. Bring clippers, rakes, etc.  
Wendell is bringing the left over chili from the chili fly!  
John Sterrett will donate a sickle-bar mower if someone wants to get it.  
We plan to buy new canopies again this year.
5. **VP Report:** Dale is willing to be a standby cutter at Baughers if someone has an emergency and can't make it.
6. **Treasurer's Report:** We are still running in the black. If you need details see Bob.  
We currently have 43 paid members.
7. AMA forms and a check have been submitted.
8. **Old Business**—Instructor Bill Autry was absent.  
New member Clark Fisher soloed in record time! Congrats Clark!  
The motion on the floor to dedicate the Speigle field facility to Ray Miles and Bill Hassert was passed by majority. We are looking for a volunteer to make up a weather-worthy sign to reflect the dedication.
9. **New Business**— Mark will ask about a permanent structure at Speigle.  
Hoyt Bishop re-applied after an absence—approved.  
If you really want a bright orange trucker-hat with the old WAM logo, see Dutch. He is now the “old hat” chairman.
10. Keith brought a Green Models Spirit and a Laser Toys Delta wing to show us.
11. **Next Meeting** May 5, at the VFW.
12. Ron Bowen won the 50/50 but didn't put money in so... everything added to the general fund! Thanks Ron!
13. Adjourned at 9 PM

## FUN FLY DATES

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

Speigle dates start at noon with food around 3. Baughers start early morning with food around noon.

May 17 Speigle

June 21 Baughers - Anniversary

July 19 Speigle

August 16 Baughers

Sept. 26 RD 27 Big Bird at Baughers

October 11 Speigle

**Pond fly dates:** Details TBD

June 7, July 5, Sept. 6



## 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
Walt Craig	717-229-2840
Ed Winslow	410-526-2803 (heli only)

## New Roster

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

## **EDITOR'S PICKS**

*From O.S. Engines*

### **Choosing the Right Glow Plug**

Several factors influence the use of the correct glow plug for your engine. Here are some guidelines:

#### **Engine Type**

**Standard engines** (engines with a 1-piece head) are most common. Standard plugs are easily available, inexpensive, and fit almost all standard engines. Standard plugs are installed with a washer, which creates a compression seal with the head.

**Turbo.** Many new O.S. engines, which feature a special 2-piece turbo head. The biggest benefit of turbo plugs is superior performance. Unlike standard plugs, turbo plugs (identified by a "P" in the description) feature a tapered "seat" that matches perfectly with the head. That creates a superior compression seal and with it, maximum efficiency and power. Turbo plugs are the choice for racers, who want, and need, top performance.

**A word of caution:** you should never install a turbo plug in a standard engine or vice versa. Doing so risks doing serious (and expensive) damage.

#### **Displacement**

Small displacement engines need a hotter plug than larger displacement because larger engines have more mass and retain heat better.

#### **Nitro Content**

Use of higher nitro fuels will require a colder plug than lower nitro fuels.

#### **Temperature**

The hotter the day, the colder the plugs need to be.

#### **Additional Things to Know:**

- Hot plugs promote better idling and acceleration. If your engine runs rough or accelerates sluggishly, a hotter plug will help.
- Cold plugs produce more power and may improve performance if your engine runs hot. The downside is rougher idling and more difficulty in tuning.

Fuel-air mix not only affects how your engine performs; it can also have an impact on how long your plug lasts. If you run rich, it means that you're using more fuel than necessary for top performance. Modelers are often advised to run rich during engine break-in, because it helps cool the engine. However, running too rich can also cause an engine to bog down or quit entirely. In addition, it also means that the glow element is being exposed to more contaminants than necessary, which shortens plug life. Running lean means that you're using less fuel. "Leaning in" an engine has a positive effect on performance. However, care is needed here, because over-leaning an engine can harm it, by raising operating temperatures, and burn up a plug [Tech Editor's Note: More than the plug might be lost, excessive leaning can ruin an engine!] before it's time. Do not over lean!

## Final Thoughts

Choosing the right glow plug not only improves performance, but can also extend the life of your engine and the glow plug itself. With the guidelines above and the tips below, you're well on your way to achieving both.

- Buy quality plugs. You're protecting your investment.
- Store plugs where it's dry. Moisture can ruin them.
- Use the right glow plug. Follow the guidelines above.
- Follow the proper break-in procedures.
- Tune your engine carefully. Running too lean will make your engine "blow" plugs more often. Proper tuning helps extend plug life.
- Never touch the filament of a glow plug. Doing so can break the filament and ruin a plug.
- Don't over tighten your plug. Tighten it until it's just snug.
- Be sure to shim your engine correctly. A plug that's too close to the piston can cause pre-detonation, which will quickly damage a glow plug.
- Use only a glow starter or 1.5V battery to heat your plug. Otherwise, your plug may burn out ahead of it's time. Don't be afraid to ask for help. Experienced modelers have already "been there, done that." Their experience can save you time and money; and most are glad to help.
- Glow plugs get very hot, enough to glow the filament red or white hot, and removing a glow plug while power is applied can cause burning if appropriate care is not taken. [Tech Editor's Note: Removing the plug while it's still being "heated" strikes me as nearly impossible, since any attachment to the plug, that would be doing the heating, must be removed so that you can have access to remove the plug. The only other way to heat the plug is from the combustion in the engine, so if you are handling the engine, it's generally a good thing to have stopped it running while you "fool" with it.] Special caution must be taken while near fuel sources.

Some connectors for glow plugs can short circuit and damage batteries, or cause them to explode. Batteries may get hot during the use of a glow plug. This especially applies to homemade or nonstandard connectors.

[Tech Editor's Note: One source of material that can ruin glow plugs is detritus left in the engine during/ after manufacture. Before you run any new engine, it's a good idea to flush, at least the combustion volume, to eliminate as much "stuff" as you can. Flush it with fuel or methyl alcohol, never water. The best way to flush is to remove the head and the back plate and flood the engine with the flushing fluid. If you are uncomfortable removing the engine parts, then take the glow plug out, move the piston down so that the top of the piston is below the exhaust port and run the flushing liquid down the plug hole and out the exhaust. If you catch the flushing fluid on a white paper towel, you should be able to see anything that the flush eliminated.] →

## 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
Autry, Bill	Bill_Autry2004@yahoo.com
Bradley, Ed	encb3@bellatlantic.net
Davis, George	gldb2@verizon.net
Deurer, Bob	bobdeurer@aol.com
Donohue, Bob	ultimateflyer@aol.com
Eastman, Mark	rcflyer620@gmail.com
Gray, Augie	asgjrg@msn.com
Faulkner, Bud	<a href="mailto:deenbud@comcast.net">deenbud@comcast.net</a>
Hare, Steve	rcflapsup@verizon.net
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	rcjim@comcast.net
Johnston, Dale	dalejohn1@verizon.net
Klunk, Doug	dougrus@embarqmail.com
Miles, Ray	rkmiles@carr.org
Omanski, Louis	lomansky@ringlerassociates.com
Peacock, Milt	<a href="mailto:rcpilot2505@comcast.net">rcpilot2505@comcast.net</a>
Renick, Bill	billylee8@verizon.net
Russel, Tom	weedamen@hotmail.com
Schaffner, John	pumexim2@comcast.net
Schaffner, Paul	
Smith, Jeff	<a href="mailto:jefran@comcast.net">jefran@comcast.net</a>
White, Buck	buckwhite45@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**

**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 \$324 complete. The kit alone is over \$380.

All offers considered.

**Laser Arrow Delta Wing**, 61 Super Tigre engine, Futaba servos and 7 channel receiver- channel 46. Asking \$225.00.

Contact Ed Bradley if interested 410 635 6436.  
encb3@bellatlantic.net

**NEW MEMBERS**

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

# May 2009

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



## Schedule of Events

### WAM Events

May 5, 2009 Regular WAM mtg. 7:30pm VFW

May 17, 2009 Fun Fly @ Speigle

### 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 !!!**

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

Westminster Aeromodelers  
C/O/ Mark Eastman  
1622 Heather Hts.  
Eldersburg, MD 21784



**To:**

