



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

By Doug Klunk

Secretary

Minutes of the WAM Meeting July 2, 2006

1. The meeting was called to order by President Mark Eastman @ 1:15 pm. 13 members were present.
2. Mark welcomed everyone who showed up for this special meeting that was necessitated by the July 4th holiday on Tuesday. Discussion of Ron Bowen's skills followed.
3. The Minutes of the June Meeting were presented as posted in the Tailspinner. Ron Bowen provided a correction regarding the project details, his monocoup was added. John Sterret moved to accept as corrected, passed.
4. Vice Presidents Report – Jim Hodges reported that the June Tailspinner was ready to be posted.
5. Treasurer Bob Allen gave financial review. We need more new members!
 - A. Discussion regarding addition of Porta-Pot for Spiegle
 - B. Steve Brown gave review of Fun Fly expenses.
6. Field Reports –
 - A. Spiegle – Field looks to be in great shape! Be careful around tables as “Blue faced hornets” were nesting!
 - B. Baughers – FM John Sterrett again thanked the mowing crews, The road has held up well with the rains and flooding! Dwight Baugher has been out to the field and is happy with the improvements.
 - C. FunFly @ Baughers 51st anniversary FF. Begins at 8am. Turnout to the field has been great, looking forward to this weekend.
7. Membership roster has been updated on the website. Thanks to Rich!
8. Old Business – none

9. New Business -

Mark will check with Marcy regarding Crab Feast in September.

10. 50/50 Drawing – Pat Coullison missed out on \$5. Get out to the meetings!

11. New Member – Shane Approved

12. Bill Autry brought a book from Don's Hobbies on Proficient Flying.

13. Meeting adjourned @ 1:45pm. Next meeting 8/1/06 7:30pm at VFW Hall.

A Talespinner Look Back from June 2002

YOUTH MEMBERS GIVE A

PRESENTATION ON RC MODELING

FOR THE BOY SCOUTS

On June 19, youth members of WAM Chris Hodges and Ed Bradley gave a presentation about model aviation to their Boy Scout Troop, Troop 733 from Winfield Carroll Co..

The meeting started with Ed talking about the different external parts of the plane and some internals. Then Chris took over and discussed some more internals, tools, and difference between high and low wing planes.



He also discussed the starting prices for getting into the hobby of flying R/C aircraft. Chris also showed the troop what a plane looks like before it is covered using his fathers Mid-star 40. Ed also passed around half of his old trainer wing. Then Ed fueled up his plane and taxied around as a demonstration. After that Chris talked about where to get information on the hobby and re-

commended a club for anyone who was interested. At which time he passed around a few copies of the Talespinner and some magazines. Due to extra time at the end of the meeting Chris taxied his plane around .



Chris explains some of the hardware

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

Mowing Leaders

Jim Hodges (410-875-2669)

Ed Bradley (410-635-6436)

Jeff Smith (410-526-9069)

Paul Schaffner (410-429-1911)

August 4 Ed Bradley

11 Jeff Smith

18 Paul Schaffner

25 Jim Hodges

September 1 Ed Bradley

8 Jeff Smith

15 Paul Schaffner

22 Jim Hodges

29 Ed Bradley

October 6 Jeff Smith

13 Paul Schaffner

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

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 fly great! YS 140 FS engine, used, runs good,

\$350.00

Dale Johnston

410 848 5279, dalejohn@carr.org

Coverite 21st Century Covering Iron ~ w/
precise temp. control

Tower \$36.99 (like new condition, used twice)

new extra shoe 9.49 } **all for \$30.00**

sock [3] 13.47 (

\$59.95

Milt Peacock rcpilot2505@adelphia.net

For sale = NIB = Enya .53 ~ 4 Stroke =
\$100.00

Walter Pasciak = 410-828-5360

I am looking for someone to take over the Talespinner. It's not that hard. If you know a little computer it will be a snap. Everything you need to take over will be supplied and I will help with instruction. If anyone is interested contact me by phone or e-mail.

Thanks, Jim

ON THE SAFE SIDE

Safety: As Simple as ABC

by Don Lowe

Hi! I've been in this hobby a long time (forever), and I guess I've seen about everything happen in model flying that's possible. However, I wonder if there is some method of operation that might help preclude crashes and unsafe operations.

I've written about safety many times in past columns for RCM and, of course, I chaired AMA's Safety Committee for many years. One thing I've learned is that you can have all the safety rules that you want, but if fliers don't conscientiously observe these rules, then what good are the rules?

Fortunately most fliers exercise common sense in their flight operations, and their airplanes survive to fly another day.

Some say that man is a creature of habit. If you can, in some magical way, coach that creature to use common sense and to follow a set of safety guidelines, then you have accomplished something.

Models come in all shapes and sizes. Some have such low-energy content in their flight operations that they are not much of a threat. By and large, the typical model airplane flown by the average modeler is of a size, weight, speed, and complication that logical care in flight operations is mandatory otherwise serious damage can occur to people or property and none of us wants that to happen.

Several weeks ago a friend of mine crashed a gorgeous and expensive Aerobatics (Pattern) model at a contest because of a momentary lapse of attention and adherence to important safety practices. The model was a typical F3A Pattern aircraft with a plug-in wing and tail. In his haste to fly, he forgot to physically secure the wing halves into position and plug in the aileron servos.

This inattention to flight procedure was followed by a failure to exercise the control system prior to flight to observe normal operation. A takeoff and the resultant crash occurred. Fortunately no one was hit, but the beautiful aircraft—and his ego—were severely damaged.

How do we improve our chances of safe flight? In mulling over this on the way home I thought about our flight training in the Air Force. We used a check system prior to flight that was simple and easy to remember. Each check list was particular to an individual aircraft design; such check lists are used by full-scale pilots today.

The code I used at that time was CIGFTPR, and I will never forget it. It followed the usual walk-around—inspecting the exterior to see that everything was in place and kicking the tires. Then

in the cockpit I went through the list. It goes something like this:

- **C (controls):** Operate the flight controls to observe for motion and direction
- **I (instruments):** Check the instruments to be sure all are functional
- **G (gear):** Landing gear lever down and locked
- **F (flaps):** Flaps are set to proper position
- **T (trims):** Control trims are set properly for takeoff
- **P (propeller):** Propeller controls are set for startup and takeoff
- **R (run-up):** Engine run-up to check proper operation

This system worked well and I'm sure the precheck saved many an aborted takeoff.

Okay, such a system works for full scale, but is there a system that is easy to use for model fliers that will be remembered and may be used to prevent disaster down the road? How about using ABC? It's simple and easy to remember. The check would go like this:

- **A (assembly):** Check that everything is in its proper place, controls are still intact as installed and securely fastened, and all assembly fasteners are in place.
- **B (batteries):** Must be fully charged—very critical to safe flying.
- **C (controls):** Controls checked for deflection, without evidence of servo malfunction, and operate in the proper direction.

Have you ever taken off with the ailerons running backwards? The average flier will not survive this error, and many models have been lost because of reversed ailerons. Remember, make sure they are operating and in the proper direction. Just stare at the aileron; did the right aileron deflect up when I commanded right aileron?

Simply observing motion is not enough; you must check direction. You probably would be unable to execute a takeoff if any other control is backward, but the ailerons are another story! When I taxi I am consciously flipping the ailerons to make sure they are working correctly. When I flew full scale I always checked controls one last time before initiating takeoff.

Will you do your ABCs? I sure hope so since it hurts to see a gorgeous airplane in pieces and maybe someone hurt. Let this little memory jogger help save your beautiful aircraft. Yes, safety is common sense, and for some it is habitual. Be sure and practice safe flight.

Happy flying!

From the AMA Insider May 2006

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
George Davis	gldbada@cablespeed.com (*)
Bob Donohue	ultimateflyer@aol.com
Eastman, Mark	mark.eastman2@verizon.net
Gray, Augie	asgirg@msn.com
Faulkner, Bud	deenbud@adelphia.net
Hodges, Chris & Jim	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
Omanski, Louis	lomanski@ringlerassociates.com
Peacock, Milt	rcpilot2505@adelphia.net
Phebus, Doug (Elvis)	bigelvisflyer@yahoo.com
Renick, Bill	billylee8@verizon.net (*)
Schaffner, John	pumexim2@bcpl.net
Schaffner, Paul	j3cubman@bcpl.net
Jeff Smith	jefran@comcast.net
Sterrett, John	jsterret24@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

Shane

**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.

2006 FUN-FLY DATES

August 13 – Baugher Fun Fly

September 10 – Pond Fly @ Baugher Pond

September 17 – Spiegle Fun Fly

October 7th or 8th - Big Bird Fly In

AUGUST 2006

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

Schedule of Events

WAM Events

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

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:

