



# The TaleSpinner

Westminster Aero Modelers



July 2009

Volume 25

Issue 7

## Next Meeting

Tuesday  
July 7, 2009  
7:00 PM  
at Speigle Field

## EDITOR'S NOTE



July 2009

No Presidents note this month.

Please accept my apologies for getting this edition out late. It's been a busy month of graduations, college orientations and even a wrecked vehicle. I guess time just slipped by.

I hope everyone has been enjoying the fabulous weather for the last couple weeks and has gotten in some quality flying time!

I hope to see more of everyone soon as the summer goes on and life gets a little slower.

Fair winds and clear skies!

—Mark Eastman

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### 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 :* Speigle Field - Tom Russell Baughers Field - : Steve Hare

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

AMA Chartered Club # 336

Formed 1955

Incorporated 2007

## Minutes from June 2, 2009

1. Call to order 7:30 PM
2. 15 members present
3. Minutes accepted as read.
4. **President's Report:** Reminder of pond fly on June 7 and Fathers Day/Club Anniversary Fun Fly on June 21 at Baughers field.  
The September crab feast at the VFW is scheduled for Sept. 19. Marcie has a table reserved for us. Get your requests in to Jim ASAP.
5. **VP Report:** Dale had an enjoyable time at Wings Over Virginia Beach and gave a brief report.
6. **Treasurer's Report:** Still running in the black!
7. **AMA**—nothing to report.
8. **Newsletter**—Please give Mark updates and deletions for the For Sale section. Many of the items listed have been there a long time.
9. **Field Marshalls**—Speigle in good shape. Mower needs new belts, Tom will order. Baughers is filling in nicely after the vehicular vandalism. There is some erosion occurring on the road.
10. **Old Business**—Bob will work up some preliminary number for building a permanent shelter at Speigle. There was some discussion about the value of doing this at a field that doesn't see too much use. The item was tabled until we can wrap some numbers around it.  
Dedicating the fields to Ray Miles and Bill Hassert was revisited. We need someone to step up and make some sort of commemorative sign for each field. Ray Miles has requested that his full name be used — "Raymond K. Miles Jr."
11. **New Business**— New member Bill Robison was approved.  
A motion was made and approved to allocated about \$200 for a new weed eater at Baughers field. Bob suggested a 4-stroke for dependability and to eliminate the need to keep a gas mixture around.  
A motion was made and approved to build a small ramp down to the water at Baughers pond.
12. Keith brought in a Turnigy LiPo cell monitor and balancer.
13. **Next Meeting** July 7, at Speigle field—weather permitting.
14. Adjourned at 8:45 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.

July 19 Speigle

August 16 Baughers

Sept. 26 RD 27 Big Bird at Baughers

October 11 Speigle

**Pond fly dates:** Details TBD

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.

*From the Wiregrass Radio Control Club, Enterprise, Alabama*

## **Refuel Fill Valves**

By Jim Kale

I have noticed many having problems with refuel fill valves for the last couple of years. It is just my opinion; however, many of the refuel valves that require a special plug to be inserted into a special jack just don't work too well in the long run. Valves such as the DuBro quick fill often seem to work well in the beginning, but in a year or two, they become difficult to connect, possibly leak, can easily get dirt and debris into your fuel system when you connect the refill fittings, etc. When they have a problem like this, they often cause lots of difficulty, frustration, and bad language at the flying field.

Recently, Phil was trying to fly one of his big gasser models that was having engine run problems for more than two years. Phil had picked up the model at Perry, and it looked to be in great condition; however, there is no way to know how long it had been hanging in a workshop somewhere.

After lots of frustration, bad language, and trouble shooting, we finally traced the problem to the refuel fill valve. It was letting air get into the fuel line and the engine would not run reliably. When the refuel fill valve was removed and replaced with a short brass tube, all of the problems went away and the engine ran like a new one. Unfortunately, on the next flight, the airplane stalled and spun in, possibly because of radio problems. Phil said it was really great though to have the engine perform well—for at least one flight.

I am a firm believer that the best way to refuel is a dedicated third fuel tube that goes straight to the tank. It should have a plug to close it off after refueling is complete. That means you have three lines coming from the tank: one for the vent, one for the feed line to the engine with a clunk inside the tank and a filter as close to the engine as is practical; and one is the refuel line with a plug in it when it is not used for refueling. A fuel dot is the ideal way to keep this line easy to get to for refueling the model. This is about as simple and fool-proof as you can get. You could use a T-fitting in the fuel between the filter and the tank, and put a line on the end of the T and keep it capped off except to refuel. However the problem with this arrangement is that often when you pump fuel into the line, some of it will go out the carb and onto the ground.

Always use a filter as close to the engine as you can put it. If you use a filter on the clunk inside the tank and then refuel through this line, you will pump debris into the filter from the engine side and it will quickly go back up the line to the carb as soon as you start the engine. We have all seen pilots who spend the bulk of their day at the field having engine run problems because they failed to take these simple precautions when they installed the fuel system. Don't make your flying life miserable and difficult when it is easy to do it correctly the first time.

By the way, when you cut brass tubing to be used in the fuel system, file the ends of it smooth so they are not sharp and cut into the line making a very hard-to-find air leak. A little good building practice will make life much more fun on the flying field. We all want to fly when we go to the field, not spend all of our time troubleshooting problems that we inadvertently caused by poor construction.

If your model survives several years, you should remove the fuel tank system every couple of years or so to make sure you don't have any problems developing. Alex Perez recently brought his 12-year-old model to the field and found that the engine would not run correctly. Then Alex remembered he had not checked the tank system since it was new. He did the correct thing and went home and restored the fuel system to a serviceable condition and it ran great the next time he came out.

It is very easy to forget how old a model is if it has been performing well for several years. I once flew a model for six years without fuel difficulties. When the next flying season rolled around, somehow I thought about checking the fuel system. The fuel filter has so much crap in it that I doubt the engine would have run at all. So, I probably saved lots of possible frustration and agony at the field trying to get it started and running.→

*From the Rogue Eagles, R.C. Club, Medford, Oregon*

## How to Convert a Gas Model to All Electric

By Melvin S. Harder

Determine weight from catalogue. In the case of the Ultra Stick 120, the published weight is nine to 11 pounds. An electric conversion will weigh about 10 pounds, total flying weight.

Determine desired performance. I selected unlimited aerobatic performance and 3-D; 150- to 200-watts-per-pound. 746 watts=one horsepower.

Motor selection. Ten pounds x 150 to 200 watts=1,500 to 2,000 max watts capability motor. I selected a Hacker C50-7XL, which has a max watts capability of 1,700 watts (again, watts=power). Select your motor based on cost, quality, and personal preference; my buddy has one. There's a lot to choose from.

Use the software program Moto Calc ([motocalc.com](http://motocalc.com)).

Enter in: wingspan, wing area, weight, wing loading, and wing shape.

Enter in: motor constant, no-load current, resistance, weight, brushless, and out runner or in runner.

Enter in: gear ratio, propeller diameter (from motor recommendation range), and propeller pitch (from motor recommendation range).

You get from the Moto Calc calculated spread sheet: stall level, level flight speed, top speed, thrust, and max amps.

The speed of the propeller is regulated by the ESC, which regulates the frequency of the max amps—low speed is less frequent, high speed is more frequent. Pulse technology.

ESC. From the max amps listed in Moto Calc, plus a little head room, select an ESC. Moto Calc told me that my max amps was 107.5 so I selected a Castle Creations Phoenix 125 (max capability of 125 amps). Again, ESC selection depends on cost, quality, and personal preference. There is a lot to choose from.

Use Moto Calc for a battery recommendation starting point. Battery capacity is the battery's C rating multiplied by amps (5,000 mAh=5 amps). For me, 25C x 5 amps=125 amps drawn capacity. 125 amp>107.5 amps.

The battery tray is formed using 1/8-inch plywood and some 1/4 x 1/4-inch guide rails on both sides of the tray. I used a Velcro strap to hold the battery in place.

For an electric airplane, the CG is constant; no gas is used causing the CG to move backwards during flight. Battery placement is used to balance the model.

### Safety

Mount servo switch and motor arming plug well behind the propeller—best so you can stand behind the wing, well away from the propeller.

Keep in mind that electric motors have 100% torque at 1 rpm. Gas motors build up to that point.

### Starting sequence

Put throttle in middle position

Turn transmitter on

Turn servo switch on

Check control surfaces

Plug motor arming plug (motor will make a tweaking sound)

When you are standing at the pilot station, move the throttle back to the idle position, which will arm the motor (motor will make another tweaking sound). You are ready to fly. →

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
Bishop, Hoyt	Hoytmb@comcast.net
Bradley, Ed	encb3@bellatlantic.net
Davis, George	gldbad2@verizon.net
Deurer, Bob	bobdeurer@aol.com
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Miles, Ray	rkmiles@carr.org
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Schaffner, John	pumexim2@comcast.net
Schaffner, Paul	carolandpaul@verizon.net
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**

**New Members**

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

**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

**E-flight DHC-2 Beaver** complete w/flaps and all servos, 60 amp ESC, Power 32 BL Outrunner Motor, 3300mah 4Cell LiPo, and gear for mounting floats. Ready for your receiver, 5 flights, slight cosmetic damage, cost \$730.00. Your Price \$350.00.

50" Atlanta Hobby Jenny complete w/all servos, Torque 2818/900 Outrunner Motor Thunderbird 36 ESC, and 3 Cell LiPo, 6 flights, like new, ready for your receiver, cost \$536.00. Your Price \$300.00

# July 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Pond Fly @ Baughers Pond	6	7 WAM Mtg. 7pm Speigle Field	8	9	10	11
12	13	14	15	16	17	18
19 Fun Fly @ Speigle	20	21	22	23	24	25
26	27	28	29	30	31	



## Schedule of Events

### WAM Events

July 7, 2009 Regular WAM mtg. 7:00 Speigle field

July 19, 2009 Fun Fly @ Speigle

### Non WAM Events

Loudon County Electric Fly—Banshee Reeks Park July 25, 2009

## 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:**

