



The TaleSpinner

Westminster Aero Modelers



July 2010

Volume 26

Issue 7

Next Meeting

July 6, 2010

7:30 PM

At the VFW

PILOT TO CO-PILOT A Message From The President



A Message From The President July 2010

Happy 55th Anniversary!

Well summer is here finally.

We had a very successful 55th Anniversary/Father's Day Fun Fly. It was great to see a lot of flyers out there and to see family members out with there Dads on Father's Day. If the wind had been calm we would have been able to fly more. My wife did a good job preparing for the event and I want to thank Linda Bradley for cooking the hamburgers and hot dogs for us and I would also like to thank the ladies who made the desserts for us all to share.

The next Fun Fly is going to be at the Spiegle Field on July 18th hope to see you all there.

I want to give a special Thanks to Bob Allen for a fantastic job on the new flight stations at Baugher Field and would also like to thank Walt Craig for his donation to have the tractor at Spiegle Field repaired.

Safe Flying,

Steve



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OFFICERS

President: Steve Hare 410-526-0686

Treasurer: Lou Omansky 410-602-1042

Vice President: Harry Pundt 410-747-5072

Secretary: Mark Eastman 410-549-3972

Member At Large Ed Bradley

VOLUNTEERS

Membership: Jim Hodges **AMA Liaison:** Mark Eastman

Field Marshalls : Spiegle Field - Ron Bowen 410-833-4391 Baughers Field - : Steve Hare

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

AMA Chartered Club # 336

Formed 1955

Incorporated 2007

Minutes from June 1,2010



1. Call to order 7:35 PM
2. Minutes accepted by Harry Pundt.
3. Thanked Bob Allen for the new flight stations at Baugher Field.
4. No Treasurers Report as Lou couldn't attend the meeting
5. Ron Bowen talked about grass cutting at Speigle Field. He needs help. Please contact Ron directly if you can pitch in.
6. Jim Hodges talked about the new Member Cards - new members were not present to receive membership card.
7. Talked about Control Line/Pond Fly for this summer.
8. Jim Hodges talked about the patches needs to check new prices.
9. Need a need Weed Whacker for Speigle Field, Harry is looking into get a new one.
10. Hobbytown USA Glen Burnie giving WAM Members a 10% discount.
11. No 50/50
12. Adjourned at 8:31 PM



FUN FLY DATES

The Fun Fly dates for 2010 are as follows (weather permitting:)

July 18th	Speigle Field
August 15th	Baugher Field
Sept 25th-26th	Baugher Field (Big Bird?)
Oct 10th	Speigle Field



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
Wendell Richards	410 374-4970
Bob Allen	410 848-4871
Paul Schaffner	410 429-1911
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 NOTAM, Lewis Jordan, Editor

Crashless Flying

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes: High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of science at your receiver, which can cause a control response delay.

Pilot Orientation Crashes: Another cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

Distraction Crashes: Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you were stung by a bee, step on what you think could be a snake, or have another critter eating your pant leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles down the range. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes: Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. It's very important to keep the bends in the wire to a minimum. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. Any movement of flex here could allow surface flutter, and also cause a split-second delay crash. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9.

Dirt and grit will weaken the plastic clevis pin very quickly, and generally they are too soft and flexible. Consider using metal or the super strong carbon fiber clevises and control horns. Metal-to-metal contact is taboo, but most metal systems have an insulator to prevent any metal-to-metal contact. Always install a rubber or nylon safety "keeper" on this and on all your clevises.

Crashes are extremely frustrating and expensive. With a better understanding of what causes crashes, we can more easily prevent them.

Servo Damage Crashes: Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls: The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls: A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure. →

ON THE SAFE SIDE**The Lighter Side of Safety: Revisited**

By Don Nix, Insider Safety Column Editor

A few months ago I wrote about some things I had seen at various flying fields that could have been safety disasters, but happily turned out funny instead. I decided to continue the subject because (1) I've remembered a few more, (2) many seemed to enjoy them, and (3) I drew a blank for a subject this month ... Seemed like good reasons to me.

As I've mentioned before, I've been a modeler since I was six years old, and a full-scale pilot for nearly 51 years. I got into RC a little late in life—back in the mid-1980s—after full-scale began to be almost prohibitively expensive for the average guy. I'm sure readers who also fly full-scale can understand what a humbling experience the transition to RC can be. Suffice to say it took a very long time to get my head out of the cockpit and fly the airplane viewing from the outside.

My late wife was also a licensed pilot, and after I became fairly comfortable with a couple of RC trainers, it was her turn. Things went well for the first few sessions using the buddy box system, but she was a long way from soloing. After a takeoff one day, she said, "My transmitter is out of trim, and I don't feel comfortable enough yet to try to trim it myself." I replied, "Nooo problem. Here, swap transmitters with me, and I'll get yours trimmed up."

(Rim shot....cymbals....think about it for a minute.)

An incident some years earlier occurred while I was flying a full-scale airplane, but the lesson learned remains the same as for models. I lived in northern Illinois at the time and did a lot of business flying in my Piper Comanche.

One winter we had a several-week stretch of weather that I didn't care to attempt to fly in even though I was instrument rated. When the weather finally improved a bit, I departed one day on a long-delayed business trip. I had several thousand hours experience and hundreds in that airplane, but I was quite aware that inactivity for an extended period—models or full-scale—can be dangerous. I went through my checklists very carefully before and after starting the engine, during taxi, and pre-takeoff.

Takeoff and climb to altitude proceeded without a hitch, so I trimmed for level flight, set the autopilot and began to relax, but not for long. My Comanche normally trued out about 180 mph, but after tweaking everything I could think of, I couldn't nurse more than about 155 out of the beast. I stewed and wracked my brain for at least 10 minutes. Remember the cartoons where the little light bulb suddenly lights up over the character's head?

In my special efforts to be very, very careful during takeoff and climbout, concentrating and perhaps too focused, I had neglected to retract the landing gear. I was alone with no witnesses, but shame and embarrassment washed over me.

Lesson: No matter how high one's level of experience, after a period of inactivity use a checklist—all of it.

Back to models. The first good-weather weekend after Christmas was always interesting at my favorite RC field in Southern California. All the people with new Christmas airplanes would show up, many of them beginners. I was hangar flying with a friend one January while we watched a young fellow about 14 getting his new ready-to-fly toy assembled. It was some sort of long-winged motor glider powered by a ½ A engine. His mother was standing close by watching sonny boy.

It quickly became obvious the lad had never flown before so my friend, one of our club's instructors, walked over and offered to help. Instead of gratitude, this whiz kid erupted with profanity, suggesting my friend perform an anatomically impossible act on himself.

The instructor said, "Ookay" and walked away. As we watched from the sidelines, the kid hand-launched the model and immediately pulled full up elevator, which was hooked up in reverse. Amazing how thoroughly and quickly a paved runway can convert a foam ready-built into a pile of packing peanuts.

The ironic part? My friend said to the mother, "Ma'am, that wouldn't have happened if your son had accepted my help." Her response was only slightly less vile than the son's.

Clearly, the needless incident could have hurt someone, so to head off myriad e-mails asking why we allowed the boy to fly: it was a public county park, and we had no authority whatever to control operations; we just suffered the criticism if someone did something stupid or careless.

Afternote: While on a nine-month RV tour of the western states this past year, I visited the flying field at Wenatchee, Washington. This was perhaps the most beautiful RC field I've seen in years, and it was clear safety was high on their list of priorities. Unfortunately, I didn't make a note of the club name, but you folks know who you are. Congratulations!

Th-th-th-that's all, folks. I could use some suggestions for safety topics, so ring me up at flyerdon1@yahoo.com. →

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	encbradley@gmail.com
Craig, Walt	makenewagain@yahoo.com
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
Hare, Steve	rcflapsup@verizon.net
Hodges, Chris	spaceexplorer3000@yahoo.com
Hodges, Jim	rcjim@comcast.net
Johnston, Dale	dalejohn1@verizon.net
Miles, Ray	rkmiles@qis.net
Omanski, Louis	lomansky@ringlerassociates.com
Peacock, Milt	rcpilot2505@comcast.net
Renick, Bill	billylee8@verizon.net
Richards, Wendell	wdrichards@verizon.net
Russel, Tom	weedamen@hotmail.com
Schaffner, John	pumexim2@verizon.net
Schaffner, Paul	carolandpaul@verizon.net
Smith, Jeff	jefran@comcast.net
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

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

For Sale, Senior Telemaster with OS 70 Four stroke engine and all servos, \$200.00, flies great.

Dale Johnston
dalejohn1@verizon.net

New Members

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

July 2010

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

Schedule of Events

WAM Events

July 6, 2010 Regular Meeting
July 18—Fun Fly—Spiegle Field

Non WAM Events

July 18—DCRC is having a Fun Fly event on July 18th, 2010 at their home field in Boyds, MD. The event is open to all electric and glow models having a weight of approximately 3 lbs. or less and power not to exceed about 350 Watts (electric) or .25 ci (glow). Info at <http://dcrc.org>

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:

