



The TaleSpinner

Westminster Aero Modelers



Next Meeting

Tuesday
Oct. 6, 2009
7:30 PM
at the VFW Hall

October 2009

Volume 25

Issue 10

PILOT TO CO-PILOT A Message From The President



October 2009

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President's Message October 2009

The flying season is coming to the end for this year, for some, and this past season was not the best we have ever had with all the rain and wind. We have managed to get all the Fun-fly's in however and with two remaining. Hopefully the weather will cooperate. Saturday the 26th of September will be the Big Bird Fun-fly at Baughers Field and Sunday October 11th will be the season closer at Spiegel Field. Hope to see a good turnout at both.

September was a busy month with a Pond Fly on the 5th, some of us went to Bealeton, VA on the 11th, the crab feast was the 19th, and the Big Bird is on the 26th. The Pond Fly was a good day except for an antenna problem that Wendell had, but, I understand all is not lost. The crab feast was very good as usual. The Big Bird is still up coming as I write this.

As I mentioned at the last meeting, and before, I will not be running for President next year and Bob Allen has informed me that after years of being Treasurer, nobody can remember anyone else being Treasurer, he is passing the baton. Please think of who you would like to run for all the Officers, perhaps yourself, as nominations will be taken at the November meeting. Make an effort to attend, don't hide. This is one of the most important meetings of the year.

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

AMA Chartered Club # 336

Formed 1955

Incorporated 2007

Minutes of the Sept. 1, 2009 Mtg.

Call to order @ 7:30pm
12 members in attendance
One visitor—Jim Christianson

Minutes read by President. Accepted as read.

Pres. Report— Crab feast is 1-4pm on Sat. 9/19. Only two tickets left. Will have to give them back if not sold tonight.

Good attendance at the August Fun Fly.

Pond fly this coming Saturday at Baughers pond. 10am until....

Camp out at Baughers 9/25-26 weather permitting.

Big Bird Fun Fly on 9/26 Rain Date 9/27.

Nominations for officers are accepted at the Nov. Meeting. Pres. And Treas. Are resigning their positions after many years of dedicated service. Other members need to step up.

No VP report.

Treasurer report—(via Jim Hodges)

Still running in the black—over \$4K cash on hand.

Field Marshalls:

Speigle—Road washout still kind of bad but passable if you are careful.

Baughers—Road is eroding from leaky irrigation hoses. The first table has become a little shaky due to washout (OK so we hit a drainage pipe when we moved it.) Remediation is underway.

Old Bus.— Only 2 tickets left to the crab feast.

New Bus.—Need to find out if the tree-line on the lower left end of Speigle is county owned and if we can take out a couple plane-eating trees.

We will be looking at improving the roads and maybe re-pathing the road at the top of Speigle to make it better for drainage and access.

We will look into new hats. All the old ones are gone.

Projects:

Dale brought a Nieuport 28 built from a Balsa USA kit. He wasn't real happy with the kit but did a great job on it as usual.

Mark E. spoke about his recent trip to Wright-Patterson AFB and museum. Definitely worth the trip.

No 50/50

Adjourn 8:05

Respectfully submitted,

Mark Eastman

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.

Sept. 26 (R-D Sept. 27) Big Bird at Baughers
October 11 Speigle



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.

ON THE SAFE SIDE

The Attitude of Gratitude

By Don Nix, *Insider Safety* Column Editor

Although there are regrettably a few among us who seem to occasionally think otherwise, flying model airplanes is a privilege, not one of the “inalienable rights” spoken of so eloquently in the U.S. Declaration of Independence.

And what a wonderful privilege it is that we live in an age and a country where all but those of the most meager means can afford to fly at least some sort of model. Thanks to present technology, most can afford to fly Radio Control, either electric or combustion-powered. For that, we modelers should be grateful indeed.

Here is where safety enters the picture: Anyone who has been flying more than a couple of months has undoubtedly seen a local hotshot who seems to think the rules are for you, and you, and you, and me, and not for him. After all, he “knows how to fly.”

At the infamous (but no longer available to modelers) Mile Square Park in Orange County, California, where I usually flew when I lived in the L.A. area, we had 12 flight stations that were frequently all active at the same time. It was quite common to see 50 or 60 fliers out on a good-weather weekend. Clearly, this was an environment where courteous flying and “safety first” should have been the standard. Many times it was; too frequently it wasn't.

It always seemed as if some self-designated hot flier had to demonstrate his skill with shoulder-high passes at 120 mph a few feet in front of 11 others. Requests that he refrain from doing such were usually met with, “Get out of my face! I know how to fly!” I have to admit to a barely suppressed desire to wait until his airplane was far off the end of the field, clip his antenna at the base with bolt cutters and say, “You're through!”

L.A. and Orange counties compose a monster-plex of some 14 million people with all the accompanying potential interference generators known to human kind. Dear hearts, please write this down and date it: It does not matter how good you are if your frequency is suddenly zapped by outside sources.

This was demonstrated one Saturday when a particular flier got “hit” and his model ended up going through the open tailgate of another flier's station wagon. Happily, no one was hurt ... that time. Fortunately, our technology has developed to the point where such instances are becoming less frequent, but the potential always exists.

Of course, mechanical, electrical, or structural failures are quite common. A servo gives up the ghost, we fly a little too long for the battery power left, something somewhere breaks. When any of these things happen, skill is of little use.

It's not only appropriate to speak to anyone whom you see flying discourteously and perhaps dangerously, but for the safety of others and our hobby, an obligation. It can certainly be done in a non-confrontational manner, and if that doesn't work, recruit one or two others and approach him with some backup. Numbers do help in a touchy situation.

Comments (pro or con), personal experiences, and suggestions for future subjects are always welcome: flyerdon@aol.com. →

From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

Improving Poorly Controlled, Dangerous Takeoffs

by Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right.

Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch.→



**Please Consider Running for One of the
Open Officer Positions!**

**The jobs aren't hard but the club can't run without
them—or YOU!!!**

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	gldb2@verizon.net
Deurer, Bob	bobdeurer@aol.com
Donohue, Bob	ultimateflyer@aol.com
Eastman, Mark	rcflyer620@gmail.com
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Peacock, Milt	rcpilot2505@comcast.net
Renick, Bill	billylee8@verizon.net
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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

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

Dale Johnston 410-848-5279

Dale Johnston— dalejohn1@verizon.net

NEW MEMBERS

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

October 2009

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

Schedule of Events

WAM Events

Oct. 6, 2009 Regular WAM mtg. 7:30 VFW

Oct. 11, 2009 Fun Fly @ Speigle

Non WAM Events

None listed

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

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

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To:

