



The TaleSpinner

Westminster Aero Modelers



December 2009

Volume 25

Issue 12

Next Meeting
Holiday Dinner
Dec. 5, 2009
6 PM

PILOT TO CO-PILOT A Message From The President



December 2009

President's Message

Just a quick message this month.

The Fun-fly at Spiegel Field October 11th was the last one of the season for 2009. There was a very good turn out and the weather was one of the best days we have had. A special thanks to Dana Hare for doing an excellent job with the food at all the events.

A few things to note and remember, the November 3rd meeting will have the nominations for officers, the Christmas / Awards dinner will be December 5th at the VFW. And for next year the Flea Market will be Saturday February 13th.

Please make an effort to attend all the functions.

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

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Minutes of the Nov. 3, 2009 Mtg.

Call to order @ 7:42PM
14 members in attendance

Minutes read by President. Accepted as read.

Visitors: Jim Christianson—Applied for membership and already in training.
Hoyt Bishop—former member re-applying.

Pres. Report— Jim commented on the last fun-fly of the year at Speigle. The weather was near perfect and Dana Hare provided great food again! Thanks to all who came out to close the season at Speigle. The next time we meet there will be for the Chili fly with a firm date to be decided.

Nominations for the slate of officers is tonight.

Treas. Report: We are still running in the black. Thanks to Steve for obtaining the Bobcat to smooth the road at Speigle.

Field Marshalls:

Speigle—Thanks to Harry for a new push mower! The field is looking good!

Bauhgars—Field is in good shape but a bit soggy..

Old Bus.— Bill Autry has the club trainer and will be in touch soon to straighten things out.

New Bus.— Jim Christianson was voted in to the club.

Mark will contact the county to more closely define when and where hunting is allowed on the Speigle property. There have been incidents of seeing hunters up there outside of the Thanksgiving—New Year blackout period. We don't want anyone getting hurt!

A motion was made, seconded, and accepted to suspend the 2 person nominee rule for officers.

The official slate as of now is:

President: Steve Hare (unopposed)

Vice President: Harry Pundt or Ron Bowen

Treasurer: Lou Omansky (unopposed)

Secretary: Mark Eastman (unopposed)

Member at Large: Jim Hodges or Ed Bradley

Nominations will be accepted from the floor on Dec. 5.

No 50/50

Next meeting Dec. 5, 2009

Adjourn 8:35

Respectfully submitted,

Mark Eastman

FUN FLY DATES

The Fun Fly dates for 2010 will be set at the January meeting.

Our next big event is the Flea Market on Feb. 13, 2010

Tables are \$18.00 and Stage space is \$4.00 per plane.

Flyers and application forms are available on the web site.

See Ed Bradley for more details!

As always, volunteers are needed and welcome!



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 Contrails, newsletter of the Jet Pilot's Organization

Pilot Spotter's Responsibility

By Bob Ackerman

While at the field recently I was asked, "What does a pilot spotter do?" I quickly told him, "spot for the pilot." I thought about my response for a few minutes and I realized that was not a good answer.

Do you know what the responsibility of the pilot spotter is? I asked a few pilots and I got the same answer from most, "spot for the pilot." So, what does that mean?

The pilot spotter, or just spotter, is a safety person for the pilot. The pilot and spotter should be a team working together for the safety of the pilot, the spotter, the aircraft, and all parties at or near the field.

Whereas the pilot has the responsibility of flying his/her aircraft in a safe manner, the spotter has many other responsibilities, which include:

Relay messages from the flightline and safety personnel to the pilot about landing aircraft, aircraft emergencies, or dead-stick landings by other aircraft on the field, and other information important to the pilot flying the aircraft. The pilot may be concentrating on the aircraft in flight and may not hear or pay attention to background messages on the field.

Relay messages from the pilot to the flightline and/or safety personnel about the pilot's landing, emergency, or dead-stick landings, and other information that needs to be passed from the pilot to others.

Be the eyes of the pilot away from the aircraft. Watch the flightline and inform your pilot of aircraft taxiing in front of the pilot, people on the runway line, obstacles on the ground if the pilot walks around while flying, or other safety issues that your pilot should be aware of.

Watch the other aircraft in flight and inform your pilot of aircraft that may cross the flight path of his or her aircraft. Changes in pattern direction or aircraft in different flight types (aerobatic vs. pattern flight) crossing your pilot's flight path should be reported.

Keep the pilot advised of the type of aircraft that are being started for flight. Some pilots may be flying the pattern and if a 3-D aerobatic aircraft is getting ready to fly, the pilot may decide to fly at a different altitude or land the aircraft.

Minimize the distractions to the pilot in flight. The spotter is the eyes and ears for the pilot. Anything that could distract the attention of the pilot should be explained so that the pilot can keep his/her eyes on the aircraft and not look at the distraction.

A pilot spotter may also assist the pilot at contests, such as a pattern contest, by providing information to the pilot about the next maneuver at key points of the flight.

This is not a complete list of responsibilities that the spotter has. Some pilots will have specific instructions for their spotters as to what to do, what to watch for, and what to explain. Each pilot and spotter should discuss these responsibilities before each flight.

Every field has different rules for the use of a pilot spotter during flight operations. Most fields do not require a spotter when no organized event is scheduled, or the number of pilots flying is low. Other fields require a spotter on all flight activities. Most fields require the use of a pilot spotter during all scheduled events. Do check with your club or field rules about the use of a spotter.

The ultimate purpose of a pilot spotter is to increase safety for all. So be a good spotter and help keep our field, and our pilots, safe. →

ON THE SAFE SIDE

The Lighter Side of Safety

By Don Nix, *Insider* Safety Column Editor

My last column about self-appointed, rude, and dangerous hotdogs in RC drew more mail than any previous one. With one exception, all the letters were not only in agreement, but most gave examples of similar incidents at their own fields and how they had dealt with it.

The lone dissenter was not only indignant (“Nobody is going to tell me what I can and can’t do”), but at the end of his e-mail stated he could tell I was probably pro gun control and a few other unspeakable sins, none of which were true or had anything to do with flying model airplanes. Oh, well.

As I was debating subject matter for this issue, it occurred to me that funny things related to safety do happen from time to time. They are only funny when no person is injured or no property is damaged. The following incidents took place years ago at a very popular RC flying field in Southern California.

Late one Saturday afternoon, one of our most regular and experienced pilots was flying an Ugly Stik and began yelling, “I don’t have it! I don’t have it! No control!” then watched open-mouthed as “his” model gracefully climbed into the pattern, turned downwind, turned again and passed in front of everyone, continuing on around again, seemingly on its own. This field was a very busy one with 12 pilot stations, and most had models in the air at the moment.

Gradually he realized what had happened. This particular fellow liked to fly low and in the weeds (literally), but was always careful to do so well past the far side of the runway, at least a hundred feet from the flightline. As he made one of his low and slow passes into the afternoon sun, an almost identical Stik was taking off at the far end of the pit area and starting to climb into the pattern. At that time of day, at that particular point and general altitude, models tended to become silhouettes briefly.

Ah, you can see it coming. Just as our friend was approximately abreast of the model taking off, his eyes picked up the other Stik as his own. In the meantime (as we discovered an hour or so later), his model had continued unhampered and uncontrolled straight ahead, crashing into a golf course several hundred yards to the west. I might mention the golfers were not amused.

On another occasion, one of my friends who did a lot of training of newbies was helping a beginner with his brand new trainer, checking everything, starting the engine, tuning it, and explaining what he was doing at every step. After getting the engine tuned and idling properly, he told the proud owner that he wanted to check the engine at full power with the nose up to be sure it wasn’t too lean. The owner, eager to please, held the airplane vertical while the engine test was made, and was still holding it in that position when the instructor reduced the power to idle.

Yes, the fellow was a beginner, but he had been at the park for a couple of hours, and certainly must have seen what others were doing all around him. No doubt nerves pickled his brain at that moment, because when the instructor nodded at him, assuming the fellow would put it down at the edge of the runway, the poor guy simply tossed it straight up into the air, nose pointed skyward, engine at idle.

Incredibly, the stunned instructor, having more skill and presence of mind than most of us, punched the throttle full forward, managed to get the thing wallowing into the air and flew it out into the pattern. Another fine example of what happens when we assume something.

After getting into this subject, I realized I have some more funny ones that ended up safely, but they’ll have to wait until next issue. In the meantime, if you care to add to the list, or suggest another safety subject, I’m always available: flyerdon@aol.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	encb3@bellatlantic.net
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
Klunk, Doug	dougrus@embarqmail.com
Miles, Ray	rkmiles@carr.org
Omanski, Louis	lomansky@ringlerassociates.com
Peacock, Milt	rcpilot2505@comcast.net
Renick, Bill	billylee8@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

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

Getting out of electrics

E Station BC-6 dual power charger/balancer with balance plug, charges all types of batteries, new cost \$184.00.

TREMENDOUS BUY, will take \$500.00 for all 3 of my items !!!

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.**

Jim Christianson joined in November!

December 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Holiday Dinner VFW 6:00PM
6	7 Pearl Harbor Day	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24 Christmas Eve	25 Christmas	26
27	28	29	30	31 New Years Eve Drive Safely!	1 Happy New Year!	2

Schedule of Events

WAM Events

Dec. 5, 2009 Holiday and Awards Dinner 6:00pm VFW

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 !!!

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— Editor

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To:

