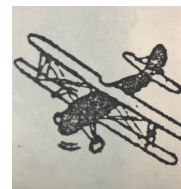




# THE TALESPINNER

## Westminster Aero Modelers



### OFFICERS

President — Jim Hodges (410-596-3052)  
V. President — Jim Christensen (410-775-2085)

Treasurer — Paul Schaffner (410-429-1911)  
Secretary — Allen Ness (443-340-8854)

### VOLUNTEERS

Newsletter — Andy Myers (410-320-4058)  
Membership Chairman — Dave Sherwin (410-259-5540)

AMA Liaison — Jim Hodges  
Field Marshall — Steve Hare

**Next Meeting:**

**November 3rd, 2020**

**Election Day**

**7:30 PM @ VFW (Upstairs)**

Website — [www.Flywam.org](http://www.Flywam.org)

Volume 36 Number 10

AMA Chartered Club # 336

Established in 1955

### Prez Sez — Jim Hodges

To all,

We have almost finished another year, and a trying one it has been. All in all we have had a successful year including: a very successful Flea Market, new members, decent attendance for the meetings as well as the Fun-flies. I, as I hope all of you are, am looking forward to next year being even better than 2020. As I stated above we had an excellent Flea Market with thanks going out to Steve Rothschild for a great job. Also thanks to all that worked to assist Steve in pulling off the success.

Continued on Page 2.



W.A.M. member Fred Lass prepares his Sig Astro-Hog Kit with a Saito 72 four-stroke engine on Saturday, October 10th for flight at Baugher Field in Westminster, MD. Interesting fact — This was a Hoyt Bishop plane later owned by Ron Oktavec which has been converted from a tricycle gear to a tail dragger. However, Bill West built and covered the plane originally for Hoyt. What a beautiful job Bill did covering this plane.



“The fuel light’s on, Frank! We’re all going to die! ... Wait, wait. ... Oh, my mistake—that’s the intercom light.”

cartoonist Gary Larson

### Fortune Favors The Bold — Andy Myers

Often, we don’t fly a plane because we always have an excuse for why we can’t get it out of the house. Behind all those excuses is our pride and joy waiting to see the light of day. Sometimes we are just not ‘feeling it’ that day, but deep down we often just don’t want to see ‘that one’ meet it’s end. Sometimes we are just scared to fly it. How many planes do you have that you didn’t fly this year or last because you couldn’t bare to have it go down? Radio controlled planes are not meant to be hidden away in some basement never to be flown. I’ve tried my best to fly each one of my planes at least once this year and I intend to do so until each meets it’s end or passes to the next lucky guy who wants to see it fly. The season is near over, so I urge you to reconsider and pull that bird off the shelf, give it the once over, and then fly it! Nuf said — AM



## Prez Sez *continued from Page 1*

I want to also thank Tom Carroll for his enthusiasm in making the Fun-flies more interesting and enjoyable with the themes and challenges. Last but not least I want to thank all the officers, committee chairmen, field marshals along with the grass cutters. I may have missed some people, if so I apologize, so I want to thank all those that have contributed in making the club function and will continue to do so.

We finished out our Fun-fly year last Sunday at Spiegel Field after being postponed from the preceding week for weather. The temperature and sky were just right however the wind did not cooperate so with a light turnout we accomplish having more than the usual 70% of the time in a bull session. I can report we have solved most of the world's problems.

As most of you probably know I am not going to be President next year so with the next meeting being November 3<sup>rd</sup> we will have the election of a new President. Please try to attend. Meeting upstairs at the VFW at 7:30, there is plenty of room for social distancing.

Thanks for letting me be your president for the past several years, I have enjoyed it.

See you at the fields,

Jim

## For Sale— Awesome finds at discount prices

### Christmas is just around the corner... Ho Ho Ho

- OS 120 w/pump 4-stroke motor - contact Jim Christensen
- AeroWorks Ultimate Bipe with 1.50 Saito GK, Hitec Servos (\$500) - contact Jim Christensen
- Sig Astro-Hog Bipe with OS 95 four stroke motor (\$400) - contact Dick Ash and see photo below.



- Various Paul Schaffner Planes for Sale — contact Paul Schaffner for details
- Pacific Aero Modelers Giant-Scale 96-inch Gee Bee Y-Model, DA-50, Digital JR 8611A's all around (\$900) - Contact Andy Myers for details

## Business Meeting— 10/6/2020

10 members were in attendance

### Old Business

- Need to get the Flea Market ad in AMA by November for a Feb 2021 spot.
- Club needs to establish a dedicated Facebook page that belongs to the club and is moderated by the club. **Any current existing Facebook page needs called "Westminster Aero Modelers needs to be eliminated to avoid confusion. We know of at least two pages on Facebook currently in existence.** Andy M. is willing to setup the new Facebook page and moderate.

### New Business

- **New Member: Marshall White — Welcome Marshall, we are glad you've joined.** Feel free to touch base with Marshall when you get a chance.
- Nominations for 2021 were presented:
  - President — Andy Myers or Doug Klunk*
  - Vice President — Jim Hodges (no contest)*
  - Treasurer — Paul Schaffner (no contest)*
  - Secretary — Allen Ness (no contest)*
- Bridge to the corn field across the stream at Baugher Field has been completed.



## Kamikaze Contestant - Andy Myers

Official tally below — but as is tradition, the winner of the Kamikaze Award is ultimately the former recipient's (Tom Carroll) choice

Contestant	Plane	Crashed	Repaired	Circumstance
Tim West	Eflite Maule M-7	Yes	Nope	Inverted, hotdogging, loss of control
	F-86 Foamie	Yes	Nope	Midair collision
	Eflite P-51	Yes	Yes	Inverted, hotdogging, loss of control
	Eflite Apprentice STS	Yes	Nope	Loss of control
Tom Carroll	Eflite Valiant 1.3m	Yes	Nope	Loss of control; poor condition
	Sonic	Yes	Nope	Wound up in tree
	Sig Senior Kadet	No	Yes	Bent landing gear
	Piper Cub	No	Yes	Broken Prop
Bryan Newman	Sig Something Extra	Yes	Nope	Deadstick; loss of control
<b>Jim Hodges</b>	<b>Club Trainer</b>	Yes	Yes	Forgot to check controls following binding Rx
Andy Myers	Eflite P-47	Yes	Yes	Loss of control/orientation/ tip stall
Andy M/Dave S	Gee Bee Y Model	No	Yes	Deadstick; Caught tree on Maiden
Steve Rothschild	Super Sportster 120	Yes	Yes	Loss of control on takeoff
Paul Schaffner	Paul's Long EZ	No	Yes	Ballooning, Loss of control landing, nose
Marshall White	Eflite Timber	No	Yes	Disconnected Flight Pack
Doug Klunk	Eflite Extra 300	No	Nope	Gear broken on hard landing
Steve Hare	Sig LT 40	Yes	Yes	Stalled, Nose snapped off on Landing
Ian Cumming	Foam T-28	No	Unknown	Loss of control; Broken nose and parts
Hans Baum	Space Scooter	No	Yes	Loss of orientation & control in the corn field

Note — Crashed indicates that the plane was damaged to the point it needed major repairs to fly again (i.e. gluing, new formers/wood, reconstruction, ect.)

### This month in W.A.M. history - Andy Myers

From the November 1990 issue of the Talespinner:

- Club President was Milt Peacock
- Year marked the 35th anniversary of the club
- A committee consisting of John Schaffner, James Umstad, and William (Bill) Hasert was appointed to create an "Executive Committee" for the club.
- The 50/50 collected at each meeting was used to purchase Christmas gifts—lets start doing this again.
- The first School Flight Program was scheduled to educate elementary school kids on the magic of flight. Included demonstrations of RC and Control Line Flights.
- *Wayne Creasy reviewed a Telemaster 70— ARF price of \$174 in 1990!*

### Rule of thumb - Andy Myers

"Cleanliness is next to God-lyness But, An honest politician is next to impossible."

#### Ben Franklin —

"The man who is wrapped up in himself makes a small parcel"

"Three may keep a secret if two of them are dead"

"Manners is learning to yawn with your mouth shut"

#### Getting old —

"You know you're getting old when you sink your teeth into a steak and they stay there."

"You turn the lights out for economic rather than romantic reasons"

"Your knees buckle and your belt doesn't"



## Smooth Operator - Andy Myers

During the weekend of October 10th, Fred Lass demonstrated his modified Sig Astro-Hog. What a gorgeous color Hoyt/Bill selected for this classic Sig, the cub style wheels which are color-matched orange really make this thing stand out.

**Side Note — Fred Lass has been a member of W.A.M. since April 2017 and has former military experience.**



**Astro-Hog Decal**

You can still purchase this kit new from Sig here:

<https://sigmfg.com/collections/sig-kits/products/sig-astro-hog-kit>

\$137 which should include shipping.



**W.A.M. member Fred Lass performs a flight check of his Sig Astro-Hog before a flight at Baugher Field in Westminster, MD.**

Built from a standard 40 size Sig Hog, this bird is powered by a Saito 72 four-stroke engine, and includes a 13x6 Master Airscrew prop and Tru-Turn Aluminum Spinner. Other features include: Ignition switch mounted inside the cockpit, custom tail dragger landing gear, and all internally hidden servos. Even the firewall has been expertly painted and epoxied.



**Astro-Hog close up. Attention to detail is key....doesn't get much better.**



**Saito 72 with black exhaust pipe. Tru-Turn Ultimate aluminum spinner. Note the detail of the painted firewall.**



## Builder's Corner - Andy Myers

Continuing on with my Sig Four Star 60 project, the fuselage has been built-up and the OS 913 motor mount for the OS FS 91 Surpass motor has been secured using epoxy and t-nuts. I employed my little helper to assist in the challenging parts including sanding chores.



I decided I wanted to modify Sig's plans by installing both a top and bottom hatch for easy access to the fuel tank, servos, battery compartment, and receiver. I used a 1/16-inch piece of plywood sheet to cut and fit the top hatch. I sanded smooth and formed to the fuselage so it looks like it belongs there. To attach, I created bulkheads out of 3/8-inch balsa square stock and drilled holes to install 4-40 threaded inserts. I glued each in place using Tightbond II glue to provide a 'hardpoint' to attach my hatch. My helper sanded everything smooth and provided moral support.

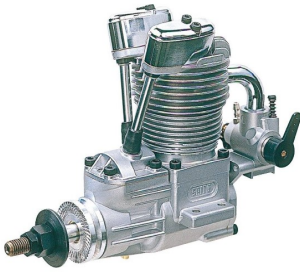


I completed something similar for the bottom hatch. I decided I'm going to hang my fuel tank and this bottom hatch will provide access. The top hatch will be used for batteries and placement of my throttle servo. I had to create the bottom hatch in two parts due to the curvature of the fuse. I plan to install the hard points similar to the top and use 4-40 stainless steel hardware to secure. I purchased a fiberglass cowl from Fiberglass Specialties for a decent price which will provide a unique look to cover the OS 91 and firewall.



## Afterburner - Andy Myers

### Comparison of a few excellent 4-stroke 70 Size Glow Engines



Saito 72



O.S. FS-70 Surpass II



YS 70FZ-S

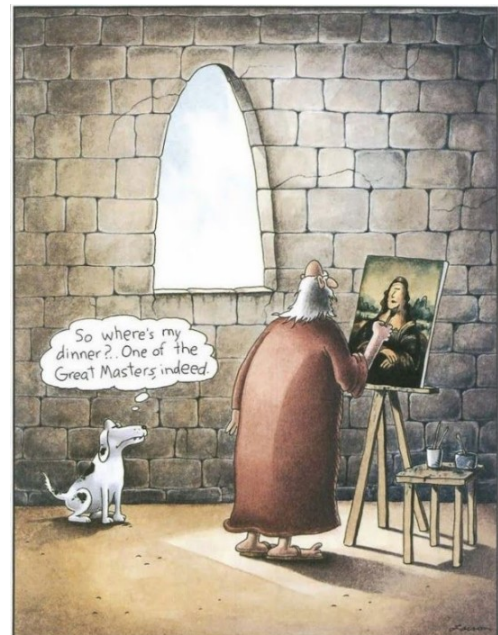
Engine	Saito 72	OS 70	YS 70
power output (hp)	1.2	1.1	2.8
Practical RPM	11000	11000	9600
Max RPM	12000	12000	15000
Weight (g)	470	580	463
<a href="http://www.yspower.co.jp/en/engine/plane/fz70s.html">http://www.yspower.co.jp/en/engine/plane/fz70s.html</a>			
<a href="http://mixhobbies.com.br/catalog/product_info.php?products_id=85">http://mixhobbies.com.br/catalog/product_info.php?products_id=85</a>			
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<a href="http://saito-engines.info/specifications.html">http://saito-engines.info/specifications.html</a>			
<a href="http://www.flyhobbies.com/osfs70iisurpass.htm">http://www.flyhobbies.com/osfs70iisurpass.htm</a>			

Each engine has its advantages and disadvantages. The YS is supercharged and has no muffler pressure which gives it a great advantage. It's also lighter than the other options. However, the YS is also double the cost used (\$330 used ebay). The Saito 72 is a nice light motor, but getting harder to find replacement parts so maintenance may cost more in the long run (\$250 used ebay). The OS FS-70 is the heaviest and produces the least amount of power but parts are still plentiful and the initial investment cost is low (\$150 used ebay).

## Building Tips and Tricks - Bill West

From an article provided by Bill :

- Do not use CA type glue on any hardwood as CA requires pore space to "soak into" to realize its strength
- To add strength to any airframe without penalty of weight use fiberglass cloth (6 oz). Apply from the firewall to 2-3" behind the wing hold downs. Do not use white glue on the glass, use Epoxy or CA only
- Always Wipe off any Excess Glue that seep out before it dries this saves a tremendous amount of weight
- In the Nose Area of the Fuselage: instead of just painting the inside, mix up epoxy glue and use a heat gun to thin out, apply to all surfaces. The epoxy can be sanded and painted if desired.



cartoonist Gary Larson



## Who's who - Andy Myers

See who's been at the field and what they've been flying. I think the flying season is definitely being extended into November.....don't count out flying for this year just yet!



Tim West and his E-flite T-28 2.0m Giant-Scale Foam Monster with a 100amp ECS, 6S 50c LIPO, and Power 60 motor, this sweet bird looks good in the air and is very scale with working flaps!



Tom Carroll and his Piper Cherokee, this is a 40 size plane sporting an OS 55ax engine. Tom is adjusting the needles as he always seems to do, listening for that sweet, sweet sound of a Glow engine.

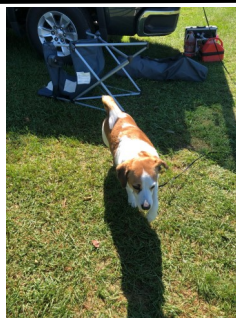


Marshall White proudly shows off two of his planes including his modified Eflite Timber, made to look like a Decathlon, and his other plane is L-4 Grasshopper made by Nexa as an ARF balsa model. The Nexa L-4 incorporates a Rimfire 42 electric motor and 4S battery.



Bryan Newman is out and about, eyes to the sky! Flying his current favorite bird, Ultra Stick 40 powered by an OS 50 SX engine, not shown in the photo.

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**Lizzy says 'get out and fly something' !!!**

