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THE DEAD STICK FLYER

Havre de Grace, MD

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The Newsletter of SWAN HARBOR RC**February 2013**www.SwanHarborRC.com

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ATTENTION: The next meeting is February 12, 2013, 7 PM at the Churchville Rec Center. Bring in some of those new year toys you got.

GENERAL CLUB NEWS...

President Scott Jordan opened the meeting of January 2103 at 7PM at the Churchville Rec Center.

- There were 14 members present.
- Per Steve Snyder we have signed up 34 members for 2013.
- The lawn mowers have been rehabilitated for the next mowing season.
- It was agreed to get new bungees for the overhangs.
- It was also agreed to get 4 horse mats (4x5 feet) to set up a miniature take off strip for small planes).
- here was considerable discussions about miniature cameras which can be attached to model airplanes.

Any questions about the Newsletter can be directed to Achille Silvestri, Ph 1-410-838-6261 or axsilvestri@verizon.net

CLUB DUES TIME Again...

This year the club dues are \$50.00. You pay your dues at the club meeting or you can send it to Steve Snyder using address on the application. If any of your information has changed please complete a [2013 Membership Application](#).

SHOW AND TELL...

Gary Hershberger did it again. This time he brought in an incredibly handsome and detailed Hellcat F6F. It weighs in at 42 lbs, has a 100 inch wing span and is powered by a 5 cylinder engine. It is fully sheeted with fiberglass and painted with latex. It was built from Zirolli plans. An extraordinary piece of work. The F6F was best known for its role as a rugged, well designed carrier fighter which was able, after its combat debut in early 1943, to counter the Mitsubishi A6M and help secure air superiority over the Pacific Theater. Such was the quality of the basic simple, straightforward design, the Hellcat was the least modified fighter of the war, with a total of 12,200 being built in just over two years. Hellcats were credited with destroying 5,223 aircraft while in service with the U.S. Navy, U.S. Marine Corps and the Royal Navy's Fleet Air Arm. This was more than any other Allied naval aircraft, with its closest competitor on the Allied side being the USAAF's P-51 Mustang, which claimed some 4,950 enemy aircraft shot down and a further 4,131 destroyed on the ground during the war in the European Theatre.

Gary Gunter showed a very nice looking 59 inch wingspan, 300 Extra.



Gary Hershberger and the Hellcat F6F

Tom Insley showed a huge Skysurfer.



Gary Gunter and the Extra 300



Bob Walker and the Edge 500 QQ



Tom Insley and the Skysurfer

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SAFETY...Bob Walker...

Are all of us smarter than Boeing? If you have been watching TV or reading the newspaper over the last few weeks, you may have heard that the new Boeing 787 Dreamliners have been grounded. There have been two instances of the lithium battery catching on fire and the cause is not known.

If you read my Safety columns, you may remember how many of them discussed the safety precautions to take with our LiPo batteries for our electric planes. We talk about proper chargers, LiPo bags to keep the batteries in and how one must never walk away from the batteries while charging. The internet and the AMA cite car fires from modelers charging their LiPo batteries and then catch on fire.

Back in 2005, Boeing decided to go with Lithium batteries while designing the 787. The 787 used more electricity than any previous airliner. There are several in the plane to start the APU (auxiliary power unit) when neither engine is running. The aft battery also runs the navigation lights while being towed.

Boeing used the batteries for the same reason as we do in our hobby: lightweight, powerful and fast recharging. We all know the government bans the transportation of Lithium batteries as air cargo. Hobby King is not supposed to air freight LiPo batteries to you. According to FAA figures, lithium batteries make up almost 80% of the 33 battery fires in airplanes since 2009. Cessna was the first to use lithium batteries in airplanes with the CJ4 business jet but replaced them with nickel cadmium in 2011 after a

battery fire.

Boeing developed safeguards to prevent over charging and over heating. However, nothing can be done to stop thermal runaway. This is what we see when you puncture a LiPo battery or overcharge and catches on fire. Lithium has twice the electrochemical potential of other materials, but also melts at a much lower temperature. Lithium melts at 357 degrees F while Nickel melts at 2800 degrees F. Lithium cells are made of tightly packed cells with an oxidizer in between and generate high density energy. If a short occurs you get the thermal runaway. This does not happen with nickel cadmium or nickel metal hydride cells.

So... we love our LiPo batteries. It is amazing how long an electric plane will fly with them and how fast they can turn a motor. We all know about the safety issues. So, how come no one at Boeing knew any of this? By the way, the new Airbus 350 is supposed to have lithium batteries but they are now looking for an alternate so Boeing engineers are not alone. Anyone want to be a consultant for the airlines?

Stock up on a few LiPo bags for your batteries and remember....don't walk away from a charging battery and assume everything will be okay. Charge them under the hood of your car or truck at your own risk.

ABOUT SWAN HARBOR RC....

Swan Harbor RC meets 7 PM the second Tuesday of the month. In the Fall and Winter we meet at the Churchville Rec Center located on Glenville Road in Churchville. Otherwise we meet at our flying field at Swan Harbor Farm. The public is welcome to the meetings. To fly with us at Swan Harbor flying field take Oakington Road off US 40 (between Aberdeen and Havre de Grace) and follow the signs for Swan Harbor Farm. Be sure to have a current AMA membership card because you need it to fly. A [SWAN HARBOR RC 2013 Membership Applications](#) is available on line or additional information can be obtained from Steve Snyder, 410-638-2895, Steve@SwanharborRC.com.

Feb. 12, 2103 Swan Harbor RC Club Meet. Churchville Rec Center, 7 PM.
Mar 9, 2013 Lebanon Flea Market.

Archives:

[Past Newsletters](#)

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