



The Dead Stick Flyer

Newsletter of Swan Harbor RC

Volume 30, Number 6, June 2019

www.swanharborrc.com



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President's Club Meeting & Discussion Topics

○ Old Business:

- *Preparations for the June 8, 2019 spring Open House Fly-In*

○ New Business:

- **No June Club Meeting:** *An official club meeting was not held in June. The Open House Fly-In took its place for this month.*

- **Spring Open House Fly-In:** *The club's spring Open House Fly-In was held as scheduled on Saturday, June 8, 2019. It was a great success! We had wonderful weather, albeit a bit windy, but that did not stop our pilots as the wind was directly down the runway from right to left at about 10-15 mph all day. There was a nice turn out by our club members and several flyers from other clubs. Gary counted about 45 people coming and going all day. The food was excellent as usual with Pit Beef, Pit Ham, BBQ Chicken, Sausage-Peppers-Onions, and all the sides to go along with the main course. Dale also had his special locally grown tomatoes to round out the menu. The day concluded without any accidents or complications so in Gary's mind that made it a great day. As Gary and Dale have said in the past, if you went home hungry it was your own fault!*



- **New FAA Regulations for RC clubs within Controlled Airspaces:** *There has been some discussion from the FAA about new regulations regarding RC clubs that are within a five mile radius of a commercial or military airport. The AMA states the proposed regulation will require all RC clubs to obtain a letter of cooperation or LOC which basically says who we are and that we will abide by all rules regarding flight operations from the airport in question. We fall just within 4.8 miles from Phillips airfield In Aberdeen, MD. We have had discussions with the Phillips airspace commander and verbally obtained a positive response from the commander through Dale Davis so I do not think this will be an issue for us even though we are just inside the 5 mile radius. This LOC will be filed with the FAA and probably the AMA very soon.*
- **New shed coming for lawn equipment and tools:** *We are going to obtain a new shed, which will give us two sheds for the club since we are outgrowing our existing shed. It will be paid for primarily with the funds from the Aberdeen CACI flyers, donations and some club funds.*

- **Electricity pay down to Havre De Grace Parks & Rec:** We will continue to make payments to HDG Parks and Recreation for our electricity project and expect to have it fully paid for over the next year.
- **Gary offers a very special thanks to all who help make the club as great as it is!** Gary would like to give special thanks to all the members who go out of their way to make our club as great as it is. It is so special to have people who give of their time and labor to make our club look and run the way it does. It is so rewarding to me to have strangers come to our facility and say “WOW, I didn’t know this place was back here, it’s so beautiful”. So, THANK YOU to all the guys who make it happen. A special thanks also goes out to Dale and his team for their tremendous effort to get the field in such great shape for the Open House Fly-In and coordinating & setting up the menu for the event! What a special team we have!
- **Treasurer Report:** Steve Snyder gave the current financial report and announced we are up to 70 members as of meeting time. This is a very good count for this time of the year!

Thursday Night Flying:

- Bob Walker says “a lot of guys fly on Thursday nights while evening light is the longest.” So, Bob declares Thursday nights in June, July, and August as the “Evening Flying” time of the summer. Bring a plane or two out and enjoy the benefits of summer time evening flying and possibly no wind! Can’t get any better than that.

General Information:

- **Safety First by Bob Walker:** We have really been lucky over the years that we have had no major accidents at our field. There were two near disasters in the past with propeller hits when plane hold downs were not used when starting glow or gas engines. Both incidents resulted in serious hospital visits.

We never had a long list of rules at the field like other clubs. The two basic ones are “Fly Safe” and “Be Courteous”. Along those lines, a few common sense things can be done to make things even safer:

- **Always wear eye protection:** Things do fly off airplanes.

- **Flying too close to the Pilot Safety Fence and Pit Area:** It has been noticed by several members this year that more and more people fly their planes too close to and/or over the safety fence at the pilot stations. Everyone should be flying out further from the safety fence, especially if someone else is flying their plane at one of the pilot stations. Fly safe!
- **Driving into the Field:** When driving down the entrance road and crossing the runway, please stop and check to see if there is a plane landing or taking off. Someone watching their plane cannot always see a vehicle crossing the runway. It is up to you to check. A dead stick plane can't go around either. When we got the field 20 some years ago, that was a concern about the layout.
- **Flying too far out and crossing the main road:** Please fly inside our approved airspace and do not fly out over the main road or the Swan Harbor Farm reception grounds to the right. The caretaker came to the field this past week and advised us that we were spotted flying over the marshy area across the road. Dale discussed this incident with the caretaker and assured him we will abide by the rules. Here's an aerial view of our flying site and our approximate fly-over airspace containment box in the white outline.



If you have any other safety concerns, please let us know. Happy flying, Bob Walker.

- **Protection from the sun:** Now that spring has arrived and the hot summer sun is just around the corner, it is time to take care of ourselves as well as our RC equipment. The nature of our great RC hobby dictates that we are out in the sun while we fly our aircraft. We need to be mindful and diligent about taking care of ourselves against the harmful effects of the sun. It is very important to apply sunscreen and wear hats “wide brim, if possible” to protect our heads, necks and faces from the problems that it can cause down the road. Just friendly words of advice for our members.

Club Photo Gallery: Pics by Bob Walker and Ron Lazzeri

Pics from the Open House Fly-In

















Pics of the Month









Tech Corner:

Tuning 2 Stroke Gas Engines: My method, by Ron Lazzeri

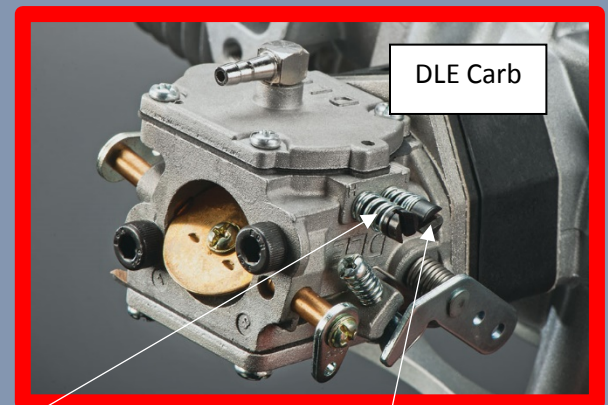
At the request of several members, it has been suggested that a 2 stroke RC gas engine tuning article would be helpful for flyers that aren't sure how to approach this topic. Here is the method I follow and it works very well for me. There are several members in the club that are very good at tuning engines so reach out to them as well if you need further assistance. **This is a do & learn process and there is no real magic formula.**

Here are some tips for smooth and consistent running engines:

- Use fresh gas on a monthly basis. Mix only what you need for a month. Stale gas can lead to poor performance. If you can get Ethanol free gas that would be even better as Ethanol damages carb gaskets and internal parts.
- Use a good quality Synthetic or Conventional 2 Stroke Oil mix.
 - Just a note: I use Red Line 2 Stroke Racing Oil mixed at a ratio of 40:1.
- Once you get your engine tuned, be consistent with the gas and oil mix. It really helps!

Engine Tuning Procedure I use.

- Step 1: Think about what you are going to do. Get a buddy to help hold your plane and use a plane hold down so an accident does not happen. You will be running your engine up to full throttle during this process.
- Step 2: You will need a small screw driver to adjust the High and Low Speed needle jets and a tachometer to determine the engine RPMs as you tune the engine. Note: the Low End Needle is always closer to the engine. There should be an H and L designation on the side of the carb as well to guide you.



High Speed Needle

Low End Speed Needle

- Step 3: Now that you are all ready to tune your engine, start the engine and let it warm up for 3-5 minutes. After you feel it is warmed up, test run the engine at higher rpms and at idle to get an idea of how it is running before you adjust anything. Note: it is always easier to tune engines with the cowls removed.
 - Note: if your engine is really running poorly and you want to reset the needles back to factory settings, here is an approximate setting for a good starting point. With the engine off, close the needles by turning them in clockwise but do not over tighten the screws at the end point as this will damage the needle seats. After closing or turning the needles in all the way, open the needles up counter clockwise as follows:
 - High Speed needle: 1 1/4 turns
 - Low Speed needle: 1 1/8 turns
- Step 4: High Speed Needle Adjustment:
 - Step 4.1: After the engine is warmed up and you have the plane in a hold down and a buddy helping to hold the plane, accelerate the engine to full throttle slowly, stopping and backing the throttle down if the engine starts to bog down. Set the throttle as fast as you can before it

bogs down then proceed to adjust the High Speed Needle to get the maximum rpm possible at that throttle setting. Slowly close the High Speed Needle clockwise. The engine should begin to pick up rpms. Continue closing the needle slowly until the engine gets to its highest rpm until it starts to slow down, then immediately open the High Speed Needle back up counter clockwise until the engine reaches its highest rpm again. You have just found the High Speed Needle sweet spot.

- *Step 4.2: Now you are ready to advance the throttle to its fullest setting and repeat the procedure you did in Step 4.1. After you find the highest rpm sweet spot at full throttle, open the High Speed Needle up counter clockwise about 1/8 turn to be sure the setting is not too lean. Let the engine run at full throttle for about 1 minute to make sure it runs OK at this setting. Then decrease the throttle to low rpms and get ready to set the Low Speed Needle.*
- *Step 5: Low Speed Needle Adjustment:*
 - *Step 5.1: Setting the Low Speed Needle is similar to the High Speed Needle procedure except it is done at lower rpms. Using a tachometer, set the throttle so the engine is running at 3,000 rpm. Now adjust the Low Speed Needle to get the highest rpm by opening or closing the Low Speed Needle clockwise or counter clockwise, whatever it takes. If done correctly and the engine responds accordingly, the engine should be running higher than 3,000 rpm.*
 - *Step 5.2: Using a tachometer, adjust the throttle setting again so the engine is running at 3,000 rpm. Repeat the procedure in step 5.1 to make sure you have found the initial Low Speed Needle sweet spot. After completing this procedure, slowly reduce the throttle to idle to see if the engine runs smoothly. Then advance the engine to full throttle to see if the full throttle setting still seems OK.*
 - *Step 5.3: Repeat Steps 4 and 5 as needed to get the engine running at its best performance.*
- *Step 6: Testing Engine Performance:*
 - *Now that you have adjusted the engine's High and Low Speed Needles, it is time to see how the engine performs with several idle to full throttle run ups. If the engine goes from idle to full throttle smoothly and without any hesitation or sluggishness you are done. If the engine seems to bog down or sputter then follow Steps 6.1, 6.2, and 6.3.*
 - *Step 6.1: If the engine bogs down and quits when advancing the throttle to full throttle, then you need to open up the Low Speed Needle about 1/8 turn counter clockwise and retest the engine. Repeat this procedure until the engine advances to full throttle smoothly without hesitation. The Low Speed Needle was set too lean.*
 - *Step 6.2: If the engine sputters a bit but then advances to full throttle, then you need to close the Low Speed Needle 1/8 turn clockwise and retest the engine. Repeat this procedure until the engine advances to full throttle smoothly without hesitation. The Low Speed Needle was set too rich.*
 - *Step 6.3: One last step I do is to advance the throttle to full throttle and then slowly reduce the throttle one click at a time to see if the engine sputters as the rpms are reduced to idle. If at any time while you are reducing the throttle one click at a time and the engine sputters or "4*

Cycles”, then at that throttle setting adjust the Low Speed Needle, ever so slightly in or out, to tune out the sputter.

- *Once the engine is properly tuned it should hold an idle smoothly without quitting and advance to full throttle without any hesitation. A good idle rpm setting is around 1,800-1,900 rpm. If the idle is set too high, your plane may not slow down enough on landing.*

RC Vendor listing: by Ron Lazzeri

If you have a “Vendor” that you use and would like to add it to our RC Vendor Listing, please send me an email with the details and I will add it to the list. Sharing this information will help new & old members alike. Thank You... ronlazzeri@verizon.net

Hobby King	<u>www.hobbyking.com</u>
Redwing RC	<u>www.redwingrc.com</u>
Hansen Hobbies	<u>www.hansenhobbies.com</u>
Pulse Batteries	<u>www.pulsebattery.com</u>
Electrodynamics RC	<u>www.electrodynam.com</u>
Valley View RC	<u>www.valleyviewrc.com</u>
RC Extreme Power	<u>www.rcextremepower.net</u>
Aircraft International	<u>www.aircraftinternational.com</u>
Tower Hobbies	<u>www.towerhobbies.com</u>
Sullivan Products	<u>www.sullivanproducts.com</u>
Motion RC	<u>www.motionrc.com</u>
Revolectrix	<u>www.revolectrix.com</u>
Fromeco Scale Avionics	<u>www.fromeco-scale-avionics-llc.myshopify.com</u>
Horizon Hobby	<u>www.horizonhobby.com</u>
Tail Dragger RC	<u>www.taildraggerrc.com</u>
Sonic-Tronics Inc.	<u>www.sonictronics.com</u>
B&B Specialties	<u>www.bennettbuilt.com</u>
F3A Unlimited	<u>www.f3aunlimited.com</u>
Esprit Tech	<u>http://www.espritmodel.com</u>
Falcon Propellers	<u>www.falconpropellers.com</u>

Chief Aircraft	www.chiefaircraft.com
Wrong Way RC	www.wrongwayrc.com
NoBS Batteries	www.hangtimes.com
RC Extreme Hobbies	www.xtremerchobby.com

Note: The Musser's hobby shop has been downsized and is now a combination of outdoor hunting, fishing, and RC products store. The website will eventually be renamed to the new store's name.

35 Friendly Drive • Quarryville, PA 17566

Phone: (717) 284-0164

Email: info@xtremerchobby.com

Hours: Sunday 10AM-6PM

Monday-Saturday: 10AM-8PM (except holidays)

Radio Control Hobbies www.rc-hobbies.com/baltimorenorth

1512 York Road, Lutherville, MD 21093

Tel: 410-376-7076

Email: BaltimoreNorth@rc-hobbies.com

Hours: Mon-Friday 11:00am - 7:00pm

Saturday 10:00am - 6:00pm

Sunday 11:00pm - 4:00pm

Yard Sale Bulletin Board:

- **This is a new section in our newsletter at the request of some club members. This section is for you to post items in the newsletter on a monthly basis that you want to sell. If you have something you want to sell, please send me an email with all the details of the item(s) you want to sell, asking price, a picture image, and your contact information to ronlazzeri@verizon.net. I will be sure to include it in the next month's newsletter.**

Club Meeting Schedule:

- **January thru April and October thru November:**
 - **Monthly club meetings will now be held at the Golden Corral in Aberdeen, MD on Route 40 on the 2nd Saturday of each month 10:00am-12:00pm. We will be meeting in one of the small dining rooms and enjoy their full breakfast buffet.**

- May thru September:
 - *Monthly club meetings and a cookout will be held at the Swan Harbor RC flying field on the 2nd Saturday of each month starting at 10am. The Fall Club Picnic will be held on the same day as the September club meeting.*
- December:
 - *The December club meeting will be held at the annual Christmas Party. Details of this event will be made available in advance of the party.*

Membership Dues Policy “Revised March 2019”:

At the March 16th club meeting, the Board and attending members discussed our current club’s Membership Dues Policy and came to an agreement on a new set of guidelines to make it clear and fair for all members, new and existing. The following Membership Dues Policy was agreed upon and adopted.

To pay your club dues for the season, either as a renewing member or a new member, please forward them to Steve Snyder, Treasurer. As you all know we depend on our dues to fund projects and general maintenance for our club.

Existing Annual Membership Renewals:

- Annual renewal membership fee: \$75.00
 - Renewal period: 1/1/YR thru 3/31/YR (Payment is due by 3/31/19)
 - Grace period is for 2019 only: 4/1/19 thru 4/15/19
 - *If a member’s renewal dues are not paid in full by 4/15/19, then that member is considered to be in default. If that member wants to join the club after 4/15/19, then that member is required to pay at the full new member rate. The member in default will not be permitted to fly at the field after 4/15/19 until their membership dues are paid in full. There will not be a Grace Period in 2020 and thereafter.*
 - *Note: All members are urged to pay their renewal fee as early as possible during the renewal period since club expenses are budgeted and paid based on membership fee receipts.*

New Membership Dues:

- Full year membership fee: \$125.00
 - Joining period: 1/1/YR thru 12/31/YR
 - Fee Includes:
 - \$75.00 annual membership fee
 - \$50.00 1st year initiation fee
 - *Note: New members joining the club on 9/1/YR or after of that same year are considered paid in full for the current year and the immediately following year. The reason for this exception is that the current flying season is about 75% over and we want to give new members an incentive to join our club.*

AMA & FAA Membership Requirements:

In an effort to ensure our club's compliance with AMA and FAA rules and regulations we are requiring that all members, whether a new member or an existing member renewal, the following documents are required to be submitted to Steve Snyder when dues are paid:

- *Swan Harbor RC Membership Form*
 - *The form can be found on the Swan Harbor RC website*
- *Proof of AMA & FAA membership*
 - *Provide a copy of each membership's email or registration card*
 - *The copy must include the registration number*

Note: If any member sees an unknown person flying at the field, you should ask the flyer if they have a current membership card. If they say they do not, then ask them if they would like information on how to join. Explain that membership is a requirement for flying at the field.

General Information

What are Members Working On: *Building a new aircraft, assembling an ARF, working on an old reliable? We'd love to hear what you are working on. Send us some information and a couple pics of your project and we'll post it in the monthly newsletter. Send your emails to: ronlazzeri@verizon.net.*

Newsletter: *To receive the Swan Harbor RC Newsletter by email, please send a request to: sslotnick@mac.com.*

Photos: *Anyone who would like to have new photos appear in the slideshow or the photo gallery is encouraged to send their photos to Stephen Slotnick at sslotnick@mac.com and he will add them as soon as he can.*

Interest in Joining the Club: *Please see the instructions on the Swan Harbor RC website www.SwanHarborRC.com under the heading "How to Join." Additional membership information or questions can be obtained from Steve Snyder at (443) 243-4324 or email: snyder800@gmail.com.*

Harford County's No Smoking Policy on County Property: *We follow all county rules and regulations and ask for your cooperation. Thank You!*

