



The Dead Stick Flyer

Newsletter of Swan Harbor RC

Volume 30, Number 10, October 2019

www.swanharborrc.com



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Member at Large: Stephen Slotnick (908) 403-0273

Member at Large: Jae Jang (443) 910-2439

**Swan Harbor RC club meeting was held at the Golden Coral on
Saturday, October 12, 2019 from 10am-Noon**

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President's Club Meeting & Discussion Topics:

- **Old Business:**
 - **Installed new shed**

- **New Business:**
 - **Ramps on new shed**
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President's Club Meeting & Discussion Topics

- **Old Business:**

- **Installed new shed:** *The new shed was installed in September and looks great sitting next to the older shed. The extra shed space has already proven to be of great value and has definitely alleviated the over-crowdedness for the 3 mowers. It was a really good plan and investment.*

- **New Business:**

- **Ramps on new shed:** *Early in October, Scott Jordan, installed wooden ramps on the new shed for the main roll-top door and the side entrance door. The ramps look identical to existing shed and makes getting the mowers in and out of the shed very easy. Scott is a master carpenter and the club really appreciates his work, Thanks Scotty! (See pics).*
- **Christmas party:** *Our next club event will be our annual Christmas party to be held at the Havre De Grace Parks & Rec Center on Lewis Lane. This year it will be held on December 14, 2019 from noon to 4pm. Good food and raffle prizes will be the order of the day. We will be able to fly in the gym again this year so bring a suitable indoor flying plane and have some fun. (See party flyer).*
- **Indoor flying:** *Dale has secured the gym at the Havre De Grace Parks & Rec Center for indoor flying, like last year, for the following dates:*
 - *Saturday, November 9, 2019 1:00pm - 5:00pm*
 - *Saturday, November 23, 2019 12:00pm - 3:00pm*
 - *Saturday, December 14, 2019 12:00pm - 4:00pm*
 - *During the annual Christmas Party*
 - **Note:** *It's usually cold during this time of the year so come out with your foamy's and keep your flying skills sharp.*
- **Mower maintenance:** *Gary and Chris will be doing the annual mower servicing in November in preparation for next year's lawn care. During the servicing, they will assess the condition of the older Toro zero-turn's deck and make a decision whether to repair or replace it. It is has seen better days after a lot of grass cutting service!*

- **Winter meetings:** *During the winter months, the monthly club meetings will be held at the Golden Coral restaurant from October 2019 thru March or April 2020 depending on the weather. We will send out meeting reminders just prior to each meeting.*
- **Treasury & membership:** *Steve provided Dale in advance with a financial report which Dale gave at the meeting. Dale stated that the club is currently holding at 76 members.*
- **General Discussion:**
 - **Flying season winding down:** *Gary added that winter is just around the corner and our regular flying season is starting to wind down. He noted that most of us will still take advantage of any good weather days to come out and fly. It has been a pretty decent year for flying, especially since we have not had a lot of rain in the past several months to contend with. However, it has been a fairly hot summer. But, all in all, not that bad of a year!*
 - **Newsletter & tech articles:** *Ron, along with putting out our monthly newsletters, he has been publishing some of his own technical articles relating to our hobby. He has done a wonderful job digging up reference material that is relevant to our RC gear. His recent conquest is on the Walbro Diaphragm Carburetors that our gas engines use. The articles include how to troubleshoot, rebuild, and tune the carburetors. I have read them and they are extremely useful in understanding how these carb's work. They are very simple but have a lot of engineering designed into them to accomplish the task they are asked to do. I suggest everyone read them as all engines have carburetors on them and many of the principles are the same for gas and glow engines.*

Thank You, Gary Gunter President

Thursday Night Flying:

The longest days of summer are now behind us. It has been a good summer for flying but unfortunately evening flying will have to wait till next year. Soon we will be changing over to daylight savings time on Sunday, November 3, 2019. Remember, in the spring, set your clocks ahead 1 hour (spring forward) and, in the fall, set them back 1 hour (fall back).

Swan Harbor RC Annual Christmas Party



Swan Harbor RC Club

2019 Annual Christmas Party

Members and their guests are invited

December 14, 2019 12pm-4pm

*Havre De Grace Parks & Recreation Center
351 Lewis Lane, Havre De Grace, MD 21078*

Food, Plane Raffles, and Indoor Flying



Delaware RC Club Flea Market



Delaware *RIC* Club

FLEA MARKET
& SWAP MEET

Saturday

November 16, 2019

Newark Senior Center

200 Whitechapel Dr. Newark DE 19713

Tables \$15.00 each

Table set up @ 8:00am

Door open to the Public @ 8:30am

"Impromptu Auction" at the end of the event

Admission \$5.00

Food by Troop 30

Raffle prize and 50/50

For more information contact:

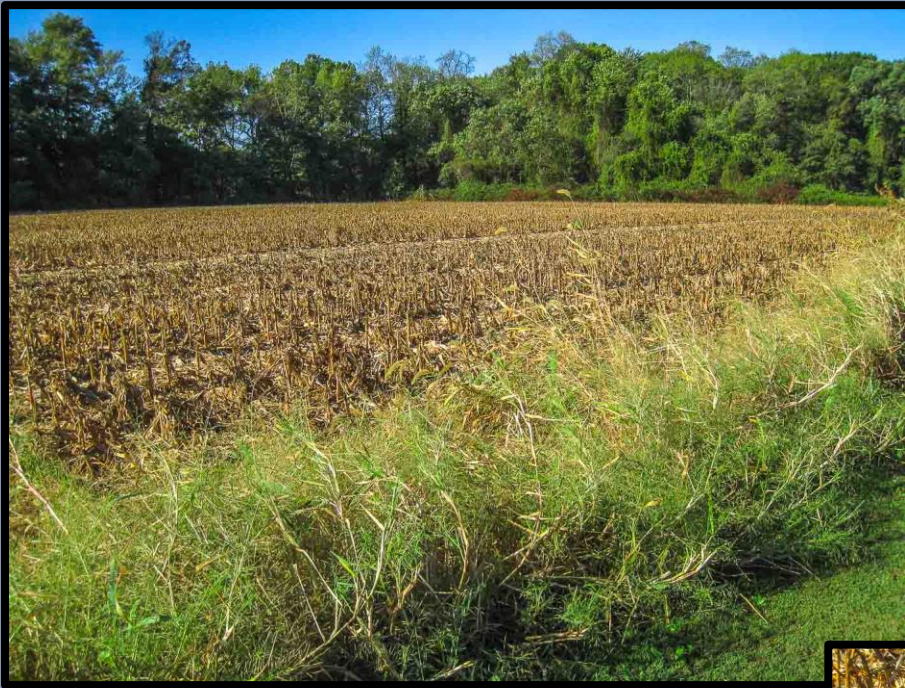
Tom DiCuirei: tomdrexpilot@gmail.com

Club Photo Gallery:



***Our new shed with newly installed ramps to match the old shed.
Scott Jordan installed the ramps at the beginning of October.***





The corn was cut down at the end of September but be careful of the remaining corn ground stalks and rutty soil. It will do a number on your plane if you happen to land in that stuff!





Dale's Tailgate Cookout

With food remaining from the September cookout, Gary and Dale served up the remaining Sausages and Hot Dogs on one of the following Saturday afternoons. Nothing is better than a Sausage or a Dog from the grill.



Jae is preparing a new plane for flight that he bought at the Lebanon Flea Market several years ago. Looks good Jae!



Herman is holding his scratch built electric wing. The plane flies great, is really fast, and can turn on a dime. He has no trouble at all flying this rocket ship.





Meyer Gutman is holding his Marksman electric plane.

Darryl Ivins with his Ricky Ray.





Darryl is getting ready for a flight with some assistance from Fred Visnow.

*Mark Pry's recovered Tiger Moth flies really nice and the Saito 150 4-stroker sounds really cool....
Putt, Putt, Putt, Putt, Putt, Putt*



Bob Walker is pictured with his electric Maule. Flies great!





Mark Pry with his recovered Tiger Moth Bi-plane with a Saito 150 4-Stroke Engine



Jae's new plane & his pit crew



Tech Corner: Walbro 2 Stroke Gas Diaphragm Carburetors

By: Ron Lazzeri

Topic: Carburetor troubleshooting, rebuilding, and tuning tips

Like the old adage goes, “when it’s good it’s good but when it’s bad it’s bad.” That saying must have been coined for our RC gas engines because when they are running great life is good but when they start to run bad or quit, while in flight for no apparent reason, life suddenly SUCKS! If gas engines always ran great we would not have any work to do on these machines but that is not always the case.

Luckily, some engine problems are easy to diagnose and fix like a simple tweaking of the high and low needle jets, changing a fouled spark plug, or even simpler, getting fresh gas. However, there are certain cases when an engine problem is not easy to diagnose, let alone fix it. So, when that happens who do you turn to? What do you do? There are always some guys in the club that are engine gurus but they are not always readily available and/or willing to spend a great deal of time that it usually takes to help solve your engine crisis.

I wrote this article with the intention to help guide you in the process of troubleshooting, rebuilding, and tuning the most likely cause for your engine dilemma, the Walbro Diaphragm Carburetor. The Walbro carburetor is probably installed on the majority of our RC engines and is responsible for the engine running great, as well as, running like CRAP! In addition to this introductory article, there is a wealth of information on the web that can be found with some simple searches and a little detective work to find information that pertains to your engine’s issue. Even though a lot of the articles found on Walbro diaphragm carburetors, on the internet or elsewhere, may not be directly related to our RC engines, the basic operation, repair, and tuning of these diaphragm carburetors is the same or very similar.

Ethanol: First off, the majority of today’s carburetor problems stem from Ethanol based fuels. The problem with Ethanol is that it attracts water and forms water bubbles in the fuel. Small 2 stroke Engines have trouble effectively passing the water which keeps the engine from running properly and can affect its power. Over time, Ethanol wrecks carburetor gaskets and internal parts which cause the engine to run poorly or not at all. The other issue caused by Ethanol Fuel is when an engine sits idle for a long period of time (3-6 months or longer) the liquid gas will congeal and clog internal carburetor passages requiring the carburetor to be cleaned and rebuilt or in severe cases replaced. There are several after-market products that claim to reduce or eliminate the effects of Ethanol in the gas, Like Stabil and Star, but at best they may only delay the inevitable.

Let's look at the top 10 major reasons for carburetor problems:

- 1. Ethanol based fuels wrecking carburetor parts**
- 2. Dirt in the carburetor: clogs passages, faulty or no fuel filter**
- 3. Fouled spark plugs: engines running too rich or too lean, too much oil**
- 4. Magneto engines: fouled magneto, no spark**
- 5. Electronic engines: fouled electronic ignition, battery issues, wiring issues**
- 6. High & Low needle valves set incorrectly: too rich or too lean, not balanced**
- 7. Fuel delivery: leaking fuel lines, air in the lines, pinched tank clunk**
- 8. Loose screws: screws holding the carburetor together are loose, causes air leaks**
- 9. Damaged Carburetor Parts: metering diaphragm/gasket, fuel pump gaskets, fuel screen, metering needle, pitted needle seat, metering spring, welch plug/ports**
- 10. Engine Pulse Passage: clogged, leaking gasket or hose, low/no pressure**

Now, the first place that I will introduce you to is Walbro. www.walbro.com

Walbro designs and manufactures these carburetors so where better to look than Walbro. When you look over the Walbro website you will find numerous topics that may help you solve your problem or find the parts you need so you can order them or buy them at your local parts supplier.


The screenshot displays the Walbro website interface. At the top, there is a navigation bar with the Walbro logo on the left and a menu of links: PARTS & SERVICES, SHOP, SUPPLIERS, PRODUCTS, INNOVATION, ABOUT, BLOG, LOGIN, and CONTACT. To the right of the menu are search and social media icons. Below the navigation bar is a large banner image featuring carburetors and fuel system parts, with a central button that says "CLICK HERE FOR PARTS LOOKUP". Underneath the banner is the text "WALBRO PARTS & SERVICES". The main content area is titled "FEATURED PRODUCTS" and is divided into two columns. The left column is for "FUEL SYSTEM KIT" and features a product image of the "POWER EQUIPMENT COMPLETE FUEL SYSTEM KIT" with a "DESCRIPTION" and "FEATURES" tab. The right column is for "PRIMER ASSEMBLY". On the far right, there is a chatbot interface with a greeting "Hi! Welcome to Walbro!" and a question "Are you looking for information on proactive engine maintenance? Or questions on any of our products in our shop?". Below the question are two buttons: "Parts & Services" and "Products". A chat icon is visible in the bottom right corner.

Walbro has a very good detailed carburetor rebuilding training video on their “Parts & Service” menu. Click on the “Parts & Service” menu and go to the bottom of that page. There you will find the section called: “Walbro Carburetor Service Video.” It will show you all of the training topics that will be discussed and when you start the video, the Walbro training execs will show you, in detail, how to take apart, clean, rebuild and test a diaphragm carburetor from start to finish. They will show you a very important step which is to do a pressure test on the carburetor after it has been rebuilt to make sure it is not leaking and will hold its internal pressure so that it delivers the proper measured fuel as the engine calls for it. This is the best starting point to understand how to troubleshoot and rebuild a Walbro diaphragm carburetor properly.

WALBRO CARBURETOR SERVICE VIDEO

New: Walbro video featuring hands-on demonstrations of key service procedures including inspection, proper disassembly, testing, and reassembly of butterfly and rotary carburetors.

This all-new, 21 minute video demonstrates the proper techniques for servicing Walbro butterfly valve and rotary valve diaphragm carburetors. The video will be of value to dealers, service technicians and technically-oriented consumers. [More Info](#)



SERVICE MANUALS

- In-Tank/In-Line Filters
- Tech Tips

Hi! Welcome to Walbro!

Are you looking for information on proactive engine maintenance? Or questions on any of our products in our shop?

[Parts & Services](#) [Products](#)

Here are some useful tips for tuning your gas engine:

At some point, out of tune engines can begin to "four cycle" in flight. Two stroke engines are not supposed to "four cycle" like a glow engine. This issue is caused by an overly rich needle setting that is forcing the spark plug to intermittently "miss" making it sound like a four stroke glow engine. This is not good. The good news is that gasoline two stroke engines are very tolerant of rich settings and will run fine for a short period of time. The engine will just consume more gasoline than necessary and will create a little more oil mess on your plane. This out of tune situation may eventually foul the spark plugs. So why do so many people leave their engines tuned like this? The simple answer is the engine starts OK for them when it's cold and there's little or no warm up time needed prior to flying. That's a pretty good reason, but the fact is, the engine is not running like it's supposed to. A minor tweaking of the low or high end needles can fix this issue.

The low end needle on a Walbro carburetor is always the needle closest to the engine and the high end needle is always the needle closest to the intake bore and choke. Both the low end and high end needles feed the mid-range to top end fuel supply. The proper balancing of both needle settings is critical for a smooth running engine.

Tuning a Walbro Carburetor (one of many tuning procedures)

I have found this method to be very effective in tuning my gas engines:

Definitions:

- *Open needle means counter-clockwise turns (to richen mixture)*
- *Close needle means clockwise turns (to lean mixture)*

1. Optional step if you want to start with fresh settings:

***RESET High & Low End Needles:** With the engine off, open both the low end & high end needles to about 1-1/2 turns from their fully closed position as a rough starting point. This will ensure they are not set too lean.*

2. CHOKE: *Choke the engine until the carburetor is wet.*

3. STARTUP: *Start the engine and let it warm up for about 3-5 minutes. Do not tune a cold engine.*

4. SETTING HIGH END NEEDLE:

- Begin this step by adjusting the high end needle.*
- Go to full throttle or as fast as the engine will allow at this time.*
- Slowly close (or open) the high end needle until the engine reaches its maximum RPMs. Continue to advance to full throttle and continue to find the engine's maximum RPMs by closing the high end needle to the point where the engine reaches its highest RPMs and then begins to lose RPMs. Then, open the high end needle slowly until it reaches its highest RPMs again and from there open the high end needle ¼ turn.*
- Let the engine run wide open for about a minute to see if the engine goes lean (loses RPMs). If it does, then open the high end needle slightly until the engine reaches its maximum RPMs again and then from there open the needle ¼ turn.*
- The engine should hold its maximum RPMs now.*

5. SETTING LOW END NEEDLE:

- Begin this step by adjusting the low end needle.*
- Set the throttle to approximately 3000 RPMs.*
- Slowly open or close the low end needle until the engine reaches its maximum RPMs from the 3000 RPMs setting. Then, reset the throttle back to 3000 RPMs.*
- Double check the engine's maximum RPMs setting again while at 3000 RPMs by slowly opening or closing the low end needle to find the maximum RPMs.*
- Reset the throttle back to 3000 RPMs.*
- Let the engine run at 3000 RPMs for about a minute to see if it holds at that setting.*

6. CHECK OVERALL TUNING:

- If the high and low end settings run OK from steps 4 & 5, then advance to full throttle and slowly pull the throttle down, one click at a time, to see if the engine begins to four cycle or sputter and hold the throttle setting where the engine begins to four cycle.*
- Slowly open or close the low end needle until the engine runs smooth again.*

- c. Continue slowly lowering the throttle to see if it four cycles again and adjust the low end needle setting at that throttle setting, as before. Keep doing this until you reach full idle.
- d. Now, from full idle, begin to throttle up quickly to full throttle to see if the engine starts to (bog down and/or quit) or (sputter and then speed up). If it does, open or close the low end needle just enough to eliminate the issue. Repeat this step until the hesitation is eliminated.
 - i. Rich or Lean indications and fixes while advancing to full throttle:
 1. Engine Bogs Down and/or Quits – Low End Needle setting too lean, open needle.
 2. Engine Sputters and then Speeds Up – Low End Needle setting too rich, close needle.
- e. If the low end needle does not clear up the hesitation completely, try adjusting the high end needle to see if it helps smooth it out.
- f. Repeat this process until the engine advances smoothly and quickly without hesitation.

7. SET THE IDLE RPMS:

- a. Pull the throttle down to idle and adjust the throttle trim setting until the engine idles at approximately 1,850 to 1950 RPMs or at the RPMs you prefer.

8. Repeat steps 4, 5, and 6 until you are satisfied the engine is now running smooth and strong.

When this is done right, you will be able to set the throttle in any position and it won't four cycle, plus you will be able to transition from idle to full power without any hesitation. You may need to repeat this process several times until you get it set correctly.

Happy Tuning!

Carburetor Setting Problems:

The engine stalls when accelerated: possible solution - High end needle lean, or low end needle lean.

Engine goes rich in flight: Low end needle slightly rich, metering diaphragm needle lever slightly too high.

Engine goes lean in flight: High end needle slightly lean and/or low end needle slightly rich, metering diaphragm needle lever slightly too low.

Engine runs good, but no idle at all: There may be dirt (crap) in the idle jets and the carb may need to be removed and cleaned. You may also have an air leak at the base of the carb or the throttle butterfly could be damaged or worn out.

Carburetor leaks fuel when not running: metering diaphragm needle is bad or has crap stuck in it or the metering diaphragm lever setting may be too high, or the metering diaphragm is bad.

Engine four cycles momentarily when you back off on the throttle, then runs normal: This is perfectly normal for carbs not equipped with a "check valve" high speed jet. If the carburetor has a check valve, then the metering diaphragm needle setting is slightly too high, or your float needle is leaking a little. Refer back to the Walbro training video.

Cowled Engine - Diaphragm Pressure Issue: There is a small 1/16" hole in the metering diaphragm plate that allows the metering diaphragm to breathe and pulsate drawing fuel into the carburetor. A common problem with some cowled engines, while in flight, is the air pressure in the cowl increases beyond the ground air pressure causing the metering diaphragm to make the engine run richer than originally tuned. The result is the engine will run rich in flight making it bog down, four cycle or run at higher RPMs while landing. The engine should settle back down to its originally tuned RPMs on the ground after coming to a complete stop.

There are several possible fixes for this if your engine exhibits this issue:

- 1. You could try to tune your engine for its best in-flight performance by trial & error, but that would be somewhat difficult.**
- 2. The best fix for this is to solder a piece of brass tubing where the vent hole is and route the vent hose (fuel tubing) into the fuselage going through the firewall where the air pressure is constant. If done correctly, the ground tune will no longer change in flight!**

Internet Reference Articles and Training Aids:

I have included several of the best articles I found from my Internet searches. These articles all relate to the Walbro Diaphragm Carburetor and provide great examples on how to troubleshoot, rebuild, test, and tune the carburetor. There are many more articles available but at some point they overlap in content and you may get confused by conflicting procedures. Add these articles to your RC Gas engine library for future reference as you never know when they will come in handy.

I felt it was better to present these articles on carburetor tuning to you since they have done a really good job and they go into great detail to make their case for the repair. Remember, while the engines in these articles may not be RC engines, the principles of the Walbro Diaphragm Carburetor are the same as our RC engines.

Enjoy reading them!

Walbro Diaphragm Carburetor Service Manual: Excellent service manual

www.wind-drifter.com/technical/WalbroServiceManual.pdf

Adaptation: Walbro Diaphragm Carburetors - Slow and Smooth Idle

www.wind-drifter.com/technical/GerryFarrel/idleadaptation.htm

Southwest Airsports

www.southwestairsports.com/ppgtechinfo/top80/hrservicenotes/walbrowg8/popoff/pop-off-pressure.htm

Group K: Carburetor Fine Tuning Guide

www.groupk.com/tec-carbs97.htm

How-to Pressure Test a 2 Cycle Carburetor

<https://www.youtube.com/watch?v=LeABb5HqOoY>

I hope this article on the Walbro Diaphragm Carburetor has been helpful and not too difficult to read and understand. Some of the technical explanations can get complicated. Just try to take away some of the basic principles that may be able to help you with your engine's issues. As always, let me know if you have any suggestions to help with this topic.

RC Vendor listing:

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

Floureon LIPO Batteries	www.floureon.com
Hobby King	www.hobbyking.com
Redwing RC	www.redwingrc.com
Hansen Hobbies	www.hansenhobbies.com
Pulse Batteries	www.pulsebattery.com
Electrodynamics RC	www.electrodynam.com
Valley View RC	www.valleyviewrc.com
RC Extreme Power	www.rcextremepower.net
Aircraft International	www.aircraftinternational.com
Tower Hobbies	www.towerhobbies.com
Sullivan Products	www.sullivanproducts.com

Motion RC	www.motionrc.com
Revolectrix	www.revolectrix.com
Fromeco Scale Avionics	www.fromeco-scale-avionics-llc.myshopify.com
Horizon Hobby	www.horizonhobby.com
Tail Dragger RC	www.taildraggerrc.com
Sonic-Tronics Inc.	www.sonictronics.com
B&B Specialties	www.bennettbuilt.com
F3A Unlimited	www.f3aunlimited.com
Esprit Tech	www.espritmodel.com
Falcon Propellers	www.falconpropellers.com
Chief Aircraft	www.cheifaircraft.com
Wrong Way RC	www.wrongwayrc.com
TNT Aluminum Landing Gear	www.tntlandinggear.com
Micro Fasteners	www.microfasteners.com
JTEC Mufflers	www.jtecrc.com
Cable Ties	www.cabletiesandmore.com
NoBS Batteries	www.hangtimes.com
RC Extreme Hobbies	www.xtremerchobby.com

**Note: The Musser's hobby shop has been downsized and is now:
Southern End Outdoors
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.

○ **For Sale by Bob Walker: Contact Bob Walker by TEXT at 410-456-0100**

-Sig 4 Star 60, built from a kit.

-Includes a Saito .90 4-Stroke engine

-Servos & 8 Channel Spektrum Receiver and 2000 mah battery

-Asking price \$300

-E-Flite Spitfire

-Requires 2200mah, 3S Battery

-Asking price \$65



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: [slotnick@mac.com](mailto: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 [slotnick@mac.com](mailto: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!

