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THE DEAD STICK FLYER

Havre de Grace,
MD

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The Newsletter of SWAN HARBOR RC

July 2004

www.SwanHarborRC.com



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**Club Meeting July 8th, 7:00PM , Swan Harbor Flying Field
Come Early, Get Some Flights and Good Eats**

THE GREAT 2004 OPEN HOUSE...

It happened on June 12. After three rained out events in a row, going back to 2003, we finally got in an Open House. True, this too was a makeup for a rain date, but a fly-in is a fly-in and we're just glad it happened. We got a nice number of spectators, I think many had really been pining to come out and had been just as disappointed as we were in missing so many events.

It was a beautiful day, the field was in excellent shape. We didn't have too many visiting fliers, but those who came envied our field. The Club had a huge excellent turnout, there must have been more than thirty fine looking planes. There were some excellent flying demonstrations by some of our top notch pilots - Dan Bowman, Sean and Hugh Ellis, Tom Smith, Tim Getz, John Kocon, Rich Hodges, Jack Stites, Jim and Steve Snyder and many, many, others. (Please don't shoot me for not mentioning all our fine pilots). This year Gary Hershberger put on a dazzling show with his new smoke system which he adapted to his Pitts. The sky was a perfect combination of clouds with a light blue background to give the best visual display.



Rich Hodges with the Stinson



Jim and Steve Snyder set up some training cords for some of our young visitors and gave them a shot at some real "hands on" flying with Steve's cub.

Through it all Bob Walker kept feeding the masses with his perfectly toasted hotdogs. We didn't charge for the dogs and drinks, although a jar was set aside for those who wanted to make a contribution.

All in all it was a spectacular day, the pilots and the spectators all enjoyed themselves. We had to wait awhile

but it was worth it.

**Jim and Steve Snyder with
Three of Their Clients**

GENERAL CLUB NEWS..

How bad has the weather been? We cancelled our 1st Thursday of the month Club meeting. I don't remember that happening in all the years I've been in modeling.

Still if you had any questions or changes, you would have directed them to Achille Silvestri, Ph 410-838-6261 or e-mail axsilvestri@earthlink.net.

IN THE NEWS....

Congratulations to our buddy, Milt Peacock of the Radio Control Modelers of Baltimore. Milt's plane, a beautiful looking North American SNJ was featured in the Focal Point Section of Model Aviation, July 2004, p. 10. It's always nice to see our friends make the big time.

FROM THE PITS....

A rather large contingent of fliers came out on Friday, in advance of the Open House originally scheduled for June 5. They had their best planes and wanted to give them some last minute tuneups in preparation for the Open House. I think there was also a sense that this might be the Open House with rain still threatening for Saturday.

Mike Augenstein brought out a beautifully covered 1/3 scale Lanier Laser. It's powered with a G-62 and has a 96 inch wingspan. Mike has become one heck of a builder. Cecil Davis had Cap 232 Horizon ARF with a 72 inch wing. It had a Zenoah 23 engine. Eric Mitchell had Hangar 9 Funtana S 40. It had a 56 inch wingspan and powered by an OS 46FX...nice sporty flier. Gary Hershberger brought another of his special treats, a Great Planes Extra 330. It's a huge plane at 33% scale and 101 inch wingspan. It has one of the new ZDZ 80cc twin engines...a beautifully built plane with very original covering scheme.

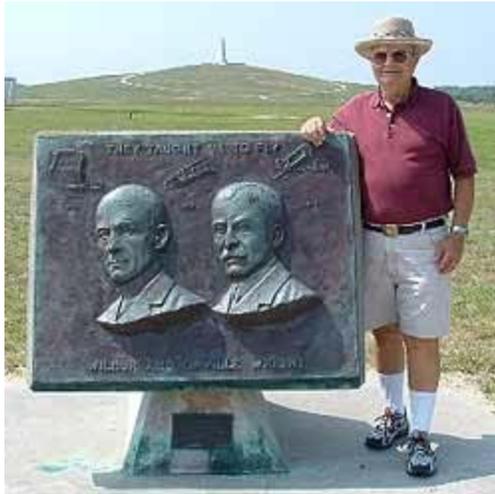


Eric Mitchell with the Funtana

And we also had a visit from an old pal from earlier times, Dick Dannenfelser, who now flies with the Sunday Flyers. He was sporting a very nicely built 1/4 scale Taylorcraft with a 9 foot wing. It's powered with 4c 120 SAITO...flies very scale.

A VISIT TO THE WRIGHT BROTHERS NATIONAL MEMORIAL 20 YEARS LATER....

We first visited the Wright Brothers National Memorial at Kill Devil Hills, NC in 1982, a long time ago. When our friends, Ted and Carol Stevans, retired to Kill Devil Hills recently, we couldn't decline their invitation to visit and check out the updates to the area. Carol, who acts as a docent for the Memorial, directed us to ensure we would miss nothing of importance. The principal change was the addition of two very large enclosures almost like quonset huts, but much larger and carefully styled to give them a more futuristic appearance. They contain many artifacts and displays related to aviation, as do many other museums, except their emphasis is on the early experimental days of aviation. The museum itself has gotten a facelift and still contains full scale reproductions of the 1902 glider and 1903 flying machine. We were able to hear a very interesting lecture by one of the park rangers on the adventures of Orville and Wilbur Wright. The huge



**Wilbur, Orville and Achille
at Kill Devil Hills**

hill, Big Kill Devil Hill, where the Brothers conducted so many of their glider flights is, of course, still there and still impressive. Also, the marked positions of the first real controlled heavier than air flight are still in place. The Memorial is still very impressive and extends the view of aviation provided by other airplane museums.

SOMETIMES SIMPLE IS BEST...

The other day when Tom Smith's plane ended up in the deep water on the east side of the field, we all started running around in circles as to how to get it out. Tom tried to walk out to it but had to come back because the water was over his shoes. He put on his boots, but almost got stuck in the mire. We put all our very smart highly technological brains on the problem. Maybe we could lay out a couple of sheets of plywood or get a ladder or how about we get some planks to walk out to the plane. What to do, what to do? In the meantime Scott Russell started taking off his shoes and

socks. We asked, "What are you doing?" Scott quietly said, "Tom needs his plane back". And with that he walked barefoot out to the plane and picked it up and brought it back. It took a few minutes. It was so simple...it should have been more complicated. Maybe we have become too technical. Maybe because of our technological age we sometimes fail to see the obvious. We want complicated problems with complex solutions. The answer was right there, it was so simple, we just didn't recognize it. Thanks to Scott for getting us back on track.

THURSDAY IS GRASS CUTTING DAY...

It's not always possible to do the grass cutting on Thursday because of the erratic weather changes and rapid growth of the grass. Thursday is still our main focus, but if you're out there on another day you can still help out. Everybody was very proud of the appearance of the field during our Open House.

FOR SALE...

Golden Knight 150 SAITO, 4 cycle with 16x10 prop- \$175.
65 SAITO, 4 cycle- \$100. Millenium 65 ABC.BB, "New in the Box"- \$80. John Kocon Ph 410-879-1306

Two Sig Kits "New in the Box", LT 25 and Ultimate Biplane, half price each. Sears Craftsman Oscillating Spindle Sander with many accessories, less than one hour use, half price. Bernie Gerber Ph 410-939-3790



Jack Stites and the Tiger

ABOUT SWAN HARBOR RC...

Swan Harbor RC meets the second Thursday of the month. During the flying season we meet at our flying field at Swan Harbor. The public is welcome to the meetings. To fly with us at Swan Harbor take Oakington Road off US 40 (between Aberdeen and Havre de Grace) and follow the signs for Swan Harbor Farm. Membership information can be obtained from Dan Bowman, 410-272-4251, FLYERDCB@aol.com. To learn more about Swan Harbor RC (formerly MAOA); go to www.harfordvista.com/rcnews/ and click onto January 2001

CALENDAR OF EVENTS

July 8, 2004	Swan Harbor RC Club Meeting, 7:00PM. Swan Harbor Field
July 9, 10, 11, 2004	Warbirds Over Delaware. Lums Pond State Park. CD Dave Malchione Ph 610-444-3855
Aug 27,28,29, 2004	Bealeton Fly In at Bealeton VA. See. www.bealetonflyin.com for more details. Sponsored by DC/RC http://www.dc-rc.org
Sept 11, 2004	Swan Harbor Giant Scale Fly-In, Swan Harbor Flying Field, Havre de Grace, MD. Registration at 9:00AM, Flying at 9:30AM.
Sept 19, 2004	Warbirds Scale Rally, PGRC

Archives:

Past Newsletters

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