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THE DEAD STICK FLYER

Havre de Grace, MD

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The Newsletter of SWAN HARBOR RC

December 2010

www.SwanHarborRC.com



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Club Meeting and Club Christmas Party
Saturday, December 11, 2010 from 12:00 to 4:00 at the Churchville Rec Center
 ***** Remember to bring a covered dish or desert to share *****

GENERAL CLUB NEWS...

The November meeting was called to order at 7:00 PM by Club President, Jim Snyder at the Churchville Recreation Center. The minutes are as follows:

1. The nominations for next year's officers are:

President - Jim Snyder
 Vice President - Scott Jordan
 Treasurer - Steve Snyder
 Sect'y / Newsletter - Bob Walker
 Safety Officer - Danny Bowman
 Member at Large - Tom Smith
 Member at Large - Tom Moyer

Please bring your [ballot](#) to the Christmas party to vote.

2. We presented the Christmas Raffle prizes. They are a ParkZone PNP Corsair, SeaGull Extra 300S .75 size and two Great Planes Flatout RC Universe Biplanes. Raffle tickets are available at the Christmas party.
3. Steve Snyder will order and bring one large lunch meat platter, one small lunch meat platter and the steamed shrimp.



2011 Christmas Raffle Prizes

If you have any questions regarding the minutes or contents of this Newsletter, please direct them to Steve Snyder, Ph 410-638-2895 or e-mail Steve@swanHarborRC.com.

Annual Christmas Party

The annual Christmas party is approaching rapidly. It is Saturday December 11 from 12-4. The club will provide drinks, steamed shrimp and sandwich platters. Please bring a covered dish....a salad, vegetable, dessert, chicken wings....you be creative.

Bring the wife, girlfriend or both, if they get along. Your kids and grandkids are welcome too.

Please bring your [ballot](#) to vote for the officers. [Click here for 2011 Ballot.](#)

The Treasurer will be taking your annual dues too. [Click here for 2011 Membership Application](#), please complete an application to ensure the club has accurate information.

The club will also do the annual airplane raffle. See the photo for the airplanes up for grabs. Please bring plenty of money. Even if you don't win, it is a lot of fun and helps out your club.

See you there....

The Old Days... Bob Walker

This month, let's go back into the files a little further. 1976 was only 34 years ago. Seems just like yesterday....

Yes, there was proportional radio back then. The Japanese brands had not yet stormed America, but they were here under some other names. MRC who is still around had the Mark V. It was a nicely made 5 channel with all NiCad batteries and 4 servos. Kraft, once one of the biggest brands introduced the KPT-7CS. Both the transmitter and receiver had modules to interchange among the 17 available frequencies. Those 17 included 5 on the ham band and a few on 27 MHz. Anyone remember 27 MHz? EK out of Texas was on its last breath and Ace R/C was actually going pretty strong with the Pulse Commander. This was a "small" rudder only radio for .010 to .049 airplanes and was less than \$100. It was proportional, but used an actuator, so the controls were always moving. The MRC, Kraft and EK? They were \$300-\$600. That was a lot of money 30 years ago.

ARF's were available back then, but they were expensive and poorly made. If you wanted to fly, you had to build. Top Flite had just introduced the P47D Thunderbolt. It had a 60" wingspan, used a .60 engine and cost a mere \$79.95. Sterling Models out of Philadelphia was selling the Waco SRE: a nice looking biplane for a .60 size engine and a 57" wingspan. The kit, which was probably pretty involved, was \$64.95

Believe it or not, there were electric powered helicopters with collective. But you had to build them yourself from plans and flying was barely beyond hover.

Current day manufacturers were advertising back then. Astro Flight was into electric planes using heavy NiCad's and sold some nice looking sailplanes. A 132" ASW-17 was \$80 for the kit. A 2 meter kit could be bought for under \$30. Sig, Du Bro and Sullivan were all around and are still going strong.



Scott's new 50cc Ultimate Biplane



**Bob Walker with the
Parkzone BNF's Bf109 and Extra 300**



**Willis Hall and
Parkzone Stinson**



Marvin with the Parkzone P51 Mustang

SAFETY REPORT....Bob Walker, Safety Officer

This month's issue of Flying Magazine has a few stories that apply to our world of model airplanes. Fortunately, these topics rarely lead to a death or serious injury as with the full sized planes. Several club members fly both human carrying airplanes and model airplanes and know the many similarities between the two areas of aviation.

First, was an article on engine out upon takeoff. The natural thing for both a pilot and r/c pilot to do, it turn around and return to the runway....and this is after a several second hesitation to realize the problem. Depending on altitude, this rarely works in either case. We have seen plenty of crashes at our field where someone has done the natural, tried turning the plane around, stalled and plane falls out of sky. As in the real world of aviation, the best and most survivable thing to do is keep flying straight ahead and try to find a suitable landing site. Fortunately, our choice is usually corn, soybeans or empty field. When you are on the runway ready to take off, stop for a second and ask yourself what you would do if the engine dies. How high do you need to be to turn around and land on the field?

Second, is a problem we see at our field several times a year: trying to fly with reversed control surfaces. The article was about an elderly plane builder who did not like FAA inspections. He renovated a homebuilt airplane and just wanted to do some high speed taxing. The elevator controls were reversed and he did not check. As he pushed the stick forward to stay on the ground, he actually was giving up elevator, climbed a few hundred feet, stalled and of course crashed, killing himself.

Back in the "good old days" which may not have really been as good as we remember, there were no computer radios and no chance of being on the "wrong airplane." Of course, there were always people who would build an airplane and try to fly without checking anything over first too. The story here is to check all your control surfaces before every take off. It is actually a good idea to check everything before even trying to start the engine. Again, we have seen many people over a season who think the throttle is in idle, but is really on high, because of reversed controls or being in the wrong memory. With 10, 20 and even 50 memory radios, some people just use one radio and bring several planes to the field. A few seconds of checking can save an accident from happening.

Until next month....

ABOUT SWAN HARBOR RC....

Swan Harbor RC meets 7PM the second Thursday 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 2011 Membership Applications](#) is available on line or additional information can be obtained from Steve Snyder, 410-638-2895, Steve@SwanharborRC.com.

CALENDAR OF EVENTS

Dec 11, 2010	Club Christmas Party, 12-4, Rec Center. Put it on your calendar.
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Archives:

[Past Newsletters](#)

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