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THE DEAD STICK FLYER

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The Newsletter of SWAN HARBOR RC

January 2011

www.SwanHarborRC.com



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**Club Meeting at the Churchville Rec Center, Thursday, Jan 13, 7PM.
Bring something for show and tell. b>**

GENERAL CLUB NEWS...

The 2010 Swan Harbor Christmas Party was held Saturday December 11 at the Churchville Rec Center. We had one of the largest turnouts in recent memory. The club provided two deli platters and steamed shrimp. The members (and their wives, girlfriends, etc) did a great job at providing salads, chili, desserts and other snacks. Dale Davis got the Bel Air Bakery to make a cake with the Swan Harbor logo.

As has been a club tradition for a number of years, we had a product raffle. This year, it was four airplanes purchased from Hobby Works in Bel Air. They included a Seagull Extra 300 for .75 engines, a PNP Parkzone Corsair and two Electrify Flatout Biplanes.



2010 Christmas Party

Cecil Davis took home the Extra. Gary Gunter who could not make the party gave his tickets to Scott Jordan who picked the Corsair in Gary's behalf. The Flatouts were won by Bob Steininger and Joanne Ruppel.

Steve Snyder built a new ticket mixing machine for the event. His daughters did a great job of selling the tickets. Once again, the club made a slight profit on this popular event.

Many thanks to the many people who made this an enjoyable event.

If you have any questions regarding the minutes or contents of this Newsletter, please direct them to Bob Walker.

MEMBERSHIP RENEWAL...

We're taking applications for 2011. Don't forget, the deadline is March 31. If you don't sign up by then you'll have to rejoin as a new member and pay the initiation fee again. You can pay your dues two ways, first come to the next meeting and pay there or if you can't make the meeting simply printout the [membership form](#) and mail it to Steve Snyder (address is on membership form). He'll mail back you membership card.



**Samantha and Stephanie
selling raffle tickets**



Scott Jordan collects Gary's Corsair



Joanne wins a Flatout



Swan Harbor RC cake



Cecil Davis wins Extra



Bob Steininger wins a Flatout

The Old Days... Bob Walker

Let's turn the clock back to April of 1982. That was almost 30 years ago.....what was happening in the hobby back then?

Remember Byron Originals? They just released the "improved" 1/3 Scale Pitts Special. This was a high quality kit that was a mere \$292.80. This took a Quadra engine. Byron also had a 1/7 scale A-4 Skyhawk, powered by a Byrojet....a ducted fan engine. The plane was also \$292.00

Hobby Lobby had a series of Telemasters. The Senior Telemaster had an 8 foot wingspan and was "on sale" for \$99.00. And some things change very little. Sig was advertising a 1/4 scale Piper J3 Cub kit for \$169.95. I think these kits are still under two hundred bucks.

Futaba was advertising the 7FG/K. This had 3 dual rates, mixing, servo reversing and ATV, all for under \$400. Other radios being advertised were Litco, Cirrus, World Engines and MRC....all long gone.

Great Planes who still makes kits was advertising a series of quarter scale planes. These were for .90 engines or Quadras....these were popular back then. The kits were a Corbin Ace, a Cap 20L, a Cosmic Wind racer and a Rearwin Speedster. By the way, a Quadra was about \$160.

Back then, OS engines were distributed by World Engines. They just introduced two new four-cycles: The OS 40 and OS-60FS. Don't know if you saw recently, but Webra engines in Germany just went bankrupt. But almost 30 years ago, you could pick up a .40 RC Blackhead for under \$60 and a .61 RC Blackhead for less than \$65.

Yes, we had both electric planes and RC helicopters back then too. Kalt and Schluter were advertising aerobatic choppers. They were using collective pitch too. Leisure Electronics was advertising a flight system that would last for up to 13 minutes of flight time. Performance was probably not that great since 6 C-sized NiCds were used.

Tower Hobbies was just getting started back then. Their two page ads had lots of big print emphasizing prices, selection and easy ordering. Back then you could get a Tower 4 channel radio with 4 servos for \$150. A .40 size Top Flite Headmaster was \$36.98

Chuck Foreman was our District IV Vice President in the AMA back then. Under his "What's Happening in District IV report" he mentions the Sunday Flyers. "This club received five plaques from AMA to be presented to those who had supported the club effort to establish a flying site at the Treatment Plant. During the summer, Tom Obringer and George Hamel presented Congressman Long his plaque and George presented Lou Depasso his at a club meeting. On December 16 (1981) Tom Obringer and Bill Sholly presented the remaining three plaques, one each to Mayor Schaefer, City Councilman Walter Orlinsky and Gerold Winegeart, Manager of the Back River Waste Water Treatment Plant."

Those 29 years sure went fast...



Joe's new E-Flite YAK

SAFETY REPORT....Bob Walker, Safety Officer

Winter is here for the next 3 months and that means little flying time. If you received an indoor helicopter or simulator software from Santa, you can keep some of your skills up. There will be a few diehards out at the field this winter. At least electric planes are easy enough to just toss in the car or truck when you have had enough.

But, back in the workshop are your batteries. Are you ignoring them this time of the year? This is a subject we revisit several times a year. Remember, batteries are usually the number one reason for a non pilot induced crash.

Once again, if you have a battery recycler or got one from Santa, things will be easier. I keep many of my batteries on a trickle charge all winter long. It remains a good idea to cycle your batteries each month. When the capacity reaches 70% of the stated value, it is time to toss them. For example, if you have a 1000 mAh battery and the cyclor repeatedly says it is now less than 700 mAh, it is time to go shopping. You don't have a cyclor and don't know the capacity after a charge? Your plane is living on borrowed time.

Some transmitters have a diode in the circuit and can not be discharged by a cyclor. If that is the case, you need to remove the battery and hook up another way. My Airtronics RDS8000 has a diode. So I move the battery to an old Airtronics Vanguard diodeless transmitter to get around this problem.

Think about it....you probably have many other batteries too. The 1.2 V glow starting battery needs to be charged up several times over the winter. Technically, this is not a battery since it is one cell....two or more cells make a battery, but that is another story. I have nickel cadmium batteries in my Sullivan starter.....don;t forget them. How about those ignition batteries in your gasser? Take the old batteries out of your tach and put a fresh set in at the beginning of the next flying season. If you are into electrics, keep them exercised too, but what about that big car battery you use for field charging?

One other thought....if you are flying during the winter, propellers are even less forgiving on your frozen fingers. We all seem to move slower when cold so please be careful. Only a little over two months to the Lebanon show and the days are slowly getting longer. See you at the next meetingg

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.

Jan 13, 2011

Swan Harbor RC Club Meet. 7PM Churchville Rec Center.

Mar 12, 2011

Lebanon Swap Meet. Doors open at 9:00 AM. Tickets are available in advance. See <http://www.cpa.us/> for details.

Archives:

Past Newsletters

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