

AMA Charter No. 2940

**THE DEAD STICK FLYER**

Havre de Grace, MD

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**The Newsletter of SWAN HARBOR RC****July 2011**[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

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

410-256-3299  
 443-417-6472  
 410-838-3532  
 410-638-2895  
 410-272-4251  
 410-272-0116  
 410-734-7298  
[steve@SwanHarborRC.com](mailto:steve@SwanHarborRC.com)

**Next Club Meeting is at field on July 14, 2011 at 7:00 pm  
 Come early and eat some hotdogs and fries.**

**GENERAL CLUB NEWS...**

The June 9, 2011 meeting was called to order by President Jim Snyder. There were 17 members present for the meeting at the Swan Harbor field. Hot dogs and hamburgers and cheeseburgers were cooked on the club's new gas grill provided by Dale Davis.

**Old business**

1. Tom Insley will get someone to move Achilles' shed to the field in the next week or two.
2. The June 4 Open House was a great success. Cars covered the parking area with flyers and spectators. After all expenses were tallied, the club made about \$100.
3. There were 69 members signed up at the time of the meeting.
4. No financial report
5. The tall grass surrounding the field will stay to stop runaway airplanes



Swan Harbor Picnic flight line

**New Business**

1. Dale Davis waxed the lawn mowers
2. Harford County provided new picnic tables.
3. A motion was made and passed to purchase club logo hats and authorized \$180
4. Cory G offered to provide new comers helicopter training and will provide a lesson syllabus

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



Cliff and his Skywalker at Swan Harbor Picnic



Gene Clark and Super Cub at Swan Harbor picnic



Dale Davis and Diamond 2500 Glider



Tony Martin and his new Sebach Electric



Gary and his Russian? plane



Achille's E-Flite Apprentice Electric using a Spektrum DX5

### July 2011 The Old Days... Bob Walker

What was going on in January 1986? About that time, our present club was just beginning. It was called the Harford County Model Operators Association or something like that. Most of the checks for dues were made out wrong since most could not remember the name of the club let alone write it. The club started out

at the Tollgate Landfill after it broke off from the "543" club, but that is another story.

In radios, "1991" was closing in. This was the deadline the FCC gave the AMA to switch over to the "new" frequencies. In 1986, Airtronics was already advertising their 1991 ready narrow band receivers. These operated at 20 KHz separation which made 50 channels possible. Before that, we had only about 8 channels..... One could by a Futaba "wideband" 4 channel Conquest for a mere \$100.

RC World in Florida had competed Phase I. You could by a 3 bedroom condo near the field for only \$70,000.

Kits were still king in 1986. Pica had a really nice 1/5 scale Cessna 182 with a 86" wingspan. Ace Radio Control had kits for the 4-40. The 4-40 kit was \$54.95. Top Flite was advertising the Elder...a WWIish trainer for .15 engines. Carl Goldberg had the Eagles: Eagle 63 and Eaglet 50, both trainer kits. The .63 used a .40, while the Eaglet could use a .09-.25. You don't see too many engines that small anymore, but those sizes were common at the time. Coverite, who still sells covering material was in the kit business too with several Gee Bees, Art Chester Jeep (terrible kit, I had one...bw) and the Black Baron Special. The Black Baron kit was \$79.95.

Building from plans was still big too. The 4-60...later another Ace kit was featured on the cover of the January issue of Model Aviation and was a construction article. Another construction article in that issue was by my father, John Walker on how to construct identical fuselage sides and showed this technique with a Fokker D-7.

Electrics were catching on, even though most were still using heavy nickel cadmium batteries. Keystone RC just had their 6th annual fly in north of Philadelphia. No bind and fly back then. GMP (Gorham Model Products) had the Cobra helicopter. They claimed it was the #1 heli in America. It could be flown with a .40-.60 engine and had collective pitch. Schluter helicopters were popular too with the Heliboy, Miniboy and Heli-Star. These were \$300-\$400

Sachs engines were pretty popular gas engines from Germany. They were in sizes from 3.1 to 4.2 cu in and were about \$300-\$400. Another gasser was the Maloney 100. This was sold through World Engines, a large distributor at the time. It was \$179. OS, Super Tiger, Enya and K&B were the typical glow engines for the time. Enya and OS had several sizes of 4 strokes.

Doug's RC in Waldorf, MD and Indy RC were multipage advertisers in the magazines for mail order. McDaniel R/C glow starters, Dave Brown Six Shooters and Goldberg field boxes were all popular items and still are. Sullivan had recently introduced the Dynatron starter and was being advertised in full page ads in color.

If you are reading this, you must have old photos of you and your planes of old. I will start boring you with photos of my planes and me if you do not send me some of you.....so scan them in and email to Steve or me.

Until next month.....bob

## SAFETY REPORT....Bob Walker, Safety Officer

Gary Gunter said it was OK to write about this. He almost had a serious accident a few weeks ago. He was starting a plane at home and had it tied to his truck. Evidently, he kept backing up the plane without noticing. The rope became slack unbeknownst to Gary. When the engine finally started, the plane jumped forward and cut his hands bad. He needed stitching and bandaging, but after a few weeks, he is again stitch and bandage free. It could have been much worse, since Gary's planes and engines are....big. It did get his hand surgeon interested in our hobby though so something good may have come out of this.

This has happened at the field several times over the years and can happen with the hold downs we currently have at the field. It bears repeating.....always make sure there is no slack when using a rope or hold down. The plane jumping unexpectedly forward even just an inch or two can cause damage to you.....or your parts.

If there have been any other close calls at the field, I have not heard. Again, please do not taxi your plane out if someone is standing there flying. If your plane gets away, the person flying has no defense. Same with taxiing back in. Planes do get away with unintentional throttle up or whatever....it has happened over the years.

Safety takes many forms. The new picnic tables were covered in bird droppings from where ever they had been stored. Special recognition should go to Marvin Tedrow for bringing out a bucket of soap and water and scrubbing the table tops.....thanks Marv.

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](mailto:Steve@SwanharborRC.com).



Gary Gunter and Sbach

July 14, 2011	June club meeting at the field
July 13 -17, 2011	Warbirds Over Delaware <a href="http://www.delawarerc.org/warbirds">http://www.delawarerc.org/warbirds</a>
Aug 5-7, 2011	Wings over Piper <a href="http://www.wingsoverpiper.com/">http://www.wingsoverpiper.com/</a>

Archives:

Past Newsletters

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