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THE DEAD STICK FLYER

Havre de Grace,
MD

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The Newsletter of SWAN HARBOR RC

February 2011

www.SwanHarborRC.com



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**Club Meeting at the Churchville Rec Center, Thursday, Feb 10, 7PM.
Bring something for show and tell.**

GENERAL CLUB NEWS...

The January 13 meeting was called to order by President Jim Snyder at 7:05 pm. The meeting was held at the Churchville Rec Center. The minutes are as follows:

1. Treasurer Steve Snyder gave the financial report for the club. About 30 member are signed up for 2011. The last date to pay dues before an added assessment is March 31.
2. There was no December meeting as it was replaced by the Christmas Party and election of officers.
3. Under new business, it was proposed that we continue with an Open House in June and have a club picnic in September. Dates will be determined in the next month or two.
4. It was reported that Club Member Dave Yeakel is home recovering from surgery.....Tom Smith has been looking for Dave's fly away plane, but no luck yet.
5. Gary Hershberger is working on two winter projects: a F6F Hellcat and a Tigercat that is almost complete. Gary got into the field New Year's afternoon and was the first to fly in 2011.
6. At Show and Tell, Steve Snyder exhibited his new Parkzone P-47 with retracts and flaps. He



Scott Jordan's Bad Bear canopy

was going to try it New Years Day, but the gate was locked. Scott Jordan brought his T Rex 700. It had an airbrushed canopy that took 16 hours to paint. This was done at Mark Brown studios and had a Bear theme.

- The meeting was adjourned and about 13 members continued the airplane talk at the Campus Hills Wendys.

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.



Steve's New P47

10 years ago there were still many kits on the market, but the higher quality ARF's were moving in. Midwest was still advertising their kits back then too.

Magazines had full page ads for Enya engines, Magnum 4-strokes and the new OS .91FX. There were Webra's and Moki's, both now gone. 3-W was advertising gas engines, along with First Place.

In the world of helicopters, there were specialized mail order houses such as HeliProz and Helicopter World. Popular helis

January 2011 The Old Days... Bob Walker

This month, let's just go back 10 years. Most everyone in the club flying can remember 2001.

In February 2001, Radio Control Modeler Magazine was still in existence and still one of the premier magazines for radio control airplanes.

Hangar 9 was advertising a 78" Edge 540 for 1.20 engines or a Saito 1.80. The Russian built MDS 1.48 was also being advertised for planes of this size.

Sig had an arsenal of ARF's for large nitro engines or gas: the Extra 300 (Danny Bowman had one up until recently), the CAP 231 and Sukhoi SU-31.

JR was advertising new digital servos. 10 years ago, many digital servos were still near \$100. Futaba was advertising a 9Z WC2 9 channel radio as the most advanced in the world. The transmitter alone was about \$900 at Tower.

Top Flite brought back the Contender with a special 30th Anniversary Edition. This kit for .40-.60 sized engines sold for about \$90. Just

were made by Century, JR, Kyosho and Hirobo.

Just 10 years ago there were no 2.4 GHz radios or LiPo batteries. Just imagine what the next ten years will bring.

SAFETY REPORT....Bob Walker, Safety Officer

Electric planes are becoming more and more popular. They are great for winter flying since there is no mess. Just plug in the battery, fly and jump back in the warm car. The next nice day, people will be trying to fly their new electric planes. Like any other plane, think first and save a trip to the emergency room.

Most electrics obviously have propellers like our glow and gas planes. But there is one more safety issue lurking with electrics.



Parkzone P47 with retracts and flaps

Back in the old days of electrics, many planes had an arming switch or a slide switch wired in for safety. When it was time to fly, the final connection was made and the current could flow. All the planes I see at the field, including all my Parkzone planes have no such arming switch. Which means the motor is live with just the bump of the throttle. The current crop of planes have very powerful motors and batteries. If you try to slow down a motor by putting a finger in the propeller, the electric motor will draw even more current to overcome the resistance. So an electric motor can be more dangerous than a glow engine of similar size. Electrics can do a good job of chopping up fingers.

My Airtronics RDS8000 has a useful safety feature. If the throttle stick is not pulled all the way back, an alarm will go off when the transmitter is turned on and the radio will not work. I am sure all the Airtronics 2.4 GHz transmitters have this feature. My Spektrum Tx does not have this feature and many at the field are using these. I don't know about Futaba.

The point of all this is to practice safety with your electric. Check the throttle position on your transmitter before plugging in the airplane battery. It is a good idea to physically pull it back to idle to make sure. When plugging in the battery, do not be reaching over the propeller and once plugged in, carry your plane keeping the prop away from you in case the throttle is accidentally bumped. Same thing once you have landed. Stay away from the prop until the battery is disconnected.

That's it for this month. Have fun and fly safe.

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.

Feb 10, 2011	Swan Harbor RC Club Meet. 7PM Churchville Rec Center.
Feb 12, 2011	Westminster Aero Modelers 22nd Annual R/C Airplane Flea Market. Opens to public at 9:00AM. Contact Paul Schaffner 410-429-1911 Jim Hodges 410-596-3052. See flyer for details
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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