

AMA Charter No. 2940

# THE DEAD STICK FLYER

Havre de Grace, MD

Volume 22, No.08



## The Newsletter of SWAN HARBOR RC

[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

August 2011

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**Next Club Meeting is at field on August 11, 2011 at 7:00 pm  
Come early and eat some hotdogs and fries.**

### GENERAL CLUB NEWS...

The July meeting was called to order by President Jim Snyder at 7PM after a hearty meal of hotdogs, hamburgers, french fries and various drinks. The was discussed:

1. Jim expressed his appreciation, as do we all, for the exceptional maintenance of our flying campus and thanked those responsible (mainly Marv and Dan).
2. It was decided to wait on the replacement of the shed until we can better organize our plans.
3. Our membership is at 73, very good.
4. Dale Davis will get member hats and T-shirts. Hats will go for \$15 and T-shirts for \$13. 6.
5. It was agreed that Stan Wilson, who mainly resides in the Arctic should be allowed to fly free for a few weeks a year. Stan's a good guy and always helps out when he's in the mainland.
6. We welcomed a new member, Dr. Ramon DeJesus. Gary Gunter gets the credit for recruiting him. See the story in this Newsletter.
7. The Club picnic is set for September 17.



**Dale's new project! Doesn't fly but sure looks Cool.**

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

### New Member Story...

#### IS THERE A DOCTOR IN THE HOUSE?

Dr. Ramon DeJesus was welcomed into our Club at this July meeting. Ramon is a hand and plastic surgeon



**Dr. DeJesus and Gary with the Electric Ugly Stick**

but not all.

One of my all time favorite issues was January 1967. It was only 50 cents for the issue. One of my favorite model designers was on the cover....Ken Willard with two versions of a plane called the Shearwater. This was an R/C seaplane that was very easy to build from the plans. I think my brother Richard built one if I remember. Ken Willard was into designing many of the smaller planes of the times and many became kits. His planes were usually for .049-.15 engines. Those were very popular sizes in the 60's. The Shearwater article showed one version using an escapement and the second with Airtrol galloping ghost. Raise your hand if you remember those radios. These were affordable to the average person and kid like me. Actually \$100 was sort of expensive for the time but the proportional radios that were just coming in and were \$300- \$500.

Most of the radios back then were made in the USA. Actually, a lot of stuff was made in the USA then, but that is another story. Available brands were Micro Avionics which was digital as were Proportional Control Systems, Bonner, Galatron, F&M, EK, Orbit, and Kraft. The Heathkit systems were available to build as was the Digitrio kit from World Engines. I mentioned galloping ghost earlier (an actuator that wagged back and forth) and these units were sold by Controlaire, Citizenship, Rand, etc. All these names are long gone, but in 1967 were all great product names. There is a coupon missing from this issue. I cut it out and sent in \$11.95 to a company called Otarion for a receiver I could use with my escapement. One used a little tuning wand to tune a coil to a 27 mHz transmitter. Mine was a Futaba with one button.....rudder. One beep for right. Two quick presses for left. That is what some of us had. Sort of like being poor but not knowing it. The planes flew and we did get them back.

Glow engines were Veco's, Super Tigers (Italian made), Enya, Webra and O.S.

Popular kits of the time were made by Carl Goldberg. A Junior Falcon was \$4.95....I had one....my first plane. The Falcon 56 was \$11.95 and the Sr. Falcon was \$22.95. Midwest had the Tri-Squire, Lil Tri Squire and the Sky Squire. These were \$8-\$23. Sterling had the Minnie Mambo (I had one), Mambo Trainer, Mambo Special and Mighty Mambo. Note that each manufacturer had a theme.....

Sorry....no helicopters back then. But Du-Bro and Sig were advertising. A sheet of 26" X 36" Monokote was \$3.50. It was not Super Monokote. You peeled off the backing and positioned it over the wing and ironed down. 9 colors too.....believe me, it was not that great. That is why everyone was using silk and dope. I could write more, but that is

specialist.

Gary Gunter, as most of you know by now, had cut his hand rather badly a few weeks ago. He ended up having Ramon patch him up. As he worked on him, Ramon asked how this came to be. Gary told him that he was in a radio control flying Club and hurt himself with the prop. Ramon said that he always wanted to get into flying but never had the time. Gary invited to come out sometime.

At the meeting who should show up but Ramon in his scrubs and baseball hat and Gary carrying Ramon's electric plane. Gary was teaching him to fly. Ramon looked like he was really getting into it.

(What is the most common injury at the field? Is this fortuitous or what?).

#### **August 2011 The Old Days... Bob Walker**

Raise your hand if you remember Radio Control Modeler Magazine? It has been gone for a few years, but in the 60's, 70's, 80's and 90's it was the premier R/C Magazine. The print quality of the magazine was superb and they had great looking women....I mean airplanes on most covers,

what was happening in this hobby in 1967.

Until next month.....bob



Driver's door



Hood of Dale's New Aircraft Carrier



Scott rejoins after a few years off.  
Starting back in with electrics

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

This year there are more electric airplanes than ever before at the flying field. It seems that every month, Parkzone or E-Flite or some company comes out with even better or more exciting models. I have not heard of any accidents at the field this year, but the potential exists. The electric motors are very powerful and spin that prop pretty fast. It seems like there should be an on/off switch to keep the motor disarmed until ready to fly. Most do not. I guess it saves a few pennies. The point is: the same as with a glow engine....keep out of the arc of the prop. It is easy to

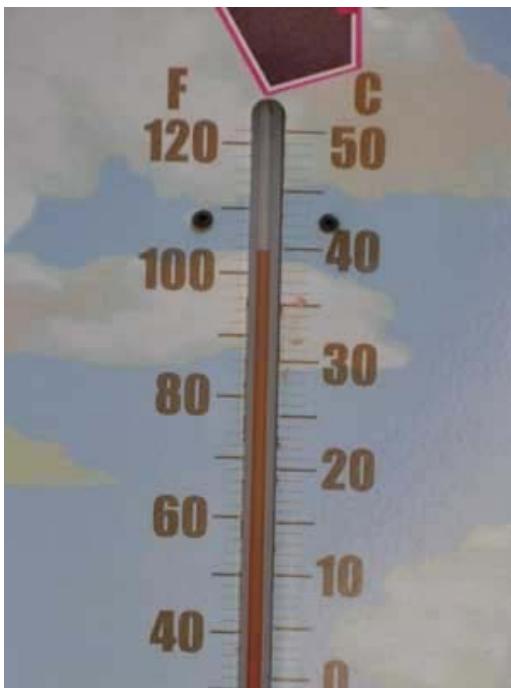
"accidentally" bump the throttle and get a serious cut. Accidental throttle bumps happen as we all know and why one should not taxi in the pits. We have all seen it happen every season. Anyway, always make sure the throttle stick is in the idle position when hooking up the battery and beware of the prop until the battery is disconnected. Get in the habit of never reaching through the prop.

Speaking of the hot weather, the field thermometer has registered over 100 degrees in recent weeks. Every one knows they must be hydrated during the summer, but on the hot days remember to bring a big cooler or jug of water. The big burp soda from the local fast food store will not cut it if you are out there several hours. Don't want anyone passing out from the heat.

If you have any safety issues you would like discussed, just let me know. My email is [boxwalker@aol.com](mailto:boxwalker@aol.com)

#### 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@SwanharcRC.com](mailto:Steve@SwanharcRC.com).



Thermometer at the Field

Aug 5-7, 2011	Wings over Piper <a href="http://www.wingsoverpiper.com/">http://www.wingsoverpiper.com/</a>
Aug 11, 2011	June club meeting at the field
Sept 17, 2011	Fall Club Picnic

Archives:

[Past Newsletters](#)

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