

AMA Charter No. 2940

**THE DEAD STICK FLYER**

Havre de Grace, MD

Volume 22, No.03

The Newsletter of SWAN HARBOR RC

March 2011

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

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

**GENERAL CLUB NEWS...**

Meeting President Jim Snyder called the meeting to order February 10 at 7:07 pm at the Churchville Rec Center.

1. 16 members were present.
2. Treasurer Steve Snyder reported 37 members have paid their 2011 dues. After the end of March, members will be required to pay the initiation fee and tractor fee to rejoin.
3. The Snyders attended the Harford County Parks and Rec meeting the night before. We were invited to exhibit a float in a local Mardi Gras parade. We decided to pass.
4. No report on the tractors. Stan Dill is to fix a flat tire on one.
5. Danny Bowman reports the field is still there.....snow covered for most of the winter.
6. We will have our annual Spring Fly In on Saturday June 4.
7. Steve Snyder discussed possible FAA rules for model airplanes.
8. There were several new planes at the meeting:
  - Gary Gunter brought a beautiful MSXR by Peak Models. DLE 30 for power and weighs 10 lbs.
  - Scott Jordan showed his Ecureuil helicopter. This had a Raptor 50 underneath. Scott also had a T Rex 250 EX electric using 3 cells.
  - Bob Steininger showed Cecil Davis' FHX combat helicopter.
  - Gene Clark showed his Mid Wing Special made from a PA18 Super Cub.
  - Steve Snyder exhibited his Evader made by GP. This is an electric ducted fan that will fly over 100 mph. It is bungee launched.
  - Ron Lazarr reported he is building a 120" Piper Pawnee made from Wendell Hostetler plans. It will use a DLE 55.
9. The meeting was adjourned and everyone headed to Wendy's



Gary Gunter's MSXR powered by DLE 30

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

**MEMBERSHIP RENEWAL...**

Remember 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 Snyder's Evader



Gene Clark's Midwing Special



Scott Jordan's Ecureuil and T Rex 250 EX

**January 2011 The Old Days... Bob Walker**

1983 was a good year if I remember. The Orioles won the World Series in five games over the Phillies....Joe Altobelli was in his first year as Oriole manager and both Cal Ripken Jr and Eddie Murray were rookies.

In the world of Radio Control, most people were still kit building. You could buy a F-86 Sabre Jet from Byron for about \$250, but needed the Byrojet ducted fan and a hot .60 engine for power. Carl Goldberg was advertising the Eagle 63, Skylark 56 Mark II and Falcon 56 Mark II. All three were about \$60. Sterling Models was still in business selling scale kits. Midwest, no longer in the kit business, had the Super Sweet Stik 60 for \$80. Great Planes had not been in business too long, but they had a series of Trainers in .20, .40 and .60 sizes. Anyone remember Andrews Models? A-Ray, H-Ray? They were still in business too, but now long gone.

Radio manufacturers included Airtonics, Futaba FG series, and Tower Hobbies. Circus Hobbies of Las Vegas was in the market to. They were advertising the Century VII which was made by JR. They ranged in price from \$99 on up to \$500. Also still around were Cannon and Ace...both made in the USA.

And yes, we had helicopters...there was Kobe Kiko who made a nice looking Hughes 300 using an Echo 20 gas engine and 56 inch rotor blade. Litco had a bizarre looking heli called the Critter. This was a .25 size and had a gyro. Other helis were made by Schuter, Kalt and Gorham. The Gorham ads show a .40 sized copter flying inverted Enya was advertising a .35 engine that flew two planes strapped together.

There were Picco engines, Webra, Rossi, Moki, K&B and Cox. A Quadra Q50 was \$250. Monokote, Coverite and WorldTEX were covering materials. We were all ironing back then.

If you have photos of you and your planes more than ten years ago, feel free to scan and send to Steve or me for one of these articles.

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

When you are reading this it will only be a few more weeks until Spring. The Lebanon show means flying weather is not that far away. So do not wait until the last minute to do your winter maintenance. Or you will be out watching others fly.

We talk about batteries all the time. Charge them up, put on a cyclor and buy new ones if necessary. If you have abused them over the winter, you may be buying more. If you do not have a cyclor, charge up the transmitter and plane and while you are watching American Idol or something, turn both on and move the sticks around. If you do not get a hours worth of "flying" time, you need batteries.

This is also a good time to check over your airplanes. Those winter gremlins probably visited while you were sleeping and loosened things up. Check all your clevises and make sure there is still a piece of tubing around them so they don't pop open while flying. Check the servos....are they still in tight? Did glue loosen and leave the servo tray unconnected to the plane? Is your plane hanging on the wall nose down? If so, you may need a new stopper. That left over fuel sitting on the stopper is hardening it up and will leak sooner or later. Now is a good time to check and replace old fuel lines. Easier to do at home than at the field. If you have a cowled engine, take the time to remove the cowling and check everything out.

Retighten all the screws and bolts. Those gremlins loosened some up. Pull on all the pushrods to make sure they are tight. Now is also a good time to see if you have bandages in your car. You know you will need one...or two, sooner or later.

If you did your winter checking, your plane will be ready to spring into Spring.....

#### 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).



Bob Steininger with Cecil Davis's  
FHX combat helicopter

March 10, 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 <a href="http://www.cpa.us/">http://www.cpa.us/</a> for details.

Archives:

[Past Newsletters](#)

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