

AMA Charter No. 2940

THE DEAD STICK FLYER

Havre de Grace, MD

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The Newsletter of SWAN HARBOR RC**September 2011**www.SwanHarborRC.com

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******* Meeting Canceled due to weather *******

This meeting will held during the club picnic on September 17, 2011

******Remember******

Club Picnic on September 17, 2011

GENERAL CLUB NEWS...

The August meeting was called to order by President Jim Snyder at 7:05 pm at the Swan Harbor flying field. After a low cholesterol, sugar and salt meal of hamburgers, hot dogs, fries and brownies, the following was discussed:

1. Treasurer Steve Snyder reported that we have 75 members.
2. Dale Davis was going to order hats, but they have not yet arrived
3. The flying field still looks great and the people who do the mowing and maintenance do a superb job
4. A recent storm tore up one of the tarps. It was replaced with a new one. Two more new ones are in shed along with 200 of the bungees.
5. Steve and Jim Snyder attended the Wings over Loch Haven event. Friday was a great day for flying, then Saturday and Sunday were wash outs.
6. Member Gary Hershberger was in University of MD Hospital for surgery. Members signed a get well card and hope he can get some more flying in before the cold weather sets in.
7. Steve Snyder received an email from Karen Green of Harford County, stating that the Churchville Rec Center will no longer be available on Thursday nights due to budget cut backs. The members voted to move the meeting to the second Tuesday of the month which will be available.
8. Club Picnic is Saturday September 17. Food will be available free to members and their families.
9. Danny Bowman proposed a crabfest at the field sometime in September, maybe the 13th.



Scott's Trex 700E with a custom canopy painted by Mark Brown Studio's

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

September 2011 The Old Days... Bob Walker

Let's go back 26 years ago to 1985. Ronald Reagan was sworn in for his second term as President. The 49er's beat Miami in the Super Bowl 38-16. The song "We Are the World" was recorded; New Coke was introduced--- and got a big thumbs down; Christa McAuliffe was named to be the first teacher to fly on a Space Shuttle. In electronics, the Commodore Amiga was introduced; the first Nintendo Entertainment System came out and we had Window 1.0. Wow.

Our hobby was very exciting too. Satellite City was advertising that their CA adhesive "Hot Stuff" was used to build the Voyager....the first airplane to fly around the world non-stop and flown by Jeana Yeager and Dick Rutan. Hot Stuff was the most popular CA at the time and revolutionized model building.

Airtronics was into kit building and was advertising a plane I always wanted to build....the Jetfire .40. It was a high-wing jet-looking plane. They also had the New Era .20 and .40 which I did build. The Airtronics kits were extremely high quality and the planes flew great too.

Du-Bro was advertising new wheels for ¼ scale Piper Cubs and a new inflatable tire. Pacer Technology had their brand of CA glue called Zap to compete with Hot Stuff. Other building materials of the day were Perfect Paints and Coverite Black Baron paints

Fuel manufacturers were S&W...did not realize they have been around that long, Sheldon's fuel, Sig Champion fuel and Red Max.

There still were not many ARF's. You pretty much had to build if you wanted to fly. Carl Goldberg had the Gentle Lady Sailplane, Eagle 63 and Eaglet 50. All great first planes. Hobby Lobby was advertising the Telemaster 40 for \$59.50. Their line was "If you could only have one RC airplane TELEMASTER 40 should be the one." Great Planes had the Trainer 20, 40 and 60. Sig introduced the Morrisey Bravo. This was a ¼ scale plane for a 2-3 cu in engine and had a 86" wingspan. The kit was \$249.95. Pica had 1/5 scale planes such as the Aeronca Sedan 15AC and WACO YMF-3.

There were some pretty nice radios in 1985. Futaba had two new PCM radios: the 8SGA and 8SGH. The "A" was for airplane and "H" was for heli. They were programmable, but everything was done by switches and little potentiometers. Don't lose that little screwdriver for adjustments. No software in radios in 1985. Kraft, one of the famous names of the time had the KP7KB. This had servo reversing and servo travel, again by switches and little potentiometers. I think this Kraft was made in Japan and Kraft was on the downside of business.

Helicopters were in full swing but sort of rare sites at the flying field. The GMP Cobra could fly inverted. GMP also had a new Jet Ranger flown with an OS .50. Doug's Hobby in Waldorf also had Schuller and Kalt helicopters

Engines were OS, K&B, Enya, Zenoah, Sachs, Quadra, Super Tigre, Fox, Cox, Como, Tartan, Rossi, HB, Picco, Cipolla and OPS. How many of these are still around?



Dale Davis and USAF T-28 Mentor



Steve and a micro Corsair



Tom Insley and new profile plane



Scott Jordan and new Addition



Herman Reichert with new Yak



Gary Gunter with another new Yak

SAFETY REPORT....Bob Walker, Safety Officer

While working on the Old Days article for this issue, I noticed in the April 1985 issue of Model Aviation, there was a monthly column called "Safety Comes First" and written by a John Preston. You would think we would learn after all these years, but we still have many of the same safety issues.

The AMA declared May 1985 as Model Aviation Safety month. Evidently they were processing a lot of insurance claims, mainly from propeller accidents. John Preston's article told the story of a flyer who ended his modeling and guitar playing career. He accidentally reached through the spinning prop of an idling engine and permanently damaged his hand. The engine was a .40 and it was a 10-6 prop.... Note again, that the engine was idling. We won't go into the accidents at our field, but imagine reaching into the arc of a 20 inch spinning propeller on a big gasser. We just can not emphasize enough the importance of thinking as you remove a glow driver, reaching for the transmitter etc while the prop is spinning.

The second topic of his safety article dealt with the new CA adhesives. We don't hear too many stories nowadays, but back then it seemed everyone had a story on how they glued something to themselves and had to figure out a way to remove from their skin. Maybe people just keep it a secret now or are smarter. The other part of the CA story was how people had clogged bottles and squeezed as they were looking toward the top. The clog dislodged and people got a face or eye full of CA requiring a trip to the Emergency Room.

One other thing to note this month. There have been some forums on RC Universe about antenna orientation with 2.4 GHz transmitters. Rather than start a debate, check the manual that came with your transmitter and heed the manufacturer's advice.

Only a few more weeks of summer so 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.

Sept 8, 2011	September club meeting at the field
Sept 17, 2011	Fall Club Picnic

Archives:

[Past Newsletters](#)

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