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THE DEAD STICK FLYER

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The Newsletter of SWAN HARBOR RC

April 2012

www.SwanHarborRC.com

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ATTENTION

**Club Meeting, Tuesday, April 10, 7PM, at the Rec Center in Churchville.
This is your last chance for Show and Tell this season. Let's make it a good one.**

GENERAL CLUB NEWS...

President, Scott Jordan opened the meeting at Wendy's 7PM . There were 15 members present.

- The Port-a-Pot will be in place from April to October.
- The pattern fly that had been planned for Spring has been cancelled.
- Ron Carpenter was inducted as a new member.
- Steve Snyder reports that we have 52 members signed up for next year.
- Our Fun Fly, open to all, is scheduled for June 2.
- Our Club Picnic is scheduled for September 22.
- Scott has cleaned and tuned up both tractors for the new season.
- Dale Davis is researching a new flag pole and getting materials for our new chain gate.
- Some discussions were had regarding the drainage and landscaping of the field.

Any questions about the Newsletter can be directed to Achille Silvestri, Ph 1-410-838-6261 or axsilvestri@verizon.com



Our High-Tech flying Lloyd Young

HAVE YOU RENEWED YOUR MEMBERSHIP FOR 1012...

Remember, March 31st (extended until the April Meeting, April 10, 2012) is the due date to renew your membership. After that you have to sign up as a new member and pay the initiation fee again.

This year the club has voted to assess all members an additional \$50.00 to cover the cost of a new shed we plan to purchase in the spring. This means that the dues for 2012 will be \$100.00. We are now collecting dues. You can bring you payment to the next Club meeting or mail it to Steve Snyder, 800 Van Dyke Lane, Bel Air, MD 21014. If any of your information has changed please complete a [2012 Membership Application](#).

A VISIT TO LEBANNON...

Jim and Steve Snyder and Stanley Dill were peddling their wares. They seemed to have had a very successful day.

Achille Silvestri bought a Sensei trainer. We finally found out that Sensei means teacher in Japanese. A tidbit to enhance your conversations.



Jim Snyder selling at Lebanon



Stanley Dill peddling his wares



Achille Silvestri with his Sensei trainer



Bob Walker with the Yak 54

FROM THE PITS...

How is this for hi-tech. Lloyd Young was flying a Parkzone Radian which he had connected by GPS to a ground station. With this setup Lloyd was able to track the glider by the GPS with a video cam, relay the signal to a set of goggles that he wore and control the glider as if he were sitting in the pilot's seat. The video cam responded to servos which tracked the glider. Isn't that something!

Bob Walker was flying his Yak 54 Carbon Z by E-Flite.

THE OLD DAYS by Bob Walker

1989 seems just like yesterday. Intel came out with the 486 processor and the Exxon Valdez sprung a leak in Alaska. MGM studios opened at Walt Disney World. 1989 was two years away from the 1991 radios that the FCC required for our hobby that would open up many more frequencies.

On the August 1989 cover of the now defunct Model Builder Magazine was a painting of two interesting airplanes. The "Jeep" was being flown by Art Chester and was racing "Toots" that was piloted by Harold Neumann. The scene was at the 1936 National Air Race in Los Angeles. The Jeep was sort of a neat airplane. I kept the magazine as I always wanted to build one. Coverite did kit one designed by Harry Hafke and was for a .40 engine. I bought one and thought it was one of the worse kits I ever had. Nothing fit.. The plane flew terrible too, but I still have it and will try again one day. My Dad liked the Jeep too and build a rubber

powered version which I still have and have attached a photo.

But the 1989 magazine gives us a pretty good idea what was happening in the hobby back then.

In the airplane department, Sig had a full page ad for the new Four-Star 40. List price was \$69.95. Top Flite was into scale kits with the P-39, P-47 and F8F Bearcat. These were for .60 sized engines. Thorpe Engineering had an ARF called the Starhawk for .40 engines. This was billed as having replacement parts for easy repairs.

Futaba had two electric ARF's: the Professor and a Chipmunk. But remember, these were using heavy NiCds™. To go with the onset of electrics, Astro Flight introduced some chargers for large battery packs. No digital readouts.....they had analog needles. So did the World Engines Pro Charge which even came with a trickle charge.

Engines included Super Tigre, Saito, Webra (now gone), YS, OS, K&B, Rossi, Enya, Fox and Cox. The magazine had an article on a Cox Texaco .049 engine. This was still a popular class of small airplanes that used this engine with a large tank. .049 was actually still a popular size 20 years ago.

Airtronics was advertising their 1991 ready radios with narrow band and frequencies for 50 channels. Other manufacturers not advertising 1991 were MRC, Futaba, Polk, Cannon, Millcott and JR.

Yes, there were helicopters in 1989. There was Kyosho, Gorham Model Products, and Schuler. There were even jets, but they used ducted fan engines.

And, there were many products that you see today that have been around since the 80's. These include the Robart Super Stand, Sullivan starters, and Zap CA.

SAFETY FIRST by Bob Walker

Wow, we sure have had some nice days so far this year. There have been days already in the 70's and 80's with sunny skies and little or no wind. The guys tending to the field have it beautiful as usual. The farmer has plowed and harrowed the fields too. The flying season is ready to go.

But are you ready? I have seen some crashes already. Planes and pilots sitting over the winter can cause problems and lead to disaster. You have read my articles over the last few months about getting the planes and batteries ready for Spring. Once you are at the field, you need to do a few more things. Before taking off, do you have the transmitter set to the correct airplane? Range check the transmitter. If you don't know or remember how, now is a good time to pull out the manual. Before taking off, check each of the control surfaces. Those pesky gremlins may have changed settings on your radio. Check that the servos have not worked loose. Tug on all the pushrods and horns to make sure they are secure.

If it has been a few months since flying, think over the situation. Which way is the wind going? If your engine dies in the air, what is your plan to return to the field?

Things are spinning everywhere at our field...and sometimes fly off. It is a good idea to always wear safety glasses all the time at the field. Most good quality sunglasses will offer protection. Plus, the shades will protect your eyes from the sun. Now is the time to treat your self to a cool pair of sunglasses.

ABOUT SWAN HARBOR RC....

Swan Harbor RC meets 7 PM the second Tuesday 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 2012 Membership Applications](#) is available on line or additional information can be obtained from Steve Snyder, 410-638-2895, Steve@SwanharborRC.com.



Apr 10, 2012	Swan Harbor RC Club Meet, 7PM, Churchville Rec Center.
Apr 21, 2012	RCMB BASIC ONLY. Event 411(JSO). Beginners are encouraged to attend. Visit www.rcmb.org RC Modelers of Baltimore. Parkton, MD
June 2, 2012	Swan Harbor Fun Fly. All flyers welcome. Start 10AM at the Flying Field.
June 16, 2012	The Pegasus Flight for Cancer. Landing fee \$10. Substantial prizes. Visit www.pegasusrc.com/cancer Pegasus RC Airplane Club. Hagerstown, MD.
June 30 - Jul 1, 2012	Charm City IMAC Challenge. Formerly known as TOC of Maryland. Contest and free style competition. Southwest Area Park Modelers. Baltimore, MD.
Sept 22, 2012	Swan Harbor RC Picnic, Flying Field.

Archives:

[Past Newsletters](#)

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