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**THE DEAD STICK FLYER**

Havre de Grace, MD

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**The Newsletter of SWAN HARBOR RC**

February 2012

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

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**Club Meeting at the Churchville Rec Center, Tuesday, February 14, 7PM,  
Hey, it's Valentines Day. You must have gotten something good. Bring it in so we can all see.**

**GENERAL CLUB NEWS...**

President, Scott Jordan opened the meeting at 7PM. There were 16 members present.

We introduced a new member, Lloyd Young. Lloyd's a big time helicopter pilot, but more important is that he owns 7 Wendys. Lloyd tells us that Wendys sponsors numerous social gatherings at which the participants can earn money for their organizations. Scott will follow up. (Is this great or what).

There was no action on the shed, the plan is to wait until Spring.

We got news through Dale Davis that as of Jan 1, 2012 no smoking will be allowed on any property owned by the Harford County. Sounds harsh, but if you are a smoker get used to it. We don't want to offend our friends in the County.

Scott will design a new impound box and present it with an estimate of costs to the membership.

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

**CLUB DUES TIME 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](#).

**SHOW AND TELL...**

Bob Walker brought in a Parkzone Bind-n-Fly Spitfire. Handsome duck. And Tony Martin showed a Japanese Zero by Aircraft. The workmanship on these planes is breathtaking.

**FROM THE PITS...**

Gary Gunter did it again. He came out with this huge Ohio Model Products, MX2 powered with a DLE111, HiTech servos all around. He mounted a GoPro video camera under the wing to get some airborne shots of the field They are awesome. [You can see his flight in real time on You Tube](#).

Lloyd Young, a new member and helicopter pilot, was doing some incredible stunts. Remember, he's the guy connected to



**Gary Gunter and the Ohio Model Products MX2**

Wendys. Is this a great Club or what.

### **THE OLD DAYS by Bob Walker**

1990 was an important year in our hobby as many transmitters and receivers had complied with the new 1991 narrowband standards. This essentially doubled our frequencies and new radios were introduced to satisfy hobbyist demands. Our future Swan Harbor club was flying out of the old Tollgate landfill just outside Bel Air.

On the low end of radios, Cox, of small engine fame introduced the Cobra, a 3 channel system for small airplanes. The entire flight pack with batteries was only a little over 4 ounces. Royal was advertising Titan II servos. These had a lifetime repair policy of no more than \$12 which included crash coverage. Futaba came out with the FP-5UAF. This was a 5 channel on FM or PCM. It was narrow banded and had a plug in frequency module to change frequencies.

This came with S148 servos. Futaba also introduced the Conquest line in both FM and PCM. Airtronics had already narrow banded the Vanguard series. Ace Radio Control was still making American made radios in kit form and completed.

Kit building was still big in 1990. Airtronics had a beautiful 113" sailplane called the Legend. Midwest had the Electric Hots which used 7 sub C cells. Electric was starting to become popular but was saddled with heavy NiCad™ batteries. The Great Planes PT-40 was the "Model of the Year." Bridi was producing kits such as the Escape and Utter Chaos. Great Planes had Big Stik's in 20, 40 and 60 sizes. An airplane taking a .20 size engine is pretty rare nowadays. Sig had the Kougar, Kobra and King Kobras' which sort of looked like jets. Goldberg introduced the Freedom 20. I remember buying one of these along with an Airtronics Vanguard at Skelly's in York. Also popular was the Ultra Sport 40 by Great Planes.

ARF's were starting to make an impact, but were sort of expensive. Futaba had the Professor 40 and Acrostar 60. GreatPlanes had the Hobbistar 60. OS was into ARF's also with the low wing Ryan. Hobbico had the Extra 300

I remember someone had one of these too. It split in half after a hard landing and we saw the construction was pretty bad. Other electric planes were by Kyosho and Robbe.

Enya came out with the .80 4-cycle and had 1.1 hp. Enya also advertised the .80 XF which had over 2.0 hp. Rossi was introducing a new .91 and a company called Parma was a leader in electric motors. K&B, Saito, Royal, OS, OPS and Super Tiger were also producing engines for the hobby.

Yes, there were helicopters. Hirobo had a scale version of the MH-10. This used a .15 engine. Kyosho had a line of helis too. Yellow Aircraft was making ducted fan jets. Bob Parkinson Models had the Regal Eagle which looked like an F-15.



**Lloyd Young Sets Up his Helicopter**



**Bob Walker and the Spitfire**



**Tony Martin with the Zero**

### **SAFETY FIRST by Bob Walker**

Most everyone now has computer radios that handle multiple airplanes or helis. Life was sort of easier in the old days when one transmitter worked with just one airplane. These transmitters had problems, such as bringing the wrong one to the field.

Spektrum 2.4 GHz radios make things pretty easy with Model Match. There were a number of crashes out at the field last year when the pilot took off on the wrong airplane with other brands. It is important to check all the control surfaces before every

takeoff. Many of us fly multiple planes in one day, using just one transmitter. So, without Model Match, one can make a mistake. But mistakes can still be made with Model Match.

There was an article a month or so ago in the Safety column in Model Aviation. It echoed exactly what I have above. My Spektrum DX6i went back to the factory last summer. Even though it was out of warranty, they fixed everything for free and even did not charge for return shipping. The downside was that all my settings for airplanes and helis were wiped off. Over Thanksgiving, I finally got around to putting my CX2 heli back in the transmitter.

A week or so later, we had some beautiful 60 degree weather out at the field. I remember the sun coming out and wanted to get an electric plane up in the sky fast. I usually always check the control surfaces, but in my haste, I did not. The plane took off and rolled violently to the left. The more right I gave it, the worse the roll and fortunately went into the high grass with no damage. Weird. I wagged the controls and all seemed to work, so I tried again, but was going to try a slow take off. Sure enough, it started to roll opposite again. I cut the motor and brought the plane back to figure it out. You guessed it....reversed ailerons. How could this happen? I thought back to when I was programming the CX2. I remember seeing a screen asking about resetting to "Default". I sort of remembered exiting without changing anything, but somehow I must have been in the airplane program and reset the controls to default. Both the ailerons and rudder were reversed.

Hopefully, someone will learn from this, but this stresses the importance of checking all the control surfaces before each and every take off.....a little foam plane may not have been a big deal, but this happening with a large gasser could have really been fatal. Check those controls each and everytime, just as pilots do on full size airplanes.

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

Feb 11, 2012	Westminster Aero Modelers Annual Flea market. Westminster, MD. CD Paul Schaffner, PH: 316-788-4493.
Feb 14, 2012	Club meeting at Churchville Rec Center 7:00PM
Feb 24-26, 2012	44th Annual WRAM Show. <a href="http://www.wram.org/show_details.html">http://www.wram.org/show_details.html</a> . Call Jerry McCullum for availability, Ph: 410-654-1385.
Mar 10, 2012	Lebanon Flea Market. (717) 412-85790 Website: <a href="http://www.cpa.us">www.cpa.us</a>

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