

AMA Charter No. 2940

**THE DEAD STICK FLYER**

Havre de Grace, MD

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**The Newsletter of SWAN HARBOR RC****March 2012**[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

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**ATTENTION**

**Club Meeting, Tuesday, March 13, 7PM, will be held at Wendy's in Churchville. This is required by a rescheduling by Rec Center personnel. Now don't be a booboo head and be the only one to go to the Rec. Needless to say there will be no show and tell.**

**GENERAL CLUB NEWS...**

President, Scott Jordan opened the meeting 7PM at the Churchville Rec Center. There were 18 members present.

Scott said that he will be ordering our new shed this week. It will be set up about April 1st. It is 10 ft by 20 ft, have a roll up garage door and no windows. The County will provide stones for a 15 ft by 25 ft dugout, 4 in deep.

There have been concerns about unwanted people coming onto our field in off hours and damaging the grounds. It was proposed that a "road closed" sign be placed on a chain held by two poles across the entrance to our road. Perpetrators would have to drive around the poles to get in, but we're betting they won't want to get their vehicles all messed up. The chain would have a combo lock that all members have access to.



**Our new shed sitting in Churchville waiting to be moved to the field.**

The County is serious about "no smoking". They will be placing no smoking signs around.

Steve Snyder reports that we have 41 members signed up for next year (3 of them are new). Steve says we're about on pace as last year.

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

**HAVE YOU RENEWED YOUR MEMBERSHIP FOR 1012...**

Remember, March 31st is the drop dead 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 your 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...

We had one of our best show and tells at this meeting, I think guys are really getting into it.

Top of the list has to be Tony Martin. He had a P-47 Thunderbird and a twin engine B-25 Mitchell bomber.

Bob Steininger showed a Focke Wulf 109.

Gene Clarke had a P-51 Mustang and Tom Insley had a Fox glider. All good stuff.



Tom Insley with a Fox glider



Bob Steininger with the Focke Wulf

### FROM THE PITS...

Bob Walker got a new toy last week, a Samsung camera that can e-mail photos. Here is an example with Bob Sinsky and his new Synergy E7 helicopter.

### THE OLD DAYS by Bob Walker

1979 was a year that was forgettable for a number of reasons. The Shah of Iran fled Iran and was the beginning of continuing issues in the Middle East. Jimmy Carter was President and it was the start of the Iranian Hostage Crisis. Remember Three Mile Island? That was 1979. The Pittsburgh Pirates came back three games down to beat the Baltimore Orioles in the World Series.

On the better side, Mother Teresa was awarded her Nobel Peace Prize, the Space Shuttle Columbia was delivered to NASA, Rick Mears won the Indy 500, Star Trek—The Motion Picture was released and McDonalds introduced the Happy Meal.....

I have a 1979 Ace Radio Control Catalog. There are still some remnants of Ace still around I think, but they were a pretty well known company back then. They sold their own unique products, but also distributed many others.

Fred Marks, who later started FMA Direct in Frederick, was designing radios for Ace. You could buy a Digital Commander in kit form or ready to go. They also had a Pulse Commander that had an airborne weight of 2.1 ounces for small airplanes. Ace was actually one of the last American



Bob Sinsky with the Synergy E7

manufacturers of RC radios. Ace also had a line of servos, chargers, trickle chargers and batteries.

Ace kits were very popular at the time. They had few parts and good quality. Many were rather small and used .049 or .09 engines which were very popular at the time. Some of these used foam wings which made build time very fast. The kits include the Whizard, the Pacer, the GLH (goes like heck), Mach-none and All Star.

Other kit manufacturers included Airtronics. They had a very popular sailplane called the Olympic II. I still have mine ready to fly and the Monokote wings are still tight. Carl Goldberg had the Falcon 56 and other Falcons; SWS had some very simple to build planes such as the Honker and Honker Biplane. Also, there was Midwest, Mile High Models, Flyline Models, House of Balsa and Craft Air. Most of these companies are now gone.

In the engine world, Cox, was a major manufacturer. Their engines ranged in size from .010 to .15 cu in. The Tee Dees were very powerful, but no throttle. The Medallions controlled engine speed with a baffle around the cylinder so were not very good. Other engines were K&B and Fox. Ace primarily sold American made items.

Manufacturers who are still around are Sullivan, DuBro, Robart, and Top Flite. Those who were in the hobby in 1979 may remember Dunham, EK, Grish, Hallco, Hobbypoxy, Kraft, Rocket City, and Wing.



**Tony Martin and the B-25 Mitchell**



**Wait! Is this Tony Martin again or am I seeing double?  
Anyway it's P-47 Thunderbolt**



**Gene Clark and the P-51 Mustang**

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

When you are reading this, Spring will be only a few more weeks away. If you are the typical modeler, you probably tossed everything into the basement, workshop or shed for the winter. But now is the time to start getting everything ready for the flying season. Hopefully, this will not be a Spring of rain and wind. Lets hope for a long flying season.....

You have heard much of this before, and you really know what you should have been doing over the winter. But each weekend, take some time to start going over each airplane. Common reasons for crashes are bad batteries and engines that die out.

Your batteries will have loved you, if you have had them on trickle charge or just charge up once a month over the winter. It is still a good idea to cycle the batteries for each airplane. Cycling several times will weed out a battery that was on the edge of dying out. If the battery looks old or you can't remember when you purchased it, now is the time to replace. Some of the better flyers in the club with expensive planes replace batteries every two or three years. A battery pack is much cheaper than another radio, engine, airplane, etc. If replacing, you may want to consider a 6.0 volt battery. These are much smaller and lighter than they were, say ten years ago and the capacities are usually higher. Just remember, that if you do replace a battery pack with a higher voltage and or capacity than what came with your radio, the wall charger probably will not be sufficient. Of course, if you are using LiPo batteries for the transmitter or receiver, follow the manufacturer directions. Some of these should not be cycled.

While on the subject of radios, it was not long ago that there were only a few radio manufacturers and they were all distributed by American importers. Now you can buy anything from anywhere on the internet. By law, it is up to you to make sure any transmitter or receiver you are using is type certified by the FCC. All your Futaba's, Airtronic's, Spektrum's, etc have a FCC sticker. Look....it is there. If you are tempted to buy a cheapie no name transmitter or receiver on the internet, check for the sticker. If not, they may not play right on the 2.4 band. You could interfere with someone else or someone could interfere with your plane.

On to your airplane.....the heli pilots already are pretty good about checking everything before each flight. It is probably a good idea to change the glow plug after a season of flying. And it is a pain, but checking each fuel tank can save you trouble at the field. Is your plane hanging by the tail right now? Then, unless you totally drained the tank, the residual fuel is probably shrinking the stopper. Fuel tubing also deteriorates and should be replaced or at least checked each season. Another pain is to check each of the engine bolts.....you might have to remove that cowl. But the gremlins seem to sneak into our workshops each season and loosen bolts. Tending to each of these things can eliminate most of the early season flameouts. Check all bolts, screws and fittings on each plane.

Electrics require less attention, but check for cracks, loose parts etc.

Now, when the first beautiful flying day hits, don't come out the field with the lame excuse "my batteries weren't charged" or "my plane wasn't ready."

#### 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).

Mar 10, 2012	Lebanon Flea Market. (717) 412-85790 Website: <a href="http://www.cpa.us">www.cpa.us</a>
Mar 13, 2012	Club meeting at Chruchville Wendy's 7:00PM

Archives:

Past Newsletters

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