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**THE DEAD STICK FLYER**

Havre de Grace, MD

Volume 23, No.09

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

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**ATTENTION: Club Meeting, Tuesday, September 11, 7PM at the Flying Field.  
 Hotdogs, hamburgers and French fries cookout.  
 Come early and get some flights in.**

**GENERAL CLUB NEWS...**

President Scott Jordan opened the meeting at 7 PM. There were 18 members in attendance.

Steve Snyder reported we have 72 members.

We were not able to get an insurance company to cover our shed and its contents.

Inquiry was made as to whether the Club is interested in sponsoring a pattern fly next Spring. Questions were asked regarding how much help would be required of our members, money interests for our Club, effects on the field whether it would be a one or two day event. It was recommended that Rick Wallace, Coordinator for Pattern events be asked to speak at our next meeting.

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



**Gary Gunter's Albatross**

**FROM THE PITS...**

There were many old and new planes at the field. These are some of what we saw:

1. Gary Gunter was flying a really good looking WWI favorite the German Albatross.
2. Michael Berchini, new member was getting into the spirit with an Extra Easy.
3. Herman Reichart is flying a new electric je with retracts.
4. Rick Wallace was introducing us into pattern flying with a Prestige pattern plane.
5. Gene Clark was flying a giant Cub.
6. Gary Gunter had his YAK 54 and some more art-deco on his van.
7. Gary Hershberger is flying a new electric T-28. This baby has the works, retracts, sequencing door flaps, 4-blade prop and more.



Gary Hershberger and the T-28



Rick Wallace and the Prestige



Michael Berchini and the Extra Easy



Herman Reichart and the electric jet



Gary Gunter with more deco-art and his YAK 54



Gene Clark with a giant Cub

## **THE OLD DAYS, 1969...Bob Walker**

What a better year to write about than 1969? Neil Armstrong passed away yesterday at the age of 82. If you did not know that he was the first person to walk on the moon in July 1969, you must not have paid attention in history class. Richard Nixon was president, the US was deep into the Vietnam war and the summer of 69 was the year of Woodstock. Gas was about 30 cents a gallon, a house was about \$15,000 and the average salary was in the \$8000 range. The Concorde first flew and Seiko sold the first quartz watch. Muscle cars were the rage. Big movies were Easy Rider, Where Eagles Dare, Butch Cassidy and the Sundance Kid and the Love Bug. 1969 was a bad year for Baltimore sports. The Colts lost to the Jets in Super Bowl III and the Orioles lost to the Mets in the World Series. If people are around in 500 years, Neil Armstrong walking on the moon will probably be the big event of the 20th century in history books.

The cover of Model Airplane News of July 1969 had two very large sailplanes called the Eclipse. The magazine contained the construction article. These had 13 foot wingspans and were thermal seekers. Over at American Aircraft Modeler Magazine, there was a construction article on the .02 Rivets by Owen Kampen. Owen was a designer of many small engine R/C planes back in the 60's and 70's. Many were kitted by Ace R/C. This plane used a .020 engine and a simple single channel radio control unit. Four decades ago, both sailplanes and small RC planes were very popular.

Kraft and Proline were two of the top R/C radio manufacturers. Back then you had to really search for a non USA made radio, although World Engines sold OS digital radios. A 4 channel Kraft Series 69 was \$399. The transmitter and receiver were electronically matched so you could not order another receiver, plug it in and use. They would have to go back to the factory for the tuning unless you were an electronic engineer or lucky like me to have an uncle that could do this.

Ace R/C control was a big manufacturer of pulse proportional radios. These were sort of the poor man's radio and could be used in very small airplanes. A pulse radio had an actuator that wagged back and forth and the transmitter manipulated the electronic signal to provide a sort of proportional movement of the rudder. Digital radios were just starting to become common, but \$300-\$400 was a pretty hefty price if you were making less than \$10,000 a year. Other manufacturers were EK, Orbit, Citizenship, PCS and Deans.....yes, now the connector company.

Common engine size for a 4 channel RC plane was .40 and .60 size. Engine manufacturers included OS, Super Tiger, Fox, Cox, K&B, Veco, McCoy and Enya. A R/C .09 Enya was about \$10. Many R/C engines had exhaust baffles that aided in idling, and not many people knew what a muffler was back then.

Lanier had a line of Ready to Fly planes....the first ARF's. Most of them were pretty bad quality wise, but most people built planes from a kit or plans. Thus most magazines were filled with construction articles and plans. And there were endless kit manufacturers: Top-Flite, Goldberg, VK, Sterling, Sig, and Guillow were some of the best.

The Radio Control Modelers of Baltimore were flying out of Sweet Air State Park off Dalton-Bevard Road at the eastern edge of Baltimore County. Little did we know that the new houses being build in the area would soon lead to the demise of this wonderful flying field....

## **SAFETY...Bob Walker**

When you are reading this, we will be in the last month of Summer 2012. After the September meeting, there will only be two more meetings before the Christmas Part....can you believe it?

The good news is that we have had very few safety issues at the field this year. There may have been some crashed planes, skinned fingers and bug bites, but overall, people have been doing pretty good flying safely. But since we will never reach perfect safety, let's check out two areas of potential accidents:

First, I can see a trend toward electric planes. Maybe there are fewer flights this year of nitro and gas airplanes. I don't see as many airplane hold downs in use each week as in the past. We used to have fun trying to locate the pipe in the ground. This year, the mystery is taken away as Dale Davis has done a great job of spray painting an orange circle around the pipes after each grass mowing. Ok, so what is the safety issue? So far no accidents that I have observed, but make sure the airplane is pulled forward, with the stabilizer tight against the fork. A few times this year, I have seen the plane jump forward a few inches after starting, but luckily, no injury. This is just something to remember, to prevent a preventable accident. The two starting wagons at the field have two uprights against the wing and are an excellent place to start an airplane.

Speaking of electrics, there is an article in this month's Model Aviation on propeller strikes of fingers etc. It is easy to accidentally bump the throttle while connecting the battery. Or it may be in the partial or full up position while connecting. Always remember not to reach through the arc of any propeller...anytime, even when not spinning. They showed some photos of cut up fingers requiring many stitches. One suggestion was to use a rubber band to keep the throttle in the low position until takeoff. I am seeing more and more ads for arming switches which are probably a good idea. But most people are not going to go back and rewire an

electric plane.

Once again, just be aware of the potential dangers at the field. It is much more fun to go home not covered in bandages with an intact airplane or helicopter.

Until next month, fly and drive safe..... 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).

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Sept 7-9, 2012	Bealeton Fly In, Flying Circus Aerodrome, Bealeton, VA. Andy Kane, <a href="mailto:andykane01@gmail.com">andykane01@gmail.com</a>
Sept 11, 2012	Swan Harbor RC Club Meet, 7PM, Flying field.
Sept 15, 2012	Giant Scale Fly-In. Prince Georges Club. Steve Baler, CD. Ph: 301-352-4580, e-mail <a href="mailto:sbaker6827@comcast.net">sbaker6827@comcast.net</a> .
Sept 16, 2012	Warbirds Over Maryland. Prince Georges RC Club. Alan Goodman, CD. Ph: 310-509-8589, e-mail <a href="mailto:agoodman@mindspring.com">agoodman@mindspring.com</a>
Sept 22, 2012	Swan Harbor RC Picnic, Flying Field. (Rain date Sept 29)
Sept 29, 2012	RC Swap Meet. Kutztown RC Squadron. Kutztown, PA. For info contact: Ernie Jones 610-530-2076 or Dan Joy 610-926-2522.

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