

AMA Charter No. 2940

**THE DEAD STICK FLYER**

Havre de Grace, MD

Volume 24, No8

**The Newsletter of SWAN HARBOR RC****August 2013**[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

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**CLUB MEETING: Aug 13, 2013, 7PM, at the Flying Field. All the regular good eats. Come early and get some flying in. We missed our July Newsletter, this is a kind-a-catchup. Sorry 'bout 'dat. weather.**

**GENERAL CLUB NEWS...**

This has been without a doubt one of the most unpleasant weather month for us. We were not able to hold a monthly meeting and the Open House was cancelled twice. We apologize for any inconvenience we may have caused anyone.

Fortunately, the third time was a charm and we held our Open House on June 29. The field really looked great.

Dale Davis and Gary Gunter said the cooler in the shed is usually full of sodas and ice.

There was an occasion of someone leaving the shed door open one evening. Please make sure that the last one out locks the door on the way out.

Lloyd Young, one of our relatively new members, made some thought provoking comments at the last meeting. Let me try to paraphrase. He said, "Sometimes I hear which to me seem to be some dumbass complaining around here. I've flown at other clubs and what I see is that you guys have a wonderful Club here. It's great for flying or just for hanging out. Be glad"

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



**The Exploding Piper Cub**

## SWAN HARBOR RC OPEN HOUSE...

We finally got to fly. And it turned out to be the best day in a long string of winds, storms and hurricane warnings. Unfortunately, the attendance was much smaller than we would have liked. We had only one outsider fly with us and that was Cliff Tacie. Cliff always shows up and we are always so glad to welcome him. You can see from the photos some of our participants. And I have to apologize that I did something I've never done before, and that was, I ran out of camera batteries. That meant that many of the people I would have photographed were left out. That doesn't diminish their participation. Some as best as I can remember were: Steve Snyder, Gary Gunter, Lloyd Young, Jae Jang, Michael Berchini, Dale Davis and so many others I can't recall. Bob Walker and Ed Freedenburg ran the food stand, and did they serve up some great stuff. The hotdogs were as big as your arm, so good. It turned out to be a very good day and everyone had a good time.

We've added a picture of Gary Herrshberger's crashed Cub from another time. Honest, we're not here to mock, I've crashed five Cubs by myself. But the crash was so spectacular and Bob Walker's photo was so perfectly timed, that we were asked by popular acclaim to post it. Gary, we know you will understand.



Scott Jordan and the Piper Cub



Ron Lazzeri with a couple of GeeBees



**Stanley Dill and the Obsession**



**Bob Sinsky flying the Extra 330**



**Cliff Tacie and the PT19**



**Zack Bury and the E-7 Synergy**





Jim Rowe and the Edge 540



Tom Insley



The Szczur prepare for South Africa

### PREPARATION FOR THE 2013 WORLD CHAMPIONS...

Hello my name is Joseph Szczur and I will be flying this year in the 2013 World Championships in South Africa. This article will be about me preparing for the World Championships. The first thing that matters the most is practice. Something that has come in handy for the W.C. is my caller and coach Don Szczur. He has helped me so much I can't even think about where I would be without him in the RC world. Another factor that is coming in handy right now is the spring air and wind because in South Africa it will be spring in SA and will be very windy there. The second thing that matters the most is fundraising. This trip is very expensive for the team and

the estimated price is \$60,000. Some of the things that we are doing for fundraising are selling T-shirts, team USA stick planes, team USA stickers, and a raffle. Something that is going to be hard is to do well in school. Since we will almost be practicing every week day and weekend, it is going to be harder to keep up in school. In order to do what I will be doing I am going to make a practice schedule so I don't get to stressed out as much and do badly in school. Some folks that I want to thank are Thunder Power, my family, and anybody that has helped me. If you want more information or donate any money, you can go to [www.teamusaf3a.com](http://www.teamusaf3a.com).

Hope you all the best,  
Joseph Szczur

My name is Don Szczur and, to slightly modify a famous quote from one of my past callers (my dad), "I'm Joe's dad". Our preparation will apply what we have learned from many of the current and past U.S. F3A team members- a lot of advice from them, I might add- through their observations and experiences. We also studied very carefully the top pilots at the 2011 world championships 2011 and will be working very hard to apply what we observed. There were some very distinct areas that set apart the top pilots- specifically constant distance, positioning, constant speed, and precision. One of the other things we learned from the World Championships in 2011 is the simplicity of many of the top pilot's models. We will also be working toward getting the planes set up as precisely as possible. Many years in the past we work on getting things about right and then rely on pilot skill to make the difference. At the world

championships there is very little that separates the top 30 pilots, so having a precise setup will be paramount. Finally, we believe each of those who have supported the team financially are our "stakeholders". My perspective of the hobby has changed dramatically since last July. Fundraising is a big part of the process, and the money aspect of it puts things into focus much more with regard to our preparations. I want to take this opportunity to thank all the industry sponsors, individual and club contributors. You are on our "wall of fame".

### A VISIT TO THE BEALETON AIR CIRCUS...

I've often heard of Bealeton, VA, that they do old time barnstorming and, in the fall, even sponsor some RC planes events. After some rainouts we finally got there a few weeks ago. They have lots of Stearmans, all colors and beautifully maintained. They do most of their pay to fly in them. They also had a very nice WACO, a two-seater with the rear one enclosed and an Aeronca. They did the traditional parachute drop with the flag, hammerheads, formation flying and a lot of stunts, like hanging off the wing upside down. Through it all they played 20s and 30s music to add to the ambiance. They had plenty of food and a friendly crowd.

I introduced myself to one of their guides and we talked about the "Fokker". I said now you know that's not a Fokker, so what is it. He said it was actually a Corben Ace. They used to build them from plans back in the 30s. This one had Cub landing gear, WW I markings and a tail to simulate old German planes. But the plane was for real and it flew very nicely.

It was a nice day out but beastly hot at 94 degrees.



The Pretend Fokker



Stearmans at Bealeton

### THE SAFETY REPORT... Bob Walker

Two topics this month:

Everyone is probably tired of me saying month after month about staying out of the arc of an airplane's propeller. But the danger is there. Recently, a flyer was out one evening, flew his plane and had a great landing. As the sun was setting, he tossed the plane in the back of the truck and transmitter in the cab. Upon reaching home, he picked up both.....and accidentally hit the throttle. I think about 8 stitches resulted. Unfortunately, he forgot to remove the battery at the end of the flight. And for some reason, forgot to switch off the transmitter. So, the throttle bump caused it to come alive and cause the cuts. It happens several times a year.....so as always, use caution.

On an average day, there are really not that many people flying. However just like a real airport, there is a "pattern". We have an arrow on the flag pole, but seldom is used. So, if the wind is from the east, one would take off toward the farmhouse make a left hand turn, fly downwind, make a left crosswind turn and turn left again toward the runway. If no one else is flying, you can fly all over the field and ignore the pattern. However, when more than one plane is flying, the rules of the pattern apply. At the fly in today, two planes were flying in opposite directions and had a midair. I only saw parts go flying, but whoever was flying the wrong way of the pattern was in the wrong. Please keep this in mind when you are hot dogging with multiple planes in the air unless you have a big checkbook. Midairs are rare, but just like propeller cuts to the hand.....they happen.

## FOR SALE...

ALL OR PART, BEST OFFER RON FORTNER [rvfortner57@verizon.net](mailto:rvfortner57@verizon.net)

- Goldberg Cub 75 in. Never Flown, Futaba 6 CH FM CH40, OS 4 CYC 48 Surpass
- ACE 4-60, 68 in., Never Flown, Futaba 6 CH FM CH 30, OS 4 CYC 70 Surpass (New)
- SIG Four Star 60, 72 in. (in the bones and ready to cover) OS 2 CYC 61SF (New in box)
- TAUBE, 62 in., Futaba 4 CH AM CH20, OS 2 CYC 40

## 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 2013 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).

Aug 13, 2013 Swan Harbor RC Club Meet, 7 PM, Swan Harbor Flying Field

PGRC BIG WARBIRD FLYIN.

Sept 14-15,2013 Richard Moreland CD 301-261- 7366. E-mail: [moreland1@verizon.net](mailto:moreland1@verizon.net)

Sponsor: Prince Georges RC Club.

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