



CURRENT NEWSLETTER

THE DEAD STICK FLYER

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The Newsletter of SWAN HARBOR RC

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**ATTENTION: The next meeting is May 13, 2014,
7PM at the Wendy's in Churchville.**

**Be sure to bring any projects or new toys in for
show and tell.**

With the great passing of Achilles, Chris Doolittle will be writing the newsletters every month.

Stephen Slotnick and Chris Mounayer are the new webmasters and they working on re-vamping the website for Swan Harbor. This is why we've not had a newsletter in the last 2 months. We have some exciting things coming your way. From an online weather report indicating wind and temp to being able to upload videos to the page via an official Swan Harbor Youtube page! With several members owning quad copters with camera setups, the videos should be top notch! There will also be other articles from members discussing different topics in the RC hobby. Also, there will be a future link on the site with business cards and a new brochure as well. In the near future you will be able to pay for your membership via paypal and have an online registration.

Meeting minutes on April 8th 2014:

We had 31 members in attendance at this particular meeting at the Wendys in Churchville MD. 3 members signed up at this particular meet. Swan Harbor now has 73 members in total at this point with more to join.



We are also planning a May cookout on May 11, 2014. The cookout will be an all day event. In June we are planning to have a SWAP MEET and Fly in on June 14, we will also be honoring Achilles at this meet.

The club voted to purchase an airplane shaped weather vane in honor of Achilles spirit, it is fashioned similar to the planes he used to fly. The weather vane will be planted in the garden. The county has removed a portion of the bent tent poles so you can sit at the tables and not have to perform the limbo to get around them.

The field was rolled and is beginning to look better. We will be getting the pre-emergent out on the field with fertilizer. Then to follow in the first week in June, Dandelion and crab grass control will be applied at some point.

Special thanks to Dale and Gary for Tuning up and cleaning up our mowers. Gary was able to weld the deck on the Cadet mower and have it function for this season. A new deck will be needed for next season. Thanks to Gary the club saved over \$600 overhauling both mowers. Without that dedication, our field would not look as good as it does.



With this year being no different in regards to safety.....

I would urge you to be safety oriented when at the field.

Be mindful to where your hands, fingers and toes are at. Also be mindful where other flyers are at in the air and ground.

If your approach to the runway doesn't feel right, bail and go around again, it's better to go around another time than to fix a crashed plane. We all have been there at one point or another.

Check your plane thoroughly before you take off. Ailerons right direction? Where's your hands when starting your plane? Is the plane pulled forward against the ground stands? How is your landing gear? Intake clear on your motor? You get the picture of it.

Also too if you see someone that is struggling, ask if they need some help, that's the beauty of our club is that someone is always willing to help.

Don't forget that sunscreen or a hat (again, we've all been there)... Let's have a safe and exciting flying season!



The Safety Corner

The Old Days

By

Bob Walker

The "old days" in our hobby were really not that long ago. When you go to our flying field, you see mostly everyone flying on 2.4 GHz, electric planes galore, Lipo batteries etc. Turn the clock back a mere 12 years and things were different.

As far as I can tell, there were no 2.4 GHz radios....hard to believe. We were all using the frequency pins up until just a few years ago. In 2002, Hitec and most other radio manufactures had FM and PCM systems along with a few frequency synthesized radios. Horizon Hobby had the JR line of computer radios. I think I had the XP662 back then and the PCM 10X was their top of the line at \$1300. Airtronics was advertising the RD6000 Super and Futaba had endless models. They had a CAMPac module that could add 16 extra models to the memory. There was also a Futaba 3FR on FM for park flyers at about \$100. In 2002 you could pretty much use any brand transmitter with any brand receiver as long as they were on the same frequency and modulation (AM, FM or PCM).

Now here is something interesting: in 2002 there was actually a quadcopter. It was called the Draganflyer III Eyecam by a Canadian company called Dragon Fly. It had an onboard camera that broadcast back on.....2.4 GHz. It did have a 3-axis gyro but used a regular FM radio and the onboard battery was a NiCad™ that could give up to 5 minutes flying time.

There were definitely electric planes back then. The Wattage Fokker Eindecker 400 had a 42 inch wingspan, used a 380 motor and an 8-cell 800 mAh NiMH battery. Thunder Tiger had a 80 inch electric sailplane but again used a 2000 mAh NiMH battery for power. Hobby Zone was around with the Fighterbirds. These electrics put out ultrasonic signals to "disable" your opponent flying a similar one in a dogfight. GWS had park flyers too but used NiMH batteries.

You may remember some of the planes from then. How about the Sig Rascal 110 ARF? Hangar 9 had the Alpha Trainer, .60 Mustang ARF and 1/3 Scale Sukhoi SU-31 with a 91" wingspan. Sig had the Extra 300X and Cap321EX for gas engines. Several of both flew at our field. Great Planes had the Patty Wagstaff Extra 300S and the U-Can-Do 3D. Sig 4 Stars were everywhere and Lanier was still cranking out Stingers. Many of us were flying Sig Somethin' Extras. These were available in kit form or ARF. Yes, there were 3D planes. Carl Goldberg had the Ex-Treme 330 3-D ARF that used a .40 size engine for harriers and knife edge loops.

Nitro engines were much more common at the turn of the millennium. OS, Super Tigre, Fox, K&B, Saito, MDS, YS, Magnum, Irvine, Webra and Tower engines. There was an interesting 4 cycle made by RCV. They claimed it was the world's most compact 4 cycle and in sizes ranging from 0.58 to 1.20 cu in. These had a unique design and made in Great Britain.

Gassers were everywhere too: ZDZ, 3W, BME, Desert Aircraft, and Zenoah's

were everywhere. Anyone remember Fuji or First Place? I think Jim Snyder had a Fuji or two.

We can't forget about the helicopter guys. The JR Venture CP ARF was advertised as a break through in a high tech, low cost heli. With upgrades, one could go 3-D. It used a .30 size engine. Another was the Hirobo Shuttle Scedu for .30-.50 engines. Thunder Tiger had the Rapture 60. A company called Lite Machine had an electric park flyer heli called the Corona. It had a 30" rotor, but again needed a 7 cell NiCad™ battery.....heaaaaavy.

Lipos and 2.4 GHz were coming soon.....

Safety First

By

Bob Walker

April 2014

Bet no one remembers this, but last year, we had a fun flying day it March. It seemed like Spring was here. But winter came back again, at the end of March with snow. Just like this year.

As last year, hopefully the weather will be much better by the time you are reading this. However, I remember many other years when the flying season was late to start. Some years, the field was too muddy to get into. We have a great road now so that problem is solved. There were other years when the wind seemed to blow hard for weeks on end. And other years it seemed to rain almost every weekend before summer finally hit.

Sooner or later we will have nice days and calm evenings for flying. Once again, you need to start thinking about getting your equipment in shape to fly safe.

I keep my nickel cadmium and NiMH batteries on either trickle charge or a once a month charge plan. If your batteries have been sitting there all winter, you need to check them out. The best thing is to recycle them several times. If you still do not have a fancy charger, now is the good time to buy one. Check both your transmitter and receiver batteries on all your planes. Without out a cycling charger, your batteries may read perfect voltage, but die off after a very short period of time. Your 1000 mAh battery may really be at 250. The directions that came with one of my chargers recommended discarding any battery with a capacity less than 70% of the rated value. So pitch a 600 mAh battery if it declines to 420. Again, this is for nickel cadmium or NiMH....not LiPo. We will get to those soon. Some people just replace their batteries every

two or three years to be sure.

Other batteries to check out are your glow batteries, your ignition batteries for your gasser and don't forget the starter batteries, your tach batteries, fuel pump batteries etc.

For your electrics, you may want to recharge the LiPos to capacity. They lose very little power just sitting around a few months. Your first flights, better to land early than see how many minutes you can stretch a flight. You may need a new battery after sitting all winter.

If you take a large (or small) lead acid battery to the field to charge your electric batteries, make sure it is charged up from over the winter. Sears and others have great chargers on sale during the Spring season. I charge my large Marine battery every other month during the winter.

Since your transmitter has been sitting around a few months, now is the time to learn how to do a range check if you do not know. Back in the "old days" we would range check before each flying session. Some of us still do that before every flight. But surely it needs to be done at the beginning of each season and each time you fly a new plane.

A few other things to toss in your car are bandages, sunscreen, sunglasses/safety glasses, a hat and some bottles of water.

When you fly at the field the first time this season, don't get distracted and do something you will regret. As you hear me saying all the time.....don't reach through the arc of the propeller. Think what will happen when you plug that battery into the plane for the first time. You have probably forgotten about the nicks and cuts from last year so don't let it happen again.

As always....fly safe and think.....

