



# CURRENT NEWSLETTER

AMA Charter  
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THE DEAD STICK FLYER

Havre de  
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The Newsletter of SWAN HARBOR RC  
[www.SwanHarborRC.com](http://www.SwanHarborRC.com)

September  
2014

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We had 15 members in attendance

We are currently at 85 members

Location of the Wendy's Meeting is changing: It is going to the Wendy's in Aberdeen!

Address:

987 Beards Hill Rd, Aberdeen, MD 21001

Phone: (443) 327-6706

This location will have more profit sharing for the club, which will help

offset our club expenses. Also it will be a more central location for a lot of us, and less than 10 minutes from the field.

We will be having our Picnic this Saturday on September 13, 2014. Come out and bring your family and cool planes!

Rain or shine we are cooking!

Now onto an important open action:

The club is seriously considering a membership increase (\$50.00 per year to \$75.00 per year, which is average for other clubs). I was informed it's been many years without an increase in membership fees. We provide many benefits to the members of the club including: no cost to you cookouts (i.e. 1.00 for a dog or 2.00 a burger, etc.) for your family and a very nice Port-O- John. The cost of field maintenance has increased over the years even with the help of local town maintenance. These are the main contributors for the increase.

We will be looking for your feedback regarding this topic at the October meeting. Please make every attempt to show up to this meeting so your voices can be heard.

Keep in mind our club has a lot of benefits that other clubs do not offer: Free food at cookouts, free cold soda and cold water (not paid out of our swan harbor accounts and is a costly expense), a very well maintained landing strip (s). We also have a awesome Christmas party every year with great prizes! Again though, We want you there in October to let us know what you think.

\*\*\*This year membership will be first come first serve when new registration begins in December. Please be aware of this\*\*\*

Housekeeping: We are having the Port-O- John removed in November and returned in April (winter timeframe) that way we save the club some money.

On a personal note: Our sincerest condolences to our own Tom Insley on the passing of his beloved father Thomas Mc Bride-Insley.

Safety First

By

Bob Walker

September 2014

There are two topics for discussion this month. Fortunately, there were no serious injuries or airplanes lost. And let's keep things that way.

First, I think Vic will be OK with me telling this story. Victor and his son Max purchased a 1/3 size Matt Chapman Cap and two other planes from a gentleman getting out of the hobby. I was not there and do not know the entire story, but in starting the gas engine for the 1/3 scale, the prop flew off and injured Vic in the wrist and cut his forehead above the eye, requiring stitches. Vic was wearing glasses, so hopefully would not have been seriously injured in the eye had it hit lower, but again drives home the point to wear eye protection at all time. You can now see Vic wearing a full face shield when starting new engines.



There are endless things spinning all the time at the field. Propellers, rotor blades and some drones have eight blades spinning at a time. When a plane, heli or drone crashes, the blades will fly off in some direction. If you are wearing eye protection, it certainly will help if it comes your way. The same goes for all children at the flying field too. Wearing eye protection at a flying field is common sense for everyone.

Second, there was an article in Model Aviation this month about 72 mHz frequencies. Yes, they are alive and well, but with the advent of 2.4 GHz, some people have forgotten the common sense AMA requirements. It is unusual to see more than one 72 mHz radio at the field on any given day so is usually no problem.

However, a few weeks ago, someone was flying an electric plane on 72 mHz, while another person was starting a plane on 72 mHz in the pits. There are 50 channels, so the odds of two people being on the same frequency are low, but would you want your plane shot down or worse, crashing in a spectator area?

Neither radio had the frequency number displayed. The person flying the plane was not sure what number he was on. We can still use these radios, but the AMA and common sense requires that the transmitter has a flag with the frequency number. It is also a good idea to check the frequency flag against the frequency of the crystal that is printed on the radio. The frequency pins are still in the shed if you need to check this out. With people having multiple radios over the years, it is easy to put the wrong flag on the transmitter. And this actually happened several years ago before 2.4. One person was flying when another on a "different " frequency switched on. The flying plane crashed. It was sort of a mystery as they were supposedly on different frequencies. Being Mr. Safety, one of the things I checked out was pins versus crystal in the transmitter. Yep, the person flying had the wrong flag on his transmitter. At least the person who switched on was not responsible for replacing the plane that crashed away from the crowd.

If you are going to fly 72, please make sure you have the proper flag on your antenna and it is the same as the frequency your transmitter is really on.

That's it for this month. It will be Winter before we know it. Better get out there and get some final flights in before the bad weather sets in.











