

AMA Charter No. 2940

THE DEAD STICK FLYER

Havre de Grace, MD

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THE NEWSLETTER OF SWAN HARBOR RC

www.SwanHarborRC.com

August 2003



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Club Meeting, Aug. 14th, 7:00 pm, Swan Harbor Flying Field. Come early, bring a plane. There may be snacks!

GENERAL CLUB NEWS ...

We gathered at the field for a repast of hot dogs, Mrs. Walker's brownies, and the famous Tim Getz fries. Good stuff. Jim Snyder, the President, opened the meeting of July 10th at 6:30 pm, since there was a light rain and it looked like no one else was coming. The minutes are as follows:

1. We may get a rebate on the return shipping of the bulldozer if another customer in the area decides to use it. This would save us \$125.
2. We will obtain an additional three loads of fill dirt for the road if we can work out the logistics.
3. It was recommended that we send a letter of appreciation to Stancill's, Inc. for loan of the dozer. (This has been done.)
4. Jim will check on piping and the feasibility of draining the lower end of the field.
5. Jim will fabricate a box, to be attached to the shed, to house the first aid kit and walkie talkies to aid in search of planes lost in the corn. (This has been done.)
6. Jim will explore the feasibility of using a telescoping pole to aid in search of lost planes.
7. Doesn't look like a good idea to cut the grass when it's too wet.
8. Bob Steininger is looking into getting a key ignition switch for the big mower.
9. It was agreed to allocate \$10 for materials for the presentation on "The Theory of Flight and Aeromodeling".
10. The presentation, which will be made to the Edgewood Youth Center, will be on July 28th. Achille Silvestri, Jim Snyder and John Kocon will take part. There will be presentations at 10 and 11 am.



Tim Getz and the Hog Bipe



Stanley Dill and the Dragon Lady

11. We will use our fabric shelters for the rest of 2003. They will be replaced at the beginning of next season.

12. Steve Snyder has submitted the announcement for our Sep. 13 Giant Scale Fly-In to *Model Aviation*. The event will be in accordance with IMAA rules until 3:00 pm, at which time the field will be open for general flying.

13. We picked up a new member, Ed Coleman. This puts us at 56.

These are the minutes of record. Any questions or changes should be directed to Achille Silvestri, ph 410-838-6261 or e-mail axsilvestri@earthlink.net.

WHAT'S HAPPENED TO LUMS POND'S WARBIRDS ... by Bob Walker

Lums Pond was this past month and Warbirds over Delaware is something I really look forward to each year. But I think the fun has been taken out of it. It is just too big, and I offer a small solution. The people up there can say "stay away" and I guess I will, although others may not feel the same way.

Things started getting bad a year or two ago when wristbands were issued to walk through the pits. If it was like our field, it may not be a problem, but the flyers set up tents in front of the spectators area and unless you are able to walk around, it is not as much fun. Plus, many of us who are flyers know fellow club members or flyers in other clubs, and now they are on the other side of the fence.

What may have precipitated this the other year was the crash of a large ducted fan jet into the spectator area. I was with Tom Smith and we both had the feeling that the pilot did not know what he was doing. Must of had ESP, because we moved back away. The plane hit the runway, slid under the orange fence, becoming airborne again and flopping on a spectator. Fortunately, no one was hurt seriously.

So the next year the wristbands came out. OK ... fine. But little kids are walking around with these, and people come up with all sorts of schemes to get these. The honest folks are stuck with no view.

Since it is getting larger, parking has become a problem. People were stacked up on the main road last year. But there is always plenty of parking early.

So this year, the entrance is for "Pilots Only". Maybe I should have lied like the others. But I got sent to another entrance a mile away. A school bus was to shuttle people back and forth. But what was I to do with my chair, cooler and jug? What if I wanted to buy a plane? Transport it on a bus? I bet the vendors were happy.

A lot of people toss a plane in the back of their car or truck just to get in. I am sure more and more will do this. So much for an honest hobby.



Bob Walker, Guest Editor

So just some ideas ... let anyone with an AMA membership, or to be more selective an IMAA license, have access to the pits. The members are used to walking around planes and are certainly more observant than the little kids running around the pits.

Maybe it has just got too big to be fun. By the way, I refused to pay the \$5 to ride the bus, and turned around and drove the 50 miles back home without seeing one plane.

FROM THE PITS ...

I'm sure you noticed how much better the drive into the field has been. Gene Clark with the loaned dozer from Stancill's, Inc. made the road much smoother and less likely to retain large amounts of water.



Scott Russell and the Cap 232

Now that we're getting some decent days, the flying has increased significantly. Tim Getz was flying a SIG Hog Bipe ... a good flyer powered with an FX .61 2-stroke engine. And he built it all himself. I didn't know anybody was doing that anymore ... and it looks good.

Scott Russell was flying a big 73-inch CAP 232 powered with a Moki 1.8.

Stanley Dill was flying a 60-inch Dragon Lady, powered with an FX .61 2-stroke with a tuned pipe.

Achille Silvestri continued his investigations into aberrations of the SIG 4Star60. The shoulder wing "1910 Bleriot look alike" flew very well. The plane flying by with its open back and wire wheels was like a moment back in time ... also, great scale takeoffs and landings. On the other hand, the parasol "Wild Goose" flew very poorly. The struts, cabanes and other things probably created too much drag. He plans to remove all the parasol attachments and simply make it a low wing like the original 4Star60 ... should fly much better.

Also, Joe Nixon had a beautiful 60-size "Dave Patrick" ARF Ultimate Bipe. It's a great looking model, powered with a Saito 180 4-stroke. A whole team of "doctors" -- Joe, John Kocon, Tom Smith and Al Bridges -- worked on tuning it up. A couple more touches and she'll be ready to go. Can't wait to see this baby perform.

THURSDAY IS GRASS CUTTING DAY ...

The grass cutting program still works. One group even beat Tom Smith out to the field ... gave him the day off.

ABOUT SWAN HARBOR RC ...

Swan Harbor RC meets the second Thursday of the month. During the summer, we meet at our flying field at Swan Harbor at 7:00 pm. The public is welcome to the meetings and to fly with us. To meet and fly with us at Swan Harbor, take Oakington Road off of US 40 (between Aberdeen and Havre de Grace) and follow the signs. Membership information can be obtained from Dan Bowman, 410-272-4251, FLYERDCB@aol.com. To learn more about Swan Harbor RC (formerly MAOA), go to <http://www.harfordvista.com/rcnews.asp> and click onto January 2001.

CALENDAR OF EVENTS

Aug. 14, 2003	Swan Harbor RC meeting, Swan Harbor Flying Field, 7:00 pm.
Aug. 16-17, 2003	"Wings of Freedom Air Show 2003", Frederick Municipal Airport, Frederick, MD.
Aug. 22-24, 2003	Bealeton Fly In 2003, sponsored by DCRC Radio Control Club and Fly-By-Nights.
Aug. 30-31, 2003	Warbirds of MD Scale Rally, sponsored by PGRC, CD Alan Goodman Ph 410-974-4785 or ahgoodman@mindspring.com .
Sept. 13, 2003	Swan Harbor RC Giant Scale IMAA Fly-In, Swan Harbor Flying Field, Havre de Grace, MD. CD Steve Snyder Ph 410-638-2895.
Sept. 14, 2003	Monster Modelers of Maryland. Sunday Flyers field, Baltimore County, MD, CD Ernie Hancock, Ph 410-477-1448.
Sept. 20, 2003	Mid-Atlantic Radio Control swap meet, Radio Control Modelers of Baltimore (RCMB), Parkton, MD, Jerry Stevens, Ph 410-879-4806.

Archives:

Past Newsletters

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