



Happy Holidays from the ESRC Oval Office!



Fellow ESRC members,

I hope that the holiday season finds you well and in good spirits. It has been my great pleasure to serve as your club president for the past three years and I look forward to another term. We are all very fortunate to be part of a great flying club - built upon an outstanding membership. I anticipate another successful flying season in '08 and look forward to seeing everyone (and their new toys) when the weather breaks. Enjoy the holidays, be safe, and get those winter projects started!

I apologize for not being able to host a Holiday Party this year as we had hoped to do. The wife's schedule is the culprit and unfortunately, I could not find a way around it. We will discuss our clubs schedule of events at the Jan club meeting so I look forward to seeing you there

Happy New Year!

Scott Calvin

CALENDAR OF 2007 EVENTS

- Feb 3 Next ESRC Meeting at the Glen Carbon Senior Center at 3PM
- 2008 Schedule of Events to be determined

SAFETY FIRST

EVERY MEMBER IS A DEPUTY SAFETY OFFICER

Club Officers

- President Scott Calvin
- Vice President Steve Teeple
- Treasurer Ron Moidel
- Secretary Earl Westergom
- Safety Officer Ryan Von Talge
- Membership Cliff Wisser

Board Members

Roger Watson, Craig Watson, Cliff Wisser, Dwight Hayden & Tom King

Club Instructors

Fixed Wing

- Scott Calvin
- Mike Wilson
- Tom King
- Ron Moidel

Helicopter Training

- Scott Fitzgerald
- Ryan Von Talge

Aviation Truism *(Mostly True)*

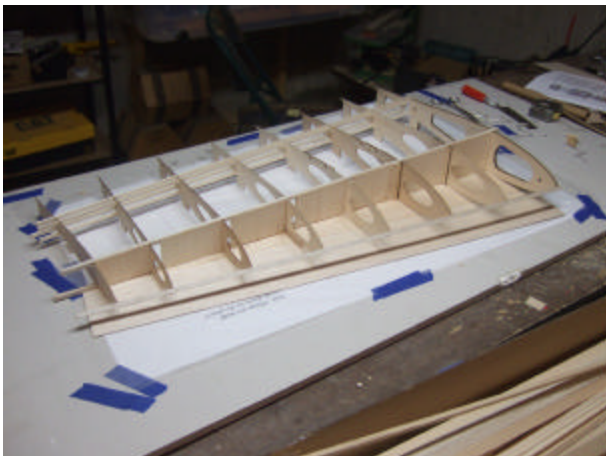
“When a flight is proceeding incredibly well, something was forgotten.”

Unknown Aviator

Update Pictures of Scott's Yak Winter Project



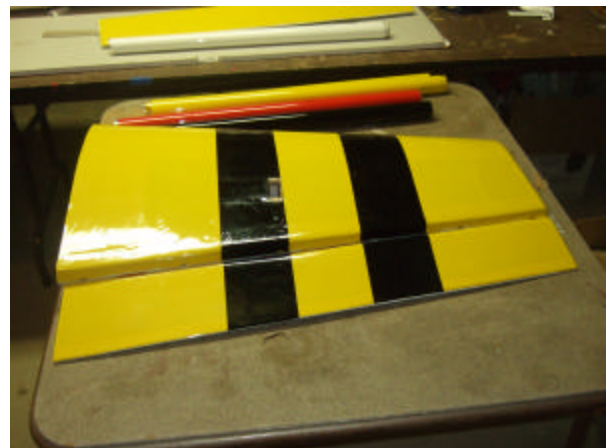
Fuselage is complete



Wing being framed up



Wings Top Covering – Very Creative!!



Wings Bottom Covering. There will be no problem here telling top from bottom.



Looking good and will definitely be ready for the builders contest.

Three airships that might fly you to Europe someday

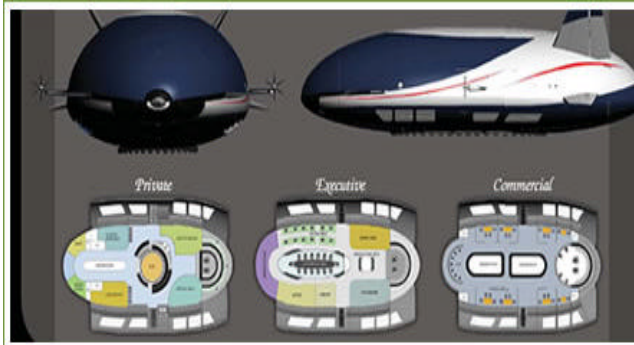


Airships, they're elegant, efficient, exciting, and require very little infrastructure. Airships have the potential to be more efficient than airplanes, cars, and even passenger trains and barges.

In a carbon-conscious world, passenger flight is difficult to rationalize. But we've got to get from point A to point B -- there are births, funerals, weddings, and graduations to attend. Right now, there's no alternative to traditional heavier-than-air travel.

Here are three airships that have a good chance at changing that:

The Aeroscraft



Aeroscraft comes first because it seems both more ambitious and farther along in development than the others. As lighter-than-air (LTA) craft are completely subject to the weather when not under their own propulsion, low-speed control is a big deal. Aeroscraft has kept that in its sights.

Their current project is a small airship designed to be a luxury cabin for the über-wealthy, or a commercial transport for tourism (complete with a glass bottom). Neither are particularly environmentally friendly but both are significant steps toward larger projects.

The SkyCat

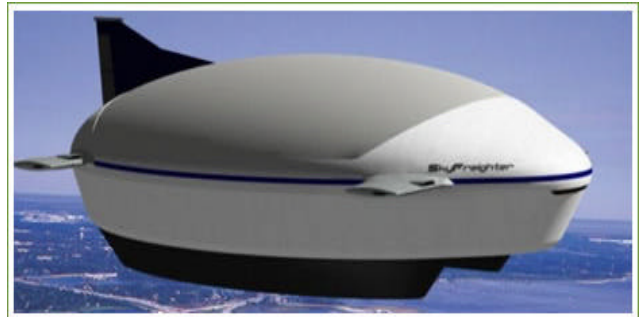


While SkyCat has a less impressive marketing department, their initiative is nonetheless impressive. A working one-sixth scale mock-up (the SkyKitten) already has been produced **and flown by remote control**.

The mock-up was a success, and their first prototype airship (the SkyCat 20) is under construction and slated to be operational in 2009.

SkyCat is focusing primarily on the shipping industry, at least in the beginning, hoping to fill the gap between high-speed (expensive) air freight and low-speed (cheap) ground freight.

The SkyFreighter



Another airship company focusing on freight is Canada's [SkyFreighter](#). They started out as part of a US Defense project for an amphibious LTA craft (the Walrus Program). But now they're looking at both military and commercial possibilities.

Unfortunately, it looks as if they're stuck at the engineering level. Since the Walrus Program was cancelled, their funding has stalled.

But they're still planning for a possible U.S. to Canada LTA shipping route. With competition like Aeroscraft and SkyCat, they're gonna have to fight to stay alive.

The AMA News Page

From the AMA Insider News Letter



www.modelaircraft.org

Before the Wright Brothers, There Was Gustave

1901: Gustave Whitehead purportedly travels a mile and a half in the air aboard his birdlike monoplane. If he did, that means he flew nearly two-and-a-half-years before the Wright brothers' celebrated flight at Kitty Hawk.

There is evidence that several aviators on both sides of the Atlantic preceded Orville and Wilbur Wright into manned, heavier-than-air flight, although Whitehead's claim appears to be the best documented.

That few people outside of aviation buffs have ever heard of Whitehead—originally “Weisskopf” before he immigrated to America from Germany—can be attributed to several factors including, Whitehead defenders say, the outright refusal of the Smithsonian Institute to even consider the possibility that anyone beat the Wright brothers into the air.

Nevertheless, that's exactly what he appears to have done. Although there is affidavit supporting Whitehead's claim to make a bona fide flight as early as April 1899 (filed by an assistant who said he was scalded by steam from the aircraft's motor,) his August ascent was the first one clearly documented and witnessed by people not associated with the project.

The aircraft used for the August 14 flight was named Number 21, since Whitehead rather unromantically christened his experimental craft in numerical order. Number 21 was built with bamboo ribbing and covered in silk. (Number 22, which would fly the following January, substituted steel tubing for bamboo.)

Four flights were reportedly made that day, the first coming before daybreak. Three others followed in the afternoon, including a mile-and-a-half journey where Whitehead reached an altitude of 200 feet. In contrast, the Wright's historic first flight in 1903 lasted a mere 12 seconds while traveling 120 feet. →

Tips & Tricks

Got fuel-soaked balsa?

Do you have fuel leaking from your fuel tank? If so I have the solution! First, remove the fuel tank if able. Next, try to dry as much as possible. When finished, get some regular corn starch and dump it in the compartment and leave for 24-48 hours. After that, dump out the excess (if able) or use the vacuum cleaner. You will probably have corn starch stuck on the balsa where the fuel was. Just push the tank in and take it back out and use the vacuum to get the rest out. If it is still damp reapply the corn starch for another 24 hours. Repeat as you feel necessary. Yes, there are other methods to use but I have found this one to be best.

Tip for those who have Real Flight G2

If you use the interface controller for real flight, take a small zip tie and secure the cord to the carrying handle that way it will relieve the stress on the wire going into the controller.

Tip for cleaning bolts

I saw this little tidbit on RunRyder on cleaning bolts before applying loctite to them. To do so, place the pile in a fine strainer (stainless) and sink it in a pot of boiling water and regular, not lemon, Cascade detergent for about 10 minutes. Dissolve the Cascade first. Rinse thoroughly and dry when complete. The parts are very clean when done. No further prep work is needed. This is easier on the fingers than the manual method, especially on a new model with a whole bag of screws to do.

Reinstalling the fuel tank with motor installed

Have you ever tried to run those pesky fuel lines through the tiny hole in the firewall while the motor is installed and you got a headache? Well here is your aspirin! If you have any old pushrods or old bent landing gear lying around, straighten them as best you can and route them through the front of the firewall to the radio compartment. Then hook your fuel lines onto the wire and pull the wire out of the firewall. Easy huh?

Reducing glitches

Use shrink or silicon tubing on metal parts such as throttle and linkages to reduce minimum glitching.

—all tips and tricks courtesy of Jim's RC.com