



East Side Hangar



Volume 10, Issue 2 and 3

SPRING IS HERE

Feb/Mar 2008

ESRC Web Site

Thanks to Craig Watson, our web site is up and running. It looks great - check it out at:

<http://www.eastsiderc.com/>

Craig also created email addresses for each of our club officers and instructors. Your emails will automatically be forwarded.

Thanks again Craig for your hard work.

Ron Crawford has a copy of the Superman '06 DVD that is willing to loan out if you are interested. Call him at (618) 288-5768.

Thanks Ron

ESRC Web Site

<http://www.eastsiderc.com/>

2008 CALENDAR OF EVENTS

- Apr 13 ESRC Meeting at SIUE field @ 3 pm
- April 27 Public Fun Fly and BBQ @ 1 pm
- May 18 Builders Contest @ 1 pm
- June 22 ESRC Float Fly @ Horseshoe Lake
Time TBD. Jun 23 is a weather day.
- Sept 14 ESRC Fun Fly and BBQ @ 1pm
- Jan 1, 09 Frozen Finger Fly

SAFETY FIRST

**EVERY MEMBER IS A DEPUTY
SAFETY OFFICER**

Club Officers

President	Scott Calvin	644-6377
	president@eastsiderc.com	
Vice President	Steve Teeple	345-5478
	vp@eastsiderc.com	
Treasurer	Ron Moidel	288-7070
	treasurer@eastsiderc.com	
Secretary	Earl Westergom	288-6214
	secretary@eastsiderc.com	
Safety Officer	Ryan Von Talge	407-2920
	safety@eastsiderc.com	
Membership	Cliff Wisser	656-4213
	membership@eastsiderc.com	
Web Site	Craig Watson	
	contact@eastsiderc.com	

Board Members

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

Club Instructors

Fixed Wing

Scott Calvin	644-6377
	president@eastsiderc.com
Mike Wilson	Cell (618) 377-5065
	mwilson@eastsiderc.com
Ron Moidel	288-7070
	rmoidel@eastsiderc.com

*We have a real need for more instructors. Please consider becoming a club IP. Even if you only have time to take on one student – it will be a big help.

Helicopter Training

Scott Fitzgerald	558-8064
	sfitzgerald@eastsiderc.com
Ryan Von Talge	407-2920
	rvontalge@eastsiderc.com

Builders Contest (May 18th)

Good News – it looks like we will have a builders contest this year!

Bill Hunter is entering two airplanes. He has a orange and white checker-board Stearman, and an electric powered Super Cub (yellow of course). Any of you that have seen Bill's craftsmanship know that it is worth turning out for the builders contest just to see his work. Scott Calvin is entering his new profile & Earl Westergom is nearing completion on a 100" wingspan electric powered glider.

You are welcome to enter your winter project if it is ready to fly – it does not have to have flown. (Sorry, no ARFs)

FOR SALE

For info, call Ron Crawford at (618) 288-5768



Dremel Jig Saw. This is a great Jigsaw for light stuff like models. It has a power take off on the motor so you can use the flex shaft, sanding disk or buffing wheel all of which are included. I need to sell it because I bought a bigger jigsaw and no longer use this one. Asking \$25



Excellent field battery. It is a Chicago Electric Jump Start unit from Harbor Freight. I've only charged it one time. I needed to upgrade to a jump starter with a built in compressor for airing up retracts. This sells at Harbor Freight for \$39.95. Asking \$30

Other Area Events

Prop Busters R/C Club

IMAC Fly In - MAY 10th & 11 th
AMA Sanctioned Event

Extravaganza Fly In - June 13,14 &15th

More info at www.thepropbusters.com or contact Kirk Hutchings: wildcard@wbnorriselectric.com

ORCHARD FARM R/C FLYERS 2008 ANNUAL FLY-IN

June 7 & 8th 9 to 4pm

Location: North St. Charles County, MO

Directions: From Hwy 370 - Go North on State Hwy 94 about 7 miles, Left on Highway V (Orchard Farm Road), Pass Orchard Farm High School, then Right on Marais Becket Road to Field

- **AMA Membership Required**
- **Open Fly Event - All Aircraft Welcome**
- Pilot Fee \$10
- Prizes to be Ruffled
- Contact: Jim West
(flyin2008@orchardfarmrc.com)

Website: <http://www.orchardfarmrc.com/>

Aviation History – a B-17 Story

Submitted by Cliff Wisser



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

A B-17 Story continued.....

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the C/O that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.



Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

The AMA News Page

Courtesy of the AMA Insider News Letter



www.modelaircraft.org

Has This Ever Happened to You?

by Bob Kugler

You're flying your favorite airplane. You're doing the maneuvers that you've done a hundred times before. The weather is perfect. The wind is steady, light, and blowing in your favorite direction. You are having a great time. Then, without warning, your old friend develops a mind of its own. Your airplane throttles up, rolls over and spins into the ground. Something has gone seriously wrong.

Your first thought is, "I've been shot down!" This may or may not be true. After you have had time to regroup and analyze the situation, you may be able to determine the actual cause of the crash. What are the possibilities?

- 1. Someone turned on a transmitter on your frequency.*
- 2. Outside radio interference.*
- 3. Receiver battery failure.*
- 4. Transmitter battery failure.*
- 5. Radio failure.*
- 6. Receiver switch failure.*
- 7. Mechanical failure.*
- 8. Pilot error.*

My limited experience has shown that most airplanes are lost as a result of mechanical or electrical failure (items 3, 4, 5, 6, and 7). Next comes pilot error. This includes letting the airplane get too far away, losing it in the sun, getting confused while inverted, stalling the airplane too far away, throwing the wrong switch on your transmitter. .

The least frequently seen cause of RC airplane crashes is radio interference (items 1 and 2). Yet this is the one we think of first. This is probably because it is one of the few causes that we can blame on someone or something else.

Here are some things you can do that may prevent these problems:

1. Install the switch harness inside your model. Cut a piece of thin music wire to extend the switch to the outside of the airplane. This will help the switch stay clean & oil free.

2. Shield the receiver and battery from vibration by wrapping them in closed-cell, high-density foam. In time, vibration will loosen the internal electronics of an unprotected radio. Prolonged vibration can also cause a short in an onboard battery.

3. Make sure the servos, battery, and receiver are secure.

4. The connection between the antenna of your transmitter and the transmitting module in your transmitter must be solid - so check it.

5. Use the frequency control board.

6. Always do a preflight inspection of your airplane. Use an ESV to check your receiver packs remember to leave the ESV connected for at least 30 seconds to get an accurate reading. I have tried this and have seen the needle drop. If the battery is weak, it will show up here.

7. Check to see that all controls are working and in the right direction. Remember to check the meter on your transmitter. These batteries are reliable, but they do sometimes fail.

8. Range -check your radio system. This is rarely done, but it can uncover an otherwise undetected problem. It should be done with the engine running so, if any of the radio components are loose, the vibration may cause it to act up.

9. Test to see if another transmitter is turned on. This can be done by turning on your transmitter and receiver. Move the sticks to the corners, much like you would when performing a snap roll. While holding the sticks in that position, turn off your receiver switch. Next, turn off your transmitter. This will leave the ailerons, rudder, elevator, and throttle off center. Turn on the receiver switch. If the control surfaces should center themselves or begin to twitch, your receiver is getting hit by another radio or some sort of outside interference. Do not fly!

10. If you are already flying and your airplane starts going crazy, hold your transmitter as high as possible. Notify everyone on the flight line that you are going on the field. Run toward your airplane. If you can get your transmitter closer to the receiver in your model, it may provide a strong enough signal to override any interference. I have seen this technique used several times and it works. →