East Side Hangar

Volume 10, Issue 1 HAPPY NEW YEAR January 2008

2008 Is Here

The officers of ESRC wish you all health, happiness, and good flying weather in 2008.

Remember, now is the time to take advantage of membership discounts by getting your AMA and ESRC membership applications in early. Talk to Cliff Wisser for details.

Belleville R/C Flyers Annual Swap Meet *(this is a good swap meet!)*

Feb 16th 2008 9am to 1pm

Admission $5.00 (General admission at 9:00)
Tables $5.00 (Table sales at 8:00)

Queen of Peace School
5915 N Belt West
Belleville, Il (Corner of N. Belt West and Frank Scott Parkway West)

2008 Calendar of Events

Feb 3 This Sunday	3 pm ESRC Meeting at the Glen Carbon Senior Center (No worries, the Super Bowl starts at 5pm)
Mar 2	ESRC Meeting GCSC @ 4pm
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
Vice President	Steve Teeple	345-5478
Treasurer	Ron Moidel	288-7070
Secretary	Earl Westergom	288-6214
Safety Officer	Ryan Von Talge	407-2920
Membership	Cliff Wisser	656-4213

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

Club Instructors

Fixed Wing

Scott Calvin	644-6377
Mike Wilson	Cell (618) 377-5065
Tom King	288-5021
Ron Moidel	288-7070

Helicopter Training

Scott Fitzgerald	558-8064
Ryan Von Talge	407-2920

Aviation Truism (Mostly True)

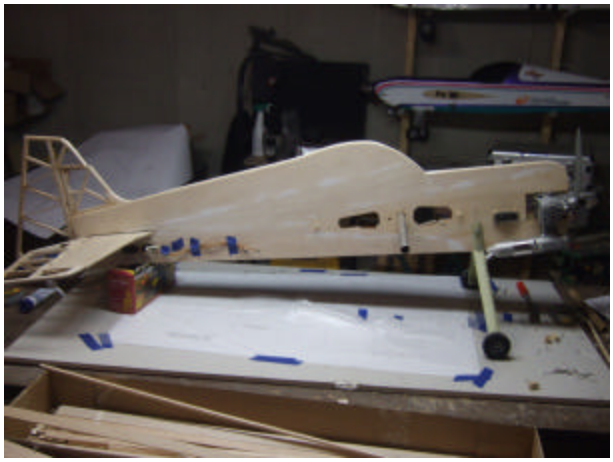
"Never fly in the same cockpit with someone braver that you."

Anonymous Pilot

Don Miller ran across the following R/C video on how to make Monocote decal designs. Check it out.
http://www.youtube.com/watch?v=8NhLZ-4V1pM

Our web site is (temp out of order)
www.eastsidercclub.com

More Pictures of Scott's Yak Winter Project

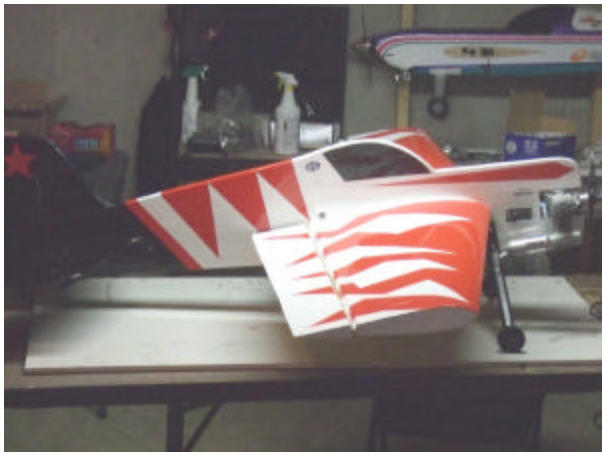


From this…….

…….to this! Looks Great.

Here it is in the "post landing" configuration.

Hmmmm…..the tail flash looks Russian inspired.



Thanks for sharing the photos Scott.

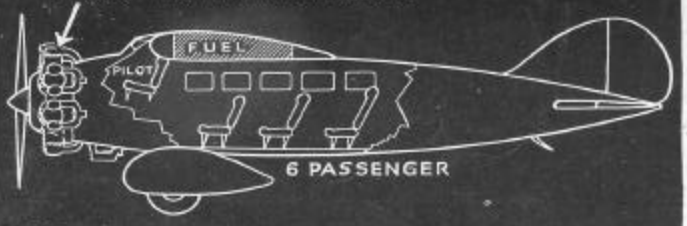
Parks Air College - Metro East Aviation History circa 1931

Submitted by Roger Watson

A FORECAST • • BY THE LEADER IN AVIATION TRAINING

TODAY'S PASSENGER SHIP

440 H. P. RADIAL AIR COOLED MOTOR—HIGH PARASITIC RESISTANCE



135 M. P. H. CRUISING SPEED. FULL LOAD DIRECT OPERATING COST, 4c PER PASSENGER-MILE.
FLYING TIME, ST. LOUIS to NEW YORK, 11 HRS. FARE $65.00.
AVERAGE LOAD—3 PASSENGERS.
ACTUAL OPERATING COST PER PASSENGER-MILE, 8c.
OPERATING LOSS—1½c PER PASSENGER-MILE.
ONE SHIP PER DAY, EACH WAY.

OLIVER L. PARKS founded and built the world's largest commercial flying school, foremost in its field. He speaks here of the future of flying and of *your future in flying.*

The PASSENGER SHIP of 1931

NEWLY IMPROVED PROPELLER WITH 3 TIMES THE PULLING-POWER OF PRESENT TYPE

220 H. P. FULLY INCLOSED PERFECTLY STREAM LINED MOTOR —NO PARASITIC RESISTANCE

200 M. P. H. CRUISING SPEED—FULL LOAD DIRECT OPERATING COST, 2c PER PASSENGER-MILE.
FLYING TIME, ST. LOUIS TO NEW YORK, 6 HRS. FARE $36.50.
AVERAGE LOAD—6 PASSENGERS.
ACTUAL OPERATING COST PER PASSENGER-MILE, 2c.
OPERATING PROFIT, 1c PER PASSENGER-MILE.
ONE SHIP EACH HOUR, EACH WAY.

COMPARE TIME AND COST

ST. LOUIS TO NEW YORK	TIME	FARE
BY PLANE TODAY	11 Hours	$65.00
BY RAIL (Fastest train with Pullman)	23 Hours	$54.94
BY 1931 AIR LINER	6 Hours	$36.50

Saving over today's plane—**5 hours**—**$28.50**
Saving over today's train—**17 hours**—**$18.44**

AVIATION steps forward in 1931!

5 TIMES AS MANY AIR LINERS—5 TIMES AS MANY TRANSPORT PILOTS—10 TIMES AS MANY MECHANICS

Look ahead six months—no more. Aviation calls for a new deal in 1931—the whole picture of flying will be changed. If you're going to be in on it, you've got to say "Go!" today.

St. Louis to New York in 6 Hours, Non-Stop!

That's the 1931 program, to be achieved by new-day ships, triumphs of design, perfectly streamlined for speed . . . 200 miles an hour cruising speed will be attained . . . less gas and oil to be carried . . . less wasteful resistance . . . less power required . . . lower rates because of lower operating costs . . . and full seats instead of empties . . . . . *that's commercial flying as you'll see it in 1931!*

It means new life for Aviation; a five-fold increase in opportunity. Are you coming in on it? All you need is Parks training, at the school where vision guides every activity, under the men who were first to see the future as it is pictured here.

You can't afford to gamble with your future—and waiting *is* a gamble . . . Catch the next train, plane, or bus and come to Parks!

The whole story is yours for the asking.

PARKS AIR COLLEGE

WORLD'S LARGEST COMMERCIAL FLYING SCHOOL

SECTION 2-PA
PARKS AIRPORT EAST ST. LOUIS, ILL.

Parks Air College was one of the first to be licensed by the U. S. Department of Commerce as a fully accredited transport school

MAIL THE COUPON TODAY!

PARKS AIR COLLEGE, 2-PA
Parks Airport, East St. Louis, Illinois

Without cost or obligation to me, please mail your illustrated catalog.

Name .....
Street address .....
City ..... State .....
Occupation ..... Age .....

I am interested in Private Pilot's Course ☐
Limited Commercial Course ☐
Transport Course ☐

Parks Air College History

Parks College was founded by Oliver “Lafe” Parks in 1927, just two months after Charles Lindbergh’s historic flight across the Atlantic. Anticipating the future importance of aviation, Parks very early recognized the need for instruction in aircraft design, maintenance, and flight safety. Determined to raise the standards of aviation education, Parks College became the first federally approved school of aeronautics, receiving Air Agency Certificate #1. During the World War II era, the college and its subsidiaries were responsible for training one of every ten Army Air Corps pilots, plus thousands of aircraft mechanics.

After the war, Parks took a hard look at his college and the entire field of aviation. With characteristic vision, he realized that future aviation leaders would need a broader, more academic education. He felt the best way to ensure this breadth was to seek affiliation with a major university. In 1946, he gave Parks College to Saint Louis University, and thus the holder of Air Agency Certificate #1 became part of the oldest university west of the Mississippi.

University affiliation allowed the changes required to increase the depth and breadth of the curriculum. The college went on to add programs in aircraft maintenance management, avionics engineering, electrical engineering, computer science, mechanical engineering, and biomedical engineering, increasing the number of undergraduate degrees offered. In the fall of 1997, after seven decades in Cahokia, Illinois, the college moved into McDonnell Douglas Hall, a new state-of-the-art building on the university’s mid-town St. Louis campus, as the Parks College of Engineering, Aviation and Technology.

The AMA News Page

From the AMA Insider News Letter

www.modelaircraft.org

Windy Days: Good Rudder Practice Days

One of my friends asked me for some flight training, but canceled a few times because of windy conditions. For student pilots—since student pilots usually are flying on a buddy-box system anyway—take advantage of this: get some buddy-box stick time on a windy day.

There are several benefits for students to do this while still using the buddy-box system. First, in order to keep the airplane under desired and controlled conditions, wind generally forces student pilots to be more active to maintain control during the flight, which equates to a faster learning curve.

Second, we always have some amount of wind at the field; therefore pilots should not be afraid of it. Better yet, pilots should learn how to deal with windy conditions, provided the model is capable of flying in that condition. An electric foamy airplane weighing less than 10 ounces, for instance, should not be flown on windy days, especially by a student pilot or one having recently soloed.

The general rule of thumb I use for not flying because it's too windy depends on how hard it is to assemble the model in the wind. If the wind places my model at high risk for damage during assembly, then it's too windy to fly.

I have flown in excessively windy conditions a few times over the years. However, in each case, the flight was no longer enjoyable because I was constantly correcting for wind-related issues, with the landing being the most intensive and nerve-racking part of the flight. If the wind is a little annoyance during assembly, I will fly knowing the wind will be a little annoyance to contend with in the flight also. I call windy days "good rudder practice days" because rudder typically needs to be used more often on windy flights.

Bottom line: *fly a few times in moderate wind conditions while you are a student on a buddy-box system because it will make you a better overall pilot.*

You're Addicted to RC, When...

- ***You read nothing but transmitter and model manuals in the bathroom.***
- ***You have something RC within a radius of 5 feet from you at all times.***
- ***You've heard, "Hey that looks just like the airplane I tossed in the bin after crashing last week," more than once at your flight field.***
- ***A full-scale airplane passes overhead and you move your thumbs to match its movements.***
- ***If you plan to go outside for any reason and it's windy, you go back inside again and find out when it's due to be calm next.***
- ***When the power steering goes, you tell the people at the garage to change the servo.***
- ***If you worked feverishly in all your free time, it would take three years to clear up your backlog of kits.***
- ***You host a fun-fly when it's so cold that one of the events is starting your engine.***
- ***You accept a crash as an opportunity to start a great new kit.***
- ***Every time you pass a garage sale, you look for wings.***
- ***If you spend more money at the local hobby shop in one hour than you make in a month.***
- ***You keep your old van just to transport airplanes in.***
- ***When you go to Home Depot and the PVC pipe and fittings section gives you ideas for new wing racks instead of plumbing projects.***
- ***You have a "special room" for your airplanes.***
- ***You have a gallon drum of adhesive in your shed.***
- ***You have at least three different heating irons.***
- ***You neck shows a white strip, that is the same width as your transmitter strap. ?***