



East Side Hangar



Volume 12, Issue 7

<http://www.eastsiderc.com>

July 2010

- **2010 Float Fly Success, Pg 2**
- **Float Aircraft in History, Pg 3**
- **Combat Scores Update:**

We had some exciting action two weeks ago. I believe only one airplane was airworthy, relatively speaking, at the end of the last heat. Multiple mid-air collisions were more common than streamer cuts!

Jeff Underwood from Riverview made a strong showing on his first combat at the ESRC field. He picked up 290 points in just two heats. His AMA number only has five digits so my guess would be that experience does make a difference.

Top four points totals

Name	total heats	total points
Joe white	7	840
Mark chadwick	7	720
Don miller	6	330
Jeff underwood	2	290

See you at the field! Mark Chadwick

Every Member is a Safety Officer (Keep up the good work!)

Club Officers

President, Scott Calvin 644-6377

president@eastsiderc.com

Vice President, Don Miller (618) 792-8888

vp@eastsiderc.com

Treasurer, Ron Moidel 288-7070

treasurer@eastsiderc.com

Sec & News Letter, Earl Westergom 288-6214

secretary@eastsiderc.com

Safety Officer, Mark Chadwick

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, and Tom King

• CALENDAR OF EVENTS

- ESRC Meeting this Sunday, July 11th
• 3PM at the field
- ESRC Meeting, Aug 8th, 3PM at the field
- **Fun FLY & BBQ, (and combat) Sept 12th, 12PM at the field**
- **Builders Contest (TBD) Anyone building? We are looking for 4 or more to have a contest.**
- **Field Closed March 26, 2011 from 7a.m. until 2 p.m. for a SIUE event. "heads up" provided by SIUE.**

Club Instructors

Fixed Wing

Scott Calvin 644-6377

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Helicopter Training

Scott Fitzgerald 558-8064

sfitzgerald@eastsiderc.com



2010 Float Fly

by Roger Watson

We had a successful float fly again this year.

ESRC club members Mark Riedl, Cliff Wisser Roger Watson and Craig Watson as well as five visitors registered to fly. Other members and visitors stopped by. We had a lot of float planes.

One or two planes were in the air almost continuously from 9 AM to about 11:30 AM. Then the winds picked up and the flying became rather limited to the larger planes. We flew until about 2:30 PM and visited until after 3:30. It was a great day. No planes were seriously damaged. We did use the boat to recover a couple of hard landings and dead sticks.



One of the main attractions was a 37 pound Super Piper powered by a 62 CC gasser with smoke. One of the best flying float planes was a simple 40 size trainer with an ancient .60 2/c on US Aircore floats. One of the best electrics was a Balsa USA North Star kit. These delta wings needs some lead in the nose so substituting a lighter electric motor in the rear and batteries in the front just makes good sense. We collected \$25 from the visiting pilots to help offset the insurance.

Please call Craig (656-3834) or Roger (656-3528) to get on our calling list. We plan to fly again this summer - Join Us!

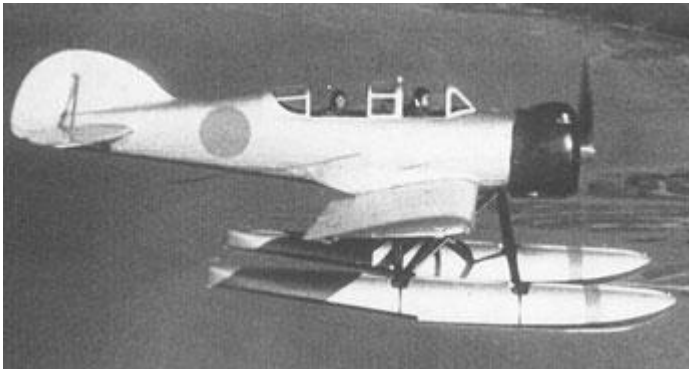
FLOAT AIRCRAFT & AVIATION HISTORY

Little known or remembered fact about the start of WWII.

[The Day Japan Bombed Oregon](#)

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.

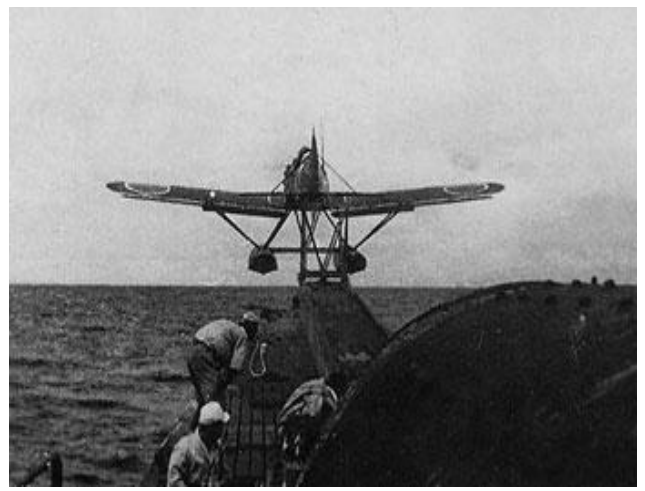


The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuka E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded.

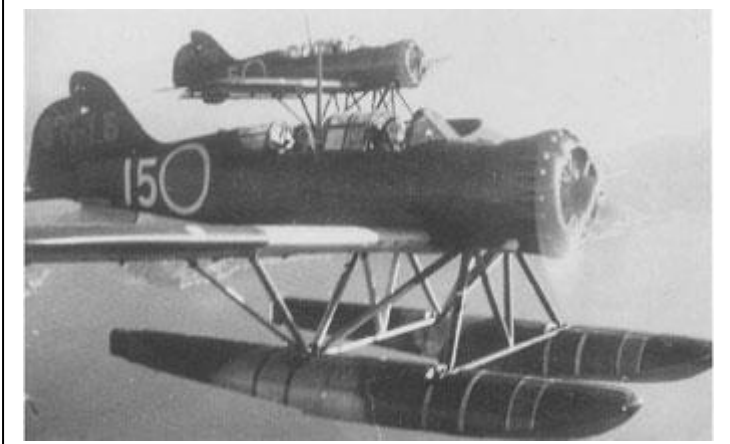
This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America.



The "Glen" was launched via catapult from a I-25 class Japanese submarine and carried two incendiary 168 pound bombs and a crew of two.

When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.



The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland. The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine. Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern and the airplane was swung onto the deck, The crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan .

This event ,which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.





Hamilton Co.
Fearless Flyers Model Club



*Southern IL. 2010
4th annual*

Jim LeRoy Memorial Fly In

Sat. Aug. 7, 2010 9:00am - ?

Flying starts at 9:00 am - Pilots are welcome to stay and fly as long as they like. 1800' x 50' paved runway. Lots of room for parking, Trailers, and EZ ups. Food and drinks will be available on site . Landing fee \$10.00 and includes lunch. Pilots raffle along with noon time Air Show and special demos through out day .

MUST HAVE 2010 AMA CARD TO FLY

Awards: Best Scale , Military & Civilian
Best Airshow Performance
Best in Show
Cross Country Award (furthest traveled)
Frequent Flyer Award
Fearless Flyer Award



WHERE? McLeansboro City Airport. 80 Miles west of Evansville . 100 miles east of St Louis. Camping and RV Parking at field , No hookups. Part of the money raised will go to the Jim LeRoy Memorial foundation . Come early , Stay late !

Directions:

I-64 exit 100 head south on Hwy 242 for 10 miles enter McLeansboro, Il. Continue through 2 traffic lights, turn left at flashing light. Than turn right at intersection of Hwy 14 & 142. Continue south for 2 miles. Look for signs , Airport on the right.



Directions :

Hwy 14 from Benton Il. head east for 24 miles and enter McLeansboro, Il continue through 2 flashing lights; Turn right at 3rd flashing light at intersection of Hwy 14 & 142. Continue south for 2 miles. look for signs ; Airport in on the right .

info contact Jason Pearson (618)599-6961

30TH ANNUAL BIG BIRD FLY-IN PEKIN R/C CLUB



EVERETT MCKINLEY DIRKSEN PARK

HERMON D. LOWERY FIELD, PEKIN, ILLINOIS

SUNDAY, SEPTEMBER 19, 2010

- No landing fee
- 175 feet paved runway
- Acres of closely cut grass
- Overnight parking for self contained campers
- Registration begins 8 AM
- Flying begins at 9 AM
- IMAA & AMA sanctioned
- Must have IMAA & AMA to fly (Applications are available at registration)
- Free Lunch for flyers
- Prizes for pilots
- Raffles for everyone

Sponsored by
Pekin R/C Club

And
**IMAA
Chapter 37**

Visit us at:
www.pekinrc.com

The general public is invited to attend.
Food & refreshments served after 11 AM.
Bring the kids as they will have a great time!!!

FOR MORE INFORMATION CONTACT:

Wayne Hood (309) 347-1166 or
ehood@comcast.net & Mike Smith
(309) 925-9041 or galaxie1961@gmail.com

Donna Smith (309)-925-9041
Or donnaann52@gmail.com



Enjoying Model R/C Aviation Since 1985

Fly-in

September 24-26th 2010

Model Aircraft flying and exhibition.

Flying starts at 9:00AM

Concessions available on site **Event Contact: Dennis Back 573-201-9428**
or: **Bryan Zang 573-467-0111**

\$15 Pilot Fee
Spectators Watch for FREE!



DAVE MCQUINN FORWARDS THE FOLLOWING EVENT SCHEDULE

Here are some upcoming events you might be interested in.

July 16, 17, 18.

SLRC Jet Rally at the Eureka site

July 31

Float Fly at Jim Elfink Lake

www.wrightcityflyers.com

August 7

Fearless Flyers fun fly

McCleansboro, IL

flyjay77@yahoo

August 21

Hayes Lake float fly www.wrightcityflyers.com

September 11 and 12

River City warbird fly in

www.rivercityflyers.com

Looks like a fun and busy year.

The newest issue of the AMA *Insider* has been posted.

You can navigate to it by going to <http://www.modelaircraft.org/insider/index.html>

Follow AMA issues on Twitter:

<http://twitter.com/modelaircraft>

Websites Worth a Look

SUBJECT: CARRIER OPS

YOU GUYS WILL LIKE THIS.. RICH MOWERY

[HTTP://VHOLDR.COM/VIDEO/LAP-AROUND-BOAT](http://vholdr.com/video/lap-around-boat)

Fuel Cell-Powered Sailplane Debuts In Berlin

REMARKABLE TECHNOLOGY - EARL

[HTTP://WWW.AVIATIONWEEK.COM/AW/GENERIC/STORY_GENERIC.JSP?TOPICNAME=ILA_2010&ID=NEWS/AWX/2010/06/07/AWX_06_07_2010_P0-232552.XML&HEADLINE=FUEL%20CELL-POWERED%20SAILPLANE%20DEBUTS%20IN%20BERLIN](http://www.aviationweek.com/aw/generic/story_generic.jsp?topicname=ila_2010&id=news/awx/2010/06/07/awx_06_07_2010_p0-232552.xml&headline=fuel%20cell-powered%20sailplane%20debuts%20in%20berlin)

LITTLE AIRPLANE AND BIG MACHINE GUNS

BANG BANG - DON MILLER

THIS TAKES "RC COMBAT TO A NEW LEVEL!

<http://www.break.com/index/little-plane-big-machine-guns.html>

4-Northern Wyoming Daily News, Worland, Wyo., Friday, April 2

Opinions

Readers' Views

Objection from a former sailor

To the Editor:

I object and take exception to everyone saying that Obama and Congress are spending money like a drunken sailor. As a former drunken sailor, I quit when I ran out of money.

Bruce L. Hargraves
USN Retired
Worland