

THE CLIPPINGS

MARCH, 2015



GRASSFIELD RC CLUB, INC. • BROOKLYN PARK, MN • www.grassfieldrc.org • AMA CHARTER #1405

QUADCOPTERS FLOOD THE MARKET — by Del Berryman

Recently the market has been flooded with quadcopters. This is good for hobby shop sales, but maybe not-so-good for the AMA. Many of the people that are buying these quadcopters have little or no experience in flying radio-control models. So, the first thing they ask is, “How high can I fly this thing?” and “How far away can I go?” That spells BIG TROUBLE!



Blade 350 QX3

Recently one of these quadcopters landed on the White House lawn at 3:00 am in the morning. White House security found the person who was flying the quad, and he was under the influence of alcohol. On another occasion, a commercial aircraft was flying at 4,000 feet, over Los Angeles Airport, when the pilot called the LAX tower, saying, “There was just one of those radio-controlled helicopter things that went right over the top of us. . . a little bitty one. . . was red in color.”

Following these recent incidents, the FAA has proposed new rules for unmanned aircraft systems (UAS), or drones, in addition to the current regulations. Just because you can easily acquire a UAS doesn't mean you can fly it anywhere, or for any purpose. The FAA has partnered with AMA and other organizations to promote safe and responsible flying in its “Know Before You Fly UAS Campaign”.

Four key UAS regulations are:

- 1) Don't fly above 400 feet.
- 2) Keep your unmanned aircraft in sight at all times.
- 3) Don't operate near people or crowds.
- 4) Don't fly within 5 miles of an airport without notifying FAA air traffic control or the operator of the airport.

In addition, the FAA states that you can't fly UAS to earn money or use them for your business, unless you get prior authorization from the FAA. They can only be flown for hobby or recreational use, and I have learned first-hand that these things can be a lot of fun. I never thought I'd see the day, but I now have a quadcopter! It's the Blade 350 QX3 model equipped with a CGO2 camera.

Reading comments of other QX3 flyers on an internet blog, I found that many people have had problems with the model flying away uncontrolled. I believe in many cases, these are inexperienced flyers that get disoriented and panicky,

then blame the fly-away on the quadcopter, rather than on their own flying ability. (And, as we know, even experienced pilots can get disoriented at times.)

Some flyers are saying that if the quadcopter's MOSFET gets too hot, it shuts down — and the quad flies away! After reading this, I installed cooling shields over the resistors on my quad, hoping that I won't have overheating problems. Also I have drilled more air-flow holes in the plastic body for better cooling.

I will bring my quadcopter to the March 13th meeting and explain a lot more about the model and the “hear-say”.

The next Grassfield Club Meeting is This Friday
March 13, 2015
7:00 PM (doors open at 6:30)
at the Osseo Community Center
415 Central Avenue - Osseo, MN



THIS ISSUE'S CLIPPINGS

“QUADCOPTERS FLOOD THE MARKET” BY DEL BERRYMAN	1
GRASSFIELD'S ANNUAL CHRISTMAS BUFFET AND A SWAP MEET TOO	2
RICHARD STEINE SHOWS HIS KI-45 AT THE FEBRUARY 13 TH MEETING	3
THE VALIANT AIR COMMAND WARBIIRD MUSEUM BY DEL BERRYMAN	4
2015 MEMBERSHIP	5

GRASSFIELD'S ANNUAL CHRISTMAS BUFFET . . .



The December 12th, 2014, Grassfield meeting, held at the Osseo Community Center, included our 5th annual Christmas buffet. Many members brought food to share at the buffet, including an assortment of appetizers, entrée dishes, and desserts. We also held a Swap Meet in addition to the general meeting.



. . . AND A SWAP MEET TOO



RICHARD STEINE SHOWS HIS KI-45 AT THE FEBRUARY 13TH MEETING

Richard Steine brought his Japanese Ki-45 “Nick” to the February 13th, 2015, meeting. Ki-45s were high-altitude interceptors for B-29s at the end of World War II.

The model is all-wood construction with the exception of the nacelles, nose cone, and cowl, which are fiberglass. He covered the plane with 1.2 oz. cloth, because it lays flat and makes working with the epoxy finishing resin easier. The 1.2 oz. cloth is a bit heavier, but not enough to matter in the overall weight of the plane.

Richard painted the plane with semigloss latex, thinned with about 20 percent of Floetrol®. The white areas are painted with Rust-oleum® paint. For the overcoat, he used matte acrylic paint, purchased in cans from Michaels.

The 1/5-scale model weighs about 45 to 50 pounds and has a 120-inch wingspan. The twin engines are G45 Magneto engines.

Richard said, “I do things the simplest way, because that’s ‘just me’. Less to go wrong.” He also said that “Projects like this are a lot of work, and I’m glad I’m finished with it.”



Bill Hempel (above) brought the Predator II that he purchased at an auction. This summer, Bill plans to race the plane in the 46 class.

THE VALIANT AIR COMMAND WARBIIRD MUSEUM — by Del Berryman

During our recent vacation to The Sunshine State, Rita and I stopped at the Valiant Air Command Warbird Museum in Titusville, Florida, just five miles from the Kennedy Space Center.

The Valiant Air Command has an impressive collection of vintage warbirds, memorabilia, and artifacts and is known for its vintage restoration. We were able to see a lot of restored airplanes and toured their restoration hangar where planes were being worked on. While we were there, we saw the P-51 and the A-4C Skyhawk take off. If you get a chance to visit this museum, it is well worth your time.



North American T-6 “Texan” trainer used by the Navy



P-51 Mustang minutes before take-off



A-4C Skyhawk, getting ready to start, is shown here with its auxiliary power unit.



Serman, a Navy trainer during World War II (at left) alongside a **T-33 “Shooting Star”** Air Force trainer (at right)



F-4 Phantom was on display in the Vietnam hangar.



F-86 Sabre Jet full-size plane, above. Scott Russell has the 1/5-scale model of this same aircraft, serial number 31201. He brought his F-86 to Grassfield’s February, 2011, meeting (inset, left).

2015 MEMBERSHIP

Membership for the 2015 flying season is now available. For information on membership dues and requirements, go to www.grassfieldrc.org and click on the membership information link in the left-hand column. From there, you can print out the 2015 membership application. Everything you need to know is on the form.

ABOUT THE CLIPPINGS

THE CLIPPINGS is published by The Grassfield Radio Control Club, Inc., and distributed to club members and other interested parties. Any material from this publication may be copied for personal use or republished for any non-profit purpose by any AMA member, if it is accompanied by the proper attribution which includes The Grassfield Radio Control Club, Inc., as well as the author's name and title, if given; if the original author is from a club other than The Grassfield Radio Control Club, also list the name of the originating club or organization. Any other reproduction, publication, or redistribution, in any form, is prohibited.

The Grassfield Radio Control Club, Inc. reserves the right, in sole discretion, to edit or reject any material submitted for publication. All other rights reserved. For editorial submissions and membership information, contact Del Berryman by email at del31@charter.net or by telephone, 612-799-6247.

GRASSFIELD CONTACTS

PRESIDENT Ron Gage	home 763.568.7745; cell 612.716.2599 gager97@comcast.net
VICE PRESIDENT Jerry Elert	651.484.5187 jerry@conmechservices.com
SECRETARY Del Berryman	612.799.6247 del31@charter.net
TREASURER Al Schwartz	651.633.2286 alberts@comcast.net
SAFETY OFFICER Paul Johnson	612.655.1808 superpauly98@yahoo.com
CONTEST COORDINATOR Jerry Elert	651.484.5187 jerry@conmechservices.com
FIELD MARSHAL Gregg Hemken	763.772.4103 gpcah@aol.com
WEB EDITOR Bill Hempel	763.424.2937 grassfldrc@aol.com
NEWSLETTER EDITORS Del Berryman Rita Berryman	612.799.6247 del31@charter.net rita.berryman@charter.net
FLIGHT INSTRUCTORS Bill Hempel Paul Johnson Darryl Zempel	763.424.2937 grassfldrc@aol.com 612.655.1808 superpauly98@yahoo.com 763.493.4004 darrzemp@embarqmail.com