



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

FROM OUR PRESIDENT

by Phil Zuidema

Earlier this week I received a call from a person who had found an airplane in a field. He knew that it was near our club, so he found the web site, and called until he reached someone (me). I asked him what the plane looked like, and then, since the wing had popped off in the unanticipated landing, if there was any identification inside the plane.

He assured me there was nothing inside and no AMA number on the plane. As you probably know, it is an AMA requirement that you have your AMA number on the plane, or identification inside the plane. Please make sure that you have done this. Otherwise, you are not AMA legal while flying. This could potentially cause a problem if there is a claim you need to make or defend. It's so easy to do, and it could mean you get your plane back, where you may otherwise not.

January's meeting will be held at the Osseo Community Center, where we held the November meeting. Next year, all our meetings will be held here, so make a mental note and show up at the right place. Of course, it's next Friday, January 13th, at 7:00 p.m. Bring a friend or a guest. Is there a grandson or granddaughter, a neighbor or a golfing buddy that has expressed an interest at one time in your hobby? Or, perhaps there is a person from another club that may be interested.

Please feel free to bring your show-and-tell item. It could be a plane, a helicopter, a building technique, or a set-up technique. I would love someone to tell me how to do rolling circles. Does anyone care to do that? We will have some show-and-tell at the meeting, and of course, our usual raffle.

We are still looking to find someone or some people to help out with the grass cutting. Gregg Hemken, who has done this tirelessly for years and years, is justifiably getting a little tired of doing it! Duh! I don't even like to cut my own grass seven months out of the year, and it's a whole lot smaller than our field. If you have an interest or would consider helping the club out in this way, please let Gregg or me know and we can get you connected to the right equipment with some training. I think Gregg may have a couple of interested parties already, but if you'd like to do this, let us know anyway.

I hope to see you at the meeting this Friday, and I hope you can bring something fun to share with the members. Once again, if anyone has access to an LCD, DLP, or some type of computer-driven projector, please let me, or anyone else on the board know, and we will bring in some interesting flying footage.

Safe flying.

Phil

2012 MEMBERSHIP RENEWAL

MEMBERSHIP DUES FOR 2012

Open (19 years or over)	\$75.00
Senior (65 years or over)	\$55.00
Student (19 to 23 years)	\$30.00
Junior (18 years or under)	\$30.00

(Determined by member's age on July 1, 2012)

**The next Grassfield
Club meeting is
This Friday,
January 13th**



7:00 pm (doors open at 6:00)

**Bring something
for "Show & Tell"**

Refreshments will be served.

***This meeting will be held at:
The Osseo Community Center - 415 Central Avenue - Osseo, MN***

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GRASSFIELD'S CHRISTMAS BUFFET & MEETING

The December 9th meeting was held at the Brooklyn Center Civic Center, starting with a Christmas buffet. Many members brought delicious foods, including appetizers, main dishes, and desserts. We feasted and snacked—and enjoyed visiting with each other as we ate.



Paul Mohr, Stan Bennyhoff, Matt Treanor, Bill Selberg, and Stan Zdon help themselves to the buffet.



Jerry Cornish brought his Seagull Ultimate biplane to the meeting. He said the well-made ARF arrived with no wrinkles in the Monocote, and he had no problem putting it together. Jerry also said he hasn't crashed it yet, but then again, he hasn't flown it yet either.

The Ultimate has a 43" wingspan. Jerry installed a Saito 72 4-stroke engine and standard servos.



Lee LaValley is building a scale replica of an AR-6 Endeavor, starting with a computer-aided design (CAD). Once the plane was designed using the CAD system, Lee cut "formers" from wood. The formers are cut to the shape of the RC aircraft design, at $\frac{3}{8}$ " intervals, from nose to tail, and he placed $\frac{3}{8}$ " foam between the formers. The foam was sanded to shape, creating the "plug". Many coats of primer are applied to it, sanding between each coat and filling any voids. This is repeated over and over, until the surface of the plug is flawless. Any flaws in the plug will also appear in the finished plane. Lee spent hundreds of hours creating and finishing the plug.

After the plug was formed, Lee waxed it numerous times as well as spraying the entire plug and parting board with PVA (a release agent.) The wax and PVA helps ensure the halves of the mold will separate from the plug. In the lay-up process, layers of fiberglass cloth were applied over the plug, with resin applied over each layer, working on one-half of the plug at a time, up to the parting board, with the edges of the fiberglass extending outward in a flange. Lee also placed a layer of tooling dough over the fiberglass, to make a very strong mold that can be used over and over again. After the resin sets up and cures, a wedge is carefully placed between the plug and the mold in order to remove the mold. After Lee finishes the mold, fiberglass and resin layers will be shaped on the outside of the mold sections, to make the sections of the final aircraft.

Having worked on this project, Lee has a good understanding why it costs so much to purchase a molded airplane — it requires hours and hours of work and lots of patience.



Matt Treanor (at left) was one of the winners in the raffle. The names were drawn by his lovely girlfriend, Tabetha Goth, at right. (Richard Steine also shown, center.)

“RED TAILS”

By Del Berryman

With the release of a new movie called “Red Tails”, coming to theatres on January 20th, there will be a lot of people talking about the notorious Tuskegee Airmen and their P-51 Mustangs.

In World War II, the Tuskegee Airmen were the 332nd Fighter Group and the 477th Bombardment Group of the U.S. Army Air Corps, the first black aviators in the armed forces. This famed group of African-American

fighter pilots wanted to serve their country, but because they were black, their missions started as strictly ground-attack. At that time, the American military was racially segregated, and Tuskegee Airmen were subject to racial discrimination.

Having no confidence that black airmen could be effective as fighter pilots, the Tuskegee Airmen, led by Benjamin Oliver Davis, Jr., were given obsolete airplanes. It was believed that blacks couldn't pass a flight exam, make it through flight school, or survive basic combat, but the black men of the experimental Tuskegee training program had done all of that.

Believing that black Americans should have the same rights to fight for their country as other Americans, Davis went to Washington, D.C. to talk to the Pentagon brass, begging them to let his Tuskegee Airmen fly escort bomber missions. He told the brass that these pilots would be willing to put the bombers ahead of themselves, and if they were given new planes, they could get the job done. They decided to give Davis' airmen a chance. After all, the bombers were being cut to shreds, so what did they really have to lose?

Eleanor Roosevelt was another influential person in promoting the Tuskegee Airmen. C. Alfred “Chief” Anderson, a black pilot and flight instructor at Tuskegee, said, “She told me, ‘I always heard Negroes couldn't fly, and I wondered if you'd mind taking me up.’ All her escorts got tremendously upset and told her she shouldn't do it. . . When we came back, she said, ‘Well, you can fly alright!’ I'm positive that when she went home, she said, ‘Franklin, I flew with those boys down there, and you're going to have to do something about it.’” The first lady used



her influence to encourage the President to authorize further training at Tuskegee, and she also arranged for a \$175,000 loan to purchase Maton Field.

The Tuskegee Airmen painted the tails of their airplanes red, to distinguish them from the planes of other fighter groups, so the Tuskegee pilots were soon known as the Red Tails.

Their desire to serve their country was genuine. They also wanted to defeat racial discrimination through achievement. They took to the skies with something to prove and everything to lose. They started escorting B-17 bombers, protecting them at all costs, and were so extremely successful that they had one of the lowest loss records of all the escort fighter groups!

It became known among German pilots that if you see planes with red tails, get the hell out of there. While other escorts would stop when the flak came up, the Red Tails flew right with the bombers, through the flak and everything. Known as the greatest bunch of guys you could ever hope to have fly on your wing, they were in constant demand. So when the bomber units were asked who they wanted as escorts, they said “Red Tails.”

When the missions were completed, the Red Tails counted their victories by the bombers they got to their targets, by the husbands they returned to their wives, and by the fathers they returned to their children.

Benjamin Oliver Davis, Jr., the first African-American general in the Air Force, went on to become a four-star general in 1998. By the way, his father, was the first black general in the U.S. Army — like father, like son.

In 2007, six decades after completing their 1,578 missions, approximately 300 elderly Tuskegee Airmen, or their wives, were awarded the Congressional Gold Medal of Honor by President George W. Bush (“Bush 43”).

The upcoming big-budget production by 20th Century Fox promises to be the best aviation history movie ever made. The film is directed by Anthony Hemingway and produced by George Lucas. Cuba Gooding, Jr., stars in the movie, his second film about the distinguished pilots called Red Tails. A must-see movie for anyone who loves flying, it is sure to make you want to build a P-51 Mustang this winter!

(References on page 4)

The Congressional Gold Medal of Honor (shown at right) was awarded to about 300 Tuskegee Airmen.



General Benjamin O. Davis, Jr.



Maybe it's too *COLD* outside to fly...
But it's time to get together and
plan for next year's racing season.

NCPL ANNUAL MEETING
SATURDAY, JANUARY 21ST, 2012
FROM NOON TO 4 PM



AT THE ANOKA AIRPORT
EAA BUILDING
COME READY
TO DISCUSS PROPOSALS!

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REFERENCES FOR "BIG TAILS" ARTICLE

TUSKEGEE AIRMEN FACTS

http://en.wikipedia.org/wiki/Tuskegee_Airmen

FLIGHT OF ELEANOR ROOSEVELT

http://www.nasm.si.edu/interact/blackwings/hstudent/bio_anderson.cfm (quote by Anderson, A-Train: Memoirs of a Tuskegee Airman)

BENJAMIN O. DAVIS, JR. AND SR.

http://en.wikipedia.org/wiki/Benjamin_O._Davis,_Jr.

CONGRESSIONAL MEDAL OF HONOR:

<http://georgewbush-whitehouse.archives.gov/infocus/veterans/tuskegee/index.html>

MOVIE TRAILERS:

http://www.youtube.com/watch?v=BpA6TCOT_Lw

http://www.youtube.com/watch?v=P90ZJ_cNm5I



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