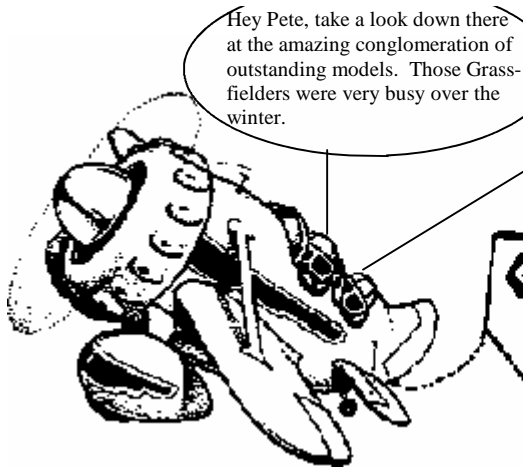


April 2003

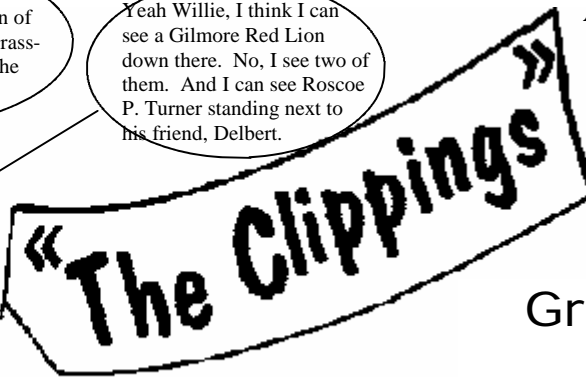


Grassfield R/C
Club
AMA Club #1405
www.Grassfieldrc.org



Hey Pete, take a look down there at the amazing conglomeration of outstanding models. Those Grassfielders were very busy over the winter.

Yeah Willie, I think I can see a Gilmore Red Lion down there. No, I see two of them. And I can see Roscoe P. Turner standing next to his friend, Delbert.



The Newsletter of the Grassfield Radio Control Club, Brooklyn Park, MN

Spring is almost here, get your models ready for flying season.

By Larry Masters, from *Talespins*, Dayton Wingmasters
Taken from the AMA National Newsletter

As I type this, there is still a foot of snow in my back yard and it's 20 degrees outside. My calendar says that spring is near, so I feel compelled to write this article, although I'm not sure if winter will ever end.

If you are new to this hobby, please do not just pretend winter did not happen. You *must* make sure your equipment is airworthy before you go to the flying field.

You should cycle your batteries in your airplane and your transmitter to make sure they are up for the job.

Personally, I will only use a set of batteries for three years before recycling them. If they are newer than that, then they must be cycle tested before I will trust them. There are three ways to cycle a set of batteries—you can buy a fancy charger with a built-in cycler, you can borrow a fancy charger with a built-in cycler (they do come in handy, so maybe you should lean towards buying one), or you can manually cycle the batteries. Do not just charge them and let them drain to empty, as this can damage the cells.

If you have fuel left over from last year, you can use it if you have kept it out of direct sunlight and in an airtight container. If not, don't use it. You will not damage anything by trying to use old fuel, but you will drive yourself crazy trying to get the engine to run well. If you cannot get a decent engine run, check your glow plug, and if that's okay, try some fresh fuel.

The airplane should be checked thoroughly before you get to the flying field. Make sure the engine bolts are tight. Inspect the prop for cracks and make sure the prop is tight. Check the hinges to make sure that they are not loose or broken. (This is especially important if you use EZ hinges or if you fly an Almost-Ready-to-Fly.) Check for any broken wood or torn cover-

(Continued on page 4)

Do You Know This Modeler?



Photo by Phil Zuidema

This modeler more often than not is grinning from ear to ear. Once a teen-prodigy flyer, he now spends more time getting his son AJ to fly, when he's not playing hockey.

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Notes from the Editor

By Phil Zuidema, editor.

Blah, blah, blah. Send me more stuff or stunt your reading skills. Blah, blah blah.

Grassfield Monthly Meeting

This month's meeting will be held at:

Date: Friday, April 11.
Time: 7:00 p.m.
Location: Brooklyn Center Civic Center
 6301 Shingle Creek Pkwy.
 Brooklyn Center, MN 55430
Event: Annual Builder's Show

Notes from the Secretary

By Pat Galarneault

The Grassfield Builder's Show meeting will be on Friday, April 11 at the Brooklyn Center Civic Center at 7:00 p.m. The Builder's Show is a Grassfield tradition that allows members to show off their winter projects before the flying season begins. *(There's an ominous reason we want you to show them off before the flying season begins, editor).* This event is open to all Grassfield members. There are five classes of entries being judged. They are:

YOUTH- Open to any builder under 18 years of age, any type of plane is acceptable. ARFS are allowed. Youth entrants can opt to enter their planes in another class if they want.

BEGINNER- Open to any member to show their first plane built. ARFS are allowed.

SPORT- Open to any sport type plane. ARFS are not allowed.

SCALE- Open to scale and semi-scale, military or civilian planes. ARFS are not allowed.

RACING- Open to racing event planes, Q500 and Q-40. Composite planes are allowed but must be painted by the builder.

The above classes are judged by all members and spectators present. Also there is a Builder's Choice Award. Each builder entered picks their choice for the best plane entered. There are trophies presented for the best in each class as well as one for the Builder's Choice award. Traditionally the Builder's Choice is also on the following year's GFRC membership card. If you have any questions please don't hesitate to contact me. I will also be accepting membership renewals at the meeting. The deadline for renewal without penalty is April 16 2003. Well, back to covering my Ultimate biplane. See you at the meeting.

Quips From the AMA National Newsletter

Edited by Phil Zuidema

These are taken from the AMA's national newsletter. Some of them are hilarious!

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, Air Traffic Control asked, "What was your last known position?"

The student replied, "When I was number one for takeoff."

Tower: Delta 351, you have traffic at 10 o'clock, six miles!

Delta 351: Give me another hint. We have digital watches

There's a story about a military pilot calling for a priority landing because his single-engine jet fighter was running "a bit sick."

Air Traffic Control told the fighter jock that he was number two, behind a B-52 that had one engine shut down.

"Ah," the fighter pilot remarked, "the dreaded seven-engine approach."

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed.

The DC-8 landed, rolled out, turned around and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero, the Cherokee pilot, not about to let the insult go by, came back with a real zinger.

"I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

Center: Flight 2341, for noise abatement turn right 45 degrees.

Flight 2341: But Center, we are at 35,000 feet. How much noise can we make up here?

Center: Sir, have you ever heard the noise a 747 makes when it hits a 727?

Just remember, if you crash because of bad weather, your funeral will be on a sunny day.

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine." explained the flight attendant, "and it took us a while to find a new pilot."

Photo on the Front Page is:

Standing here with one of his favorite airplanes, a quickie 500, this pilot began flying at the Grassfield in the late '70's. He was a protégé of the late Doug Brueshaber. Gregg Hemken is one of the most positive and helpful people you'll ever meet and he can FLY!

Spring Cleanup Day Means Flying Fun, April 12th at 9:00

By Jerry Bednark

Spring is finally here and it is time to get our field cleaned up for the new flying season on Saturday April 12, at 9:00 am.

We need to rake parts of the field, install a new base to hold the windsock and repair one of the orange fences. If the soil conditions are right we need to work on leveling the 200 feet that we are adding on to the field on the south end and maybe plant grass.

I would like to thank **Ernie Anderson** and **Harlan Stein**, (*I'm sure the whole club would give them a hand, too, editor*), for all the great help they gave in mowing the grass last year. If anyone else can help on Friday mornings to cut grass please let me know.

After we finish the cleanup, we can go flying! (editor)

Gone Flying Forever

Bill Oberg, one of our Grassfield members, passed away last September. I spoke with his wife recently and she said he had a few things she would like to sell for someone interested in R/C.

Sig Kadet, ARF, built and flown.
F4U Corsair—under construction
Flight box and accessories
Tools, paint, miscellaneous items

If you have an interest, please contact Jean Oberg at (763) 559-1687.

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PUBLISHER'S STATEMENT

The Clippings is a newsletter published monthly by The Grassfield Radio Control Club Inc. It's distributed to club members, hobby shops and other interested parties. For membership information, editorial submissions, and advertising inquiries, please contact Grassfield R/C Club Inc., c/o Phil Zuidema, 4945 Pennine Pass N.E., Columbia Heights, MN 55421-2075, PHZuidema@aol.com, (763) 571-9627.

Aiming for *True North*

By Phil Zuidema

Once in a while you get lucky. I got lucky last week. My bride of thirty years works at the Barnes and Noble bookstore at the Har Mar Mall. She gave me a call one Monday afternoon with some news. She let me know that there was going to be an author discussing and signing his book at the store. Now, this is a fairly frequent occurrence, so it didn't pique any particular palpitation in my chest. Then she told me the author, George Erickson, had written a book on flying alone in the wilds of Canada.

Well, anytime someone starts talking about flying I begin to listen. Flying in the bush, to a man as a teenager, foresaw his destiny as a big game hunter, is doubly interesting. I decided to head over to the book store, grab a Starbucks and hear what the author had to say about his adventures in the tundra. I arrived to find only a couple of other people attending where there were fifty empty chairs. George, the author, seemed comfortable enough, although he looked as if he were a little lonesome. I asked him if he would like a cup of coffee, and he politely declined, pointing contentedly at his Coke.

I pulled up a chair and we began to chat about his forays into the wild. George Erickson, a retired dentist and an avid flyer, seemed to be a very cautious and thorough pilot. Later reading of his adventures, his writings confirmed that. We talked of Churchill, Manitoba, up on Hudson's Bay, where the polar bears are free to roam around town. Occasionally one will get a little too familiar with the townspeople with unpredictable results. He describes many adventures of flying on floats. I did not know that float flying adds substantial complexity to the already challenging job of navigating single-handedly through the bush.

One of the numerous, excellent photos in the book recounts what happens when the uninitiated or cavalier try to push the "envelope" a little too far. Coming down too fast on glass-smooth water (a potentially dangerous situation), another pilot misjudged his landing. Carrying too much speed, he glanced off the water like a skipping stone. He wasn't getting the drag of the water on the floats to slow him down. As he was heading way too fast for the shoreline, his floats grabbed the sand on the beach, rotated the airframe 90 degrees to vertical, planting the spinner squarely on the sand in front of the floats. A three-point landing of sorts. Too bad, float landing is like golf, a two beats a three.

George clearly commands the craft of the pen, waving it skillfully across the pages of his book, all the while drawing you into his experience as if you were behind his eyes. He broadens the sense of wonder by introducing you to the science of navigation and how and why it developed. Most of those scientists were persecuted when they dared drag scientific observations across the face of the accepted order of the day. George is a student of science and of history, and he makes it fascinating to read about. With all his explanatory side-trips, you never lose sight of the horizon of his flying experiences. All in all, it was an evening well spent and a book thoroughly enjoyed. I would recommend it to all who ever pined for such an expedition.

For Sale:

1943 Case Tractor, Model VI with Woods mower deck
Call Jerry Bednark, 763 753-6300

(Continued from page 1)

ing on the wing and fuselage.

Once you get to the field, take a moment to review the field rules. Be aware of where the field boundaries are and where flying is permitted and forbidden. It is not a bad idea to do a range check to make sure your radio system is still functioning properly. (Get the frequency pin first.) After you start the engine, listen for any rattles or any unexplained noises before you take off. Buzzing servos are a warning that you either have a control surface binding or you have a bad servo. Either one can spell disaster. Check to see that your control surfaces are moving in the proper direction.

Above all, have a happy and safe flying season.

(Editor, buzzing servos can also occur if you have your transmitter antenna too close, usually closer than three feet, to your receiver antenna.)



A past Builder's Show, Builder's Choice winner, Dr. Roy Maynard with his Proctor Albatross. Rob Henningsgard admires Roy's work.

Grassfield R/C Club Board Members

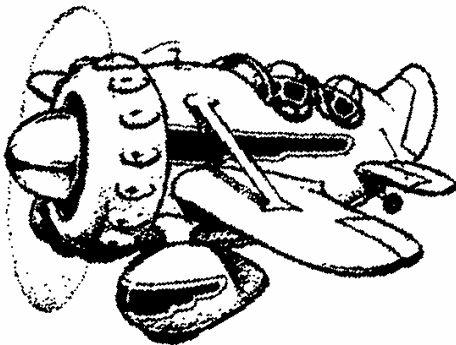
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The Clippings

✉ Newsletter of the Grassfield R/C Club, Inc.

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