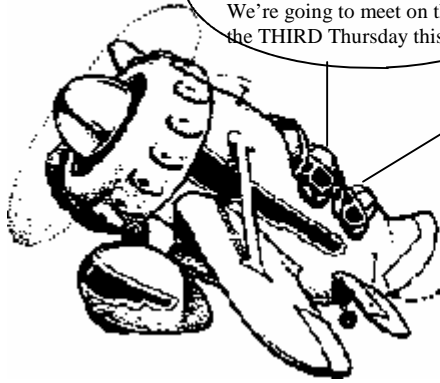


January 2003



Hey Pete, we are going to have a great meeting this month, BUT THE DATE HAS CHANGED. We're going to meet on the 16th, the THIRD Thursday this month.

Yeah, that's January 16th, a Thursday evening. Jon Seppelt is going to explain how he built his award-winning Supermarine S6-B.



"The Clippings"

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

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

Please Note:

**Next Meeting is Thursday,
January 16th, 7:00 p.m.**



Photo by Phil Zuidema

No Martha, this isn't the *Grim Reaper*, it's Richard Steine, although he may look like the *Grim Reaper*. Never mind what he said, look at the thing that's in his hand. It's an autogiro blade precipitator. It starts the autogiro blades spinning so it can take off quickly and under control. (*well, under control is a relative term, Editor*).

Do You Know This Modeler?



Photo by Phil Zuidema

This modeler has been a member of the Grassfield for a couple of years. He is getting quite proficient at flying and is getting his P-40 ready for what turned out to be its final flight. A small radio problem on takeoff, while being flown by Phil Zuidema, helped turn this beautiful bird into fuel for the fire. Even though this is December 14th, he didn't need gloves. Gee, thanks El Nino.

this month's *Clippings*

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Notes from the Editor

By Phil Zuidema, editor.

Help me out, gents. I need material for the *Clippings*. Send me photos, articles, interesting tidbits about our fellow modelers, ANYTHING!

You can e-mail them to me at:
phzuidema@aol.com

Or U.S.P.S. them to me at:

Phil Zuidema
4945 Pennine Pass N.E.
Columbia Heights, MN 55421-2075



Any given Saturday in December

Grassfield Monthly Meeting

This month's meeting will be held at:

Date: January 16th, Thursday
Time: 7:00 p.m.
Location: Brooklyn Center Civic Center
6301 Shingle Creek Pkwy.
Brooklyn Center, MN 55430
See www.Grassfieldrc.org for a map.

Notes from the Secretary

By Pat Galarneault

I hope you all had a merry and joyous Christmas and are looking forward to a great New Year. This month's meeting will be on **Thursday, Jan 16** at the Brooklyn Center Community Center at 7:00 PM. It was moved from the usual second Friday because most of the Grassfield board will be in Phoenix, AZ that weekend to attend the Winterfest Q-500 race. Even though it is only three days, competing against some of the top level racers in the country (*and world, Editor*) and the Arizona weather (warm and sunny), makes for a welcome break from the winter doldrums. On tap for this month's meeting is a presentation by **Jon Seppelt** and his dad on their **Supermarine S-6B** float plane (see photo at right). This outstanding model was the winner of the Pilot's Choice award at the 2002 Builder's Show. The tremendous amount of work and craftsmanship that went into this plane should make for a very interesting presentation. This month's *Clippings* will contain preprinted 2003 Grassfield applications for those of you who haven't picked them up at a previous meeting. See you at the meeting.

Pat Galarneault



Photo by Jerry Bednark

Phil Zuidema takes Jerry Elert under his wing, giving him a few pointers on winter flying. Since there is snow in this picture, you know it wasn't this year. It was 2001.

Upcoming R/C Auctions

Tri Valley R/C

Sunday, Jan 26th. At Rosemount Community Center, Rosemount, MN. Three blocks north of downtown Rosemount on Hwy 3, next to Rosemount High School. Doors open to sellers at 9:00 a.m., buyers from 10:00 a.m. to 1:00 pm. Admission, \$10 / table for sellers, \$5.00 / person for buyers and sellers. Kids < 12, free. Questions? Contact Brandt Jasper (612) 331-3736 or bjasper@corp-ben-adm.com

Twin City Radio Controllers

February 8, 2003. At St. Peter's Catholic Church, 6720 Nicollet Ave. S., Richfield. Registration starts at 8:00 a.m. Auction begins at 10:00 a.m. \$3.00 admission, 10% commission. Questions? Call Jim, 952 445-5257 or Scott, 952 934-1471.



Jon Seppelt, at left, with his Pilot's Choice-winning model from the 2002 Builder's Show, will be giving a presentation at the meeting on **Thursday, January 16th**, on how he built this beauty.

Photo on the Front Page is:

Josh Munkeby. Josh, a friend of Angela Gage's, Ron Gage's daughter, was exposed to this hobby a couple of years ago. He is a mason. (Gee, if you're an expert with mortar, how come you're not a mortician? I guess the same reason we drive on parkways and park on driveways.) Here's a tip Josh, when you have someone test fly your plane, get a qualified pilot, (just kidding.)

Nerf Combat May Be the New Thing

A letter from Lou Melanin

Hi all,

I'm wondering if anyone is interested in joining me in trying this new (so far unofficial) class of combat. I saw it flown as demo rounds at the NATS, and it looks like the pilots had a lot of fun. The speeds are way down so collisions are much less destructive. The action is slower so cuts require more strategy.

The rules are not finalized as of yet, but the stock .15 under \$60, 400 sq. in. minimum wing area, and minimum of 2 1/2 lbs dry weight are likely to remain. The following is a description of the class as posted on the RCCA website by Lou Melanin, president of the RCCA (with permission): www.rcccombat.com

Slow and Survivable or "NERF" Combat

Before the 2002 AMA Combat Nationals a group of combat fliers began to ponder the question "What if we could build a plane that would last the entire combat season?" They began talking about an event that would feature slower planes and how the planes would be constructed to survive repeated mid air collisions and dirt naps.

What was decided was to slow the planes down by making them much larger than conventional Open B combat planes and powering them with smaller engines.

During the NATS in 10 rounds of Nerf combat with 4-8 planes up each time not a single plane was last - there was one broken motor mount and one wing spar failure but all the planes survived to fight another day.

The rules that were decided up on for the "test of concept" of slow survivable planes were:

1. .15 size engine, must cost less than \$60, must be stock and use stock muffler
2. Airplane had to weigh a minimum of 2-1/2 lbs.
3. All servos had to be standard size, no minis or micros.

Based on a .15 engine and a minimum weight of 2-1/2 lbs the wing

Continued on next column

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PUBLISHER'S STATEMENT

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Photo by Phil Zuidema

The victors from the last O.S. .46 race of 2002. From left to right, Chuck Eldridge and Al Schwartz, who tied for first place. Kent Haas was first in the Standard Class. He just started racing this year. I hear he may be looking for a new partner. He thinks Jesse Platt is holding him back (just kidding, Jesse!).

area had to be large enough to carry the weight and still provide combat capable turning ability. At the NATS Mike "Dr Evil" Fredrick's had a 64" span plane, Dean "Tattoo" Tuinstra had a 50 inch span core and PVC plane, Billy Wiggins and Steve "Slam" Lamson had rudder planes based loosely on the Kentucky Pig design but Billy added 8 ounces of re-bar to the bottom of his to make weight. The winds were blowing at 10-20mph all day long and the little planes nerfed it out in the skies over Muncie.

The rules have evolved to the 5 NERF commandments:

1. Contest: With the exception of the following restrictions, all RCCA A-class rules and scoring will be used. SSC combat rounds will be 10 minutes in duration.
2. Engine: Stock .15 cid engine available from normal retail outlets for a non-sale retail price of \$60 or less. Engine, carb. and muffler must be used in stock condition, no modification allowed. Engine must be classified by the manufacturer for use in R/C flying model aircraft. Engine must be complete with stock carburetor and muffler cataloged for the engine by the engine manufacturer installed. Carburetor must be fully R/C functional as intended by the manufacturer and servo operated.
3. Aircraft: Flight ready un-fueled aircraft shall weigh a minimum of 2 1/2 pounds. Minimum wing area shall be no less than 400 square inches.
4. Propeller: All aircraft will use a non modified Master Airscrew 8 x 3 prop. Max allowable RPM shall be 17,500 on the ground with carb. barrel full open. RPM testing to be performed as part of tech inspection. Any engine which in the CDs opinion is running over the limit in any match may be tested at the end of that match.
5. Pink Slip: By signing the event entry, you have agreed that should you place in the top 3 places in the contest, your engine shall be sold to any other competitor who wishes to buy it for \$60. These provisional rules are growing and maturing. The SSC concept has great potential so stay tuned for continued development

Lou Melanin - RCCA President



Photo by Phil Zuidema

It's a bird, it's a plane, no, it's an autogiro! Get a shotgun..... Ron Gage, (the General Manager and Jerry Elert spend a sunny December Saturday watching an autogiro and some other sport models.

Grassfield R/C Club Board Members

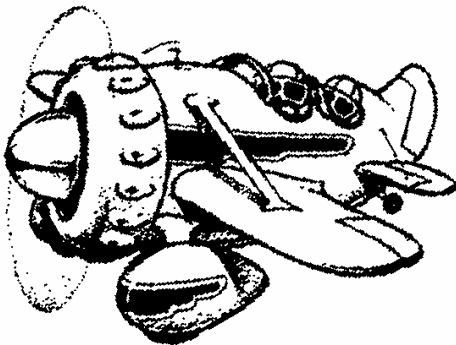
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The Clippings

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

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Place
Stamp
Here



Name
Address
City St Zip

Your Preprinted 2003 Membership Application is Enclosed