



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

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

Notes from the President

by Richard Steine

Happy New Year to All Grassfielders

Happy New Year to all Grassfielders! Good health and many happy landings for 2005.

I think my flying season is really over now. I do hear of a few hardy souls like Al Schwartz who always make it out on New Years Day for at least a brief flight.

I am happy to report that the B-25 is all glassed and I am starting to cut out the flaps and ailerons. I promised to have it on the wheels or at least primed by the March meeting. Wayne Siewert has allowed me to bring it into Aerotech to do some of the work on it

I was going to start glassing this large fuselage in sections that I thought would be more workable. Wayne said, "Why not do it all at once?" I said, "Okaaay." And we attached both ends of this monster to stands at the end of the fuse and we did it. It's nice to have a master builder working with you.

The Board has decided to continue spending \$300 on the raffle again for the next meeting. I think it is nice to be able to have quality prizes, but we have to make sure the raffle comes close to paying for itself.

Some of our fellow Grassfielder members, Dave Norman, Jerry Bednark, Jerry Elert and Pat Galarneault are competing in a Quickie 500 race at Phoenix this coming weekend. It's nice to have local guys competing in these national races and it certainly says something for our racing program here.

Dave Norman has gotten a lot of publicity with his Seeker kits and Pat Galarneault has come up with a very fast airplane for the Quickie 500 (AMA 428 class) race. We clocked it at 185 mph a few weeks ago.

See you at the meeting.

Richard Steine

Do You Know This Modeler?



Photo by Phil Zuidema

It shouldn't be too hard to recognize this member from the back. Here he's honing skills other than taking out his competition on the pylon course.

this month's Clippings

Happy New Year to All Grassfielders	1
Do You Know This Modeler?	1
Notes from the Editor and Secretary	2
Speed Secrets of Dave Norman	2
The Silhouette Effect	3
"He Flipped When He Should Have Flopped"	4
Wing "Tips" by Jeff Queen	5

Notes from the Editor

By Phil Zuidema, editor.

At the January meeting this month, Bill Hempel will be showing a video montage of the past season's flying escapades.

There will be a demonstration as well on an aspect of model building. You are also encouraged to bring anything you would like to share for Show and Tell.

This month four local modelers will be heading to Phoenix, AZ to race Quickie 500 at the national level. Pat Galarneault, Dave Norman, Jerry Bednark and Jerry Elert will head south with a bunch of airplanes (two a piece) and compete with about sixty other really fast pilots. The Phoenix race is always a first class event.

Please join me in wishing Wayne Jaax and Dick Barland complete and speedy recoveries. If you know of anyone else who is on the mend, please shoot me an e-mail and I will mention them in the *Clippings*.

Grassfield Monthly Meeting

This month's meeting will be held:

Date: Friday, January 14th, 2005
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

Pat is very busy getting ready for the race in Phoenix. He will be leaving on Thursday along with Dave and Jerry Elert. Bring your preprinted membership sheet which was sent to you a couple of months ago and that will make paying your dues that much easier at the meeting.



Pat is ready for sun and Phoenix, leaving this Thursday, which promises to be the coldest day of the year so far.

Speed Secrets of "Stormin'" Dave Norman, NMPRA District V.P.

By Dave Norman

I thought I would talk a little bit about setting up the center of gravity on your racers. There are a few different schools of thought on this, but I'll just describe what I like in a proper cg. I primarily use the cg to adjust for drift. What I mean by this, is that if you put your plane on knife edge and fly it directly at yourself, does it drift slightly to the canopy or landing gear as its coming towards you? That is what I call drift, and I'll explain one reason why it happens. If your plane is slightly nose heavy, in level flight you have to compensate for that nose heaviness with up elevator trim. This is great when you are flying level, but as soon as you roll to vertical that slight amount of up trim will cause your plane to drift slightly to the canopy. To me, there is nothing worse than making a great turn on #1 where your lined up perfect coming to #2 and to have your plane start to float in on you. When this happens, you are stuck with pushing the plane out with down elevator, which many racers are not all that comfortable doing. Conversely, if you are slightly tail heavy, you need to compensate for that with down elevator trim. When you roll vertical, your plane will drift away from you. This is frustrating, because you will be giving up the inside track, and flying a longer course. Drift can be controlled by simply moving the cg forward or backward; depending on which way the plane is floating on you. I know many people that use the cg to adjust for level flight in knife-edge, but to me, controlling drift is more important than the speed loss due to a couple clicks of rudder. When you consider that you will be negating elevator trim, in trade for rudder trim, it is really a wash anyway. Not that my way is the best, but it seems to work best for me. I absolutely hate adjusting my #1 turn to compensate for a plane that drifts. I like them all to be the same, and eliminating drift is the easiest way for me to make consistent #1 turns.

Earlier, I mentioned pushing a vertical plane away from you when coming in to #2. This is a skill I highly recommend the newer racers work on, and perfect. When I test fly a new racer, I set up the throws per the manufacturer recommendation to get through the first few flights. As I start to dial in the throws to exactly where I like them, I slowly reduce my down elevator throw. I get it so low, that when I'm coming into #2 a little inside, I can simple push full down elevator and the plane will slightly float out without any drastic maneuvers. This can be very handy if you pull a little to hard on #1.

Thanks, and keep on building.

Dave Norman, VP, NMPRA 29W

Do You Know This Modeler?

Photo on the Front Page is:

This Grassfielder has been a member since the club was founded in the early 1970's. In fact, he was one of the reasons it was founded. When St. Paul R/C declared that there would be no more racing, a small group of about six racers found a flying field and started the Grassfield. When he's not at the Grassfield, he'll probably be building ultra scale models at Aerotech, www.aerotechmodels.com. This is your president, Richard Steine.

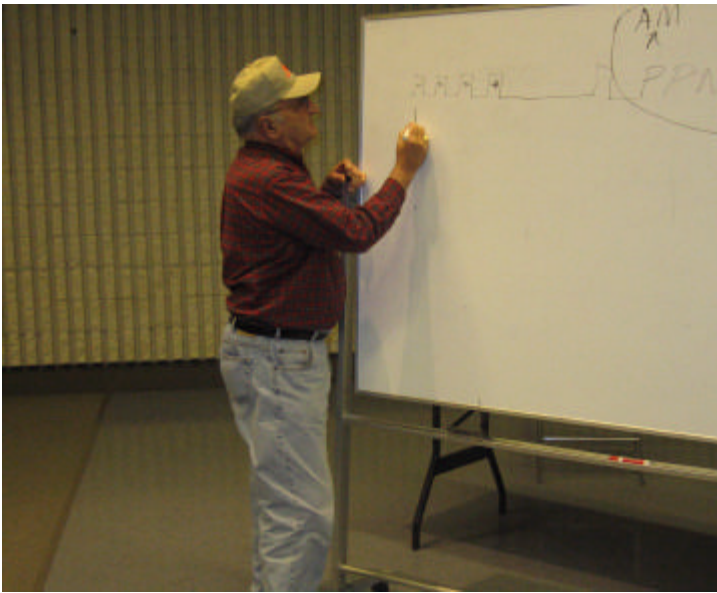


Photo by Phil Zuidema

Al Schwartz explains the intricacies of PCM and FM transmission and how your receiver sees the signal. Al is the guru of electronics. Sometimes I think we could tap him for every meeting of the year and not get tired of hearing him talk about what makes our hobby work.

The Silhouette Effect

By Klotz the Kat

The *silhouette effect*—a term coined by Claude McCullough.

When an airplane is very distant it appears to be only a dark silhouette. Colors and details disappear. Only its outline is perceivable.

Unfortunately, the silhouettes of an airplane banking right and banking left are the same. Whether side view or frontal view or something in between, you can't see the difference. Many airplanes have been lost because of the confusion caused by the silhouette effect. How to deal with it?

Suppose you are flying an airplane in the downwind leg of a rectangular pattern and it's really far out there or maybe it's a cloudy day. The airplane appears as a side view silhouette. The plane banks slightly so that one wing tip appears above the silhouette and the other wingtip appears below the silhouette. You wish to return the airplane to level flight. Your strategy is to guess which way the plane is banking and aileron-correct in the opposite direction. If the wingtips disappear, your guess was correct. If they get bigger, your guess was wrong, so you will correct again, but in the opposite direction. Is this a good strategy?

Not always. Suppose your initial correction is too large, causing the plane to change from banking from one direction to banking in the other direction. Your conclusion may be wrong. You correct again and make things worse. Now the wings are nearly vertical and you still have no clue whether you are looking at the top or the bottom of the airplane. Panic sets in. All is guesswork now and the plane goes into a spiral dive.

The "correct a little and see if it gets bigger or smaller" method works only if you know exactly how much aileron correction to apply to re-

turn to level flight. This comes only after flying the airplane a lot—a good reason to keep a new airplane in close. Even so, the method works only for tiny corrections. The farther away the airplane is, the harder it is to see those tiny corrections.

Another method of distance flying is to constantly bank the airplane one way and then the other. Just a little so that you can see the silhouette change. Left a little, then right a little, etc, watching the silhouette carefully and keeping track. This method, known as "dithering," allows much bigger corrections which can be seen at greater distances. But it requires concentration.

When used in competition, dithering is a source of downgrade, so pilots use it sparingly. This results in a contest between the pilot's eyesight and the judges' eyesight.

What to do if all fails and the plane is in a death spiral and you have no clue whether it is rolling left or right?

Reduce throttle to idle. Return all controls to neutral. And wait—hard to do when the plane is going straight down and altitude is vanishing quickly.

The plane will stop rolling. Now, gently pull back on the elevator. Don't touch the ailerons! Slowly bring the plane into level flight. Don't pull out sharply or you risk going into a spin.

The plane is now safely in level flight. If you still can't tell which way it is going, climb to altitude and try turning again.

Editor—Klotz the Kat is a frequent contributor to the Twin Cities Radio Controllers newsletter. Klotz has been published by Model Aviation and Radio Control Modeler. Klotz has observed more model airplane flights than most hangar rats. Occasionally, Klotz makes a guest appearance at the Toledo Weak Signals extravaganza in April and once in a while, he can be seen testing Air Force secret weapons.

Klotz is one cool, Kat.



Photo by Phil Zuidema

At the December meeting, Roy Maynard explains the intricacies of building this 1/5 scale Hawker Sea Fury from a set of Mel Whitley plans. Roy is an amazingly accomplished scale builder, having won the Toledo Weak Signals scale model competition in the past. Ask him what he will be entering this year! You won't believe it. Roy is a confidant of Klotz the Kat.

He Flipped When He Should Have Flopped

By Klotz the Kat, (with apologies to Dizzy Gillespie)

I know a man who had some 3D tricks.
 Flew his plane with the crazy kicks.
 But what really spoiled his op
 Was he flipped when he should have flopped.

This same old guy thought he was flying high.
 Though he was just boring holes in the sky.
 He thought he was the cream of the crop,
 But he flipped when he should have flopped.
 All the cats gathered around
 To see what he was trying to prove.
 But anyone could plainly see that
 He was falling right out of the groove.

At last his spotter turned around and said,
 "Listen, Pops. You had better stop.
 Oh there you go...you did it again...
 You just flipped when you should have flopped."



Photo by Phil Zuidema

Roy explains to Eric Malkerson (picture left) and Jerry Lundholm (picture right) details of the Sea Fury. Eric and Jerry machine model parts which you may buy in the stored under various manufacturer's names.



Photo by Phil Zuidema

Above and right, Wayne Siewert, owner of Aerotech Models, explains how he builds his Japanese "Frank", a KI-84 Nakajima. The Frank was a high performance fighter plane, which Wayne has recreated in a high-tech, carbon fiber rendition.



Wing "Tips"

By Jeff Queen

As your new Safety Officer, I would like to take this opportunity to wish you all a happy, and of course, a safe new year. With this position, I hope to be able to contribute in each month's issue of the "Clippings" by offering some basic safety tips. I haven't been in this hobby as long as some of you, but I've learned a lot in the years that I have been in. If you have any neat tips, please feel free to let me know, and we can try to get them in the "Clippings."

We all know the weather conditions here in the great state of Minnesota during the winter months can be brutal. Most of us are inside thinking of flying, instead of being outside actually flying. A lot of us are working on building projects to keep us occupied, but for those who are not, here are some things to do to our current airplanes to stay safe and expand the lifespan of our flying beauties. During the winter months, you may want to use this list to check over your existing aircraft.

1. Engines

- ?? Always run your engines completely out of fuel before you store them
- ?? After fuel run out, use an after run oil to keep the bearings and internal components lubricated during storage. Take the plug out and add a couple of drops into the cylinder, then turn the prop to completely lube the inside
- ?? Check your prop for damage and balance, or totally replace it for the new year
- ?? Now is also a good time to replace that \$5 plug, just to start the year fresh
- ?? Check fuel lines, they are also inexpensive. You may just want to replace all the lines throughout your fuel system

2. Radio and Servos

- ?? Check all servo screws, the ones that hold the arm, and the ones that hold the servos in the aircraft.
- ?? Check your clevises. Make sure the connection to the servo horn and the connection to the surface of the aircraft is secure.
- ?? Take your radio antenna and fully extend it. Now, take some alcohol on a clean cloth and wipe the antenna clean. Just think how many times a year you extend and retract your radio antenna, most of the time with fuel coated hands. This residue can effect

the signal strength.

3. Airplane

- ?? Repair that hanger rash you were looking at all year
- ?? Check the covering. A little hole now, can be a large hole later.
- ?? Check any screws, bolts, nuts, etc. Even take a look at the wheel collars and make sure they are secure.

4. Batteries

- ?? Always cycle your batteries a couple of times during the winter months



Photo by Phil Zuidema

Richard Steine addresses the Grassfield members at the December meeting.

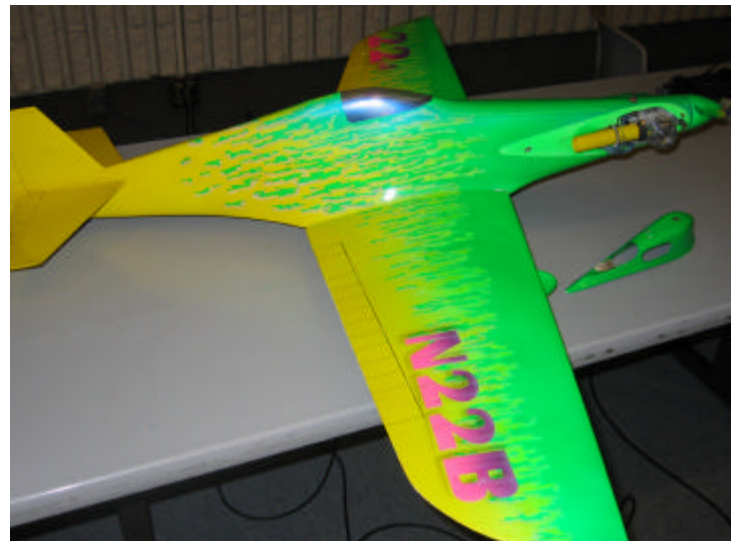


Photo by Phil Zuidema

Dave Norman's Shark which he brought to the December meeting is unbelievable in color. This is a Formula One racer, now a retired class.

COPYRIGHT NOTICE

All material printed herein is copyright 2005, Grassfield R/C Inc. and may be subject to other copyright as well. Any material from this publication may be copied for personal use. If printed with the statement "Copyright 2005 Grassfield R/C Club Inc." and the author's name. Any articles contained herein may be republished for any non-profit purpose by any AMA member club. Any other reproduction, publication, or redistribution, in any form, is prohibited. All other rights reserved.

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@comcast.net (763) 571-9627.



Photo by Phil Zuidema

Del Berryman explains to the NCPL members at the annual meeting the ins and outs of the proposal while trying to maintain order in the "house:". Ron Gage and Jerry Elert seem mildly interested.

Grassfield R/C Club Board Members

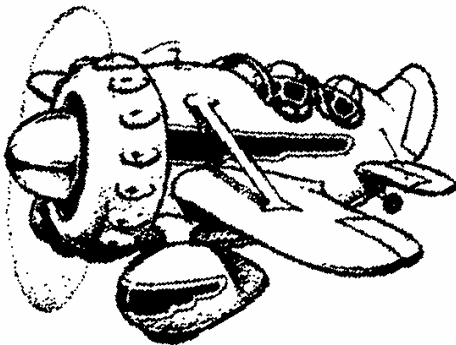
Richard Steine	President
612-823-4956	RSteine02@aol.com
Dave Norman	Vice President
763-643-2641	dnorman@banta.com
Pat Galarneault	Secretary
320-255-0496	pkg@cloudnet.com
Bill Hempel	Webmaster
763-424-2937	grassfldrc@aol.com
Scott Holm-Hansen	Treasurer
612-709-1541	sghh@comcast.net
Jerry Bednark	Field Marshal
763-753-6300	jerrybednark@yahoo.com
Jeff Queen	Safety Officer
763-425-5346	jeff_queen@ahm.honda.com
Phil Zuidema	Newsletter Editor & Contest Coordinator
763-571-9627	PHZuidema@Comcast.net

The Clippings

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

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

Place
Stamp
Here



Name
 Address
 City St Zip