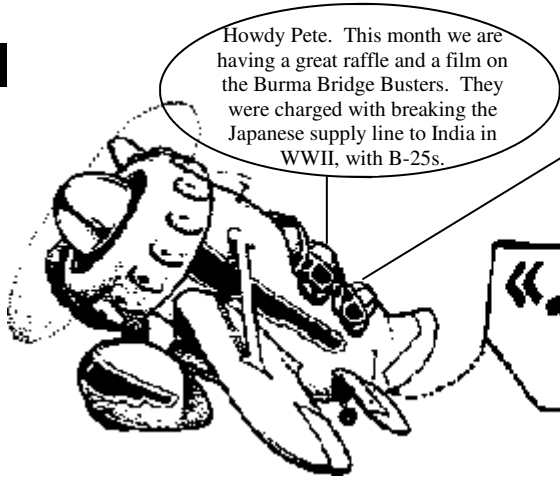


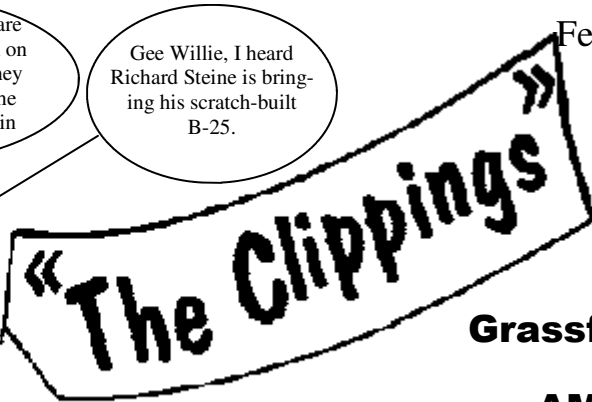


**Grassfield
R/C Club
AMA Club #1405
www.Grassfieldrc.org**



Howdy Pete. This month we are having a great raffle and a film on the Burma Bridge Busters. They were charged with breaking the Japanese supply line to India in WWII, with B-25s.

Gee Willie, I heard Richard Steine is bringing his scratch-built B-25.



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

Tiger Woods Practices, So Why Don't You?

By Phil Zuidema

Is Tiger so good because he has innate talent, or because he practices so much? What do you think? If you said it's because he has innate talent, you may be somewhat correct, but if you say it's because he practices, no one can prove you wrong.

Practice, or more correctly, *deliberate practice* is what makes average skills exceptional, whether you're talking about golf, basketball or making an exceptional flight. Some may say, "I practice all the time, but I never get any better." That may be true, but that's where practice and what's called, *deliberate practice*, differ.

"*Talent Is Overrated*", by Geoff Colvin is a book that is a current study in what makes exceptional performers, well, exceptional. What made Isaac Stern, the greatest violinist of his time? How did Joe Mauer learn to hit a baseball so well?

What Tiger, Isaac and Joe all have in common is that they all practiced. A lot. Not just any practice. They did *deliberate practice*.

So, what is deliberate practice and why do I care? Well, in a hand to eye coordination activity like golf or flying a radio controlled airplane, deliberate practice will advance your skills. It will stretch your limits, and make you create new neural pathways. (See, *The Brain That Changes Itself*, by Norman Doidge).

We have all seen fellow pilots who fly about the same they did the second year after they learned to fly. They aren't doing multiple years of practice, they are doing a year of practice, multiple times. There's a big difference.

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Breaking the Sound Barrier



This is a shot of an airplane breaking the sound barrier.

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Notes from the Editor

By Phil Zuidema, editor.

We have quite a program lined up for February. We are going to show a documentary film about the Burma Bridge Busters. It was the 490th group in the Tenth Air Force. They were stationed in India and were charged with taking out the supply routes to the Japanese army in Burma. They were all B-25s.

Speaking of B-25s, Richard Steine has agreed to bring his beautiful B-25 to the meeting, Friday. This beauty flies wonderfully. I had a chance to fly it last summer on it's 28th or so flight. It was my first twin and did it fly nice. For those of you who have seen this warbird run a low pass at the Grassfield, I doubt that you will forget it.

If anyone else has a B-25, please bring it for show and tell. It's a B-25 night! Also, I am hoping Dave Norman will be able to bring his Seeker, the one that took third place at the Nationals.

Grassfield Monthly Meeting

This month's meeting will be held:

Date: Friday, February 13th, 2009.
Time: 7:00 p.m.
Location: Brooklyn Center Civic Center
 6301 Shingle Creek Pkwy.
 Brooklyn Center, MN 55430

March meeting is March 13th.
April is the Builder's Show, April 10th.

See www.Grassfieldrc.org for a map.

Notes from the Secretary

By Del Berryman

I'll be at the meeting Friday night and accepting your 2009 dues for the Grassfield and issuing your new cards. Don't forget your AMA card.

We'll have a great raffle this month and you ought to get in on it! It's six tickets for five dollars or one for one dollar.

Hope to see you at the meeting Friday night and at the F.Y.A.O. later this month. Let's start the new flying season out right and bring your chili, plane and spunk out and laugh at winter. In just over two months we'll have our first field event, a race and then a Fly-In and Feed right after that.

Tiger Woods Practices, So Why Don't You?

(Continued from page 1)

I'm reminded of a former Grassfield member, Jeryl Smith. Jeryl first came out to the Grassfield when he was thirteen. Jeryl didn't have the benefit of flying a simulator before he came out to fly. He set his humble ego aside and took advice from anyone who was willing to help him. He practiced every day after school. He would fly and fly, and sometimes crash. He would fix his airplane that night, and come out and fly the next day. Jeryl became one of the best pilots, of any age, that has ever flown at the Grassfield.

How did Jeryl do that? He didn't come out and do the same routine every day. He came out and stretched himself every day. He would make himself practice things that he could not do. He made incremental progress every time he flew. Maneuvers that he couldn't do the week before, he was now executing flawlessly. He went on to become an exceptional pylon racer, ultimately graduating as a pilot and mechanic from Embry Riddle University.

The key is that Jeryl stretched his abilities. He would attempt a maneuver again and again. Each time he would evaluate in his head what he did right, and what went wrong. Then, he'd do it again, until he perfected what he couldn't do before. Is Jeryl special? (Well, yes!, but not for the purpose of this discussion.) From the perspective of deliberate practice, Jeryl learned the same way Tiger, Isaac and Joe learned. The same way that you and I learn. We must attempt something we cannot do, and evaluate ourselves. If we cannot understand in our own minds what we did wrong, or how to execute, then a coach can help you with that step. In any case, it's the feedback loop and desire to perfect that makes you better.

In pylon racing, when you approach pylon one, you need to rotate your airplane so the wings are perpendicular to the ground, so that once you pass pylon one you simply pull the elevator and the plane rotates around one effortlessly. Read that sentence again. You see that it is two separate and distinct movements. It requires the plane to knife-edge a little while, before you pull up elevator.

I was calling for another racer one day and he was trying to rotate and turn the plane in one complex maneuver.

(Continued on page 3)

Freeze Your Ailerons Off Saturday, February 28th, Noon

Bring chili, get two raffle tickets, bring anything else, get one raffle ticket. We are having our annual FYAO and chili-off. Bring an airplane. You'll have to wait to decide if you'll need skis. I went by the field today and wheels would be just fine, so if we get more snow before then, you might need your skis or skids. Last year we had over thirty die-hards with full tummies.

(Continued from page 2)

When he would do that, the plane never exited the pylon one turn to properly execute the turn around pylon two. It was always going up or down (not good) or swinging too far off the course. When I asked why he could not lay the plane in a knife-edge, and then pull the elevator (about a second apart), he said, "because it's going to fall out of the sky". That pilot had flown that turn a thousand times like that, but his fear of his plane taking a nose dive from a knife edge, prevented him from stretching and excelling on the race course. Once he pushed himself past that fear, his turns became much quicker and more consistent, greatly improving his skill level.

We all need to push ourselves when we practice. Practice. Stretch. Push. Practice again. Do not worry about crashing. Just go up two mistakes high. Remember this, deliberate practice is difficult. It's not doing the same thing over and over. It's doing something different, over and over.

Good luck, and remember, practice *deliberately*.

Editor: For more information on deliberate practice, see "Talent Is Overrated" by Geoff Colvin, published by Penguin Group, 2008. For more information on how your brain learns and how you can change it, see "The Brain That Changes Itself", by Norman Doidge, James H. Silberman Books publisher, 2007.

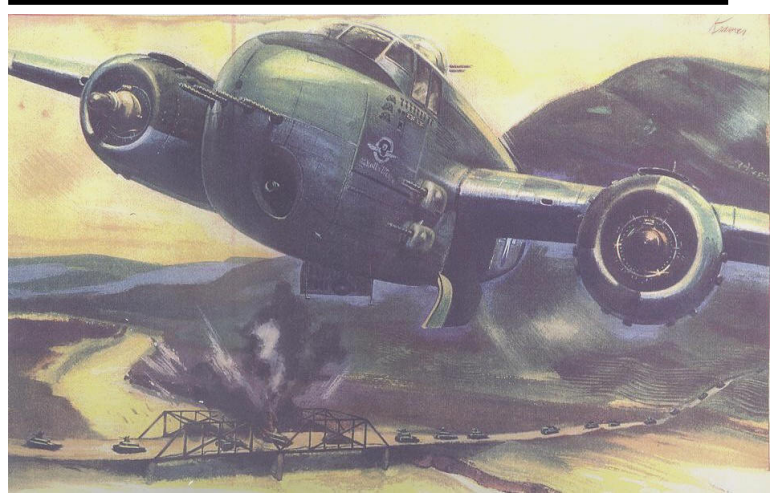
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The Burma Bridge Busters Friday's Meeting Spotlights the Versatile B-25 Bomber in Asia.



<http://www.burmaprizebusters.com/>

The 490th has a proud and distinguished history dating back to its beginning in India on 15 September 1942, when the 490th Bombardment Squadron (Medium) was activated. The first combat mission was flown on 18 February 1943 in B-25 Mitchell bombers bearing the now famous "Skull and Wings" insignia, an adaptation of the personal insignia of the commanding officer at that time, Major James A. Philpott. The squadron's aircraft bombed bridges, locomotives, railroad yards, and other targets to delay the movement of supplies to the Japanese troops fighting in northern Burma. Many bridge-bombing missions were initially unsuccessful. High-level, low-level, dive bombing, and skip-bombing all proved ineffective against these difficult targets. The 490th changed all that on New Year's Day, 1944, when Major Robert A. Erdin, squadron leader for the day, accidentally discovered a very effective method for destroying bridges. Once perfected, his hop-bombing technique became so successful that the 490th earned the nickname "Burma Bridge Busters" from the commanding general of the Tenth Air Force. In the words of one war correspondent, the 490th became "one of the most specialized bombardment squadrons in the world." After the war ended, the squadron came home to Camp Kilmer, New Jersey, where it was deactivated on 2 November 1945. During its three years of activities, the fighting 490th destroyed 191 major bridges in Burma, Thailand, and southwest China; received 1280 individual citations; and was awarded two Distinguished Unit Citations. These achievements cost the squadron 185 crew members killed in action.



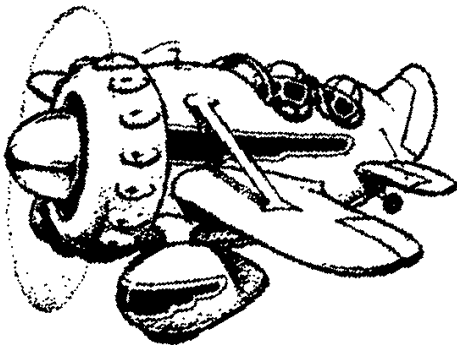
Photo from the 2008 NATS. AJ Hemken and Dave Norman, front row from the left. Dave flew his own design, the Seeker. It missed a three way tie for first place by one point and took third. Quite an accomplishment for the pilot, Dave, and his Seeker. Way to go Dave! (Oh, I heard he had a good caller, too.)

The Clippings

● *Newsletter of the Grassfield R/C Club, Inc.*
www.grassfieldrc.org

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