

THE CLIPPINGS

OCTOBER, 2010



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

FROM THE PRESIDENT

— by Phil Zuidema

I will tell you a little bit about myself and my philosophy regarding our club. First, I want to thank Jesse Platt for his service in the president's role for the last year. That leaves me with this responsibility for a year. I will do my best to promote the interests of our collective membership, realizing we are a diverse group with a broad range of interests. I find that invigorating, and learning from each other adds to the fun of the hobby.

You may not know that if you have an idea for a club event, we are always open to considering it for the event calendar. This year we had a very successful helicopter event, a fantastic big bird fly-in, a great electric fly-in, and some great races.

It is the purpose of the club to promote the hobby through our meetings, events, and our newsletter, *The Clippings*. To that end, the board manages the business of the club and spends its money for the benefit of the club. Every member should feel like they can be heard, and every member deserves to be treated respectfully. If you have an opinion, please feel free to voice it. The meetings, *The Clippings*, or a call to any board member is an appropriate forum.

We will be working to make our meetings more content-rich. If you have ideas for presentations, let's hear them. We are always on the lookout for more Show and Tell items. It can be a plane, a kit review, a technique, or anything you find interesting.

I have another exciting piece of news. Del Berryman's bride, Rita, is our new *Clippings* editor. (Editor's note: with Del's help!) She brings a great energy and creativity to the job.

Another great piece of news is that Del did some negotiating with our old home, the Brooklyn Center Civic Center and got them to reduce the rental fees to half of what they wanted last year, so we will be meeting there this year, always on the second Friday of the month.

See you at the meeting.

— *Phil Zuidema*

OUR NEXT MEETING

Date: Friday, October 8, 2010
Time: 7:00 pm (Doors open from 6:00 to 10:00 pm)
Location: Brooklyn Center Civic Center
6301 Shingle Creek Pkwy.
Brooklyn Center, MN 55430
Refreshments will be served.

"I MUST BE NUTS!"

— by Del Berryman

I have reluctantly decided to take on the role of newsletter editor—mainly because my wife is willing to help me! Or let's just say Rita will be the editor, and I'll try to help her. At any rate, together, we are giving this a try, so I must be nuts!

In order to keep the newsletters alive, we need a lot of input from all of you! Tell us about any ideas you have for news articles— from flying sport planes, helis, or racers to tips on building, flying, repairing, or even safety! (Just ask me about the importance of safety if you don't think these planes can bite you! After 40 years of flying, I was bit in the leg by a propeller this summer.)

Maybe you have an idea for an article, but don't feel very much like a "writer". Don't let that stop you from sharing what you know. We're willing to help you with editing or whatever you need to get your ideas down on paper. Even if you are willing to share just one secret or tip, let us know, so we can pass it on! Just email your ideas to del31@charter.net or rita.berryman@charter.net.

NOTICE TO ALL GRASSFIELD FLYERS!

Grassfield Rules are published on the last page of this newsletter and online at www.grassfieldrc.org. Be sure to notice the NEW RULE #16 about taxiing your plane.

Also remember to put your Grassfield Membership Card on the frequency board at the field (not your AMA Card), even if you are using 2.4.

THIS ISSUE'S CLIPPINGS

FROM THE PRESIDENT	1
THIS YEAR'S MEETING PLACE	1
"I MUST BE NUTS!"	1
THE RACER'S EDGE	2
FIELD IMPROVEMENTS	3
HELI AIR TIME: IMPROVING YOUR FLYING SKILLS	3
THE BIG BIRD FLY-IN	4
NEWS FLASH!	5
CARNAC THE MAGNIFICENT	5
GRASSFIELD RULES	APPENDIX



THE NORTH CENTRAL PYLON LEAGUE had another good racing season—when it wasn't raining. Two of the races offered cash incentives, and there's nothing like a competition with money on the line!

RACE EXTRAVAGANZA

With \$1450 in cash prizes awarded to the Top Seven Finishers, plus another \$500 worth of other prizes and trophies for the Top Three, the July 24th race really brought out the competitive spirit in everyone! After the race, there was a raffle drawing for a Jett engine; then the competitors had a steak dinner and a keg. Jerry Elert donated the prizes, supplied the keg, and even contributed to the steak dinners! Thank you, Jerry, for your generosity and for sponsoring such a successful event.

ELERT/KUMMER INVITATIONAL: DASH FOR COLD CASH

On August 28th, there was another very competitive race, with \$2000 in cash prizes donated by Jerry Elert and Carl Kummer. In this event, the Top Ten finishers got cash prizes. After the race, Randy Etken was honored as *"The Catalyst"* for his ambition and contributions to racing and for always extending a helping hand and a smile to his friends at the field; he was given a special plaque by Jerry Elert. An R-200 Quickie and a Jett engine were raffled, and pizza and a keg were provided. Our thanks to the sponsors of this great event, Jerry and Carl!

LAST DANCE FOR CASH & SHOOT-OUT!

One final race of the season is held on October 2nd, with racers competing for \$10.00 in cash to the winner of each heat. Then the season's Top Eight finishers compete in a shoot-out for the year's top spots.



NCPL racers are taking a break between heats.

THE NEW SHELTER was built last fall, providing protection from rain for flyers and their planes—and providing the much-needed shade on hot days as well. Grassfield thanks the group of flyers we call "The Morning Guys" for this effort, Ernie Anderson, Ray Grabowski, Bruce Jones, Kevin Lidberg, Dan Peterson, Bruce Rumrey, Doug Stahlke, Floran Sullivan, and Jerry Swanson. We hear somebody wants to call it "The Steine Memorial".

THE NEW SIGN was made by Rita and Del Berryman. The painting was Rita's contribution; she wouldn't let Del help at all! But, when it came to building the frame for the sign, well, that was Del's workmanship. So it was a team effort, much appreciated by Grassfield flyers.

THE NEW FLIGHT TABLES allow flyers to restrain their planes while working on them. Provided by Larry Scoles, they are a helpful addition to our facility. Thank you, Larry.



North Central Pylon League — Photo taken August 28, 2010, at *The Elert/Kummer Invitational: Dash for Cold Cash*



IMPROVING YOUR HELICOPTER FLYING SKILLS — by Bob Ackerman THE MID-MISSOURI RADIO CONTROL ASSOCIATION & THE AMA INSIDER

I have watched most of the helicopter pilots around the area over the past few years, and I have seen great improvements with their flying skills. And this is great. But I have noticed that many helicopter pilots are rushing to get into forward flight and on to aerobatic flight without working on the basics. With any helicopter, every flight starts in a hover and ends in a hover (hopefully). Everything in between doesn't matter. To improve your flying skill, you need to practice hovering.

If you watch most helicopter pilots at the field, they place their helicopter on the ground 20 to 30 feet in front of them, bring the helicopter up to a stable hover, then quickly turn around and head off to fly around. For the most part, that is okay. Approach to landing is another story. Many pilots come in too short or too long and end up hovering backwards to in front of the pilot, and then landing. Other pilots enter a high hover in front of the pilot and then descend backwards to a lower hover for landing.

I propose to all the helicopter pilots out there to spend some time on the hover circles just hovering. There are a couple of skills you need to do while hovering. Some of these are real basic, but they lead to harder elements of hovering.

Start in your normal hover with the nose pointed away from you. Don't watch the tail; you should watch the nose because that is the direction the helicopter normally flies in. Now turn the helicopter so that it is 45° from you and hold that hover. Now turn back to the other 45°. Work your way up to 90° on both sides.

Now here is the hard part. Do you know where you just placed your helicopter on the ground for the first takeoff? Do you know where you stand all the time? Good. From now on, you stand at the same spot. From now on, you do not place your helicopter on the ground at the same spot. Spend your practice time by practicing taking off and landing at different spots on the field.

Next, take the two elements mentioned above and practice that 45° and 90° turn at different places around the field. Hard, isn't it? How about changing the altitude? Instead of five feet in the air, try the hovering at three feet, or 10 feet. Helicopter pilots get comfortable with their helicopter in a hover at a certain altitude and a certain distance in front of them. The idea here is to move around and try different locations. The above is all good but you would be surprised at the number of helicopter pilots who do not, or have not, practiced any of the above.

Now we take hovering to the next level. Pick several points around the field. Hover the helicopter to that location and stop over the mark. This could be a clump of grass or an imaginary spot on the ground. Slowly bring the helicopter straight down and land on that spot, then back up into a hover. Move to another point. You will be surprised how really hard that is at first.



Paul Johnson
takes his heli for a spin.



Next make it more difficult. As the helicopter moves from point to point, the helicopter must fly in a hover motion only. You must keep the helicopter pointed in the direction of flight. After stopping at a selected spot, turn the helicopter to face the new direction of flight, and then fly at hovering flight to the next stopping spot. Yes, I know, it can be difficult.

If you think about it, you should be able to come up with dozens of drills to practice your hovering. Flying side to side for most beginners is the first thing they learn. Turning the helicopter and flying in a forward direction is more difficult. Flying backwards, except when pointed away from you (the nose that is), can be very difficult. But the more you practice, the better you get. And the more different types of practice you do, the better you become.

Another area I would like to discuss is flying pattern. Many helicopter pilots start from a hover and head off almost straight up to have some fun. Helicopter pilots should concentrate on a hover taxi out onto the runway, just like our fixed-wing friends do, turn to face down the runway, and fly out in a pattern.

When done flying around and after doing whatever you want to do while in forward flight, you should practice arriving in the pattern. Fly downwind just like the airplanes, turn onto the runway, and in a controlled approach, descend and slow down so that the helicopter flies into a hover right in front of you. Once you have a nice hover in the middle of the runway, turn the helicopter to the side of the runway, hover fly to the sideline, turn to face the runway, and land.

The general point of this entire article is to practice what you don't do, and practice what you normally do, but in a little different fashion. Helicopters are all about the hover, and the helicopter can hover anywhere on the field. The problem is most pilots have not practiced hovering all over the field.

Attitude recognition gained from all that hovering practice will become second nature. Knowing how to correct the attitude of the helicopter from any attitude will help the pilot to progress with aerobatics many times faster than relying on sheer luck, which is what most people do rushing into forward flight. The hard work up front will pay off later learning aerobatics, because every angle of the helicopter will be familiar and, therefore, easier to correct, carry out, or bail from, to avoid a danger.



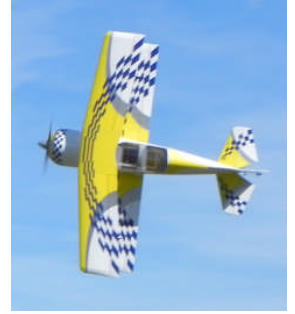
THE BIG BIRD FLY-IN

SEPTEMBER 18TH was a big day at Grassfield with 23 flyers registered for the annual Big Bird Fly-In. The weather was perfect; the turn-out was great—and there were only a few minor accidents. Chili, cornbread, burgers, and dogs were served by The Monticello Women of Today.

If you missed this year's Big Bird, be sure to make it next year, because it was a great show and a lot of fun. Enjoy all the pictures.



Brian Crossley's Jamaican Fighter, Brian's original design.



Richard Steine and his P-51 (right) with Gregg Hemken and his Edge 540 (left)



Dave Willmott and his 50% scale Pitts Model 12. Dave Willmott and Brian Crossley (next to his Jamaican Fighter) were guest pilots from TriValley RC.



Steve Bowman, a guest pilot from Duluth, flies his **Piper Cub.**



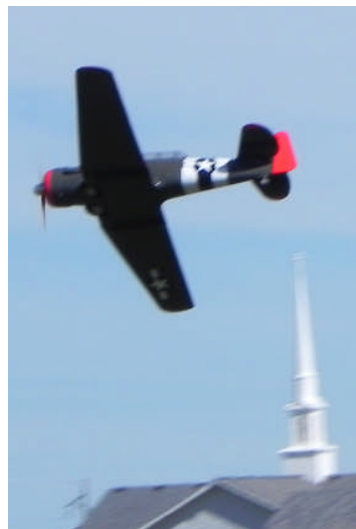
Bruce Jones' Taylor Craft



Del Berryman's Sbach 342



Al Schwartz and his DH-4 (in front) and James Brown's Waco YMF5 (in back) were among the biggest big birds.



Jerry Elert's AT-6 flying high.



Danny Collier flies his **AJ Slick.**

NEWS FLASH!

RICHARD STEINE was flying his B-25 at Apple Valley on September 11th when something blew off the plane. The cowl had broken loose, took off all the blades on the prop, and flew off. The engine over-spun and froze up. Then something fell from the plane. Somebody said, “He dropped a bomb!” But it was no bomb—one of the engines had ripped right off the plane!

The plane was tail-heavy, but Richard landed it easily with the one remaining engine running. He said, “I didn’t try to gain altitude. I pushed in all the right trim I had in the rudder, made a wide right turn, circled around, dropped the gear, and landed.”



Richard Steine’s B-25 is safely on the ground, minus an engine.

REVISED MEMBERSHIP DUES FOR 2011

Open (19 years or over)	\$65.00
Senior (65 years or over)	\$45.00
Student (19 to 23 years)	\$20.00
Junior (18 years or under)	\$20.00

(Determined by member’s age on July 1, 2011)

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CARNAC THE MAGNIFICENT



O GREAT SAGE, I hold in my hand these envelopes. As a child of four can plainly see, these envelopes have been hermetically sealed. They’ve been kept in a #2 mayonnaise jar since noon today on Funk and Wagnall’s porch. No one knows the contents of these envelopes, but you, in your divine and mystical way, will ascertain the answers to these questions, having *never* seen them before.

Carnac: May the bird of paradise fly up your nose.

ENVELOPE #1 —

Carnac’s Answer: It was either an attack by a ferocious grizzly bear with fierce teeth and humungous claws— or that beautiful, seductive, fast bitch named Sukhoi.

The Question: How did you get those big gashes in your leg?

ENVELOPE #2 —

Carnac’s Answer: Red, green, blue, yellow, purple, brown, white, and black.

The Question: What are some of the colors of duct tape that Bill Hempel has?

ENVELOPE #3 —

Carnac’s Answer: The world-renowned author, I. P. Freely.

The Question: Who wrote the book, “Yellow River”?

ABOUT “THE CLIPPINGS”

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GRASSFIELD RULES

1. Current AMA and Grassfield Club membership is required of all flyers.
2. Members' guests that are not AMA members are to be trained by qualified intro pilot instructors only.
3. You must understand and follow the current AMA rules.
4. Guest flyers with AMA membership may fly with a club host on a limited basis.
5. Flyers shall place their current **Grassfield Membership Card** on the Frequency Board at the number which corresponds to his or her channel.
6. Powered models may be flown after 10:00 am on Monday through Saturday and on 12:00 noon on Sunday. All flyers must observe NO-FLY ZONES, which are ROADS, HIGHWAY 169, BUILDINGS, PIT AND SPECTATOR AREAS.
7. Mufflers are required on engines .19 c.i.d. and larger.
8. When other flyers are flying, please conform to the current flight pattern, especially on TAKE-OFF and LANDING and announce your intent, i.e. DEAD-STICK, ON THE FIELD, AIRPLANE OUT OF CONTROL, etc.
9. Helicopter pilots use the southwest corner of the runway for hovering.
10. Use extreme caution when running up engines at full throttle; propellers may break or fly off. Point your model away from other people, both to the front and to the side. Full RPM run-up should be done in the area between the planes and the orange pilot's safety fences with the propeller parallel to the fences.
11. Tuesday is our designated training day. Please do not plan on flying that day unless you would like to help train a student pilot. Be sure to set a good example by paying special attention to the club rules and help the newcomer with his or her equipment.
12. Beginners must fly with experienced pilots until they can take off, fly, and land safely.
13. When breaking in engines, use the area immediately south of the parking lot.
14. Treat your field and the surrounding area with utmost respect. This includes parking, the parking lot, the field, the crops, and the buildings. We are guests; let's be gracious ones.
15. Violators may face revocation of club privileges.
16. **After your flight, you can only taxi back to the orange pilot's safety fences. At that point, you are to shut down your engine and wheel or carry your plane back to the pit area.**

Note: While at the field, all members should treat fellow pilots and others with respect. The Field Marshall has the responsibility to ensure safe flying at the field. If you have any questions, please contact the Field Marshall, Gregg Hemken, at 763-427-8769 or Jerry Cornish at 763-559-2274.