

# THE CLIPPINGS

FEBRUARY, 2012



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

## FROM OUR PRESIDENT

by Phil Zuidema

Happy winter! That is, if you can call it that. If it were only a little bit warmer, we could get the field dry and go flying without skis. Well, spring will be here quite soon. But before then, we will be doing our annual Freeze Your Ailerons Off and Chili Feed on March 3<sup>rd</sup>. Don't miss it. Bring your own brand of tummy-warming chili and share it with the gang. Or, if chili isn't your specialty, bring your specialty. I am always amazed at the amount and variety of food, as well as the generosity, of our club members. Also, I am impressed with the number of planes that get flown and the variety. Everyone seems to have something special they like to fly at this event, (and often, only at this event).

In this *Clippings*, you will see the event schedule for this year. This is based on the past events we have had. Some events we held, that didn't seem to attract much interest, we have dropped. If you have an idea for an event that you would like to discuss, please grab one of the board members and bring it up, or bring it up at the meeting. We are always looking for events that our members would like to participate in. Just because the schedule is tentatively set, doesn't mean that we can't find room for an event you would like to sponsor. Just ask.

We will hold a swap meet at the March meeting, as we have for the past few years. It seems to get a great response. It's a good time to dust off that trainer you graduated from, and let someone else learn how to do loops with it. It seems like it's more often a buyer's market than a seller's market, with some pretty attractive prices.

Don't forget we have our Annual Builder's Show only two months away. I will have an airplane there this year, (okay Elert, you can stop laughing now). The past few years we have seen a nice increase in the number of planes there, and I expect that trend to continue this year. Dust off that kit and get busy with it. I'd love to have a ton of planes there this year, and I'd like to promote our hobby through it. In fact, that's how I got hooked into this glorious hobby.

I went to my first Builder's Show in 1980 and saw a bunch of jaw-dropping stuff. Most spectacular was Al Schwartz's B-24 Liberator, *The Strawberry Bitch*. It wasn't yet done, but looking at the retracting turret in the back, along with four engines, just about blew my mind. This was after going out to the field the first weekend in April and finding a cadre of core club members taking advantage of the warm weather. Circled around, discussing the nuances of which radios worked (yes, that really used to be an issue), what planes were the fastest Quickie 300s, 500s, and what the next quarter midget was going to be from Doug-Glass Designs.

Standing in a circle was Darryl (Butch) Zempel, Doug Brueshaber, Bill Cowette, Vic Leerhoff and Boyd Bowdish. Butch is an active Grassfielder, as you probably know, and Boyd still flies off the lake in front of his home in northern Minnesota. These people's names are all on our articles of incorporation for the Grassfield; they were our founding fathers back in 1972.

Get pumped up for spring, and get that new plane ready for the Builder's Show and ready to fly!

*Phil*

The next Grassfield Club meeting is

**This Friday,  
February 10<sup>th</sup>**



**7:00 pm (doors open at 6:00)**

**Bring something  
for "Show & Tell"**

**Refreshments will be served.**

**THIS MEETING WILL BE HELD AT:  
THE BROOKLYN CENTER CIVIC CENTER  
6301 Shingle Creek Pkwy.  
Brooklyn Center, MN**

## THIS ISSUE'S CLIPPINGS

FROM OUR PRESIDENT	1
OUR NEXT MEETING: FEBRUARY 10 <sup>TH</sup>	1
GRASSFIELD'S JANUARY 13 <sup>TH</sup> MEETING	2
ON THE SAFE SIDE	3
PROPELLER SAFETY	3
TIPS & TRICKS	4
GRASSFIELD'S 2012 TENTATIVE SCHEDULE	APPENDIX

## GRASSFIELD'S JANUARY 13<sup>TH</sup> MEETING

The January 13<sup>th</sup> meeting was held at the Osseo Community Center. We had a nice Show-and-Tell event, consisting of some large scale and ARF planes as well as some small bind-and-fly planes and small helis.



**Richard Steine** brought his Yellow AT-6 kit to the meeting. He previously owned an AT-6 that he had purchased completely built. Knowing that it was too heavy, Richard still flew it — and the end result was parts! The parts that he saved from that plane, including retract gears, tail wheels, and a canopy, were installed in this new AT-6.

Not liking the G-62 engine that was in his first AT-6, he got a Fuji 64 from Al Schwartz that was magneto-controlled. He converted it to electronic ignition, and the engine fit perfectly. You will probably see this aircraft at the Builders' Show, painted in the color scheme shown above.



**Dan Natale** brought his twin-engine Mosquito, a Nitro ARF by CMP. Designed for glow engines, Dan is converting the plane to electric and will be installing electric OS motors. The kit comes with a fiberglass fuselage, and Dan estimates its weight will be about 13 to 14 pounds.

Dan is trying to decide the best way to hook up the flaps and welcomes any suggestions. He is still looking for a spinner and is thinking about installing a custom cockpit. He will also install a sound system, so the plane will sound like it has Merlin engines. With some work left to do, Dan is hoping to have his Mosquito ready for the Builders' Show.

**Paul Johnson and Tom Brezinski** (photos at right) brought a variety of small RC aircraft that can fly indoors, including a P-51 and a 3-D foamie (shown by Paul) and a couple of small helis, the Blade MSR (shown by Tom) and a Blade MCPX. The small helis flew around the room during the meeting, and in the photo at right, one of them was landed on the ceiling by Paul!

If you are interested in indoor flying, you can fly at the Soccer Complex in Blaine, located off Hwy. 65 at the National Sports Center, 1700 105<sup>th</sup> Ave. NE. Indoor RC flying runs from 10:00 pm until 1:00 am on Saturday nights. Cost: \$10.00.



**Gregg Hemken** showed his Funtana, a Hangar 9 ARF kit. For maximum power, Gregg installed a 1.80 4-stroke engine in his Funtana. He is looking forward to 3-D flying with this lightweight plane.



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## ON THE SAFE SIDE

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by Jim Tiller, Insider Safety Column Editor,  
The AMA Insider, May, 2011

If you are in the market for new sunglasses for this flying season, I strongly recommend you get safety glasses. Safety glasses no longer look like the ones you wore in high school chemistry class. There are many styles and varieties. There are even bifocal offerings for those of you, like me, with aging eyesight.



There are many local and online sources with prices from \$10 to \$100. Regardless of the price, they must meet the American National Standards Institute (ANSI) requirements to have the label. Just make sure that the glasses you purchase meet the ANSI Z87.1 standard. This safety standard requires the frames and lenses have been tested to withstand a 150-foot-per-pound impact with a steel ball.

Make sure there is a .1 at the end of the standard. The addendum means the glasses meet an additional ANSI standard by having sufficient side-shield area to protect from lateral impacts.

### PROPELLER TRACKING



We all know it is imperative to balance a propeller before installing it on your airplane. It is also important to check propeller tracking whenever installing a new propeller. A propeller that is not tracking properly will cause vibration similar to that of an out-of-balance propeller.

Propellers can be out of alignment by manufacture, or from over-tightening — especially with wood propellers. The problem is exacerbated in large propellers with multiple holes. Each bolt should be tightened the same amount to prevent a tracking problem.

Once your propeller is installed, it is quite simple to check the tracking by setting up an indicator, such as a square next to the propeller blade. Tie down the airplane if necessary to prevent it moving as you turn the propeller through a couple of revolutions. Each side of the propeller should show the same gap as you turn (see the picture). If your propeller is not tracking correctly, you can try sanding the hub a little on the high side and then retesting. With wooden propellers, sometimes just loosening the propeller, moving it a quarter turn, and retightening can solve the problem.

With large wooden propellers, you may want to retest the tracking when taking the airplane out of storage for the winter. Humidity and temperature changes sometimes cause warps.

If you cannot correct the tracking problem, it is better to set it aside than risk suffering some vibration-related catastrophe.

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## PROPELLER SAFETY

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From The Rogue Eagles R.C. Club, Medford, Oregon,  
The AMA Insider, May, 2011

Respect and alertness are mandatory if you want to keep all your fingers. If you continually ignore safety, you or someone close to you will be injured eventually. By adopting good safety practices we can minimize risk and enjoy our wonderful sport for many years.

The most destructive type of propeller injury, aside from being struck by a flying aircraft, is when the engine is operating at or near full throttle. At full speed, a .40-size, two-stroke engine with an 11 x 6 propeller can generate as much power as a 10-inch table saw. Just as a table saw demands your respect and attention, so does an aircraft propeller.

Before you mount your propeller or even start your engine, you should take a moment to review some basic pre-flight recommendations for propeller safety.

### PROPELLER/ROTOR BLADE INSPECTION & PREPARATION

1. Look over for obvious nicks or gouges.
2. Flex it gently back and forth along its length and look for cracks.
3. If you find any damage, other than some minor scuffs at the tip, discard/destroy immediately.
4. Wood propellers cause less damage than composite propellers.
5. Remove the sharp edges from composite propellers using fine sandpaper. Just take off the edge. Do not alter airfoil.
6. Always use a balanced propeller. Vibration is the enemy.
7. Make sure the propeller arc is visible by painting the tips a contrasting color.

### GROUND SAFETY

1. Always have someone hold the airplane while starting.
2. Use some form of eye protection, like safety glasses.
3. After starting, move around behind the propeller to remove the glow plug igniter and to make other engine adjustments.
4. Never ever reach over a spinning propeller.
5. Be conscious of the propeller arc. Do not let spectators stand in line with, or in front of, the spinning propeller and don't you stand there any longer than necessary.
6. If starting by hand, use a thick glove or chicken stick.
7. Use an approved spinner or propeller hub.
8. Before starting, be sure the propeller is on tight. If the engine came with backup safety nuts, use them.
9. Have a first aid kit stocked and available.

It's easy to forget these safety items when at the field, and some say it's just too much trouble. But safety is everyone's responsibility!

## TIPS & TRICKS

From The AMA Insider, May, 2011

### GET CLEAN!

By Allen Rice, Boca Raton, Florida

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them. Besides being harsh on your skin, those chemicals always leave a sticky residue, no matter how many times you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off, and then wash again with regular hand soap. It works like a charm, and your hands will smell great!

### GLOVES FOR CA

By Bob Furr, Eugene Prop Spinners,  
Eugene, Oregon

If you're allergic to latex, one thing that works really well as an alternative—and is really inexpensive—is to use cheap plastic sandwich bags to cover your hands. They work well and are thin enough that you can feel that heat of the glue as it sets.

This works really well when you are applying glass cloth with CA, because you can hold the cloth to the balsa and feel when the glue sets. It lets you use very little CA to put down the cloth and saves quite a bit of weight.

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### CLEANING YOUR AIRPLANE

By Tom Voorhis, Wet Jersey Radio Control Club,  
Gibbsboro, New Jersey

To clean your airplane after a day at the field, use my formula, which is as follows:

5 cups of water (40 oz.)  
1 cup of denatured alcohol (8 oz.)  
½ cup of ammonia (4 oz.)  
1 oz. of dish detergent

If you would like to try something different, try using lemon Pledge spray wax. It cuts through the caster lubricant and grease, and cleans and polishes the surface, leaving the aircraft with a protective coating without any residue.

### TRICK TO USING ROBERT PIN HINGES

By Dave Raczka, Brauer's Aviators  
Pendelton, New York

I was installing Robert pin hinges on my T-34 Mentor. I can never get both sides perfect, no matter how carefully I measure. So I came up with a neat trick to make them perfect.

On the stabilizer (in this case three hinges on each side), I marked out where I wanted the holes, then I clipped off ¼ inch of a T-Pin tip and, using pliers, pushed the short pin into the stabilizer where I marked. I left about 1/8 inch or less sticking out (either end works, but I pushed the pointed end into the stabilizer).

Next I made sure the elevator was perfectly aligned with the stabilizer, then pressed the two together. The pins left a mark on the elevator (or rudder) where to drill the holes. I guess you could use the same method with CA hinges.

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**Grassfield R/C 2012 Tentative Schedule**  
**(Subject to Change)**  
**Version 1.3**

<b>DATE</b>	<b>EVENT - Location</b>
<b>March 3</b>	F. Y. A. O. & Chili Cookoff
<b>April 13</b>	2011 Grassfield Builder's Show
<b>April 14</b>	Field Clean Up
<b>April 21</b>	Race
<b>April 28</b>	Fly-In and Feed
<b>May 5</b>	Race
<b>May 12</b>	Open
<b>May 19</b>	Race
<b>May 26</b>	Memorial Weekend - Open
<b>June 2</b>	Electric Fly-In
<b>June 9</b>	Race
<b>June 16</b>	Helicopter Fly-In
<b>June 23</b>	Race
<b>June 30</b>	Open
<b>July 7</b>	Race
<b>July 14</b>	Open (NATS)
<b>July 21</b>	Warbird Race
<b>July 28</b>	Open
<b>August 4</b>	Race
<b>August 10, 11, 12</b>	Military Scale Fly-In Owatonna
<b>August 18</b>	Open
<b>August 25</b>	Race
<b>September 1</b>	Barbeque
<b>September 8</b>	Race
<b>September 15</b>	Big Bird Fly-In
<b>September 22</b>	Open
<b>September 29</b>	NCPL Q-500 and Shoot Out
<b>October 6</b>	Open
<b>October 13</b>	Open

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