



October 2008

Propwash

MUROC MODEL MASTERS, EDWARDS AIR FORCE BASE, CALIFORNIA

Visit us online! <http://www.murocmodelmasters.org>

The Muroc Model Masters is an
Academy of Model Aeronautics
Club No. 1737

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There is an important message
from the Edwards AFB Base Civil Engineer
in this newsletter - *Please Read!*

The Muroc Model Masters
September Meeting Will Be On Tuesday,
November 4, 2008
At Floyd Mathews House
in Rosamond at 6:00 pm.
See You There!

*Please use over flow bottles or something similar
when fueling your engine. The club is bound by
Edwards AFB and our bylaws to keep the lake bed
pollution free.*

**Muroc Model
Masters
P O Box 2194,
Rosamond,
CA 93560-
2194**

2009 Membership Cards

For 2009, please remember to get your AMA insurance renewed before you renew your MMM membership. In order to have a 2009 MMM card issued, you need to provide a copy of your 2009 AMA card and driver's license or military ID and an **updated application**.

Club applications may be mailed to Muroc Model Masters, **Post Office Box 2194, Rosamond, CA 93560-2194**. Checks can be made payable to Muroc Model Masters. Membership dues are still just \$25 for the whole year. If applying in person, please see Charlie Threewit, Treasurer, at the field or meetings.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 95TH AIR BASE WING (AFMC)
EDWARDS AIR FORCE BASE CALIFORNIA

James E. Judkins
Base Civil Engineer
Civil Engineer and Transportation Directorate
225 North Rosamond Boulevard
Edwards Air Force Base, California 93524

Muroc Model Masters
Attention: Mr. Ronald Scaggs
P.O. Box 2194
Rosamond, California 93560

Dear Mr. Scaggs

This letter is to inform the Muroc Model Masters (MMM) members that due to mission related flight operations in the interest of national defense; your members will be prohibited from any and all flying operations in the MMM licensed area during the period of 23 November 2008 – 19 December 2008.

Please ensure the MMM officers and members are advised of the closure of the MMM licensed area during the above time frame. The area will be monitored during the specified timeframe to ensure the prohibition of non-mission related flight operations. We realize that the temporary denial of access to the MMM licensed area is an inconvenience to your members; however, the flight test mission of Edwards Air Force Base must come first.

Please sign on the second page of this letter acknowledging receipt and understanding of the above flight restrictions and return the letter to the above address by 13 November 2008. If you have any questions or concerns, please contact Ms. Sharon McLain, Real Property Officer, at (661) 275-2405.

A handwritten signature in black ink that reads "James E. Judkins".

JAMES E. JUDKINS, YF-3
Base Civil Engineer

The Air Force will be posting the area and video monitoring was mentioned.
They do have visual tracking equipment on the ridges, for tracking aircraft, which you can't hide from.

The Air Force was really interested in giving us a heads up before some one drives out there and finds the lake bed closed. As far as other folks go, they know we can't be held responsible for non members. When a few get caught and run in, their attitude just might change.

We'll do the best we can however from 23 November through 19 December anyone who goes out there should not be accepted for membership, for at least a year, minimum.

Ron

>> *From the desk of Joe Breda* <<

Hello Folks, well this month has been a real good month at the field. Man-O-Man-O-Man! The fling weather sure has been great! I myself managed to get out twice. The first time out was on a Friday, John and Jerry also made it out that day along with a neighbor of mine I have been trying to get out there for over a year now! It turned out to be a pretty interesting day and yes I remembered all my flying stuff this time including my radios. We were all a little bit rusty but it all came back to us after a few flights, no sweat! That Friday, all fell into place. The temps were very mild, it was clear as a bell and most important, ... ABSOLUTELY NO WIND! We all got our fill of flying that day and ended without needing any glue! Jerry managed to make a few landings, a few touch and goes and a take off or two. He had a remarkable day with very few problems which is sometimes unusual for Jerry. Jerry has come a long way since I met him but not without a few bad moments... that we all have experience, and I am sure he has learned from them.

John had a run of the mill kind of day and didn't do anything to risky since he hasn't flown for awhile, but by the end of the day he was getting a little cocky. He managed this time to improve upon his landings, got dialed in again I would say.

It was the first time my neighbor was at the field and the very first time he ever got his hands on the sticks of a RC model aircraft. At first he didn't want to try it and was real gun shy, but thanks to John and Jerry telling him how the buddy box system worked, he finally got courage to give it a try. He was a bit nervous at first till he experienced how the buddy system worked after I had to take over a few times. He then realized he was under no pressure therefore he relaxed and was able to pick up on it a bit. At the end of the day, I scored him at about a 7 which is very good for the first time out. Man, it was a food feeling for me to have given him the experience of RC flying. I don't know who felt better about the day, me or him. But I will say this.. He was really jazzed! He was so jazzed he even bought be lunch, which I graciously accepted.

Now to the second time out at the field, which was the following Saturday. It also was as gorgeous as the previous Friday as far as the weather goes. This time out there was a few more of us, John, Jerry, Team Antwan & Rob along with one of our new members, Carey Hughson. John did fine once again as expected "cause he just flew last Friday" and didn't have any time to get rusty again. Antwan had his T-28 out and I was really impressed with his acquired landing skills. He greased them ALL in. Antwan also FINALLY got over the fear of doing a tail spin... You know... The sticks to the corners stuff. I was proud of him to finally overcome the fear that the craft would not come out of the spin. His team member Rob had brought out a re-do or shall I say spin-off of a Sky-Tiger. I liked that the design was basically a Sky-Tiger but had the edges rounded. It was a 60 size craft, but Rob put just a bit more power in it by using a supercharged 110 4cycle in it. It had plenty of power to say the least. The high light of the day was when we all happened to be the air at the same time with the Tigers, my Tiger, Johns Tiger and also Robs Tiger. By the way mine is only a 40 size while John's and Rob's is a 60 size variety. After a few go-a-rounds, we managed to fly in somewhat of a formation and it was a great sound as all three zoomed by. Yea... they waxed me as far as speed goes, but I had the last laugh when John and Rob both ran out of gas and went dead stick. I stayed up at least another 10 minutes longer. Yuk Yuk Yuk !

Jerry got to the field early that day and ... ON HIS OWN... got up and down before we got there! This was the second time jerry attempted this, on the first time it didn't work out that well... But we won't talk about that one. Jerry had to land a little early cause his engine wasn't running well. At first it looked like some dirt got into the carb, so he purged it and started it again. John was watching on and noticed some fuel was spraying inside the engine compartment. After investigating it was found to have had a split in the fuel line. At that time Jerry mumbled something about a "monkey and a foot ball". You ALL will have to ask Jerry next time you see him on what exactly he was referencing in that statement! I will refrain to explaining it right now because it is much too graphic, Jerry needs to explain it him self.

I must mention though, that Saturday was a first for our good friend Jerry. He was 100% on his own through out the day, No buddy box.. No help at the sticks, and to top it off, Jerry didn't need any glue at the end of the day. Mucho Kudos goes out to Jerry Rice, our newest 100% Bonafide RC Sky Pilot! Three cheers for Jerry!

Last but not least, Carey "a new member AND soon to be flier", did great on the buddy box with me. I only had to take control a few times. He really impresses me on his deep desire to learn this RC aircraft stuff. I think he has a bit of a chip on his shoulder and wants to see this through; Carey had an awakening experience a few years back. I was told, he and his brother decided to try flying RC airplanes, so they went out and bought a couple of-em. They looked them over and came to the conclusion that this couldn't be all that hard. It looked pretty straight forward to them, You know.. Pull back to go up, push forward to go down, push the stick left to turn left and push right to turn right. "What is so hard or difficult about this" they said. Needles to say, we all know what happened next! Carey did say this "well at least I stayed airborne longer than my brother" I think he mentioned to me something about 15 seconds or so. So with that said, I believe Carey has a chip on his shoulder is NOT going to let these L'il Ole- Toy airplanes whoop him. By the way he told me he is having a blasted fun time learning. Carey does have an edge, he does have the G3 simulator at home, and it sure shows during our training sessions. Again, I just can't say enough good things about the use of a simulator to learn RC flying. My Hats off to Carey who is rapidly learning this hobby

That's it folks till next month!

Cheers!

Joe Breda

M M M Minutes 07 October 2008

The Muroc Model Masters meeting was called to order at 6:15 PM by President Ron Scaggs. The meeting was held at the Rosamond Skypark home of Floyd Mathews. There were nine members in attendance. President Ron Scaggs read September's minutes. Wes Parmeter moved the minutes be accepted and it was seconded by Steve Wells. The Treasures report was given by Charlie Threewit and Wes Parmeter moved the Treasures report be accepted and it was seconded by Steve Wells.

Old Business:

Ron Scaggs suggested that we have a work party to finish the infamous flying site frequency board, flight box, and sign. Monday 13 October is a holiday for government workers and banks. He would like to have as many of the club members come to his home on that Monday at 9:00 AM to work on the box to get it ready for the field before the rains start.

Christmas Party to be held 12 December 2008 at Hummel Hall in Rosamond, Ca. Food assignments will be given out at the next M M M meeting (4 November 2008). Please remember to vote that day. This will be the largest voting day ever in American History. Bob Smith has aquired the gifts that will be given at the Christmas Party.

Wes and Blake Parmeter attended the float fly at Castaic Lake that was sponsored by the Canyon Country "Canyon Cross Winds" model club. They said it was a great meet and saw a lot of beautiful craft.

Charlie Threewit announced nominations closed for club officers and the secretary is to cast a unanimous vote for all club officers. Rob Marraccino was appointed our new Safety Coordinator. The meeting was closed at 7:20PM.

Attendance for this months meeting is as follows: Robert (Rob) Marraccino; Antwain Mallory; Wes Parmeter; Blake Parmeter; Steve Wells; Charlie Threewit; Floyd Mathews; Ron Scaggs; and Jerry Rice. Rob Marraccino brought a visitor but I did not get her name.

Jerry Rice brought a Black Horse Models "Citabria Decathlon. The model has a 65inch wing span and a Magnum 52 four cycle engine.

These minutes are approved by Secretary, Jerry V. Rice 08 Oct 08.

