



November 2008

# Propwash

MUROC MODEL MASTERS, EDWARDS AIR FORCE BASE, CALIFORNIA

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

The Muroc Model Masters is an  
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**Muroc Model  
Masters  
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## Muroc Model Masters annual

### **Christmas Party Potluck**

Friday, December 12, 2008

At Hummel Hall  
2500 20<sup>th</sup> St. in Rosamond

6:00 to 9:00 pm

The Turkey and Ham will be supplied.  
The following is the alphabetical break down  
of who brings what:

**Salad and Bread: A thru H**

**Vegetables and/or Potatoes: J thru R**

**Dessert: S thru W**

Also each Member will need to bring drinks and place  
settings for each member of their family. Presents will be  
given to each member in attendance.

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**Remember the flying field is closed from  
23 November to 19 December  
by order of Edwards AFB for  
Mission Related Flight Operations.**

## 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.

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

Hello Folks, well this month, AGAIN, has been a real good month at the field. Man-O-Man-O-Man what a time we had last weekend, Nov. 14th and Nov. 16<sup>th</sup>. The 16<sup>th</sup> was a banner day at the field. There were 12 pilots and approx 16 aircraft. That's the most activity I have seen in a long time. We had old guys, young guys, students, experienced pilots and everyone in between. There were sport planes, a couple of trainers, WW-II fighters, WW-I biplane fighters, WOW what a sight to see, it was! Lou had his new plane out that had a little engine trouble, but Master Engine Man Ron got it fixed, it took awhile cause he had to tear it completely down to re-clock the cam gears, it seemed the timing was off a tad. After re-assembly it ran like a top and Lou was jazzed once again. By the way Lou has been really greasing those landings in lately. I told him me must have been watching me a lot! He did have one miss queue however when he was taking off. He was flying a tail-dragger and he hung on to the elevator a tad too long and the craft shot skywards before he was ready for it, After a hardy yell of "OH SH&%#....." He re-gained full control, and had a pleasant remaining flight. Man, Lou was sooooo glad to have his favorite plane back in the air again, He was smiling ear to ear all day, and it was good to see that.



Another highlight of the day was John, Rob, Myself and a few others kinda were pylon racing, but without the pylons. We all had 4cycle engines and Man they sounded good as they roared by, time and time again. We must have turned 20 or so laps together. There were a few close calls and near mid-air, but that's about all it got to, was near misses. While Rob, from team "Rob and Antwan" was flying pylon simulations, Antwan, the great guy he is, was busy giving instruction on the buddy box to a new RC enthusiast. That kept Antwan fairly busy for most of the day, but, he did get his T-28 in the air a few times. I believe the 28 is his current favorite plane, and he also must have been watching me a lot cause he can sure grease those landing in, time and time again.

Boy I'll tell you folks, it sure was a pleasure watching so many, having so much fun that day in mid November, thanks to the outstanding weather we have been fortunate to have these last few weeks. As a matter of fact I even had a great GREAT time flying the new Sopwith Pup WW-I Bipe fighter. Boy this aircraft is a treat to fly! It is so realistic in the air, and the sound of that Mag 52 four cycle just is pure icing on the cake. It is also a slow flier when I want it to be, and low slow passes are just downright gorgeous! I just can't get enough of it to be truthful with you. I got four good flights on it that day, but the fifth was cut short when the engine conked out. Later investigation shown that the throttle stop screw vibrated loose and caused it to go dead. It was no problem, cause like I said it is a floater with a motor! If y'all need to know, yess, I greased-er-in. That my friends kinda ended the day. The day was amazing considering all the planes out there, there wasn't one crash and all went home with their planes intact.... WOW!



Well it's getting late and I need some much needed shut-eye cause its Friday night and I need to get some rest, and you guessed it,... To go out tomorrow and do what we did last week all over again! See you all at the Christmas party.

That's all folks till next month!

Cheers!

Joe Breda



# MMM Minutes 04 November 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 twelve members in attendance. October minutes were read by Secretary, Jerry Rice. Vice President Wes Parmeter moved that the minutes be accepted with changes. Treasurer, Charlie Threewit seconded them. The Treasurer's report was given by our Treasurer, Charlie Threewit. John Sturgeon moved it be accepted and Steve Wells seconded it.

## Old Business:

The work party organized on October 13<sup>th</sup> didn't work out so well. As the Secretary I did not get the word out in a timely manner, hopefully I will do better next time. Ron Scaggs and Charlie Threewit attempted to work with some plywood that was warped. They decided it would be better if they returned it and started with a fresh piece at a later date.

Bob Smith has the gifts for the Christmas party.

## New Business:

President, Ron Scaggs received a letter from James E. Judkins, Base Civil Engineer on official Air Force letterhead. They are asking us not to fly at the dry lakebed flying site from 23 November to 19 December 2008. A copy of the letter is in the October issue of the Propwash news letter. As Secretary for MMM I will file said correspondence for later reference.

Rob Marraccino was appointed our new Safety Coordinator.

John Sturgeon will send the food assignments for the Christmas party out with the news letter.

Our Safety Coordinator, Rob Marraccino said to watch for the civilian communications tower on the west end of the field close to Highway 14. They think Antwain Mallory was shot down from a signal from the tower he was using 72 MHz radio. Rob said he didn't have a problem with 2.4 GHz. As a safety standpoint he wants us to be aware of the situation. He also said we can not prove it but it has happened before with a perfectly fine model.

Mike Blanchard went to the Giant scale pylon races at El Mirage dry lake on Saturday, November 1<sup>st</sup>, 2008. He said it rained so he left early but not before witnessing a mid air crash. He thinks it was one of the major magazine flyers.

The meeting closed at 7:00 PM Tuesday, November 4<sup>th</sup>, 2008. Next meeting will be **2 December 2008** at the Rosamond Skypark home of Floyd Mathews.

Correction to October meeting minutes: Charlie Threewit moved nominations be closed for club officers and the Secretary is to cast a unanimous vote for all club officers.

Joe Breda brought a foam electric F-35 model that he purchased from Hong Kong. He said it had been an extended period of time since he had purchased it he had forgotten about it. The panel lines and graphics on it looked exceptional.

There were twelve members and one guest in attendance for the November 2008 meeting: Ron Scaggs; Wes Parmeter; Charlie Threewit; Jerry Rice; Rob Marraccino; John Sturgeon; Joe Breda; Blake Parmeter; Steve Wells; Mike Blanchard; Lou Figueroa; Floyd Mathews; and our guest this month and last month, Mrs. Marraccino.

These minutes approved by Secretary, Jerry V. Rice 5<sup>th</sup> November 2008.

## **ON THE SAFE SIDE**

### **From AMA District VIII**

*by Don Nix, Insider Safety Column Editor*

**Flammable Liquids 101** (considerably oversimplified in the interest of brevity):

Flash point. Terrible sounding term, conjuring up all sorts of mental images. All liquids classified as either flammable or combustible by the U.S. Department of Transportation (and industry standards) have a listed flash point. Most often, the casual user assumes—incorrectly—that when the temperature of a particular liquid reaches that listed temperature, the liquid is going to explode or at least burst into flames.

Not so. That event would be the auto-ignition point, and in most cases is several hundred degrees F.

Briefly stated, flash point is the temperature to which a liquid must be raised before the vapors can be ignited by a source of ignition (spark, flame, etc.). Vapors—in engines, or in the open—are what actually ignite, not the liquid itself. To put things in perspective, here are the approximate flash points of some common liquids:

Gasoline: 45° F below zero!

Acetone: 0° F

Methanol: 50° F

Nitromethane: 95° F

Model engine lubricants: vary in the range of 350° F to 445° F.

Surprised? I knew you would be. So, as you can see, nitro methane, the baaaad-sounding ingredient in model glow fuel, is actually only about half as flammable as the methanol. The Department of Transportation classifies liquids with a flash point of 100° F or lower as “flammable;” higher than that as “combustible.” So, if the flash point of nitro were just 6° higher, it wouldn’t even have to carry the familiar diamond-shaped red label, because it would then be classified as combustible rather than flammable. Further, our hot glow fuel is actually far less flammable and dangerous than gasoline. Gas users, please take note! Flash point of typical sport glow fuels is around 60° F vs. the minus 45° F of gasoline.

Typically, people interpret stated flash points backwards ... a high flash point must be the most dangerous, right? Wrong. Here’s a simple memory device you will never forget: flash points are like paychecks—high is good; low is bad.

Modelers typically fly in relatively warm weather, so if the ambient temperature is 60° F or above, glow fuel can be ignited by the presence of a spark or flame. The greater the difference between the flash point and the temperature of the liquid, the greater the danger; because, as the differential increases, the rate of vaporization increases dramatically.

Example: Suppose the temperature of your fuel reaches 90° from sitting in the sun, the back of your car, etc. That would be a 30° differential for glow fuel, but an astounding (and dangerous!) 135° for gasoline. Please, never forget that.

I’ve read reports where modelers had their fuel cans in the back of their vehicles, the starter battery contact points came in contact with the metal, shorted out and caused a dangerous fire. My personal opinion is that model fuel is safer in plastic jugs than in metal. Contrary to conventional wisdom, if the fuel blender has used the proper-type plastic jug, the fuel will remain just as moisture-free as in metal or better!