



January 2009

# 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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Club No. 1737

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Due to the  
recent rains in the area  
**Muroc Model Masters**  
*Flying Field is*  
**CLOSED**  
*until further notice!*

**Please Don't Drive on the  
Lake Bed!!**

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**February Meeting Will Be On Tuesday,**  
**February 3, 2009**  
**At Floyd Mathews House**  
**in Rosamond at 6:00 pm.**  
**See You There!**

**Muroc Model  
Masters  
P O Box 2194,  
Rosamond,  
CA 93560-  
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## 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**. The application is on line at <http://www.murocmodelmasters.org/>. Click on "About Our Club".

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* <<

Well folks, here we are once again, at the beginning of a new year, wonder what it will bring? Of any indication on how last year went, we should have more and more participation at the field this year. First thing for sure, we desperately need to get that frequency board installed and should all join in to make sure that happens. What do you say folks? Time for the talk to stop and “all” of us join in, “show up” and Get-er-done ASAP! Honestly, we need to make this a priority! Enough said!

It has been slow going as far as the field getting dry, so a lot of us have been flying at a few renegade fields, I did see a few folks at the 110<sup>th</sup> west locations. There were a couple of great weekends where the weather was just plum gorgeous and gorgeous for the whole day. Many stayed till around 3pm from an early morning start. John was usually late, as usual, along with Jerry, and Lou and his son also showed up along with Rob. It took Rob extra long to get there; he said he had to make two trips. He did what all of us have done from time to time and that was, he forgot his flight box and didn't remember that small detail till he about mile from the site. I thought he got lost or something, but I give him credit; he didn't try to hide his blunder. We all chuckled a bit over that one. Robs buddy Antwan didn't make it, seems he found greener pastures at the Cal. City location. We were not



without incident however, Jerry got mixed up when trying to trim his Nexstar and it went in hard. Man I really feel for that guy, but I do admire his persistence. A week later, he had another trainer ready to go. Lou also had a bit of a problem with his new plane, and it also went in hard (due to a lack of power), but I believe it could be repaired, and probably is by now. Your humble correspondent, me, also had a small mishap. My F 15-18 wanna-be jet went dead at the wrong place, so's I had to bring her down in the grassy area. It was a ways out there and had trouble with it meeting the ground. The spinner got busted and the front steering strut got bent a bit, but that's about all. John, I believe is the



only one that escaped any injury to his planes. I do believe that flying off of the road is making better pilots out of us. It is a little intimidating at first, but once you get onto it, it really ain't all that bad. BUT! I still can't wait till our home field is available again, and I believe my planes can't wait either!



That's all folks, and see you at the February meeting, and again, come on guys, let's get really serious about getting that frequency board up!

Cheers, Your Humble Correspondent,  
Joe Breda.



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Wes Parmeter has been deployed and will be gone for about 3 months. Email him whenever you can. He probably would like to hear from you blokes every once in a while. His email address is on the front page of the newsletter.

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***No January meeting minutes this time. There wasn't much to talk about and not enough people to talk about it. Just a show and tell.***

## **ON THE SAFE SIDE**

### **In the Blink of an Eye**

*By: Don Nix, Insider Safety Column Editor*

*“There's a reason I'm alive for a blink of an eye.”*

—In the Blink of an Eye by Mercyme

More often than not, that's about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me from more serious problems.

A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains.

Being born lazy and losing ground ever since, I'm usually quite content to do as little as possible, especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I'd just acquired a new RC kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn't be stuck without enough to finish or have old material. (Remember that word “stuck.”) The container was one where you snap off the top to open, and then reverse it to become the cap to seal it back.

Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA.

That's where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude outside effectively converted it to aerosol form for a split second.

This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized.

(Brief digression: Don't you die laughing at those disaster movies that show an airliner decompressing with everything and everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial debonders available, of course, but I don't think I'd use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly.

Point: Most accidents do happen in the blink of an eye, and sometimes it's difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we'll deal with some of those in future columns.

In the meantime, if you've had an experience you'd like to pass on for the benefit of others, I'd be happy to hear from you: [FLYERDON@aol.com](mailto:FLYERDON@aol.com).

Happy modeling and flying ... safely. →

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