



December 2009

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

President

Ron Scaggs

wd6dnd@mindspring.com

661.256.4167

Vice President

Wesley Parmeter

wesparmeter@yahoo.com

661-816-3203

Secretary

Jerry Rice

j.d.rice@verizon.net

661.943.4818

Treasurer

Charles Threewit

c3wit@antelecom.net

661.722.8737

Newsletter

John Sturgeon

oldcrow@roadrunner.com

661.285.5344

Joe Breda

blackjackcash2@cs.com

661.943.7158

Safety Coordinator

Rob Marraccino

sgt.rob@prodigy.net



AMA EXPO 2010 January 8-10, 2010
Ontario Convention Center, Ontario, California

The Next Meeting Will Be On Tuesday,

January 5, 2010

At Floyd Mathews House
in Rosamond at 6:00 pm.

See You There!

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

2010 Membership Cards

For 2010, please remember to get your AMA insurance renewed before you renew your MMM membership. In order to have a 2010 MMM card issued, you need to provide a copy of your 2010 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 <<

Hello Folks, I believe we had a fairly good year without losing all too many planes. There were a few mishaps, and I believe most craft survived to fly again. There still may be a few more good flying days left, and recently some members have taken advantage of such. There also are the die-hards that religiously make it to the field wind or no wind, coming to mind, Antwain and Rob. They did come up with sort of a solution to flying in heavier winds. They just bought much bigger and heavier planes! Your humble correspondent also got out a few times this month, although not as early as usual. It has been pretty nippy in the mornings, so I have been getting there around 9am. And as always, there have been a few new planes at the field. Tony has really beefed up his electric ducted fan (EDF) fleet adding an 117stealth, an F-22, and an F-35. Man-O-Man they all look really great in the air. Antwain and Rob both now have the new monster 180 size ships which they recently had 1st flights with, and your humble correspondent had a 1st flight with my Nieuport-17 WW-I Bipe fighter which was another piece of art created by "Master Builder" Bob Smith. Bottom line is, it was a pretty good month at the MMM field, and I suppose we will even try to squeeze in a few more flying days before the winter rains come and we have to revert to those outlaw fields that are around the area.

Well folks! That's about it, till next month!

Cheers !

Joe Breda →

Christmas Party Pictures 2009



MMM Meeting Minutes 01 December 2009

Muroc Model Masters meeting was called to order at 6:15PM by club President, Ron Scaggs. The meeting was held at the Rosamond Sky Park home of Floyd Mathews. There were twelve members in attendance. The November Minutes were read by our President, Ron Scaggs and move they be accepted as read by Tony Accurso and seconded by Harold Jeffries. The Treasures report was read by our Treasurer, Charlie Threewit and was accepted as read by Antwain Mallory and seconded by Rob Marraccino.

OLD BUSINESS:

We discussed purchasing Polo Shirts with our club logo on it. Charlie Threewit received a few different logo ideas from Joe Breda. We voted as a quorum of members at the meeting to keep the logo we currently have. We have not chosen a vendor to make them yet.

Christmas Party is still scheduled as is noted on the first page of the Propwash news letter for Friday, December 18th 2009 from 6:00 to 10:00 PM @ the Boulders at the Ranch 1, 40701 Rancho Vista Blvd. Palmdale, CA, 93551.

We did mention painting the runway after the rains. Machine needs to be cleaned, run and adjusted. Paint needs to be mixed before using it. We are looking at March or April time frame.

No new business was brought up.

Tony Accurso brought another highly detailed electric ducted fan; this one is an F-15. Evelyn brought her new Telemaster. It is a small electric, I'm guessing 52in w/s, and she already has a couple of flights on it.

It was moved the meeting be closed at 7:15 PM by Charlie Threewit and seconded by Steve Wells.

Attendance for December's meeting is as follows: Ron Scaggs; Jerry Rice; Charlie Threewit; Rob Marraccino; Tony Accurso; Evelyn Accurso; Don Kissack; Bob Smith; Antwain Mallory; Steve Wells; Harold Jeffries; Floyd Mathews.

These minutes have been written and submitted by Secretary Jerry V. Rice on 04 December 2009.

Propeller Loading Factor (PLF) - (from the AMA Insider, July 2009)

How do you know what to expect switching propellers? Being able to compare propellers before you run them is the key to optimizing your airplane's performance and getting rid of the noise. Say you are happy with the rpm that your engine is turning with the 11 x 7 propeller, but you want to try other propellers to see what you like best for flight performance.

Right now you are at the middle of the road, slightly fast and passable vertical performance, but what if you want more vertical? First we solve the PLF of our existing propeller, and then we compare it to others. $PLF = D \times D \times P$ (D=diameter, P=pitch)

The 11 x 7s PLF would be $11 \times 11 \times 7 = 847$ PFL (compared with the 10 x 5s or 10 x 10 x 5=500 PLF). Now let's see what else is out there. To increase vertical you should either increase diameter, decrease pitch, or both.

To keep a PLF close to the same you will have to do both. If you are trying to raise the rpm, decrease pitch—and if you are trying to slow the motor, increase diameter. I would try the 12 x 6 first and then the 13 x 5. They have close PLFs. This is for comparison only. Switching propeller brands or not balancing a propeller, among other things, can vary your results.