



January 2010

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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**Muroc Model
Masters
P O Box 2194,
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The Next Meeting Will Be On Tuesday,
February 2, 2010
At Floyd Mathews House
in Rosamond at 6:00 pm.
See You There!

The Flying Field is CLOSED!
Due to the recent snow and rain,
access to the flying field is flooded
as is the pits.



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.

Airplanes for Flying in Windy Weather

by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying. While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds. Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider. It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" →

MMM Meeting Minutes 05 January 2010

Muroc Model Masters meeting was called to order at 6:09 P.M. by club President, Ron Scaggs. The meeting was held at the Rosamond Skypark home of Floyd and Deloris Mathews. There were fifteen members and guests in attendance. The December minutes were read by our President, Ron Scaggs and moved they be accepted as read by Charlie Threewit and seconded by Don Kissack. Treasurer's report was given by our Treasurer, Charlie Threewit. It was accepted as read by Lou Figueroa and seconded by Stan Garren.

OLD BUSINESS:

No news from management at Edwards A.F.B. We will try to plan to paint the runway, taxi way, and parking/pit area when the lakebed dries out in March or April.

NEW BUSINESS:

Lease agreement due in January. Charter is due by March 2010 with a current roster of members.

AMA EXPO is January 8th, 9th, and 10th. MAN RCX will be March 20th, and 21st @ the Pomona Fairplex, Pomona, CA. free with AMA membership card. Meeting officially closed at 6:57 P.M. as moved by Lou Figueroa and seconded by Charlie Threewit.

Attendance for January's meeting is as follows: Ron Scaggs; Charlie Threewit; Jerry Rice; Don Kissack; Carey Hughson; Carlyn A. Mallory; Asia D. Mallory; Antwain Mallory; Bob Smith; Floyd Mathews; Steve Wells; Stan Garren; Sam Shifflett; Lou Figueroa; Andy Griffith.

These minutes have been written and submitted by Secretary, Jerry V. Rice on 23 January 2010.

Aviation Quotes (from the AMA Insider)

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."
—*General Douglas MacArthur*

"You, you, and you ... Panic. The rest of you, come with me."
—*USMC Gunnery Sergeant*

"Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing."
—*At the entrance to the old SR-71 operating base Kadena, Japan*

"You've never been lost until you've been lost at Mach 3."
—*Paul F. Crickmore, test pilot*

"The only time you have too much fuel is when you're on fire."

"Blue water Navy truism: There are more planes in the ocean than submarines in the sky."

"If the wings are traveling faster than the fuselage, it's probably a helicopter—and therefore, unsafe."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Without ammunition, the USAF would be just another expensive flying club."

"What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; if ATC screws up, the pilot dies." →