



February 2010

# 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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**Muroc Model  
Masters  
P O Box 2194,  
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CA 93560-  
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The Flying Field is

**CLOSED!**

Due to the recent snow and rain,  
access to the flying field is flooded  
as is the pits.



The Next Meeting Will Be On Tuesday,  
**March 2, 2010**

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

**See You There!**

## 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.

## **The Lighter Side of Safety**

*By Don Nix, Insider Safety Column Editor*

*As I was debating subject matter for this issue, it occurred to me that funny things related to safety do happen from time to time. They are only funny when no person is injured or no property is damaged. The following incidents took place years ago at a very popular RC flying field in Southern California.*

*Late one Saturday afternoon, one of our most regular and experienced pilots was flying an Ugly Stik and began yelling, "I don't have it! I don't have it! No control!" then watched open-mouthed as "his" model gracefully climbed into the pattern, turned downwind, turned again and passed in front of everyone, continuing on around again, seemingly on its own. This field was a very busy one with 12 pilot stations, and most had models in the air at the moment.*

*Gradually he realized what had happened. This particular fellow liked to fly low and in the weeds (literally), but was always careful to do so well past the far side of the runway, at least a hundred feet from the flightline. As he made one of his low and slow passes into the afternoon sun, an almost identical Stik was taking off at the far end of the pit area and starting to climb into the pattern. At that time of day, at that particular point and general altitude, models tended to become silhouettes briefly.*

*Ah, you can see it coming. Just as our friend was approximately abreast of the model taking off, his eyes picked up the other Stik as his own. In the meantime (as we discovered an hour or so later), his model had continued unhampered and uncontrolled straight ahead, crashing into a golf course several hundred yards to the west. I might mention the golfers were not amused.*

*On another occasion, one of my friends who did a lot of training of newbies was helping a beginner with his brand new trainer, checking everything, starting the engine, tuning it, and explaining what he was doing at every step. After getting the engine tuned and idling properly, he told the proud owner that he wanted to check the engine at full power with the nose up to be sure it wasn't too lean. The owner, eager to please, held the airplane vertical while the engine test was made, and was still holding it in that position when the instructor reduced the power to idle.*

*Yes, the fellow was a beginner, but he had been at the park for a couple of hours, and certainly must have seen what others were doing all around him. No doubt nerves pickled his brain at that moment, because when the instructor nodded at him, assuming the fellow would put it down at the edge of the runway, the poor guy simply tossed it straight up into the air, nose pointed skyward, engine at idle.*

*Incredibly, the stunned instructor, having more skill and presence of mind than most of us, punched the throttle full forward, managed to get the thing wallowing into the air and flew it out into the pattern. Another fine example of what happens when we assume something.*

*After getting into this subject, I realized I have some more funny ones that ended up safely, but they'll have to wait until next issue. In the meantime, if you care to add to the list, or suggest another safety subject, I'm always available: [flyerdon1@yahoo.com](mailto:flyerdon1@yahoo.com). Q*

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# MMM Meeting Minutes 02 February 2010

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Muroc Model Masters meeting was called to order at 6:06 pm. by our club President, Ron Scaggs. The meeting was held at the Rosamond Sky Park home of Floyd and Deloris Mathews. There were eleven members in attendance. The January minutes were read by President, Ron Scaggs and moved they be accepted by Charlie Threewit, seconded by Joe Breda. Treasurers report was given by Treasurer, Charlie Threewit and moved they be accepted as read by Ron Scaggs, seconded by Lou Figueroa.

## Old Business:

Need copy of current membership roster sent to Edwards A.F.B. and to the AMA. There was no meeting set up between Edwards A.F.B. personnel and Muroc Model club. Don Kissack talked to Eichorn about our dilemma and he said he (Eichorn) would take care of it. There is some talk of NASA still violating flying area.

Fresno State called to ask about using our flying site, no details yet.

## New Business:

We need new cones for the pit area. If anyone has an idea as to where to purchase them at a reasonable price please contact Ron Scaggs with the details.

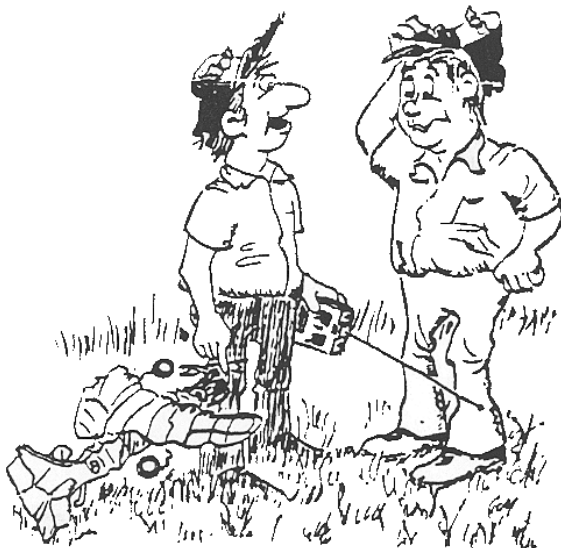
Rob Marraccino brought in a Big Stick to show the group. Wes Parmeter brought a really nice helicopter to show. Wes talked about the Tucson Shootout that he went to in January, the Sierra Vista Club at the Bolon Airport, a big field to fly at. He said it was a great time.

Model Airplane Expo at Pomona Fairplex will be held on March 20 & 21, 2010, Saturday 10AM till 6PM, and Sunday 10AM till 5PM. Ron has passes to get in the gate for no charge.

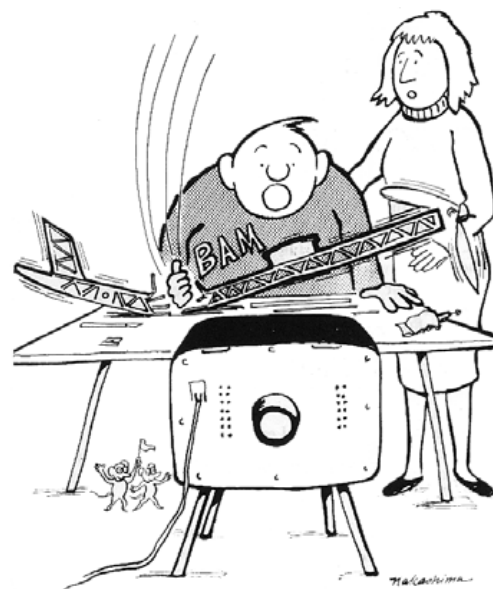
It was moved the meeting be closed at 7:06 pm. by Ron Scaggs and seconded by Charlie Threewit.

Attendance for February's meeting is as follows: Ron Scaggs; Charlie Threewit; Wes Parmeter; Robert Marraccino; Joe Breda; Don Kissack; Harold Jeffries; Floyd Mathews; Lou Figueroa; Antwain Mallory and Steve Wells.

These minutes have been written from notes compiled by Don Kissack and submitted by Secretary, Jerry V. Rice 19 February 2010.



Thirty-five seconds ago, I valued your advice.



"GO BEARS!"