



January 2012

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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The Flying Field is

OPEN!!

Access to the flying field is OPEN.

The access road to the field is a little soft so please don't
drive in the ruts - drive to the right or left of center.

The Next Meeting Will Be On Tuesday,

February 7, 2012

At Coach's Sports Restaurant
in Rosamond at 6:00 pm.

See You There!

Tips and Tricks

Low Wing Balancing

When checking the CG on your low wing model, it's much easier to do if the model is placed upside down on its balance point with the fuselage center line level. With the model inverted, its tendency to go toward the heavy end is exaggerated and thus easier to see.

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2012 Membership Cards

For 2012, please remember to get your AMA insurance renewed before you renew your MMM membership. In order to have a 2012 MMM card issued, you need to provide a copy of your 2012 AMA card and driver's license 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.

On the Safe Side

From the AMA Insider

It's an Attitude

by Jim Tiller, On the Safe Side Author

After my last column I received a few emails. In that column, I remarked how lucky I was to be surrounded by fliers who stressed safety, forgave the brief lapse that caused my recent injury, and came to my aid when I needed them. The response was that this attitude among my fellow fliers was important enough to warrant an entire column.

It is very important to surround yourself with the right kind of people in any enterprise. At the field, you should surround yourself with fliers who stress and practice safety. One gentleman, who passed on an email, recounted a well-respected member of his group who was proactive on the flightline and was not afraid to step up and tell another flier if he was endangering himself or others. This is an admirable trait but his style probably would get little traction if the fliers, in general, did not put a high value on safe operation.

These are the kind of people you want in your group: those who not only "walk the walk," but "talk the talk." We all have lapses in memory or good judgment—this is how accidents happen.

Those kinds of safety-related suggestions should not be taken as criticism or as a reflection on you personally. Accept the help. None of us are perfect. We all need help at some time.

You report the name of a safety officer for your club each year as your club renews its charter. Is that position in your club just another title or is it a dynamic club responsibility? The person who receives the nod for that job should be the type of person described in the previous paragraphs.

I am not saying the safety officer should be a tyrant or a policeman. That person should be a combination of a mentor, guidance counselor, and motivator. And it is the responsibility of all club members to respect that position and do their best to set a good example.

Safety in your club should not be an issue, it should be an attitude. Maybe that message should be on a sign at your field.

There are actually a couple of other issues here, so now to the second one. There is one other concern I'd like to express about the attitude toward safety among the members of your flying group.

There is a classic behavioral psychological study concerning the animal's adaptation to his environment. In this experiment, a test animal was placed on a wire screen and given a certain

level of electrical jolt that would make it jump. That same test animal was then put in a cage where frequent small jolts of electricity were run through the cage volume. In the beginning the jolt was only enough to be noticed. In a relatively short time, the animal ignored the shocks altogether. Over time, the voltage was gradually increased to the point that the animal was routinely ignoring shocks that made it jump before the test began.

The same thing can happen in your flying group. Small infractions of the normal safety codes can often be ignored. "There are only a few of us here, so I guess it's okay," or "he's just learning, he can't control his plane very well." Wouldn't it be better to follow the rules regardless of the numbers present or give a hand to the new pilot who is struggling with control?

The lesson here is that, if you have the right attitude toward safety in your club, you would not ignore even the small things. You should try your best to correct them. That way, over time, you do not live in the world where the "constant shocks" are being ignored.

Once again, I am not suggesting a police state at your field, but rather an atmosphere of high expectations supplanted with a healthy dose of respect and understanding of those who fly with you.

And now to the last of these attitude issues. This one is designed to head off the emails I expect to get from this diatribe. What about the member of your group who simply won't listen to reason? We all know there are a few of those out there.

The answer is quite simple. You have to get rid of that person. He or she can infect the rest of the members in short order.

You should have a section in your bylaws that outlines the procedure used to get rid of a troublesome member. Review what you have written there and if you need help, there are documents and samples in the AMA document library you can use as a guideline.

Basically, the general rules are quite similar to those in the workplace. The offender should be informed of his actions and told what needs to be corrected. He should be given a reasonable time to correct his actions and, if no positive results are exhibited, he should be summarily removed. →

Wes Parmeter is gone again until sometime in March. He would appreciate an email or two to let him know what's going on with the club and you or just to say Hi. (wesparmeter@yahoo.com) →

Meeting Agenda – 7 February 2012

1. New Meeting Place: Discuss the findings about a new venue for our club meetings. 2. Spring Family Outing: if we want to have one and where should we have it - would like to have it before any of our members deploy again. 3. Meeting times: Start at 1900 or 1930 or 1800. Any recommendations would be accepted for discussion. If a member is not going to be at the meeting, please send email to lou.figueroa@verizon.net. →

MMM Meeting Minutes

3 January 2012

The January general membership meeting of the Muroc Model Masters was called to order by our club President, Ron Scaggs at 6:10 P.M. The meeting was held at Coach's Sports Restaurant in Rosamond, California. We had fifteen members and guests in attendance. The minutes for December 2011 meeting were read by our Vice President, Lou Figueroa. It was moved they be accepted as read by Tony Accurso and second by Craig Horton. Treasures report was given by our Treasure, Charlie Threewit. It was moved the report be accepted as read by John Sturgeon and second by Craig Horton.

Old Business:

Charlie Threewit moved we change the meeting time from 6:00 P.M. to 7:00 P.M. Tony Accurso moved we change the time from 6:00 P.M. to 7:30 P.M. After taking time to look thru the bylaws, we as a quorum of members have decided to wait until February meeting to vote on time change and place change for the general membership meeting.

There were several places brought up by members present for a meeting place. One is the terminal at Fox Field Airport; another is the back room of the restaurant at the Casino just east of the 14 Freeway on Avenue "A". Other suggestions are welcome and will be discussed at the February meeting.

AMA Expo will be held January 6th, 7th and 8th at the Ontario, California Convention Center.

It has been brought to our attention that people are leaving broken plane parts and cigarette butts on the lake bed. Please police the area before you leave, whether you brought it or not. This is the only lake bed we have. Please take care of it. This is Federal property and there is NO SMOKING on the lake bed.

New Business:

Lou Figueroa brought a guest to the meeting - the Vice President of California City Radio Control, John Paul Przybyscewski. Their club is going to have a fun fly event on January 22nd, 2012. There will be a \$5.00 landing fee, some of the events will be a measured touch and go, balloon drop, ground control around cones, and even a carrier landing event. Most aircraft involved will be trainer type aircraft.

Lou requested that someone volunteer as a person that could chair a committee for our family day event. We have a winner, Adrienne Marriccino accepted the call. I told her I will give her a list of members that she could contact to help her with this task.

Rob Marriccino talked about having all of the archived photos on the web site set up for everyone to access. Our news letter editor, John Sturgeon said he would look into fixing that problem. Thank you John for your help in this matter.

It was moved by Tony Accurso that the meeting be closed at 6:55 P.M. and seconded by Stan Garren.

Members and guests in attendance for this month's meeting were as follows: Antwain Mallory; Robert Marriccino; Adrienne Marriccino; John Sturgeon; Jerry Rice; Craig Horton; Charlie Threewit; Stan Garren; Tony Accurso; Evelyn Accurso; Ken Zakar; John Paul Przybyscewski; Lou Figueroa; Ron Scaggs; and Bob Smith.

Show and tell:

Tony Accurso brought a Dynam Sbach 352. It sells at Nitroplanes.com for around \$140.00 and has a 52in wing span. He said it has enough power to pull itself straight up out of site. It's electric and runs on a 4 cell 4000 MaH Lipo battery.

John Sturgeon brought some servos from Hobbypartz.com. They are called Solar Servos - digital, metal gear, 48 in oz torque mini for \$12.98. John also talked about an arming switch for your electrics from Sharp RC.com.

Lou Figueroa talked about safety while working with electrics. Make sure your transmitter throttle lever is down or the prop has been removed. Please be safe while handling you RC equipment.

These minutes have been compiled by MMM Secretary, Jerry V. Rice on January 4th 2012. →

Activities in the Queue

California City R/C Club is hosting their second contest of the year. [Sunday, February 19](#). Pilot's meeting 10:00 at the club field. Contest Type: Fun Fly - AMA Sanction # 12-0485. Tasks: Basic Flying Skills, Carrier landing, Timed Glide, Road Runner (Taxi Test), Bean Bag Drop. Trophies to Third Place. Toiled facilities on site.

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