

President

Ron Scaggs
wd6dnd@mindspring.com
661.256.4167

Vice President

Luis Figueroa
lou.figueroa@verizon.net
760.373.8920

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

Safety Coordinator

Tony Accurso
xplaneguy@antelecom.net
661.202.6982

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.



New Newsletter Format

FROM THE EDITOR:

As you can see the format of the newsletter has changed again. As I said last month I will be trying other formats and styles throughout the year to find one that fits our needs or one you might like.

Also there is a President and VP column this month that will inform the membership about issues and status of the club or other items they would like to discuss.

Activities at the field were a little limited this month due the rainy weather we've had just about every weekend. If you do go to the flying field, please send me an email about any activity and pictures if you can.

If you have any other suggestions of things that you would like to see in the newsletter please email me. Also any comments on what you like or don't like about the new formats.

Also, the website is getting updated with a little color and new header. I am working on redesigning it completely.

From The President:

I'm sure everyone knows the Parking/Pit/Runway area markings are showing their age and we need to refresh them. To help the markings to last longer, I suggest the following:

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Next Meeting – 10 April, 2012 – Fox Field

Most of our members are fairly good about picking up trash, rocks, etc. however we have numerous Folks (and I've been guilty myself) back in and set-up on the double lines that designate the Pit line.

The life of the lines they set-up on is drastically reduced by the wear and tear. If we can avoid disturbing these lines by not working right on top of them, our field would look much better, longer.

We also have an open area on the edge of the parking area, right in front of the safety board, which is/was marked "PIT LINE" in an opening between the cones. I would like to recommend we not park our vehicles between those cones and allow it to be an open spectator area, or at minimum set it aside for members who have a mobility problem. This would afford them being closer to the safety board and right in the middle of things.

If you use a couple of cones to help hold your aircraft, please put them back where you got them before you leave the field.

We are there to enjoy what the lakebed offers, but not at the expense of the lakebed.

Ron Scaggs Pres. MMM
661-256-4167



A Note From The Vice President

Hi Everyone – Well it is now officially spring and time to check the condition of all of your batteries and safety check your planes. I have found conducting a search on U-Tube can provide you a world of information about battery maintenance and recycling batteries to regain the most efficiency from them. Just don't forget, not every battery can be recovered and eventually must be discarded (properly). Another thing to look at is your fuel. How old is it and when using it do you have problems with your engine. Most fuels tend to lose their potency after a year and will not give you the power that you need to sustain your engine's performance. Don't forget to check all moving surfaces, nuts and bolts, screws, and anything else that can come lose while in flight.

May your 2012 flying season be a safe and incident free.



Landings

by **Bob Wilson**,
Franklin NC

(From the *AMA Insider*)

Not wanting to be outdone by my friend Gerry Goepfert, who wrote about attaching a bubble canopy, I'm going to write about how to making a better landing with your RC model. I still occasionally draw a few haw-haws when I make three landings in one, but at my age I'm entitled.

As a full-scale pilot, I learned that it was most important to enter a downwind leg, which should be more or less parallel to the runway, followed by a turn to base leg and then to final approach, all of which is known as the landing pattern. For our models, the downwind leg should not be too high and usually 100 feet is plenty and as close in as practical. Our airport, called OTX in Franklin, North Carolina, is 400 feet of groomed Bermuda grass with an additional 100-foot over-run and we commonly land 42% gassers with no problems.

But, allow me to review some of the mistakes I see in making a landing approach.

Either because of stubbornness, or embarrassment,

newbies often attempt to force their airplane to land regardless, rather than performing a missed-approach and go-around, and simply try and jam the airplane into the ground. Ouch! Teach yourself that if you aren't lined up—too high, too low, or whatever—hit the throttle and make a go-around. Take an afternoon and practice nothing but repeated landings and takeoffs or touch and gos. With enough practice, your brain will learn so that things become instinctive.

I often see pilots feed in power and grab for as much altitude as possible during a missed approach. The problem here is that they are now way above landing altitude and to get to the runway again, they have to dive, which builds up too much speed and often overshoot the runway again.

Another mistake I see often is failing to slow down during the downwind leg. In a full-scale aircraft, if you haven't already done so, this is where you want to get your flaps and gear down and start slowing for landing. The same thing applies to our model aircraft. How much power to use depends on the aircraft, but I usually cut power to roughly one half during the downwind

Helpful Hints

From Tower Hobbies

Number those wires

When running servo wires through wings and fuselages, I put electrician numbers on the wires near the plug end corresponding with the channel number so I don't have to guess which servo I'm hooking up. Also putting them on Y connectors makes hooking up at the field faster and easier. Spending a few extra bucks is worth it.

William Pugh

leg and when on final, I cut it even more and then cut to idle at touchdown (assuming I haven't bounced). If you find yourself in a bad bouncing situation, feed in power and make that go-round. (My buddies will tell you I have been known to bounce pretty high but don't listen to them.)

So here's my advice to the newbie:

- Make your downwind leg parallel to the runway.
- Keep the downwind leg as low as practical for your airport. 100 feet is good.
- Begin slowing down during the downwind leg.
- If you have to dive to land, you're too high and/or too fast.
- Teach yourself to automatically go around if you mess up the approach.
- Work that throttle continually during your landing, using power as needed.
- Visualize a railway track in the sky and stay on the track. Downwind, base, and final.





MMM Meeting Minutes

13 March 2012

Our club President, Ron Scaggs, opened the meeting at 6:36 P.M. The February minutes were read by club President Ron Scaggs. It was moved they be accepted as read by Charlie Threewit and second by George Becker.

Special note: our March meeting was held at Wm. J. Fox Airport terminal lounge. There was lots of room and comfortable chairs.

Treasures Report:

Given by our Treasurer Charlie Threewit. Wes Parmeter moved it be accepted as read and it was seconded by John Sturgeon.

Old Business:

Ron and Lou have received queries from the base as to the status of our Lease Agreement. A new package will be sent to our lease coordinator at 95 ABW/CE to restart the process.

John Sturgeon has changed the news letter format and it is very good.

At The February meeting Lou Figueroa made a motion that we should have a family picnic in the spring and the location and other vital information would be brought before the membership at the March meeting. We did not discuss this as Lou did not attend the meeting.

New Business:

Fun Fly (Float Fly) at Lake Elizabeth. We will discuss days and times to meet and have it published in the news letter.

Visalia, California holds a fun fly / float fly each year in the month of April. Contact Ron Scaggs for information.

Charlie Threewit moved we close the meeting and Stan Garren seconded the motion. Meeting officially closed at 7:20 P.M.

We had 14 members, new members and guests attend the club meeting: Ron Scaggs; Don Kissack; Ken Zakar; Charlie and Vera Threewit; Stan Garren; Wes Parmeter; John Williams; John Sturgeon; Dwayne Bolles; Bill Boyd; George Becker and Jerry Rice

Show and tell: George Becker brought an old Cherokee 60 size model. He said the guy that owned it threw it away, George has resurrected it. He says it still needs work but it is looking good. Bill Boyd, Tall Paul's brother brought a pattern plane to sell. It would be considered large scale. It has a fiberglass fuselage, foam core sheeted wings and stabilizers.

These minutes were compiled and written by Secretary Jerry V. Rice 22 March 2012 →

Technical Tips

(From Tower Hobbies)

Cutting Covering

When you're assembling an ARF, there are areas where you have to cut away the covering material to expose the wood below for gluing. If you use a knife, you run the risk of scoring the wood below the covering material. This is not a good thing because you severely weaken the wood structure when it gets scored with a knife. The way to avoid this is to use a small soldering iron with a screwdriver tip. It will melt the material and not damage the wood at all. You can also use this method to trim away the covering at the stabilizer slots, aileron servo holes, and anywhere else you need to remove some covering.

Easy Cleaning

Put some cotton swabs in your flight box or car box. Before taking the glow plug out, use the cotton swabs to clean the area around the glow plug so no dirt or trash will fall into the opening. Then discard the cotton swabs into the trash.

This Month's Tips

Get Clean!

If you forget to use a barrier cream or latex gloves to prevent your hands from getting sticky when using epoxy, don't use alcohol, acetone, or other solvents to clean them. Besides being harsh on your skin, those chemicals always leave a sticky residue no matter how many times

you wipe your hands.

Instead use hand lotion to remove the epoxy residue. Just wash your hands with the lotion, rinse it off and the wash again with regular hand soap. It works like a charm and your hands will smell great!

—from Allen Rice, Boca Raton, Florida