

## President

Ron Scaggs  
[wd6dnd@mindspring.com](mailto:wd6dnd@mindspring.com)  
 661.256.4167

## Vice President

Luis Figueroa  
[lou.figueroa@verizon.net](mailto:lou.figueroa@verizon.net)  
 760.373.8920

## Secretary

Jerry Rice  
[jvrice48@gmail.com](mailto:jvrice48@gmail.com)  
 661.943.4818

## Treasurer

Charles Threewit  
[c3wit@antelecom.net](mailto:c3wit@antelecom.net)  
 661.722.8737

## Newsletter

John Sturgeon  
[oldcrow@roadrunner.com](mailto:oldcrow@roadrunner.com)  
 661.285.5344

## Safety Coordinator

Tony Accurso  
[xplaneguy@antelecom.net](mailto: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.

**Next Meeting – 14 August, 2012 – Fox Field**

## On the Safe Side

### Crocheting Doilies

by *Jim Tiller, On the Safe Side Author*

**I heard** a cute story the other day.

It seems when this couple got married, the lovely young bride told her husband she had a secret. She showed him a shoe box and asked him never to look in inside. The equally young groom, smitten with his new love, agreed.

Many, many years later the couple was celebrating 50 years of marriage and the old man finally asked his wife what was in the shoebox that had been on the closet shelf all those years. She told him he could look. He fetched the box, opened it and found two crocheted doilies and \$82,500 in cash.

More than puzzled, he asked her to explain. She said, "Before we were married, my mother told me the secret to a happy marriage. She said that if I ever got angry or upset with you, instead of starting an argument, I should crochet a doily."

The man thought a moment. "I guess that's okay", he said, noting that only two doilies were in the box. "But where did all the money come from?"

"Doily sales." She quietly replied.

I received an email last month from a modeler frustrated with the loss of his large, 3-D airplane in a collision with a small, electric ARF. By his account, the collision may even have been intentional. The events that led up to the incident and resulting "safety" discussions that came up at the club meetings were, to say the least, unfortunate, and only led to further arguments among the members. It seems there was ongoing, unresolved animosity between the small model fliers and the large 3-D fliers about sharing the airspace over the center of the runway. This collision could have been avoided and it is obvious that

there are safety concerns in this club.

There are many points in this story where someone could have chosen to "crochet a doily" rather than take the argument to the next level.

I hear these stories often. Some of these stories would rival the Hatfields and the McCoys. Clubs split. Pilots refuse to go to events if another person attends. Malicious "mischief" occurs between the feuding parties. I have heard it all. These become safety issues. Irresponsible or childish behavior of a few definitely affects us all and can often create an unsafe flying environment for everyone.

We all feel offended at times. And there are times it should not be ignored. I do not always turn the other cheek. But, more often than not, provoking or prolonging an argument only leads to further problems. Very often, what we perceive as an offense is simply an accident, or even more commonly, a misunderstanding between two people. Try to give the benefit of the doubt—or at least hold you anger until further evidence is uncovered.

The solution is so simple, but so often almost impossible for some people to do. Let it go.

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## Further Thoughts Along the Same Line

With summer comes all the events that we all love to attend. Events often take you into an unfamiliar group of pilots outside of your trusted friends. This unfamiliarity can also lead to these same kinds of problems. Be especially mindful of your fellow fliers in these event environments. Approach everyone with courtesy and respect. Try to contribute to the event's success, but don't compromise on safety. Speak up if you think there are safety issues.

I am not a very experienced CD, but I have been part of enough sanctioned events to know a good one from a bad one. The one speech I still use as my example is a CD that said: "We enforce the AMA safety rules. If you don't know what they are, we have copies. Beyond that, the only other rule is the Golden Rule." I have found no better advice.

If your summer events are competitive, the competitive juices can get out of hand. I am as competitive as the next guy, but at the end of the day, I am sure my world will not end if I come in third, instead of first. In his autobiography, Lou Holtz, a great coach at Notre Dame, talks about a national title game that his team lost in the last few seconds. When he crossed the field after the final whistle, his words to the winning coach were: "Great game, I am glad I got a chance to be a part of it." There can be as much dignity in losing as there is in winning.

## Tower Hobbies Helpful Hints

### Repairing Cracked Balsa

Need to repair a cracked balsa fuselage or surface? Sometimes you just can't slot some CA into the cracked joint due to the sheet thickness or you can't pull the crack apart enough to get the CA to flow in there. For these types of repairs, simply take a needle and poke several holes alongside the length of the crack, making sure you cross the crack itself and enter the sheet on the other side of the crack. Now the CA can seep into the cracked area and make a strong repair.

*Dave Lutzow*

Also, there is no room in our hobby for the phrase I often hear now—even from parents at my 10-year-old granddaughter's ball games: "Don't get mad, get even." There are places where retribution might be okay, but certainly not at the flying field.

## "The God Complex" Followup

I received some great emails in response to my last column on the "God Complex." Evidently some of you have this person at your own field. Although I too have seen these people in action, the article was not aimed at an individual person, but at the attitude. An attitude that, unfortunately, we all have at some times. Be careful about being labeled an expert in anything. The enemy is thinking you are in control of a certain situation because you are an expert. As I grow older, one thing I have learned is how little I can control.

I certainly won't claim to be a safety expert. But I will keep writing and promise to take your thoughts to heart. Thanks, again, for those of you who have sent me messages. Keep them coming. →

## Classified Ads

Craig Horton is almost giving away all his RC stuff.. all of it less than 6 months old barely used, have not flown since April..

NEW Unflown, SU 35 by Freewing Twin 70mm EDF, includes Spectrum AR8000 receiver and new 6S 5000mah 40C lipo battery. \$350

A10 Warthog by Banana Hobby, has the carbon rod mods to fuse and wings, new 80 amp opto ESC's (need programming), New Stock 2100kv motors, RC landers metal retracts, all metal gear servos. Comes with new 4000Mah Lipo, will include 2 spare EDF motors, \$250

Spectrum DX8 Radio with original battery and new 4000mah Lipo battery, includes a spectrum telemetry module, with case..... \$375

Triton EQ2 Charger with balance boards. Operates off D/C and A/C power, with case..... \$140

2 new 100 amp ESC's for EDF's, 10 mini 9 0z servos, assorted bullet 3.5mm and 5.5 mm gold connectors, new Deans plugs misc. 12 gauge wire.. \$100

Assorted LIPO batteries 3s, 4s, 5s \$20/\$25 each....

Email - [craigshorton@yahoo.com](mailto:craigshorton@yahoo.com)

## MMM Meeting Minutes

10 July 2012

The July general membership meeting of Muroc Model Masters was called to order by our club President, Ron Scaggs at 6:46 P.M. The meeting was held at the Fox Field Airport lobby in Lancaster, California. We had eleven members in attendance.

The June minutes were read by Ron Scaggs and they it was moved they be accepted as read by Charlie Threewit, and seconded by John Sturgeon.

### Treasures Report:

Report was given by our Treasurer, Charlie Threewit. We added one new member to the rolls for this month. It was moved that the report be accepted as read by John Sturgeon and it was seconded by Bob Smith.

### Old Business:

Don Kissack has asked about using the great room at The Boulders I Mobile home estates for our Christmas Party. He has not received an answer from them at the time of these minutes. The Fun Fly and bar-b-que at the Lake bed is still on for October 13<sup>th</sup>, with the 20<sup>th</sup> as an alternate for bad weather. The Post office Box payment did not get made on time, so the Post Office closed the box. Payment has been made so business should carry on as usual.

### New Business:

There is a new hobby shop in Mojave, Calif. called T&R Hobbies.

There is a new R/C club in Tehachapi. It has a packed dirt runway, but I did not get the name of it or any contact information.

There was a safety issue at the lake bed on 4<sup>th</sup> July 2012. Our Club Safety coordinator, Tony Accurso was at the field to fly and questioned a couple of gentlemen that were at the field to fly. He stated they had crashed a plane and were ready to fly another

one. Tony ask them for their MMM membership cards and they did not have them (they are not members of our club) he then asked to see their AMA membership cards and they could not produce them. He kindly asked the men to leave the flying field, as this area is an AMA field and cannot fly without AMA membership for insurance reasons.

We would like to thank Tony for the fortitude to ask the men he saw for their credentials. We would like to ask each member if they are out at the field to just ask if they have membership in our club or AMA membership. Each person flying should clip his or her AMA card on the frequency board whether they are flying on 72 MHz or on 2.4 GHz.

Members in attendance are as follows: Ron Scaggs; Charlie Threewit; Jerry Rice; Tony Accurso; John Sturgeon; Bob Smith; Evelyn Accurso; Dan Price; Ken Zakar; George Becker; and John Norris.

Our Meeting officially closed at 7:22 P.M.

### Show and Tell:

Tony and Evelyn brought the new Starmax B-17 with a 79inch wing span. Tony added some external equipment and did a great job of detailing the paint highlights. The plane looks authentic; it also has retracts, operating bomb bay doors, and lighting.

They also brought the Duraflly A-1 Skyraider with 1100 mm; (42inch) wing span very detailed with retracts; operating speed brakes, lights, and removable bomb and fuel tank pylons.

Tony also brought a video of The History of Comet Models some of which was filmed in 1932 when the company was organized.

Thank you to those that contributed to our news this month.

These minutes were compiled by Secretary, Jerry V. Rice on 17 July 2012. →