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2013 Membership Cards

For 2013, please remember to get your AMA insurance renewed before you renew your MMM membership. In order to have a 2013 MMM card issued, you need to provide a copy of your 2013 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.

FROM THE PRESIDENT

Hello Model Masters,

I hope you're enjoying the nice flying weather we've had recently. Yes...we had a few really windy days/dust storms as well which make us really appreciate the calm days even more. It's a great time to get your latest projects and some old faithful birds out of the hangar and into the clear blue sky above the Antelope Valley. This time of the year also brings lots of great RC events here in SoCal and in the Central Valley, so check them out or sign up to participate.

A wonderful time was had by all who were able to attend the MMM Fun Fly last month and we're planning to do another one sometime in May. We'll finalize a date at the next club meeting.

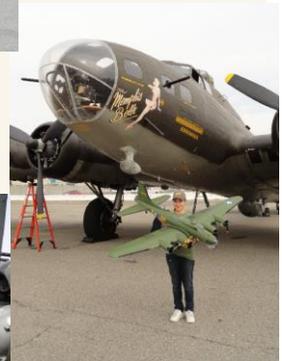
This month, MMM gained six new members and we're glad to have them join us. Please welcome these pilots when you see them at the meeting and field.

Our club Treasurer, Ken Zakar was on vacation last month, so.... we're looking forward to his report about a possible new meeting location in Rosamond. Stay tuned....

Share your passion, inspire the next generation and have fun! I hope to see you at the meeting and fly with you at the field.

All the best,
 Tony Accurso
 President, Muroc Model Masters

Here are some photos from Evelyn's Birthday Flight:



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HELPFUL HINTS

Temporary LiPo Storage

If you need a safe place to store questionable LiPo batteries that are puffed/swelled and awaiting discharge and disposal, try an old, no longer being used BBQ grill. If it can safely hold hot coals, it should be able to contain a LiPo fire.

Ernie Lee

On the Safe Side (AMA Insider)

Beware the "Hun" in the Sun

by Jim Tiller (jtiller@hotmail.com)

The phrase 'Beware the Hun in the Sun' dates back to World War I. Allied pilots used this idiom to remember to watch for enemy airplanes using the glaring sun to mask their diving attacks. It remains a standard combat tactic to this day.

What does this have to do with safety? How often have you heard the dreaded, "I haven't got it," while standing in the pits or on the flightline. Although these are often mechanical or radio issues, sometimes they are not. We have all experienced the temporary loss of orientation in flight and with those new to the RC skies, it is more common than we'd like to think. Loss of control is one of the most common reasons cited in severe crashes. Therefore it becomes a high-priority safety concern.

Although we usually don't have to worry about gun toting RC airplanes diving on us spitting bullets, the glaring sun can be a problem to even the most experienced RC pilots when our airplane flies across the orb of the sun. For those few seconds and the time it takes for your eyes to recover, you have lost control of your aircraft.

What can we do to minimize the problem? First, given we aviate mostly for recreation; we can choose when and where we fly. We can choose to postpone flight until the sun is in a more favorable position or find a spot of sky that does not bring our line of sight across the sun.

But at a contest or a fun-fly sometimes we don't have a choice. Anything else we can do? On bright, sunny days, wear good-quality polarized sun glasses (they should also be ANSI-rated safety lenses as well—see a previous safety column). Remember that even the best sunglasses will not protect your eyes from damage when looking directly at the sun, but they will help with the glare and minimize the time your airplane disappears in the sky. Combine glasses with a hat or cap with a bill. This gives you a built-in sun visor.

But gizmos only go so far. What do you do when your airplane disappears in the sun? The simple answer is don't panic, it will reappear again on the other side. Keep the sticks where they were and let the airplane do the flying. Try not to do anything frantic until you have reacquired the plane on the other side. This may sound like simple advice, but it is easy—especially for new pilots—to get disoriented.

One of the most common problems is to mistake the orientation of the airplane as it reappears as a shadow. Once again, let it fly for a moment as you re-establish your visual cues as to attitude and direction. If that fails, give a small stick movement to the left. If it turns left, it is going away from you, if it turns right, it is

coming toward you. These small test movements will soon get you back to normal. This advice is also good for newbies when your airplane gets out there so far you can't see it clearly anymore.

Another problem encountered when you go through the sun is white spots that appear in your eyes from the sensory overload. These spots can be bad enough that you can't see your airplane. In this case, remember the spots most often occur in the center of your vision, so re-establish contact using your peripheral vision.

In this or any serious loss-of-control situation, immediately call out for help. As I began this discourse, the words "I haven't got it" will certainly get the attention of those around you. Briefly explain your situation and have them help you return the plane to level flight. Even if you are an experienced pilot, hand over the transmitter if need be. Don't be embarrassed or prideful. Safety should be your first concern. And it could also save one of your expensive airplanes.

Still, it might be fun to put on the leather flying helmet and the dark goggles that those vintage aviators wore in days of old. Throw in a silk scarf for good measure. It won't do much for helping your vision on sunny days, but it will certainly make you noticed at the flying field.

Summer Events

With summer coming, many of you are planning your summer flying schedule. I encourage all of you to try to get to at least one out-of-town event. First, you get to make some new friends or reacquaint yourself with some old ones. You also get to see lots of beautiful airplanes. I always come away with some new ideas stolen from someone or something at an event. I enjoy seeing how other people mount or rig their systems. I am always impressed by the creativity I see in our hobby.

But perhaps the best part is to expand your horizons. I have been part of the same club for about 15 years. There is a comfort that comes with that history. But it also makes you complacent. I know our safety rules and our flying styles and don't even think much about it anymore. If you go to another club's event, it forces you outside those familiar surroundings and makes you a better, safer flier.

When you do go to an outside event, the safety rules are a two-way street. It is up to you as a participant to know the safety rules of the club field and abide by them. It is also incumbent on the hosting club to make sure that all the attendees all have the field rules and any particular event safety rules or any other issues of concerns.

At any event, remember the best rule is the Golden Rule. It never fails.

Happy summer flying.

Propwash

APRIL, 2013

MMM Meeting Minutes

9 April 2013

Club President, Tony Accurso opened the general membership meeting at 6:30 P.M.

Minutes: Due to the small attendance, Club President Tony Accurso proposed skipping the reading of the March minutes which was moved by Antwain Mallory and seconded by Evelyn Accurso.

Treasurers Report: Treasurer Ken Zakar was in Colorado on Vacation. No report given.

Old Business:

No charge or updated on R2515 implementation. We have been directed to operate as we have until further guidance is provided. We are awaiting an update from Ken Zakar about a new meeting location in Rosamond. More to come!

New Business:

President Tony Accurso proposed another Fun Fly in May. The date will be Sunday, May 12th, weather permitting. MMM Club Secretary Jerry Rice has resigned as due to health reasons. First and foremost, we wish Jerry all the best and hope that he gets well soon. Jerry has done an outstanding job over the years serving this club and we'd like to thank Jerry for his years of dedicated service to the Muroc Model Masters. With his departure the club will need a new secretary. If you are interested in serving as MMM Secretary, please contact any of the board members.

During April, five new members joined the club. Please take the time to welcome these new members and we look forward to flying with all of you. Thanks to Vice President Antwain Mallory for assisting our new members by providing information and answering questions.

Evelyn Accurso motioned we close the meeting at

7:10 P.M. and it was seconded by Jerry Rice.

Show and Tell:

Tony and Evelyn brought a Durafly Spitfire Mk 24 and a Durafly P-47 Thunderbolt from Hobby King. Both models fly on a 3cell 2200 mAh Lipo battery and are plug & play versions.



Phil Holmes brought a scratch built WWII German Aircraft which was a concept design which was never produced. A fascinating design which featured a canard, ventral fin and pusher prop configuration. Very cool looking model.



There were 6 members in attendance: Tony Accurso; Evelyn Accurso; Phil Holmes; Jerry V. Rice; Antwain Mallory; Charlie Threewit

Secretary Evelyn Accurso compiled these minutes on 9 April 2013.