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2014 Membership Cards

For 2014, please remember to get your AMA insurance renewed before you renew your MMM membership. In order to have a 2014 MMM card issued, you need to provide a copy of your 2014 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 Ken Zakar, Treasurer, at the field or meetings.

New Officer Nominations

September is the meeting to make nominations for new officers for 2015. If any members would like to serve as an officer of the Muroc Model Masters RC Club please attend the meeting Tuesday night, September 9th at 1830 and "throw your hat into the ring". The offices for nomination are: President, Vice-President, Secretary, Treasurer, Safety Coordinator, and Newsletter / Webmaster. If you would like to run for any of these positions please attend the meeting or call to have your name put on the ballot. Voting for the positions will be at the October meeting.

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Six Keys to Success for New Pilots

by Ed Anderson (aeair@optonline.net)

Whether you have a coach or you are trying to learn to fly on your own, you will need to be mindful of these six areas if you are going to become a successful RC pilot. After many years of working with new fliers at our club, and coaching fliers on the forums, there are a few things I have seen as the key areas to stress for new pilots. Some get it right away and some have to work at it. They are in no particular order because they all have to be learned to be successful.

- Wind
- Orientation
- Speed
- Altitude
- Overcontrol
- Preflight check

(Continued on Page 2)

MEETING PLACE AND TIME**Place:**

**Rosamond Elementary School
 Room 26**

Time:

Second Tuesday @ 1830 (6:30pm)

Next Meeting: September 9, 2014

**TOWER HOBBIES
 HELPFUL HINTS**

That's A Wrap

To keep the freshness of cyanoacrylate glue, wrap it around a plastic bag and seal it with a rubber band around the bottle. This way there is no possibility for air and moisture to enter.

Luis Gonzalez

**TOWER HOBBIES
 TECHNICAL TIPS**

Mess Free - Must Do Maintenance

Be sure to add After Run Engine Oil ([LXDBPE](#)) often and abundantly. A simple way to put after run oil into your engine is to add a piece of fuel tubing that is a few inches long to the tip of your oil bottle. Place the other end of the tubing at the glow plug opening (be sure to remove the glow plug). This prevents you from making a big mess and keeps your car or plane clean.

Six Keys to Success for New Pilots (cont)

Wind: The single biggest cause of crashes that I have observed has been the insistence upon flying in too much wind. If you are under an instructor's control or on a buddy box, then follow their advice, but if you are starting out and trying to learn on your own, regardless of the model, I recommend dead calm to 3 mph for the Slow Stick and Tiger Moth type airplanes and less than 5 mph for all others. That includes gusts. An experienced pilot can handle more. It is the pilot, not the model that determines how much wind can be handled.

Always keep the airplane upwind from you. There is no reason for a new flier to have the model downwind ever!

Orientation: Knowing the orientation of your airplane is a real challenge, even for experienced pilots. You have to work at it, and some adults have a real problem with left and right regardless of which way the model is going. Licensed pilots have a lot of trouble with this one as they are accustomed to being in the airplane.

Here are two suggestions about how to work on orientation when you are not flying:

Use a flight simulator on your PC. Pick a slow-flying model and fly it a lot. Forget the jets and fast airplanes. Pick a slow one. Focus on left and right coming at you. Keep the airplane in front of you. Don't let it fly over your head.

An alternative is to try an RC car that has proportional steering. You don't have to worry about lift, stall, and wind. Get something with left and right steering and speed control. Set up an easy course that goes toward and away from you with lots of turns. Do it very slowly at first until you can make the turns easily. Then build speed over time. You'll get it! If it has sticks instead of a steering wheel, even better but not required. Oh, and little cars are fun too.

Too Much Speed: Speed is the enemy of the new pilot, but if you fly too slowly the wings can't generate enough lift, so there is a compromise here. The key message is that you don't have to fly at full throttle all the time. Most small electrics fly very nicely at $\frac{2}{3}$ throttle and some do quite well at $\frac{1}{2}$. That is a much better training speed than full power. Launch at full power and climb to a good height, say 100 feet as a minimum, so you have time to recover from a mistake. At 100 feet, go to half throttle and see how the airplane handles. If it holds altitude on a straight line, this is a good speed. Now work on slow and easy

turns, work on left and right, flying toward you and maintaining altitude. Add a little throttle if the airplane can't hold altitude.

Not enough altitude: New fliers are often afraid of altitude. They feel safer close to the ground. Nothing could be more wrong. Altitude is your friend. As previously stated, I consider 100 feet—about double tree height where I live—as a good flying height and I usually fly much higher than this. Fifty feet, is minimum flying height for new fliers. Below that you better be lining up for landing.

Overcontrol: Most of the time the airplane does not need input from you. Once you get to height, a properly trimmed airplane flying in calm air will maintain its height and direction with no help from you. In fact, anything you do will interfere with the airplane.

When teaching new pilots, I often do a demo flight of their airplane. I get the model to 100 feet, and then bring the throttle back to a nice cruising speed. I get it going straight, with plenty of space in front of it, then take my hand off the sticks and hold the radio out to the left with my arms spread wide to emphasize that I am doing nothing. I let the airplane go wherever it wants to go, as long as it is holding altitude, staying upwind, and has enough room. If you are flying a high-wing trainer and you can't do this, your airplane is out of trim.

Even in a mild breeze with some gusts, once you reach flying height, you should be able to take your hand off the stick. Yes, the airplane will move around and the breeze might push it into a turn, but it should continue to fly with no help from you.

Along this same line of thinking, don't hold your turns for more than a couple of seconds after the airplane starts to turn. Understand that the airplane turns by banking or tilting its wings. If you hold a turn too long, you will force the model to deepen this bank and it will eventually lose lift and go into a spiral dive and crash. Give your inputs slowly and gently and watch the airplane. Start your turn, then let off, then turn some more and let off. Start your turns long before you need to and you won't need to make sharp turns.

I just watch these guys hold the turn, hold the turn, hold the turn, crash. Of course they are flying in 10 mph wind, near the ground, coming toward themselves at full throttle.

Preflight check: Before every flight it is the pilot's responsibility to confirm that the model, the controls, and the conditions are correct and acceptable for flight. (cont on page 3)

MMM Meeting Minutes 12 August 2014

The August 2014 general membership meeting of Muroc Model Masters (MMM) was called to order by our club President Antwain Mallory at 6:34 P.M. The meeting was held at Rosamond Elementary School, Room 26 in Rosamond, CA. We had nine members in attendance.

The reading of the July minutes was waived via unanimous vote. Jack Bugaren moved to waive and seconded by Andrew Whitten.

Treasurer's Report:

Treasurer Ken Zakar was out of town: no report given.

Old Business: MMM back flying on Rosamond Dry Lake via approved NOTAMs requests submitted by President Antwain Mallory. Members who've received the R-2515 Briefing and "New" MMM Membership cards are authorized to fly RC transmitters with approved frequencies; members are not authorized to operate 2.4 GHZ transmitters at this time. We are still waiting to hear from 412th Communications Squadron Deputy Director on the 2.4GHZ use. Vice President Tony Accurso has submitted a follow up request to the Deputy Director to hopefully move forward on this important issue.

Due to schedule conflicts, MMM Board of Director's still need to meet to revise By-Laws and discuss future MMM operations to ensure long term operation on Rosamond Dry Lake, TBD.

Now that we are back on the lakebed, it is vital that all members police the field while operating under approved NOTAM. This includes ensuring only authorized members with "new" membership cards and approved frequencies transmitters are flying from the MMM field. Use of the frequency board and keeping the lakebed free of any fuel, trash or crash debris is mandatory.

If you only have 2.4 GHz transmitter but really want to get back out to the field, Ron Scaggs has several club 72 Mhz transmitters available to loan members for use, if you'd like to borrow one.

New Business:

Board nominations will be taken during the September membership meeting and elections taking place during the October meeting. Several positions will be vacant and always looking for new BOD members to take the ball to support of this great club.

Volunteers are need to support the MMM Holiday Party in December. Please get with BOD members if you'd be willing to assist with this fun evening.

In attendance were: Antwain Mallory, Carlyn Mallory, Asia Mallory, Tony Accurso, Evelyn Accurso, John Sturgeon, Jack

Bugaren, Andrew Whitten, Ronald Scaggs,

John Sturgeon moved to close the meeting at 7:27pm, seconded by Evelyn Accurso.

Show & Tell:

Jack Bugaren brought his VF-1 Racer designed by Red Jensen. The model can be purchased at Hobby King for \$121 with Red, Green, and White color schemes offered. The model is being flown with a 4S 70C 2700mAh battery.

We would like to thank all of those members who participated in the meeting this month. These minutes were compiled by Evelyn Accurso on 12 Aug 2014. →

Six Keys to Success for New Pilots (cont from page 2)

Airplane:

- Batteries at proper power
- Surfaces properly aligned
- No damage or breakage on the airplane
- Everything secure

Radio:

- Frequency control has been met before you turn on the radio (this has gone away with 2.4 GHz systems)
- A full range check before the first flight of the day
- All trims and switches in the proper position for this model
- Battery condition is good
- Antenna fully extended
- For computer radios: correct model is displayed
- All surfaces move in the proper direction

Conditions:

- No one on the field or in any way at risk from your flight
- You are launching into the wind
- Wing strength is acceptable (see wind information)
- Sunglasses and/or hat to protect your eyes
- All other area conditions are acceptable

Then and only then can you consider yourself, your airplane, radio, and the conditions right for flight. It only takes a couple of minutes at the beginning of the flying day and only a few seconds to perform before each flight. If this all seems like too much to remember, do what professional pilots do, take along a preflight checklist. Before every flight they go down the checklist, perform the tests, in sequence, and confirm that all is right. If you want your flying experience to be a positive one, you should do the same. After a short time, it all becomes automatic and a natural part of a fun and rewarding day.