



November 2017

Michael Rapuano – Editor

GENERAL CLUB INFORMATION

NEXT CLUB MEETING

**November 16 – 1900 at
Niceville Church of Christ
Note the change for this
meeting only!**

UPCOMING EVENTS – 2017

November 16 (Church of Christ)
Club Meeting/Build Contest/Officer
Nominations – Robert Campbell

**November 18 (Niceville Community
Center) Swap Meet – Chris Mikles**

December 7 (Golden Corral)
Christmas Party and 2018 Elections

Happy New Year!

2017 EAM CLUB OFFICERS

President:
Rob Campbell 850-499-7095

Vice President:
Phil Conner 850-217-5526

Treasurer:
Robert Pacheco

Secretary:
Ron Van Putte 850-243-0207

Member at Large:
Craig Deyerle

Message from the President

By Robert Campbell

Hello Everyone:

I have good news and bad news. First, the good news. Royce Dukes and his team replaced the bad transformer at the north end of our area. Now for the bad news. We still don't have power. It seems the lightning strike took out both transformers! Joe Shearer is trying to arrange a meeting with the new site chief and electrician to investigate the feasibility of running 120 volts the full length of the runway. More to follow on this topic.

November is a big month for the club. We will host our first swap meet in many years. It's no secret the club is hurting financially this year and the swap meet is a great opportunity to get well. I believe tables are still available. So, if you have items to sell

or trade, please contact Chris Mikles or Kevin Fears for a table. If you don't have anything to sell or trade, come out for the day. Admission is only \$2 and there will be a food truck in the parking lot. Chris and Kevin have put a lot of work into the swap meet, so please support Chris, Kevin, and your club!

Don't forget, the November club meeting on the 16th is also the annual building contest. Mike Rapuano stepped up to run the contest this year. We also invited Gene Barnes' widow, Helen, to attend and present the awards. Gene was the previous event director for the build contest. He loved the event and did a fabulous job running it. Even if you don't have an entry, please support Mike and honor Gene's memory by casting ballots. We will meet at the Niceville Church of Christ Fellowship Hall this month. Please don't go to the Valparaiso library because we won't be there.

Speaking of ballots, the final event of the year is the Christmas Party. It will be Thursday, December 7th at the Golden Corral on Mary Esther Cut-Off. At the Christmas Party, we will cast ballots for Model-of-the-year and the 2018 club officers. Pam Cortner is spearheading the Christmas Party and she always does a fantastic job. Mark your calendars, Thursday, December 7th at 6 PM.

That's all for this month! See you all at the field!

Rob

Eglin Aero Modellers Regular Monthly Meeting Meeting Minutes By Ron Van Putte

Eglin Aero Modellers
Regular Monthly Meeting
20 October 2017

The meeting was called to order at 6:59 P.M. by the president, Rob Campbell, with 25 members present.

The minutes of the September meeting were approved as published in the August BEAM.

The treasury contains \$7348.19. The treasury report was approved as presented.

A motion to accept PayPal with a \$5 service fee for membership dues was approved.

Kevin Fears reported on the club officer election candidates:

President	Mike Rapuano
Vice President	Phil Conner
Secretary	Ron Van Putte
Treasurer	Robert Pacheco
Member at Large	Craig Deyerle

Flying field cleanup was discussed. Ron Van Putte moved to credit flying field cleanup dues at \$10 per session toward the next years' dues. The motion failed.

Herb Hardwick moved to credit flying

field cleanup dues for \$5 per session toward the next years' dues. The motion carried.

Flying field power was discussed. Joe Shearer volunteered to contact the site manager to ask for assistance in determining whether eliminating the 220 volt/440 volt transformers at both ends of the 1100 foot transmission line was feasible.

Discussion of the use of our flying site by commercial drones/models was conducted.

Kevin Fears announced plans for the fun fly on October 21st.

It was announced that the Mill Creek pattern contest would be held on October 28th/29th at John Fuqua's flying field up near Mossy Head.

The November club meeting will host the Build Contest at the Niceville Church of Christ.

Chris Mikles discussed plans for the swap meet on November 18th.

A motion was made and passed to reserve the current meeting place at the Valparaiso Library for 2018.

The Model of the Month contributors were Mark Owens (reconditioned Bob Schritter sailplane) and Fred Carnes (Neptune control line aircraft). The vote ended in a tie and both Mark and Fred were declared the winners.

There were no SAD patch nominees.

Ray Ship discussed 3D printing.

The meeting was adjourned at 8:31 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell
Ron Said
Alan Bradshaw
Phil Conner
Robert Pacheco
Keith Stephens
Romeo Wright
Ray Seip
Exor Reyes
Ron Van Putte
Joe Shearer
Mark Owens
Keith Hornbaker
Chris Kime
Kevin Fears
Larry Glenn
Can't read
Dick Campis
Mark Pfeiffer
Craig Deyerle
Jason Komondoreas
Herb Hardwick
Fred Carnes
Chris Mikles

Recognition

Model-of-the-Month

Mark Owens (reconditioned Bob Schritter sailplane)

And

Fred Carnes (Neptune control line aircraft).

SAD Patch

None – Yeah for us!

November 4, 2017 Don Hollfelder Memorial Saturday Sailplane Social
by Craig Deyerle

The forecast was for clear skies with temperatures in the low 60s going to the upper 70s, with winds of 2-5 mph from the north, going to northwest. In short, it was billed as the perfect floater type of day. So, the winch was staked out pointing slightly west of north. By the time we started, the winds were light from the northeast. As the day wore on, we saw winds from all directions of the compass, predominately from the northeast to east until 10:30, then predominantly from the south after that. The winds were light throughout the day. There was the occasional wisp of cloud, but the sun was out and the sky was a beautiful blue.

The club winch worked perfectly throughout the day. However, Mark Owens' winch brake broke during a practice, with the break parts flying apart. I was fortunate to be wearing glasses as I was hit by a part just left of, and below, my left eye. I'm sure Mark will have his winch up and running before the week is out. (I have a bruise where the glasses were pushed up against me)

Lee Prestwood rejoined EAM and brought out a powered glider, resembling a Bixler set up. It was obtained from Harbor Freight. I checked the web site looking for a name and it is no longer offered. (Two others are available). Lee's model was designed for FPV, but the camera had been removed. It looks like the battery could be moved forward with a bit of surgery on the foam, eliminating some of the nose weight. Lee flew with us a few times and the model has plenty of power and flies well.

Ray Seip brought out a discus style hand-launched glider. It has a low aspect wing and is very, very light. Ray was having issues with the model turning upside down on a hard launch. Jerry Baxter gave it a few launches and it would go inverted immediately on release. Close examination showed wash-out on one wing tip and wash-in on the other, effectively building in a rolling moment on the Rudder-Elevator aircraft. Ray will use a heat gun with opposite twist to get the wings where they need to be.

We went with a seven-minute max for each round. I would have gone with 10, but my transmitter didn't charge correctly and I showed up at the field with it only up to 62% charge. Mark suggested I just fly for 3-minutes on each round. I managed a bit more than that, but not much. However, I made up for it by missing the landing spot on two of my five attempts. I launched first and went east, then north. There were small pockets of light lift. It was hard to stay in them. Jerry Baxter, timing for me, suggested two things: 1) Don't pull up elevator in the turns; 2) Stop departing weak lift in search of better lift. I would max every time if I listened to Jerry. He threatened to put a stop in my transmitter stick preventing me from pulling back stick. I just might do it!!! Everyone else went east. Jim and Mark maxed by flying further east than anyone else.

In the second round, the lift seemed to scatter around. I tried east again. I found very light lift, and was able to hold altitude. However, Buzzards were circling further east so I left weak lift to find strong lift. (I refer you to Jerry's advice, above). I

managed two circles in the good lift before losing it. One of the birds expressed its displeasure by diving on my airplane, just missing the right-wing tip. Jim, Jerry, Robert, and Mark maxed, all in different locations in different lift. Jerry was just below the tree-tops approaching the field, with 4.5 minutes to go. He found a small thermal at the north tree line circled as is first drifted east, then back west, then, after gaining 200 feet of altitude, flew east into a strong thermal. It was really nice flying.

In round three lift was found in all quadrants, but the thermals were small in diameter and weak. Jim, Jerry, Mark, and I maxed.

At this point, I lost track of who was doing what. As soon as I landed, it was Jerry's turn to fly and I was timing for him. When he landed, I was up. So, in rounds 4 and 5, the air appeared to be getting better. Of the 12 sorties, 10 folks maxed.

It must be said that immediately after the fifth round, I launched and confirmed Deyerle's law. The law reads: booming thermals will always be found as soon as the contest is over. I flew for 10 minutes, landing only because my transmitter power level was dropping too low for safe flight

Scoring. As usual, I hosed up the math on the scores at the field –but only for Jim Hartley. I credited him with exactly 100 points too many. With the corrected scores, Mark Owens won and Jim slipped back to second.

After most of the folks departed, Mark flew his Allegro 2-mter RES aircraft. He was circling in a thermal about 200 ft. AGL, just above the east tree line. Mark's model is covered in a Red-White-Blue design, including stars on the blue wing tips. It is a very patriotic looking design. He was joined by a Bald Eagle, of about 1.5 meter wing span, same altitude. The eagle and aircraft made several circuits, and at one point looked like they were in formation. The eagle, never flapping a wing, gradually climbed away from the model and when several hundred feet high moved off to the northeast. It was a beautiful sight.

Rounds 1 & 2

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Craig Deyerle	Xplorer X1 4.0m	6	24	0	384	4	32	50	322
Buddy Bradley	Xplorer X1 3.7m	4	49	0	289	5	30	75	405
Jim Hartley	Xplorer X2 3.5	7	7	50	463	7	4	20	436
Jerry Baxter	Xplorer X2 3.8m	6	22	85	467	6	59	80	499
Robert Pacheco	Xplorer X2.5 3.5m	1	53	0	113	6	48	0	408
Mark Owens	Maxa	6	59	70	489	6	58	95	513

Rounds 3 & 4

Name	Round 3				Round 4			
	min	sec	land	score	min	sec	land	score
Craig Deyerle	6	59	80	499	5	2	65	367
Buddy Bradley	4	47	0	287	6	59	25	444
Jim Hartley	6	58	45	463	6	56	80	496
Jerry Baxter	7	2	60	478	6	59	0	419
Robert Pacheco	1	40	0	100	4	4	25	269
Mark Owens	6	57	75	492	5	57	80	437

Round 5 and Final Results

Name	Round 5				Total	Place	Flight Time
	min	sec	land	score			(sec)
Craig Deyerle	7	6	0	414	1986	4	1791
Buddy Bradley	7	5	15	440	1865	5	1750
Jim Hartley	5	45	95	440	2298	2	2008
Jerry Baxter	6	59	0	419	2282	3	2057
Robert Pacheco	6	35	0	395	1285	6	1260
Mark Owens	6	56	40	456	2387	1	2027