



December 2017

Michael Rapuano – Editor

GENERAL CLUB INFORMATION

NEXT CLUB MEETING

January 18, 2018

1900 at Valparaiso

Public Library, Room 3

UPCOMING EVENTS – 2018

Happy New Year!

January 6

Glider Social – Craig Deyerle

January 18

Club Meeting – EAM Membership

February 3

Glider Social – Craig Deyerle

February 15

Club Meeting – EAM Membership

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:

The swap meet was a tremendous success. Here's my perspective on it. We had a great turn-out of sellers, and we sold every table. The quality of the merchandise for sale was a cut above what I'm used to seeing at swap meets, and that includes Perry and Toledo! The food trailer was a big hit. I bought lunch there and the food was excellent. I would have liked to have seen a few more byers, but the turnout was good for our first outing. Those who came over from Pensacola and other places will let their club members know it was a good event. Nothing builds an event like word-of-mouth. Thanks to Chris Mikles and Kevin Fears for organizing the swap meet!

We have one event left on the calendar, and that is the Christmas Party. It is on Thursday, December 7th, 6 PM at the Fort Walton Beach Golden Corral. It's located on Mary Esther Cut-Off, next to the Home Depot. Please come out and support the club's final event of the year. We will have the traditional grab-bag exchange, so please bring a bag with around \$5 to \$10 worth of items that would be of interest to a modeler.

Now I feel I need to revisit an unpleasant topic, the afternoon changeover. I've received backlash over the e-mail I sent out regarding the incident and frankly I don't care what anyone else thinks. I saw an incident potentially escalating to a fist fight and I took action to defuse the situation. Yes, I took an authoritarian tone with the member who initiated the argument of Curt and continued to provoke him instead of letting things go. Yes, the e-mail I sent out in response to the incident was harsh. So what, get over it.

Sometimes you have to make decisions that some people aren't going to be happy with and that is exactly what I did. I also feel I need to remind people this has been a recurring issue for several years, not a one-time occurrence. When the afternoon flyers show up around 1 PM (I arrived at 1:05 PM), they have a reasonable expectation to be able to immediately park on the west side and start setting up. This is critical this time of year when it gets too dark to fly by about 3:30 PM. I also have to ask, why did an airplane take off when Curt's van was in view, headed down the west side of the runway. That

also happens to be a safety and insurance issue as well as a courtesy issue. As I stated earlier, people who can't follow the field rules and respect the flying privileges of others need to find somewhere else to go.

Rob

Eglin Aero Modellers Regular Monthly Meeting Meeting Minutes

By Ron Van Putte

Eglin Aero Modellers
Regular Monthly Meeting
16 November 2017

The meeting was called to order at 7:02 P.M. by the president, Rob Campbell, with 26 present.

A visitor introduced himself.

The minutes of the November meeting were approved.

The treasury contains \$7292.38. The treasury report was approved as presented.

Chris Mikles reported on the status of Ray Longacre.

Kevin Fears reported 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 power was discussed. Joe Shearer reported on discussions with Test Site C3 regarding flying field power.

Kevin Fears reported on the fun fly on October 21st.

The Mill Creek pattern contest was held on October 28th/29th at John Fuqua's flying field up near Mossy Head.

The Christmas meeting will be at the Golden Corral in Fort Walton Beach on December 7th

Dan Ruddell started discussion on flying FPVs at our flying field.

SAD patch nominees were Jason Komandoreas (Scat Cat) and John Fuqua (Acuity). Jason "won".

The Gene Barnes Building Contest winner results:

Rebuild: Phil Connor (Extra 300), Kevin Fears (Kadet Senior-Eindecker), Mark Owens (modified Lanier Shrike, Allegro and Unison) and Fred Carnes (Skyraider Mach II). Kevin Fears won.

Kit Build: Mike Rapuano (Jet Fire 40) Mike Rapuano won.

Modified ARF: Ray Seip (Skyraider Mach I) and Carlos Reyes (Duelist) Carlos Reyes won.

Best of Show: Kevin Fears - Kadet

Senior-Eindecker

The meeting was adjourned at 8:32 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell
Joe Shearer
Ron Spaid
Romeo Wright
Mike Rapuano
Ray Seip
Mark Pfeiffer
Roger Gilman
Phil Conner
James Turner
Mark Owens
Stan Davis
Fred Carnes
Larry Glenn
Ron Van Putte
Frank Perkins
Keith Stephens
Alan Bradshaw
Robert Pacheco
Chris Mikles
Andrew Whitten
Dan Ruddell
Kevin Fears

Recognition

Model-of-the-Month

None – It was building contest day!

SAD Patch

SAD patch nominees were Jason Komandoreas (Scat Cat) and John Fuqua (Acuity). Jason "won".

December 2, 2017, 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 low 70s, with light winds from the north, going to northwest. The forecast also called for 50% cloud cover going to less than 20% cloud cover. In short, it was forecast as a perfect floater type of day. We staked the winch pointing NNW. When we got to the field there was dense fog to the west and at the north end of the field. The fog was slowly proceeding east. I launched a practice flight, greyed out, spun out of the cloud, flew east in blue sky and made 7 minutes and 85 points on landing. I wish I could fly as well during the event! After that the fog moved in at about 300 ft. altitude. We waited a few minutes but then the sun came out and the fog lifted and dissipated – at least for a while.

The club winch worked well throughout the day. There was one tangle on the winch line while I was flying but Jerry Baxter and Larry Pitts sorted it out. The tensioner on the retrieval pulley broke, but Larry and Mark Owens got it repaired, despite my best efforts to “help”.

Given the fog, which threatened to move in at any time, we elected to start with a 7-minute max. Mark Owens launched. He worked east and did OK, but didn't max. The fog dissipated more as he flew, allowing the rest of the participants to max. Most flew east, northeast, or southeast as that was the clearest air and there was light rising air coming out of the trees.

In round 2 the sun disappeared while I was flying. I was over some light fog to the northeast, which was rising with the sun heating it. As soon as the sun went behind a cloud the air immediately started descending. I beat feet south and managed to stay in the air for a max. Jerry and Buddy Bradley also maxed. It was beginning to look like a landing point contest, so we elected to increase the max to 10 minutes for the last three rounds.

Round three was interesting. Mark launched and flew east, finding little. He arrived just over the southern tree line with 6.5 minutes to go. He worked the very light lift at the tree line to max. He touched down at exactly 10 minutes and put his nose under the red cloth marking 100 landing points. It was a demonstration of great airmanship, knowledge of his airplane, and smooth control. Jerry tried to launch and put his model into the returning fog. We waited 10 minutes and he repeated the amazing disappearing airplane trick. He finally flew the third round after a 25-minute wait. Given the return of the fog, and disappearance of the sun, only Mark managed to max. No one else came close.

Just to prove it wasn't a fluke, Mark repeated his round three flight in round four. This time he arrived over the trees with 5:30 remaining. He slipped up (no doubt he was tired) by landing 5 seconds short of a perfect time and just slid out of the 100-point ring to earn 95 landing points. Larry was the only other pilot to earn a max on this round. The lack of sun really killed the lift.

In round 5 the sun returned, and the sky began to clear. However, the lift was spotty, characterized by very narrow bumps. I would see my aircraft bump up, but upon turning, could never find the lift. It was difficult to core anything. Jerry Baxter was the only one to max and he made it look easy. I note that I launched immediately at the end of the last round and easily made 10 minutes and 90 landing points. I wish I could do that during the event!

As usual, I hosed up the math at the field. Gains and losses are shown in green and red, respectively. In the final tally, Jerry and I changed places in the scoring. Below are the totals for the year. Congratulations to Jerry Baxter for consistent flying, month after month. Jerry and Mark are the class of the field.

2017 Scores:

Jerry Baxter	897
Mark Owens	734
Craig Deyerle	595
Buddy Bradley	467
Jim Hartley	465
Lance Ropke	269
Larry Pitts	242
Robert Pacheco	214
Paul Domain	17

Rounds 1 & 2

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Mark Owens	Maxa	5	24	0	324	5	33	75	408
Jim Hartley	Xplorer X2 3.5	7	2	90	508	5	16	75	391
Jerry Baxter	Xplorer X2 3.8m	7	7	65	478	7	2	15	433
Craig Deyerle	Xplorer X1 4.0m	7	5	0	415	7	0	85	505
Buddy Bradley	Xplorer X2 3.5m VT	7	5	80	495	6	55	75	490
Larry Pitts	Espada RL	7	0	70	490	4	58	75	373

Rounds 3 & 4

Name	Aircraft	Round 3				Round 4			
		min	sec	land	score	min	sec	land	score
Mark Owens	Maxa	10	0	100	700	9	55	95	690
Jim Hartley	Xplorer X2 3.5	5	51	65	416	4	27	80	347
Jerry Baxter	Xplorer X2 3.8m	6	12	0	372	7	5	75	500
Craig Deyerle	Xplorer X1 4.0m	6	39	60	459	6	53	95	508
Buddy Bradley	Xplorer X2 3.5m VT	8	49	25	554	8	37	100	617
Larry Pitts	Espada RL	4	33	80	353	9	55	75	670

Round 5 and Results

Name	Aircraft	Round 5				Total	Place	Flight Time
		min	sec	land	score			(sec)
Mark Owens	Maxa	7	9	65	494	2616	2	2281
Jim Hartley	Xplorer X2 3.5	3	52	5	237	1899	6	1584
Jerry Baxter	Xplorer X2 3.8m	10	4	75	671	2454	3	2224
Craig Deyerle	Xplorer X1 4.0m	8	4	60	544	2431	5	2131
Buddy Bradley	Xplorer X2 3.5m VT	7	13	75	508	2664	1	2309
Larry Pitts	Espada RL	8	2	70	552	2438	4	2068