



February 2018

Michael Rapuano – Editor

GENERAL CLUB INFORMATION

NEXT CLUB MEETING

February 15, 2018

1900 at Valparaiso

Public Library, Room 3

UPCOMING EVENTS – 2018

February 24

St. Valentines Day Massacre Fun Fly – Robert Campbell

March 3

Glider Social – Craig Deyerle

March 10

Field Cleanup – Phil Conner

March 16

Club Meeting – EAM Membership

March 25

Pattern Clinic – Robert Campbell

April 7

Boy Scouts – Robert Pacheco

Glider Social – Craig Deyerle

2018 EAM CLUB OFFICERS

President:

Michael Rapuano 850-586-0556

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 Michael Rapuano

Members:

I want to thank Phil Conner, Robert Pacheco and Craig Deyerle for running the Club meeting while I was "snowed-in" in Scranton PA and for Ron while he was in Rehab.

It appears that I missed the fun but we will be going for round two in our next meeting.

As I mentioned before, I want to simplify everything from the club rules and our agreement with the Air Force so that we put back the responsibility back to the rc pilot. Basically, we are part of a Community Based Organization, the AMA and we will operate under their rules, Public Law 112-95 and have club rules to further refine activities at our site.

It is important to our club that we are inclusive to all forms of RC activity.

Together we can be the premier RC flying site in Northwest Florida.

Thank you and go fly!
Michael Rapuano

Eglin Aero Modellers Regular Monthly Meeting Meeting Minutes

By Phil Conner for Ron Van Putte

Eglin Aero Modellers
Monthly Meeting
18 January 2018

The meeting was called to order by the Vice President, Phil Conner at 7:00 PM.

The New President, Michael Rapuano, was delayed in Scranton, PA.

The treasury contains \$10,899 between the amount of money in the bank and deposits to be made. A total of \$2,800.00 was spent in 2017. The budget was voted to be accepted with allowance for a 1-time expense emergency account to be created.

The Valparaiso meeting room expense for 2018 went from \$9.00 per hour to \$15.00 per hour.

We have 92 paid members as of 1/18/2018.

A motion was made and seconded to accept the minutes from December

meeting as published in the BEAM. The motion carried.

The Vice President gave an update on Ran Van Putte's condition and when he will be moving to The Manor in Blue Water bay for rehab. Kevin Fears will be running Ron's hobby shop on a limited basis while Ron is absent. Kevin will publish a schedule when the shop will be open soon.

We welcomed new member Chris Beattie to the club with his son in attendance.

Chris Mikles and Kevin Fears gave a briefing on what happened at the swap meet held in November 2017, and how the money situation was handled. They discussed plans for a second one in 2018 but this was deferred as they need more planning. They will have to move to a new venue and the cost will be more than double the last one. The good news is that they have sponsors wanting to host a larger one this year. We found out that the Mobile club had a competing event on the same day we had our swap meet in November.

The proposed date for a swap meet this year is November 3rd.

Chris Mikles deposited \$400.00 to the club account from proceeds of the swap meet.

Rob Campbell volunteered to run the February Fun Fly event.

Chris Kime volunteered to maintain the mower and donate the oil, filters and blades. Thank you, Chris,

Kevin Fears will run the Super Spooky Fun Fly on October 13th, 2018.

Fred Carnes will help coordinate the Civil Air Patrol fly dates sometime in May to offset the Boy Scouts fly dates.

There was a spirited discussion on the new proposed club rules. They centered on section 15, sub section a. It seems the second set of rules sent out to the membership lacked the second photo page which clearly delineates the line, south of which, aerial photography is permitted. Several members pointed out that the text does not clarify this, and would prefer to have very clear verbiage as well as the photo to make the meaning very unambiguous. Craig is working on new verbiage to reflect this. Voting on the new club rules was deferred until the February meeting and the new text is incorporated.

Kevin Fears brought up the fact of the late fee being charged, sometimes upsets club members.

He proposed to eliminate the late fee. A discussion followed as to why the late fee was charged. Late member signups impact the budget making process as well as the requirements to send in a club roster to AMA by 1 March each year.

As of 2015, there were 9 late members, 2016 had 8 late members and 2017 had 12 late members. It is obvious the club is not making a ton of money off of late fees.

A proposal was made to start for the 2019 club year to do the following; Increase the club Dues to \$50.00 per year.

If dues paid before 12/31 of each year, the dues will be discounted \$10.00 to \$40.00.

Anything less than 1 full year is \$20.00 for three (3) months.

The proposal was seconded and approved by the membership.

Joe Shearer gave an update on field power. The bottom line is the site staff really has no idea of how our system is installed, or its capabilities as they were not there when it was installed. Joe has requested a meeting with the site electrician at the knoll to discuss our particular requirements as well as advise them of exactly what we use the power for and why we can handle any line loss that may happen, if we run straight 220v to our site.

Meeting adjourned at 8:45 PM

Attendees;
Phil Conner
Chris Mikles
Tres Ross
Joe Shearer

Craig Deyerle
Frank Perkins
Robert Pacheco
Chris Kime
Keith Stephens
Rob Campbell
Roger Gilman
Ron Spaid
Stan Davis
Mark Pfeiffer
James Turner
Ray Seip
Fred Carnes
Kevin Fears
Jim Massey
Larry Glenn
Andrew Whitten
Terry Green
Chris Beattie
Herb Hardwick
Chad Webb

Recognition

Model-of-the-Month

Craig Deyerle – Freewing F-8
Crusader

SAD Patch

None.

February 2, 2018 Don Hollfelder Memorial Saturday Sailplane Social
by Craig Deyerle

We were weathered out in January so this was the first Social in 2018. The forecast was for cloudy skies, temperatures in the mid-40s increasing to the mid-50s, and wind East at 10 going to Southeast at 10. Five hearty sailplane aficionados showed up to brave the cold. However, we were pleasantly surprised. Rather than the forecast overcast, the sun was in and out of cloud all morning, warming us so that we were shedding coats by late morning. The wind was NNE at 10 when we were setting up the winches, but we staked the turn-around to the southeast betting the wind direction would change as forecast. It really didn't. Throughout the morning the wind veered from NNE to ESE anywhere from 7 to 12 mph. So, we were launching in a significant crosswind most of the day. Aloft, the wind was gusty, and at times turbulent. There were no booming thermals. There were tight pockets of lift that, when I found them, I had difficulty staying in. They generally went downwind, but could veer around a good bit. Although the thermals were tight in diameter, there could be significant, broad area, sink. Go figure! At times the aircraft would jump up in a gust. The challenge was to retain the altitude when the gust subsided. We started with a 7-minute max and elected to stay with that for all rounds, given the challenge flying.

I had just finished applying a fiberglass repair to cracks in the wing of my Xplorer I 3.5m, and planned to fly it because it is heavier and penetrates better than my Xplorer I 4.0m aircraft. That may have been a mistake, because during practice flights the 4.0m flew 6.5 minutes to the 3.5m 4.5 minutes. The winds were generally higher early on, and abated somewhat late in the morning. Although built with the same airfoil and identical construction, the two aircraft fly very differently. The 3.5 is quite agile and responds quickly to the sticks. The 4.0 is more sluggish and requires significantly more rudder in the turns. That being said, the 4.0 floats very well!!!

Buddy Bradley started off the first round and flew east. That was reasonable given that the wind aloft was from the east and there is water over there, which should have been warmer than the surrounding land, generating thermals. Buddy got a great zoom launch and his aircraft would jump up with each gust. He did a good job of keeping the altitude the gusts gave him. However, where there is up, there is also down, and the sink seemed to be broader than any lift. Everyone followed, and generate da similar time to Buddy, excepting the Jim Harley. Jim seemed to start out gong east, but always seemed to end up north and west. As the rounds progressed, this was both good and bad. He either maxed out, or flew for a mediocre 3 minutes.

In round two, only I stayed in the air for more than 5 minutes. I worked air to the east, then south, then back over the trees over the runway. At the southeast corner of the field the Xplorer seemed to be steadily rising, but I couldn't stay in the air and went down much faster than going back up.

In round three, both Jim and Robert Pacheco flew to the northwest, just over the tree line and both did a nice job of working a thermal there.

Mark Owens finally maxed in round four, when no one else could, by flying east, northeast, and then west of the field.

Landing points were difficult to obtain. The spot was between the trees and the runway, north of the winch. East winds would roll down over the trees and could knock an airplane down. However, it was the wind shifting from NE to SE that was the real issue. A pilot could set up with a nice approach into the wind, and have it shift more than 90 degrees with no warning. If you came in too hot to compensate, and then had a sudden tailwind, it was easy to overshoot.

In the end, Jim's three maxes on a challenging day carried the even and he went home the winner!

The club winch worked all day without a hitch. No so Mark Owens' winch. After the social, we tried to launch my Xplorer I 4.0m into the now SE breeze three times. All three times the winch line broke, bending the winch brake arms with a loud bang on each event. We decided, albeit a bit late, to give up on that!!!

The mower had to be jump started all day. I brought the battery home and put it on my computer charger. The battery is toast, perhaps due to sitting in the CONEX during freezing temperatures. Robert Pacheco will look into obtaining a new one.

Rounds 1 & 2

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Buddy Bradley	Xplorer X1 3.7m	4	19	20	279	4	43	0	283
Mark Owens	Maxa	4	18	0	258	3	36	0	216
Craig Deyerle	Xplorer X1 4.0m	3	52	0	232	5	15	55	370
Jim Hartley	Xplorer X2 3.5	7	11	0	409	3	8	0	188
Robert Pacheco	Xplorer X2.5 3.5m	4	6	0	246	4	15	10	265

Rounds 3 & 4

Name	Round 3				Round 4			
	min	sec	land	score	min	sec	land	score
Buddy Bradley	5	9	0	309	4	25	80	345
Mark Owens	3	33	35	248	7	2	85	503
Craig Deyerle	3	55	10	245	5	6	0	306
Jim Hartley	6	54	0	414	6	37	30	427
Robert Pacheco	6	47	0	407	2	21	0	141

Round 5 and Results

Name	Round 5				Total	Place	Flight Time
	min	sec	land	score			(sec)
Buddy Bradley	7	8	0	412	1628	2	1528
Mark Owens	3	37	0	217	1442	5	1322
Craig Deyerle	6	49	0	409	1562	3	1497
Jim Hartley	3	59	0	239	1677	1	1647
Robert Pacheco	6	34	0	394	1453	4	1443