



April 2015

GENERAL CLUB INFORMATION

NEXT CLUB MEETING
Thursday, March 16, 2015,
7 -9 pm

Thursday, at Niceville
Church of Christ

UPCOMING EVENTS GLIDER SOCIAL - 1st SUNDAY OF EVERY MONTH

April 18-19, 2015 AMA Pattern Contest
POC: Rob Campbell

Apr 18, 2015 Autism Family Festival
Display at Fort Walton Beach Landing
POC: Phil Conner

May 30, 2015 Scale Flyin

2015 CLUB OFFICERS

President: Phil Conner (850) 217-5526
Vice President: Victor Diaz (404) 263-7674
Treasurer: Robert Pacheco
Secretary: Ron Van Putte 243- 0207
Member at Large: Paul Doman

Message from the President By Phil Conner

Hello everyone;

April has been and will continue to be busy. Our show at the Defuniak Springs airport was rained out. I arrived early and setup but the rain arrived early as well. Hopefully our event with the Girls and Boys clubs had a better fate.

This weekend, April 18th, is the Autism Family Fun Festival at The Landing in Fort Walton Beach. Please come out and support this event. Our Glider Social this month got rained out as well and if this current weather holds, our field will be soggy for a while. I signed up one new member for the quarter as he and his son were visiting from Louisiana. They were impressed with our facilities but a little dismayed as to the distance to get there. Overall I think they enjoyed themselves. So much so, they plan on joining every year as they visit Destin regularly.

It's time I got started on one of my projects this year, Teaching Clinics. I will be asking individuals to teach a short class on a particular subject with a practical flying session combined so we have a full understanding of the subject. As soon as the club's glider is ready, we'll hold one of these clinics on Glider flying at the next Glider Social. After getting my Antares/Bird of Time hybrid flying a couple of weeks ago, I have to

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say, if you haven't tried glider flying, you should!
See you at the field.

Phil Conner

Eglin Aero Modellers Regular Monthly Meeting 19 March 2015

By Ron Van Putte

The meeting was brought to order at 7:00 P.M. by the president, Phil Conner, with 19 (!!!!) present. Craig

Deyerle was not present, so several club members independently decided to make obligatory "No" votes on his behalf.

The minutes of the February meeting were approved as published on the March BEAM.

The treasury contains \$4346.80. The treasurer's report was accepted as presented.

The 2015 budget was discussed and was accepted as amended.

Based on a vote of the members present, we will get liability insurance for the club meeting room. A legal description of the meeting room is needed in order to apply to AMA for the liability insurance.

It was moved, seconded and passed to donate \$100 to support the U.S. team at the 2015 F3A World Championships.

It was moved, seconded and passed to pay John Fuqua \$200 to bush hog the berm during the field cleanup on March 21st.

Robert Pacheco presented information on the club's participation in the Scout-O-Rama on April 4th.

Phil Conner also discussed the club's participation in the Marvel of Flight airshow at DeFuniak Spring's Airport on April 11th.

Robert Pacheco discussed both the Boys and Girls Club Training at Choctawhatchee High School on April 11th and the Autism Family Festival Display at the Fort Walton Beach Landing on April 18th.

Model of the Month contributors were Victor Diaz (BAE Hawk) and Dick Campis (Dusty Crop Hopper). Victor won.

There were no SAD patch nominees.

Gene Barnes talked about the Building Contest in November.

Mark Pfeiffer briefed on current operations at Holley OLF and the planned move of the Holley Club to Santa Rosa OLF.

The meeting adjourned at 7:50 P.M.

Ron Van Putte, secretary

Meeting Attendees

Phil Conner	Robert Pacheco
Keith Stephens	Exor Reyes
Rob Campbell	Ray Seip
Ron Van Putte	Rey Ruiz
Joe Shearer	Romeo Wright
Roger Gilman	Frank Perkins
Gene Barnes	Larry Glenn
Stan Davis	Mark Pfeiffer
Victor Diaz	Dick Campis
Kevin Fears	

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Recognition Model-of-the-Year By Robert Pacheco



Victor Diaz Won Model of Month with his BAE Hawk

A Great Glider Day by Craig Deyerle

Early in the week of 23 March, Carlos Reyes sent out a message asking if glider fliers would like their aircraft to be carried aloft and released at altitude on Saturday morning, 28 March. Carlos has an 84-inch wingspan Q.B. Monster powered by a Tower .75 purple head engine. He modified it with cabane struts one either side of the fuselage over the wing. The struts support a wing saddle. After a radio check, the glider is placed on the saddle, which is fixed directly over the Q.B. Monster CG. The glider is held in place with rubber bands, which, in turn are anchored by a release mechanism. Carlos flies the tandem aircraft to about 600 ft. in less than 90 seconds from the start of the takeoff roll. The flight is slow; no more than you might see on a winch or hi-start, with less stress on the glider from either launch method. Once at altitude, he calls ready, retards the throttle to idle, and counts down from three. At zero he hits the

release switch and pushes over with down elevator. If the glider pilot adds a touch of up at T-1, the glider will go into a short zoom. It is an easy and graceful launch.

Carlos clearly has the ability to gaze into the future and pick a great day. The temperature was only 41 degrees at 0730 Saturday morning, but the sun was out in a beautiful blue sky that had occasional wisps of cloud drifting by. The temperature rose throughout the morning to a comfortable 65 degrees in winds that were northwest, varying from 6 to 10 mph. After aircraft assembly and engine run ups, Carlos was ready for the first launch at 0815. Craig Deyerle brought his tried and true (meaning well used) Vista, and was first to launch. He made 5 minutes. Phil Conner was next with his Top Flight Antares fuselage sporting a 3-meter Bird of Time wing. It is a simple rudder/elevator two channel aircraft. This was Phil's first flight other than hand launches for trim, and the Antares did very well. It looks beautiful in the air and makes graceful turns. Mark Owens was next with his Gentle Lady fuselage / Spirit balsa covered foam wing (GL-S). Carlos can launch 5 to 6 gliders before refueling. Craig flew again and made 14 minutes. There was good air in abundance. The thermals were narrow down low, but above 600 ft. they broadened out nicely and once in them it was easy to go up.

Mark also brought his winch and launched his Allegro and GL-S into the good air. Craig flew his Art Hobby Velvia off the winch and managed flights of 8, 10, 12, and 16 minutes. You know the air was great when even Craig could find, and stay in, thermals. It was a perfect day for the Velvia. The machine can penetrate, but also slow down with the flaps and just hang in a thermal. Craig was able to zip all around the field looking for air. Bob Halverson launched his Red Bubble-Dancer with a rebuilt rudder and it flew just great. He had 9 ounces of ballast in it and the machine

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just went up and up. He also winched his Allegro with no ballast. It weighs only 19 oz. but still penetrated OK – but ballast would have helped, as the air was moving at altitude.

Heath and Keith Hornbaker were also at the field with a variety of power gliders. At one point there were seven gliders, plus four power planes, plying the air over the field. It was quite a sight – and testament to the big sky theory of aircraft separation!

Seven year old Ian Pacheco did possibly the best flying of the day. Robert was teaching his son to fly using a buddy box and his Spirit. He launched from Mark's winch right into a thermal. Ian flew for a total of 14 minutes; flying back and forth through the rising air in response to his father's coaching. Robert did a great job suggesting control movements and Ian paid attention, going for long stretches without control take-over by Robert. It was just awesome. Robert managed 6 minutes on the same flight – it really was great air for glider flying. After the flight Ian wanted to rest as his neck hurt from looking so high in the sky.

We need to hire Carlos to pick glider weather. He did a great job.

EAM at the 2015 Scout-O-Rama

by Robert Pacheco

As in previous years, on April 4th the Eglin Aero Modellers participated in the annual "Scout-o-Rama" held at the Uptown Station in Fort Walton Beach.

The weather was windy and rainy at the beginning of the day but conditions improved rapidly and we were able to have a successful day.

Craig Deyerle and Robert Pacheco set up the EAM display. Joe Foster and Pam Cortner came a bit later to supervise and support the effort.

Robert Pacheco brought the mini-quad copter that he won on the Christmas Party but wasn't able to fly it due to the windy conditions. He also brought his RC Flight Simulator that proved to be very popular with the kids and a noise annoyance to anybody trying to have a conversation within 20 feet of the screen. Robert spent his day standing by the simulator giving the scouts, their leaders and some parents an opportunity to fly an RC plane on the computer.

Craig Deyerle brought a helicopter, a quadcopter and a scale aircraft to display. The kids were very interested looking at the aircraft and we had to keep a vigilance to remind the kids it was ok to look but not to touch.



Craig kept the kids interested by flying his helicopter and quadcopter several times. We took turns providing Craig a safe area to demo his helicopter and keeping on-lookers at a safe distance.

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We offered several scout troops the opportunity to come to our field for a TAG event. So far we have one troop that definitely wants to come.

Membership for Year 2015

To renew membership for 2015, you will need your new 2015 AMA card. Dues are \$40.00.

Late Renewals are now 50.00. (\$10.00 late penalty) and you may not fly at the club site until dues are paid.

Mail either your new 2015 AMA Card or a copy to:
Eglin Aero Modelers C/o
Robert Pacheco
43 Lake Point Dr
Miramar Beach, FL 32550



Craig also provided flight training on the simulator to kids who were interested in flying the plane without crashing.



OR make your renewals in person at Shalimar Hobbies (bring your 2015 AMA card).

Also, check or confirm your addresses, both postal and e-mail, and phone numbers when renewing. An EAM 2015 sticker will be attached to your AMA Card. If renewing by mail, be sure to indicate the address where the sticker will be mailed. A SASE will save the club \$\$.

Join or renew at a Meeting

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**EAM Supports the
2015 Boys and Girls Club Aviation Extravaganza**
by Robert Pacheco



Early this year Terry Carbonell, from Aviation Adventures Inc, contacted the club to support an aviation activity day at the Boys and Girls Club in Fort Walton Beach.

Terry travels the country starting aviation programs which are then continued by local organizations. She contacted the Boys and Girls club and EAM to continue with her aviation program.

Aviation Adventures Inc donated two RTF Apprentice S 15e aircraft with 4-batteries to the Boys and Girls Club and asked EAM to help train the girls to fly them.

We were able to secure two donated Cheetah batteries to augment the club's 4 batteries for a total of 6. With six batteries we can have two airplanes in the air three times with 10 minute flights.

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On April 11 Frank Perkins, Paul Doman, Larry Glenn and Robert Pacheco went to the Boys and Girls Club for a day of activities. Craig Deyerle volunteered to help but illness kept him home and he was sorely missed.

Due to a grim weather forecast the possibilities of flying that day seemed remote. However that day the weather turned out to be very acceptable for flying. The batteries for the aircraft were set for charge as soon as we arrived at the club. We had two batteries for Robert Calypso and six batteries for the club's Apprentices. Unfortunately one of the new E-Flite batteries refused to charge due to a damaged cell and one of the donated Cheetah batteries had poorly soldered connector. So we were left with 4-batteries. The E-Flite battery has been sent back for a Warranty replacement and the Cheetah battery is at Robert's workbench getting a proper solder job and Robert is back at remedial soldering-school.

for Robert Calypso and six batteries for the club's



The girls got organized in groups of 4-6 and rotated between different activities. EAM was in charge of two stations: RC Flight Simulator

and Actual Flight Training.



We were given a classroom where three Real Flight RC Flight Simulators were setup. Frank, Paul & Larry gave instruction for about an hour to each group of girls. The objective was to get the students to understand the fundamentals of RC flying and to start developing a sense of direction. The girls were taught to do a proper take off. When they accomplished that, they were taught how to take off, reduce power and do a controlled turn. When they accomplished that, they were taught to take off, reduce power and perform controlled turns while keeping altitude.

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After the girls completed the Flight Simulator session they were escorted to the fields at Choctaw where flight training continued using Robert's Calypso and the Apprentice 15e aircraft. Both aircraft were setup with buddy boxes.

We started letting the girls fly the Calypso until the batteries of the Calypso were exhausted. The Calypso proved to be harder than expected for the kids to handle. Windy conditions made the plane too sensitive for a beginner. It didn't help that due to selecting

the "wrong Calypso" on Robert's radio the first student's elevator control was reversed.

Fortunately this did not cause any mishaps and the situation was resolved after a quick landing. Lesson Learned: Do a full preflight before every training flight.



The Apprentice 15e aircraft proved to be superb for the conditions. Equipped with a buddy box Robert took off without issues from the groomed grass at the Choctaw field and rapidly climbed to a safe altitude where the student was given control of the aircraft.

The Apprentice 15e is equipped with the SAFE system. This gyro-based system has three modes: Beginner, Intermediate and Expert. The instructor always flew the plane in Expert mode while the student flew the plane in Beginner mode. While on Beginner mode the apprentice "rights itself" at the moment control input is centered. This allowed the kids to learn to fly straight and level and perform constant altitude turns more easily. It is important to emphasize that while the SAFE system assisted the students it is by

no means an "auto pilot" that will not allow you to crash the airplane. I still had to rescue the students on a number of occasions.

That day the SAFE system saved the aircraft when the instructor accidentally bumped the throttle to full power after the plane had landed and was waiting to be retrieved. The SAFE system executed a level take off and the instructor was able to regain control of the aircraft

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rapidly. The Lesson Learned is that the instructor should never let go of the radio and be alert until the aircraft is turned off..

The students were organized so that we could switch students in the middle of a flight. In this manner we were able to let two students fly on the same battery.

After a surprisingly short instruction time most students were able to control the plane with no assistance from the instructor. At that point the instructor raised his hand indicated the student had full control of the aircraft and was operating the plane without any assistance (including verbal instructions). The girls celebrated that milestone by clapping.

All the girls had a fantastic time both at the simulator and while flying the actual planes.

The organizers of the even thanked EAM and were extremely happy we were able to provide such a experience for the girls. The Boys and Girls Club has requested three additional flying days during the summer. These flying activities will take place at the EAM field.



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