



Feb 2017

GENERAL CLUB INFORMATION

NEXT CLUB MEETING
February 16, MITCHELL
BUILDING
VALPARAISO, FLORIDA

UPCOMING EVENTS
GLIDER SOCIAL - 1st
SUNDAY OF EVERY MONTH

4 Mar – Southeast Model Show,
Perry, GA

11 Mar – Clean-Up Day
POC: Phil Conner

18 Mar – Autism Spring Fam Jam - Mullet
Festival Site

2017 CLUB OFFICERS

President: Rob Campbell (850) 499-7095
Vice President: Phil Conner (850) 217-5526
Treasurer: Robert Pacheco
Secretary: Ron Van Putte 243-0207
Member at Large: Paul Doman

Message from the President

By Robert Campbell

Happy New Year Everyone!

We've been blessed this year with a very mild winter so far. The long range forecast (for what it's worth) is calling for good weather on Saturday, February 18th. If the forecast becomes reality, we'll have our first flying event of the season, the St. Valentines' Day Massacre Fun-Fly. Mike Holderness already sent out the events he is planning, so let's get prepared and come out for a fun morning on the 18th.

Shifting gears, a bit, I'd like to address the power situation at the field. The step-up transformer at the north end is fried. It was most likely damaged when we had the severe thunder storms blow through in late January. I've discussed the situation with the site chief, Royce Dukes. He may be able to help us locate a replacement at no cost to the club. This is good, because the transformer model we currently have is discontinued and the suitable substitute costs over \$600, as opposed to \$500 for the last one. I will continue to monitor the situation and should things not work out, we'll have to dip pretty deep into our emergency fund.

Speaking of discontinued, I just learned this week that Super Tigre engines are no more. Super Tigre was a staple brand for many decades, but the downturn in the hobby as a whole and the rise of electric power

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apparently proved too much for Super Tigre to remain in production. News of the loss of Super Tigre engines comes only a couple of weeks after Global/Hobby People announced they are ceasing operations. These are truly tough times for this hobby.

Although it's nine months out, don't forget about the Gene Barnes Memorial Building Contest. Mike Rapuano is working hard refining the rules for this year's contest. He is considering adding some new categories. Go ahead and start your builds, rebuilds, and modifications. November will be upon us before we know it.

Build. Fly. Make RC great again!

Rob

Eglin Aero Modellers Regular Regular Monthly Meeting 19 January 2017

By Ron Van Putte

A visitor introduced himself.

The minutes of the December meeting were approved as published in the January BEAM.

The treasury contains \$7526.58. Robert Pacheco presented the proposed 2017 budget. A motion was made, seconded and passed to accept the budget. The treasurer's report was approved as presented. Ron Spaid was presented the trophy for the 2016 Build Contest in the foam board category.

Field power is out. It is probably a failed transformer (\$550+)

Phil Conner reported about Gaylord Hall's death and the distribution of many of his estate items.

The proposed event schedule was presented.

It was moved, seconded and passed to move the Sailplanes Socials to the first Saturday of the month.

There was significant discussion regarding finding alternate flying sites.

It was moved, seconded and passed to call the November building contest the Gene Barnes Building Contest.

Model of the Month contributors were Glen McCardle (Lazy Bee) and Ray Seip (foam sailplane). Glen won.

SAD patch nominees were Paul Doman (Spitfire) and Curt Oberg (Etude). Curt won.

The meeting was adjourned at 8:45 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell	Chris Mikles
Ray Seip	Glen McCardle
Robert Pacheco	Chris Kime
Joe Shearer	Ron Spaid
Frank Perkins	Romeo Wright
Ron Van Putte	Craig Deyerle
Phil Conner	Herb Hardwick
Mark Pfeiffer	Joe Kutcher
Keith Hornbaker	Smokey Iverstine
Michael Rapuano	Larry Glenn
Ruben Courvertier	
Mike and Thelma Holderness	
John Wargo	Colby Estes

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Kevin Fears

Alan Bradshaw

Recognition

Model-of-the-Year

By Robert Pacheco

Ray Seip won model of the month with his foam sailplane. Unfortunately no photo was taken.

February 4, 2017 Don Hollfelder Memorial Sunday Glider Social by Craig Deyerle

We moved the Sailplane Social to Saturdays in an attempt to boost participation. (Robert Johnson and Larry Pitts – that means you!) . It is possible the weather had something to do with the light turnout. At 0900 it was 40 degrees at the field with the Northeast wind at 9 mph, gusting to 12 mph. Rumor said Jim Hartley, who won last month, was off to New Orleans on a date. Imagine, passing up a sailplane opportunity on a cold morning to travel to the Big Easy! That being said, the sky was a beautiful clear blue, the sun was warm, and the winds abated throughout the morning such that by noon the winds had dropped to less than 5 mph with the temperature rising to 58 degrees. We had six pilots show up. Alas, Robert Pacheco left the tail feathers for his Xplorer at home. He timed and ran the winch. Speaking of the winch, we had a couple of tangles on the retrieval line, but other than that, the winch worked just fine.

We planned two rounds of a 7-minute max, then rounds of 8, 9, and finally 10 minutes. It didn't work out that way. We flew two

rounds with a 7, and three with an 8 minute max, as folks were having difficulty in with the varied air.

In the first round the wind was up a bit. I put 8 ounces of ballast in my machine. Lance Ropke left his ballast at home, but he manned up and launched first. He moved out to the East and Buddy Bradley followed. I've always found that with the wind from the Northeast, there seems to be rising air where the tree line gives way to the open field in the fenced area (by the 300 ft tower) to the Northeast. I came off the line and drove East over the trees, and then turned to the Northeast. I cambered the wing in rising air as I hit the tree line and stayed in camber until it was time to come home. There was nice ridge lift on the Northern tree line, and the Xplorer 3.5m rose steadily, maxing. Jerry Baxter flew his new Shadow 2 with a 3.6m wing. The wing has higher aspect than the Xplorers and can move out when desired. It also appears to slow down well. The Shadow is made by the same Hungarian company that makes Xplorers, but the Shadow is significantly less expensive. Mark Owens flew to the Northeast, but not as far as me. His Maxa looked really good – it is lighter than the Xplorers. As the round progressed, the wind abated and I took the ballast out after landing.

In round two, Lance and Buddy went East. One of them ended up South, but I don't know which. Both maxed. I went Northeast again, and did OK, but fell a minute short of a max when I abandoned weak lift to find better. That was a mistake! Why I would leave rising air, however weak, is beyond comprehension. Bottom line: Everyone maxed except me!

We increased the max to 8 minutes for round 3, as folks were doing well. Things changed. The air warmed a bit and flying

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over the trees didn't produce the same lift. Lance and Buddy maxed but the other three fliers didn't make five minutes. The wind abated further and went more Easterly. I found lift to the Northeast, then flew further North out of it, and found sink – big time. The air seemed to go flat.

In round 4 we retained the 8-minute max. Lance maxed, but his aircraft rotated on touch down and the wing tip touched his leg, resulting in zero landing points. Buddy broke 5-minutes, but also came up short upon landing. I pulled out my Xplorer 4.0m, thinking a floater in flat air would do well. On launch the retriever line wrapped around my wing, rudder, and horizontal stabilizer. I made tight circles descending all the way, but that made the line tighter with each turn. As it tightened, the line cut through the rudder, and jammed the ring into the elevator, preventing it from moving. The machine stalled about 20 above the ground, then nosed straight down and hit the tarmac in a vertical dive, crunching the nose. Throughout, Jerry was yelling “flaps, flaps”. I thought he was telling me the line was wrapped on the flaps. What he wanted me to do was lower the flaps and dive straight down, rather than circle. That would have prevented the line from tightening up, and I

could have touched down on the grass, with little or no damage. “What we had here was failure to communicate”. Lesson learned! I launched the 3.5m, found some light lift, went up, then lost it and got caught in sink. Jerry flew East, South, and West and maxed.

Round 5 was a bit different. Folks flew everywhere looking for lift. The wind has gone light from the East, and then backed to the North half way through the round. I found lift over the trees to the Southeast, maxing after Lance and Buddy couldn't find much. Jerry maxed going South and West.

I hosed up the scores at the field again. I had Mark Owens earning 756 points in the first round – a remarkable feat with a 7-minute max. It was really 456. That dropped him into 5th place. You will note the difference between 2nd and third place was only 3-seconds, after five rounds!!! Lance had 123 seconds more flying time than me, but uncharacteristically, missed landing points in both round 4 and round 5, allowing me to get close, but not close enough.

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Rounds 1 & 2

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Lance Ropke	Xplorer X2.5 3.8m	5	9	70	379	7	3	55	472
Buddy Bradley	Xplorer X1 3.5m	3	45	0	225	6	58	0	418
Craig Deyerle	Xplorer X1 3.5m	6	58	75	493	5	51	60	411
Jerry Baxter	Shadow 2 3.6m	5	48	75	423	6	59	50	469
Mark Owens	MAXA	6	56	40	456	7	1	85	504

Rounds 3 & 4.

Name	Aircraft	Round 3				Round 4			
		min	sec	land	score	min	sec	land	score
Lance Ropke	Xplorer X2.5 3.8m	8	0	80	560	8	0	0	480
Buddy Bradley	Xplorer X1 3.5m	7	52	0	472	5	42	0	342
Craig Deyerle	Xplorer X1 3.5m	4	37	55	332	4	38	55	333
Jerry Baxter	Shadow 2 3.6m	4	47	100	387	8	4	60	536
Mark Owens	MAXA	4	44	0	284	4	59	60	359

Round 5 and Final Scores.

Name	Aircraft	Round 5				Total	Place	Flight Time (sec)
		min	sec	land	score			
Lance Ropke	Xplorer X2.5 3.8m	3	57	0	237	2128	2	1923
Buddy Bradley	Xplorer X1 3.5m	4	19	0	259	1716	4	1716
Craig Deyerle	Xplorer X1 3.5m	8	4	80	556	2125	3	1800
Jerry Baxter	Shadow 2 3.6m	8	2	80	558	2373	1	2008
Mark Owens	MAXA	3	41	0	221	1824	5	1639

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Membership for Year 2017

To renew membership for 2017, you will need your new 2017 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 2017 AMA Card or a copy to:
Eglin Aero Modelers C/o
Robert Pacheco
43 Lake Point Dr
Miramar Beach, FL 32550

OR make your renewals in person at Shalimar Hobbies (bring your 2017 AMA card).

Also, check or confirm your addresses, both postal and e-mail, and phone numbers when renewing. An EAM 2017 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 EAM 2017 sticker will be attached to your AMA Card.

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