



The **BEAM**

Bulletin of the Eglin Aero Modellers



Jun 2016

GENERAL CLUB INFORMATION

NEXT CLUB MEETING
June 16, 2016 Niceville
Church of Christ

UPCOMING EVENTS
GLIDER SOCIAL - 1st
SUNDAY OF EVERY MONTH

4 Jul – Family Picnic & Tailgate Swap Meet
& Fun Fly (EAM Youth Organized)
POC: Paul Doman and Colby Estes

6 July – Youth Event
POC: Robert Pacheco

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POC: Robert Pacheco

6Aug - Boy Scout "Merit Badge University"
POC: Robert Pacheco

2016 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

Greetings Fellow Flyers,
First off, it is my sad duty to report the passing of another club member. Ed Bradley passed away after a battle with cancer. Ed was one of the faithful supporters of the club's monthly Glider Socials. He will be missed by the club, especially the glider pilots.

Second, it's starting to get hot and summer officially begins in a few days. The Air Force has the famous 101 Critical Days program to help emphasize safety while engaging in recreational activities. For the Eglin Aero Modellers, our 101 Critical Days are off to a not so good start. On Sunday, May 15th, Paul Doman suffered a serious hand injury at the field. He had difficulty keeping an engine running during flight, so he set the plane up on a starting stand and started adjusting the mixture needles. Unfortunately, while adjusting the high speed needle, Paul reached his hand into the path of the propeller. I was flying at the time and was unaware of the mishap. I saw Paul drive away and a couple of our new members from the Pensacola area told me he had cut his finger and they had helped bandage him up. I didn't think anything of it since cut fingers are fairly common in this hobby. It wasn't until a week later that I learned Paul needed a skin graft. Paul sent a photo to the board members this past weekend showing his hand and fingers. I decided not to show the photo in the BEAM

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simply because it is very graphic and I felt it would be in bad taste to do so. The graft appears to be healing well, but Paul is concerned about possibly losing some use of the finger. I've been flying RC for over 30 years and this is one of the most serious injuries I've ever seen.

In peeling back the onion so to speak, there were several factors leading up to Paul's injury. First, there was the issue with a balky engine. The balky engine lead to frustration. After Paul become frustrated, he lowered his guard while near a spinning propeller. And, a brief moment of inattentiveness, lead to a serious injury. Paul's injury is water under the bridge. All we can do now is learn from it and apply lessons learned to reduce the risk of future reoccurrences. The big lesson learned is don't become complacent or inattentive around model airplanes. It takes less than a second of either complacency or inattentiveness to turn a great day at the field into a trip to the emergency room with a disfiguring, debilitating, or, God forbid, life-threatening injury. Some lesson learned are:

1. Don't fly alone! Fortunately, Paul was flying on a Sunday afternoon and there were plenty of people around to help get him bandaged up so he could drive to the emergency room.
2. If you become frustrated, stop what you're doing and come back to it later. This means shutting down running engines and turning electronic devices off. Come back when your head is clear.
3. Use all available safety devices and features. If Paul hadn't used a starting stand, things could have been a lot worse. And for electric flyers, use and external battery disconnect.
4. Know where the first aid kit is.

5. Have a cell phone handy.

6. Now that it's getting hot and humid, stay hydrated and watch for symptoms of heat exhaustion. Exhaustion can lead to serious mistakes.

If we apply common sense safety awareness, we can get through the remainder of the 101 Critical Days with no further injuries.

Good Flying!
Rob

Eglin Aero Modellers Regular Monthly Meeting 19 May 2016 By Ron Van Putte

The meeting was brought to order at 7:00 P.M. by the president, Rob Campbell, with 22 present.

The minutes of the April meeting were approved as published in the May BEAM
The treasury contains \$6248.55.

The treasurer's report was accepted as presented.

The Marvel of Flight at the DeFuniak

Springs airport was discussed.

The Pattern Clinic was discussed.

The Pattern Contest was discussed.

The new EAM sign is in place at the flying field, thanks to Michael DePoorter ("BugSmashR") at Accent Signs.

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Upcoming events were announced:

Motor Glider Contest	11 June
Family Picnic at EAM field	4 July
Boys and Girls Culbs at the field	16 July
Boy Scout Merit Badge Clinic	6 Aug
Youth Event at the field	20 Aug
Pattern Clinic	25 Sep

Mike Redys	Victor Diaz
Ruben Courvertier	Dick Campis
Chris Mikles	Alan Bradshaw
Keith Stephens	Craig Deyerle

It was moved, seconded and passed to a JR/Spektrum- compatible buddy box transmitter if one cannot be acquired from within the club.

Fire hazard mitigation was discussed. A committee of Phil Conner, Mike Radys and Gene Barnes will investigate and report back to the club.

Model of the Month contributors were Chris Mikles (Ultra Sport 60).

Robert Pacheco demonstrated the HobbyKing Aether 3.7 motor glider.

The SAD patch nominees were Paul Doman and Joe Shearer. Joe “won”.

The meeting adjourned at 8:00 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell	Chris Kime
Exxon Reyes	Joe Shearer
Phil Conner	Romeo Wright
Ron Van Putte	Ron Spaid
Mark Pfeiffer	Robert Pacheco
Mike Slade	Roger Gilman
Stan Davis	Gene Barnes

Recognition
Model-of-the-Month
 By Robert Pacheco



Chris Mikles won model of the month with his Ultra Sport 60 .

**June 5, 2016 Don Hollfelder
 Memorial Sunday Glider Social
 by Craig Deyerle**

The Sunday Glider Social was delayed from the first Sunday of the month by a forecast of 80% chance of rain and a nasty looking

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radar depiction. Not a drop of rain fell. So, we rescheduled for Saturday, 11 June. The forecast was for light winds from the Northeast, then East, then Southeast, warm temperatures, and partially cloudy sky. It was hot. I was saturated with sweat just getting the winch set up. The turn-around was staked out to the southeast. There wasn't a prevailing wind. For the most part there was no wind at all. Light breezes would occasionally waft by – signs of lift. There was lift, but it had to be sought out. The thermals were tight and weak. There were no honey spots. Those skilled at finding air did well. Those, like me, who are so – so, didn't do so well. That being said, the scores were pretty good! We had nine fliers – Joe Foster arrived at the end of the first round, making up nine. It has been a long time since Joe has come out and it was great to see him. Larry Pitts also came over, bringing his winch – a very good thing - more on that later.

Craig Deyerle started out. He flew South over the trees and the end of the runway, drifted off West, then drifted back East. It wasn't a bad start! He went downhill for the next three rounds. Lance Ropke followed Craig to the trees, but went East and did very well. Jerry Baxter chased a thermal downwind as it drifted North, stayed in it, and maxed. I didn't see Mark Owen, but he maxed. Buddy Bradley went South, then East, then North, then crossed the runway to the West and came in to land for a max. Of the nine pilots, seven scored over six minutes. At the end of the first round it was noted the club winch was getting weaker and weaker. The diagnosis is worn brushes. The motor must be rebuilt.

We went to Mark's winch for round two. I didn't see anyone but Buddy, for whom I was timing. I worked air to the South and Southwest and didn't do very well – but made nice landing points. Buddy worked air to the Southwest and maxed. We broke the line on Mark's winch a couple of times and had to put in a new hook and swivels. We also generated a monumental tangle in the retriever. We elected to go to Larry Pitt's winch..

Larry has quite the winch. It pulls very strong and has an automatic retrieval set up, all in an enclosed trailer. It is very, very nice! We used his winch for the remaining rounds. At this point, a thunderstorm started building to the West. In rounds three and four clouds moved in, covering perhaps 50% of the sky. It got harder to find good air, and the number of maxes fell off a bit

By round five, conditions improved. The sun appeared more, there seemed to be more temperature variation, and the thermals got broader and stronger. Six of the nine fliers maxed. Joe launched, but popped off. When he got set to go again, it was noticed that his hook was broken.

It was a good day, challenging, and fund. We had a nice crowd and enjoyed ourselves.

Scoring. There were more math errors at the field. Green shows scores improved when put into the computer and red shows a drop.

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Rounds 1 & 2.

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Craig Deyerle	Xplorer 3.5 X1	6	48	65	473	4	36	90	366
Lance Ropke	Xplorer 3.8 X2	7	3	85	502	6	43	0	403
Jerry Baxter	Xplorer 4.0 X1	6	59	85	504	7	1	85	504
Mark Owens	MAXA	6	56	80	496	7	0	60	480
Buddy Bradley	Xplorer 3.5 X1	7	1	90	509	7	6	65	479
Jim Hartley	Xplorer 3.5 X2	3	15	45	210	7	18	20	422
Robert Pacheco	Xplorer 3.8 X2	6	59	13	432	6	53	60	473
Joe Foster	Fling 2M	1	33	0	93	3	39	0	219
Larry Pitts	Spada RL	6	2	70	432	5	20	95	415

Rounds 3 & 4.

Name	Round 3				Round 4			
	min	sec	land	score	min	sec	land	score
Craig Deyerle	5	23	0	323	4	42	100	382
Lance Ropke	6	4	95	459	6	57	90	507
Jerry Baxter	5	30	80	410	6	10	0	370
Mark Owens	6	29	65	454	6	55	5	420
Buddy Bradley	5	56	0	356	3	31	0	211
Jim Hartley	6	44	0	404	7	7	0	413
Robert Pacheco	4	54	60	354	6	40	0	400
Joe Foster	1	10	0	70	2	21	0	141
Larry Pitts	6	54	70	484	6	57	0	417

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Rounds 5.

Name	Round 5				Total	Place	Flight Time (sec)
	min	sec	land	score			
Craig Deyerle	7	2	60	478	2022	6	1289
Lance Ropke	4	52	90	382	2253	2	1601
Jerry Baxter	7	1	70	489	2277	1	1538
Mark Owens	4	46	0	286	2136	4	1640
Buddy Bradley	7	10	0	410	1965	7	1400
Jim Hartley	6	56	90	506	1955	8	1384
Robert Pacheco	6	53	0	413	2072	5	1526
Joe Foster	DNF - Broken Hook			0	523	9	523
Larry Pitts	7	6	0	426	2174	3	1939

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Peach Pattern Classic 2016

By Rob Campbell



Ron Van Putte, Rob Campbell, Curt Oberg, and Shirley Oberg enjoying Saturday night dinner at Aspen's Mountain Grill following the Peach Pattern Classic contest in Andersonville, Georgia

The Peach Pattern Classic was held on Saturday, June 4th, 2016 at Hodges Field in Andersonville, Georgia. Ron Van Putte, John Fuqua, Curt Oberg and I attended. A total of eight pilots entered the contest.

While the turn-out was light, it was a great event with John Fuqua and Ron Van Putte taking first and second respectively in Masters. Intermediate was a photo finish for second and third. I took second, only four points ahead of Curt Oberg. This is the first time in four contests I placed ahead of Curt. And, this contest was the first time the automated scoring system performed flawlessly all the way from unboxing the system to uploading the results. The complete results are here <http://www.patternscoring.com/6e38bd6a-c213-4df1-9bf6-9f905d8dbfa7>

Ron, john, and Curt are planning on attending the Pattern Nationals in July. Let's all wish them good luck.

Pattern flying here in the Southeast will resume in September with the Huntsville contest on the 17th and 18th. It would be great if some new faces from Eglin would join us for what is always a fun event.

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Building Contest - Nov 16

Reminder - The four building categories are:

Scratch - Kit - Repair/restoration - Foam Slab

Hopefully, you are well into your project by now. Some excellent tips can be found in these websites:

General:

www.wrightflyersrc.com

Write Flyers Club Click on "building tips"

Paul K. Johnson website:

www.airfieldmodels.com/information_source/model_building_tips/building.htm

Foam Tips:

www.rcfoam.com/rc-airplane-a-rc_airplane_building.html

Good Luck and get building

Gene Barnes

Membership for Year 2016

To renew membership for 2016, you will need your new 2016 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 2016 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 2016 AMA card).

Also, check or confirm your addresses, both postal and e-mail, and phone numbers when renewing. An EAM 2016 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

EGLIN 2016 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 \$\$.

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