



Nov 2016

GENERAL CLUB INFORMATION

NEXT CLUB MEETING
November 17, 2016
Niceville Church of Christ

UPCOMING EVENTS
GLIDER SOCIAL - 1st
SUNDAY OF EVERY MONTH

17 Nov – Building Contest
P.O.C Gene Barnes

19 Nov – Turkey Bird Fun Fly
P.O.C Mike Holderness and Paul Doman

8 Dec – Annual Christmas Party Golden
Coral on Mary Esther Cut-Off. 6 PM

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,
For those of you who missed the October club meeting, here's a recap of where our relationship with the 96th Test Wing and are and where things are headed.

As you are aware, I briefed the 96th Range Group's Range Configuration Committee on Wednesday, October 19th on our operations. Ron Van Putte and Craig Deyerele also attended and helped answer the committee members' questions. The briefing was an unqualified success. The committee was apparently not aware we operate on Test Site C-3 and they became aware of us when the real estate license package went to the Range Group as part of the coordination cycle.

The briefing covered just about all aspects of our history and operations and it alleviated the concerns some of the members had with our presence on an active test site. The committee recommended approving the real estate license package.

The take away is, barring some unforeseen event, we will be allowed to stay. In addition to the club officers, Craig Deyerle, John Fuqua, and Mike Plummer made outstanding contributions to the content and format of the briefing. Thank you for a great job!

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The big action item that came out of the briefing is the committee wants a new Memorandum of Understanding written with a suspense date is 31 March, 2017.

Historically, our MOU was managed by the 96th Force Support Squadron (formerly the 96th Services Squadron) as a recreational Private Organization, and in the eyes of the committee gives us permission to collect and manage money, but not permission to use Eglin AFB's airspace.

I engaged the same brain trust that created the briefing to help create a draft MOU. Our objectives are to have only one MOU that addresses our being a Private Organization and grants permission to use the real estate and air space.

We also want this new MOU to be transparent to the club's general membership. In other words, the board is working to ensure club operations continue with no noticeable changes. I plan on submitting the draft to the key POC's prior to the November club meeting. I will keep the club informed as we progress through the process.

Don't forget the November meeting is Thursday the 17th. We will have a brief business meeting, announce the candidates for the 2017 club officers, and then proceed into the building contest. And, The Turkey Bird Fun-Fly will be held on Saturday, November 19th. Mike Holderness is the event director. I'm sure he has some humorous things for us to try. And lastly, the annual Christmas party is Thursday, December 8th at Golden Coral on Mary Esther Cut-Off. Start time for the party is 6 PM. Pam Cortner always puts on a great event. Happy Thanksgiving to everyone.

Rob

Eglin Aero Modellers Regular Monthly Meeting 20 October 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 September meeting were approved as published in the October BEAM.

The treasury contains \$5926.51. The treasurer's report was accepted as presented.

Rob reported on the contest at John Fuqua's field and made a brief report on the Crowley, LA contest.

Members were reminded about the field cleanup scheduled for 22 October.

Rob also reported on the club's briefing to the Range Management Committee at Eglin AFB about our activities. The briefing was required prior to issuance of a license for the club to continue to fly at Test Site C-3.

The Turkey Bird Fun Fly will be on Saturday, 19 November.

Glen McCardle recommended the refurbishment/replacement of the club sign at the entrance to C-3 that directs those with business with the club to turn left, down the clay/dirt road into the woods.

Model of the Month contributors were Keith Stephens, (Citabria) and Victor Diaz {Picanto Alpha}. Victor won.

SAD patch nominee were Mike Rapuano (4-Star 40), Curt Oberg (Caelus) and Ron Van Putte (Caelus). Ron won.

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Kevin Spears displayed a Yak 54 that was for sale.

The meeting adjourned at 7:38 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell	Keith Stephens
Phil Conner	Ruber Courvertier
Frank Perkins	Chris Kime
Craig Deyerle	Romeo Wright
Ray Seip	Roger Gilman
Keith Hornbaker	Victor Diaz
Ron Van Putte	Robert Pacheco
Jim Massey	Michael Rapuano
Michael Holderness	Glen McCardle
Michael DePoorter	Kevin Fears

Recognition

Model-of-the-Month

By Robert Pacheco



Victor Diaz won Model of the Month with his high/low wing convertible Picanto Alpha

November 6, 2016 Don Hollfelder Memorial Sunday Glider Social by Craig Deyerle

The weather was great. The forecast was for partly cloudy skies going to clear, with cool temperatures in the upper 50s climbing into the mid-70s. It was all of that, with low humidity. The winds were forecast at 7 to 8 from the Northeast tapering off in late morning. The winds were 5 upon arrival at the field and built up to about 10. They started Northeast, went East, and then tried to veer to the Southeast, but tapered off and returned to Northeast. The winch was set out to the North, angling a bit into the breeze. However, for most of the day it was still a significant cross wind.

My Xplorer 1 3.8m isn't flyable. I strained it through the trees a month ago. Bob Halverson repaired it. The repair was a thing of beauty, it took close inspection to notice. I went out to test fly it and in the second flight strained it through a tree 50 yards from the first one. Bob is working on it again. In the meantime, UPS delivered a well-used Xplorer 1 4.0m at my door. I have no idea how that happened. At least that is the story 'm telling my spouse. Last weekend I set it up and got in a few trim flights. You wouldn't think 0.2 meters of extra wingspan would make much difference. You would be incorrect. Compared to the 3.8, the 4.0m will fly slower, rolls slower, floats better, doesn't penetrate as well, and takes more attention to the rudder. On the 3.8m I used camber in the wing in the lightest lift. In the 4.0, it creates more drag, so I only use it in strong lift. They are quite different machines.

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Jerry Baxter led off the first round in winds of 8 mph a bit East of Northeast. He found some lift over the trees, but didn't max. Buddy Bradley, Jim Hartley, and Mark Owens all went just a bit further East than Jerry was flying, found good lift, and maxed. I was in the bottom half of the round and had to wait until the other folks landed to grab a timer. I went to the spot recently exited by Buddy, Jim, and Mark, and found nothing. Nada. Zilch. I moved around looking for lift until I couldn't stand to get any lower over those plane-grabbing trees, and just managed to get back to the field, where I promptly inverted my aircraft in the spot landing. I felt better when Lance Ropke couldn't find any lift, hanging in the air exactly one second less than me. The delta was that Lance earned 95 landing points and I earned none.

In round 2, it was clear the morning lift from the trees had disappeared with the strengthening breeze. No one did better than 5:15 in the second round as folks scattered over the trees looking for hints of lift. In round 3, Jerry and Lance maxed by going Southwest and South. Everyone else worked over the trees to the East and found little, with the best time being just over 4 minutes. Jim landed hard and popped a flap pushrod. He retired.

The conditions remained for the first half of round 4, but then it changed. The sun was

now shining and the wind tapered off and veered back to the Northeast. Mark, Craig, and Lance all maxed, working to the East and Northeast. Craig entered the area just vacated by Mark, flying East, found nothing, but was able to find lift to the Northeast. In round 5, the lift was much broader, with the first four to launch finding lift to the Southeast, East, and Northeast. It wasn't booming, but it was broad and easy to stay in while circling.

The club winch worked well. There were no line breaks. The dual battery set-up is working well. The old battery on the retriever had 75% capacity at the end of the day. The winch battery had 65% capacity remaining. However, the retriever spindle bearings are shot. We really need an American made front wheel bicycle hub. These are rather vintage today. If anyone has an old American made (non-metric) front rim/hub they want to be rid of, we sure could use it.

Mark Owens brought his reworked winch to the field. He set it up with an auto-retriever. Take your foot off the winch pedal, press down on the pedal next to it and presto – the winch retrieves. He is still tweaking it, but it worked well!

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Rounds 1 & 2.

Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Jerry Baxter	Xplorer X1 4.0m	4	37	5	282	2	33	0	153
Buddy Bradley	Xplorer X1 3.5m	7	3	70	487	4	24	75	339
Jim Hartley	Xplorer X2 3.5m	7	0	70	490	2	47	50	217
Mark Owens	MAXA	7	1	55	474	4	48	0	288
Craig Deyerle	Xplorer X1 4.0m	3	12	0	192	3	25	45	250
Lance Ropke	Xplorer X2.5	3	11	95	286	5	15	0	315
Robert Pacheco	Sigma	2	30	0	150	1	46	0	106

Rounds 3 & 4.

Name	Round 3				Round 4			
	min	sec	land	score	min	sec	land	score
Jerry Baxter	6	57	85	502	2	21	75	216
Buddy Bradley	4	7	50	297	3	51	0	231
Jim Hartley	3	30	85	295				0
Mark Owens	3	37	25	242	6	57	75	492
Craig Deyerle	3	35	5	220	7	1	30	449
Lance Ropke	7	3	95	512	7	2	15	433
Robert Pacheco	3	56	0	236	1	58	0	118

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Rounds 5.

Name	Round 5				Total	Place	Flight Time
	min	sec	land	score			(sec)
Jerry Baxter	6	58	85	503	1656	4	988
Buddy Bradley	7	12	0	408	1762	3	1159
Jim Hartley				0	1002	6	797
Mark Owens	6	58	65	483	1979	1	1341
Craig Deyerle	7	2	10	428	1539	5	1031
Lance Ropke	4	57	90	387	1933	2	1341
Robert Pacheco	2	39	0	159	769	7	610

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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