



OCT 2016

GENERAL CLUB INFORMATION

NEXT CLUB MEETING
October 20, 2016 Niceville
Church of Christ

UPCOMING EVENTS
GLIDER SOCIAL - 1st
SUNDAY OF EVERY MONTH

22 Oct – Field Cleanup
P.O.C. Phil Conner

17 Nov - Club Meeting
P.O.C Rob Campbell

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

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

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,
Last week we supported testing of a passive optical system's ability to detect unmanned aerial systems (UAS). I received questions regarding our standing policy against allowing Research, Development, Test, and Evaluation (RDT&E) activity at the flying field and if we had changed our position. The short answer is no, we did not change positions and this is a good opportunity to clarify the issue.

The club is trying to keep commercial developers from using the field to test drones they intend to sell for profit and government offices/contractors from testing on the Eglin range while avoiding the Test Wing's process. A couple of years ago, a commercial UAS developer from Destin was allowed to fly a drone intended for sale as a commercial product at our field. And, about 10 years ago, the Battlefield Airman Office in Air Force Research Lab's Munitions Directorate and a couple of their contractors misused their AMA and club memberships by conducting development testing at the field without going through proper Test Wing channels.

These incidents violated our Memorandum of Understanding (MOU) with the base, which allows us to fly RC models for hobby/recreational purposes only. Further, this allowed the developers to claim their products were tested at Eglin AFB even

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though the Test Wing was not involved, and the Test Wing wasn't paid the range fees owed. Test Wing policy is all test activity must go through proper channels for deconfliction and safety reviews.

Other factors that need to be considered are the validity of AMA insurance during such activities and potential violations of FAA Part 107, which governs commercial drone operations. In the example of the Destin UAS developer, the club voided our AMA insurance since it only covers recreational flying. And, since our insurance was not valid for that event, the MOU with Eglin AFB was also violated.

Finally, if FAA Part 107 had been in effect, it would also have violated FAA Part 107. Things have changed a lot over the last decade. Things that would have been overlooked in the past today could cause us to lose the flying field in today's environment

The testing we supported last week was an official Test Wing initiated event. The range manager, David Jones, contacted the board about it, and I discussed it with the insurance office at AMA Headquarters and verified our insurance was valid during the event since the scope of our involvement was to simply fly as we normally do while the testers collected data on system performance.

For the club members, it was a normal day at the field. Also, the test was non-intrusive; the sensor system was not visible from our designated area. We would not have known about it if we had not been contacted.

We can accommodate and support certain types of testing. First, it needs to be an official event sponsored by the 96th Test Wing, and the scope of our involvement has

to be such that we do not violate our MOU, AMA insurance, or FAA Part 107.

If you, as a club member, are contacted about any type of RDT&E activity at our field, please contact a club officer. We will validate the event is a 96th Test Wing sponsored event and we can support without violating our MOU, insurance, and/or FAA Part 107.

Otherwise, we will refer the persons making the request to the Test Wing. If we can support, we will get the word out so everyone will know what is going on. Again, we are willing to accommodate the Test Wing, but we are not willing to allow commercial operations or other government agencies/contractors to misuse our flying field and circumvent the Test Wing nor are we willing to violate our MOU, AMA insurance or FAA Part 107. When in doubt, contact a club officer.

Rob

Eglin Aero Modellers Regular Monthly Meeting 15 Sept 2016 By Ron Van Putte

Eglin Aero Modellers
Regular Monthly Meeting
15 September 2016

The meeting was brought to order at 7:01 P.M. by the president, Rob Campbell, with 21 present.

Rob announced Joe Shearer's surgery. Joe is at The Manor in Blue Water Bay

The minutes of the August meeting were approved as published in the September

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BEAM after changing Mike DePoorter's name to Mike Rapuano as the sole contributor in the Model of the Month competition.

The treasury contains \$5887.57. The treasurer's report was accepted as presented.

The amended minutes of the July meeting were approved regarding changing the source of the fire extinguisher decals. Mike Rapuano reported on the club officer nominating committee.

A proposed amendment of the club constitution was withdrawn by Phil Conner.

Rob reported on plans for the use of our aircraft as test subjects in a new MIT sensor system.

Rob also reported on a briefing we are to give to Eglin AFB officials on our activities.

Upcoming events were announced.

Cody Powell is a licensed FAA pilot as of 9 September.

There were NO Model of the Month contributors!

There were NON SAD patch nominees.

The meeting adjourned at 7:34 P.M.

Ron Van Putte, secretary

Meeting Attendees

Rob Campbell	Indistinguishable
Phil Conner	Ron Van Putte
Keith Stephens	Robert Pacheco
Mark Pfeiffer	Romeo Wright
Frank Perkins	Michael Rapuano
Ray Seip	Roger Gilman

Chris Kime
Alan Bradshaw
Victor Diaz
Kevin Fears
Dick Campis

Glen McCardle
Larry Glenn
Keith Hornbaker
John Worley

August 7, 2016 Don Hollfelder Memorial Sunday Glider Social by Craig Deyerle

The weather forecast was for partly cloudy skies, moderate temperatures, low humidity (for Florida), and 6 mph winds from the North Northeast. That is exactly what we had. It was a beautiful morning – just lovely. We staked both the club and Mark Owens' winches to the North and angled the line Southwest a bit, so that we were launching West of the cones. Both winches functioned well, with only one line break (Mark's). It was a practice launch. Buddy Bradley and I were at the cars assembling aircraft. The retrieval ring slammed down on the van, bounced and landed between us. Fortunately, the ring didn't whack and aircraft. It did leave a chip in the paint on the van. We only had five pilots, but those five had a very good time. We broke with 20 years of tradition and went two round with a 7 minute max, 2 with 8, and the final with 10.

My Xplorer isn't flyable, due to my trying to strain it though the trees a couple weeks ago. I hope to fly it next month. I brought two gliders; Buzzard 3.5m RES, and Velvia 2m full house. I assembled the Buzzard thinking it would do well in the light air. Despite practicing the week prior, I had a heavy foot on the winch when accelerating for a zoom. The right wing tip fluttered, a foot of it broke off, and drifted to the ground. The Buzzard continued to fly, and fly well,

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logging 4:48. So, I put it away and assembled the Velvia. The Velvia is a very nice flying glider. However, it is at a disadvantage to the 3.8m to 4.0m aircraft when trying to lift the winch line. Further, although it zooms well, it doesn't hold a candle to the zooms of the bigger aircraft. Nevertheless, it shows lift very well and is easy to fly.

I led off the first round. There were high clouds blocking the sun. The wind was very light, and the air was smooth as silk. There were little tiny pockets of very, very light lift. You really couldn't turn to stay in them. The idea was to fly as smooth as possible with minimum control movements, and fly through the pockets while preserving altitude. The Xplorers and Maxa were great at this; the Velvia, not so much. Everyone maxed except me, because I tried to turn in the lift.

The second round was pretty much a copy of the first. There were no real definable thermals, just tiny little light lift bubbles.

Jim Hartley said the sun would come out and the lift would arrive at 10:30. He was just a bit off. The lift started arriving in round 3, our first 8 minute round, after I flew. North and East of the field, over the trees, was the place to be. The wind picked up a bit and it appeared to push thermal bubbles out of the woods. The big machines circled lazily over the trees, drifting downwind and again, they all maxed.

In round four, the big bubbles to the Northeast fired up in the ridge that builds there when the wind is from that direction. The little Velvia sped out. I was having fun, finally finding a thermal. I lost track of time and upon query, Jim casually mentioned I had two minutes to go and that I'd better start back. One thing I'm good at – losing altitude. I timed it perfectly, but hosed up the landing, pushing the stick forward to spear the ground just short of the tape. For reasons unknown, Jerry Baxter didn't follow me, electing to orbit much closer to the takeoff point. Buddy went exactly where I flew and maxed. Mark did too.

Round 5 was a 10 minute max. I tried the Northeast, but didn't get what I expected. I turned West, and found not much, and ended up just over the South tree line, squeaking out light ridge lift. Jim was timing and gave me two minutes, then 90 seconds, so I headed North to clear the, planning on entering the landing pattern. At that point Jerry called Jim to ask if he set the watch for 8 or 10 minutes. Turns out it was 8 so I turned back and worked the ridge lift for another two minutes, but had lost altitude during the maneuvering and fighting a losing battle. I fell a minute short of a max. Jerry Launched and did well to the North and East. Jim also did well, but then bottom fell out – I don't know why. Mark did under four minutes and in two flights after the 5th round I could only manage 3 each.

Rounds 1 & 2.

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Name	Aircraft	Round 1				Round 2			
		min	sec	land	score	min	sec	land	score
Craig Deyerle	Velvia (2M)	3	29	0	209	4	40	0	280
Jerry Baxter	Xplorer 4.0 X1	7	1	80	499	6	57	40	457
Buddy Bradley	Xplorer 3.5 X1	6	51	5	416	6	38	70	468
Jim Hartley	Xplorer 3.5 X2	6	59	85	504	6	58	60	478
Mark Owens	MAXA	6	52	80	492	5	22	50	372

Rounds 3 & 4.

Name	Round 3				Round 4			
	min	sec	land	score	min	sec	land	score
Craig Deyerle	3	17	90	287	7	59	0	479
Jerry Baxter	8	1	75	554	6	25	0	385
Buddy Bradley	7	57	90	567	7	54	20	494
Jim Hartley	7	47	0	467	4	53	85	378
Mark Owens	7	55	75	550	8	1	80	559

Rounds 5.

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Name	Round 5				Total	Place	Flight Time
	min	sec	land	score			(sec)
Craig Deyerle	8	58	85	623	1878	5	1165
Jerry Baxter	10	4	60	656	2551	1	1700
Buddy Bradley	8	39	0	519	2464	2	1760
Jim Hartley	9	59	35	634	2461	3	1597
Mark Owens	3	45	65	290	2263	43	1688

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

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