



Trans-Canada Sailplane Annual 2014

This is the second edition of the Sailplane Annual

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December 2014 Vol. 2 No.1

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Plus any late breaking news which may call for a Stop Press edition – it's not too late to dust off that manuscript and have it reviewed by our editorial committee.

Here we come again – after the first editions modest success – with the second edition of the Sailplane Annual. This year we hope to find a larger readership base and ultimately a wider source for future articles.

This year we received two very interesting submissions from Atlantic Canada flyers – Andrew Smith of the Halifax Electric Flyers and Cato Hansen, Editor of the Zone B Newsletter. These showcase a couple of locations that should be added to anyone's "must fly" list.

Roy Bourke shows how to make a parachute for winch or hi-start.
(Pick your own colour combination!)

Jack Linghorne shares why he loves contests. Also we have a few bits and pieces from the archives

After reading last year's articles on ALES, this writer was motivated to upgrade a stock Electra using a \$10.00 Turnigy Brushless motor together with a Great Planes gearbox to swing a 14.5 X 9 prop. The conversion proved to be very effective and the Electra was able to reach the 200M before the 30 sec. cut-off.

The ALES contests seem to have revived interest in such events at a number of clubs who had seen dwindling participation in sailplane events. Te LSF now has a program for electric sailplanes – closely paralleled to the one for regular sailplanes.

2014 was the year "eyes" have it – cataract surgery. After 20 years of dissolute living it all finally caught up – at least, that's the excuse the doctor used. Me, I prefer to speak of aging gracefully and staring up at blue skies in the fresh air. Perhaps scanning the sky for radio controlled sailplanes which are flying very high and trying to hide in large fluffy clouds or hoping to be able to count an eagles talons as he attacks some unsuspecting sailplane.

If it were done when 'tis done, then 'twere well It were done quickly: Macbeth Act 1 Sc. VII

Also take this opportunity to convey on behalf of the Editorial Staff -
Best Wishes for the Festive Season and a Prosperous New Year

Merry Christmas Joyeux Noël vrolijk kerstfeest Felice Navidad

Dick Colley
MAAC 56629L

A Flying Visit to Tatamagouche NS.

Back in May, the 29th to be exact, several HEFA (club 711) members traveled to Tatamagouche NS. We have a friend there (Walter Hacker) who is a sailplane guy and has a wonderful property for soaring.

The following write up is by John O'Sullivan.

"After many days and nights scanning the weather, we picked today as the most favourable day. NO wind and a perfectly groomed flying field, with a sailplane winch already set up. Andrew Curran and Steve Ryan were delayed a bit but Walter, Andrew and I kept the Thermal Gods happy until they arrived. Wind conditions were light throughout the day mostly less than 5 kph from the north but occasionally veering through east, west just to keep things interesting. Steve Ryan as usual brought out a variety of intriguing aircraft which in spite of their unconventional designs flew flawlessly. Andrew Curran had his Fun Jet and Fun Cub and he maidenized his beautiful Bird of Time. Walter flew a variety of high class sailplanes including a beautiful state of the art fully moulded Icon 3 metre model. Andrew Smith had his ElioE and 3.2m Pulsar. I had a variety of models, including a couple of Free Flight Electric duration competition models.

Thermals were present through most of the day, mostly broad gentle ones. We followed hawks and eagles into thermals and they followed us also. Excellent conditions persisted up to 4:30pm by which time we were sun weary and "flew out". Andrew Curran had a great time with his Bird of Time getting some good thermals. I got some video with my Hexacopter too.

Between the five of us we had 14 sailplanes and some power planes making a total of 22 models."



Eagle and Pulsar

I have attached some pictures from the day. The shot of my Pulsar and the Eagle was during a 20min flight where the Eagle flew with me for approximately 7 min. Very cool experience.

The Elio E is a Sagitta 900 variation that Walter developed.

Walter also donated a Radian PNP to HEFA to encourage more flyers to try soaring.

I have custody of the Radian as I am HEFA's sailplane instructor (I rely on John O'Sullivan and Walter for a lot of advice.).



ElioE and 3.2M Pulsar

I have custody of the Radian as I am HEFA's sailplane instructor (I rely on John O'Sullivan and Walter for a lot of advice).



Andrew Curran and his BOT



John's Collection



ElioE and 3.2M Pulsar



Walter's Fleet



Forty years in the hobby and I cannot believe I waited so long to try this. I have always looked for that perfect no wind flying day and here I am this day standing on an almost sheer cliff ninety eight feet above the Atlantic ocean, the wind whistling around my head pushing my tied down hat back behind my ears and exposing my sunburn prone pate to the strong rays of the sun.

I've read about it, looked at pictures and videos, and listened to good friend Rick MacDonald talk about it, but today I'm experiencing it for the first time. This is the Lawrencetown Slope Fest 2014 and my son Jon and I are here racing almost in formation two brand new gliders back and forth across the face of the Lawrencetown slope. No laid back floating around, this is aggressive adrenalin inducing flying. In addition to trying to stay together we have a look out for the other six or seven ships orbiting with us. Near missed are frequent, actual hits less so. It's all good!

This is exciting stuff for a guy who has always looked up while flying to now see his glider dive thirty to forty feet below his feet, race over the water at what seems like a couple of feet, but is actually a comfortable lot more and then rise up steeply in an aggressive chandelle at the end of the pass and repeat again in the other direction. To gain altitude and a comfort zone over the Atlantic Ocean below I simply turn away from the face directly into the 35kph wind. My little Adagio glider rises immediately as if in an invisible elevator and in seconds I've got it into steep forty five degree dive to build speed and pull up and over into one of the largest and most graceful loops I've ever done. All with NO power, amazing!

This is slope soaring at its best and we're doing it because local flyer Vic Rusgys and his lady Mary Jefferson took it upon themselves to host this second annual event again this year. Vic, a helicopter pilot in the Canadian Armed Forces, is well known in the local modeling community for his model flying and designing skills. Mary is always nearby, camera in hand, except for those times when she is looking out for flyers at events such as this one, manning the barbecue, hosting the over nighters camping on their nearby west Lawrencetown property and passing out her dessert delicacies. The hobby is very lucky to have people like this duo.

As well as flying several of his self designed slope warbirds, Vic spent much of the weekend assisting neophyte slope flyers and at one point on Sunday were seen giving buddy box flights to two young twin brothers from Quebec who were vacationing in Nova Scotia. Out for a drive on the Eastern Shore with their grandfather they had stumbled onto the glider event. In a conversation with grand dad I learned he was blown away by the hospitality shown and thrilled his grandsons had that experience.

In all forty flyers turned out bringing 62 models ranging from Dave Rowe's small three ounce 34 inch span ASK21 to the 100 inch quarter scale me-109 weighing nine pounds brought by the New Brunswick continent of Jim Lloyd, Andrew Colwell, Alain DeGrasse and Cato Hansen. The big 109 was a delight in the air. Dave's little Eflite glider was an aerobatic wonder in the lighter wind earlier on Saturday. Almost every plane imaginable was represented from the large light gliders to regular everyday power aircraft. Just about anything can fly on the slope. I saw a Parkzone Corsair, minus its prop orbiting at one point.

Popular long time modeler John O'Sullivan was recognized by the group Saturday for his involvement in bringing slope soaring to Lawrencetown. John, who also won the draw for an E-flite UMX ASK 21 glider with high-start Donated by Maritime Hobbies, first flew the Lawrencetown slope in 1980.

On Sunday John commented on the HEFA forum: *"I was a bit shocked to get the award as the pioneer of Lawrencetown soaring. I was not the first, as when I started flying there, there were at least two others well established. Dave Brown was flying a Graupner Cirrus and Wendell Sicard was also flying. I have not had contact with them in many years, but they were the instigators. When I arrived in Nova Scotia in 1980, I had been used to flying in 1000 to 1500 ft sites in Ireland and scoured topo maps to find similar sites in Nova Scotia. No such luck. However, after a visit to Lawrencetown beach with my kids, I spotted the hill at Lawrencetown. Only 98 feet tall, I decided to give it a try. Well, with its unobstructed airflow from the southeast around to west, it proved to be one of the best sites I had ever flown. Also in the old days before the regrowth fringed up the eastern slope, this was a good site."*

John prepares to launch his power glider. No power will be used here though. John's models are exotic and works of art.



Andrew Colwell and Jim Lloyd enjoy the large 109 and it's super flying characteristics. The two shared flying responsibilities, but I think here Jim is on the controls. Jim with his well known British wit declared "put your dollars in the hat now" when the big bird got its first taste of the slope.

Andrew Colwell carries the big 109 out to the slope edge.



The 109 was beautiful in the air, soaring back and forth effortlessly in at that time about 25 kph winds.

John O'Sullivan receives a special gift in recognition of his being the pioneer of Lawrencetown soaring. John first flew at this site in 1980 following his arrival from Ireland.





Event organizer Vic Rusgys launches one of his self designed slope flyers. All of his planes are scale models of fighter aircraft and perform aggressively on the slope, all aerobatic maneuvers being possible.

Rick MacDonald launches this small, light and uncomplicated slope flyer. It was very agile and aggressive in the 35 kph winds on Sunday. Tough too, as I saw it bounce more than once.



Jon has just released his new Cularus in this photo. Veteran slope flyer Colin Brooks looks on.



Another slope veteran Steve Ryan flies some pretty exotic ships, often self designed. Here he holds his coyote I believe as he heads to the edge for another flight.





It might be a bit hard to see them all, but there are seven gliders floating above the Atlantic ocean in this shot.

A slightly smaller and a slightly different crowd were on hand for Sunday flying. Left to right; Jon Eastman, our newsletter editor Cato Hansen, John Liddard, Rick MacDonald, and in the background Steve Ryan.



Twin brothers Migel and Mathew Tremblay from Quebec who stumbled on our event on Sunday while walking with their grandfather are treated to some time on the sticks by event organizer Vic Rusgys and Steve Ryan. You can see their enthusiasm and excitement in these photos. Well done gents! The boys have been spending their summer visiting their grandfather here in Nova Scotia. Grand dad was pretty impressed with the hospitality and very pleased his grandsons were able to experience the hobby.

Cato checks the wind speed on Saturday and finds it at 41.7 kph. Great conditions for gliding, especially for some of the heavier slopers.



This is just one section of the hill where the gliders were laid out. You can see Vic's series of warbirds in the foreground.



The edge of the slope looked like this all day on Saturday.



Vic and Shearwater RC Flyers president Dave Rowe discuss conditions on Saturday. Dave is holding his small UMX ASK21 which proved to be a very aerobatic little machine in the lighter morning winds. One of these little Eflite ships donated by Halifax Hobby Shop, Maritime Hobbies and Crafts, was given away in a draw and won by John O'Sullivan.

Colin Brooks prepares for a flight on his Radian. Steve, the gentleman in the background, is the owner of the white poodle Lucy, the unofficial mascot of the HEFA club.



One of the many powered electric aircraft that are suitable for slope soaring prepares for some time over the Atlantic Ocean.

Alain DeGrasse also from Saint John club in N.B. on the left having a great time flying one of his combat planes as those two gentlemen whose names I didn't get were having a great time watching him on Saturday afternoon, and no, nobody got a ticket.



Vic gets a little assistance on some maintenance on one of his models. Event co-organizer Mary Jefferson is seated at right. Not sure, but it looks like she might be still working when this photo was made Sunday afternoon.

Text and Photos by Al Eastman, edited by Cato Hansen, and taken from Zone B News Letter also edited by Cato Hansen.

Why I Love Going To Club Glider Contests

By Jack Linghorne

As the day of a club glider contest approaches, I eagerly study the weather reports - hoping for good weather - and get ready to attend. On the day of the contest, I am up bright and early. I load my stuff in the car and head off for the field with a happy sense of anticipation. It sounds as if I am a serious glider hot shot doesn't it?

Well, nothing could be further from the truth. I don't mind flying a glider but my true interest is in designing, building and flying acrobatic sport models. When it comes to flying gliders my major talent is to be able to avoid lift and to find any area of sink around.

So why do I love going to club glider contests? Well, I know the chance of me winning anything is close to zero. I know that when I get to the field everybody will be glad to see me. The hot shot pilots are glad to see me because they know they don't have to beat me. The contest director who is hoping to have a good turn out because it makes his efforts more worthwhile and because he knows he might be able to get me to help run the meet since I won't be solely focused on trying to win something.

Since I do not have to be constantly studying the sky, birds and what the serious competitors are doing I can circulate; offer to help other members; act as a timer etc. When I get to fly, if I am lucky, I may get one of the good pilots to time for me and assist me in finding a thermal instead of sink so that my flight time is not so bad (ire. a free lesson). In short, I can have a thoroughly enjoyable, stress free day.

So if you have a glider and are NOT a good glider pilot you should always attend club glider contests. You can have a lovely stress free day, probably get a lesson when you fly, get to know other club members better and possibly form some new friendships.

Uncle Albert's Time Machinations:

Flying activity having been somewhat restricted for this writer, an opportunity presented itself to reflect on the musings of my old Uncle Albert. One day, in the early seventies, Uncle Albert dropped one of his famous think bombs:

"Yesterday, as I was walking home from work with my good friend Kurt G., he put forth the hypothesis that - Time does NOT exist - and then presented a rigorous outline of the proof. It was most unsettling."

"Kurt flies sailplanes?" I remarked off-handedly.

"Nein, nein. Kurt is too shy and retiring" says Uncle Albert.

"Most of our members are already retired." says I " But they are not very shy when someone dillies and dallies in the landing zone. In fact they will shout - "Get out of the \leftrightarrow 'g way or time will not exist for you any more!" ."

Uncle Albert sniffed absentmindedly. "Thirty-five years of work down the tube. We will have go back to the beginning... but how now do we define the beginning? "

\leftrightarrow (two particles exchanging Higgs Boson's)

MAKING A WINCH LINE PARACHUTE

Roy Bourke

MAAC 204L

Anyone with access to a sewing machine (preferably operated by a wife or girl friend) should be able to make a functional 'chute. The attached sketches and the description below outline the processes to end up with a six-panel parachute about 12" in open diameter.

The parachute material I used was ripstop nylon obtained from a Fabric Land store, and appears to be about the weight used in light backpacking tents. I believe a slightly lighter ripstop material such as that used in the making of spinnaker sails for sailboats might be a better choice, obtainable from marine supply stores that handle sailmaking materials.

The pattern for cutting the panels is shown in Figure 1. (The pattern dimensions include appropriate allowances for the seams on all four sides). Six panels are required, of alternating and contrasting colours if you are looking for better visibility. Cutting the panels with a sharp blade is easy if you first make up a cutting template of light aluminum, plastic or other hard material. To prevent fraying, I passed the cut edges of each panel quickly through a flame to seal the edge fibers. Cutting the panels with a hot knife might be a good (and safer) method.

The first sewing task is to create a double-folded seam on the upper and lower edges of each panel, as shown in Figure 3. The material can be hard to handle when trying to keep the double fold in place to sew the seam. It is easier if you glue at least the first fold, and possibly both folds, with glue stick before sewing the seam.

The panel side seams form a tube through which the shroud lines will be passed, as shown in Figure 4. Once the first seam is made to join the two panels together, I wrapped the joined material around a length of 1/8" dia. aluminum tubing, and ran the second seam as close to the tubing as possible. Then a shroud line can be passed through the tubing, and the tubing removed and used to form the next side seam. The shroud lines used were three 5-foot lengths of multifilament winch line (Figure 2), each of which was passed up through one seam, through the tow ring, and down through the seam on the diametrically-opposite side of the 'chute, forming two shrouds from each length of line.

The final step is to gather the six shrouds together at the bottom and apply tension to the assembly. While under tension, lash the shrouds together just under the tow ring using lighter nylon line, and mark the position of the bottom of the chute on each line at the same distance from the ring. Then the shrouds can be anchored to the parachute at **the bottom of each shroud seam only**, hand stitching with a stronger thread such as Button and Canvas thread. The lower end of the shrouds can now be tied to a swivel or other hardware for fastening to the winch line.

The resultant parachute is strong and durable, quite suitable for F3J and other larger sailplanes. A big advantage is the ability to change shroud lines periodically. Simply by undoing the hand stitching tying each shroud to the 'chute at the bottom, the shrouds can be removed, the aluminum tubing re-inserted into each seam in turn, and new shrouds can be installed.

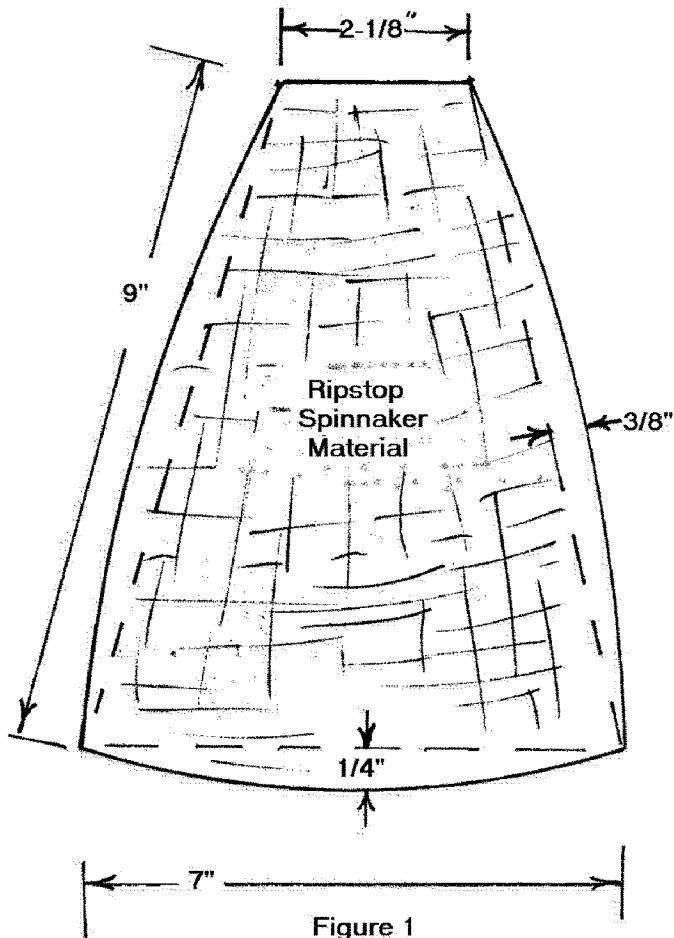


Figure 1
Panel Pattern
(6 Requ'd)

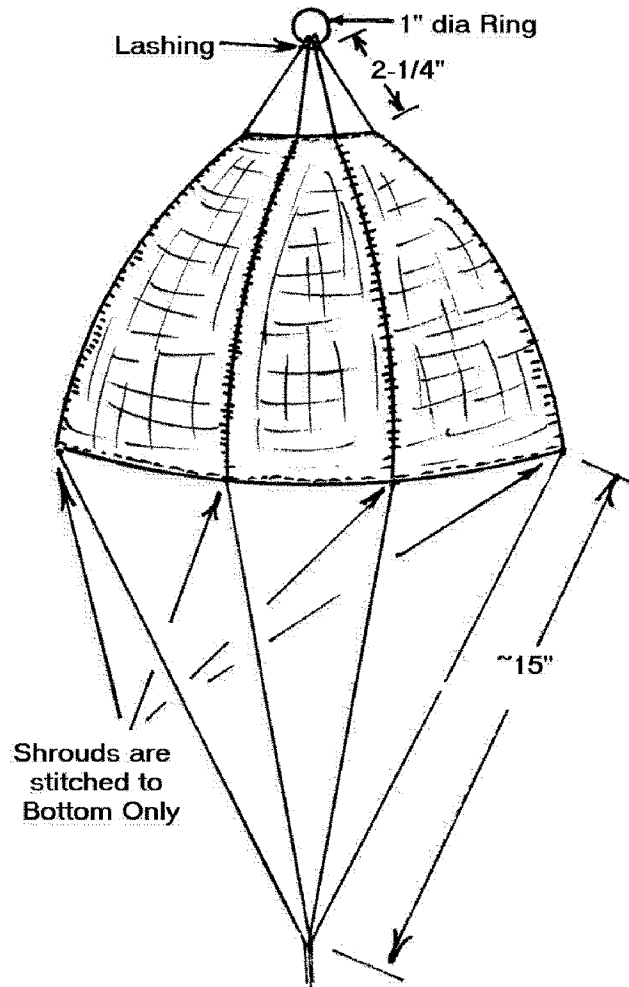


Figure 2

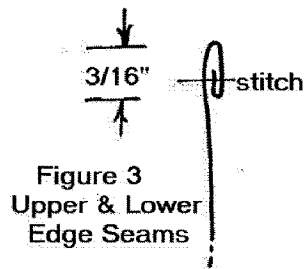


Figure 3
Upper & Lower
Edge Seams

(All Seams 10-12 stitches/inch)

WINCH LINE PARACHUTE
Roy Bourke MAAC 204L

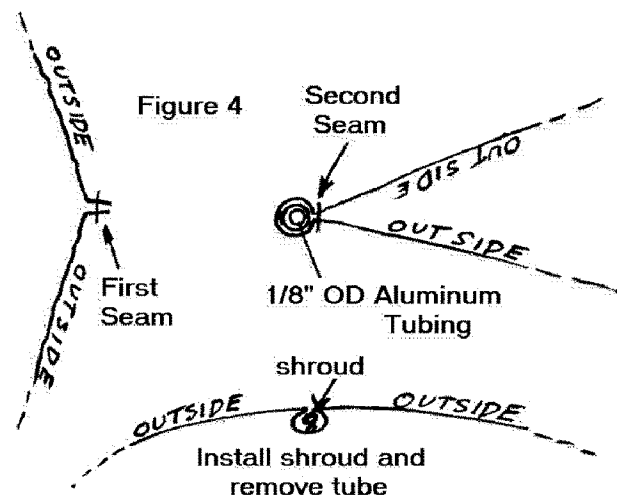


Figure 4

The Competitor



With infinite care, he sniffs the air
The Keen Competitor.
In the wisk of an eye, he'll launch and fly
To add a few points to his score.

On days of calm, he'll chance his arm
As many have done before –
With never a flinch, he tramples the winch
The Bold Competitor.

He comes to fly when the wind is high
The Brave Competitor.
And the towline pings, he bends the wings
As he pushes his foot to the floor.

On the site of the Nats, wearing numerous hats
He stands, stopwatch in paw.
Timing wind's shift, assessing the lift
The Smart Competitor.

When day is done and the trophy's won
The Proud Competitor.
With glowing eyes, accepts the prize
And, looking down on lesser guys
Who envy him the way he flies
Comes down to earth once more.

Fred J Freeman 1991

THE RIME OF THE ANCIENT MODELLER**- by F.J. Freeman****(with Apologies to Samuel Taylor Coleridge)**

It was an ancient Modeller
Who stoppeth one of three;
"I prithhe, Mynheer, wilt volunteer
To build the wild Windfree?"

I hearkened to his strange request
And answered, "Count on me;
I cannot fail for I build scale,
I'll build your wild Windfree."

And in a flash his manner changed -
His face alight with glee
He rubbed his hands as he passed the plans
For the wicked wild Windfree.

Then, quickly as he came, was gone
And left the task to me
To scratch my dome and build at home
The wispy winged Windfree.

High in my garret working space
By the light of candles three,
I whiled away three weeks and a day
On the whacky, wild Windfree.

Quite quickly then I built the wings -
But Alas! and Woe is me!
Admit I must that I had to adjust
The wings of the wild Windfree.

The stab. was made in triplicate -
I sat on the first, you see;
And the second was so badly done
T'would have wrecked the wild Windfree.

There came then next the fuselage;
A breeze it seemed to be
I followed the line and it worked out fine
For the cause of the old Windfree.

And finally, there came the time
To assemble the parts, all three;
When all was true, I poured the glue
To set up the old Windfree.

When to separate the parts I tried,
One wing would not come free;
My scheme was nixed, t'was firmly fixed
To the rest of the damned Windfree.

So ends this saga for the nonce;
But if at the field you should see
A weird looking thing with a glued-on wing;
You can bet that it's MY Windfree!!!

(But wait! - There is More!)

If you build as others do
And follow the plans to a tee,
You'll not be burned by the lesson I learned
When I built the wild Windfree.

F3J. F



SOGGI Windfree Contest: Fred Freeman is third from left(kneeling) holding the Famed Windfree with glued-on Wing