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Official Newsletter of the Southern Ontario Glider Group

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# TASK



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Affiliated to the Model Aeronautics Association of Canada

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OFFICIAL NEWSLETTER - MARCH, 1991

Vol. 7 - #2

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EDITORIAL

Notes on F.A.I. F.3.J. Competition

Lately some interest has been expressed in the rules for this type of contest, and some have hinted that we, as a club, should stage such a competition. It may be of some value to give a summary of the procedures involved in the event, and a brief look at the rules.

First, it should be established that the rules I have to hand are clearly marked "provisional"- which means that they are still subject to amendment.

Briefly, the event is run on a man-on-man format with previously determined groups, arranged according to radio frequency, flying against each other, through various rounds, or "seedings", the top scorers eventually being pitted against each other in a final round - in effect a man-on-man knockout contest. It's a very lengthy document, and impossible to put into this newsletter, but here are the salient points:

There are rules governing the size and weight of eligible models, and these generally indicate that two models may be necessary due to the possibility of frequency clashes, during the elimination rounds. There also exists a set of rules for launching and limits on team composition, and landing requirements on all flights.

The printed handout in my possession was given to me by Stan Shaw some time ago, and I would prefer to keep it. However, if anyone wishes to borrow the copy for the purpose of study, or reproduction, be my guest - all I ask is that I get it back intact. Give me a call or see me at the meetings.

Fred Freeman

P.S. See also "Model Builder" magazine for March, 1991

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CLUB DUES for 1991

Members should note that they should, by this time, have renewed their membership, and that unless they do so before May 1st. 1991 (when the next issue of "TASK" should be out) this will be the last newsletter they will receive.

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"CURIOSITY IS THE BEGINNING OF WISDOM"

## MINUTES OF S.O.G.G. MEETING

held on January 13th. 1991 at Beverly Town Hall.

The meeting was called to order at 1320 hrs. with 21 members present. New President Werner Klebert called on Bill Rodgers to read the minutes of the last meeting. Minutes passed as read.

1. Matters arising from minutes:

- i) OTTO BANDMANN MEMORIAL TROPHY - Werner introduced this matter, and intimated that, in his view it should be presented to the flyer showing the best performance in the Big Bird Bash (September) contest; he then asked for further suggestions as to how the trophy might be awarded.

There was much discussion at this point on the subject of restricting the award to the club's membership only, and further concern was expressed as to what actual standards should apply.

- a) Proposed by W. Woodward and seconded by C. Schmidt that the O.B. Trophy should be awarded to the club member(s) achieving the best result(s) at the July 28th. Club Day Contest.
- b) Proposed by Stan Shaw and seconded by D. Woodhouse that the award should go to the member making the most improvement during the year. The Executive to be charged with the task of establishing criteria for assessment of prospective candidate.

Proposal a) was voted in by 14 - 7

2. New Award:

David Woodhouse proposed a further award be inaugurated for the Club Member of the Year (a sort of M.V.P. Award - Ed) with the task of assessment being allocated to members of the Club Executive. Gerry Fritz seconded the proposal and the motion was carried unanimously.

(Stan Shaw suggested that meeting attendance, enthusiasm and participation in club activities be included in the criteria).

3. Battery for Albert Fund's Winch:

Fred Freeman reported that, as yet, he had been unable to get a commitment on this item since his source is not available at the moment. Paul Riedlinger then offered to make inquiries of a business associate on behalf of the club.

4. Safety Switch for Winch:

Stan Shaw raised the question of whether the club intended to fit the winch with a safety switch as described in Niel Tinker's Soaring Column (M.A.A.C. Magazine). Albert Fund indicated his approval for this measure.

Proposed by D. Woodhouse, seconded W. Woodward that the winch should be equipped with this item as soon as possible. Motion carried unanimously!

Paul Riedlinger offered to investigate the possibility of obtaining it from his supplier.

Minutes of January 13th. 1991 - contd:5. Field Status:

Fred Freeman reported that, despite several inquiries, a letter, and follow-up calls, no firm resolution to this problem had resulted. It was his understanding that the matter may be raised at the January meeting of the Beverly Recreation Committee (date not settled). Stan Shaw suggested that efforts be made to ensure representation at that meeting. Fred offered to check with Mr. R. Pipe, a member of the committee, as to when the meeting would take place and whether attendance was possible at this meeting.

6. Constitution:

W. Woodward and Stan Shaw indicated that they had been working together on changes to the Constitution, and there followed a discussion of the proposed changes. It was suggested that the changes should be written up by the Secretary and put forward for consideration at the next meeting.

The proposed changes to the Constitution are listed herewith:-

BY-LAWS (p 2)

ARTICLE 1 b) Delete D.O.C. License requirements.

- e) Re-write to read "New members will be provided with club membership cards, S.O.C.G Decal and a copy of the club Constitution".

ARTICLE 2 b) Delete the words "secret ballot" and substitute the phrase  
(p 3) "show of hands".

- c) Duties of Officers - Secretary - Add 3) "to maintain a Club Roster"

ARTICLE 3 - MEETINGS - Delete a) in its entirety and re-write to read:-  
(p 4)

- a) December meeting shall be the General Meeting.
- b) Regular and Special meetings will be called at the discretion of the Club Executive.
- c) Quorum shall be represented by no less than 25% of current membership.
- d) Voting shall be by secret ballot or as directed by Club Executive. Quorum necessary for voting.

ARTICLE 4-FINANCE: - Delete c) in its entirety and substitute:

- (p 4) 1) Cheques drawn on the Club account must be signed by 2 members of the Club Executive ( President/ V.President/Treasurer/ Secretary/Editor)
- 2) Purchases of up to £50 may be made by any Executive Officer with agreement and signature of any other Executive Officer.
- d) AUDIT - Delete the word "December" and amend to read "A.G.M."

STANDING RESOLUTIONS -

- (p 4) No. 1 - Club Insurance - Delete figures £1,000,000 and substitute £2,000,000.

Minutes of January 13th. 1991 - contd.7. CLUB DAY - C.D.:

Werner Klebert and Fred Freeman offered to CO-C.D. the Club Day, July 28th. contest - offer accepted.

8. FREQUENCY BOARD:- Fred Freeman showed the club's new frequency board for use at the field. It was quickly pointed out (very forcibly -Ed) that the frequency pins on the board were in error!! Fred will change them - Yes?9. BEECHWOOD SAMPLES: - per Paul Riedlinger.

Paul circulated a sample of pressure treated Beechwood - very flexible - you could literally tie knots in it! Anyone interested can get further details from Paul at 519-884-2898.

10. RAFFLE:

Werner announced his intention of holding a raffle at each meeting, prizes to consist of small, useful items (hinges, clevises, control horns etc.) tickets to be priced at 25¢ each (5 for a buck). Approval was unanimous. With regard to prizes, it was suggested that the selection might be augmented by the addition of larger items, if they became available.

11. ALGEBRA FUSE:

David Woodhouse and Fred Freeman have been working together on the development of a fibreglass version of this item, and David announced that he was hoping to be able to show an example at a meeting in the near future. Price would be in the region of \$30-40, with a percentage going into the club's funds, in the same way as from the sale of Werner's plans. David will keep us informed.

12. COUNTRY HOBBIES:

For the benefit of all who may not be aware of the situation, we wish to rectify an omission and officially inform everyone that, for the present time, Rose Bandmann will be carrying on the business, and it is up to our membership in particular to give all possible help and encouragement to a very enterprising lady.

13. WINGS PROGRAMME:

Stan Shaw was recognised by the chair, and gave us a comprehensive summary of details of the Glider Wings Programme, compiled by Niel Tinker. The subject matter was very well organised and after a somewhat lengthy discussion, Stan suggested that we consider the prospectus with a view to adopting. Executive members are to gather in the very near future to do Just that!

There being no further business, the meeting was closed at 1610 hrs.

NEXT MEETING - FEBRUARY 10th. 1991

Minutes of January 13th. 1991 - contd.FOOTNOTE:

Pity the meeting was such a long drawn out affair, because there were several interesting planes sitting in the corner. Rob Campbell had brought along his latest electric - Ace 4-40, powered by Astro 40; even in the uncovered stage it looked good. The Packhams showed their new Sagitta 900 in clean-looking red and white Monokote. President Werner Klebert stole the show somewhat with the gorgeous A.S.W. 17; and Paul Riedlinger proudly showed me the Lunak built from the plans in last month's "TASK" - at least, as Paul remarked, "it shows somebody reads the Newsletter!" I also got a glimpse of Stan Crha's drawing for the modifications he is making to the Algebra. It seemed such a shame that all these people took a lot of trouble to bring along something to show, without having a chance to talk about it. We just talked too long this time, and we shall have to make sure in the future, to make time for simply looking at other peoples efforts. Thanks to all who responded to the request to show their pet projects, and apologies for the lack of time for same - we'll do better next time!

F.J.F.

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CONTEST CALENDAR 1991

Date:	Club	Contest Type	C.D.	Venue
Feb.23	C.O.G.G.	Fun Fly (Sno-fly)	Reg Bowyer	Maples of Ballantrae
May 5	S.O.G.G.	C.S.S. DAY - 15 Min. accumulator	F. Freeman	Rockton
May 5	C.O.G.G.	Prec.Duration	J. McMillan	Alliston
Jun.8 ) ) Jun.9 )	C.O.G.G.	Grand Prix	(B. Sherliker ( (S. Pearce	Alliston
Jun.16	S.O.G.G.	Scale and Fun Fly	W. Woodward	Rockton
Jun.23	C.O.G.G.	F3J	N. Tinker	Alliston
July 1 to July 7 -	CANADIAN NATIONALS ( Sailplane-last weekend)			
July 20 ) ) July 21 )	C.O.G.G.	Cross Country - Dash for Cash	T. Jones	Alliston
July 28	S.O.G.G.	CLUB DAY (Free) - Poss. Man-on-Man	W. Klebert F. Freeman	Rockton
Aug. 11	C.O.G.G.	"Team Duration"	J. Nunn	Alliston
Aug.18	S.O.G.G.	Novathon/Triathlon	W. Woodward F. Freeman	Rockton
Aug.25	C.O.G.G.	2 Metre	M. Thomas	Alliston
Sept.1	S.O.G.G.	2nd. Annual Big-Bird Bash	W. Klebert	Rockton
Sept.15	C.O.G.G.	F3B	H. Berger	Alliston

HI-LITES OF MEETING HELD ON FEBRUARY 10th.1991

Meeting opened at 1320 hrs. Sixteen members attended and signed the Attendance sheet.

1. CONSTITUTION:

Amendments were read to the meeting and it was decided that they should be published in the Newsletter so that all members could study them prior to a vote, which will be taken at the meeting on March 10th. 1991. (see page 3 )

2. O.B. MEMORIAL:

G. Fritz was asked to provide information on a suitable plaque and report to membership on same.

3. WINCH BATTERY:

There being some indecision on the exact nature of the requirement in regard to this item, Stan Shaw offered to look into the matter and submit a report as soon as possible.

4. SHOW AND TELL, MARCH 10th.:

In response to a suggestion by W. Rodgers, Werner Klebert and Al Hilborn will be the designated Show and Tell Team - each to bring a model for discussion.

5. GENERAL:

- a) Wings Programme - more information needed.
- b) Field - Status still uncertain but we are working on it.
- c) Werner hopes that all members will be able to produce valid M.A.A.C. Registration before May 10th. 1991.
- d) Peter introduced the new order of business.
- e) Assistant C.D.'s were appointed as follows:
 

May 5th.	Bill Moar
June 16th.	K. Fritz
Sept. 1st.	S. Shaw or B. Wallace

Meeting adjourned at 1355 hrs.

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JUST A REMINDER:

NEXT MEETING MARCH 10th. 1991

WHAT IS A CONTEST?

DEFINITION - CONTEST: A struggle; a fight; a competition; a challenge.

For our purposes, a contest is a competition one against another, with the objective of determining which member of the group is "THE BEST".

Contests are staged for many reasons:-

- 1) To promote the hobby of R/C Soaring
- 2) To build confidence
- 3) To widen experience
- 4) To encourage development
- 5) To foster the spirit of sportsmanship
- 6) To eventually broaden the sphere of participation.

In order to achieve the stated aims, rules have been laid down which govern the type classification of models and the format of specific events.

(a) Classification of model sailplanes:

- CLASS A - Standard Class 100" span - rudder/elevator only.
- CLASS B - Standard Class 100" span - multi-function.
- CLASS C - Unlimited - multi-function - limited weight and wing area.
- CLASS D - 2-meter - projected span 78-3/4" - no other limits.

Most contests in Canada and the U.S.A. are run by a qualified Contest Director who usually lays down any particular general rules at a pre-contest briefing, and who is responsible for the appointment of recording staff, timekeepers, and choice of tasks in any of several formats.

- (b) LAUNCHING - Launching, these days, is normally by winch - usually "conscripted" from participating clubs or individuals; Hi-starts are generally discouraged.
- (c) TASKS - In the majority of contests a contest Director (C.D.) will indicate the "Tasks" and the number of rounds to be flown. These may vary to suit local conditions or number of contestants at the discretion of the C.D. Broadly speaking the "Tasks" are as follows:
  - (i) THERMAL DURATION - Objective - to remain aloft as required by the rules governing the format for this event. Points are usually awarded on the basis of a specific flight time, plus, in some cases, a bonus for landing within a specified area. Rules for some events require a deduction of points for times in excess of target times.
  - (ii) PRECISION DURATION - As (i) but objective to make 3 flights which added together make up a total of exactly 15 min. 0 secs. There may or may not be a landing bonus. (A round is complete when all contestants have flown)

Most R/C Soaring events are based on these very elementary concepts, and it should be noted that the rules for Triathlon and Novathon only vary in the calculation of scores - i.e. Scores still depend on time between release and landing, but more strategy is necessary for the contestant to plan his flight times in order to maximise his score.



In a Man-on-Man contest the C.D. has to attempt to plan the flying order in such a way that, as nearly as possible, each contestant flies against every other contestant, as in a match race. Competition is very keen during this event and it is an excellent way to hone your skills.

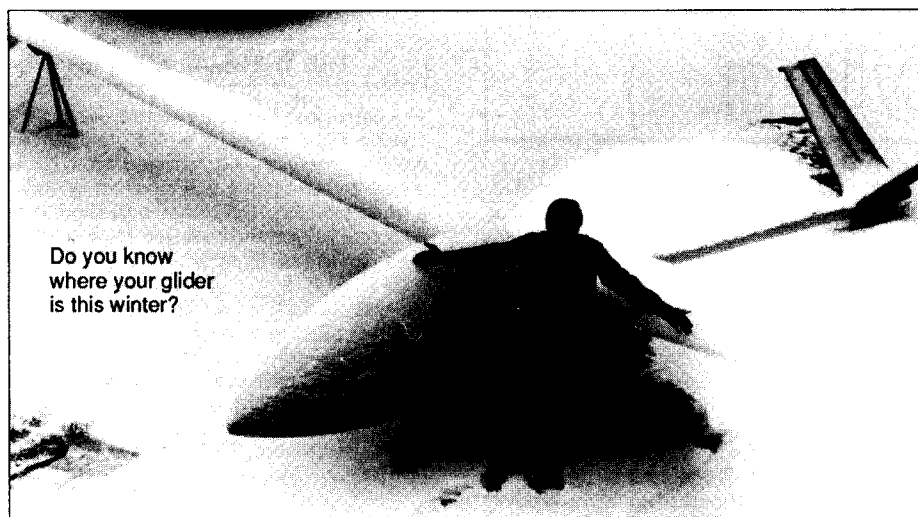
You'll hear the terms F.A.I., F3B, F3H etc. from some people. These are contests sanctioned under the rules of the Federation Aeronautique Internationale - the governing body of all aviation events, whether model or full size. These rules are similar in effect to the ones we've discussed.

It is impossible in the pages of this newsletter to give all details of every type of contest, but at least, we have broken the ice. If you are interested in having the complete rules send for the R/C Soaring Rule Book from M.A.A.C. H.Q.

I hope I have been able to clarify a few points with this item, and that I have allayed some of the apprehensions of our members in regard to contests generally. You will, I'm sure, enjoy your season much more if you enter a couple of contests - just for the fun of it.

F.J.F.

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WITH ACKNOWLEDGEMENTS TO "SOARING" MAGAZINE!!! - ED

# The Search

By Bob Hoecke

*In the continuing search for materials to produce better models, most of us look outside the normal model supply sources. Frequently we discover items that are very useful that are quickly absorbed into the model industry. Devcon 5-Minute epoxy and Wilhold Aliphatic glue are good examples of this — excellent material and safe to use.*

*On the other hand, there are products that can be beneficial to our models but can be most dangerous if not fatal, to our health. Flying Models magazine ran an extremely informative and cautionary editorial by Mr. Bob Hoecke in their June 1980 issue. Mr. Harold H. Carstens, Publisher, Flying Models Magazine, kindly granted us permission to reprint this article as a service to all modelers. I implore our readers to read and to heed Mr. Hoecke's words.*

*Dick Tichenor*

All that a finish had to do in the early days of airplane modeling was shrink the tissue. After all, the airplanes were simply rubber-powered and not scale, so Banana oil did the trick. As the state of the art progressed and the era of the gas engine began, the search was on for a finish that was impervious to the effects of fuel. The engines also made larger and more elaborate airplanes possible, including scale, so the technique of finishing with dope (which was more or less fuelproof, had good shrinking properties and could be bought at the local airport by the gallon cheaply) became prevalent. Dope could be brushed on or sprayed on and everyone knew that you should use it in a well-ventilated area and use some sort of mask. Dope remained the prevalent finishing material until up into the early 1960's when Pettit Paint Company

came out with their HobbyPoxy line of epoxy-based paint specifically for the modeler. Pettit also did a lot of research in their formulation of the HobbyPoxy products to insure the safety of the user. The next finishing introduction came just a few years later in the form of MonoKote, the heat-shrink plastic film released by Top Flite. These two methods of finishing appealed to a lot of modelers immediately but it was still necessary for the manufacturers to take the time to teach modelers to use them. Top Flite did it in demonstrations at trade shows and elsewhere while Pettit used their famous ads featuring "Jon E. Poxy" as a teaching tool.

The latest type of finish is in the form of the one-part polyurethane paints such as R & S Perfect paint and Pactra's Formula-U. These also give fine finishes either brushed or sprayed and seem to have caught on.

In between these major releases of finishing products modelers have experimented with a lot of materials on their own. A lot of that finishing technology came from the body-shop finishing people and included the use of acrylic enamels and acrylic lacquers which are comparatively difficult to use. The latest "discovery" in finishing in the modeling world now seems to be the use of DuPont Company's "Imron."

DuPont's literature describes Imron as the "wet look that lasts" and that it does. It is a two-part curable polyurethane coating that is available in about 1000 colors, cures amazingly fast and gives a high-gloss finish with just one or two coats. It is also absolutely impervious to everything including pure nitromethane. Sounds like just the stuff for a model airplane or boat, doesn't it? It does and it is, if you hire someone to spray it on and don't breath any of it. That doesn't only mean an old rag wrapped around your face either. It means an air-fed respirator and all of the other protective gear that a careful professional finisher uses.

You see, Imron contains something called poly-isocyanates. Some other

two-part polyurethanes use Toluene diisocyanate (TDI), Imron uses aliphatic light stable poly-isocyanates. What these are is not as important to understand as much as what they can do to you. For instance, in the *Dangerous Properties of Industrial Materials* Published by Van Nostrand Reinhold Co., where a 3 is a high toxic hazard rating and is defined as possibly causing death or permanent injury after very short exposure to small quantities, Toluene diisocyanate rates a 3 under irritant, inhalation and alergen. It says that it is capable of producing severe dermatitis and bronchial spasm. It also never leaves your system after it is absorbed. It is cumulative and it also sensitizes you. That means that, even if many years pass since you have breathed it, a small whiff of it could cause you to have an attack.

Being a modeler means that we use things in cans and jars all the time that have warnings on the labels. After a while we don't even read them anymore and tend to ignore those on new products that we get. Imron carries all of the proper warnings, in fact it even says, "For industrial use only by professional, trained personnel. Not for sale to or use by the general public." But if a modeler wants something he'll get it, even though Imron costs about \$40.00 per gallon. The reasons for writing this include reports that a lot of modelers seem to have gotten some. In researching this we also contacted some mask manufacturers including Binks. They did not recommend any of their lower priced masks for use with the two-part polyurethanes. The only thing that should be used is an air-fed respirator. It seems that when you can smell the isocyanate you are already about 200% past tolerable levels.

What we are saying is that we want our readers around to buy FM and to enjoy their hobby. If not used properly, Imron could very well shorten that time. A DuPont spokesman told us that "Imron is only to be used by trained, professional painting personnel with appropriate equipment. If DuPont thought that it was appropriate for finishing models, they certainly would try to sell it to you." □