



Official Newsletter of the Southern Ontario Glider Group

# TASK



Affiliated to the Model Aeronautics Association of Canada

OFFICIAL NEWSLETTER - MAY, 1991

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Any material for inclusion should be sent to:-

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EDITORIAL:

CABIN FEVER.

It is quite probable that the first people to use the expression "cabin fever" were prospectors, or fur traders who spent long Winters cooped up in some isolated log cabin, waiting for the Spring break-up. Close to the primitive Eskimo and Indian tribes, they learned that some form of pastime helped to ease the boredom of the long, cold Winter days. Some whittled, some wove intricate beadwork, others, like Jack London and Robert W. Service - remember "Nights on a Bar Room Floor" and "Dangerous Dan McGrew?", committed their thoughts to paper; but the main object of the exercise was to pass the time.

And that's how it is with most of us - we pass the long cold Winter days in planning projects for next Summer's flying season - some brood over airfoil polars, some over the ideal wing plan form, and others may decide to go the A.R.F. route, reasoning that less time building, more time flying, and who could blame them for that?

But, no matter what our other plans and commitments may be, as soon as that first returning robin touches down, the fever begins - and the only cure is to load up the car, head for the field, and fly!!

No Spring-greeting Indian, no Fur-Trapper nor Mountie ever got more pleasure from the results of his Winter activities than does the Winter-dreaming R/C Soarer as his creation leaves his hot little hand to seek out the first thermal of the year.

So here's to Spring-time flying - go out and do it!

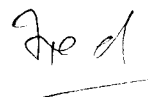
HAND-LAUNCHED STUFF -

Paul Riedlinger is trying to drum up a little interest in hand launched R/C sailplanes - those cutesy little devils that seem to be so popular on the West Coast. He has templates etc. for the "Stylo" - an RCM design and would like to get a "mass build" project going (with a view to a contest, later?) You can count me in Paul. Call Paul at 519-884-2898.

Please take the time to fill out the Club Day Reservation. Remember our next meeting is on MAY 12th. 1991.

See you there, and don't forget to

Drift with the Lift.



P.S. / A FULL MEMBERSHIP LIST  
HAS BEEN COMPILED AND  
WILL BE DISTRIBUTED AT  
THE NEXT MEETING / F.J.F.

F.J.F.

FLYING FIELD ORGANISATION - SAFETY CODE (from C.M.A.C. CONSTITUTION)

1. Field Rules:
  - a) The Executive shall establish rules governing usage of flying field.
  - b) Field rules will be reviewed by Executive and Field Instructors each year, and updated rules will be issued to all members.
  - c) M.A.A.C. Safety Code to be incorporated into field rules.
  - d) Instructors and Executive will have authority to temporarily ban any member from flying if:-
    - i) Member's aircraft is considered unsafe.
    - ii) Member deliberately violates the field Safety Code.

NOTE:

  - a) In case (i) member will be allowed to fly when his aircraft is deemed to be safe by an Instructor.
  - b) In case (ii) the incident will be referred to the Executive and an investigation undertaken to determine any further action.
  - c) A new member shall not be allowed to fly at the field until checked out by an Executive member or an Instructor. New members to be asked to demonstrate manouvres embodied in M.A.A.C. "Wings" Programme.
2. Field Instructors:
  - a) Field Instructors will be appointed by the Executive.
  - b) Qualifications include:
    - 1) Fully paid-up senior or open member.
    - 2) At least 3 years experience of R/C Flying.
    - 3) Ability to demonstrate the five levels of the M.A.A.C. "Wings" Programme.
3. Field Insurance: - Club shall register the field annually with M.A.A.C. and shall pay the required fee.
4. Procedure in case of accidents: - Immediately after an accident involving personal injury/or property damage, a report shall be submitted in writing to M.A.A.C. Zone Director.

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PROCEDURE FOR TIMING AND LINE RETRIEVAL DURING CONTESTS:

by Norm Klebert (Safety Officer)

(In an attempt to speed up the process of timing etc. we intend to give this method a trial run on May 5th. 1991. )

When called, Pilot picks up aircraft and radio and with Timer proceeds to flight line. On completion of flight, Pilot returns to record flight time.

TIMER: Timer retrieves chute and returns it to launch point, then returns to Recording Table to fly, or time another contestant.

PILOT: On returning to Recording area Pilot retrieves pin, placing radio in Impound, then is available for either Timing, or retrieval of chute.

Ideally, the process should continue in the sequence of FLY - TIME - RETRIEVE, and this is not unreasonable, but requires full cooperation of contestants. There is also the possibility of "Dead spaces" in each segment of the procedure, due to conflict of frequencies etc.

Exceptions should also be made in the case of contestants' physical disabilities or poor health.

Procedure for Timing - contd.

In the case of a contest on 3 levels, the procedure could possibly be adapted as follows:

NOVICE times for INTERMEDIATE after retrieving chute.

INTERMEDIATE times for EXPERT " " "

EXPERT times and tutors NOVICE " " "

This should help the NOVICE to gain experience and at the same time ensure that an experienced Pilot was on hand in case of any difficulties, thus hopefully preventing what could be a serious accident.

Fly Safely

Norm

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(Here's yet another pearl of wisdom from the Northeast Sailplane Products gurus.

If you are contemplating the fitting of any control surface, this should help -

Thanks NSP - Ed )

## Control Surfaces

A serious contributor to drag is an improperly constructed or finished control surface. This can be an aileron, flap, stabilizer, rudder, spoiler, etc. When finishing the construction and assembly of these components you should be paying special attention to aerodynamic sealing of the hinge gap. On a wing the average air pressure against the upper surface is a couple pounds per square inch lower than the pressure against the lower surface. This differential is necessary for the generation of lift. Unnecessarily wide and open hinge gaps are a source of pressure leaks that ruin airflow patterns and spoil lift. Ailerons, flaps and spoilers are potential sources of these draggy leaks and a deflected rudder or elevator is equally inefficient. Most kits use bevelled control surfaces and these are readily sealed by placing a strip of covering material across the hinge gap in conjunction with pin type hinges. Other kits don't tell you what to do at all and on these I recommend using a scissor type hinge. This is made by cutting small strips of covering material and ironing them together with a slight overlap. This overlap should be equal in width to the vertical height of the hinge gap. The width of the strips should be more than an inch and less than three. The length of the strips should be no more than their width. Now, iron the strips to the control surface alternating from top to bottom as you proceed down the length of the hinge. The overlapped portion should end up in the hinge gap itself. Use tape to hold the un-ironed end of the strip so that it remains wrapped around the hinge area of the control surface. After you have ironed enough strips to completely cover the entire length of the hinge, trim the excess in the area of the trailing edge. To complete the job, mate the control surface with its other half (rudder to fin, aileron to wing, etc...). Then, un-tape an end strip and pull it tight ensuring that the hinge is positioned properly. Iron it down against the wing (or whatever) while still holding tension. Repeat the process alternating from top to bottom while moving down the hinge. When everything is tacked in place you can check for free movement and alignment. Now, securely iron down everything one last time including folding the surface back on itself and tightening the material in the gap. These hinges are especially good for flaps that reflex because they provide an uninterrupted surface in the direction that the flap is deflected. They seem to last about two seasons and don't crack or tear like folded Monokote hinges. The only maintenance required is an occasional peel up and tightening sequence.

If these techniques aren't fancy enough for you there is another option available and that is the arrow shaft approach. You should have some building experience before attempting to install this style hinge. It is a more mechanical hinge that uses a thin tube to form the leading edge of a flap, aileron, etc. The tube is supported along its length by internal pins and fits into a female channel that is carved into the trailing edge of the wing, fin, or elevator. This is a very elegant technique. Any of these techniques works well. If you are one of those skeptic types try flying one of your new creations before installing the control surface seals and then after. If that doesn't make you a believer, nothing will. *jay Kempf*

S.O.G.G. MEETING BEVERLY HALL SUNDAY, MARCH 10th.1991

22 Members present.

Meeting opened at 1330 hrs.

1. Minutes of February 10th. meeting passed as read.
2. Matters arising from minutes:
  - a) CONSTITUTION: Amendments to the Constitution were discussed as presented to the meeting. Motion to adopt the amendments as read - proposed W. Woodward, seconded S. Shaw. Motion carried unanimously.
  - b) O.B. MEMORIAL: Werner showed the general design of the award. A plaque of white oak to be mounted with a photo-etching of a sailplane - Several nameplates to record the winners. Trophy to be presented to Club member making best showing on Club Day - this is for 1991 only. Proposed by K. Armstrong, seconded Al Hilborn- motion carried.
  - c) BATTERY: After much prevarication and discussion, it was decided that we should purchase the battery from P. Riedlinger's supplier (subject to the type being available).
  - d) FIELD: Still no concrete commitment - further report needed.
3. SOCIAL COMMITTEE NOTES:  
It was agreed that Mrs. Gladys Freeman would chair a Ladies Refreshment Committee and Peter Ashton act as Co-ordinator.  
Kevin Skerritt offered expert advice on procurement of meats etc.
4. CLUB DAY:  
Editor indicated that in the next issue of the Newsletter a special portion would be inserted, requiring members intending to be at the Club Day meeting on July 28th. 1991 to advise Committee of their requirements regarding food etc.
5. FIELD SAFETY RULES:  
Norman Klebert was appointed Safety Officer and requested that Safety Rules be published in the next Newsletter. Fred Freeman agreed to do this.
6. DECALS:  
Proposed by K. Armstrong and seconded by S. Crha that NEW members should receive one (1) Club Decal on joining. Motion carried.

This completed the business portion of the meeting.

SHOW AND TELL:

AL HILBORN brought along his partially finished "SENSOAR" and discussed some of the problems which faced the novice builder - especially with "Bare Bones" plans and few written instructions.

Werner KLEBERT showed us all how the parts of a sailplane should look in the uncovered state.

CRAIG PACKHAM discussed the joys of finishing a 14'0 sailplane.

The meeting closed at 1540 hrs.

NEXT MEETING APRIL 14th. 1991

HI-LITES OF APRIL 14th.1991 MEETING

18 members present.

Minutes of last meeting passed as read.

1. FIELD REPORT: - Reared its ugly head once more and again we were obliged to adopt a wait and see attitude.
2. WINGS PROGRAMME: - is under review by Executive and will definitely be adopted by our club. More later.
3. SAFETY CODE: - A brief discussion of the Safety Code and description of Contest procedure was given by Norman Klebert - details to be printed in the Newsletter for perusal by membership. Try-out to take place at May 5th. contest.
4. BATTERY:- Once more this was discussed and this time a decision was made (hooray) Fred Freeman or Werner Klebert will call the supplier. A second battery (when available) will be acquired by Peter Ashton.
5. M.A.A.C. CORRESPONDENCE:- Letter from Zone Director, Tom Lynch, intimating that a Club Representative should be elected for the purpose of presenting any opinions of Club membership at AZM (possibly in October - Ed) Decision referred to Fall meeting.
6. CONSTITUTION:- Subject of obtaining 100 copies at a cost of approximately \$25.00 (plus taxes) was discussed. General feeling was that we should go ahead with this Fred Freeman to execute.
7. DECAL:- Decal supply diminished - approved to replenish. Werner Klebert will investigate procedure with Rose Bandmann.
8. MASS BUILD:- Suggested by Paul Riedlinger that the Clubs' next "Mass Build" programme be devoted to the RCM Plans "STYLO". All interested contact the Executive or Paul (519-884-2898)
9. NOVICE FLYERS:- entering contests may be launched by experienced flyer - time to start on release and stop when landing is complete. No landing points unless Novice flyer makes landing. Adopted.
10. ELECTRIC FUN-FLY:- Werner again reminded members of the Electric Fly - June 2nd. 1991 organized by the Electric Model Flyers of Southern Ontario Group.

SHOW AND TELL:

DAVID WOODHOUSE showed an excellently finished version of the Sig Riser - demonstrating the on/off switch and the super tow-hook. He also distributed a fair amount of Mylar to be used for covering drawings while building.

ROGER CZIRAKI had with him a neat looking black/white two-metre job sporting ailerons and flaps.

BILL WOODWARD unveiled his "CALCULUS" - next phase of the "ALGEBRA". Foam wing - F/G fuselage (stiletto) SD 7032 airfoil. Looked very efficient.

The meeting closed with a video tape (somewhat seedy) of aero-towing and slope soaring. Special Thanks to Stan Crha for the loan of his TV monitor.

Here is a fine article by David Woodhouse, our "travelling Salesman".

(Thanks David - Ed)

### It Never Rains In California!

My job recently took me on a trip to California. While most of the weekdays were filled with business meetings, my weekend was my own! For a snowbound, flatland soaring type, it was like a little bit of heaven.

Saturday morning, San Francisco. The morning dawned cool and overcast with light rain. Oh well, I had an hour's drive down to San Jose to check out Sheldon's Hobbies, perhaps the day would improve. I guess I read too many magazine columns and articles about soaring in the Bay area because I was constantly searching the area around the top of every hill I saw, hoping to catch a glimpse of one of the "Big Names in Soaring" doing his thing. All that gazing at hilltops probably explains how I missed my turnoff from the freeway. After a bit of remedial navigation, I found Sheldon's. This is a HUGE hobby store, the F.A.O. Schwartz of the R/C world. Imagine a rack eight feet high and ten feet long full of kits. That was just the Sailplane section. There were sections of equal size devoted to Powered Trainers, Sport Aircraft, Helicopters, Electrics and Boating. R/C cars were probably well represented too, but faced with all those sailplanes, I didn't even notice. If you had a sailplane in mind, it was probably there. Everything from Oly II's and Riser's to Sagitta's and Antares. There were Ridge Rats, Chuperosa's, Birds of Time and eight brand new Legends eagerly waiting for new owners. (More about Legends a bit later.) It was not easy, but after wandering up and down countless aisles, I found the spot where the adjustable tow hooks were supposed to hang...Out Of Stock. Oh well I knew these guys weren't perfect. I took a couple of kits to the front counter to get them opened (I like to look in the box and see how the various manufacturers do things) and I mentioned my disappointment in the tow hook stock, hoping that they had some that had not yet made it from the back room to the shop floor yet. "No, there were no Airtronics tow hooks, but they had just gotten 500 new hooks from a machine shop that I might like to look at." These things were machined from T-6040 aluminum and would handle the strain of a high powered winch and a 30 pound airplane. I took several and they will be on the underside of all my 3 metre and larger planes this season. By the way, my collection of Big Birds will include a Bird of Time and a Pierce Arrow Paragon, both 118" airplanes and both from Sheldon's.

As I was leaving, I asked where the nearest active flying site was. Sheldon's has a "Welcome to R/C Flying" handout which lists the various local clubs, the kind of flying they do, a contact name or two and MAPS to the fields. I was told that the Coyote Hills Regional Park might be a good place to try. Back in the rented car and back out to the freeway and within 20 minutes, I was in the parking lot at Coyote Hills. The rain had pretty well stopped and there was a bit of wind, but all in all, it didn't look too promising. I got directions from the Park Ranger as to how to find "Glider Hill" and I started up. If you want to slope soar at this

site, you had better be in good shape! It was a long, steep climb to the top. When I arrived, I came to realize just how protected the parking area really was. The wind at the top of the hill was blowing a steady 30 MPH with gusts over 40 according to the portable wind speed meter one of the flyers had with him. At first, I thought that these guys were overdoing it a bit with their ski goggles and ear plugs but after an hour of staring straight into the wind, my eyes were streaming and my ears were ringing. The discomfort was worth it though. I have never seen good slope flyers in action and this was really exciting stuff. There were small scale airplanes (a P-51) and large glass/epoxy beauties (3.4m DG-300) doing loops and rolls and hitting speeds that were totally foreign to me. It was no place for novice pilots or for floaters. I turned down several offers to fly and after another hour, the threat of rain and the long drive back into San Francisco forced me to leave the hill and head for the car. The "hill" that I left a 400 foot drop and was flyable in about 270 degrees. Only a north east wind would cause the hill to be unusable. The slopes were, for the most part grass covered with very few small shrubs to disturb the airflow. Just to sort of spot every flyer should have in his back yard.

A minor flood and a re-scheduled meeting left me with Monday afternoon free, so I made a few phone calls and was able to arrange a visit with Jerry Slates, editor of R/C Soaring Digest, owner of Viking Models, outstanding modeller and all around interesting guy. Jerry's directions were flawless and even though I had to drive through some of the most attractive countryside I have ever seen, I didn't miss a turn and arrived at his place shortly after lunch. Both Viking and R/C Soaring Digest are run out of Jerry and Judy's home in Concord. We sat in the livingroom/library surrounded by computers, cameras, radios, fibreglass fuselages, kits for review and a couple of 1 piece, 4 meter wings (I learned another advantage of cathedral ceilings!) and discussed the hobby, contests, the problems associated with importing airplanes, etc. Now it was time for the important stuff to start...out to the workshop. I am not as tall as Jerry so I didn't have to duck under all the sailplanes hanging from the ceiling of the double garage that has become the workshop and the Viking Models "factory". Although he is tending toward 2 meter slope racing these days, Jerry has an airplane for just about every class of competitive soaring from hand toss through F3B. I got a brief run-down on several of the airplanes and the features that he felt made them unique. Jerry then explained how he joins the two halves of his glass fuses to give them a stronger and less noticeable seam. He showed me the techniques he uses to produce highly accurate foam cores. Viking Models sells a wide variety of glass/epoxy fuselages and plans for the builder who wants high tech without high cost as well as vacuum formed canopies, moulded bellcranks and winch/high start parachutes. Back to the livingroom and a discussion of who is flying what, the popularity of Mark Allen's Falcon 880 and the new Airtronics Legend. Several expert soaring builder/flyers were loaned prototypes of the Legend for evaluation and although the overall comments were highly favourable, there were concerns about the quality of the glass work. Jerry found out after he had sent



in his assessment of the Legend that the original eight Legend fuse's had been done by Mark Allen. Perhaps Mark had a bad day!

The visit had been a very worthwhile one and left me with a variety of ideas for new projects. I will be back to that part of the world at least once more before the end of the year and I hope to hit one of the major contests. Till then, I will have to content myself with the airplanes and the soaring sites right here in southern Ontario.

David Woodhouse

F O R S A L E

Multiplex Fiesta: Ready to fly. Finished in white with red trim. Even has the holes drilled for the servos in the tray. \$350.00 firm.

For information: Call David Woodhouse Daytime (416) 673-0400  
Evening (519) 821-4346

From "FLIGHT PLAN" - Flightmasters of Ft. Smith, Arizona Newsletter.  
Thanks to Editor Nick Trubov - Quote from a Grade 5 essay.

I want to be a pilot when I grow up...because it's a fun job and easy to do. That's why there are so many pilots flying today. Pilots don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps so they can find their way if they are lost.

Pilots should be brave so they won't be scared if it's foggy and they can't see or if a wing or motor falls off, they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they're closer to them than we are.

The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think plane flying is dangerous except pilots don't because they know how easy it is.

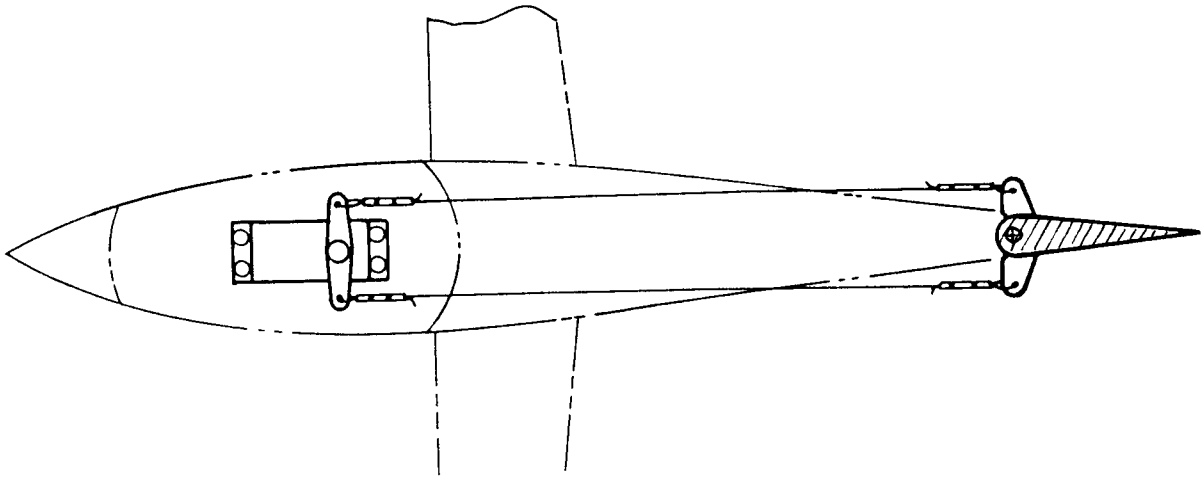
There isn't much I don't like, except girls like pilots. And all the stewardesses want to marry pilots so they always have to chase them away so they won't bother them. I hope I don't get air sick because I get car sick and if I get air sick I couldn't be a pilot and then I'd have to go to work.

# What Mother never told you about rudder linkage, or...

## An Introduction to Pull-Pull Rudder Linkage

### Another tid-bit from the NSP Chief Engineer

Whenever possible I would encourage you to use this simple rudder hook up. It is a direct replacement for those sloppy pushrod arrangements and does not go out of adjustment with changes in temperatures. Also, this setup provides the precise centering and feel of expensive servos without the cost. Consult the diagram below before reading any further.



Start construction by fabricating or buying a double rudder horn. Ensure that when mounted the holes that the cables tie to are the same distance from the rudder hinge centerline. Also ensure that the holes are opposite each other on a single line that passes through the hinge. Next, buy a cheap ball bearing servo. I use nine-dollar servos myself and they work great. Make sure that you mount it securely because there is a slight amount of tension in this system when adjusted properly. You must use a double servo arm or a servo output disk with swivel type connectors. Hook up two lengths of 1/2A control line cable to the rudder horn by first threading it through a short piece of 1/32 brass tubing then through the horn and then back through the tubing. Crimp in a few places with a pair of diagonal wire cutters and seal it with a drop of thin CA just to be safe. Next, thread the wires up to the servo, cutting small holes in the tail boom of the fuselage if necessary. Make sure that you haven't tangled the cables in the tail boom. There are two ways to make the servo end of the installation adjustable. The first involves making the same crimped style of connection to the servo arms with short pieces of cable. Then finish the installation with a 1/4 scale turnbuckle in each line. The second way to connect the servo is to crimp some straight sections of tubing on the servo ends of the cable, then thread the tubes through two swivel-type connectors mounted opposite each other on a servo wheel. Finish by centering the rudder, pulling a slight amount of tension and tightening the connector screws. Oh, by the way, you should make sure that you turn on your radio and center the pots before you get started! *Jay Kempf*

NOTE: NORTHEAST SAILPLANE PRODUCTS LTD.  
16 Kirby Lane  
Williston, Vermont 05495  
U.S.A.  
802-658-9482

This company specialises in R/C Sailplane kits and accessories. It is run exclusively by R/C MODELLERS for R/C MODELLERS. The catalogue is available from the above address price \$3.00 U.S. - Cost is deducted from total of first order.

NOTICE - CLUB DAY

Preparations are inhand for our 2nd. Annual Club Day which is to be held this year on  
SUNDAY, JULY 28th.

CLUB DAY - MEMBERS ONLY

This is the day when entry to the contest is FREE to all club members. It is also a day on which we hope all members will take advantage of the Clubs' facility and bring out their families to enjoy a little sunshine (?) and cameraderie. The emphasis will be on FUN.

CONTEST: The contest will be run on the lines of a Man-on-Man competition, i.e. several contestants launch at the same time (or as nearly as possible) and attempt to be last one up. Prizes will be awarded in SPORTSMAN and EXPERT Class, with a special award for the best NOVICE performance. That means that anybody can win. We hope to be able to give everyone a token prize simply for showing up with an airplane to fly.

There will be ample opportunity for fun flying, once the main events have been completed, so bring a plane and a hi-start or winch and join the fun.

It is hoped that we shall be able to provide refreshments possibly in the form of Hamburgers, Hot Dogs, Sausage and Pop etc. Fast Foods generally and in order to ensure that there is no shortage of either of these items, we want you to tell us whether you will be attending the meet, how many prople will make up your party and what they will require to eat and drink. No reasonable request will be turned down, but obviously NO BOOZE of any kind, and if you have to have hot drinks we would be obliged if you would kindly make your own provision for same. There will be a small charge of \$2.00 per person for the refreshments.

A NOTE TO THE LADIES:

The Executive have asked me to chair a LADIES COMMITTEE with a view to organizing food and drinks on CLUB DAY, and possibly further social activities if we can get enough people interested.

I would like to hear from any wives, girl-friends or family of our Club members who would be willing to help on Club Day or would be prepared to bake some cookies.

Please phone GLADYS FREEMAN, 416-627-9090 as soon as possible so that we can begin to make our arrangements.

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Below is a requisition, which we would like you to fill out and hand it (or mail it) to any of the Executive.

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Name: \_\_\_\_\_ No. in party \_\_\_\_\_ Children \_\_\_\_\_

Food preference: Hamburger

Hot Dog

Sausage

Beverage preference: \_\_\_\_\_