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Official Newsletter of the Southern Ontario Glider Group Inc.

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# TASK



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A Model Aeronautics Association of Canada Chartered Club

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OFFICIAL NEWSLETTER - March, 1993  
Volume 9 - #2

President	F. J. Freeman, Apt 706, 75 Main Street Dundas, ON, L9H 2P9	(416) 627-9090
Vice President	Peter Ashton, 200 Edwin Street, Kitchener, ON, N2H 4P2	(519) 576-6750
Secretary	Keith Armstrong, 219 Governor's Road, Dundas, ON, L9H 3J7	(416) 627-4011
Treasurer	Bud Wallace, 1060 Eastmount Ave., Mississauga, ON, L5E 1Z3	(416) 274-3177
Editor	Rob Campbell, 25 Beaucourt Road, Hamilton, ON, L8S 2R1	(416) 525-1675

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## Editorial



Last summer, my wife and I went out to Alberta to visit my parents for our vacation. This time we decided to take the van so we could see the country. What a long drive!

It really gives you an appreciation for the size and diversity of the country when you drive across it. The variation in the landscape and climate from one area of the country to another is striking.

Born in Edmonton and living in Calgary for a good portion of my childhood, I always find when I return to big sky country the foothill landscape has a certain "welcome home" familiarity.

Along with the suitcases, the snacks and the pillows, we managed to fit an airplane in the van. I figured it might be windy out in Calgary, so I brought a plane that wouldn't be tossed about on a windy day - an electric conversion ACE 4-40.

Before heading out I phoned MAAC and they were nice enough to FAX me a listing of the clubs in the Alberta Zone.

By the time we passed the Sault Ste. Marie club flying field (it is right on the Trans-Canada Highway), I was getting an itching to fly. Driving through the prairies, everywhere I looked was a potential flying site.

During most of our stay in Calgary, the weather was ideal for flying. I did more flying out there during that two-week vacation than in the rest of our wet Ontario summer. I even talked everyone into making the three+ hour drive up to "Alberta's Littlest Airport" in Bawlf (east of Edmonton) for "Quiet Sunday" July 26<sup>th</sup>. Quiet Sunday is intended for electrics and 4-strokes.

I met a fellow member of the Electric Model Flyers of Southern Ontario (EMFSO), Peter Managhan from Ponoka Alberta. I can't recall the aircraft he was flying, but one was a powered glider he was experimenting with.

There weren't many electrics out there. Given the relative sparse population these western modellers sure don't

have the noise concerns we do in Southern Ontario.

Generally, folks out there have not seen electrics that perform. Not that the 4-40 I brought out was a real hot performer, but many had not seen a 6 pound electric make a short take-off run and climb-out rapidly.

When in Calgary I flew at the Calgary Model Aerodrome (CRAMS) Ogden airfield. They are keen on pattern out there. It seemed every other plane in the air was a pattern craft. They have a fully paved and marked runway and a LARGE frequency board you can see from a long distance.

My father took a very nice picture of the 4-40 flying low with the Calgary skyline in the background. I had to get an 8 X 10 of that one!

I always get a mild case of claustrophobia when returning to Southern Ontario. With the relatively narrow streets, seemingly smaller sky and abundance of trees you definitely get that closed-in feeling. But all-in-all, it is nice to get back to your *own* home.

Hmm. Maybe this summer we could organize a cross-country event that would really be *cross-country*!

Just a thought...

Rob Campbell



## President's Choice



We are very lucky, indeed, to have access to a wide range of frequencies for the operation of our R/C models (although there are some who would argue that point); we are also fortunate in that we have an

excellent selection of very efficient and versatile R/C gear to enhance the performance of the models in which we choose to install them. On the face of it, we have it made; but there are storm clouds of potentially enormous proportions looming on the horizon, and we should be prepared for some heavy weather.

Although the above may sound a little melodramatic, ongoing discussions in the U.S.A. between the F.C.C. and the many would-be users of radio frequencies point to the fact that frequencies which were assumed to be "protected" (I.E. reserved purely for the operation of model aircraft) are coming under scrutiny by the F.C.C. and business and industry with a view to possible "refarming", which really means that they could be opened up to *other uses*.

Several instances of remotely operated construction cranes utilizing model frequencies have already been reported, and the A.M.A. was successful in defending model frequencies on one occasion, albeit after a series of pleas and lengthy discussions between the parties, much to the consternation of both the modelling fraternity and the model industries, who have a huge interest in the outcome of such negotiations.

As I understand it, various groups are in contention for use of the airwaves, including, of course, the model interest groups; construction companies want access in order to operate remotely controlled cranes; the transport industry needs them for the transmission of highway data for motorists; truckers, too, have requested that they be allocated frequencies so that they can expand their network. Add to this list the industrial operation of robot devices, and you get some idea of the problems facing the negotiators who are charged with the unenviable task of meeting all needs.

My own concern is that we may find it difficult and very expensive to achieve any kind of permanent security for the frequencies which we now call our own. As things appear at the moment, there seems to be little sign of concern in our country for the fact that these encroachments are taking place; nobody has yet come forward and expressed publicly any single word of caution in this regard, and I have not heard of any form of lobbying on behalf of the hapless modeller.

What must we do to ensure the present frequencies? What can we do if we have to battle the vested interests of business and industry? Should we, in fact, be worrying about this possibility, or are we crying before we are hurt?

## WHAT DO YOU THINK?

... O. K. Lets get off the soapbox Fred and talk about our next meeting. Before I do, let me give a big vote of thanks to those who defied the elements on the 21<sup>st</sup> in order to attend the meeting. Special appreciation to Al Hilborn and Stan Shaw for bringing along the equipment for our video showing. For the next meeting, on Sunday March 21<sup>st</sup>, I would like to have anyone who has a query or a problem relating to a model, whether it is with regard to the construction, flying, covering, or whatever, bring it to the meeting. After the business is completed, we will discuss it. We will try to assemble a panel of "experts" who will suggest possible solutions to your problems. So bring along that badly warped wing, or the stab that you can't quite line up, and challenge the panel to come up with a fix! If you prefer, you can send your queries to me, or drop them in the box which will be placed inside the door on Sunday 21<sup>st</sup> March - no need for names!

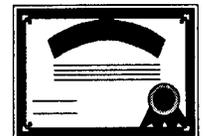
Hope to see you all there. In the meantime, don't forget to

Drift with the Lift

Fred Freeman

*We're SOGGI!*

**I**t's official! The Southern Ontario Glider Group is now incorporated. This limits the liability of the members and executive of the club should a legal claim be made as the result of a mishap.



We're not all wet - we're SOGGI!

## *New Glider Club!*

**T**here is a new model airplane club in the Niagara area for glider and electric flying. The Greater Niagara Area Thermal Soarers (G.N.A.T.S.) is a MAAC chartered club with a flying field located on a sod farm at Wills Road and Highway #3 (East of Dunnville).

To get to the field from the Hamilton area, take the QEW East to exit #57 (Highway #24) South. Then, turn right on Highway #3 and follow this road for about 6 km to Wills Road (left).

The President of G.N.A.T.S. is Jeremy Kool. I had a brief chat with the V.P., Ed Plowes, and he said the exact location of the field come spring may change depending on what the farmer does with the land. I will provide an update.

Ed mentioned they are going to allow one large power plane for aerotowing gliders. I'd like to see that!

G.N.A.T.S. welcomes members of SOGGI to come out and fly at their field. You must have a current MAAC card and a quiet airplane (glider or electric). Ed mentioned the farmer does not work on Sunday so this may be the best day of the week to venture out there.

G.N.A.T.S. is going to have two contests this flying season. Check out the 1993 Contest Calendar on Page 8.

Membership at G.N.A.T.S. is \$10.00 per year. If you want more information, call Ed in St. Catharines at (416)934-5693.

## *SOGGI R/C Sailplane Wings Program*

**A**s you all know, this program was implemented into our club rules (by majority vote in early 1991). Since then, almost two years have passed. Even with eleven instructors, only seven of our members have earned their wings so far. This is not a satisfactory result!

So, where do we go from here? For starters, I would like to suggest that anyone who can fly on his own, but does not have the glider's pilots wings, take the test and get his badge. (Please don't feel offended, even all of us instructors had to pass the test!) To do this, you may call up any of our instructors (your choice or preference!) and set up your test. Usually, the whole affair is over in one or two flights. Weather permitting, we will do some testing after the contest is over on Novice Day, May 1, 1993 (Rain Date May 2), perhaps from 3 or 4 pm, depending on interest.

Any club member who cannot fly on his own as yet, or is just starting out, remember that the wings program will benefit you most and help you to learn flying faster and above all, safer. So please use the program which will benefit all of us in the long run. Remember also, that our instructors donate their time to help you. When you call up one of the instructors, and they might have other commitments, don't hang up mad - call up another one - that's why we have eleven instructors. Come to the meetings, and air your concerns. Your input is appreciated.

Kurt Fritz, Chief Instructor

## SOGGI Frequency Pins

It is the policy of SOGGI to follow the recommendations of the Model Aeronautics Association of Canada (MAAC) with regard to the use of frequency pins. At SOGGI, we use the "User Pin System", where a frequency pin is placed in the appropriate position on the frequency board to reserve a frequency for R/C transmitter use.



MAAC recommends the use of a 1-7/8" wide pin for pre-'91 gear. A 5/8" wide pin may be used for narrow band ("gold sticker") equipment. The pin should be marked so that the frequency and the user's name are clearly visible when the pin is clipped to the frequency board.

See also the SOGGI Safety Rules on Page 7.



### Minutes



#### January Meeting

Minutes of meeting held January 17, 1993 at the Rockton Town Hall.

There were 21 members present.

The president, Fred Freeman, opened the meeting by thanking last year's executive for a job well done and a vote of thanks was expressed by the members.

Al Hilborn moved that the minutes as reported in the TASK Newsletter be adopted as submitted. Seconded by Bill Woodward. Passed.

The president informed the club that we will have the

same field this year as last but that it may be more expensive. In this light it was suggested that we may want to look for another field as an alternative. This will be discussed by the executive.

The president suggested that we may want to have films or videos and maybe a special speaker at future meetings to increase interest. There will be a video shown at the next meeting.

The secretary suggested that the club may want to purchase some videos on pertinent subjects such as vacuum bagging wings, or "an evening with Selig and Donovan", or on composite structures. The discussion that followed indicated that there is good interest in this suggestion and that the videos be made available to members on a rental basis. There would be showings at club meetings. Members are urged to put forward suggested titles. There will be a limited expenditure for this year based on finances and under executive control.

The president notified the meeting that there is a new glider club in the Niagara region called Greater Niagara Area Thermal Soarers, GNATS. They have 12 members with Jeremy Koole as president and Ed Plowes as VP and secretary. Their field is located at Youngs Sod Farm at the corner of Highway #3 and Will's Road East of Dunnville. They are planning to do some glider towing and may be of some interest for our club members to pay them a visit.

We will be implementing the phone system to remind members of club meetings to try to increase attendance and interest.

Stan Shaw brought to our attention that there are now Glider Pilot badges for those that have passed the wings program. Stan said he would exchange the Pilot badges we now have for the new ones.

It was moved by Fred Freeman, seconded by Peter Ashton, that the club pay for the Glider Pilot badges at a cost of \$3.00 each for this year. Passed. It was suggested that this be reviewed on a yearly basis.

The secretary reported that there has not been any report from the lawyer on the progress of the incorporation in spite of writing him a letter outlining the suggested changes we wanted and reminding him of this meeting.

Moved by Bill Woodward, seconded by Fred Freeman that the meeting be adjourned.

There were two new models on display. Thanks to those who brought them and the drawings of "Olympic Segelflugzeug" which was intended to be One Design glider for competition of the 1940 Olympics.

## February Meeting

Minutes of meeting held February 17, 1993 at the Rockton Town Hall.

There were 13 members present in the snow storm. Meeting called to order at 1:32 PM.

The minutes of the January 17/93 meeting were read. Moved by Kurt Fritz that the minutes be adopted as read - seconded by Al Hilborn. Passed.

The president suggested that the club may want to make a donation to the Hamilton Warplane Heritage fund in light of the fire at their hangar and the subsequent loss of some planes. Moved by Bill Woodward and seconded by Bill Moar that \$100.00 be donated in the name of the club.

The subject was brought up about the club purchasing videos. The consensus was that two videos be purchased namely "An evening with Selig and Donovan", and a video on composite structures.

It was brought to our attention that there was no mention of contests at the new "GNATS" club. They have two contests on this year, Precision Duration on May 23 and another contest on August 1. (*See the information on G.N.A.T.S. and the 1993 Contest Calendar in this issue. - Ed.*)

The secretary reported that the report from the lawyer is that we are now incorporated and that we should soon receive the documentation.

The president brought up the subject of a lock up at the field. The consensus was that it should be investigated as to permissibility and estimated cost.

The president proposed that we have instructors on duty in the evening and daytime. This will be discussed with the chief instructor, Kurt Fritz, and left in his capable hands.

It was suggested that we may want to have a space on the membership application form for occupation so that when projects come up, like the lock up, that there will be names for the executive to contact for expert advice.

Stan Shaw mentioned that there is a new guide book for Radio Controlled Sailplanes which will be available from MAAC in the near future.

Moved by Bill Moar, seconded by Bill Woodward, that the meeting be adjourned at 2:20 P.M.

There were two models on display. Bill Woodward brought the body for the Sligsby T46 which he is building and pointed out the difficulty he is having in obtaining the documentation probably because there was only one built. His suggestion is that anyone wanting to build a scale model and wanting to enter contests should obtain the documentation first. Fred Freeman brought his MINI MOORE which was well received. Thanks to those who brought them.

A video was shown by Stan Shaw of some contests at COGG and some of the after contest Barbecue. This was most enjoyed by those present. May the trend continue.

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## *Next Meetings!*

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The next SOGGI meetings are:

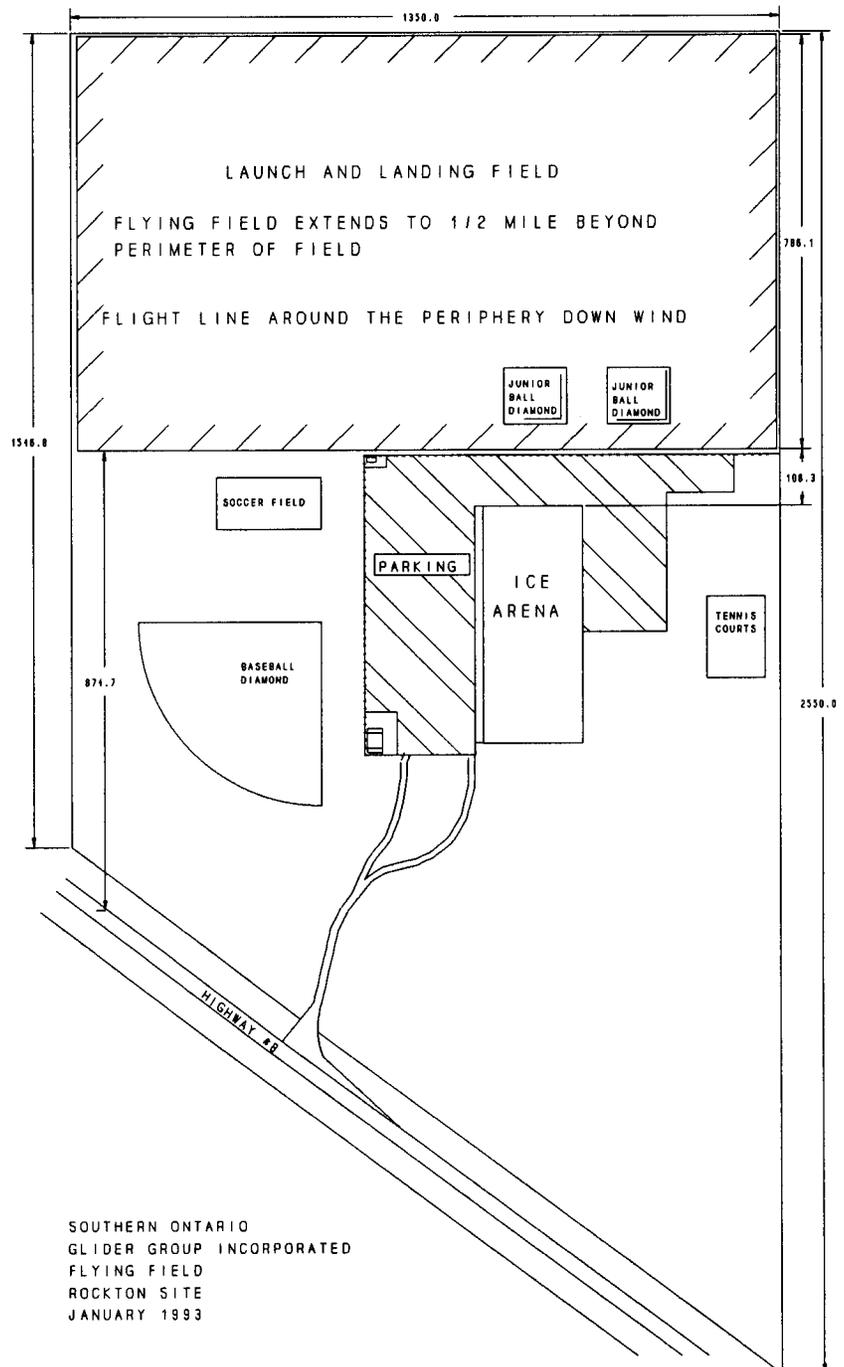
March 21, 1:00pm  
and  
April 18, 1:00pm

at the Rockton Town Hall.

SOGGI Safety Rules

RSC 21 February 1993

1. Do not switch on your transmitter unless your frequency is reserved by your frequency pin.
2. Before launch ensure the area is clear - pay special attention to spectators and children.
3. Check for proper radio control function prior to launch.
4. No flying back over the launch or flight line area.
5. Clear the launch area as soon as possible.
6. Flying over the parking lot or the arena is discouraged at all times.
7. No flying over areas of activity such as sporting events.
8. Use the frequency board responsibly;
  - frequency pins shall not be left on top of the frequency board
  - use frequency pins of appropriate width (see the Frequency Pin information on Page 5) and do not overlap pins.
9. Follow the MAAC Safety Code.
10. All fliers should be club members or guests and carry a current MAAC or AMA card.



The CAD layout of the SOGGI Flying Field shown above is courtesy of Keith Armstrong. Note the flying area does not include the airspace above the parking lot and the arena.

# 1993 Contest Calendar

DAY	DATE	CLUB	EVENT	TIME	C-D
SAT	FEB 20	COGG	SNO-FLI		Stu Pearce
SAT SUN	MAY 1 MAY 2	SOGGI	NOVICE DAY (RAIN DATE)	10-4	Bud Wallace
SUN	MAY 16	COGG	F3J		B. Sherliker
SUN	MAY 23	GNATS	THERMAL DURATION	9-	E. Plowes
SUN	MAY 30	EMFSO	ELECTRIC FUN-FLY	10-4	Stan Shaw
SAT	JUNE 5	COGG	OPEN		J. McMillan
SUN	JUNE 6	COGG	MAN-ON-MAN		N. Tinker
SUN	JUNE 16	SOGGI	NOVATHON	10-4	Bill Moar
SAT SUN	JUNE 19 JUNE 20	SOGGI	SPORT SCALE (RAIN DATE)	12-	W. Woodward/F. Freeman
SUN	JUNE 27	COGG	2M & ELECTRIC GLIDER		R. Bowyer/M. Thomas
SAT- MON	JULY 3- 5	CAN NATS	SAILPLANE EVENTS	-	N. Tinker
SAT- SUN	JULY 17- 18	COGG	DASH-FOR-CASH CROSS COUNTRY		J. Nunn
*SUN	*JULY 18	*SOGGI	*O. BANDMANN MEM TRIATHALON	*10-4	W. Woodward/F. Freeman
SUN	JULY 25	COGG	TEAM DURATION		J. Nunn
SUN	AUG 1	GNATS	THERMAL DURATION	9-	E. Plowes
SUN	AUG 1	SOGGI	RAIN DATE (SPARE)	-	-
SUN	AUG 15	COGG	1½M H/L GLIDER		Stu Pearce
SUN	AUG 22	COGG	F.3.B.		H. Berger
SUN MON	SEPT 5 SEPT 6	SOGGI	BIG BIRD BASH (RAIN DATE)	10-4	W. Klebert
MON	SEPT 6	COGG	TELETHON (FUND RAISER)	-	N. Tinker
SUN	OCT 3	SOGGI	LOTTO-FLY	10-4	W. Woodward

\* Entry Restricted to SOGGI Members Only.