



Official Newsletter of the Southern Ontario Glider Group Inc.

TASK



A Model Aeronautics Association of Canada Chartered Club

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Editorial



Technology. Apply it appropriately and it can solve any number of problems. Misapply it, and the result may be worse than not using it at all. Sometimes, we all run into a situation where something doesn't work as we would like.

Imagine something seemingly as simple as making the tail light for a car. All you need is a lamp and a red lens, right?

Well, no. Aside from the more mundane requirements for providing a holder for the lamp that also connects it to the appropriate electrical circuit in the automobile, you must consider directing the light. Without a parabolic flash (reflector), all you will see behind the red lens is a point of light. An appropriately sized flash with the filament of the bulb located at its focus will spread the light across the width and height of the lens directing the light rearward increasing its visibility and overall brightness.

If the lens is not textured, however, the light will be too directional and more difficult to see off axis. A textured lens, like a frosted window, diffracts the light in a random fashion to make the tail light clearly visible over a much wider angle.

All this and you haven't addressed if it has the appropriate overall brightness for use in daylight and at night, making the assembly waterproof and resistant to heat, cold and ultraviolet light, etc. etc.

Often, many approaches can be used to solve a technical problem with acceptable results. One solution may be more effective than another, but it is much more important *how* a technology is used to meet a requirement.

What does this have to do with sailplanes? How well a glue works, for example, is not only determined by what glue is used, but also by what materials are being glued, where the glue is applied, how the joint is prepared, and if the glue has exceeded its shelf life.

The ability to meet a design need effectively with the technologies available is one of the measures of a good modeller.

The next time something doesn't work as advertised or as expected, ask yourself the following:

1. Am I using the most appropriate solution to the design problem?
2. Have I considered all aspects of the requirement, with all variables being considered?

and last, but not least
3. If instructions were supplied, did I read, understand, and follow the instructions?

It's amazing how often #3 does the trick!

Rob Campbell



President's Choice



Elsewhere in this newsletter, you'll find details of current requirements for frequency pins, covering the old wideband radios and also the newer narrow band units. This is up-to-date information coming directly from Neil Tinker, the R/C sailplane committee chairman.

We should all do as much as we can to ensure the implementation of these changes as an important part of our safety code - but there's more. How many of us are guilty of not showing a frequency marker on our transmitter?

Every new R/C set sold should include some form of identification of the frequency; usually this will be in the shape of a plastic marker (or markers) carrying the channel number. In my experience, few people bother to use this excellent means of identification. Recent reading would suggest that the kits supplied by the manufacturer for this purpose fall far short of the ideal, which may account for the apparent lack of this item at the field.

I'd like to suggest that each of us - if we do not already possess such a marker - look into the subject. Perhaps we should have everyone design a transmitter channel marker, with the object of adopting the most practical style for use

throughout our membership. It seems rather pointless to have such a safety device and not use it. So, give it your "best shot" and let's see if we can come up with a design that will be acceptable to all - the ball is in your court! It may help to avoid the danger of someone else switching on to your frequency.

A couple of other items to consider with regard to field etiquette have recently been discussed. Firstly, the subject of people who "hog" (IE. hold onto) a frequency when others are waiting to fly on that frequency. At the present time, with only a few people at the field, it happens infrequently, but with the better summer flying weather (?) it may happen with greater regularity (I'll bet you thought I was going to say *frequency*, didn't you?).

The subject came up at our recent Instructor's meeting and was resolved as follows:- if you are in the middle of a flight and someone is waiting to use your frequency, try to limit the flight to 15 minutes. If you are going for a special time, for either *L. S. F.* or *C. S. S.* badges, explain the situation and arrange to continue the flight. In the case of an instructor with a trainee, it was suggested that all instructor's should aim at limiting training sessions to 15 minutes. With a little organization, the training schedule can be broken up into suitable segments without interrupting the flow of instruction.

Secondly, let's all try to avoid leaving any kind of garbage on the field. It's not that hard for the last person on the field to take a quick look around, and it will help to preserve a good image for the club.

Now that the flying season has begun, let us all be aware of our flight safety rules and consider the other fellow!

Hope to see you at the field. In the meantime, don't forget to

Drift with the Lift

Fred Freeman

Novice Day

What a gloriously beautiful sunny morning greeted us at the field besides the smiling faces of seven sportsman or novices along with six experts! You know what the definition of "expert" is, don't you? The "X" is for the unknown and the "S'PERT" is a drip under pressure!!

The CD was Stan Shaw under the careful eye of the assistant CD Kurt Fritz. The President, Fred Freeman, got the proceedings underway with a 15 minute accumulative task with no landing points. The maximum flight was 7 minutes exactly as any time over lost you 2 points per second! You had one minute to land after the maximum time otherwise you scrubbed the flight. After several pop-offs which were allowed, the dust settled as the wind played games with us changing constantly as the thermal activity progressed. One flyer got over 30 minutes after he completed his tasks. Others just came later to fun-fly. The experts decided that the cash prize of \$10.00 was worth charging after! First, Gerald Fritz scored 898 out of 900 possible (2 seconds off). Next Stan Shaw ties him figuring they might split the change. Not so, as Bill Woodward does the impossible and scores a perfect 900! Fred Freeman had a good shot at tieing him but missed by a mile, so Bill has officially won his first contest of this year - or any other for that matter!

What made the day a lot of work was shagging those bloody chutes that drifted down to the turn-arounds! Hey guys, how about a retrieval system like we used at the NATS a few years ago? Maybe someone might consider building one. Anyway, it was a lot of fun as we bent the rules a bit (he says with tongue in cheek!). Next year we should invite more novices from other clubs because they win our events. The top novices were: 1st, Louis Kleiman with 889 Pts; 2nd, Jeremy Koole with 779 points; 3rd, Joseph Baltaza with 720 points. The winners received \$25.00, \$20.00 and \$10.00 respectively. The results were as follows:

NOVICE

EXPERT

NAME	POINTS	NAME	POINTS
1. Louis Kleiman	889	1. Bill Woodward	900
2. Jeremy Koole	779	2. Gerald Fritz	898
3. Joseph Baltaza	720	3. Stan Shaw	898
4. Albert Fund	661	4. Fred Freeman	787
5. David Woodhouse	578	5. Kurt Fritz	785
6. Allan Hilborn	493	6. Ed Plowes	770
		7. Bob Hammett	768

Stan Shaw

Oops!

I made an error in the 1993 Contest Calendar. Please take the time to mark up your copy with the following change. The Novathon is shown as being on June 16. This should be June 13. My apologies...

Rob Campbell

FOR SALE



Gerald Fritz has partially constructed Sagitta 900's for sale. Gerald can also complete one of these Standard Class sailplanes for you if you wish. Price is negotiable. Please contact Gerald if you are interested. (Gerald's phone number is in the Membership List included in this newsletter)

Battery Technologies

I've been browsing through periodicals and technical journals lately. Rechargeable batteries and intelligent charging circuits are getting a fair bit of press of late.

BATTERIES:

Battery manufacturers seem to be ramping up production of Nickel Metal-Hydride (NI-MH) cells. NI-MH cells are becoming more and more popular and are being supplied with portable computers and camcorders. These cells have almost twice the capacity per unit weight as Nickel Cadmium (NI-CD) cells. Compared to most other battery technologies, NI-MH cells have relatively low internal resistance and can be charged in much the same way as NI-CDs. For you calculus fans, this means fast charging with inflection point (dV/dt starts to decrease) or zero voltage slope ($dV/dt = 0$) cut-off. Nickel Metal-Hydride cells are not quite as accepting to higher current charging and discharging as NI-CDs yet. My impression is that they are somewhat like extra capacity NI-CDs - relatively fussy and delicate when used for motor batteries. Perhaps this will change with time as it did for NI-CDs...

CHARGING CIRCUITS:

Many semiconductor manufacturers are trying to market special-purpose Integrated Circuits (ICs) to OEMs for production of intelligent fast chargers. These IC's often have sophisticated cut-off circuitry, automatic detection of defective cells, and multiple cut-off methods for safety. In my opinion, the chargers normally supplied with NI-CD powered equipment have done more to damage the reputation of NI-CDs than anything else. Today, there is no reason to subject NI-CDs to damaging conditions such as continuous overcharging when such technologies are available - and at a very reasonable price. Let's hope that these devices find their way into moderately-priced R/C gear soon!

Rob Campbell



Minutes

**March Meeting**

Minutes of meeting held March 21, 1993 at the Rockton Town Hall.

There were 21 members present when the meeting was called to order at 1:12 PM.

The minutes of the Feb 17/93 meeting were accepted as written in the TASK. Moved by David Woodhouse, seconded by Stan Shaw. Passed.

Bill Moar brought to our attention that the contest shown to be run on June 16 is actually to be held on June 13 - a Sunday not a Wednesday.

The president informed the meeting that the Selig and Donovan video has been ordered.

The lock up at the field is still being investigated.

The president proposed that the club look at purchasing a field. There was little interest and nobody volunteered to investigate.

Kurt Fritz wants to call a meeting of instructors. The wings program was initiated as a trial effort and has now become a permanent thing. It is felt that the instructors should be given guidelines for instructing and what is expected at each level of accomplishment on the road to "WINGS". The instructors meeting will be held April 18 from 10 A.M to 12.00 noon. The next club meeting will be held from 1.00 P.M. to about 4.00 P.M.

David Woodhouse informed the members that he will be writing articles on radios and radio control for the RC Soaring Digest on an occasional basis. He would like members to send him any questions they may have on radios so that he may have some pertinent subject matter.

There was no new club business so the motion was floored by Kurt Fritz and seconded by Al Hilborn that the meeting be adjourned at 1.35 P.M.



Minutes

**April Meeting**

Minutes of meeting April 18, 1993.

Meeting called to order at 1.15 with 18 members present.

Minutes of last meeting read. Moved by Bill Woodward, seconded by Albert Fund that minutes be accepted as read. Passed.

The secretary informed the club that the video is in transit. [Secretary's comment - video received April 19, 1993]

The President read a letter that he is sending to the Flamborough Council with regard to a lock up at the field.

The President informed the group that he was talking to Frank Hanes and he indicated that they may not cut the grass at the field this year and that his response to Mr. Hanes was that this would be disastrous for our use. The president reiterated his earlier comment of the year, "that we should probably be looking into obtaining another field".

Kurt Fritz reported on the instructors meeting of this morning:

- It was decided to change the record cards.
- A write up for beginners is to be made so that they know what is expected.
- The student does not have to take all of his/her training from one instructor.
- The instructor will initial the students card after each session.
- Discussed the use of buddy boxes. There are two sets in possession of members for use.
- Would like to reduce the flying time for ALL members so that all flyers can get equal flying time and access to the frequency board.
- During practice time it is not necessary for a student to have an instructor present but should have some one with there wings present for safety reasons.

The secretary reported that we received a letter from the lawyer indicating that our incorporation has been accepted. Our incorporation number is 1003593 and was passed on

Dec 18, 1992. We have not received our books or seal yet. The lawyer has submitted his final invoice which has been paid.

The president brought forth the suggestion that the club look at bulk purchasing of balsa wood from some source and the possibility of members piggy backing orders to the U.S. to help each other to reduce shipping and handling costs. The consensus was that this should be tried in September. Members please submit your requirements to Fred Freeman on or before the September meeting. Several possible sources were suggested.

Rob Campbell has copies of the new constitution for the members present and would like all those present to get one here to save postage. Rob reported that he is making up new members kits which will contain the constitution and other important goodies.

Moved by Bill Woodward, seconded by Stan Shaw, that we dispense with the May meeting and that any important matters be brought to the members attention through the TASK.

Moved by Bill Woodward, seconded by Bud Wallace that the meeting be adjourned. Passed.

Next Meeting!

Perhaps because of the good weather at the April meeting, the members present decided to cancel the May meeting and go out to fly!

See you in the fall!

Frequency Histogram

FREQ.	CH	#
27.095	-	
53.100	-	
53.500	-	
72.010	11	
72.030	12	
72.050	13	
72.070	14	
72.080	Br/Wh	
72.090	15	
72.110	16	
72.130	17	
72.150	18	
72.160	Blu/Wh	
72.170	19	
72.190	20	
72.210	21	
72.230	22	
72.240	Red/Wh	
72.250	23	
72.270	24	
72.290	25	
72.310	26	
72.320	Pur/Wh	
72.330	27	
72.350	28	
72.370	29	
72.390	30	
72.400	Or/Wh	
72.410	31	
72.430	32	
72.450	33	
72.470	34	
72.490	35	
72.510	36	
72.530	37	
72.550	38	
72.570	39	
72.590	40	
72.610	41	
72.630	42	
72.650	43	
72.670	44	
72.690	45	
72.710	46	
72.720	Nil	
72.730	47	
72.750	48	
72.760	Nil	
72.770	49	
72.790	50	
72.800	Nil	
72.810	51	
72.830	52	
72.840	Nil	
72.850	53	
72.870	54	
72.890	55	
72.910	56	
72.930	57	
72.950	58	
72.960	Yel/Wh	
72.970	59	
72.990	60	

SOGGI MEMBERSHIP LIST

NAME	ADDRESS	PHONE	FREQ
Michael Abram	Apt. C, 92 York Rd., Guelph, Ontario N1E 3E6	(519)767-6701	
Ronald Aguonie	3202 Greenbough Ct., Burlington, Ontario L7M 3B1	(416)335-9907	
Keith Armstrong	219 Governor's Road, Dundas, Ontario L9H 3J7	(416)627-4011	20
Peter Ashton	200 Edwin Street, Kitchener, Ontario N2H 4P2	(519)576-6750	40,42,44
Joseph Baltaza	19 Gaitwin Street, Brantford, Ontario N3P 1A9	(519)576-1449	32,40,54
Victor Baltaza	19 Gaitwin Street, Brantford, Ontario N3P 1A9	(519)576-1449	54
Rob Campbell	25 Beaucourt Road, Hamilton, Ontario L8S 2R1	(416)525-1675	24,36,48
John Crawford	Box #1, Hanover, Ontario L4N 3C3	(519)364-2513	48,42
Stan Crha	#1207-2185 Sheridan Park Dr., Mississauga, Ontario L5K 1C7	(416)822-1934	24,34
Cy Dyer	#518-760 Mohawk Road West, Hamilton, Ontario L9C 6P6	(416)383-8107	27,48,54
Tom Fiddes	762 Butter Road West, Ancaster, Ontario L9G 3L1	(416)648-1680	72.160
Fred Freeman	Apt 706, 75 Main Street, Dundas, Ontario L9H 2P9	(416)627-9090	34,46
Kurt Fritz	Rock Chapel Road, R.R. #2 Dundas, Ontario L9H 5E2	(416)689-4171	24,44
Gerry Fritz	19 Pepperwood Crescent, Kitchener, Ontario N2A 2R4	(519)893-7558	72.320
Albert Fund	73 Beech Street, Cambridge, Ontario N3C 1X6	(519)658-9495	56
Al Hilborn	175 Hewat Street, Cambridge, Ontario N3H 4H2	(519)653-0049	16,72.960
Werner Hildesheim	4 Foster Crescent, Cambridge, Ontario N1R 4R1	(519)623-2663	53.500
Jiri Horak	3403 Fellmore Drive, Mississauga, Ontario L5C 2E1	(416)273-5709	
Norman Klebert	21 Ridell Crescent, Stoney Creek, Ontario L8J 1Z5	(416)561-4054	20,30,32,72.160
Werner Klebert	59 Byron Avenue, Stoney Creek, Ontario L8G 3X4	(416)578-9431	18,50,72.080,72.320
Jim Leach	10 Belvidere Ave., Hamilton, Ontario L9A 3B7	(416)383-5024	56
Rick Lilley	1506 Newlands Crescent, Burlington, Ontario L7M 1N9	(416)336-7461	37,57
Jack Linghorne	55 Anglesey Blvd., Islington, Ontario M9A 3B8	(416)233-0230	12,26,42,56
Chris McHugh	1760 Main Street West, Hamilton, Ontario L8S 1H2	(416)527-3607	13
Bill Moar	944 Concession #6 West, Millgrove, Ontario L0R 1V0	(416)659-1053	34,42,72.960
Charles Rader	4533 Ivygardens Crescent, Beamsville, Ontario L0R 1B5	(416)563-4108	18,72.240,72.400
Julian Sarbiou	78 Flushing Avenue, Woodbridge, Ontario L4L 8H9	(416)856-1858	20,26,30
Karl Schmidt	122 Marshall Street, Waterloo, Ontario N2J 2T7	(519)885-4141	20,38,40
Paul Schmidt	198 Water Street North, Cambridge, Ontario N1R 3B6	(519)623-0031	32
Stan Shaw	16 Aylesbury Road, Islington, Ontario M9A 2M5	(416)231-7050	40,46,50
Bud Wallace	1060 Eastmount Avenue, Mississauga, Ontario L5E 1Z3	(416)274-3177	32,44,48,27.095
Stewart Watson	26 Juanita Drive, Hamilton, Ontario L9C 2G3	(416)385-8214	38,40,42
Waldo Wheten	90 Duke Street, Penthouse 5, Hamilton, Ontario L8P 1X6	(416)527-4457	38
Doug Wilkins	8448 Twenty Road East, Hamilton, Ontario L9B 1H7	(416)679-4973	72.760
David Woodhouse	96 Division Street, Guelph, Ontario N1H 1R6	(519)821-4346	38,40,44,53.100
Bill Woodward	520 Pine Street, Cambridge, Ontario N3H 2S6	(519)653-4251	28,72.240
Paul Yates	96 Highman Avenue, Cambridge, Ontario N1R 3L7	(519)740-0122	30,38
Curt Zorn	107 Ann Street, Dundas, Ontario L9H 5N8	(416)628-3095	16,23,50

SOGGI Frequency Pins

Further to the information supplied in the March *TASK* newsletter, the following recommendations (supplied by Neil Tinker, MAAC R/C Sailplane Chairman) are provided for Frequency Pins.

Old COLOUR frequency pins shall be 2 1/2" wide, centered on the active channel.

For receivers capable of 40 kHz spacing (most pre-'91 gear):

CHANNELS 11,12,13,16,17,20,21,24,25,28,29,32,34-45,54-57,60

EG:	5/16"	JOE PILOT
	5/8"	CHANNEL 12 72.030
	5/16"	SOGGI

CHANNELS 14,18,22,26,30,46,48,50,52,58

EG:	5/16"	JOE PILOT
	5/8"	CHANNEL 14 72.070
	5/8"	72.080
	5/16"	SOGGI

CHANNELS 15,19,23,27,31,47,49,51,53,59

EG:	5/16"	JOE PILOT
	5/8"	72.080
	5/8"	CHANNEL 15 72.090
	5/16"	SOGGI

For all new NARROW - BAND receivers:

CHANNELS 11,12,13,16,17,20,21,24,25,28,29,32,34-45,54-57,60

EG:	5/8"	JOE PILOT CHANNEL 12
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CHANNELS 14,18,22,26,30,46,48,50,52,58

EG:	5/8"	JOE PILOT CHANNEL 14
	5/16"	SOGGI

CHANNELS 15,19,23,27,31,47,49,51,53,59

EG:	5/16"	SOGGI
	5/8"	JOE PILOT CHANNEL 15