
Official Newsletter of the Southern Ontario Glider Group Inc



TASK



A Model Aeronautics Association of Canada Chartered Club

OFFICIAL NEWSLETTER - August 1995
Volume 11 - #4

President	Bud Wallace , 1060 Eastmount Ave. Mississauga, Ont. L5E 1Z3	(905) 274-3177
Vice President	Al Hilborn , 175 Hewatt St., Cambridge, Ont. N3H 4H2	(519) 653-0049
Secretary	Stan Shaw , Apt. 704 / 381 Edinburgh Rd., Guelph, Ont. N1G 3J7	(519) 766-9966
Treasurer	Don Guthrie , RR#4 Bellwood, Ont. N0B 1J0	(519) 843-4537
Editor	Mike Penney , 388 Massey Dr. Ancaster, Ont. L9G 3J9	(905) 648-5843

TASK is published bi-monthly.
Any material for inclusion should be sent to the Editor.

CONTENTS

Editorial	2
Announcements	2
FOR SALE	3
ElectroSpeak	4
Contests	6

Editorial

It has certainly been an enjoyable summer thus far with lots of activity at the field and as you will see, a keen interest in the Hobby with several new members coming on board. I have seen several of our senior members digging in and helping our newcomers to develop the necessary skills for safe and enjoyable flight. This really is the stuff of life!

I have heard talk from other clubs on the issue of Landing Skegs - You know those "Sharks Teeth" which can be attached to the bottom of the glider for use in SPOT landings. There is a bit of controversy about the use and danger of these devices. I know that SPOT landing is included from time to time in our contests but as yet I have not noticed the use of landing Skegs. If I may speak briefly to the matter I would like to add my voice to the growing crowd who would ban them from the field. I feel that the reason is simple and obvious. They do not promote SCALE LIKE flying skills (in fact they do not encourage any landing skill) and they do pose a danger to the plane itself and the safety of others on the field. I would welcome your comments on the subject.

Fred tells me that Gladys is enjoying brief trips home from the Hospital and may soon be home to stay. Best of luck and do get out to see us at the field Fred!

I was amazed to say the least at the cancelling of this years NATS event in Barrie. Apparently, lack of interest! This seems to agree with articles I had read previously discussing the dwindling competitive aspect of the hobby. Perhaps people just want to get out and have fun and not to worry about their performance among their peers? Do you have another opinion on the matter? See the M.A.A.C. magazine for more on the issue. I'm going to keep it brief this month as

there is enough to read without my meandering.

I look forward to seeing you all on the field!

ED.

Announcements

HEAR YE HEAR YE!

I am informed that regular club meetings will resume in October / 1995 at the usual meeting spot (the Rocton library). The dates are as follows...

2:00 pm SUNDAY - October 1
 November 5
 December 10
 Thereafter the second Sunday each month till April

We would like to welcome the following new members to our club...

- Shawn Benvenuti / 2nd conc./ Lynden
- Stephen Threlkeld / South Oval / Hamilton
- H Bert Hobson / Scarlett Rd / Weston
- Ann Tekatch / Pheasant Place / Hamilton
- Ken Lockwood / Cross Creek Blvd / Guelph
- Derek Hartwell / Isaac Block Dr / Stoney Creek
- Robert Batt / Blue Forest Hill / Burlington
- Bill Bewley Jr / Lakeshore Rd / St Catherines

I have enjoyed meeting some of you and on behalf of the executive, please feel free to enquire about and to share our resources.

CHANGE OF FIELD LOCATION

We have been witnessing the slow and systematic destruction of our flying field as the sod company continues to harvest. There will eventually be a new location at which to fly. For now, cutting will be moved to the back section off the property. The new location is not yet final but a posted map at the old field will show you where to go.

FOR SALE

1	JR PCM 5 CHANNEL RADIO / 4 SERVOS / BATTERY / CHARGER	250.00
1	JR 6 CHANNEL RADIO / 4 SERVOS / BATTERY AND CHARGER	200.00
1	OLY II RTF / 99"	75.00
1	MISTRAL BUILT BY FRED / REPAINTED AND COVERED / RED / WHITE / RTF / 120"	100.00
1	PARAGON / ONE WING PANEL BUILT / 120"	45.00
1	BIRD OF TIME / FUSE AND ONE WING PARTIALLY FINISHED 120"	45.00
1	SAGITA 900 FUSE BUILT / 99"	45.00
1	VIKING / GLASS FUSE PRIMED / WINGS COVERED / TAIL FEATHERS BUILT / 134"	125.00
1	GENTLE LADY WINGS / COVERED WHITE RED YELLOW BLACK TRIM	15.00
1	STILETO / GLASS FUSE PRIMED / "PRO RUNNER" WING KIT / 120"	75.00
1	HOBBY LOBBY HIGH SIERRA - GLASS/FOAM RTF 2 METER	50.00
1	MULTIPLEX FLAMINGO CONTEST / GLASS FUSE / WINGS / CANOPY	60.00
MANY	MISC. PARTS AND TOOLS FOR BUILDING AND FITTING. (HEAT GUN / IRON / COVERING / Balsa AND BITS AND PIECES / ELECTRIC MOTORS / SPEED CONTROLLER AND CHARGER	

*****ALL VERY REASONABLE PRICES*****

CALL DAVID WOODHOUSE (519) 821-4346 EVENINGS
(800) 263-8787 EXT 342 DAYS

DON'T HESITATE TO MAKE OFFERS!.

ElectroSpeak

By Mike Penney

THE ELECTRONIC TOOL BOX

Long before I discovered R/C modelling, my hobby time was spent investigating electronics (both analog and digital). In 1982, I bought my first computer (a Radio Shack model 1) knowing that somehow I was going to use it to further my study of electronics. From the very beginning, my goal was to connect my computer to the real world effectively creating a digital workbench for use in all of my hobby pursuits.

In an effort to realize that dream, I learned assembly language programming and directed my electronics study to digital interface technology. I began by controlling simple switches using relays. I could see that the possibilities were endless. Most commercially available computer interfaces were just too expensive and construction articles were often unreliable and discouraging.

Rob Campbell taught me about battery maintenance and the devices currently available for this purpose. I knew that I too would need a device to assist with my flight and power battery maintenance. That was it !!! Now I had a serious reason to build a computer interface to do the job. I renewed my search of the market and found the I/O-232 kit, a delightfully simple, cheap and powerful device which connects directly to the computer serial port. With a bit of BASIC computer code, I can customize the operation of the I/O-232 board to do virtually anything I please.

The heart of the I/O-232 board is the ITC232-A integrated circuit chip, containing a general purpose serial/parallel interface as well as a number of embedded functions which find

application in data acquisition and control systems. It provides easy access from a terminal or computer serial port to 32 input/output lines arranged in 5 ports which can be read or written with extremely simple ASCII commands. This allows control from within a custom written program as well as from any commercial communication software package such as Terminal for Windows, Procomm, Telix and the like. In addition to 24 parallel pins which can be configured as input or output, there are pre programmed functions such as a Pulse Width Modulation generator, 3 stepper motor logical interfaces, resistance or capacitance relative measurement, a 10 channel Analog/Digital converter and even ON-Screen Help functions.

So what you may ask?

Well you can connect to the parallel outputs to control on/off switches for charging and discharging batteries as you monitor their voltages using the analog/Digital converters. You might hook up to the Pulse Width Modulator and test speed control circuits or control a servo or use the stepper motor outputs to drive a lathe or other manufacturing device (like a laser cutter). These are just a few ways that a digital workbench can be used in the pursuit of R/C development.

The I/O-232 with the 10 bit analog converter can be purchased fully assembled from Active Electronics in Mississauga for about \$199.00 or as an easy to build kit for about \$100.00. I simply purchased the ITC232-A integrated chip and the supporting hardware and printed my own P.C. board shown in the manual . . . I used my trusty old flat bed plotter to plot the circuit board to copper. My cost was about \$60.00 and I defy anyone to find a more powerful and reliable interface for that money! The kit comes with software to get you well on your way to programming.

TASK

Once I had the I/O-232 board assembled and tested, I mounted it in an old audio patch bay. This made for a neat, compact plug port which only requires standard audio cords for connection to the board. The serial computer interface cord and many of the hardware components were easily found at one of the many surplus stores around town. I then purchased some power resistors for use in discharging my batteries. The resistors were mounted in a separate box and stereo audio cords were used to connect to the patch bay. With a little programming, I soon had a working battery discharge monitor. The next step was to create a nice colourful screen on which to display my battery voltages, amperages, discharge time and estimated capacity both in numerical and graphical format.

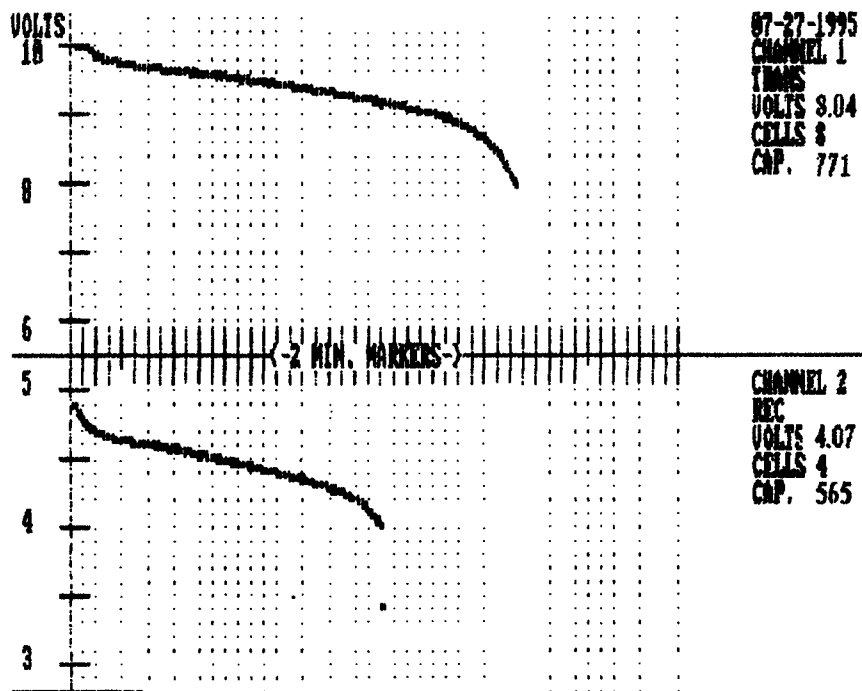


FIGURE 1 - SAMPLE DISCHARGE CURVE

I programmed the computer to sound an audio alarm when the discharge curve reached the critical 1.1 volts per cell. Now when I come in from a day on the field I simply plug one flight pack and transmitter into the battery discharge box and the computer monitors and graphs the discharge to 1.1 volts/cell, when I here the alarm,

I plug the packs into my trickle chargers and repeat the process for each flight pack / transmitter.

The next logical step is to set up so the computer engages a charging circuit and monitors the charge. Of course this charging / discharging cycle could be repeated any number of times, logging the resulting increase in capacity automatically.

It may all sound like a lot of work but really, the construction is not challenging for anyone who is good with a soldering iron. The programming is intermediate level BASIC code but I have already begun development of the discharge software and can make available what I have to anyone interested in this device.

Figure 1 shows a sample output screen from my battery discharge program.

Happy Hovering!

S.O.G.G.I. STAND OFF SCALE CONTEST

June 11/1995 C.D. Bill Woodward

The competition was stiff this year with several beautiful models entered. Weather conditions were favourable except for a bit of a north wind which gave Al and Don some trouble in the flying portion of the judging. Too bad that Bill was not able to fly his Slingsby due to a balancing problem. It would have looked great in the air. I understand that he has things worked out and will be contacting me to crew for him in the near future!

I must say that the experience was humbling. The Work and talent which was assembled on the field provided some lovely sights and a definite inspiration. We were treated to some excellent flying demonstrations as well as a few hair raising stunts. The stories are perhaps best told by the pilots. See Bill's article in M.A.A.C. magazine for further detail.

Contest results are as follows...

PLACE	NAME	AIRCRAFT	POINTS
First	Joe Baltazn	1937 DFS Raiber	582
Second	Kurt Fritz	1978 DG 300	506
Third	Garry Fritz	1971 ASW 17	473
Fourth	Al Hilborn	1958 BS1	418
Fifth	Don Guthrie	1938 SG 38	225
Sixth	Bill Woodward	1957 T46 Slingsby	203

S.O.G.G.I. "GOLDEN OLDIES" GLIDER CONTEST

July 9/1995 C.D. Bud Wallace

Only 9 old fogies (tongue in cheek!) showed up to do their thing - fly that is! The weather was great, sunny, lazy conditions with gentle winds from the west. Bud called the pilots' meeting at about 10:00 Am and announced three flights 15 minutes accumulative task with spot landing - 25 points in or out. The lucky ones showing great finesse places as follows:

First Place Gerrald Fritz
 Second Place Albert Fund
 Third Place Bud Wallace

Some of the models seen were :

Two Birds of Time
 Olympic II's
 Paragon among others

Sweet flying with no frequency clashing allowed sand-bagging all day. Jack lingham popped off into a low level thermal and didn't know what he had till Bud Wallace directed him to turn right into the thermal. Of course, Jack turned left and ended up at 6 minutes being too high to get down until 7 1/2 minutes which cost him 30 points. What luck?!

In summary , a good time was had by all. With the sod now being stripped, parts of the field provide nice thermal generation. By 2:00 Bud was presenting the trophies to the winners. The tribe went home with smiles on their faces! What more could you ask for. I know that six flights and 30 minutes accumulative would make a few pilots just that much happier. Oh well, there is always next year!

Stan Shaw