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Official Newsletter of the Southern Ontario Gilder Group Inc

# TASK



A Model Aeromantics Association of Canada Chartered Club

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OFFICIAL NEWSLETTER - December 1995  
Volume 11 - #6

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

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## Editorial



**J**ingle Bells...Jingle Bells - Oh hi!. Christmas is just around the corner? Have you left your wish list lying around for all of your family members to see? do it now! I look forward to this little holiday time to get started on a new kit. I guess it's going to be an electric aileron trainer as I have just completed another glider and I like to share my building time between electric's and gliders.

My most recent build was the " Stylus" ( a 40" low aspect hand launch glider ) by Carl Dowdy. Initial flights have proven it to be extremely manoeuvrable and while slope and Hi-Start are a breeze, the hand toss is marginal as I have learned the hard way the importance of managing weight. By not paying enough attention to the tail weight, I was forced to add weight to the nose resulting in a 7 ounce per square wing load for a glider which is designed for 5.5 ounces per square. It's now time to get into something with ailerons. In addition to the Sig Tri-Star, the Electric Hots and the Electro Streak I have considered a fully aerobatic design by Csaba Lemak of E.M.F.S.O. I will be anxious to see it built but it looks great.

As I previously mentioned, I do look forward to the winter because I am an outdoor type. I'm sure you have all experienced that euphoria as you stand facing a huge, freshly mown sod farm or the vast landscape from atop the slope. I feel just as excited at the sight of a wide open space glistening with a newly fallen snow just waiting for my landing skis to make the first cuts. The different flying conditions offered by the cold, dense winter air makes for a nice change. I can get away with pushing that little can motor just a bit harder because of the natural cooling affect. A nice hot chocolate feels so good afterward. Perhaps I'll see more of you out there this winter.

In this months issue, we are treated to the thoughts of two ladies; one who realizes a gliding

dream and the other an R/C nightmare. It's comforting to see both sex's sharing the up's and down's of the hobby! In addition, we have an article on the making of silicon hinges (by Graham woods courtesy the Clarence Silent Flyair ). Finally a brief review of the INTERNET as a source for articles, pictures and dialogue for the R/C hobbyist.

### ANNOUNCEMENTS

The call goes out for an editor...

During the past year I have tried to keep up with the TASK and I hope that you have enjoyed it. Regretfully I must announce that for various reasons I will not be able to continue in '96. I sincerely hope that I'm not letting anyone down. I do wish to continue contributing articles to the TASK and will make all efforts to support our new editor as time permits. This will be my last issue so come on out of the woodwork and give it some thought!



## A Girl and Her Sailplane

I'm sure you've all experienced the moment when all those hours of practice and instruction finally come together and you have a flight that will live on in your memory forever. My moment came this past Thanksgiving afternoon at the field after everyone had left for the day.

I was having one of those "just one more flight, then I'm leaving" flights with my Gentle Lady. I snapped back the hi-start and up she went like she was on rails. It was my straightest and highest launch of the day. I flew figure 8's against the wind looking for lift but not really caring if I found it or not. The plane was behaving perfectly. It was going exactly where I wanted it and I was enjoying the sensation of having lots of time to figure out where to go next. I felt on top of the world!

This was too easy. I wasn't finding any lift and the plane was slowly losing altitude. I knew the flight wouldn't last much longer so thinking "what the hell" , I cranked back on the elevator and the Gentle Lady did the most beautiful and graceful loop I've ever seen! It was a big, slow and steady circle and the plane performed it without so much as a tremor.

Now, I've seen plenty of gas planes loop and I've even looped one myself, but that big, free, swooping loop will live on in my memory forever! It was a perfect tribute to the people who have spent so much time teaching me this past summer and I sorely regret they were not there to see it or the look of joy on my face as I did it.

Thank you, Albert. Thank you, Al.

*I CAN FLY!!!*

Ann Tekatch

And Thank you Ann for reminding us all of that magical moment! (Ed.)

Here is an article offered up by Doug Wilkins' wife Gloria. The article was written about 15 years ago while Doug was a member of the Hamilton Flying Tigers.

My wife thanks you Gloria!

## *Ladies & Gentlemen:*

I would like to thank the Flying Tigers for helping me to accept a condition which my husband has suffered from for some time.

It began about 14 years ago, as we were driving past an open field on the north west corner of Garth and Stonechurch Rd, He slammed on the brakes, nearly putting me and our infant son through the windshield of the car. He had seen something strange in the sky. ( Even then , he never watched the road.) I thought we were being invaded, but no!, it was his first sighting of an R/C plane. Once he was out of the car, he was hooked.

As he became more deeply involved in this hobby, the strange symptoms of this condition seemed to present themselves. First thing I noticed was a problem with his eyes. Unless an object was equipped with wings, he could not see it. It got to the point, in order to gain his attention, the children would race around the living room with arms outstretched shouting " look Daddy, I'm a Sky Hawk, Look Daddy I'm a Lysander, Look, Look, Look!" Eating meals was another problem. we had to arm ourselves with paper airplanes and try to land them in his mashed potatoes or he would forget why he was there and he'd be off to glue pieces of wood together that he had cut apart the night before. Years of watching Dr. Gannon, General Hospital and Marcus Welby shed no light on this strange visual problem. I did learn however, when the eyes fail the hearing improves. This proved true, but only under

certain condition.

A simple " Please don't sit in the living room chair and sand you wing, I'm already sitting in it" or " could you lift your flight box off of my hand, I'm trying to scrub the floor" brought no response at all, however if he was in the back yard with the mower and a modeller called, he could hear the phone and usually answer it by the second ring. If he was in the basement (usually the habitat of modeller) and someone started a motor up on the brow four miles away, he heard it. Out the door he would go shouting " I'll be back shortly". After all, "I'll be back longly" is not grammatically correct.

By this time, you're probably wondering how the club has helped me accept his vision and hearing problem. Because I now know modellers must all have the same problem. At least I'm sure about the vision one anyway.

Tuesday night, Doug came in the door with the ugliest piece of wood I have ever seen. Over the years I have heard about the Pranged Pig but this is the first time I laid eyes on it and I knew right away (This is an award for doing dumb things on the field like throwing your plane without the radio turned on (Ed.)). This grotesque little creature is not a pig at all. If you flyers had only put some wings on his shoulders you might also be able to see he's a bear. A bear with a problem, but a bear. He now sits in his temporary home atop our T.V. Now instead of watching re-runs I can look upon this gargoyle-like creature and repeat.. "I am not alone - I am not alone"!

I will be eternally grateful.

Yours truly,

Gloria Wilkins



**M**inutes of meeting October 1, 1995  
Meeting was called to order at 2:20 by Bud Wallace who welcomed everyone present ( 15 members ).

The minutes of the meeting April 9,1995 were read. Kieth Armstrong moved that the minutes be approved as read. Seconded by Bill Woodward. Carried

A discussion followed on the insurance issue. Al Hilborn reported that Wellington insurance will not cover modelling activities under the home owners Policy. Ann Tekatch, an insurance agent reported that the standard practice is to include modelling activities under the home owners policy. She will get a copy of a letter outlining this policy which will be published for all members to read and pass on to their insurance agent as required. It was further pointed out that the home owners policy should cover the \$500.00 deductible that the MAAC policy now requires for any accident. Check with your home owners policy.

Further to the minutes, Don Guthrie informed the group that a \$50.00 donation was made to the heart foundation on behalf of Cy Dyer.

Review of the flying season : By Bud Wallace

The general feeling of the members regarding the number of contests appears to be satisfactory. Five events were held successfully with money made on the events.

Discussion involved the possibility of holding a Two - One day event next summer in place of the nationals. The group accepted July 6th and 7th as possible dates. Bill Woodward would like to see a scale rally or festival to encourage scale gliders.

Another tentative date was set for hosting the EMFSO group on June 8th and 9th. Further contest dates will be drawn up at the next meeting. Bud also would be responsible for the ordering of 5 skeeter kits as prizes.

## MEMBERSHIP

Bud Wallace asked for a report on our current stat's.

Don Guthrie said we have 42 paid members with about \$1000.00 in the bank. Outstanding is our field rent payment for next year of some \$930.00. Another \$5.00 increase would give \$210.00 more income. A motion by Kieth Armstrong and seconded by Bill Woodward recommended that the membership fee be brought up for discussion and vote during the november meeting. Carried.

Further discussion involved setting up a phone committee. Stan Shaw will distribute a list of members at the next meeting. Ann Tekatch will set up a questionnaire on receipt of the list for the phone committee to get information on meeting times etc.

## NAME BADGES

A discussion was held on the need for name badges. Stan Shaw pointed out the cost would be \$5.00 to \$6.00 per badge with a logo design. A majority of members were interested in purchasing one. Stan will bring art work and costs to the next meeting.

## NEW BUSINESS

Bill Woodward volunteered to repair the club winch. It needs a brake installed for next season. Juri Vosu circulated a letter requesting joining a new organization (N.E.A.C.) the national Electric Aircraft Council. It is an advisory committee to AMA. Juri asked if S.O.G.G.I is interested in joining.

Stan presented "Instructor Wings" to Don

Guthrie for his dedicated efforts in working with the novice flyers on Seniors day this summer. Albert Fund will be awarded his instructors wings on a suitable date. Al Hilborn moved that the meeting be closed.

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## Minutes of meeting November 5, 1995

There were 21 members present when Bud Wallace called the meeting to order at 2:12 PM. The minutes of the previous meeting were read by Stan Shaw. Moved by Stu Watson and recorded by Mike Penney that minutes be approved. Carried.

## MEMBERSHIP DUES

A discussion followed on the membership fee. Don Guthrie outlined the club's expenses; the total receipts were \$2200.00 approximately. With disbursements being \$2500.00. This meant that \$300.00 was taken out of the cash balance. The current surplus is approximately \$1057.00. It was pointed out that an increase of \$10.00 would result in approximately \$40.00 over last year. As well the fee was changed for seniors back to open membership rates. With the increase we could investigate the possibility of getting a second flying field as well as build up a surplus of at least one thousand dollars. Stu Watson moved that the open membership be increased to \$40.00 for '96. Seconded by Mike Penney. Vote in favour was unanimous.

## CONTEST CALENDAR

Discussions on the various events planned resulted in the following dates ( rain date is day following in most cases where noted)

June 1/96 -

Club Fun Fly - Otto Bandman Memorial combined with hand launch competition.

C.D. Bill Woodward, Stan Shaw

C.D. Don Guthrie - to be confirmed

June 8,9 -

E.M.F.S.O. Electric Fun Fly

C.D. Bud Wallace, Stan Shaw

June 15 ( Sat.) June 16 ( Sun rain date )

-

Stand Off Scale Rally

C.D. Bill Woodward, Fred Freeman

Combined with Vintage Glider contest

C.D. Bud Wallace

(Vintage class includes pre 1980 gliders)

July 6,7 -

Open Invitation Two - One contests

Triathlon 6th, Novathon 7th

C.D. Stan Shaw, Bud Wallace

September 1 -

Big Bird Bash

C.D Stan Shaw, Bill Moar

Other TENTATIVE dates discussed were:

- 1) S.O.G.G.I snow fly Feb. 17th  
Location to be reported by Don Guthrie -  
next meeting
- 2) E.M.F.S.O. Electric Fun Fly (2) July 13th,  
14th  
Stan Shaw to report
- 3) GNATS Scale Rally - Bill Woodward to  
report
- 4) July 15th, to 21st -  
Ottawa Canadian Nationals Sail plane contest  
Contact Ken Norris
- 5) Halton Hills Electric Fun Fly - Aug. 17th ,  
18th  
C.D. Geof Miller, Bud Wallace
- 6) Belwood Lake Electric Fun Fly - May 30th

Footnote: - Bill Woodward would like members interested in scale who are considering participating in the GNATS next summer to contact him regarding an organizational meeting in the near future.

## NAME BADGES

A discussion was held concerning the kinds of name plates available. Don Guthrie and Stan Shaw displayed sample badges. The cost will be \$6.00 for minimum order of 50 units based on two sources. A majority indicated interest in purchasing name badges. Stu Watson suggested the MAAC name badge as an alternative. It was decided to ask Don and Stan to bring samples to the next meeting for final selection of design. Orders will be placed following the decision.

## CLUB WINCH

Bill Woodward will be making repairs and installing a brake on the winch. Albert Fund offered to purchase winch line for the club. 6 rolls will be ordered, 2 rolls per winch on his vacation to florida.

## PHONE COMMITTEE

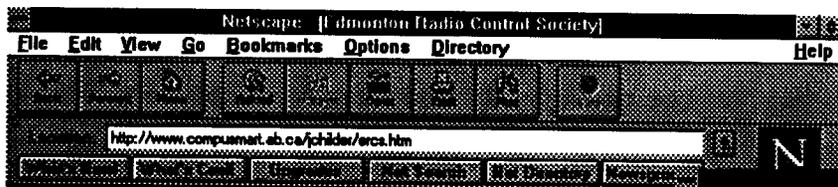
Stan Shaw circulated a membership list that was divided up among the members based on the town or city location. Ann Tekatch will provide an outline of the phone survey to use for the next meeting. The meeting was adjourned by Bill Woodward.

Following the meeting a draw was held.



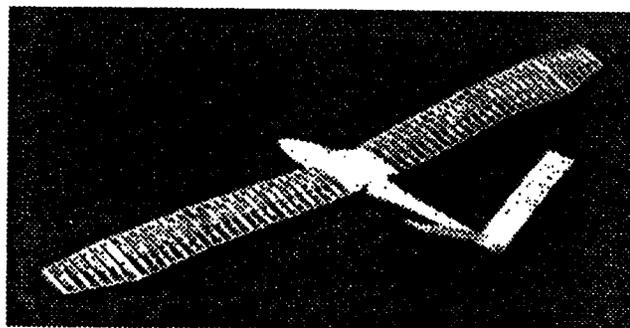
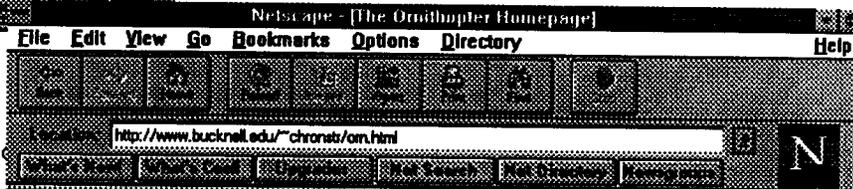
INTERNET AND THE R/C HOBBYIST

Have you checked it out? I first heard from Juri Vosu about the R/C interchange via the internet and though it didn't sound like much at the time, it has become huge!



Some favorite sites:

- [Aerotech](#) - Complete line of radio control model aircraft
- [Aviation Image Archives](#) - Great views of aircraft
- [Avro Arrow Aircraft](#) - Canada's greatest military aircraft - Scrapped by the Government!
- [Bay Area Radio Control Society](#) - R/C Airplane club
- [Bill Wallace's Collection of Model Airplane Info](#) - a good "How To" page.
- [Bob's Big R/C Page](#) - Pictures and a Swap Shop
- [Daniel Koehn's HomePage](#) - Australian Model News
- [East Coast Model Center](#) - A hobby shop and direct mail order company sp Radio Controlled Models, Plastic Models, Model Railway, Model Rocketry, and Tools.
- [General Aviation Servers](#) - a list of Aviation related servers
- [Hank's Hobby Hole](#) - modeler from south west Michigan
- [Hans K. Kumpulainen's Home Page](#) - Modeler from Oulu, Finland



Horst Rabiger's EV7 electric ornithopter.

figure 1

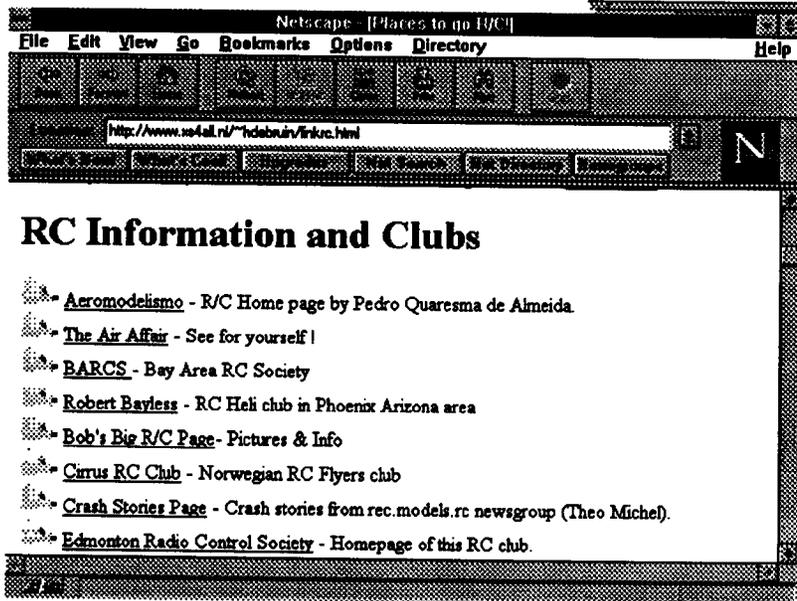


Figure 2

figure 3

There have been many an evening spent in the pursuit of R/C education and the NET has been both reliable and entertaining. Ann Tekatch got me onto the R/C soaring exchange and while I haven't had time to participate, I would recommend it to anyone interested in a growing dialogue between beginners and experts...Topics of conversation cover all aspects of the hobby from leading edge technology to outpourings of joy.

For those of you who have heard of the internet but who are apprehensive about participating, I can assure you that the process is laughably simple and the present software harnesses the power of the NET like never before possible. Various sites offer advice, articles, tons of photo's and open discussion. While R/C has come a long way on the NET, I can see the need for it to grow with time. For example, I would like to find plans for aircraft which I can download and use.

So how does it work?

Like virtually all internet services, you may immerse yourself into the WEB by using one word such as "R/C" or "GLIDER" as your search key and away you go! You will be presented with several sites which contain information on that key word. From that point, you can sit back, put your feet up and with your computer mouse you can point and click your way through Reams of articles, pictures etc. or you can even interact by offering up your experience and thoughts on the various topics. You will find that your particular experience is badly needed by someone. You know? it's kind of like the newsletter.

Anyway, if you refer to the three figures which accompany this article you can see that figure 1 shows a portion of a listing of someone's favourite R/C sites on the WEB. The actual list was quite large and a click on any of the topics listed would send you in that direction. Figure 2 shows a typical picture drawn from a large list of photo's offered by an enthusiast. My printer does not do the image justice

as it was quite crisp and colourful on the screen. That image was one of an Ornothopter ( flapping wing free flight ).

Figure 3 shows some of the various other types of listings which are offered along the R/C highway. It includes club sites and all the information which they offer, Pictures of scale aircraft, stories and discussion groups.

In closing I must admit that as with any information source, this one has it's share of garbage ; although one man's garbage is another man's treasure. You'll just have to check it out for yourself!

Happy surfing!  
(Ed.)

I would like to take this opportunity to wish you all a very Merry Christmas and many many good flights in the new Year!

Mike.



MERRY CHRISTMAS