

# TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 12 Issue 1

February 1996

**N**o one is more surprised than I to see my name at the bottom of this column! When I read in the last issue that Mike was giving up the mantle of editor, I was saddened. I wondered who could possibly take over and maintain the warm and friendly tone that Mike has graced these pages with.

Well, as it turns out, I'm the new heir to the editor throne. Whether or not I will ever be able to fill Mike's shoes is another matter! I'll do my best and trust that you will help steer me in the right direction when I wander off course.

In other, more familiar terms, keep the buddy cord attached guys!

If I had any doubts about my own abilities to be editor, I didn't need to worry whether I would have the club's support! Articles, notes, and reports have been pouring in and I think you'll enjoy this issue.

Keep in mind that the newsletter is only as good as YOU make it. It needs to be kept fed with articles, product reviews, building tips, flight experiences and photos! (We are fortunate to have a full page scanner and I would dearly love to have any photos you might have to put into the newsletter.)

On the last page of the newsletter, you'll find a calendar listing all the upcoming events as well as the deadline for submitting articles, etc. for Task's April Issue. My mailing address, email address, fax number and phone numbers are all listed. So there's no excuse not to send in something!

I'd like to call on all the new members who, like myself, have been on the receiving end of the club's generosity. It's pay-back time, fellas. Think of all the



time that someone spent with you this past season helping you learn to fly or giving you advice. Contribute something back to the club: write an article about your favourite flight or your best crash!

Articles don't have to be typed or submitted on disk. But if you do submit on disk, either 3.5" or 5.25" is fine. I can handle any IBM compatible word processor format except Word Perfect 6 and higher.

I think that's enough brow-beating for this month. I hope you enjoy this issue and I'm sure you all join me in thanking Mike Penney for the terrific job he's done this past year!

Ann Tekatch  
575-5433  
a7503934@mcmail.cis.mcmaster.ca

## President's Corner

I would like to extend my own best wishes to our membership for a happy, healthy and prosperous year in 1996.

As president, I would like to see more friendly faces. If a few executive members can drive some forty miles, I'm quite sure some of you can drive ten miles or more to Rockton. Like they say: "It's worth the drive to Acton"....Rockton, too!

Our membership roster has plenty of knowledgeable and experienced people who are capable of talking for ten or fifteen minutes on their pet subject or project. Perhaps some of them can be persuaded to give presentations at the next club meetings. Otherwise, we will be volunteering you....you...and you!

Furthermore it has come to my attention that there seems to be six to eight serious all-weather flyers. A lot of "gas" clubs would "kill" for the use of our field. You could fire a cannon and not hit anyone five days of the week. If yours truly can stagger out in the cold weather, surely some of the younger members could come out to enjoy a quiet day of flying and help us senior types...hint, hint, hint! I know that many

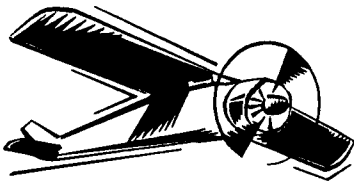
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of you do not fly electric models but on sunny days thermals do exist even in the winter!

I hope that you all turn out at the meetings to heckle the executive! (S/D) I hope to see you all soon.

Bud Wallace  
(905) 274-3177



## Stylus: A Product Review

One of the topics of interest at last year's meetings was the Hand Launch Glider (HLG). The club embarked on group project to build HLG's for use in the fall "GOLF" tournament. Plans were circulated and several gliders built. Unfortunately, I did not have the time to finish the Sagitta and the HLG in time for the golf tourney but I did want to complete the project eventually however, I was not particularly interested in the glider design selected by the club. Shortly after I joined the club I found the STYLUS by Carl Dowdy in an RCM magazine. Carl is an Aerospace engineer out of N.C. state university dealing specifically with oblique wing aircraft. Everything about this HLG appealed to me and the construction article was very comprehensive. The STYLUS is a low aspect one meter glider incorporating the undercambered Eppler 214 airfoil. Here are the stats....

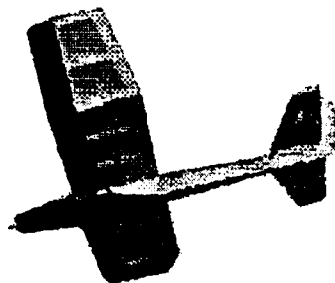
### STYLUS HLG BY CARL DOWDY

WINGSPAN  
40"

WING CHORD  
Root 9" / Tip 7"

WING AREA  
344 sq in  
WING LOCATION  
High wing  
AIRFOIL  
Eppler 214  
ASPECT RATIO  
4.65  
WING PLANFORM  
Constant chord center / tapered tips  
DIHEDRAL EACH TIP  
3- 1/2 inches  
O.A. FUSE LENGTH  
32- 1/4 inches  
STABILIZER SPAN  
16"  
STABILIZER AREA  
71- 3/4 sq in  
STABILIZER AIRFOIL  
Flat  
VERTICAL FIN HEIGHT  
6- 1/2 inches  
VERTICAL FIN WIDTH  
5- 1/2 avg incl half lap rudder  
CONTROL FUNCTIONS  
Rudder / Elevator

### *Mike Penney's Stylus*



### CONSTRUCTION

Rather than photocopy and enlarge the plans, I chose to scan the plans directly from the article using a full page scanner ( cost about \$3.00 at the local computer store ) set to black and white low resolution imaging. This is quite adequate for the purpose of building and is cost effective. The resulting PCX image was then brought into COREL PHOTO PAINT where I could isolate the various sections of the plan. These plan sections were scaled up and printed with amaz-

ing accuracy on my dot matrix printer using custom page lengths to accommodate the 32" fuse and 40" main wing. A side benefit of this method is the ability to modify the design on the fly before printing. My only modification did not require a plan change.

In my house, I have to be mobile as I don't have a specific building area so I like to use an acoustic ceiling board cut down to 4' x 1' and mounted on an ironing board. With this arrangement I can easily clean up and store my unfinished work anywhere. I can even move out to the deck!

Construction of this glider is very straight forward and can be accomplished by a novice. Covering the undercambered wing can be tricky but I used 3/16" cap strips top and bottom. This gives a good surface for attaching the covering. The wing is constructed of 1/32" sheeting on 1/16" ribs. The tips are built as one unit and cut in half for attachment to the center section. 1/4" lower and 1/8" upper hard balsa spars seem to be adequate and minimize on weight. 1/32" sheet webbing is used and the center 3 ribs are sheeted top and bottom. The fuse is constructed of 1/16" balsa and the tail feathers of 1/8" light balsa sheet. Lightening holes are cut from the stabilizer but I would use stick construction next time as I did have difficulty balancing the model. All formers are of 1/8" balsa and wing hold downs center mounted 3/16" dowel.

I knew that I would not be flying this model until late fall and winter so I installed 1/64" ply doublers in the nose of the fuse to facilitate a speed 400 motor for use in the snow. I also chose to use Monocote for covering though I could have used a lighter covering. I just felt that the extra weight of batteries and motor would put additional strain on the wing and Monocote could be justified. A finger hole is cut into the bottom of the fuse with re-enforcement enough for strong throws. The finished model should fall in the range of 11 ounces resulting in a 4.6 oz./ sq. ft. wing loading.

In reality, my model was 13 ounces with balance weights installed and mini servos ( not micros).

### FLYING

The beauty of the low aspect wing is the increased maneuverability in all conditions. I have flown this glider in all weather conditions and have never had difficulty with controlled flight. The undercambered airfoil makes full use of lift at low speeds however, high speed flying is easy and fun. Hi-Start launches are a breeze although I experienced some stalling when coming off the line. This is due in part to the sad shape of my Hi-Start ( over stretched ). The overall stall characteristics in general are good so that tip stall has not occurred during my extra slow trials. My son and I have both enjoyed thermalling with this ship as with most HLG's, it thermals at the slightest wisp. This craft is well suited for the slope with its sharp turning angle, strong wing and 1/32" doublers. I have had mixed success with electric flight. I had to move the wing back slightly to balance with the flight pack installed. The all up weight for electric flight is 25 ounces ( this includes micro servos in place of mini's). The 020 size Mabuchi motor which I used is marginal at best and with 6x 800mah cells and a direct drive 7 x 4 folding prop will barely keep the model airborne. I'm not impressed with these yellow no-name folding props. I will either move to a geared Graupner Speed 400 or possibly an AP29. Either of these configurations should fly the model with ease.

It was a pleasure to see the STYLUS finally come off the page and into the air. After two years of dreaming, I finally get to fly it. I can't wait to show it off at the fun fly! Until then.....

Happy Hand Launching!

Mike Penney  
(905) 648-5843

## Up! Up!! And Where Did It Go?

**N**ov. 17, 1995  
The day started off well. The field had a little bit of snow on it, and it was warming up.

I put my little hand toss together and set out the up start. By now the wind was up and coming from the northwest at about 10 mph.

Range test was good. Everything worked the right way. What do you know!

I launched right into a big thermal. This little plane was sucked up like water in a straw. Full down trim didn't do a thing. Up it went like a jet.

You know the old saying, "you blink, you miss it" ? I did and I did.

I looked for a few hours but no luck. Where do you look???

Dec. 15, 1995  
Had a phone call today from Ancaster. A man and his family were out looking for a Christmas tree. After bypassing many trees, they found the perfect one for them. It already had a gift under it.

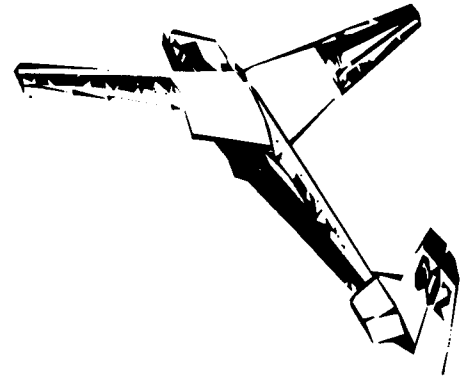
They found my name and number and gave me a call. I was there in an hour.

\$25. and a BIG thank you!!!

I was happy again.

Up  
Up and  
away

Allan Hilborn  
(519) 653-0049

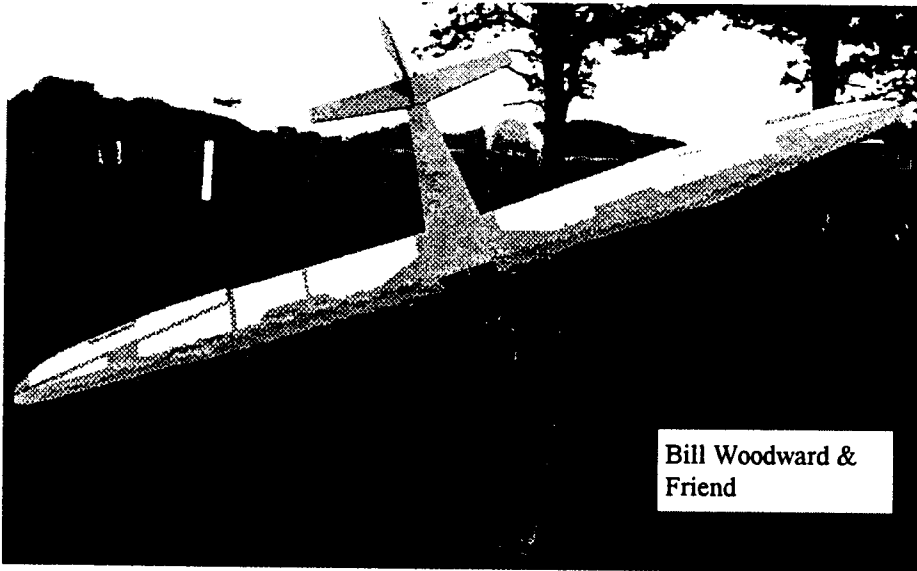


## Scale R/C Soaring Group

**D**uring the last year or so meetings have been held for the purpose of "talking" scale R/C soaring, a sort of R/C soaring 'hot stove league', if you will.

The idea originated from conversations between Bill Woodward, Gerry Knight of GNATS, and myself and involves at the present time a dozen or so people, all of whom are interested in the building and flying of scale models or sailplanes, both Vintage and Modern; S.O.G.G. and GNATS clubs are both well represented at these sessions, attendance at which has grown from the original five who came to the first meeting, to our great delight. The gist of the discussion at that first meeting was that we should all spread popularity of this aspect of our sport/hobby, the collective thought being that it should be more widely explored by the R/C soaring fraternity.

Topics of conversation have ranged from details of models currently under construction to the organisation of contests, fun flies, "fly-ins" and the like. Specific aim would be taken at that old myth that scale models do not fly very well, and were difficult and expensive to build. Airfoils, launching methods, finishing techniques and the location of suitable documentation all found their way into our discussions, along with all manner of construction methods.



Bill Woodward &  
Friend

As an example, at our latest meeting we were treated to info. on a different way of attaching the skins to a leading-edge D-box assembly. Gerry Knight uses a sealing iron to do the job. He first coats all contact points (ribs, L/E material, spars) with white glue; then, he mates the skin accurately onto the structure, making sure to involve all points. The glue already on the ribs etc. will leave a traced pattern on the skin, so that he can add more to it, following the witness on the skin. After both skin and leading edge structure have become tacky, he re-aligns the skin carefully, and applies the sealing iron to the outer surface - moderate heat here - making sure to cover all points, and Voila! The result is a leading edge sheeting that will be firmly in place, with every rib securely glued to it, and to the spars, etc. that support it.

We also discussed the upcoming season, and the possibility of scale "fly-in" type of event, with aero-towing demos to be held June 29/30 at GNATS field in St. Catharines, and a special event at Harris Hill, New York - suggested date June 1/2, as well as SOGG's own Scale Day on June 15th.

So it looks as if 1996 will be a very active year for the scale bugs among us!

Next meeting of the Scale R/C Soaring Group will be March 2/96. If you are interested in scale and would like more

info. on the scale group, feel free to contact either:

Bill Woodward (519) 653-4251 or  
Fred Freeman (905) 627-9090

We'll be glad to help.

F. J. Freeman

### *Hobby Shop, Hobby Shop, Where Have You Gone?*

**Y**ou are all probably aware by now that Booth's Hobbies in Hamilton has closed and Skycraft in Burlington has been sold and reopened in a smaller location.

I have a confession to make. This all happened about the time that I discovered Tower Hobbies in the States. I admit that I fell victim to their siren song of slick and shiny catalogue pages wooing me with promises of cheaper prices and unimaginable selection.

Yes. I admit it. I ordered stuff from Tower Hobbies. And now I have to drive at least 30 mins. every time I need to get a piece of balsa or a clevis to make a repair.

To add insult to injury, the "cheap" receiver I ordered from Tower Hobbies was defective and I had to return it. About \$10 in shipping costs to Tower and another \$15. to \$20. to have them send me a new one!! That "cheap" receiver ain't much of a bargain any more...

Is it my fault that Booth's Hobbies is gone and Skycraft has been downsized? Probably not. Is it the collective fault of all of us R/C modellers who sometimes forget how handy it is to be able to run around the corner and get that much needed replacement part? Of course it is.

It's easy to take the neighbourhood hobby store for granted. But let's not forget that these are the same people who support local R/C clubs. They are usually the first contact new members have with our hobby/sport. Without them, who will steer new people our way? Certainly not Tower Hobbies.

Before you succumb to the U.S. mail order houses, ask yourself one question: Is it really worth it?

I've made myself a promise. I will only order from a U.S. hobby shop if it's something I simply cannot get locally or in Canada.

I don't want to have to wait two weeks to get repair parts in the mail from Tower Hobbies.....

Ann Tekatch  
(905) 575-5433

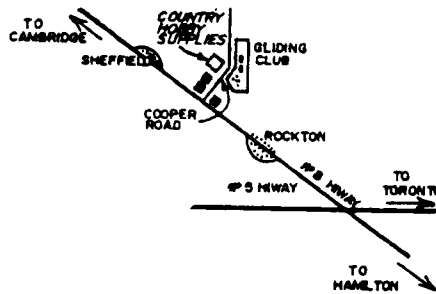
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Closed Sundays and Mondays

## Battery Technologies

**M**y aim here is not to instruct you in the use of these new cells but to give you an overview of what's available with an eye towards R.C. use.

In the past, most rechargeable cells used lead-acid or nickel cadmium technology. But new products are vying for your battery dollar as manufacturers increase power, reduce weight and get rid of toxic materials.

### Nickel Cadmium:

Nickel Cadmium (NiCad) cells, the most popular rechargeables, have been around for more than 30 years. NiCad technology is widespread and cheap, and most cells will last for about 1,000 charges. They will also deliver their power at the high amperage rates nec-

sary to run our electric flight motors. NiCads have some serious drawbacks, however. Compared to single-use cells, they give relatively low power per kilo, they don't perform well at high temperatures and they lose 7 to 25 percent of their charge each month in storage.

If a NiCad cell is recharged too often without being completely drained first, it can suffer hysteresis ("the memory effect"). The cell "remembers" how full it was at its last charge and won't recharge past that point. The best way to avoid hysteresis is to periodically discharge your nicads to 1.1v per cell then recharge for the recommended time.

Leaving a NiCad discharged too long can also damage the cell.

### Lead Acid:

Rechargeable cells with lead plates and

acid electrolyte have been widely used for more than 100 years. Lead-acid cells can produce lots of power and lose as little as 3 percent of their charge per month of storage, but most give low power per kilo. These batteries are heavier than NiCads, they don't discharge as fast but they're not prone to hysteresis. These cells are best left on the ground to power your starter or glow plug.

One intrepid slope flyer used a lead acid battery with an extension cable to his transmitter for his LSF Level V duration flight on the slope. He used a self designed voltage regulator to get the right voltage.

### Nickel Metal Hydride:

Nickel Metal Hydride (NiMH) is being hailed as a replacement for NiCad cells. NiMH uses nickel and metal hydride plates with potassium hydroxide electrolyte. The cells hold almost double the charge of nicad by weight, but cost twice as much. Some researchers believe NiMH's capacity can be increased by 40 percent.

NiMH batteries work in a standard NiCad charger but can be damaged by overcharging. They also lose their charge in about two months of storage. With current technology NiMH cells cannot produce power as fast as NiCads, limiting their use to devices which don't draw much current. These cells are best used in transmitters or flight packs.

### Reuseable Alkaline Manganese:

Reuseable alkaline manganese (RAM) was invented by Richmond Hill, Ont. - based Battery Technologies Inc., it has been licensed to many manufacturers and is sold as "rechargeable alkaline" batteries not to be confused with single use alkaline batteries. RAM holds about 85 percent of standard alkaline cells which is still about 20 percent better than NiCads' charge capacity.

Storage does not affect the number of

chargings a cell will accept, and a RAM cell can be stored for four to five years as opposed to three to six months for NiCad and half that for NiMH cells. However, a RAM cell loses some of its capacity each time it is used limiting its use to 70 to 100 charge-discharge cycles. For some flyers that can be several years.

RAM is the cheapest rechargeable on the market but their discharge rate is limited and it is recommended that you use chargers designed for RAM use. These cells are very attractive for use as flight and transmitter packs but so far I have not seen cells with solder tabs on them and I am hesitant to use spring loaded battery holders.

#### Lithium:

Lithium batteries are efficient but pose many hazards. Cells sometimes leak and overcharging or exposure to the atmosphere can cause liquid lithium to explode. Lithium sulphur dioxide batteries, for example, give great performance but are too hazardous for consumer use.

Storing lithium in an ultra-thin lithium polymer prevents leaks and explosions. They pack twice the power of NiCads, but cost twice as much and last only about 300 recharge cycles. Some researchers say the cost can be cut by one tenth and the charge boosted to four times that of the NiCad.

Wouldn't these cells go great in an R.C. crash - spectacular! Better left alone until more research is done.

#### Lithium Ion:

Lithium ion (Li ion) is another promising technology. Bellcore Communication Research Inc. replaced the lithium metal with safer lithium-based oxide and carbon. Prototypes still reached 65 percent of their capacity after a phenomenal 2000 charge cycles. These cells are very light and hold up to 3 times more charge than NiMH by weight, last about 3 times longer than AA alkaline batteries, and are cheaper than NiCad and NiMH. These cells however cannot be discharged quickly and must be charged with a trickle charger for lengthy

periods. These cells do not react well to external heat so soldering them together in packs may not be recommended.

#### Zinc-Air:

Zinc-air being developed by AER Energy Resources Inc. in Smyrna, GA, may have a bright future. Zinc-air rechargeables are currently very bulky, and will not be available in standard sizes for some time. However, AER currently has a five cell 170gm. pack which will run a receiver for about four hours and a twelve cell pack which will run a transmitter for five hours. These cells have no memory problem and can be charged at the user's convenience, but their weight and cost (\$649 U.S. for the twelve cell) will inhibit their use.

With the current battery technology there seems to be no rival for the NiCad in high current draw applications, such as electric flight motor packs.

Flight and transmitter packs, however, are another story. There are two possible replacements for Nicads in this application. I believe the RAM batteries are a viable substitute if they can be soldered together into flight packs with the NiMH a close second. The reason I put RAM cells ahead of NiMH is because RAM cells discharge very slowly in storage. If you're willing to replace your cell packs every other year, RAM cells work well.

Lithium ion cells are being used by Sony in cellular phones and camcorders. When they become more widely available in different pack sizes they could replace the top three because of their long life, high capacity and light weight.

(This article was taken in part from an article written by Ian Johnson and appeared in the May 1994 issue of Home Computing and Entertainment magazine.)

Bill Moar

## *Minutes of Meeting: December 10, 1995*

There were seventeen members present when Bud Wallace called the meeting to order at 2:14 pm. The minutes of the previous meeting were read by Stan Shaw. Moved by Al Hilborn and seconded by Kurt Fritz that the minutes be approved, carried. One correction was pointed out by Fred Freeman that the increase in dues would result in approximately \$400.00 over last year not \$40.00!

Business arising from the minutes: name badges. Don Guthrie reported his deal for 40 name badges and another 20 would be available for some \$6.00 each. However, he noticed that the business was up for sale, so no follow up was done! Stan Shaw reported he was unable to get any more information on size or design but only that a set-up cost of \$50 to \$75 would be involved with a minimum order of 50 badges required. The price would be \$6.00 also. Kurt Fritz mentioned that his son Robert would provide name badges for \$6.00. The same as he does for the Cambridge club. Discussion followed of a suitable design using our current membership card as a model design or name badge for a white on blue plastic plate having a size of 3" x 1.5" the design to be presented at next meeting.

Business arising from the minutes: snowfly. Don Guthrie briefed the group on a possible site near Belwood, that was only suitable for a north or south-west wind. It was decided to forget about this site due to the travel distance.

It was suggested that members are welcome to fly on New Year's day at the sod farm and possibly Feb. 17th also if the weather permits. Jack Lingehorne and Bud Wallace volunteered to be at the flying field at noon New Year's day! Perhaps any interested members will join them (secretary)?

New Business: A phone survey was circulated by Ann Tekatch for discussion. Al Hilborn mentioned that he had tried to contact four members for this meeting. No replies back and one answering ma-

chine that he left a message on. So it may prove difficult to do. Decision was made for the phone committee to contact their respective members and complete the survey for the next meeting Jan. 14/96.

**New Business:** Bill Woodward reported on the GNATS scale committee meeting. They are planning to hold a scale rally on June 27, 30th. Hoping to attract Robert Leman and fellow Americans. There was more interest shown in promoting stand off scale rather than full scale competition by the ten members attending the organizational meeting. Bill Woodward requested financial help to meet the costs of the rally. He requested amounts ranging from \$50.00 to 475.00. No commitment will be made until more information is received after the next meeting March 2, 1996 of the GNATS scale committee.

Stan Shaw informed the group that MAAC has resigned from the Aero Club of Canada. This means that there will be no FAI licences available to modelers, so they cannot compete in world championship on behalf of Canada. He pointed out that there would be no funding available for FAI competition. He felt that such drastic action was un-constitutional and he advised concerned members to contact Ken Jones.

#### Elections of Executive

Nominations were declared open for position of president:

Bud Wallace nominated by Al Hilborn and seconded by Bill Woodward. Bud was acclaimed as president.

Position of vice president, treasurer and secretary were elected by acclamation.

Nominations for editor were opened:

Ann Tekatch was nominated by Al Hilborn seconded by Bud Wallace nominations were closed and she accepted the position. Carried.

Congratulations to the executives for a job well done were expressed by the members.

Bud Wallace thanked Mike Penney for his efforts. Mike volunteered to assist Ann in the transition. She suggested that two per-

sons be responsible for writing articles for the newsletter. She will give out deadlines for the issues so members can plan their contributions.

Fred Freeman moved that the meeting be adjourned. Following the meeting a draw was held.

### *Executive Meeting: January 6, 1996*

**O**n Saturday the executive met to set the 1996 Budget. Some of the highlights of the meeting's discussions are now presented for your consideration.

The executive would like to see total membership be increased by five new members to about 45 so that membership fees would remain the same as 95'. Our turnover has been a bit higher probably due to difficult economic conditions. We are expecting fewer contest competitors this year due to our greying membership and aversion to very hot weather. There are at least fourteen glider events including SOGGI, COGG, and GNATS. not including the Nationals in Ottawa. Hopefully charity and support will begin at home!

Looking at other revenue we are projecting increased fees from the two Electric Fun-Flys for EMFSO, hopefully one hundred twenty dollars more. We also wondered if there were any members that would set up stand to sell hotdogs and pop at these Electric Fun-Flys. The club would purchase the supplies and profits could go to the club. At least one hundred dollars could be raised over the two events, weather permitting. Last year the Halton Hills Club raised over one hundred twenty dollars over two days.

Regarding our expenses our field rental may be going up. Bud Wallace will be contacting them in the near future. Next a review of trophies and prizes indicated a large drain of funds. We are not breaking even on most of our contests... not enough people coming out. It appears that members are not interested in improving their skills under contest conditions. We have

to get more attractive flyers out to add some excitement! Any suggestions! The executive decided to recommend that medallions be awarded on the club day and plaques at the contests. We need at least twelve contestants or more to break-even at most contests.

We lost money on our club raffles held at the meetings. It was suggested the members pay two dollars for the hall and two dollars for the draw ticket if they wish to participate. This way we would go along way to recover costs for prizes.

With respect to the Club newsletter it was recommended we continue with six issues (five sheets per issue). Ann Tekatch the editor will be providing closing dates for member contributions. It is expected that the executive will produce some articles.

On reviewing the misc.item which includes flowers for Cy Dyer, refund of his membership, winch repairs, etc. we expect some reduction of expenses. Albert Fund Is purchasing new winch lines.

#### New Business

The executive discussed MAAC withdrawing from the Aero Club of Canada. This means no F.A.I. participation is possible without an F.A.I. licence. No glider team will be able to participate in the 97'WC. We recommend that the members sign a petition to hold a special meeting of the Middle Zone. Ken Jones would bring forward a resolution to the AGM to recind the decision.

The last two items dealt with getting the flying field and dust condition off Towerline Road. We will attempt to get permission to drive to the far end of the field when the wind comes from the southwest. Insurance of your models travelling to and from the field was discussed. Ann said that your homeowner's policy should cover losses incurred in an accident with the car. Make sure you have replacement cost coverage rather than market value!

## *Minutes of Meeting: January 14, 1996*

There were twenty members and four guests present when Bud Wallace called the meeting to order at 2:12 p.m. The President welcomed the GNATS club members that were visiting. The minutes of the previous meeting were read by Stan Shaw. Moved by Keith Armstrong and seconded by Bill Woodward that the minutes be approved. Carried. Corrections were noted as follows: Name badges were provided to the Burlington Club not the Cambridge Club by Robert Fritz; Ann Tekatch pointed out that she encouraged not assigned persons for two articles for the newsletter. Furthermore it was Jack Linghorne who had suggested two articles be provided by members. The secretary stands corrected.

Business arising from the minutes: Name Badges

Kurt Fritz presented his son's sample designs with a letter giving costs for a minimum order of thirty being \$5.18 GST incl. Chris McHugh circulated his designs among the members. Bud asked the members to review the designs as they circulated. Discussion would follow later.

Stan Shaw read the report on the executive meeting held on Jan.6th. Financial statements were circulated to the members for their consideration. A number of issues were discussed in the budget and clarifications were given on specific items. (See the report). Fred Freeman moved to accept the 1996 Budget as tabled. Seconded by Jack Linghorne. Carried.

New Business: Scale Rally

The chairman invited Bill Woodward to introduce our guests: Ed Plowes, Gerry Knight, Don Smith and Cliff Whyset. Further to the initial meeting, the GNATS Club are planning to hold a Scale Rally during the month of September 21, 22nd instead of the June. The fun-fly would be a low-key event with a \$6.00 entry fee. It would feature aero-towing of gliders as well as winching. They hope to attract a

number of Americans to the event as well. Gerry also mentioned that the Americans are holding a Scale R/C Glider Rally at Harris Hill, New York on June 1, 2nd. The airport would be closed for half a day for model flying. There was going to be opportunities to get rides in the full-size sailplanes later in the day. The group endorsed the events. The President repeated the commitment to share the costs for holding the Scale Rally. The contribution would range from \$50 to \$75 depending on the final budget set by the GNATS/SOGGI committee.

Gerry Knight went on to explain the special attachment needed for aero-towing. You can make one fairly easy or purchase a ready-made unit that is available from Country Hobbies. A diagram will be published as well as a phone number of a contact person regarding the Scale Rally. In conclusion Bud Wallace thanked the GNATS club members for their interest and support.

New Business: Name Badges

Next Al Hilborn circulated the designs asking the members to rank their preferences. After much discussion by Kurt Fritz, Chris McHugh, Al Hilborn on the various designs a decision was reached by the members. Bud Wallace asked for a motion to order 50 badges. The motion was moved by Bill Woodward and seconded by Fred Freeman. Carried. Kurt Fritz will forward the list of members (22 currently) to have them produced for the next meeting. The cost to the members will be \$6.00.

Our Editor, Ann Tekatch asked for submissions for the next issue of the Task to be submitted by January 31st. She will publish her E-mail address in the next issue. It was also requested that the new hours of operation for Country Hobbies be published, now that both Booth's and Sky-craft is closing.

Keith Armstrong moved the meeting be closed. A raffle followed.

## *Buy and Sell Ads*

**Wanted to Buy:** 27 Mhz. transmitter. Call Bud Wallace at (905) 274-3177.

**For Sale:** Used Spectra in good shape or trade for electric aileron (mid- or low-wing) trainer. Call Mike Penney at (905) 648-5843.

Ads are available to SOGGI members free of charge. Please submit ads to editor by published deadline.



## SOGGI MEMBERSHIP LIST

Armstrong, Keith	219 Governors Rd.	Dundas	ON	L9H 3J7	(905)627-4011
Ashton, Peter	200 Edwin St.	Kitchener	ON	N2H 4P2	(519)576-6750
Aves, Edward	113 Victoria Ave.	Cambridge	ON	N1S 1X8	(519)622-1964
Baltaza, Joseph	19 Gaitwin St.	Brantford	ON	N3P 1A9	(519)576-1449
Batt, Robert	612 Blue Forest Hill	Burlington	ON	L7L 4H3	(905)632-8790
Bewley, W., Jr.	122 Lakeshore #64	St. Cathar	ON	L2N 6N6	(905)934-2004
Bewley, W., Sr.	#405-222 Gage Ave., S.	Hamilton	ON	L8M 3M4	(905)544-7548
Campbell, Rob	34 Hopkins Court	Dundas	ON	L9H 5M5	(905)627-9435
Freeman, Fred	#706-75 Main St.	Dundas	ON	L9H 2P9	(905)627-9090
Fritz, Gerry	19 Pepperwood Cres.	Kitchener	ON	N2A 2R4	(519)893-7558
Fritz, Kurt	R. R. #2	Dundas	ON	L9H 5E2	(905)689-4171
Fund, Albert	73 Beech Street	Cambridge	ON	N3C 1X6	(519)658-9495
Guthrie, Don	R. R. #4	Belwood	ON	NOB 1J0	(519)843-4537
Hammett, Bob	183 Uplands Dr.	Kitchener	ON	N2M 4X3	(519)576-7636
Hartwell, Derek	39 Isaac Brock Dr.	Stoney Creek	ON	L8J 2P1	(905)578-7991
Hilborn, Al	175 Hewat St.	Cambridge	ON	N3H 4H2	(519)653-0049
Hildesheim, Werner	4 Foster Cres.	Cambridge	ON	N1R 4R1	(519)623-2663
Hobson, Bert	#1205-530 Scarlett Rd.	Weston	ON	M9P 2S3	(416)244-3032
Leach, Jim	10 Belvidere Ave.	Hamilton	ON	L9A 3B7	(905)383-5024
Linghorne, Jack	55 Anglesey Blvd.	Islington	ON	M9A 3B8	(905)233-0230
Lockwood, Ken	R. R. #5	Guelph	ON	N1H 6J2	(519)821-9947
McHugh, Chris	261 Broadway Ave.	Hamilton	ON	L8S 2W7	(905)527-3607
Moar, Bill	944 Concession #6 W.	Millgrove	ON	LOR 1V0	(905)659-1053
Moar, Curtis	944 Concession #6 W.	Millgrove	ON	LOR 1V0	(905)659-1053
Newberry, John	73 Southgate Rd.	Cambridge	ON	N1S 3P8	(519)623-4594
Penney, Mike	388 Massey Dr.	Ancaster	ON	L9G 3J9	(905)648-5843
Rader, Charles	4533 Ivygardens Cres.	Beamsville	ON	LOR 1B5	(905)563-4108
Schmidt, Paul	198 Water St., N.	Cambridge	ON	N1R 3B6	(519)623-0031
Shaw, Stanley	#704-381 Edinburgh Rd.	Guelph	ON	N1G 3J7	(519)766-9966
Tekatch, Ann	19 Pheasant Place	Hamilton	ON	L9A 4Y4	(905)575-5433
Threlkeld, Stephen	89 South Oval	Hamilton	ON	L8S 1P9	(905)526-9031
Vandereyken, Gerry	56 32nd. Street	Etobicoke	ON	M8W 3G4	(416)255-4517
Vosu, Juri	3291 Candela Drive	Mississauga	ON	L5A 2V1	
Wallace, Bud	1060 Eastmount Ave.	Mississauga	ON	L5E 1Z3	(905)274-3177
Watson, Stewart	26 Juanita Drive	Hamilton	ON	L9C 2G3	(905)385-8214
Wheten, Waldo	90 Duke St., Pent#5	Hamilton	ON	L8P 1X6	(905)527-4457
Wilkins, Doug	8448 Twenty Rd., E.	Hamilton	ON	L9B 1H7	(905)679-4973
Woodhouse, David	96 Division St.	Guelph	ON	N1H 1R6	(519)821-4346
Woodward, Bill	520 Pine Street	Cambridge	ON	N3H 2S6	(519)653-4251
Yates, Paul	96 Highman Ave.	Cambridge	ON	N1R 3L7	(519)740-0122

## 1996 SOGGI Executive

President:	Bud Wallace 1060 Eastmount Ave. Mississauga, ON L5E 1Z3	(905) 274-3177	Editor:	Ann Tekatch (905)575-5433 19 Pheasant Place Hamilton, ON L9A 4Y4
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Secretary:	Stan Shaw #704 - 381 Edinburgh Rd. Guelph, ON N1G 3J7	(519) 766-9966		Deadline for April issue of TASK: March 31/96
Treasurer:	Don Guthrie R.R.#4 Belwood, ON N0B 1J0	(519) 843-4537		Phone, fax, email, modem, mail, hand-deliver or strap your articles to a turkey vulture and soar them to us!

## 1996 Calendar of Events

February 24	COGG Snow Fly. Starts at 10 a.m. Maples Motel, Ballantrae, Highway 48 about 20 km. north of Markham.
March 2	Scale R/C Soaring Group meets. Call Bill Woodward (519)653-4251 or Fred Freeman (905)627-9090 for details.
March 10	SOGGI meeting. 2:00 p.m., Rockton Library, Rockton, Ontario.
April 14	SOGGI meeting. 2:00 p.m., Rockton Library, Rockton, Ontario. Last meeting of the season. See you at the field!
May 26	COGG 2 meter contest at club field.
June 1 & 2	Harris Hill L/D R/C 1st Annual Northeast Aerotowing Fly-In. Elmira, New York. Contact John Derstine (717) 596-2392 for more details.
June 8 & 9	SOGGI Electric Fun Fly at club field.
June 9	COGG Man on Man contest at club field.
June 15	SOGGI Stand-Off Scale Rally at club field. Raindate: June 16.
June 29 & 30	COGG Grand Prix Contest. Many events open and 2 meter at club field.
June 29 & 30	GNATS Scale Rally at club field.
July 6	SOGGI Triathlon at club field
July 7	SOGGI Novathon at club field.
July 13 & 14	SOGGI Electric Fun Fly at club field.
July 16-21	Canadian R/C Soaring Nationals. Petersen's Turf Farm, Osgoode, Ontario. For info. and registration, contact: SOAR NATS 96, 18C Arnold Drive, Nepean, Ontario K1A 0K2
July 28	GNATS Invitational 30 minute accumulative in 6 flights at club field.
August 11	GNATS Invitational open thermal duration contest - 7 minute max. at club field.
August 25	COGG Open Thermal Duration at club field.
September 1	SOGGI Big Bird Bash at club field.
September 15	GNATS Invitational Novathon Contest at club field.
September 21 & 22	GNATS Scale Fun Fly for sailplanes and motorgliders at the club field. Contact Gerry Knight (905)934-7451 or Don Smith (905) 934-3815 for details.

