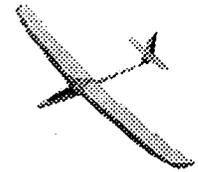


TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 12 Issue 2

April 1996

You know spring is in the air when you glance out the window of your office with a sudden pang of envy, thinking "Damn, what a beautiful day! I'll bet everyone is out at the field flying....except me!".

Now that (re)building season is over, I'm really looking forward to seeing everyone at the field again. It will be so refreshing to be outdoors flying once more.

I have two new planes to test fly: a 2 meter electric sailplane (Spectra) and a hand launch glider (Skeeter). I enjoyed building both planes because each taught me something new. The Spectra was a dream to put together. (Are all Great Planes kits that good?!) I was interested to see the contrast between an electric plane and a glow powered ship. The Skeeter was more of a challenge to my building skills and patience. (Are all Dynaflyte kits that bad?!) I know that it's extremely important that hand launch gliders be as light as possible, but how to do that and maintain strength where it's needed was a challenge.

As soon as I finish up this issue of TASK, I'll put the radios in both planes and be waiting for the weather to cooperate! Once they're off the bench, I have a semi-scale Icare ASK-21 kit to assemble. I hope to have it up and flying by our June 15th. scale rally. The Spirit 100 kit lurking on the shelf will have to wait....

I'd like to thank Fred Freeman for his thoughtfulness in loaning me his collection of TASK back issues. Many of you know that Fred is a past editor and I've been very impressed with the work he did. He obviously loved the job and



shows in the quality of his newsletters. Having this valuable collection means I can reprint articles from past issues when I need to. So far that hasn't happened because your support for TASK has been strong. I'm not going to whine and beg for articles and photos, but TASK is nothing without your contributions!! PLEASE keep those cards & letters, coming folks... (okay, so I lied about not begging and whining...)

This month we have a splendid selection of articles. Bill Woodward has given us the first instalment of a terrific review on scale sailplane airfoils. I have never seen this topic addressed before and I'm sure you'll be as impressed as I with Bill's research on it. Speaking of wings, Fred Freeman passes along some tips on installing ailerons in another fine article this month. A host of other tidbits awaits you so without fur-

ther ado, I return you to our regularly scheduled newsletter...

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Airfoils For Scale Sailplanes, Part 1.

Choosing an airfoil section for a scale glider or sailplane is not an easy task. Not only must the airfoil mimic the flying characteristics of the real thing, but must also look right in thickness and proportion to maintain the scale appearance of the model. We could of course use the airfoil that the full scale (prototype) aircraft uses. This would certainly maintain the true scale appearance but would probably result in an aircraft that is a dog to fly. In most cases where the prototype airfoil is used for a model, it is necessary to fly at a very high speed which is far from scale like. The reason for this problem is of course, something called the scale effect and a number that is associated with scale effect known as the Reynold's number. In the following discussion, I will attempt to explain why the full size airfoil is a bad choice and to suggest some airfoils that might be a satisfactory choice for your next scale project.

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Scaling Factor:

In order for the model to fly at a scale like speed, it would have to fly slower than the real thing. This is because the distance travelled in a specific time by the model must be smaller than the distance travelled by the real thing in the same period of time. For example, consider a 1/10th scale model of a sailplane. If the real sailplane travels 100 metres in 10 seconds (i.e. 10 metres per second), then the model will have to travel 1/10 th of the distance.. 10 metres... in the same time. Therefore the speed of the model should be 1 metre per second. Thus the scaling factor for the speed of the model is 1/10th of the speed of the prototype.

The Reynold's number and Scale Effect:

To explain the Reynold's number, we need to get mathematical. Don't panic and quickly turn the page to read the next article. We are not about to get into calculus. I shall make it as simple as possible, and there is no test at the end of this article. In plain english, the Reynold's number is the speed of the airflow over the airfoil (i.e. the air speed of the sailplane), multiplied by the length of the wing chord, divided by the dynamic viscosity of the air, (in layman's terms ... the stickiness of the air as the aircraft moves through the air). Written in symbols, it is as follows:

$$Re = VL/\nu$$

V = velocity (speed) of airflow, L = length of chord, and ν = dynamic viscosity of air.

For models, the dynamic viscosity is considered to be constant and the value used is for air at sea level and 15 degrees celsius....0.00014875m²/s in metric units. If you use this value for dynamic viscosity in the above formula, then the units for velocity should be in metres per second and the units for length of chord should be metres. The resulting number you will obtain from such a calculation is unitless.

In the following argument, it is important to remember that the viscosity is constant. Consider the length of the chord on a wing is reduced. This will

give a smaller Reynold's number because L is smaller. If the speed of airflow over the wing is reduced as well as the length of the chord, the Reynold's number will be further reduced. By scaling down a sailplane, its airfoil, and speed, we are creating a much smaller Reynold's number. Since a full size sailplane's airfoil has been designed and tested to produce good lifting and low drag characteristics at full size, that is to say, at large Reynold's numbers, the scaling down of the airfoil in most cases causes much deterioration in these characteristics. To give you some idea why this might be so, consider a fly trying to fly in water. Its movement is greatly impeded because it was designed by nature to fly in the less viscous medium of air. Now consider that you have to swim across a pool of water. You will fare better than the fly because you are more massive and the viscosity of the water does not affect your movement as greatly as it does the fly's movement. In a similar fashion, the full size airfoil has less of a problem with the stickiness of air than that of a model of one tenth of its size. With the model's airfoil greatly reduced in size and the speed of the airflow also reduced, the product of these two values is smaller and hence dividing by a constant value for the viscosity produces a much smaller Re number. Put another way, the physical dimensions have been scaled down, but not the effect of the viscosity. This *scale effect* works against the smaller aircraft. To enable the model to fare better, it must be proportionally slimmer and differ in shape from its full size counterpart to combat the effect of the air's viscosity..

Compromise, compromise, compromise!

All good engineers know they can never achieve a perfect machine. Most design projects start with the hope they can be resolved with a perfect solution, but compromises usually have to be made along the way. In fact, this problem is not unique to engineers, most of the population have to compromise when solving problems at work and in their private lives.

So it is with scale sailplane airfoil sections. We have to decide what we are going to sacrifice when choosing an airfoil for our latest scale sailplane project....realism of performance or /and shape. However, the larger the scale of the model, the less of a compromise in the shape and the less the effect on performance. With models of around quarter scale to one third scale, it is possible to take the original airfoil section and make minor adjustments to shape and proportion to get a performance which would be considered close to scale. With smaller models, full size sections rarely give performances that look realistic. Again, modifications could be made to the full size airfoil for the smaller model but the resulting airfoil is likely to end up looking like an existing model airfoil section. For most modellers, modification to the full size section would be a chore they would not like to undertake because of lack of resources, lack of money or lack of time.

How then do we choose a suitable airfoil? Generally speaking, to look scale like, the airfoil must be reasonably thick... around 12% to 13% of the chord. The camber of the airfoil should be around 3% of the chord to give good lift characteristics. At the end of this discussion, you will find a list of model airfoil that have the above characteristics. Comments, suggestions, and recommendations are made for each airfoil, but I must confess that many of the comments etc. are not mine or reflect my personal experience with the airfoils. Most of the information that appears in this list, has been taken from magazine articles and aerodynamic text books. (See references).

Some of these sections remain untried on scale sailplanes, but others like the Quabeck sections are used regularly by scale kit manufacturers. To choose a section for the aircraft you are designing, refer to the list below and pick the airfoils suited to the period of your prototype. This will narrow the field to a smaller number of choices. Next, compare the shape of each of the selected airfoils to the shape of the prototypes airfoil. Choose the airfoil that

comes closest in shape to the full size section. This is probably the best airfoil for your model ...unless your name is Mike Selig and you have the funds to do the reasearch for a better section. All the airfoils listed will give your model good flying performances providing other design parameters such as wing incidence, and wing loading are correct. However, don't expect the model to fly at exactly scale speed ...it will probably fly a little faster than scale. In my opinion, it is impossible to make a scale model fly at scale speed unless you totally compromise the shape of the airfoil.

Eppler 195 - Camber.. 3.175%, Thickness.. 11.28%.

Use for vintage gliders ..pre 1950.

Eppler 197 - Camber .. 2.803%, Thickness.. 13.49%.

Use for Aerobatic vintage gliders .

Eppler 207 - Camber .. 2.497% , Thickness.. 12.04%.

Eppler 209 - Camber .. 1.975% , Thickness.. 13.72%.

Use for vintage sailplanes or sailplanes of the late 1950's.

Selig 4233 - Camber .. 3.97% , Thickness.. 13.64%.

Use for large vintage model of slow flying modern sailplane. The airfoil has an upper surface very like many current full size sections. To my knowledge, this has not been use for scale. It might be worth trying this section if it is close to the prototype section.

SD 7032 - Camber.. 3.66%, Thickness.. 9.95%.

A relatively new airfoil developed by Selig and Donovan. Although the thickness is a little on the slim side, it might find some application for scale models of modern design. The airfoil has found favor with F3J and similar contest oriented designs. It is currently one of the airfoils used for the "Calculus" kit from the Dick Edmonds stable.

SD 7062 - Camber.. 3.97%, Thickness.. 13.98%.

This airfoil is very similar to pre WWII

Gottigen section. A good soaring section, with very soft stall characteristics. Should be able to fly a model slowly enough to give a realistic scale speed.

RG15A 2.5/13 - Camber .. 2.5, Thickness.. 13%.

A Girsberger section recommended for models with 4 metre wing spans and greater.... I do not know whether it has been used for scale. Might be worth a try.

HQ 3/12 - Camber .. 3%, Thickness .. 12%.

HQ 3/13 - Camber .. 3%, Thickness .. 13%.

HQ 3/14 - Camber .. 3%, Thickness.. 14%.

HQ 3/15 - Camber .. 3%, Thickness .. 15%.

The above Quabeck sections are used on many of the German kits of modern glass sailplanes.

GOTTINGEN 497 - Camber, 7.275%, Thickness .. 12.7%.

GOTTINGEN 549 - Camber, 6.925%, Thickness .. 13.85%.

These are old full size vintage sections from the 1930's. The large cambers will produce lots of lift and also lots of drag.

If you want to precisely replicate a glider of the 1930 - 1940 period, then you should consider these sections, but don't fly your model on a very windy day.

In part two of this article, I shall discuss the problem of the dreaded TIP STALL and how to deal with the problem in a scale like manner.

References:

1. " Model Aircraft Aerodynamics" by Martin Simons, Published : Nexus Special Interests Co.

2. "Radio Control Soaring" by Dave Hughes, Radio Control Publishing Co. Ltd.

3. Airfoil articles from "Quiet Flight " Mag. Published by Nexus Special Interests Co.

Bill Woodward

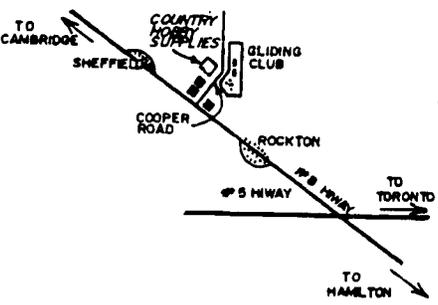


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Runaway Condor

This is my sister posing with the twelve foot Condor I had just finished building and balancing in preparation for a contest at Brantford the next day.

The weather was great with gliders already up and no timers available, so I decided on a test glide over the runway. As it was just a test glide, I did not set

the dethermalizer. The glide was perfect: long and flat, but instead of coming down, the glider suddenly went up, up and out of sight!

Several days later I received a call and retrieved it from a farmer in the Simcoe area.

I suppose the moral to the story should be don't take anything for granted and always insert name, phone number and magic word!

Stan Giles

Rumours & Ramblings...

Airtronics intends to reintroduce the Oly II sailplane sometime in May according to gossip on the r/c soaring exchange. I've heard great things about this 100" polyhedral ship. I understand that it's considered by many veteran glider guiders to be one of the finest beginner's ships ever produced.

At our March meeting, Bill Woodward mentioned that he planned on attending the June 1st. & 2nd. Harris Hill Aerotowing Scale glider event in Elmira, New York. Bill is reserving a couple of

rooms at the Elmira Best Western hotel. If anyone is interested in joining him, give him a call at (519) 653-4251. My husband and I are going to take our trailer down for the weekend and I'm planning on taking lots of photos! If you're not going to be able to attend you can at least be consoled by the fact that your June issue of TASK will have news and photos of the event.

Low contest attendance seems to be a recurring complaint by glider clubs worldwide. I had the pleasure (and it WAS a lot of fun) to enter two of our own club contests this past season even though I hadn't earned my wings, yet. (You can't be much more of a novice than that!)

The first time I went as a spectator hoping to coax someone into giving me lessons afterwards. Someone (I think it was Stan Shaw) called me over and told me to register. When I tried to back out, he promised to help show me the ropes. I accepted, thinking it was a good way to get flying lessons without having to wait until after the contest was over. Boy, was I right! I learned more that afternoon than I had in the weeks previous. A contest really hones your skills and forces you to perform at your best. I think everyone should come out to the contests for that reason!

Unfortunately, many people do not attend contests because they don't think they're good enough or don't like the competitive atmosphere. I also believe they don't come out because they don't understand how the contest is run. If we want more people to compete, I think we should be scheduling practices. Newcomers could be taught how each contest format is run and what they must do to participate in the different contests. I think we would have a lot more participation if members knew what to expect and felt comfortable with the contest rules. As far as the "competitive atmosphere" goes, I didn't feel forced to compete or pressured by those better than me. I enjoyed the whole game! So I didn't win. Who cares? I had a great day and I came away from it a better pilot. I'd be interested in hearing from other people. Would you come out to more contests if you could rely on a practice session beforehand? Maybe we could schedule practice sessions if members were interested.

Ann Tekatch

Simple Aileron Installation

Method #1 - Popular Method - simple, straightforward - uses aileron conn. set available locally.

Servo installation - use servo arm - servo must be installed firmly - take care not to weaken wing centre section - best location immediately behind main spar may be necessary for servo arm to protrude from bottom of wing - let into bottom sheeting as neatly as possible.

Centre Section - cut away rear to accept control rod bearings - hollow the inside edge to ensure freedom of movement of control rods and cut slots for control rod bearings.

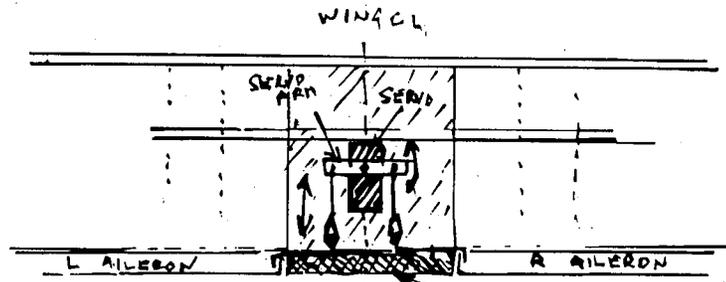
Ailerons - determine where you want control rods to fit - cut away approx. 3/32" of the inner edge to accept the control rods - drill transverse 3/32" dia. hole to take outer bend of control rods - now try everything DRY before gluing into place - all should move freely with no binding. Hinges may be Monokote or tape. Use regular epoxy for assembly, making sure to avoid getting any onto moving parts.

Controls rods - fit with all hardware and adjust to requirements.

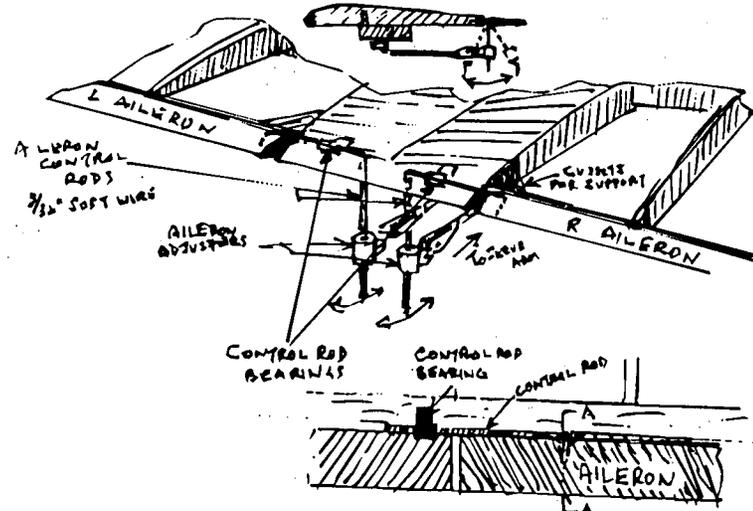
Method #2 - using Flexible Cables

Servo - as before in (1) make sure servo is firmly installed - servo may be installed horizontally if desired - if this is the case it must be set off centre, to allow the operating wheel to lie on the centre line of the wing. Uses ball joint aileron connector and soldered metal clevises.

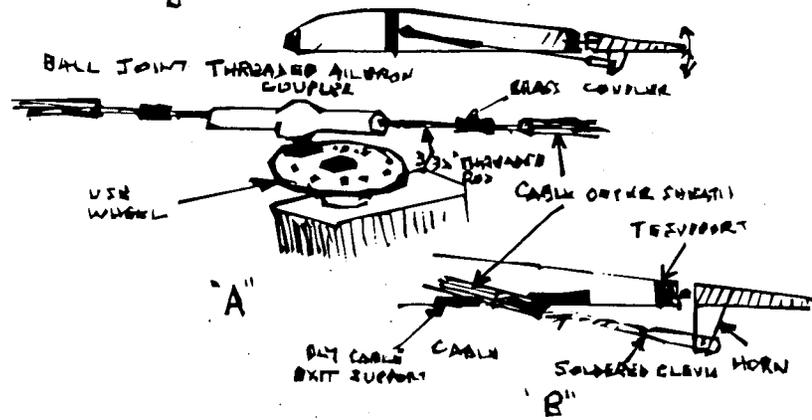
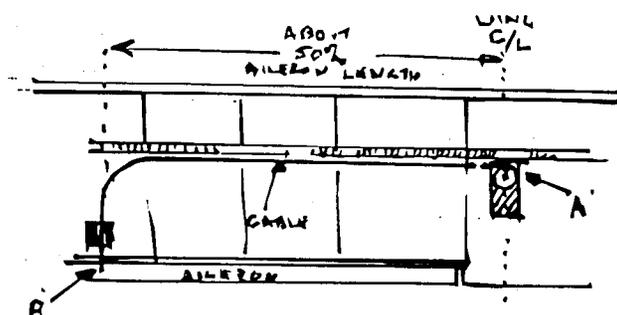
Cables - must be routed outward from servo passing through wing ribs - holes must be made in each rib to allow this. Make any bends in cable runs as wide as possible - a ply exit plate is necessary for the sheathing to pass through in order to connect with the aileron horn - note angle of exit - horn could be made from thin ply. Again, try everything DRY before gluing it together. Pay special attention to connections at centre. Use regular epoxy and don't forget to glue sheathing at each rib!



This section of T.E. is removed to allow location of control rod bearings - replace after assembly



SECTION A-A
WIRE INSERTED IN HOLE IN AILERON



R/C Modelling On The Internet

During our February meeting, I asked for advice on installing servos in a foam wing. A lot of great tips and hints were offered and I later received copies of articles on the subject from Charlie Rader and Ken Lockwood. This was a classic example of the kind of quality help available to anyone belonging to an R/C club. Many SOGGI members have years of experience that newer modellers (like me!) can call upon when we need help with a building or flying technique. Imagine the help available to you if you could tap into the combined knowledge of R/C clubs around the world! The good news is that you can - via the Internet.

First a quick summary of what the Internet is: the Internet is a system of links between computers around the world. It's sort of like the telephone system in that your phone is connected to all the other phones in the world. You can lift the receiver in your home and call someone in Japan or Moscow or Santiago just by selecting the correct phone number. The Internet allows you to connect to another computer anywhere on the "net" in much the same way. The advantage the Internet has over the phone system is that there are no long distance fees! There are fees if you use a service provider to access the Internet, however, many large cities now have a "freenet" that offers free access to local residents. (Hamilton has a freenet.) The main difference between the commercial service providers and the freenet is the level of access each gives you to the features available on the Internet. It's a classic example of "you get what you pay for".

So, what resources are available to an R/C modeller on the internet, you ask? The most basic feature of the Internet is e-mail (electronic mail). This is exactly what it sounds like: notes exchanged between people on the internet. For example, you could send a note to Tower Hobbies in the U.S. and ask for their shipping costs to

Canada. Or you could send a note to one of the columnists at Model Airplane News and ask for more information on a topic they recently reported on. Newsletter articles, graphics and photos can be sent to an editor by attaching them to email messages. (Yes that IS a hint!)

Another resource available on the Internet is via "newsgroups". These are message areas dedicated to specific topics. You subscribe to a newsgroup and can then read messages posted to it by all the members of that newsgroup. You can also reply to messages. Newsgroups are a fantastic way to keep up to date on the latest happenings around the world. Examples of r/c modelling newsgroups include rec.models.rc.air and rec.models.scale. These are recreational newsgroups devoted to radio control modelling.

Another form of sharing interests with other people on the internet is through a mail exchange. Rather than having your messages posted to a newsgroup that you can access whenever you want, you can have all of the messages sent to your email address. I don't particularly like these exchanges because they clutter up my email in-box and it can be difficult sorting through them to find my regular or more urgent messages. However, I make an exception for the R/C Soaring Exchange which is maintained by Mike Lachowski of Model Airplane News. This exchange has proven to be an extremely valuable resource for learning what's happening in the r/c soaring world, flying tips, building tips, honest kit reviews, etc. To cut down on the number of messages coming in on this exchange, I've subscribed to the digest version which groups messages together into one large one. I should point out that it costs NOTHING to subscribe to either newsgroups or exchanges. They are maintained by people and organizations "out of the goodness of their hearts" to promote interest in specific topics.

The most comprehensive resource on the internet is the world wide web (abbreviated "www" or "web"). The web is a graphical environment that allows you to surf the internet with a click of your mouse button! It is the single most impor-

tant driving factor behind the internet's explosion in popularity. When it comes to describing the web, I find myself at a loss for words. It simply must be seen to be believed.

You can access "sites" or "home pages" on the www by selecting a location address or by clicking on "hypertext" (highlighted words). Web sites are simply places to go on the internet. For example, East Coast Model Centre in Prince Edward Island has a great web site. You can browse their on-line catalogue for kits, engines (oops, sorry, I meant "motors" of course!), batteries, radios - you name it! They have areas where you can find radio control modelling information and they have "links" to other modelling related web sites, too. These links are where the web gets its name from. Sites are linked together forming a web around the world that allows you to go from one place to another on the internet.

Some web sites are directories. By using these sites' powerful search software, you can scan the entire www for a specific topic, word or phrase. In seconds, a listing of websites relating to your topic or containing the search word or phrase will appear in hypertext and by clicking your mouse on each of these hypertexted sites, you will be instantly transferred to that web site. In less than 5 minutes, I found the following radio control sailplane websites:

Tower Hobbies' web site with soaring links: www.towerhobbies.com
 A general sailplane website: www.rcsoaring.com
 Quiet Flight International magazine: www.traplet.co.uk/traplet/QFI.html
 Electric Flight International magazine: www.traplet.co.uk/traplet/EFI.html
 Bob Banka's scale plane photo paks & 3 views: imt.net/~ims/scale.html
 North East Sailplane Products: www.nesail.com

Those of you who can't imagine how the internet could possibly interest you are missing out on the second greatest resource an r/c modeller can turn to. The

greatest resource is, of course, and shall always be, the members of your local club!

Ann Tekatch
a7503934@mcmail.cis.mcmaster.ca



Many thanks to Juri Vosu for providing this photo of "the boys at SOGGI". Taken at our field the day before New Year's 1996. Left to right: Juri Vosu, Bud Wallace, Gerry Vandereyken, Chris McHugh and Jack Linghorne.

Sad News

We were saddened to hear that Lou Kleiman's wife, Bertha, passed away on March 15th.

Many of us know Lou as president of the Greater Niagara Area Thermal Soarers (GNATS) and a good friend of r/c glider pilots all over Ontario.

Our thoughts and our deepest sympathy go out to Lou in this time of great loss.

Minutes of SOGGI Meeting February 11th, 1996

There were thirteen members present when Bud Wallace called the meeting to order at 2:10 pm.

The minutes of the previous meeting were read by Bud Wallace. Moved by Al Hilborn and seconded by Doug Wilkins that the minutes be approved. Carried.

Stu Watson pointed out that Skycraft is now open under new management. Ann Tekatch pointed out that the new address is listed in the latest issue of the "TASK".

A question was raised regarding the

name badges. Charlie Rader informed the members that Gerald Fritz's son was stricken with cancer in the hip. One operation has taken place but the odds of success remain at 30%. Stan Shaw will communicate our heartfelt sympathy and good wishes for a much hopeful recovery for his son.

New Business

A letter from Rick Reid to the club was circulated along with articles from the FAI. Stan Shaw read the contents and commented on the appropriate actions taken by the board of directors in withdrawing from the Aero Club of Canada. The highlights of the special middle zone meeting were also related to the members.

After a question and answer period Jack Linghorne moved that SOGGI INC. strongly recommend that MAAC rejoin the Aero Club of Canada. Carried unanimously.

After some discussion regarding honorary memberships it was moved by Keith Armstrong that Rose Bandman of Country Hobbies be made an honorary member of SOGGI. Seconded by Ann Tekatch. Carried. Action: Stan to send a letter confirming. Ann Tekatch also added a number of hobby shops to our mailing list. Moved by Stu Watson that Hamilton Hobbies, Skycraft, Flitecraft and Hobby Hobby and Hobby House be added. Seconded by Keith Armstrong. Carried.

A question and answer period followed with Bud Wallace regarding his fourier powered glider.

Al Hilborn moved the meeting closed.

A raffle for a kit followed.

Minutes of the SOGGI meeting March 10th. 1996

There were fourteen members present when Bud Wallace called the meeting to order at 2:15 pm. The minutes of the previous meeting were read by Stan Shaw, moved by Al Hilborn and seconded by Fred Freeman that the minutes be approved...carried.

Bill Woodward pointed out that William Bewley is currently the only other honorary member along with Rose Bandman. Stan Shaw will send out a letter to Rose informing her of the club action. Stan also apologized for not communicating with Gerald Fritz, regarding his son Brandon's condition. Kurt Fritz briefed the members on his grandson's condition and various tests and treatments he is undergoing. Bud Wallace asked Kurt to express the group's heartfelt sympathy to Gerald and his family.

Next item discussed was the need for brochures to advertise SOGGI at various hobby shops. Ann Tekatch & Mike Penny will produce a suitable brochure showing the current executive, calendar of events and application forms on the back.

Don Guthrie informed the group that Stan Giles will provide the barbeque and supplies for the cost of supplies for the June 8, 9th electric fly. All monies over the expenses will be donated to the club. Last year Halton Hills made \$238.00 over two days.

Next Stan Shaw briefed the members on the current status of MAAC and the Aero Club of Canada. Apparently seven of the thirteen directors have voted in favour of joining the Aero Club.

This will require paying \$15,000 as the FAI fee up from the \$9,000 for last year. The CIAM delegate going to Paris at the end of March will be Jack Humphreys. Final details for the fee structure will be

worked out at the MAAC AGM.

Bill Woodward requested that the members approve a budget of \$50.00 for winch repairs. Kurt Fritz moved that \$50.00 be spent for winch repairs. Seconded by Fred Freeman. Discussion. Carried.

Bill Woodward next briefed the members on the scale funfly being held by GNATS Sept. 21.22nd. They have requested \$75.00 towards the expenses of the event. Discussion followed on what events and supplies are needed. Fred Freeman moved that \$75.00 be donated to GNATS for the scale funfly. Seconded by Bill Woodward. Carried.

Bill Woodward also briefed the members on the Harris Hill Aero-towing event June 1st. 2nd. Bill will be making reservations at the Best Western Motel Inmarshall manor for Saturday night. Interested members are asked to contact him for rooms or sharing rooms. The cost is \$62.00 per double with \$5.00 for extra guest. (U.S. funds)

A question and answer period followed. Don Guthrie pointed out that Canada Trust is now giving the 1st. ten transactions free on our business account. This will save some twenty to thirty dollars in service costs.

Fred Freeman moved the meeting closed.

IMPORTANT NOTICE!!

Do NOT drive on the flying field until it has a chance to dry out. We have been asked by the owners of the field to await their advice when it is okay to park our cars on the grass.

Until then, please keep all vehicles off of the grass.

Thanks for your co-operation!!

SOGGI Membership Renewals Due!!

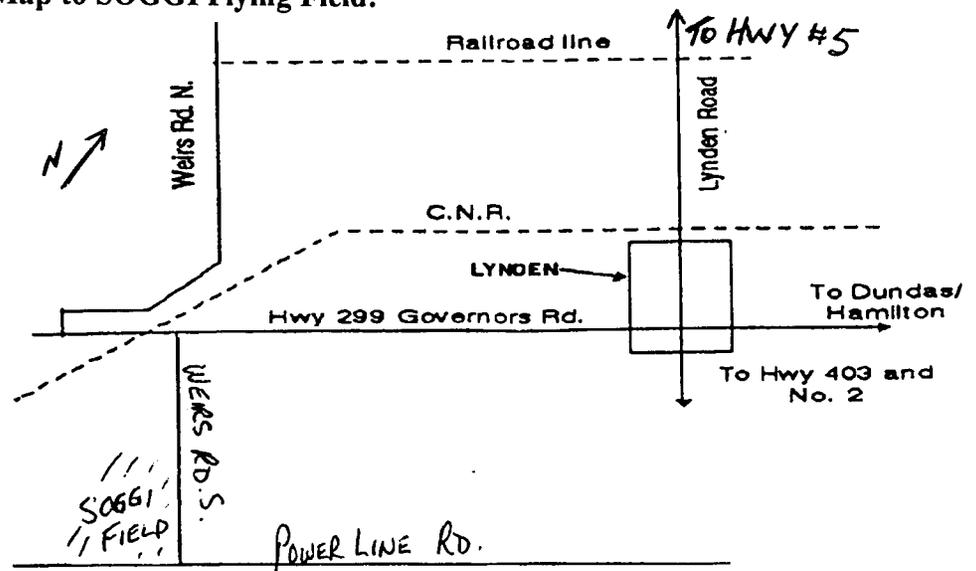
Just a reminder that your membership dues are overdue!!

1996 Membership Fee Schedule:

- Open Membership: \$40.
- Junior Membership: \$15.
- One time Initiation Fee: \$25. (new members only.)
- Associate Membership: \$10. (No flying privileges, exempt from initiation)

Send dues payable to "Southern Ontario Glider Group Inc.", c/o Don Guthrie, R.R. #4, Belwood, ON NOB 1J0

Map to SOGGI Flying Field:



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
Giles, Stan	1567 Gordon St.	Guelph	ON	N1L 1E1	(519)824-5412
Guthrie, Don	R. R. #4	Belwood	ON	N0B 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	L0R 1V0	(905)659-1053
Moar, Curtis	944 Concession #6 W.	Millgrove	ON	L0R 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	L0R 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
Thomas, Mike	61 Alhart Drive	Etobicoke	ON	M9V 2N1	(416)748-2833
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	(905)279-9549
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

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Deadline for June issue of TASK: June 3/96

Phone, fax, email, modem, mail, hand-deliver or
 strap your articles to a turkey vulture and soar
 them to us!

1996 Calendar of Events

- 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 17 & 18 Halton Hills Electric Fun Fly
- 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.

