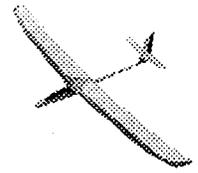


TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 13 Issue 1

February 1997

For those of you who missed our December annual meeting, last year's executive was re-elected, so you're stuck with yours truly as an editor for another year!

Scale fever rages throughout southern Ontario and this issue continues Fred Freeman's excellent series on building scale gliders. We also have an article from Gerry Knight on the subject.

I have very little to say this month!

I'm up to my eyebrows in balsa dust and CA fumes - I hope to have a brand new Spirit 100 ready for its first flight this spring! I haven't done any flying since Thanksgiving. (Personally, I think it's unnatural to go flying in the cold! If God had intended us to fly R/C in this weather, She'd have given us hairier fingers.)

Anyway, enjoy!

Ann Tekatch

Message from the President, Bud Wallace

In retrospect we had a good year of flying in 96 with only one bad incident with a non-member. The issue of the helicopter flyers has hopefully been put to rest for this year. They will not be allowed to fly on any of the adjacent fields. We will continue to fly on the present field to July and then we will move west to the next field. Do not drive any cars or trucks on the field until Fairlawn tells us that we can drive



on the field. Please park on the road until further notice.

Regarding the club's financial position it looks like we came up with a surplus for 96! Can the executive go for a free lunch? Anyway the only major expense for us will be a new battery and lines for Bud's winch (*he is donating it to the club*) and new line for the club winch which Bill Woodward repaired last year. With the membership fee at forty dollars we should be able to purchase better trophies.

Just a reminder that M.A.A.C. insurance has \$250 deductible this year so be sure to renew your membership especially if you are planning to fly during the winter. The membership list will be checked by M.A.A.C. in

March to verify membership. Hopefully we will be able to get the frequency analyzer from M.A.A.C. to check our radios this spring.

Please remember to charge your batteries and/or re-cycle them to keep them in good shape. Lastly, we are looking forward to the renewed interest in scale gliders. Hopefully the members will support the work of Fred Freeman and Bill Woodward by building a new Scale Glider. Hope to see some really neat models!

Why Build Scale? Kadet - Pt.2 - The Plans by Fred Freeman

We've reviewed the KADET 3-view and already decided that we'll build it; what we must do now is to work up a set of drawings in the desired scale of 1/6th. full size, this tying in with our intention to make the model economically viable and easily transported, so let's get some figures down on paper in order to arrive at a starting point for the compilation of plans.

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From the 3-view we can establish the basic dimensions, as under:

Full size Span = 38.499'.

At 1/6th = 6.41' = 76.92"

Chord = 4.51'. At 1/6th = .752' = 9.024"

Length = 20.880'. At 1/6th = 3.48' = 41.76"

Since we have opted for stand-off scale we can round off these dimensions to:

Span-77": Chord-9.5"; length 42.75". The slight increase in length (incorporating the 1" increase mentioned in Pt.1) and the wider chord will help to preserve the "look" we want in this model.

Before I drew the plans I took my 3-view to a copy centre and enlarged it to suit my purpose of making a scale rendition of the plan I was about to draw. I then drew this out on 1/4" graph paper, having first established datum lines on the top and side views of the print. Working directly from the printed copy, I determined a scale on which I could base my measurements and carefully reproduced the shapes on the graph paper to give a rough drawing in a scale of 1/4" = 1" (Figs 1.&2.)

You'll need a large sheet of white (or near white) paper-I have in the past used light brown wrapping paper or wide shelf paper but, if you can get it, tracing vellum will do very well; most ordinary papers will not stand prolonged storage because they absorb moisture-the vellum will last long enough to allow you to at least build the model, provided you use it within 12 months. You will also require pencils -H & HB- and a good 3' or 4' metal straight edge, together with a smaller (6") steel rule -I prefer to have 1/10ths on one side and 1/64ths etc. on the obverse; you can use both at certain times. Set square, compass, protractor, and drawing board wide enough to accommodate the space required by both wings as they appear on the plan - and, last, but by no means least, the indispensable eraser! It will be obvious that 2 sheets of paper will be needed-one for the fuselage, one for wings etc.

FUSE : To begin, refer to the graph paper rough, and draw in the two datum lines. Locate them far enough apart to allow you to draw in the full width of the top view

and the full depth of the side view say 8" apart-make absolutely sure that these lines are parallel because every dimension will be dependent for it's accuracy on their location. These lines (called "construction lines") and others for similar purposes will later be erased, but, they are best left in situ until the drawing has been completed -they make useful reference lines. Work slowly and measure accurately-remember the old carpenter's adage "measure twice - cut once"

Next in sequence will be lines indicating the length of the model. Pick a point about 1 1/2" from the left edge of the paper and, with protractor and straight edge, draw a vertical line crossing both datum lines; now mark off on both lines the total length of the model (in this case 42.75") - join the two points thus marked and check for squareness. Next, referring to the graph paper diagram, identify and mark off the position of each former on both datum lines; joining all these points together will give you a sort of grid. It is a good idea at this time to pencil in the number of each former starting from the nose.

Now, beginning with the top view datum, draw marks at each station to indicate the actual width of the fuselage. Make these marks easily identifiable by using the symbol - O; the dimensions are easily ascertained from the rough drawing. Work your way down to the tailpost, and when you have correctly identified all the necessary points join them to form the outline of the top view.

The side view is realised by almost the same method, the difference being that measurements must be made from the datum line to points both above and below the line - in the top view, both dimensions were equal, since the resultant figure was symmetrical; the asymmetrical side view requires a little more care in order to maintain the true shape and character of the subject aircraft. Where necessary, use a curve to connect the points, more or less as in the top view-et voila! you have a profile of the model. You still must fill out the subject by adding wood thicknesses and braces etc., but, before we do this, let's draw up the diagram for the wing panels.

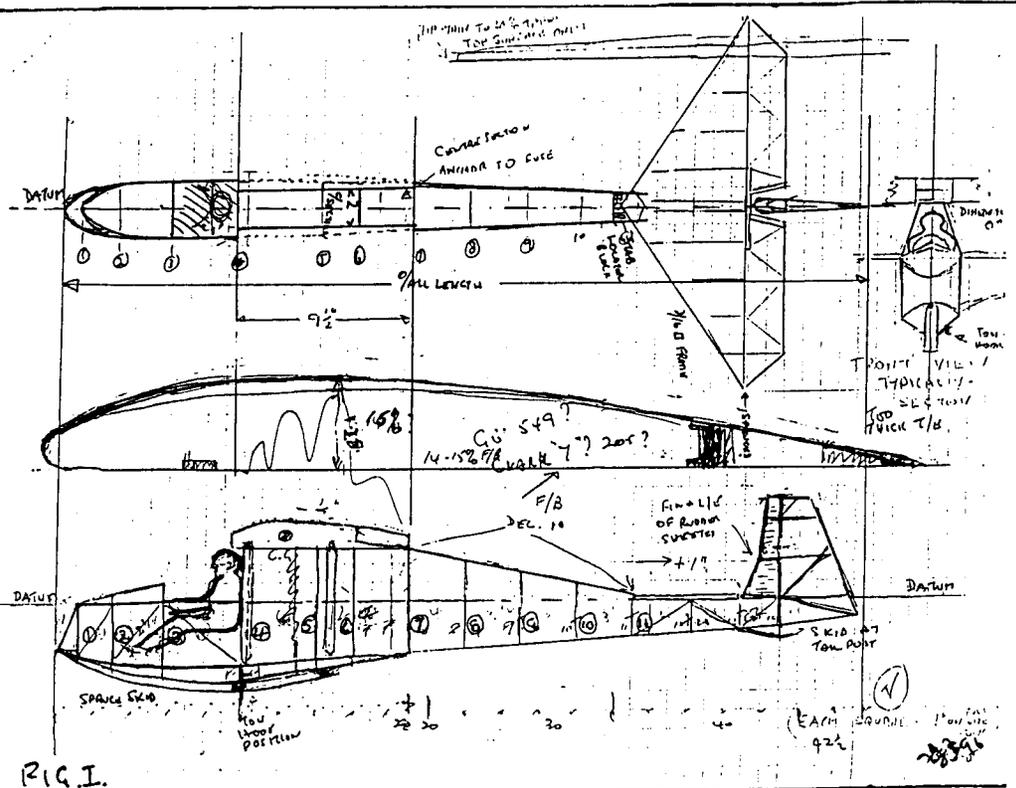


FIG. I.

WINGS: Take a fresh piece of paper and secure it to your board; about 1 1/2" from the left edge of the paper, establish a vertical line; this will indicate the root end of each wing. Next take your protractor and straight edge and draw in a horizontal line about 40" long at a distance of 4" from the lower edge of the sheet. Measure 37.5" (the width of the wing panel) from the vertical on the left of the sheet, and make a mark to indicate this dimension. Now, go to the vertical line once more and make points at distances of 9.5", 14.0", and 23.5"-these represent the leading and trailing edges of the wing panels; at the 23.5" mark measure horizontally a distance of 37.5" and mark this; join this latter mark with a vertical line to the mark you earlier made along the first horizontal line, and mark off vertically the same points as you did for the first vertical line, at 9.5", 14.0", and 23.5". When you join these six points together you will have a grid representing the form of both wing panels, two identical rectangles each 9.5" by 37.5" with a space 4 1/2" between them. We now have to distinguish between the two panels; since it is usual (and convenient) to arrange these important elements with the roots at the left of the plan

RADIO CONTROL SPECIALISTS

Karl Gross



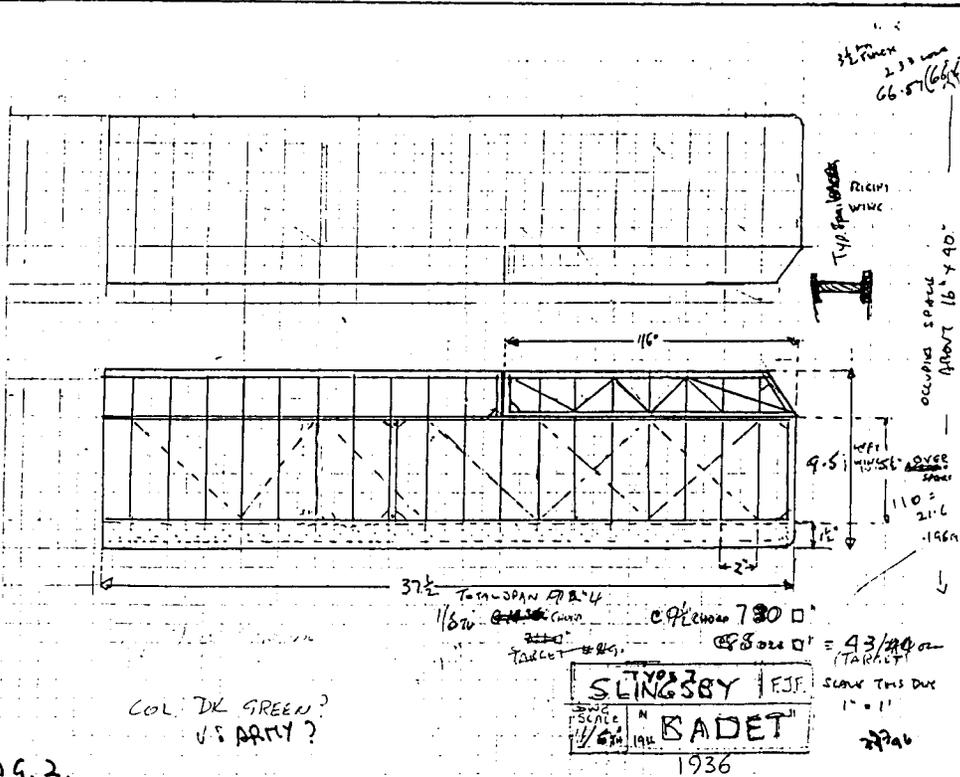
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and their leading edges parallel to each other, we can now go ahead and round off the leading edges at the tips and draw in the angles at the trailing edges.* To indicate the ailerons measure a distance of 16" from each tip toward the root and raise a perpendicular line to the leading edge; along this line mark a point 2.5" from the trailing edge, and join this to the point on the tip where the angled end of the aileron lies; *Oops! I omitted to add that the angle runs from a point 1 1/2" inward from tip.

STAB: Pick a spot in the area to the right of your wing panels where you can fit in the shape of the stabiliser-you'll need something like 12" x 9" - Start by drawing in a vertical line to represent the widest part of the surface, and carefully mark its centre; raise a perpendicular to this line, taking extra care to keep everything square; then mark a point 7.0" along this centreline to indicate the apex of the triangle formed by the leading edges of the stab. Measure 10.0" from the centre outwards and mark. Join these three marks together to form the stab outline. The elevators are added by drawing a line equal in length and parallel to and 2.0" from the base line of the triangle you have just drawn, marking points at each end 2.0" inwards and joining these to the base of the triangle. The excess pencil lines can be erased later, when the framework has been finalised.

c/section: The centre section is simply a drawing of a rectangle 2.0" x 9.5" in area. As mentioned before this is only the outline, and details of actual structure will be added later. I should also mention that it will be necessary to add a side view of the centre section to the side view of the fuselage, on which we can show the chosen airfoil profile and indicate the disposition of the parts carrying the joiner tubes, and also the configuration of the spars and any supporting assemblies.



This has been a "long-drawn-out" de-

FIG. 2.

SLINGSBY E.J.F.
SCALE 1/16" = 1" 1936
BADET

COL. DL GREEN?
U.S. ARMY?

scription, if you'll pardon the pun, so I'm going to leave the other gory details, such as sizes and types of wood used etc. till next time.

Hoping that you can still manage to DRIFT WITH THE LIFT!

F.J.F.

An Analysis of the Ideal High-Performance Hand Launch Glider (Part 2)

by Philip Edelbrock

The Main Wing

The construction of the main wing is the most critical task of building a HLG. The wing should have an area of at least two square feet with a chord of about six and a half inches and no longer than sixty inches. The wing should be as uniformly flat as possible with the possible exception of a slight amount of wash-out at the tips. The wing should be constructed in four sections (with the exception of wingless) which are securely attached together with plywood or composite braces with the appropriate poly/dihedral angle. The 1/16 inch thick balsa ribs should be spaced about two to three inches with the appropriate cut-outs for the center spar(s), leading edge, top sheeting, and trailing edge. The leading edge is quarter inch square stock sanded with a sanding block. The trailing edge is two pieces of 1/32 by 1/2 inch balsa sheeting glued to the top and bottom of the ribs. The top of the wing from the center spar(s) to the leading edge is covered with 1/32 inch balsa sheeting to aid in strength and aid the covering to retain a better shape of the airfoil. The center of the wing from the dihedral point to the first ribs should be completely covered top to bottom, from leading edge to trailing edge with balsa sheeting to give extra strength to the center of the wing. This will prevent the rubber bands, holding the wing in place, from puncturing the covering. The center spars should be composed of something strong such as spruce or composite material for the inboards, but made from a

lighter material such as balsa for the outboards. Finally, the wing should be covered with tissue rather than a plastic shrink wrap to make the airfoil more efficient. The wing construction of the 'Skeeter' provides a good example of these characteristics.

Tail Construction

The construction of the tail should be built fairly strong to resist damage during high speed flying (during launch) and rough landings, but should be kept as light as possible. Weight is a major factor in the tail section of the glider since the weight distribution of the glider is aimed as far forward as possible. If the tail is made too heavy, the wing will have to be placed farther back giving the tail a smaller torque arm to control the glider requiring larger surface areas compounding the problem. Some forethought must also be taken in the covering of the tail. Covering after attaching the tail to the fuselage could result in complications later. As for the control surfaces, these can be hinged either mechanically or, preferably, with a cloth gapless hinge. Gapless hinge is more reliable, better looking, and just as easy to apply as mechanical hinges. The control surfaces should also have control horns to which the control strings (or rods) are attached. These should be made by hand rather than bought commercially to make the model

more aesthetically pleasing and save money.

Fuselage Construction

The fuselage construction is designed around the radio equipment, leaving as little empty space as possible. The nose is solid balsa to resist damage in rough landings as well as to add weight farther forward. The under side of the fuselage from under the wing to the nose is a strong two ply criss-cross of 1/32 balsa sheeting. All interior corners of the fuselage are reinforced with small triangular or square balsa stock. The rear of the fuselage should be especially reinforced around the tail section, but should be as light as possible. The servos, mounted somewhere under the wing, should be securely mounted to the fuselage as strongly as possible. In the case of a nose crash, poorly mounted servos will result in tail damage due to the control strings (or rods) hyper-extending as the servos break loose and could result in further damage to the fuselage and radio components mounted near the front of the glider. Securely mounting the servos will also provide a good location to grip the glider for launching. Also of concern to launching is the addition of an optional reinforced throwing hole just behind the rear most servo. The finished fuselage should be about twenty five inches long. Once the fuselage has been completed, it should be covered in a plas-

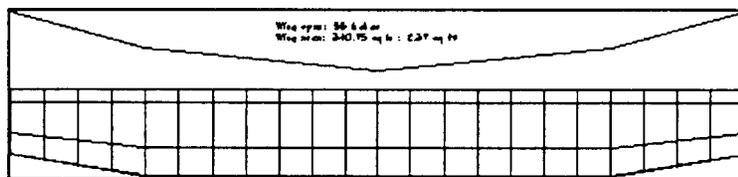


Fig 4 - A sample wing design based on the Skeeter.
(See the full page version for detailed measurements.)

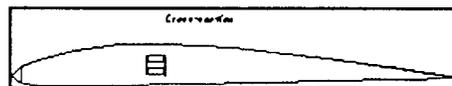


Fig 5 - A cross-section of the wing in fig. 4 with a Selig 3021 airfoil and a double spar with webbing

tic type covering such as Monocote to resist wear from handling and throwing.

Flying Conditions and Site Choice

Once the HLG has been completed, the key to be successful at flying it is choosing a site that will provide the proper conditions to keep the glider up in the air. An example of such a site is one with a slight wind towards a grass covered hill on a sunny day where the wind will give an up current going up the side of the hill providing lift when the glider has a low altitude, but provide a good thermal lift at higher elevations. Particularly good sources of thermals are parking lots, large buildings with dark roofs, dirt fields, etc. Keep in mind that the thermals don't necessarily rise straight vertically, but rather at a slant with the wind. A key sign of lift is where large birds circle effortlessly.

Flying Technique

Every pilot has his/her own style of flying, but here are a few common traits that are common with successful pilots:

Throw into the wind whenever possible (obvious, but sometimes forgotten).

Let the glider fly itself when ever possible. If the glider is properly configured, the glider will 'seek' it's own lift.

If the glider reacts erratically due to

strong winds, adding weight to the glider might regain some control.

If up lift is found, help the glider circle in the area of lift. Often the glider will respond on it's own by circling while translating with the wind. Let the glider follow this pattern for as long as possible (or desired).

Make sure the glider is trimmed as well as possible such that it flies with a sustained slow level flight in calm winds. Sometimes the glider will need retrimming once the glider is above fifty to a hundred feet when it reaches the thermal area.

Conclusion

Due to the variety of successful implementations the ideal HLG has a few factors that are not easily fixed. Specifically the airfoil, some aspects of the wing shape, and orientation of the control surfaces, but, many other factors can be fixed to a single best choice as based on literature, advice, and the author's personal experience. The intention of this paper was to bring together all of these factors to design the ideal glider and how to successfully fly it.

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1997 Elmira Aerotow

by Ann Tekatch

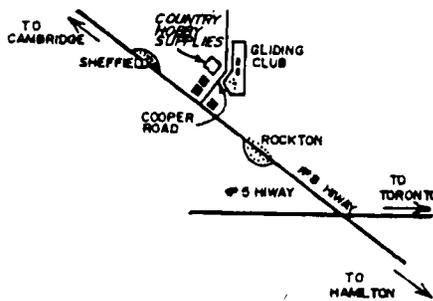
I received a note from Gerry Knight of GNATS sometime ago about this year's Elmira Aerotow and I can remember thinking "wow, sounds like it's going to be great this year!". I have now received the official email version of the registration package and this event just gets better and better....

This year the aerotow will be held at the full scale Harris Hill glider field which is right next door to the National Soaring Museum. Slope soaring will be available, too, weather permitting! Trophies will be awarded in several categories to qualified registrants. Friday night will feature a wine and cheese tasting. On Saturday night a banquet is scheduled with speakers afterwards.

A German team of expert R/C pilots will be attending and a demo show is planned!

Whew! I can't begin to recount the entire event. It seems to be growing exponentially every day! For more information, contact John Derstine, RD#3, Box 336, Gillett, PA 16925 (717)596-2392 or email: johnders@postoffice.ptd.net.

Mark your calendars for June 13-14-15, 1997!



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If you're on-line, check out their website at www.sailplanemodeler.com.

So What Is All This About Scale Sailplanes?

by Gerry Knight

Yes, what is all this about scale sailplanes and soaring? This column is directed to you who have never built or flown scale and who have probably often wondered why a few crazy people really do build and fly them. They experience so much fun out of the whole thing.

Scale sailplanes can be divided up into two or three different categories, but the ones I would like to address are those which are strictly scratch built, either from bought plans of 1/5, 1/4 or even 1/3 scale sailplanes and gliders or from design your own scale models.

One can spend much money on a scale glider and get an almost ready built model for the trouble - install a radio and go fly (almost). Most of these types of sailplanes are imported from Europe, are expensive and cannot always be guaranteed to be true scale or have scale airfoils, but it is the quick way to get in the air and they do usually fly very well. To a lesser extent and expense there are a few kits which you do have to put a fair amount of work and time into. These generally have a ready made epoxy/glass or ABS plastic fuselage and foam or built up wings and tail end structures. Kits again tend to come from Europe, are often not exact scale nor have scale airfoils. These are typical of kits produced by Wik, Wanitchek, Krick, Multiplex and Graupner etc.

To build a scratch built requires one to decide what model plan to buy, what scale

and how much time, effort and money to put into the project. Most of your true scale plans available are at least 1/6 scale, but most are 1/5 and 1/4. Look for something that will result in a model of at least 3 meters(118") span. Smaller than that would have a high wing loading and the resultant flights would be disappointing, unless flown off a slope. 1/5 and 1/4 scale built up sailplanes are offered by several well known scale designers such as Mike Trew, Cliff Charlesworth, Archeoptorx Design by Jim Ealy, Bob Holman Plans Service etc. Many 1/5 scale projects can span 150" whereas some 1/4 scale projects may still span the same, the choice is widespread.

Choosing the model, one should not go for something too difficult to start with. Many scale projects need only be a somewhat larger version of your run of the mill 2 meter or 100" sailplane. The building techniques are the same, there is just that much more of it and consequently becomes more time consuming. A radio of 5 to 7 channels is preferable for a scale project as generally the scale sailplane is equipped with ailerons, airbrakes and tow release mechanism besides the rudder and elevator. A computer radio is not required.

Known consistent performers are the Charlesworth ASK-18, Ka8G and Gruneau Baby which are 1/4 scale and span up to 4 meters, have light wing loading, and are ideal to fly from winch or aerotow. My own ASK-18 lasted 14 years before it self destructed at a scale meet this year(96).

As I have said previously, building one of these beauties can be like making an oversized 2M or 100" project. Practically the same building methods are used. One needs to use an oversized building board especially for the wings and one must also devote two or three times as many hours for the project. Typically the construction uses more ply and spruce than balsa, although that need not be the case. My K-18 was mostly a balsa project, and survived numerous accidents, but was always repairable until its last fateful day. The secret to keeping weight to a minimum is to keep the tail end light. Doing

that will help keep the wing loading down and consequently the sailplane will perform that much better. Don't let the size of the sailplane or size of formers, ribs etc. put you off. Remember that the beauty you create will probably fly better than your old "Gentle Lady" and will look more realistic in the air and will reward you with good thermal flights.

Another plus for scale is that you will fly the bird as if you are in the cockpit using all the controls available to the full size sailplane. You will learn how to use those ailerons, cross control them with the rudder to be able to sideslip or flatten out turns and how and when to use the spoilers or airbrakes. There is so much more joy to flying this type of glider that once you try it you probably won't want to go back to the old 2 meter ship hanging in your workshop.

Happy landings - Gerry Knight.

Minutes of the SOGGI Meeting Sunday Dec.8, 96

When our President Bud Wallace called the meeting to order at 2:12 there were sixteen members present. The minutes of the previous meeting were distributed and read. Move by Stew Watson and seconded by Bill Moar that the minutes be approved. Carried.

Business arising from the minutes:

Bud Wallace mentioned that the field was too wet to drive on with cars so we must park on the road till the spring. He reported that the meeting with Mr. Campbell and his foreman went well. They did not realize that frequency conflicts existed with the helicopter flyers. They reassured Bud that they will not be flying there anymore. They instructed Bud to call the OPP to remove anyone flying on our field without proper authorization. They mentioned that the present field most likely will be stripped next June so we will be moving west to the next field.

Next a schedule of events was presented by Stan Shaw and discussed. After meeting with the approval of the members contest directors were designated to the various events. Sanctions and notices will be arranged with MAAC to be published in the MAC Mag. Stan Shaw will bring some application forms for contest directors to the next meeting. Discussion and nominations were made for leader membership in MAAC. Bud Wallace, Fred Freeman and Don Guthrie names will be forwarded to our Zone Director to be forwarded to the AGM in March.

Don Guthrie presented his financial report which indicated a good financial condition ,that is we have a surplus for 96.

Next Bill Woodward reported on the GNATS Scale Rally.(See Task report for details.) They were very pleased at the turnout and they will be holding it next year. The new GNATS executive has Don Smith as President, Gerry Knight as Secretary and Henry Vital as Treasurer. A meeting of the Scale Committee will be held on Jan.18th at Fred Freeman's place.

Election of the Executive:

Nominations were opened for all positions. Stew Watson moved that the present executive be acclaimed for 1997. Seconded by Werner Hildesheim. Carried. Congratulations were warmly expressed by the members to the executive for their continued service to the club.

New Business:

Bud Wallace will donate his winch to the club. The winch needs a new battery and line and perhaps a new foot switch. Stan Shaw will do the upgrades. Stew Watson offered his battery charger to the club. Bud Wallace will contact the foreman to find out if we can keep the winch in his garage during the summer. Four spools of line will be purchased by Albert Fund for the club. Don Guthrie to inform Albert.

Discussions followed regarding bringing indoor balsa gliders for an informal event next meeting. It was suggested that plans and models be brought to the next meet-

ing as well. Bill Moar moved the meeting be closed.

Minutes of the SOGGI Meeting on January 12,1997

There were fourteen members present when Bud Wallace called the meeting to order at 2:11 p.m. The minutes of the previous meeting were read by Bud Wallace. Moved by Keith Armstrong and seconded by Al Hilborn tht the minutes be approved. Carried.

Business arising from the minutes: Keith Armstrong asked if the line for the winches was ordered? Don Guthrie had talked to Albert Fund and asked him to bring back four spools of line. Stan Shaw asked if any of the members were interested in becoming contest directors. Al Hilborn and Don Guthrie agreed to submit their applications to M.A.A.C. for the contest director designation given that the club supported their requests. They will assist our current contest directors over the flying season.

Regarding the winch Keith Armstrong will check-out the prices of batteries at the Price Club and Canadian Tire and report back.

The financial statements were the next item discussed. Don Guthrie presented the 1996 statements. It was pointed out that the contest entry fees were sufficient to cover the cost of trophies. The club made over one hundred and seventy dollars on raffles. The surplus amounted to just over five hundred dollars. This will go towards the new line, battery and upgrading of Bud's winch which will be our second one. The financial statements were accepted as received.

A discussion on the kinds of trophies to be awarded followed. Ann Tekatch brought up the idea of generating a certificate with the club seal to present to contest winners. Designs would be requested from interested members so we could finalize a choice.

Further discussions came up with the idea of giving a plaque for first place and certificates for 2nd and 3rd places. For the Otto Bandman Memorial trophy which is kept by the winner for one year we could give a small trophy to the winner and certificates for the others. Charlie Rader will look into getting extra plaques made up since he is going to retire soon.

New Business

Keith Armstrong reported that Bill Bewley Jr. died of a heart attack this month. Fred and Keith attended the funeral and extended the club's sympathy to Bill Bewley Sr. Bill Bewley Jr. was active in the Electric Model Flyers as well. Our deepest sympathy to the family on the loss of a son.

Juri Vosu mentioned that Bud Wallace had suffered a heart attack over the holidays and spent a week in the hospital under observation. As Bud said, " I refused to go..." so it's good to see him back in the saddle so to speak or is it in the cockpit?

The indoor glider contest will take place at the March meeting. The task will be to fly a straight line the farthest. Ann Tekatch mentioned some E-mail that discussed having an F3J contest between the U.S.A. flyers and Ontario flyers at the Soggi field. Bob Sherliker will be contacted by Stan Shaw.(Bob will be coming to the Feb.9th mtg.) Juri Vosu asked if M.A.A.C. would be making the discount on the AMA Magazine available to members. Stan Shaw will follow-up the request. A reminder was given the members about the Scale Glider Group meeting on Saturday Jan.18 at Fred Freeman's place about 2 p.m.

Juri Vosu moved the meeting be closed.

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
Baltaza, Joseph	19 Gaitwin St.	Brantford	ON	N3P 1A9	(519)751-3698
Batt, Robert	612 Blue Forest Hill	Burlington	ON	L7L 4H3	(905)632-8790
Bewley, W., Sr.	#309-155 Park St., S.	Hamilton	ON	L8P 3E7	(905)544-7548
Campbell, Rob	34 Hopkins Court	Dundas	ON	L9H 5M5	(905)627-9435
Colley, Dick	101 Braeheid Ave.	Waterdown	ON	LOR 2H5	(905)
Englisch, Cliff	24 Blackwood Cres.	Hamilton	ON	L8S 3H5	(905)522-4561
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
Gardener, Arnold	202 San Pedro Dr.	Hamilton	ON	L9C 2E1	(905)383-4418
Giles, Stan	1567 Gordon St.	Guelph	ON	N1L 1E1	(519)824-5412
Guthrie, Don	R. R. #4	Belwood	ON	N0B 1J0	(519)843-4537
Hammitt, 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	(416)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
Newberry, John	73 Southgate Rd.	Cambridge	ON	N1S 3P8	(519)623-4594
Penney, Mike	388 Massey Dr.	Ancaster	ON	L9G 3J9	(905)648-5843
Penney, Paul	388 Massey Dr.	Ancaster	ON	L9G 3J9	(905)648-5843
Rader, Charles	4533 Ivygardens Cres.	Beamsville	ON	LOR 1B5	(905)563-4108
Schmidt, Paul	37 Wells St.	Guelph	ON	N1E 6B7	(519)836-7131
Shaw, Stanley	31 Wilsonview Ave.	Guelph	ON	N1G 2W5	(519)766-9966
Stevens, Peter	#15-170 Caroline S.	Hamilton	ON	L8P 3K9	(905)572-9316
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
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 April issue of TASK: March 31/97
 Phone, fax, email, modem, mail, hand-deliver or
 teleport your articles/photos to me!

Artist's Conception

The Date: Summer 1997
 The Place: SOGGI field
 The Situation: Ontario Court rules
 that women may legally go topless
 in public.

**1997 Calendar of Events**

- March 9/97 SOGGI meeting. 2:00 p.m., Rockton Library, Rockton, Ontario "First Annual Indoor Glider Contest". Bring an indoor glider to the meeting in March for a "fun contest". The "task" is to fly the farthest and have fun!
- March 22/97 Scale Group Meeting , 2:00 p.m. at Fred Freeman's place. "Show and Tell" - bring your scale ship!
- April 13/97 SOGGI meeting. 2:00 p.m., Rockton Library, Rockton, Ontario
- May 10/97 Fun Fly at the field. Open Class and Golden Oldies. C.D.'s: Stan Shaw & Al Hilborn
- May 25/97 COGG 2 Meter Contest
- June 1/97 Otto Bandman Memorial Club Day at the field.
- June 7 & 8 Hosting EMFSO electric Fun Fly at the field. C.D.'s: Stan Shaw & Bud Wallace
- June 13-15 Harris Hill Aerotow, Elmira, New York
- June 22/97 SOGGI Scale Rally at the field. C.D.: Bill Woodward
- June 28 & 29 COGG Grand Prix



The Southern Ontario Glider Group Inc. is a chartered club of MAAC.

ANA magazine

\$33 Cd

+ Photo of membership card.
for subscription via agreement
with MAAC

Bob Sherliker

© COGG.

F3J contest

10min window > 2 shots.

11/65

2200g. Bonches.

Triathlon, Naathon in July
to be replaced with F3J

Feb. 9/97
Mtg.