

TASK



Official Newsletter of the Southern Ontario Glider Group Inc.

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Summer 1997

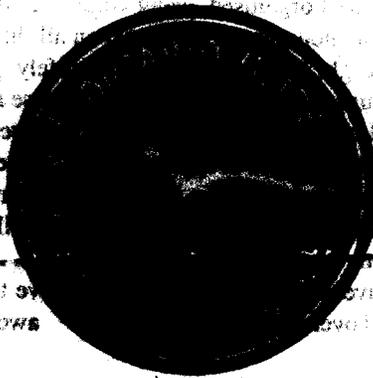
Here's a sure sign of summer: your June newsletter arriving in July! It seems as soon as the flying season starts, submissions to the newsletter slow to a trickle and I become suddenly averse to sitting in front of a computer monitor.

Once again, we have Fred Freeman on board with an excellent article. (Thanks for your help, Fred!) Fred reports on the 2nd. Annual Elmira Aerotow which was, by all accounts, the event of the year for scale soaring.

Our own aerotows had to be rescheduled due to poor attendance. Although a few folks showed up (see the photos inside this month's newsletter), the organizers felt the fairest would be better if the aerotow was held later in the season. The good news is that this gives everyone a chance to get their entries ready. Mark your calendars for September 7 for the SOGGI Scale Glider Aerotow.

Speaking of rescheduled events, our Club Day was cancelled due to poor weather and will be held on August 10 instead. Please come out to the field, visit with your fellow members and enjoy the fun fly.

I attended COGG's international F3J contest at our field in July. This was a very interesting contest because the gliders were hand-towed rather than winched or hi-started. The "human hi-start" added an interesting variable to the contest. To get a good launch, a glider pilot needs an experienced towman; someone he/she can communicate with and trust to run like hell at just the right time. A number of times, you could hear pilots hollering at tow-men to RUN!! even waving their transmitters and jumping up and down - to no avail. The tow-men either couldn't hear



them, thought the pilots were having seizures or were trying to figure out what to do with the string they'd found on the field! It was quite comical to watch, but extremely frustrating for the competitors. The air was quite "blue" at times. I would like to enter an F3J contest some time, but only if I don't have to tow!

I hope you enjoy this month's issue. Our next issue will be out in October - please take a little time to write an article or report for TASK. We need your support!

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AERO-TOWING IS TAKING OFF!! SUNDAY JUNE 15th-5:45 p.m.

I've just returned from one of the most exciting weekends I've ever spent: Bill Woodward and I, along with Charlie Rader and Doug Wilkins (who took their wives along and made the event part of a short holiday), several members of GNATS- Gerry Knight, Don Smith, Phil Landry, Lou Klieman and Mike Kucero, and Helmut Berger of COGG took part as a Canadian contingent, in the first International R/C Aero-Tow Glider Meet to be held in N.America. The venue for the event was Harris Hill-the historic birthplace of gliding in the U.S. The site is a perfect glider field situated on the Elmira Heights, in the lower slopes of the Adirondack Mountains, with gorgeous scenery and huge areas of hilly terrain all around it; and lots of places where a full-size sailplane could land in an emergency. From the top of the hill the towns of Corning and Elmira can be seen against a backdrop of forested green hills-and the LIFT is TREMENDOUS!

About 100 R/C soaring enthusiasts gathered to celebrate the event, which took place over the last three days, and had the approval of the Harris Hill Soaring Corp., past presidents of which

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include such soaring greats as Paul Schweizer and Paul Bickle. Also on this site is the National Soaring Museum, which contains several of the historic gliders flown from the site, as well as exhibits defining the growth of soaring in general and the progress of R/C soaring from the early days of single channel escapement systems to the present day. One area I personally found very interesting was the display of scale solid models, showing how the aspect ratio and gliding angles had changed from 1928, when the Schweizers produced their first glider, to the modern Hi-Tech F/G ships. Participation in the rally carried with it free admission at any time to the facility.

Although this was a pretty laid back affair, it was well organised, using volunteers from local (and some not so local) R/C Clubs and even the Boy Scouts, who were kept busy feeding hamburgers to the crowd on all three days. A large body of officials was necessary in order to ensure the smooth operation of the flight lines and ready lines safely, plus a whole committee charged with looking after the arrangements for the Banquet on the Saturday evening a Wine and Cheese reception on Friday eve, and to co-opt a panel of speakers - Paul Schweizer, Maynard Hill, Robin Lehmann, Rolf Schifele - a representative of E.M.S. and Larry Fogel, all of whom spoke very well after dinner on Friday; it was great to be able to speak to these celebrities in person. There were also trade displays by E.M.S., Sailplanes Unlimited, and our own Icare Sailplanes from Montreal who gave a super demo of electric aero-towing; all had lots of beautiful merchandise for sale - far beyond my pocketbook, I'm afraid, but excellent products none-the-less. As for the demos, the E.M.S. team's Flying Circus put on a truly superb display with their F/G/Foam models, and of their flying skills - the momentum that the sleek, shiny models generated during a dive was amazing - they could dive to 10 ft. off the deck, then using the energy built up in the dive, soar to hundreds of feet, and start all over again; the speeds were awesome - almost as fast as a powered model, in fact.

-And then there was the general flying, done by the likes of you and me-

Hi-Tech was well represented by the many ASW's and DG's on the flight lines. Gerry Knight's beautiful OLYMPIA, Bill's T46 and my Bergfalke were much admired by the passersby, who seemed amazed to find out that they were all scratch built. Gerry, I believe had the most flights with Phil Landry and Helmut bringing up the rear along with the T46 and the Bergfalke. Bill had the misfortune to crash on his second flight, when the nose release prematurely opened; the plane was only about 7' from the ground and despite Bill's best efforts, hit rather heavily on one wing damaging the aileron and strut, and cracking a couple of longerons - Bill decided that it should be repairable. We flew the Bergfalke twice on Friday - I chickened out and let Bill do the take offs and landings; one flight was aborted because Bill felt that there was something wrong with the rudder, but the second launch went off OK until late in the flight, when we both noticed that we could not always make the turns we wanted to, so Bill landed. We took the plane back to the Motel that evening and found that the tiller that operates the rudder was loose inside the fuselage - little wonder we were having trouble turning! Once fixed, we had to use duct tape to cover the gap we had had to open up in order to get at the tiller; the canopy, which had also been troublesome was taped in place ready to fly next day, when everything went well. We theorised that the rudder horn, which is mounted low on the rudder had probably snagged on a clump of grass, and the resulting jerk on the tiller-bar had loosened the assembly so that it only worked sporadically; lucky I had a pilot like Bill to rely on!

So a good time was had by all. Except perhaps for Bill who had the damage to his T46, and in addition had to put up with my B/S all weekend. However, we are now in preparation for our own event, whilst eagerly anticipating the GNATS show in August - then it's on to AERO-TOW '98!

P.S. I have a couple of concerns about the way things are going in our hobby. It may strike some as being a bit old-fashioned, but I think it's better than sticking your head in the sand. First, I feel that people are taking too much for granted in regard to the reliability of our radios - OK, you say 'THEY'RE NOT GOING TO LET US DOWN' - perhaps not, but there is always the human element - the guy or gal who "forgot" to recharge last night - Oh, well I'm sure it'll be OK - Right?

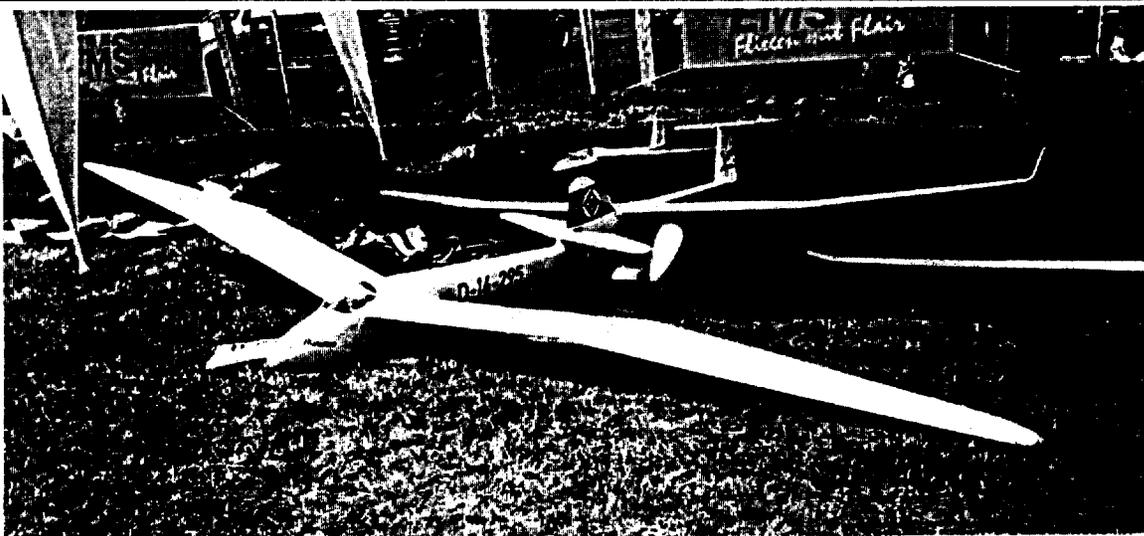
My other beef also has to do with the human element. I saw lots of people flying too high: i.e. just within their visual range - THEIR visual range - in other words they never asked the guy who was assigned to them as a spotter (and if you are flying high you should have one!) if he could see the model. I would not want to have \$2,000 of MY dollars floating around up there not being sure I could get them back on the ground!!

Till next time keep smiling and don't forget to drift with the lift.

Fred Freeman

1997 Elmira Aerotow - Photos courtesy of Fred Freeman





Great Lakes F3J Contest, Brantford, Ontario: July 5,6,1997

Over the July 5,6th weekend, SOGGI hosted a warm-up contest for the F3J Team trials. Nine serious competitors showed up including Richard Burnoski from Chicago. They enjoyed two great days of picture-perfect weather, pleasant camaraderie, and a lot of teamwork to pull off this hand-towing contest. There were six rounds flown of 10 minute thermal duration with three or four in a flight group. Landings were 100 point graduated tapes. The scores were normalized with the winner getting 1000 points for winning the round. A fly-off was held for the top four flyers. The winners were: 1st, Richard Burnoski 8936; 2nd, Tony Boothman 8103; 3rd, Bob Sherliker 8019 and 4th Mike Thomas 7766. Also participating were Bill Moar, Doug Pike, Stan Shaw, Helmut Berger and Neil Tinker.

With Jack Nunn and Rhoda Nunn setting up the matrix and fortunately no frequency conflicts we got started about 10:30 with very light wind conditions. The first group experienced some pop-offs using the straight hand-towing. All towers used the pulley system where a stake is used to secure the end of the 150 meter nylon line and a small pulley is used to pull the line to launch the plane with higher line speed. Some flyers were getting a ping and zoom launch consistently!

The models used included three-meter Grifters (four), enlarged Gemini, Sagitta 900 and Richard's own design V tail Vampire and Galactia utilizing carbon fibre spars and triple tapered leading edge design. The use of computer radios to obtain crow and different flap and elevator controls made the models much easier to land or launch.

Some general comments on the F3J format are in order. Firstly it requires extra manpower to hold this event in that each flyer requires a timer and a tower for launching. With nine competitors everyone had to help out to make the

contest viable. Perhaps with a bit more interest from some of our younger members we could hold another contest, otherwise it's back to the winches! Secondly, the need for strong models in the three meter size appeals to a limited number of club members. Thirdly you need some one with calculator to come up with normalized scores.

In conclusion, I think that a new Gentle Lady or a Sophisticated Lady should be ordered for each of our club members so we can all go out and launch off hi-starts to our hearts content and drift with the lift! Or perhaps I should retire gracefully and fly my electric-powered gliders just for fun!

Stan Shaw MAAC 2481 L

NOTICE SOGGI WINCH NOW STORED AT THE FIELD!

One of our kind neighbours at the field has allowed us to keep the club winches and batteries in a box behind his garage. The farmhouse to the south of the field (the one against whose property we usually park our vehicles) has a padlocked box behind its garage. The keys to the box are in our outhouse. There is hydro to the box, so the batteries are on charge.

DON'T use the winches if you've never used them before. Get someone to help and show you how to set them up.

Thanks!

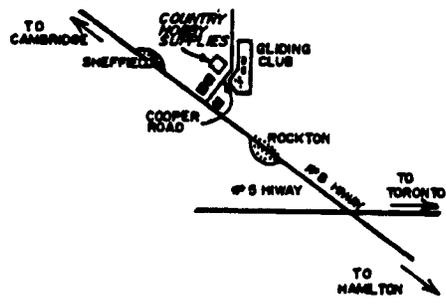


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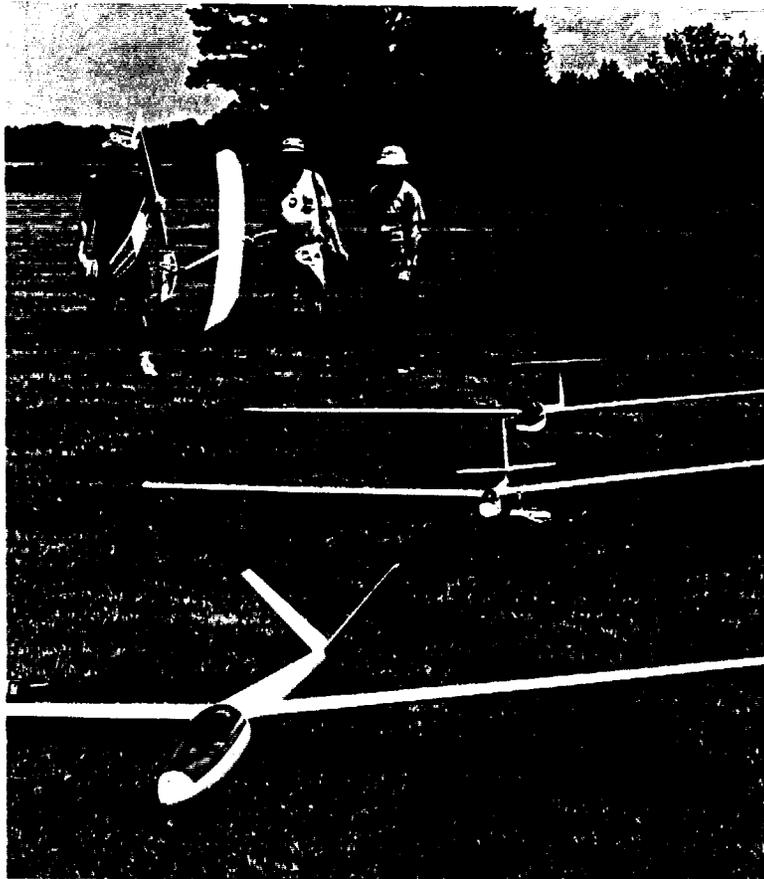
JUNE 22ND SOGGI SCALE RALLY

Unfortunately, the turnout at our scale rally was somewhat disappointing (only 8 or so planes). It has been rescheduled for September 7 (raindate: September 14). I took some photos of the event and I hope that these will inspire you to attend or hurry up with that scale project you've been working on!

Ann Tekatch



Left: Gerry Fritz launches his ASW17
Below: coming in for a perfect landing. Kinda looks just like the real thing, doesn't it?



Left: Lined up and waiting for a winch!
Below: Andrew Gammon proudly retrieves the chute. (He's my nephew - who says nepotism isn't alive and well!)



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	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
Kirkland, John	5 Carswell Place	Weston	ON	M9R 3K6	????
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
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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
Thayer, Bob	4108 Millcroft Park	Burlington	ON	L7M 3V9	(905)336-3290
Thomas, Mike	61 Alhart Drive	Etobicoke	ON	M9V 2N1	(416)748-2833
Threlkeld, Stephen	89 South Oval	Hamilton	ON	L8S 1P9	(905)526-9031
Trauttmundorff, Mike	400 Field Rd.	Jerseyville	ON	LOR 1R0	(519)647-2311
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 next issue of TASK: Sept. 30/97.
 Phone, fax, email, modem, mail, hand-deliver or
 hand-tow your articles/photos to me!

1997 Calendar of Events

August 10 Otto Bandmann Memorial Club Day

August 15-17 GNATS Annual Scale Fun Fly at their #4 field! Don't miss this great event put on by our neighbours to the south!

Directions from Hamilton: take Hwy. 20 to Regional Road 27 at Bismark, go through Wellandport, following Regional Road #20 to Hwy. #3. Travel west on Hwy. #3 to Hutchinson Road, follow until it ends at the T-intersection with N. Canal Bank, turn west on N. Canal Bank and the field is about 1.7 km. on your right. If you'd like a copy of the map - please call Ann Tekatch at 575-5433.

September 1 Big Bird Bash! at the SOGGI field. Bring your biggest bird *(i.e. GLIDER! I don't want you English chaps thinking you are to bring your largest ladies. <grin> - ed.)*

September 7 SOGGI Scale Rally. Rescheduled from earlier in the season.
 (Raindate: Sept. 14)



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