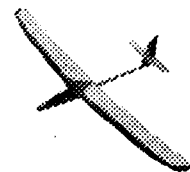


# TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 14 Issue 1

February 1998

**H**appy 1998!!!!

Once again, we have lots of news to report and great articles for you to pore over. So, without further adieu.....

Bud Wallace underwent his heart surgery on January 21st. I am told by a very reliable source that he is home, doing well and complaining. That can only mean that Bud is back to his usual self!

Get well soon, Mr. President!!!

(Now that your heart is beating stronger than ever, Bud, does this mean that you'll be retrieving the 'chute for us all summer???)

Stan Shaw will be bringing the MAAC frequency analyzer to our meeting on March 8, 1998. If you want to have your transmitters tested, be sure to bring them with you. (Don't forget to charge the batteries!!!!)

Stan will also be checking out the new field with the analyzer. Apparently, there may be conflicts on channels 32 - 38 with some industrial frequencies used at Toyota. He will be reporting on his findings.

In the meantime, the field is snow-covered and can be used for flying as long as it remains frozen and protected by the snow. Cars must be parked on the road, however.

Don't forget our annual indoor glider contest!! It looks like we'll be holding it on April 19th this year. Al Hilborn is investigating the possibility of getting a school gym for the event. Last year, a number of you suggested to me



that we needed another task for this event, rather than hitting the mark on the wall. Some sort of "spot landing" was suggested. Your input on this is greatly needed!! Let us know how we can improve on the event. Most of all, don't forget that the idea of the whole thing is to HAVE FUN!!

Finally, and on a personal note, it gives me great joy to announce that my husband and I are expecting our first child in September! (Sorry, guys, but I might miss the Big Bird Bash!)

I guess I had better get out and do lots of flying this summer while I still have some free time!

Keep looking up,  
Ann Tekatch

## Gentle Lady Stock Refinements!

by Stan Shaw

**T**his year SOGGI is holding three club day Fun-flys for so-called stock Gentle Ladies....model gliders that is! But who is to say what is really stock? The purist might just say no changes from the plans, build the plane as it comes out of the box. However human nature being what it is makes us try to improve on the original design. So what changes can one make and still have a stock model is the question poised by one our illustrious members. For what it's worth, I submit the following ideas as acceptable changes that would be in keeping within the "stock" model criteria.

If you are building from scratch, you are using your own selection of wood. For example the spar is originally basswood but spruce could be used instead. Suppose the builder wanted to build a two piece or a three piece wing for easy transport. As long as the airfoil stays the same why not permit the change. Then there is the silly canopy cover that is screwed on at the front or slipped under the wing mount. Why not change to make it smaller and use

## Inside This Issue

- ◆ Gentle Lady Refinements
- ◆ Why Build Scale?
- ◆ Jan.11/98 SOGGI Minutes
- ◆ Jan.10/98 Scale Committee Minutes
- ◆ Charger for sale
- ◆ Membership List
- ◆ Events Calendar

an elastic to hold it down. One could raise the canopy to make a shoulder for the leading edge of the wing but this would be changing the profile of the fuselage. So let's say one must keep the profile the same as the original. What about changing the method of securing the wing to the one with two dowels through the fuselage, one at the leading edge and the other at the trailing edge. This method will cause more drag but have a more secure tiedown. Next question has to deal with internal setups. One could replace the wooden push-rods with golden rods or pull-pull or wire or fiberglass rods for the elevator and rudder controls. Additional reinforcement with one sixtyfourth plywood on the fuselage or even fiberglassing the fuse would be permitted. What about extra bracing in the wing with diagonal between the ribs? Why not, you say, but remember it adds weight. Should we stick to the suggested stock weight for the complete model? Not if we permit adding Ballast for windy conditions.

Finally no spoilers can be added or tow-hook releases. The type of covering is your choice but no sheeting of the wing! Using a ballast box internally is recommended. How do you mount the Rx antenna? I bet most of you put it inside the fuselage or string it to the rudder. How about installing a plastic tube in the wing and make a U shaped internal one to cut down on drag! What about cutting off the long screws that extend on the horns used on the rudder and elevator to cut the drag down. I like using the small horns if they give enough movement to the surfaces. Be sure to leave the trailing edge sharp and not rounded of even if it is one-sixteenths thick!

So if you beg to differ on what is a "stock" model glider definition for a Gentle Lady please take pen in hand and let the words fly thick and fast. I will be sure to duck real quick too! The contest directors are going to handicap the so called experts. They can only use their big thumb or big toe on the sticks! Come to think of it flying barefoot on a nice soft green sod might just be the answer to catching the illusive thermal. Bud would probably say just put the transmitter on the ground and

let the plane do all the flying!

## WHY BUILD SCALE?

by Fred Freeman

**M**ay I begin by wishing everyone all the best for '98? May it be as much fun as all the others have been! Now that Xmas is over I'm sure that most of us will be glad to get down to some of the more important activities - like building that new plane for the '98 flying season. I know that I always have a strong desire to begin cutting balsa around this time; as a matter of fact, when I finally ventured into Keith's basement for the first time this year, I

had to think back 6 weeks in order to figure out where to begin! Working from a set of isometric drawings, as I am on the K-8 is rather like trying to find some exotic geographic location, using only photographs instead of a map. However, it didn't take all that long to establish a starting point, and I'm glad to say that the project is coming along quite well, albeit somewhat more slowly than I had hoped.

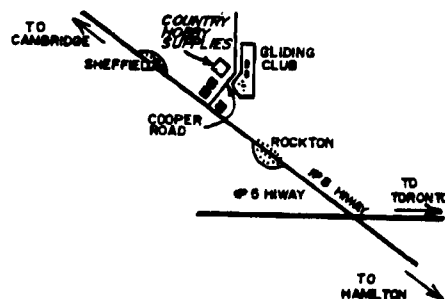
"BIGGER FLIES BETTER", they say, but bigger also takes more time, and makes more demands on your ingenuity, to say nothing about the demands it makes on your pocket book! It's also less manoeuvrable than the smaller structures we are used to handling - I find myself catching a

**Country  
Hobby**  
SUPPLIES

Home of the wonderful  
**Rattlers**  
RATTLEMAN

R. BANDMANN

R.R.1 DUNDAS, ONTARIO, CANADA L9H 5E1 (519) 623-2500



### Country Hobby Hours:

Mondays, Wednesdays & Thursdays 1:00 p.m. to 9:00 p.m.  
Fridays 2:00 p.m. to 8:00 p.m.  
Saturdays 1:00 p.m. to 5:00 p.m.

Closed Tuesdays and Sundays except by appointment

■■■■■ RADIO CONTROL SPECIALISTS ■■■■■

Karl Gross



115 PLAINS RD. E. BURLINGTON, ONTARIO L7T 2C2  
(905) 631-8211

Skycraft Hours: Tuesdays & Wednesdays 10:00 a.m. to 5:30 p.m.  
Thursdays & Fridays 10:00 a.m. to 9:00 p.m.  
Saturdays 10:00 a.m. to 6:00 p.m.  
Closed Sundays and Mondays

wing tip on the ceiling joists every so often, then I panic, thinking that perhaps I've damaged something; but I've been lucky so far. There's always a temptation, when working on such large components (each wing panel measures just over 6') to want to use them as supports for cutting boards when cutting out the smaller pieces; then, they take up so much space - it's a good thing that I'm working alongside Keith; he solved the problem of temporary storage quite neatly, by hanging them from wire coathangers on nails driven into the joists at a suitable pitch. Not only does this get the assembly out of the way but it's handy for those occasions when I have to think back to how I did certain things - all I have to do is refer to the part I've completed and BINGO!

It would be an understatement to say that the making of these two wing panels has taken more time than I had at first imagined; the 6' spars had to be fabricated from 4' spruce, which had to be spliced; plus the inner sections of each spar - 4 of 'em - are laminated and had to be joined with epoxy, in the manner prescribed in the instruction sheet; it all takes extra time. But that's what happens when you decide to build big, and I'd be foolish, considering the time and money (!) I have invested to rush the job, to rush along without doing things in a proper manner.

I remember an occasion, some years ago, when a member of a club to which I belonged at that time, brought to the club meeting the airframe of a 1/4 scale Citabria; all were impressed at the sheer size and complexity of the structure - we were more impressed when the owner announced that he had completed the assembly in only four days, using a new adhesive called CYANO; it was the first time I had ever heard the name, and I found it hard to believe that this wonder glue could cut building time so drastically. Eventually, the plane was covered, the gear installed and all was 'go' for the maiden flight; all went well until, having taken off smoothly, my friend initiated a turn to the left - the wings simply collapsed under the added stress of the manoeuvre. My friend had not had the good sense to protect his investment by using

epoxy in the critical areas of the wing joints, no doubt thinking, in his confidence in this revolutionary product, that he was saving more time. As he said at the time "I just couldn't wait" for the time it would take to cure. At that time Cyano was a very new tool and none of us really knew it's limitations; the Citabria was a complete write-off, and the subsequent repairs to engine and radio cost my friend \$250; twenty years ago that sum made a big hole in your pocket. It was a steep price to pay for a lesson in PATIENCE.

Cyano is no doubt a miraculous adhesive and can be used in most areas of our hobby, but it has to be used with intelligence, like all tools. After all, you wouldn't take a pipe-wrench to tighten a 1/2" nut, would you? So the next time you pick up the cyano, think carefully about the purpose for which you are about to use it. I use cyano a lot, for tacking parts in some applications, then I'll go over that particular joint with White Glue, just to make sure. And I always use epoxy for those high stress areas. Patience pays big dividends for us modellers - make sure you have PLENTY!

That's all for now so till next time I see you, remember to

DRIFT WITH THE LIFT!

### Minutes of the SOGGI Meeting Sunday January 11, 1998

The meeting was called to order at 2:12 pm by Bud Wallace. There were seventeen members present. Stu Watson moved that the minutes be read by the members and approved. Carried. Fred Freeman seconded the motion.

Business arising from the Minutes. The outhouse is at the Fairlawn Sod headquarters. Al Hilborn volunteered to get the outhouse. Bud Wallace will contact Ron Schiedel about the needed parking area, and what entrance will be used.

Also the need for a storage spot for the winch and battery which needs a power source for charging. Next Bud Wallace read his President's report: "This year the club has a new field located on Maple Grove Rd. next to the Toyota plant in Cambridge. The owner Mr. Ron Schiedel is familiar with our sport and he is an active pilot. The sod on our field was planted last September so hopefully it will be ready by June. The rolling terrain should help to dry it quickly. However there is a hydro line running diagonal ly to the south-east corner as an added bonus! The new executive will be working with Ron Schiedel on where the "little green house" will go as well as car parking. We do not wish to cause any problems so please stay off the field until we get permission from the owner. So no winter flying for now.

Next Bill Woodward reported on the Scale meeting. The group plans to put on some flying demonstrations to drum up interest in Scale Gliders and aero-towing. In Ontario and possibly at the 98 Canadian Nationals in Quebec. The Glider Scale event will be scheduled at the Nationals along with the regular glider events. A two-day Fun Fly will precede the Nationals on July 11 & 12 during which time aero-towing may be flown. Discussions on taking a team will be carried on during the next meeting on Feb. 7th. at Fred's place. Further to the recommendations put forward at the MAAC Zone meetings, Bill will ask the Giant Scale committee chairman regarding the \$500 grant requested to promote Giant Scale. Perhaps scale gliders can qualify for these kinds of funds too!

#### New Business:

The need for a field committee was discussed. Al Hilborn will look after the outhouse and storage box. Stu Watson will pick up the old field sign from Fairlawn. Al has the lock and key for the new gate as well as the frequency board. Bill Woodward suggested that a letter be sent to Hespeler Model Aviators and the Grand Valley Flyers regarding our new flying site. Action: Stan Shaw. Stan will also arrange for the frequency analyzer from MAAC for the March 8th meeting, and

for checking the field for any interference problems. Don Guthrie will look into changing the date for the last meeting from April 12 to the 19th. Al Hilborn will try to book a school gym for April 19 for our annual indoor glider contest. Werner Hildesheim inquired about which model qualified for the Golden Oldies contest. Stan Shaw will prepare a list for the 99' event. This event could be our way of participating in MAAC's 50th. Anniversary. Juri Vosu mentioned that the electric funfly at Halton Hills will be held on August 22 & 23. Fred Freeman pointed out that Gnats will be holding one of their contests on July 11 & 12. Stan Shaw checked over the members radio frequencies being used with those who were present. Fred Freeman moved the meeting be closed.

### SCALE GROUP MEETING JAN.10th 1998

**W**ith this meeting we begin what is virtually our third year of co-operation on the subject of R/C Soaring. The numbers of those attending has of necessity fluctuated between 8(low) and 15(high) over the course of those months and years, but we have always been able to count on a core of "regulars"- that is, those who always show up; no reflection on the "others"- they all have their reasons for not coming, but they always seem to return, and for that we are truly grateful; indeed we are fortunate to have such a stalwart body of supporters, and look forward to the future in the hope that our numbers will soon begin to show an increase! (Q.E.D.)

Attending the meeting were; Keith Armstrong; Roy Auwaerter; Dave Barry (who we welcome to the fold); F. Freeman; Don Guthrie; Gerry Knight; Paul Schmidt; Stan Shaw; Don Smith; Charlie Rader; and Bill Woodward .

The meeting opened with introductions and a brief review of the last meeting's business; Gerry Knight then produced a copy of an article which he had submitted to the Editor of MAAC Mag for inclusion in the magazine. Gerry had been unable to reach Henry Zwolak in order to get a

commitment to publish, despite several attempts, so he was passing it on to Bill suggesting that it might possibly be included as part of Bill's regular column. Incidentally, Bill is to be congratulated for his efforts in promoting this facet of our hobby by ensuring that it gets exposure in MAAC MAG; he has already had contacts from as far away as B.C. and Montreal as well as from the London Area. Here's more power to your elbow, Bill! Bill then introduced a copy of a letter which he proposes to send to the Presidents of Ontario Power Clubs with regard to a possible visit from our proposed Demo. Team; Bill asked for comments from those present, and also for the names of any Clubs which would be suitable. Stan Shaw agreed to provide a list of middle zone Clubs flying 1/4 scale models, so that Bill could get the letter sent out as soon as possible.

Tow-planes were again the subject of some discussion, the emphasis being on their engines and availability. Don Smith reported on his recently re-engined "CUB". He and Don Guthrie were at the centre of a comparison of sizes and types of prop. Seems that Don Smith could accommodate all the larger (1/4 scale and up) sailplanes, whilst we could rely on Don Guthrie to handle the smaller models. Phil Landry is reported to be somewhere in the wilds of Mexico, secretly testing his tow-plane as part of a holiday, and intends to call in on the Brisson factory for details of their engine; he will no doubt give us a summary of his findings at the next meeting.

Bill then called the attention of the meeting to an inquiry he had received from the co-ordinator of the Canadian Nationals, which will be held in Montreal re: the feasibility of holding a Scale Event for sailplanes; Bill ventured the opinion that Canadians were not yet ready for such an event, and suggested that we could perhaps assemble a Demo. Team to Showcase the finer points of aerotowing at the FUNFLY event planned for the weekend of July11/12th. Bill asked those present for volunteers; needed are tug pilots and dedicated sailplaners, who would be prepared to spend the two days in

Montreal. Most people said they would have to consult their schedules and would report back soon.

Last item on the Agenda was the circulation of a copy of Bill's Year End Report to the MAAC Executive regarding progress during the last year in the area of Scale R/C Gliding-Bill asked for any comments or additions. The consensus was that the report should be submitted, with the addition of a request for a yearly grant from MAAC, to be used for the promotion of funfly Aero-Tow events. Request to function in the same way as the request from the MAAC Giant Scale Group.

Meeting closed at 3.20 p.m. Thanks to all who attended-see you at the next meeting SATURDAY FEBRUARY 7th.- USUAL PLACE.

Fred J. Freeman

### FOR SALE

AstroFlight 110DC peak detector battery charger for 4-12 cells. Very good condition. \$60.

Call Doug Wilkins  
(905) 679-4973

## 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
Carson, William D.	153 Park St. W.	Dundas	ON	L9H 1X9	(905)628-6879
Chitty, Paul	#48-2531 Northampton	Burlington	ON	L7M 4H5	(905)332-9518
Cole, Steven	178 Monarch Park Ave.	Toronto	ON	M4J 4R8	(416)466-4574
Colley, Dick	101 Braeheid Ave.	Waterdown	ON	LOR 2H5	(905)
Englich, 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	????
Kuehner, David	27 Melissa Cres.	Flamborough	ON	L9H 7C5	(905)689-2576
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	R. R. #5	Guelph	ON	N1H 6J2	(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
Trauttmundsdorff, 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
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

\*Note: this list is by no means up to date. If any changes need to be made, please notify the editor.\*

**1998 SOGGI Executive**

President: Bud Wallace (905) 274-3177  
 1060 Eastmount Ave.  
 Mississauga, ON L5E 1Z3

Vice President: Fred Freeman (905) 627-9090  
 #706-75 Main St.  
 Dundas, ON L9H 2P9

Secretary: Stan Shaw (519) 766-9966  
 31 Wilsonview Ave.  
 Guelph, ON N1G 2W5

Treasurer: Derek Hartwell (905) 578-7991  
 39 Isaac Brock Drive  
 Stoney Creek, ON L8J 2P1

Editor: Ann Tekatch (905) 575-5433  
 19 Pheasant Place  
 Hamilton, ON L9A 4Y4  
 Fax: (905) 522-0064  
 Email: tekatch@nas.net

Deadline for next issue of TASK: Mar. 31/98.  
 Phone, fax, email, modem, mail, hand-deliver or  
 send your articles/photos to me Morse code.

**1998 Calendar of Events**

February 8 SOGGI meeting at Rockton Library, Rockton, Ontario. 2:00 p.m.  
 March 8 SOGGI meeting at Rockton Library, Rockton, Ontario. 2:00 p.m.  
 April 19 SOGGI meeting "Annual Indoor Glider Contest" (Date changed due to Easter Weekend) Location to be advised.  
 May 3 Sunday Golden Oldies Fun Fly  
 May 10 SOGGI Gentle Lady Day  
 May 31 Sunday Otto Bandman Memorial Club Day  
 June 6 & 7 EMFSO Electric Fun Fly, CD Stan Shaw  
 June 14 SOGGI Gentle Lady Day



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