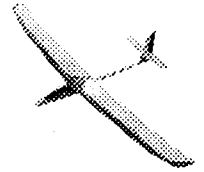


# TASK

Official Newsletter of the Southern Ontario Glider Group Inc.



Volume 14 Issue 2

April 1998

**T**he demands of family and work mean I don't have much to say this month. *(Try not to cheer too loudly!)*

I haven't been able to get out and inspect the new field yet, but I intend to get out there soon so I can limber up my Gentle Lady in time for the Gentle Lady contests. I hope you all have been practicing, because I'm going to be hard to beat. *(Try not to laugh too hard!)*

Stan Shaw very kindly left a message on my answering machine a week ago to let me know that he has received permission from the field owner for us to begin using the new field! No more excuses - get out there and start flying!!!

Ann Tekatch

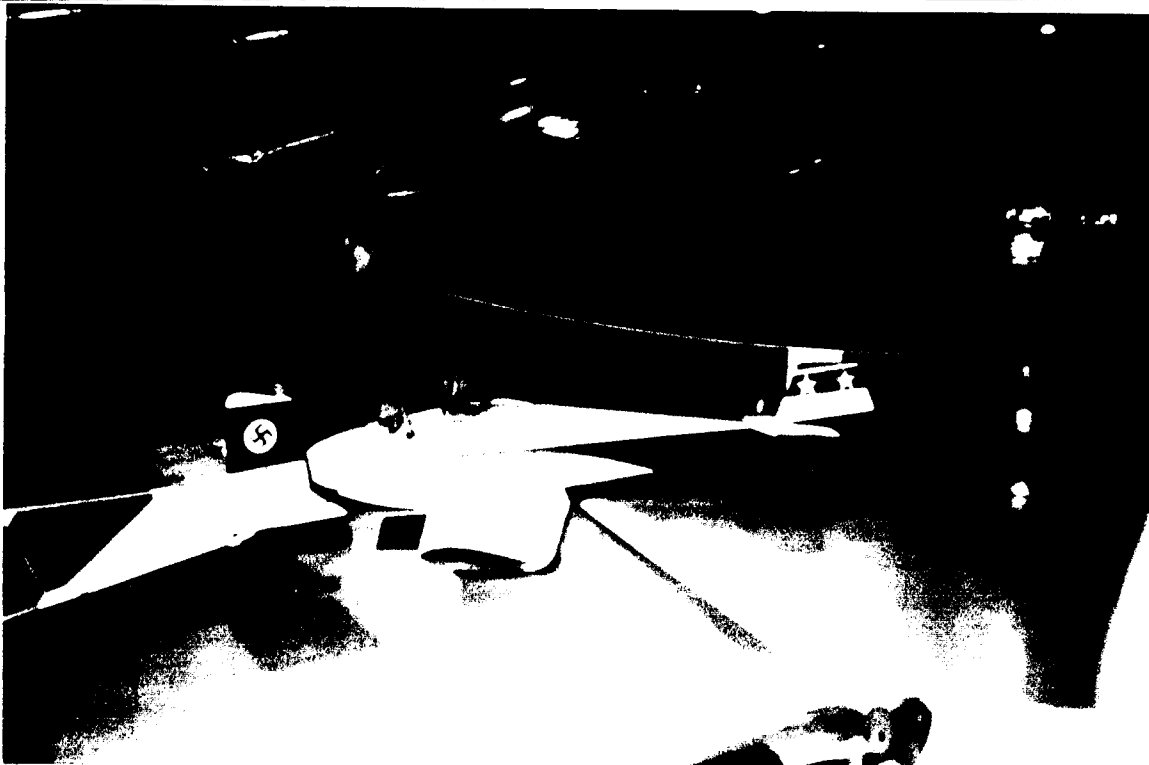


## PLANES, TRAINS AND AUTOMOBILES 1998 by Fred Freeman

**O**n March 14/15th the Canadian Warplane Heritage staged the first exhibition of its kind in Ontario, dedicated to the promotion of public awareness

to the existence of their magnificent facility at Hamilton International Airport. Attendance has been gradually dropping off for the last year, and the Management are trying to bring in more people; one way to achieve this objective, they thought, would be to organise a display of the three types of transportation, and combine it with an exhibition of miniatures of the same genre.

Last year, Henry Hirschmann, representing Hamilton Flying Tigers, had approached the Museum with a proposition to show a few of his club's models alongside the planes in the hangar; at that time, although the Museum authority liked the idea, they needed time to go into the logistics, and decision was deferred until this year. Once the decision had been made to go ahead, Henry was asked to contact clubs in the

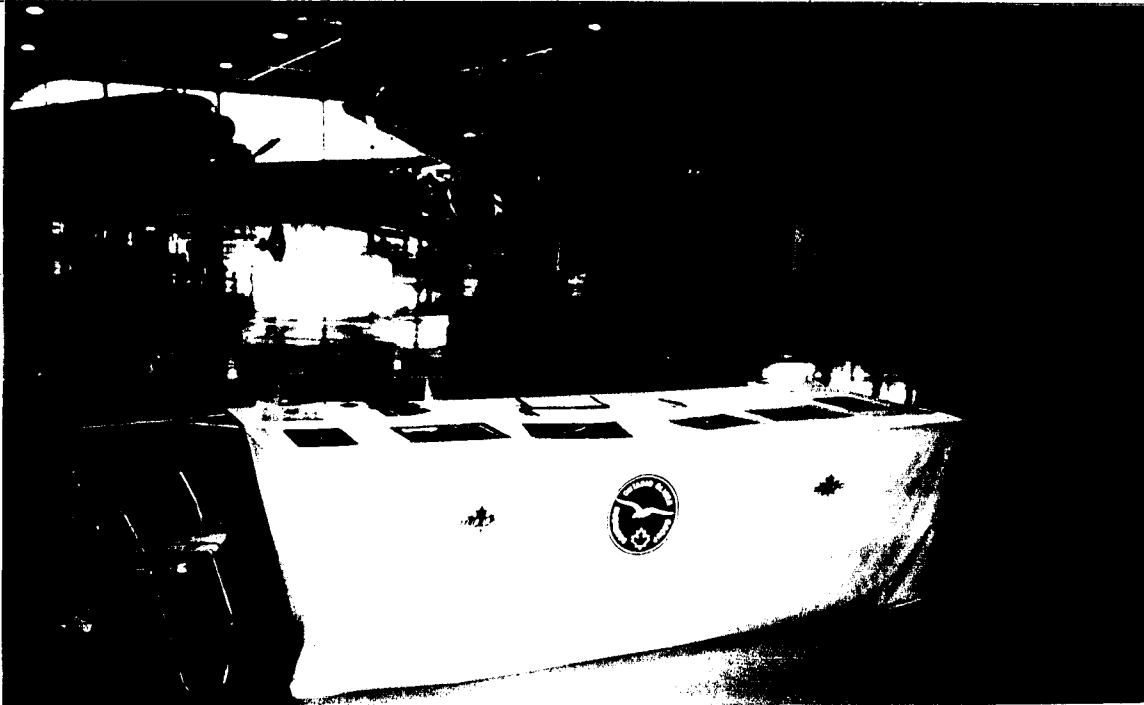


Charlie explains the mystery of the T.G.3 to a young visitor.

area so that the exhibit could be coordinated. The committee chose the theme of transportation, and the rest, as they say, is history; the clubs attending this first show were Hamilton Flying Tigers, Haldimand Skyhawks, Brant Flyers and S.O.G.I., these being the only clubs responding to Henry's inquiry.

Your Club was represented by Keith Armstrong, Kurt Fritz, Don Guthrie, Charlie Rader, Stan Shaw, and Bill Woodward, Fred Freeman was the contact with C.W.H. via Henry. Probably due to the weather the attendance on the Saturday was very poor, but, with the return of the

sunshine on Sunday, more people showed up, and the organisers said that they had possibly exceeded their usual Sunday figure for attendance; it seems that next year will be a much more widely publicised event. Publicity was very poor, only minimal advertising having been requested.



Our "functional" table beneath the mighty *CANSO*.



This was our display area - note the aero-tow in progress.

**ARE YOU AWARE?**

by Juri Vosu

I was reading an article in the latest (Jan/Feb 98) Electric Flight International (EFI) from the U.K. In the editorial page, there was a warning regarding Pacemakers.

There is an interference with this device and computer type transmitters. It seems that the RC radio can uncalibrate the pacemaker and cause ill effects.

**Minutes of the SOGGI Meeting, Sunday March 8, 1998**

by Stan Shaw

The meeting was called to order at 2:15 pm by Fred Freeman. There were sixteen members present when Fred read the minutes of the last meeting. Al Hilborn moved the minutes be passed as read, seconded by Bud Wallace. Carried.

Business arising from the minutes.

Fred pointed out a number of spelling mistakes. Keith Armstrong pointed out that a supplement to the Gentle Lady plans shows a 1/4 X 1/16 basswood spar reinforcing the main spar at the centre of the wing. Stew Watson related his experience in buying a Gentle Lady kit for \$65.00 only to find out later when he went looking in his workshop that he had an old kit that he purchased for \$24.95. Obviously Stew would like to sell his newer kit to anyone interested, for you guessed it: \$65.00! Stan Shaw apologized for not having the frequency analyzer for this meeting. He will get it from the office for the next meeting as well test the new field for possible interference between channels #34 and 35; 32 and 33; and # 38 and #39. Next Fred Freeman discussed the arrangements for the Canadian Warplane Heritage displays to be held on March 14 & 15. Stan Shaw, Don Guthrie and Fred Freeman will cover Saturday; Kurt Fritz and Roy Auwaerter will cover Sunday. Fred distributed the passes with four left.

New Business

Stan Shaw briefed the members present on the upcoming MAAC Agm meeting March 22nd. A model display is needed for the Saturday which Bill Woodward will be looking after. He was contacted by Ken Norris to set the display. Stan encouraged the members to attend the AGM to voice their concerns about the magazine, and the resolutions that may affect membership cost. Give your proxy vote to some one who is attending. Stan continued with comments on the Sailplane report by Ken Norris on the F3J Team need for financial support to attend the World championships in England this summer. Bob Sherliker is selling a decal for \$3.00 end tickets for a raffle on a radio and plane for \$2 each. After some discussions Al Hilborn moved the club send a cheque for \$50.00 to the Team Manager Bob Sherliker, 2496 Folkway Dr., Miss, ON, L5L 2J6. Seconded by Keith Armstrong. Carried.

After some discussion about the high cost of getting a new sign made up for the field, Charlie Rader had made the old one, Keith Armstrong volunteered to make a new sign using his computer. Al Hilborn will make arrangements to move the outhouse when the field is ready and the gate has been opened. Ann Tekatch asked for suggestions regarding the task for the handlaunch glider contest to be held on the next meeting April 19th. It was decided to use the same format as last year, a target on the wall. With no more business to discuss, Bud Wallace moved the meeting closed. Keith Armstrong did a show and tell on his new V-tailed Handlaunch glider. The 60 inch span wing featured a tapered swept-back wing Selig 7037 airfoil. A full D-box construction method gave a very rigid wing. The tail boom was an aluminum arrow shaft. Keith related how one supplier wanted \$12.00 while another sold the shaft without feathers for \$2.00! Keith said the plane weighed 16 oz.

**WHY BUILD SCALE? - K8  
PROGRESS REPORT**

by Fred Freeman

Progress has been a bit slow on the K8, due to the ill health of your correspondent-had the 'flu and a subsequent stubborn cold which just kept on coming back in spite of all efforts to see it off-maybe I was drinking from the wrong bottle! Glad to say that at last it appears to have left; the cold, I mean- I still have the Bottle! Well- I've got the wings ready for their final sanding, and the tail feathers are at about the same stage. The wings are built upside down, using special packing pieces supplied in the kit, and they went together quite easily, altho' some of the ribs were quite warped and resisted my attempts to get them straightened out; however, it was only a small problem and of no detriment to the assembly process in general. The reason for building upside down is that it's easier to accurately build in the necessary wash-out that way. The material used is a lite-ply comprising three sheets of very good grade balsa bonded together in an x-grained fashion, unlike the lite-ply that we are used to over here in North America-it is very strong and takes a bit more sanding than balsa does. Most of the ribs are made up from three sheets of 1/32nd, and the fuselage formers are of a slightly thicker grade. I had a bit of difficulty when it came to making the center-section joint; provision is made for the main wing joiner in the form of die-cut slots which are intended to accept the wing joiner box -no trouble there, but alignment of the rear incidence peg is achieved by drilling a hole to take a small tube, and steel peg, but the only indication of the location of this hole is a dimple mark on the rib face, which proved to be out of position-I was able to rectify the error, and the two panels finally went together as if they had been made for each other(!)

The air brakes come as a set of tufnol sheets which are computer cut to provide an assembly kit to make a pair of top and bottom "scissors" type spoilers, which must be fitted into the wings after assem-

bly;they work -very well ("tufnol" is a kind of fibre board and is hard wearing and easy to form). These are boxed into a slot in the wing and operated by separate servos in each panel. Servo bays for the ailerons are also built into the wing structure as you proceed with the building. Ailerons are integral on assembly, and must be cut away when the wing construction has been completed.

The fuselage is also built upside down (I wonder if they expect us to fly it upside down!) Formers are, as reported earlier, laminated from the lite-ply and require care in assembly, but the task goes fairly quickly on the rear section, which is built

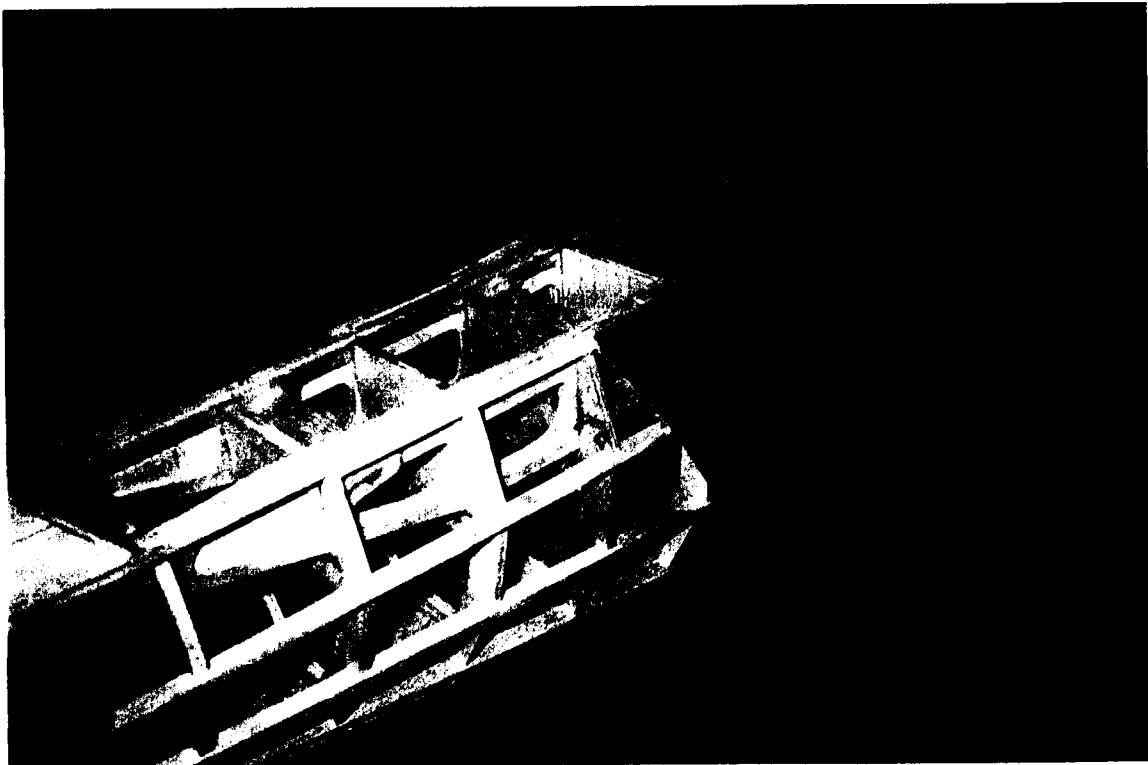
first- it's a triangular frame, to which are added several pieces and stringers, to form the fuselage's multi-sided x-section; the front section, with all the formers for the cockpit area and the nose of the aircraft, is the next section to be built, and then the two are joined together, making sure that they are in perfect alignment. From this stage on it's fairly straightforward. Tail feathers are, as the rest of the kit's components, designed for easy assembly, once you have separated them from their die-cut sheets and build quickly; care must be taken to avoid building in any warps, and I found it best to use blocks to support the work, especially when gluing on the sheeting.

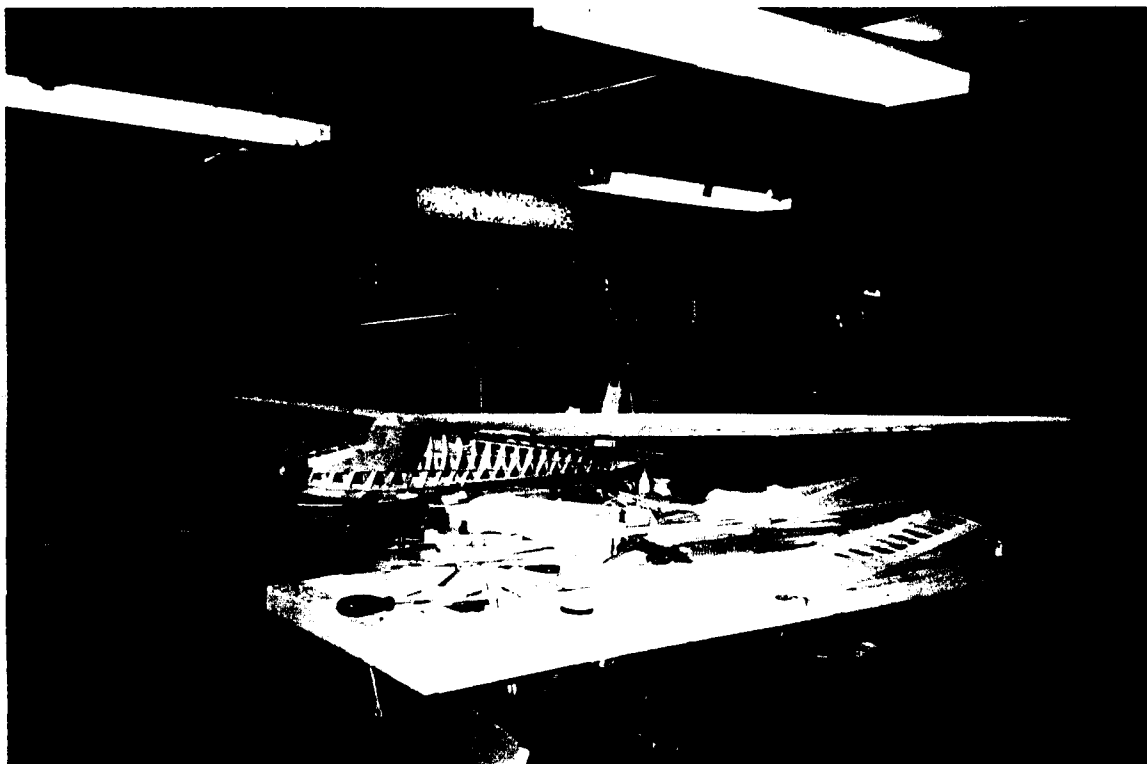
So that's as far as I have got; I expect to complete the construction soon, then comes the final sanding and finishing process - I've decided to use Super Coverite-plain. I'll add the fancy bits later. If you have read all this guff, thanks for sticking with it, and I hope you didn't find it too boring. We'll get back to some more important aspect of building scale next time.

Till then, I'm sure it won't be long before we are once more

DRIFTING WITH THE LIFT!

*Fred has very kindly supplied the following photos to show us the progress on his K8 - ed.*





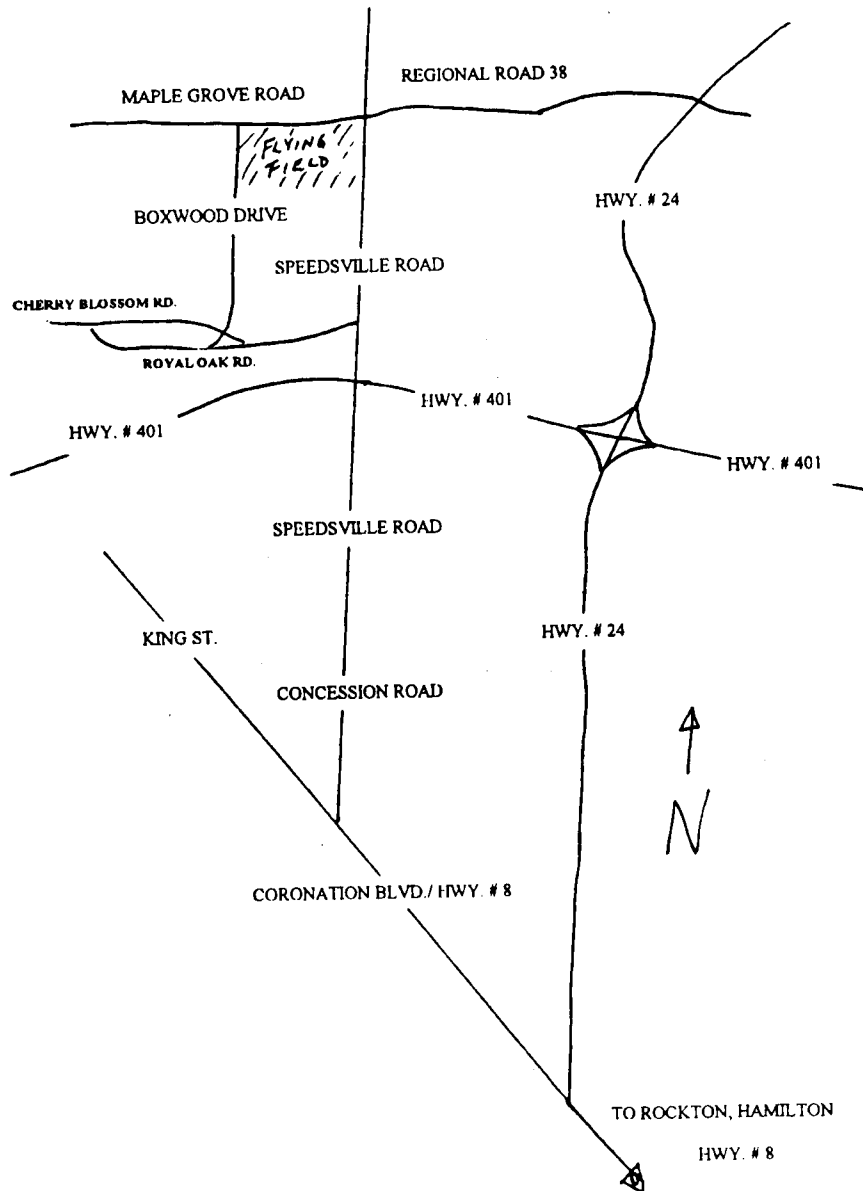
**NOSTALGIA GLIDERS (PRE-1980 DESIGNS)**

At the last general meeting, someone handed me a list of gliders that would qualify for our "Golden Oldies Fun Fly" on May 3/98. Unfortunately, I didn't jot their name down and my memory has failed me. Whoever you are - thanks!!!! - ed.

- |                                  |                                 |  |
|----------------------------------|---------------------------------|--|
| Bird of Time 118" (1978)         | Golden Eagle 100" (1976)        | ProRunner 168" (W. Klebert) (1979-1980)      |
| Sagitta 900 and 600 (1978, 1979) | Windfree 99" (1974)             | ProRunner                                    |
| Sailaire 144" (1976)             | Javelin 100" (1976)             | Miskeet 140" (1970's)                        |
| Drifter II 78" (1976) & Drifter  | Legionnaire 140", 100" (1978)   | Cumulus 120" (1970's)                        |
| Viking 120" (1978)               | Winddrifter 100" (1970)         | Super Cirrus 130" (1977)                     |
| Algebra 100" & Open 120" (1977)  | Alpha 118" (Multiplex) (1970)   | Gemini 100" (1981?)                          |
| Aquila 100" (1975)               | Cirrus 118" (Graupner) (1970)   | ASW-17 (1970)                                |
| Questar 78" (1978)               | Libelle 110" (Soarcraft) (1970) | Multiplex Flamingo, Alpina (1978-1979, 1980) |
| Olympic II 100" (1976)           | Hobie Hawk 99" & 120"           | Challenger 140" (1976)                       |
| Olympic 99 99" (1974)            | Centurion 100" (RCM)            | White Trash 120"                             |
| Paragon 120" (1976)              |                                 |  |

**CAMBRIDGE**

**MAP TO NEW 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
Auwaerter, Roy	9 Jameson Drive	Dundas	ON	L9H 5A1	(905)628-8496
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
Cole, Steven	178 Monarch Park Ave.	Toronto	ON	M4J 4R8	(416)466-4574
Colley, Dick	101 Braeheid Ave.	Waterdown	ON	L0R 2H5	(905)689-7761
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	(416)241-0130
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	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
Penney, Paul	388 Massey Dr.	Ancaster	ON	L9G 3J9	(905)648-5843
Rader, Charles	4533 Ivygardens Cres.	Beamsville	ON	L0R 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
Trauttmonsdorff, Mike	400 Field Rd.	Jerseyville	ON	L0R 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.\*

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Deadline for next issue of TASK: May 31/98.  
 Phone, fax, email, modem, mail, hand-deliver or  
 send your articles/photos to me via hot air balloon!

**1998 Calendar of Events**

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  
 June 28 Scale Sailplane Rally @ SOGGI field, 10:30 - 4:30, CD Bill Woodward. Raindate: July 12  
 July 4 & 5 Novathon (July 4) & Triathlon (July 5) @ SOGGI field, 10:00 - 4:30, CD's Stan Shaw & Fred Freeman  
 July 18 GNATS Triathlon contest, 9:30 - ?, Contact Ed Plowes (905)934-5693  
 Aug. 1 GNATS three flight accumulative contest. Contact Ed Plowes (905)934-5693  
 Aug. 14-16 GNATS Scale Sailplane Rally. Contact Gerry Knight (905)934-7451 or Don Smith (905)934-3815. Email  
 mistral@niagara.com or linden@niagara.com



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